

THE WORLD WAR II TIMES

March, 1989

\$2.00

ALL THAT SWING

by REX REDIFER

YAMAMOTO SHOOTDOWN

by GEORGE CHANDLER



Mead Schaeffer



Thoughts from a Royal 440

Elbert Watson

The Big 5-0

We're approaching an epic period in our national history — the 50th anniversary years of World War II. We'll never have a better time to reflect and record that memorable period.

The era of World War II encompasses more than the years 1941-1945, when America was drawn into the fray. Some feel that the period stretches from the early 1930's until the end of the Vietnam War.

Whatever period one chooses, the consequences of that war still affect us socially, economically, and militarily.

Those subjects are too big for us to fathom, but our point is that an era that produced so much change in our life styles should be a subject of considerable interest during the 50th anniversary.

That's why we feel the President and American Congress should issue appropriate resolutions and legislations to encourage Americans to gain a better understanding and appreciation of World War II.

We need some prompting. Various studies find our young people have little comprehension of the war and its consequences. That's a far cry from the youngsters (I was one) of the war years. The war had a daily impact on our neighborhoods, schools, and homes. As we have said many

times, it was a tragic but triumphant period. We all seemed to know who we were and what we stood for.

One learns more than just the military history of the era. That's fascinating, of course, to us war buffs, but look at the social history of the times.

In World War I, as the song went, you couldn't keep Johnny down on the farm anymore after he saw Paris. Well, after World War II "Rosie the Riveter" and young women who served as WACS, WAVES, and WASPS would never be the same either.

With these thoughts in mind, we're thrilled to join Sheraton Hotels in Washington D.C. and Northern Virginia to call upon Americans to begin now to plan appropriate celebrations and commemorations for the 50th anniversary.

Here are some suggestions:

1. Encourage students to give thoughtful study to the war.

2. Local communities should hold patriotic programs, some solemn, others festive. Perhaps it's time to erect a monument to a local hero. Maybe a street needs to be renamed.

3. Encourage the local media to hold discussion programs dealing with the moral issues of the war.

4. Mobilize an effort to record and preserve veterans recollections and memorabilia.

5. Attention should be given to veterans in V.A. hospitals.

These are only starters. There's a wealth of things to do to preserve this important portion of our national history.

Like Lincoln at Gettysburg, we can become better citizens by resolving that those who passed before us "shall not have died in vain."

To honor them with appropriate ceremonies and activities ennobles their memory, and keeps their own faith in their country alive in our hearts.

LET THE 50th ANNIVERSARY ACTIVITIES BEGIN.

Our Cover

A decorated G.I. swings his favorite girl around the dance floor, while on lookers clap to a lively tune. Look closely and you will see the young lass is dreamy-eyed.

Artist Mead Schaeffer drew this typical scene of the war years for the cover of the November 25, 1944, issue of the Saturday Evening Post.

This man was a "Jim"

There was never a person quite like James Sulzby, Executive Secretary of the Alabama Historical Association.

I first met him years ago in a charming southern community called Gadsden, Alabama. He came up from Birmingham that day to meet with local officers of our historical society, to lay groundwork for the 1958 annual meeting of the Alabama Historical Society in Gadsden.

As soon as I laid eyes on Jim Sulzby, I knew I had met "one of a kind." He was not like any historian I had known. His dapper appearance was augmented by his sporty bow tie. His eyes twinkled; his body was in perpetual motion; and his voice (southern through and through) excited attention.

Few people could match Jim Sulzby's wit; none could excel him. He was not a professional historian. Indeed, he was a prominent Birmingham business man.

But he had a profound love for Alabama history. As one of the founders of the Alabama Historical Association in the 1940's, Jim sought to personalize the subject. He was so well informed about people and events of bygone days, that some folks occasionally thought Sulzby must have lived "back then."

Jim became "the institution" of the Association. As the years fell away, many of his colleagues slipped across the line of worlds to join their peers who made Alabama history.

But Jim Sulzby remained — dapper, witty, and energetic. He was an institution, almost immortal.

Although it has been many years since I last saw Jim, it was my good fortune to keep up with him occa-



Historian Jim Sulzby

sionally through correspondence and telephone. Well I should, since he was a strong influence on me to work to preserve history through those who experienced it.

Recently the Great Historian wrote the final paragraph on the life of "Jim Sulzby, Alabama Author, Historian, and Friend." Once the story was completed, Jim, true to his restless nature, didn't tarry long for further accolades. He had other things to do among those whom he had "known," as though through a glass darkly, now face to face.

But it still seems like only yesterday that a dapper, peppy, talkative little man first crossed my path. What memories you leave behind for all of us who knew you, Jim Sulzby.

Elbert Watson

Hirohito in different light

This is written in response to the letters by Gordon Gilmer and Les Murphy in the Times, January, 1989. I believe Les and I were shipmates in 1944, and I'm glad he's still around and active.

I don't see late Emperor Hirohito in quite the same light as Hitler and Mussolini.

Douglas MacArthur was wise when he recommended Hirohito remain as symbolic head of the Japanese nation rather than be tried and possibly executed as a war criminal. Japan at the time was at the edge of social,

political, and economic disintegration and faced a very uncertain future.

I don't think Hirohito had a lot to do with Japan's subsequent recovery either. I think of him mostly as a fairly good marine biologist, which may be what he wanted to be anyhow. But if he did assert himself in 1945 and make the critical decision that Japan surrender, he undoubtedly saved tens of thousands of lives, possibly even Les Murphy's, Gordon Gilmer's, and mine.

Sherman A. Minton, M.D.
Indianapolis, IN

Unsung heroes

The January issue of the Times was exceptionally well done, both from content and organization.

Colonel Uye-hata's story "Unsung Heroes" particularly caught my eye. I'm glad that you are calling attention to veterans whose World War II service deserves more recognition.

William Ervin
Indianapolis, IN

Surprised

We do not approve of the Veterans Administration hiring a Buddhist chaplain. Buddhism is a false religion and its founder's body is still in its grave. I Corinthians 15:3-4 measures the difference between Christianity and false religions.

Rev. Jack Harrison
B-17 Pilot and POW

World War II Times Vol. 4, No. 2

Founded December 7, 1985
Published bi-monthly by Traveler Enterprises

Elbert L. Watson, Publisher
Feature Editor, Don Sandstrom
Advertising, William Sare

Pictures, Bob Doeppers
REGULAR CONTRIBUTORS: Wendell Phillippi (MG Ret.), Jim Shelton (Col. C.A.F.), Kathy Warnes, Harry Horsman, Dan Levin, William McLaughlin, and William Rooney.

PUBLICATIONS BOARD: Dr. George Geib, Lt. Col. Robert E. Currie, Joe Higgs, J.R. Brown, Dr. Steve Ewing, Jerry Sargent, Patricia Novak, R. "Smockey Joe" Silva, Jim Bryan, and Robert Silvers.
Editorial Offices at 1010 East 86th Street, Suite 61-J, Indianapolis, Indiana 46240.

SEND ALL CORRESPONDENCE TO THE WORLD WAR II TIMES, P.O. BOX 40163, INDIANAPOLIS, INDIANA 46240, (317) 848-9361.

ADVERTISING: 1010 East 86th Street, Suite 61-J, Indianapolis, Indiana 46240.

The TIMES is a national journal which depicts the military and social history of the World War II era. American servicemen and servicewomen are the central subjects of each issue. We welcome your stories and photographs.

In April 1943, I was transferred from Hawaii to the 339th Fighter Squadron based at Oua Tom, New Caledonia with Forward Combat Operations Base at Guadalcanal.

There I met pilots Thomas G. Lanphier and Rex T. Barber as they were on their way back to the States following the Admiral Isoroku Yamamoto shootdown. Since then, I have wondered which man actually shot down Yamamoto, and have made a serious study of the subject.

Yamamoto was recognized as Japan's most able Naval strategist. Although he opposed Japan's plan to conquer Southeast Asia and integrate these territorial conquests into the Greater East Asia Co-prosperity Sphere, his strategy of the surprise attack on the U.S. Fleet at Pearl Harbor gave Japan hope that she could complete her conquests.

The Japanese in the first six months of the war conquered all of the areas of Southeast Asia and the Solomon Islands, and were preparing to move on Australia and New Zealand.

Fortunately, U.S. Naval Intelligence was able to decipher the Japanese Naval code, so that our carriers were in place to ambush and sink the four big Japanese carriers in the Battle of Midway, June 1942.

By April 1943, the Japanese had been defeated on Guadalcanal. Also, they had suffered great losses in the Battle of the Bismarck Sea, where their invasion force heading for Milne Bay on New Guinea Island was destroyed by attacks from the U.S. Fifth Air Force at Port Moresby.

On April 3, Yamamoto went from Truk Island to Rabaul on New Britain Island to personally direct the all-out Naval Air Offensive code name I-GO against U.S. bases in the lower Solomons and New Guinea.

Rabaul was the anchor for Japanese efforts against New Guinea and the Solomons. There, on April 7, Yamamoto personally waved to the departing 486 fighters, 114 carrier based bombers, and 80 land based bombers in their giant strike against



Mission survivors taken the day after their return. Standing left to right: Roger Ames, Lawrence Graebner, Tom Lanphier, Delton Goerke, Julius Jacobson, Eldon Stratton, Albert Long, and Everett Anglin. Kneeling: William E. Smith, Doug Canning, Besby Holmes, Rex Barber, John Mitchell, Louis Kettel, and Gordon Whittaker. Not shown is Ray Hine, who was lost during the mission.

Yamamoto shootdown

George Chandler

Admiral Yamamoto gave America a surprise at Pearl Harbor, then got one himself in 1943 — and a controversy has raged ever since.



Admiral Isoroku Yamamoto

Guadalcanal.

On Tuesday, April 13, Yamamoto decided to personally inspect the Japanese garrisons at the southern tip of Bougainville, and in nearby Shortland Island and Ballale Island.

That afternoon a message was sent from Rabaul to the garrisons advising them of Yamamoto's visit on the 18th. This message, giving his exact time of arrival at Ballale Island Air Strip, was transmitted in both Naval and Army codes. These coded messages were picked up by U.S. intelligence listeners and relayed to Hypo at Pearl Harbor.

In addition to the exact times of arrivals and departures, the message said that Yamamoto's Betty bomber would be escorted by six fighters. It did not mention the presence of a se-

cond Betty bomber.

Early Wednesday morning, April 14, Edwin T. Layton, Chief of Naval Intelligence in Hawaii, received the deciphered message and quickly passed the information to Admiral Nimitz, Commander of the Pacific Fleet.

That same day, Admiral Marc A. Mitscher, commanding at Guadalcanal, received a message from Admiral "Bull" Halsey's headquarters in New Caledonia telling of Yamamoto's visit. Halsey asked if Mitscher could intercept and shoot down the Japanese leader. Mitscher replied that his P-38's could perform the mission, and that the 339th Fighter Squadron, and Army Air Force unit, would probably make the flight.

The next morning, the 15th, Halsey notified Mitscher that the mission had been approved by Washington and that preparations should begin at once. The intercepted message from Rabaul was transmitted to Mitscher.

Late on the 15th or early on the 16th, a message went to the Fifth Air Force in New Guinea asking for emergency delivery to Guadalcanal of drop tanks, including some of the 310 gallon size.

On Saturday, the 17th, at about 4:00 p.m. Lt. Colonel H. Viccellio, Senior Operations Officer, Major Louis R. Kittel, Commanding Officer, 70th Squadron, and Major John W. Mitchell, Commanding Officer, 339th Fighter Squadron, visited the officers' bivouac area at Fighter II.

They told the pilots that an important mission was scheduled for early the next day, advising the men to get some rest and lay off booze.

Intercept plans

During the lively session it was suggested that the best way to get Yamamoto was to strafe him on the boat that would bring him from Ballale Island to Bougainville's mainland. However, Mitchell, who would lead the mission, strongly urged shooting Yamamoto down in mid-air. Admiral Mitscher's concurrence with Mitchell settled the issue.

Throughout that evening Mitchell worked on his flight plan. He figured the Betty would make about 180 mph, or three miles a minute, so he planned

an intercept point on Bougainville about 45 miles, or 15 minutes, from Yamamoto's intended landing at Ballale.

He then worked out the course that would carry him into the Solomon Sea southwest of the Japanese occupied Solomon Islands.

The total distance from Guadalcanal to the intercept point on Bougainville calculated 436 miles, which Mitchell planned to fly at 200 miles per hour. Navy meteorologists had given him an estimate of surface winds of five knots off his port quarter.

Mitchell expected to make 198 miles per hour flying on the wave tops. Some detailed fine adjustments were made when turning onto the final 90 degree heading. So, he calculated it backwards to the necessary time to start on course and then allocated time for take-off and gathering everybody into formation to start on course at the exact time.

Since this was a maximum effort mission, all the P-38's commissioned in the 13th Air Force on Guadalcanal were to fly — a total of 18 airplanes. Mitchell selected his killer flight of four to be led by Captain Tom Lanphier, with Rex T. Barber flying Lanphier's wing and the second element consisting of Jim McLanahan and Joe Moore.

Lanphier's flight was designated as the killer flight because of its outstanding success on several other missions. The destruction of a Japanese destroyer at Kahili was a high point of their successful missions.

Mitchell was besieged by all the 339th pilots wanting to fly this mission. Major Louis R. Kittel, Commanding Officer, 70th Squadron, and Major Paul S. Bechtel, Commanding Officer, 12th Squadron, also insisted that some of their pilots be included.

Eighteen P-38's on Guadalcanal were scheduled for the mission, two of them being spares flown by Lt. Besby Holmes and Lt. Ray Hine. Louis Kittel was tapped to lead eight of the fighters.

Jim McLanahan, of the killer flight, blew a tire early in his take-off roll and had to abort. Joe Moore found when he was air-borne that he couldn't draw fuel from the drop



Rex Barber describes his position at the Yamamoto shutdown.

tanks, so he had to abort. Thus, Holmes and Hine became the second element in the flight.

The 16 planes set their course from Guadalcanal exactly on time.

Mission begins

Mitchell led the P-38's at about 50 feet off the ocean on his four different headings. They reached the Bougainville coast one minute ahead of schedule.

If Yamamoto's flight was not spotted as the pilots crossed the coast, they would cross the island and check the northeast side in case the Admiral might have flown that route.

Mitchell's plan was that when Yamamoto's plane was sighted, the killer flight led by Lanphier would immediately detach and go for the bomber. Mitchell, leading the remain-

ing 12 aircraft, would haul for altitude to be top cover.

More than 75 Zero Fighters were positioned on Kahili Airfield in the Buin area, Yamamoto's destination. Mitchell anticipated that most of these planes would be in the air to escort Yamamoto to Buin.

As the squadron approached the coast at 50 feet, Mitchell brought his men into close formation. Element leader Doug Canning abruptly broke radio silence saying: "Bogeys eleven o'clock high."

Mitchell was surprised to see two Betty bombers escorted by six Zeros, rather than the one bomber he expected. He turned the squadron to a course parallel with the Bettys, went to a maximum power climb, and radioed the squadron to "skim 'em off" (drop the belly tanks).

Approaching the altitude of the Bet-

tys (approximately 4,500 feet) Mitchell radioed Lanphier: "O.K. Tom, he's your meat." "Roger," Lanphier replied. Mitchell continued his climb to position his fighters for top cover.

Lanphier at max power approached the two bombers from about their 3 o'clock position and slightly below them. Descending for their landing at Ballale, the bombers were between 4,000 and 5,000 feet, Barber estimated.

Holmes radioed that he could not release his belly tanks, so Lanphier and Barber launched their attack on the bombers. The bomber closest to them was the lead bomber and carried Yamamoto.

Spotting the P-38's, the three Zeros on the right side of the Bettys, suddenly nosed down and dropped their belly tanks. They dropped swiftly from their higher position behind the bombers.

As Lanphier and Barber approached a point where they could start their pass at the two bombers, it became apparent that the Zeros would be directly behind them into a position for a fatal strike.

So Lanphier broke 90 degrees to the left and up to meet the Zero leader head on. Barber turned to the right onto the tail of the lead bomber. However, his turn was not quite tight enough, so as he rolled out he was slightly to the left and above the lead

MILITARY HAT PINS
\$2.50 each
IN FULL COLOR
VIETNAM • KOREA • WW II
ALSO AVAILABLE

- DOG TAG KEY RINGS
- TIE BARS
- ZIPPO LIGHTERS 
- BELT BUCKLES
- PATCHES

Send for FREE illustrated catalog
Dealer inquiries welcome

We also manufacture custom
pins and patches
Write or call for prices

HOOVER'S MFG. CO.
4015MS PROGRESS BLVD.
PERU, IL 61354
(815) 223-1159 Ask for David

AIRBORNE

The jumpsuit that saw action from North Africa and Europe to the Philippines. Cut to the same specifications as the durable jumpsuits issued to World War II airborne troops. Made in the U.S.A. of Fortrel and heavy cotton twill with no sacrifice of the overall rugged look. Uncompromising attention to detail makes the difference in this quality garment. Jacket sizes S(36) M(38-40) L(42-44) XL(46) XXL(48) XXXL(52). Pants sizes 30-42 (even only). Color: Khaki.
Jacket & Pants.....\$200.00
Jacket Only.....\$150.00
Includes shipping, handling and insurance. Allow 3-6 weeks for delivery.

Send your order to:
Chattahoochee U.S.A. • P.O. Box 3221 •
Alhambra, CA 91803 • (213) 665-8094
Sorry, No COD's • California residents
add 6.5% tax.

SEND ME _____ JUMPSUITS
SEND JACKET ONLY
(XXL ADD \$5.00) (XXXL ADD \$10.00)

JACKET SIZE _____ PANTS SIZE _____

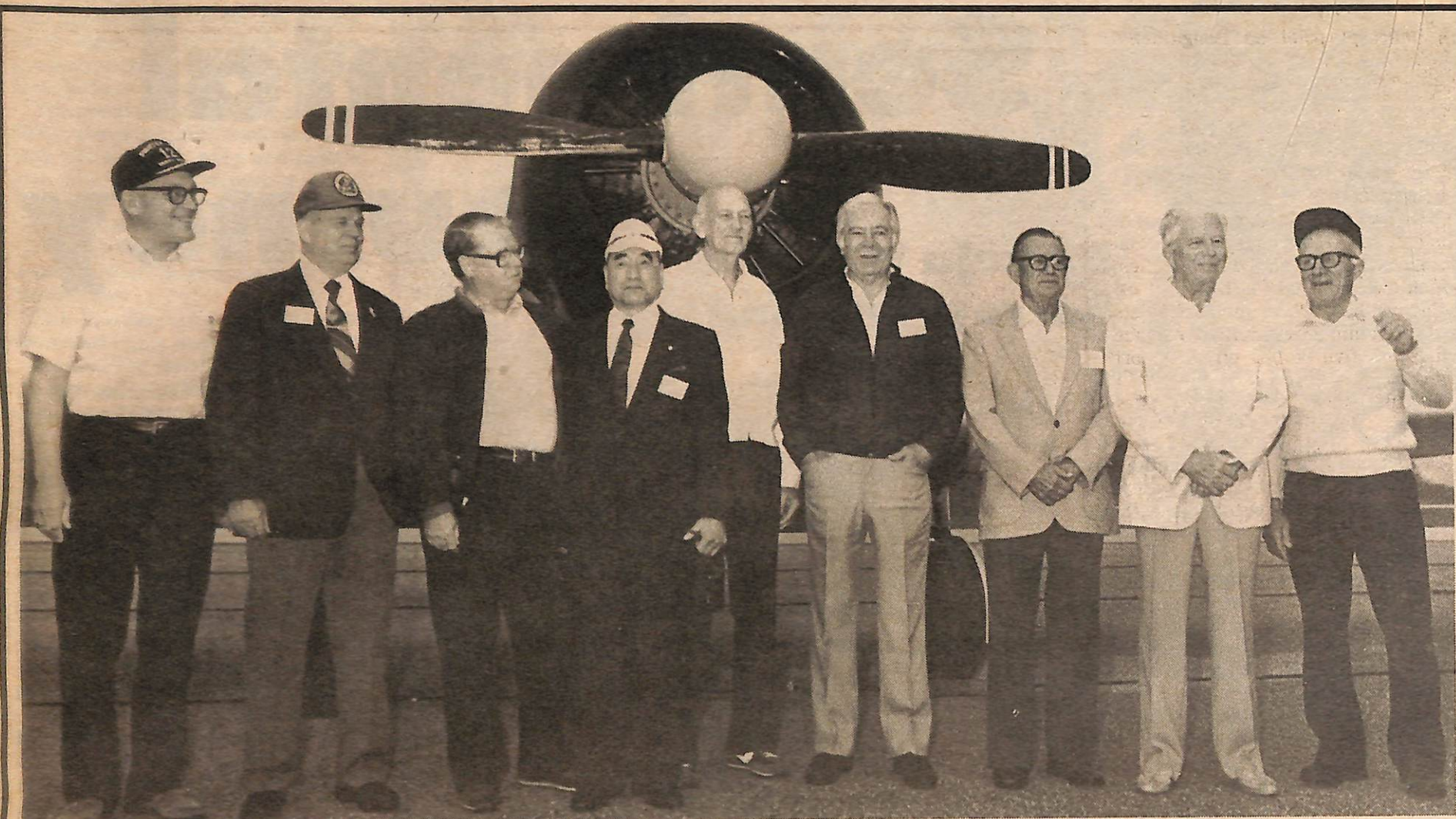
NAME (PRINT) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

CHECK OR MONEY ORDER ENCLOSED IN AMOUNT \$





OLD ADVERSARIES MEET. Kenji Yanagiya, the only escort Zero pilot from the Yamamoto Mission to survive World War II, met with his former adversaries at the Yamamoto Mission Retrospective at the Admiral Nimitz Foundation, April 16-17, 1988. Left to right: Doug Cann- ing, Rex Barber, Dalton Goerke, Yanagiya, Roger Ames, Jake Jacobsen, Besby Holmes, John Mitchell, and Lou Kittle.

bomber. His first shots went over the fuselage and into the right engine.

As Barber leveled his wings directly behind the bomber, he poured fire from all guns into the right engine until it was smoking heavily. He then directed his fire through the fuselage; into the left engine; and finally back into the fuselage.

One of these bullets, I believe, killed Yamamoto, entering his left jaw and exiting the right temple of his head. At that moment, the bomber abruptly lost speed and rolled to the left. As the right wing came up, Barber almost collided with the bomber as he turned to his right. The bomber was skimming across the top of the jungle as Barber broke up and to the right. Looking back, he saw the smoking Betty in a glide angle just above the trees.

He later reported that he did not see any gunfire from the bomber at any time.

The pursuing Zeros began a vicious attack, shooting steadily at his P-38. Skillful flying, lots of luck, and maximum engine power enabled Barber to escape. He looked back and saw a plume of black smoke coming from the jungle where the Betty went down.

Heading for the coast, Barber saw Holmes and Hine circling over the water at about 1,500 feet. Also, there was a Betty very low over the water, just off shore heading south.

Holmes spotted the Betty too, and he and Hine peeled off in pursuit. As they approached, Holmes began fir-

ing but his first bullets hit the water behind the bomber. He walked his fire up and through the right engine of the plane. A white vapor started trailing behind the right engine.

Barber dropped in behind the Betty and closed to less than 50 yards. Opening fire, he aimed at the right engine.

Recently Barber recalled: "Almost immediately, the Betty exploded. As I flew through the black smoke and debris, a large chunk of the Betty hit my right wing cutting out my turbo super charger intercooler. Another large piece hit the underside of my gondola, making a very large dent in it."

"Ahead of me, Lts. Holmes and Hine had encountered Zeros. I believe these Zeros had taken off from Kahili Air Strip and Lt. Holmes shot down one Zero. I saw Hine heading east, out to sea, smoking from his right engine."

"A second Zero, which had broken off from Lt. Holmes, started to pass under me. I rolled over in an overhead pass and was able to shoot down the Zero. I then looked for Holmes and Hine, but could see neither one of them."

"I looked over the water for a sign of a crash. There were three slicks, one where the Betty had crashed and one each where Holmes and my Zero had crashed. I hoped that Lt. Hine had headed for Guadalcanal, but that was not the case. I was low on fuel and could not stay in the area any longer, so I headed back to Guadalcanal."

"I landed with almost no fuel. Lt. Holmes landed on the Russell Islands and Lt. Hine did not make it back.

"When I got out of my P-38, my crew chief showed me four bullet holes through the blade of my left prop and three bullet holes through my right prop. All holes passing from rear to front. My crew chief later told me that he counted 104 holes, (probably 52 hits) all rear to front hits. Thus, the bullets that hit me were from the Zeros, — confirming my belief that neither Betty had fired at me."

Lanphier turned left and up into the Zeros, destroying one and forcing the others to break off their attack.

As he rolled over to descend on the bombers, he looked down and saw a Betty making a 360 degree circle just above the top of the jungle. He dove to attack the bomber from the 3 o'clock position, but thought his fire was out of range. He was amazed to see the bomber's right engine burst into flames.

Turning right to position himself on the bomber's tail, Lanphier saw the right wing separate and the bomber plunged into the jungle. He reported steady fire from the tail gunner.

Back at Guadalcanal, everyone was so overjoyed at the success of the mission that the debriefing was poorly conducted. Lanphier, Barber, and Holmes all disagreed over what happened, a disagreement which has continued to this day.

Who downed Yamamoto?

My 44 years of trying to figure out who actually shot down Yamamoto is pretty well resolved in my mind by three significant pieces of information:

(1) On April 18, 1943, at 2:30 p.m. (Tokyo time; 4:30 p.m. Guadalcanal time), the following message was sent from Rabaul to the Navy Ministry in Tokyo, "...the number one land-based attack plane carrying the C. in C... was seen to dive at a shallow angle into the jungle eleven nautical miles west of QBV emitting flames."

This report corroborates Rex Barber's account of his destruction of the Betty Bomber. However, it does not describe the Betty Bomber downed by Tom Lanphier.

(2) At the 339th Squadron reunion in San Antonio in the fall of 1985, I went with Mitchell and Barber to see the Admiral Nimitz Museum at Fredericksburg, Texas.

A sizeable part of the museum relates to the Yamamoto shutdown. We were amazed to find that the museum had obtained a video tape interview with the only surviving pilot of the escorting six Zeros, Yanagiya Kenji, who was flying the #3 Zero.

His taped account exactly corroborates Barber's combat report.

TO PAGE 27



**Pamela Winfield
Surrey, England**

Sentimental Journey

Some of you may remember the trio in the picture at the right. We worked for the American Red Cross, first in the canteen of the Victory Club just off Portman Square, then we danced with you at the Mayflower on the Edgware Road.

The girl in the middle now lives in Ogunquit, Maine. The lady wearing the skirt married an Englishman. I married a sailor but was widowed in 1959 and returned to London where I later remarried.

I've watched London change over the years. Quite a lot that you may remember is gone. Some Red Cross clubs like the Washington and Columbia have reverted to being hotels. The Mayflower has had a chequered career from carpet showroom, super-market to offices.

There isn't even a brick left of Rainbow Corner, and Grosvenor Square is completely transformed. No longer do jeeps and trucks park in the middle. It's grass covered with flowers and statues. President Roosevelt first and very recently, General Eisenhower.

The old U.S. Embassy now flies the Canadian flag. The row of elegant Georgian houses that graced the west side gave way to the new one, but the U.S. Navy is still on the corner of the Square and N. Audley Street.

Portman Square is unrecognisable. One side is taken up by the five star, Churchill Hotel, while the rest is expensive apartments and offices. Patches of Picadilly look the same, but the "girls" aren't there. However, they can still be found in Shepherd's Market.

Shiny skyscrapers have been built on the bomb flattened wastes round St. Pauls, and there's a Kentucky Fried Chicken where the Marble Arch Corner House used to be.

Some Englishmen are still formal and wear bowler hats, but you'll find them among the crowds in MacDonalds. A Big Mac is probably the best known American export, but it has not displaced fish and soggy chips.

Kids won't ask you for any gum, Chum, but they are likely to want to discuss football teams. American football plays to packed houses on British television.

Further afield, Greyhound racing tracks have become shopping malls. The hurricane of 1987 tore away a



large number of the fine trees in Bushey Park and Hurst Park's racing horses have given way to houses.

The homes are no longer cold, central heating took over and refrigerators, freezers and microwaves are owned by one in three Englishmen.

The pubs are thriving. Now they can be open all day and will sell you a Miller's High Life.

You G.I.'s may remember that you took to British girls in a big way. One of the most famous pictures is of Joan and her sister. One now lives in Pennsylvania, the other in West Virginia.

In 1945, the U.S. Government pass-

ed a special Act of Congress that let about 75,000 of us war brides come to America.

It was 1984 before anyone thought to write about them. My book was called *Sentimental Journey* because, invariably, when ships carrying G.I. Brides sailed into New York, the band on the quayside was playing that tune. We all had to wear those labels until we were collected.

Those six girls with their babies were newly arrived brides in Macon, Georgia. Sadly, they didn't all have happy endings.

Don and Eunice did. She and I met on the way to America. She told me she was going to Southern Illinois. So was I. The fact we both had red headed babies caused a little heart-stopping until we inspected each other's wedding pictures.

Eunice had met Don in Cambridge. She was from Luton and that is where they returned to the same church to repeat their wedding vows on their



Doris Day made "Sentimental Journey" a big hit.

40th anniversary. Darrel was stationed in Essex; he and Olive are now great-grandparents and have retired from Ohio to Florida.

The group pictured on my patio are Betty who came back from New York with her husband, baby and in-laws. Dee now lives in Middlesex. Diane was one whom you may have met at the Mayflower club. Brenda, an ex-Liverpool, now lives in Arizona. Jessie was left holding the baby. And, finally, me.

You can find out a lot more about them and many more, in *Sentimental Journey*. The large print edition by Ulverscroft is available in most U.S. libraries. I have letters from many G.I.'s to prove it. They say how many happy memories it has brought back to them.

I am now married to an Englishman, but cannot escape my ties with the USA. My husband's sister married a G.I. she met at the Lyceum ballroom just off the Strand. There are no more dances there, but you can cut a stately rug while taking tea at the Waldorf Hotel nearby. Norma and Bob now live in Cincinnati.

I am still writing. My next book will be about the babies like Jessie's who were left behind. They have formed into a group called, TRACE-Transatlantic Children's Enterprise, and asked me to be President.

All our searches are done discreetly, none of the members has any wish to intrude unwanted on established families. To their joy, the majority find they are made welcome. To the surprise of some of their American families, many are very successful, in business and academics. You may have read some of their stories in the *New York Times* and other *Stateside* papers.

They know that quite a few of the guys meant it when they said "I'll come back for you, honey." Sadly, they were killed in France. Others



↑ Patio group shares memories

Macon, Georgia war brides →

who arrived for the war via England thought they would go back the same way, but discovered their ships went directly from Cherbourg, France to New York.

In those days, few could afford to travel back and had to get on with their lives.

TRACE has many, "friends" in the USA who help with the searches, but there is always room for more - volunteers are welcome.

This is a two-way traffic. If anyone out there needs help looking up old friends here, let me know.



Don and Eunice had happy marriage; repeated their wedding vows in Luton, England in 1985.

Russell Stump was a corporal in Co.F, 92nd Cavalry Reconnaissance Squadron (Mechanized), 12th Armored Division. For his service as a turret gunner in a tank in the Rhineland and Central Europe, Stump was awarded the Bronze Star and given a Unit Citation.

The Times picks up Stump's story as he arrives in Europe after training at Camp Barkley, Texas.

At Bristol, we filed off the General Bliss one at a time, and were checked off by our company clerk, and told to assemble at railroad cars marked with yellow placards, our Cavalry piping colors. We all carried three pieces of luggage, one, a three foot long duffel bag containing all our extra clothes, two, a knapsack with our toilet articles, change of underwear, and socks, mess gear and some K-rations and candy bars, and three, a gas mask.

The American Red Cross was there to welcome us with coffee and doughnuts before we boarded the trains that took us to Newberry, in north central England. We thought the train was dinky, and had a dinky little engine with a dinky "toot-toot" whistle.

However, the countryside was pretty in the early October sun, and the air crisp, as we squeaked and swayed through the little farms and villages. The farm houses, many with thatched roofs were so quaint and different from American, and the villages had rows of gingerbread houses along the narrow crooked streets.

We were in Newberry only three days at a British Commando camp, then took another train ride to Tidworth Barracks, in southern England near Salisbury.

At Tidworth Barracks, the 92nd was quartered in tents on Windmill Hill, soon renamed "Pneumonia Hill." We were here six weeks waiting for our tanks, trucks and jeeps.

During that time, I had three three-day passes to London, about 40 miles to the north by train. I stayed at the Red Cross Hotel each time, and was on the top floor one night when the air raid siren started wailing.

A lot of the hotel occupants went to the basement to the bomb shelter, but I and my buddy, Claude Thacker from Cleveland, decided to stay in bed where we were. If the hotel was hit by those Buzz-bombs, we didn't want to be buried at the bottom.

We toured the city, taking in Buckingham Palace, Westminster Abbey, Hyde Park, and Picadilly Circus, and other interesting places.

After three trips, I had seen most of the points of interest. We drank a little warm beer, and ate the fish and chips, and the meat pies. But we never got a good cup of coffee.

We felt like tourists. I went with a different guy each time, never alone, and soon found out there was a little resentment from some Britons who had gotten a little tired of so many



Lots of smiles from a "tanked up" bunch of fellows. Stump, on Jeep's hood, turns toward photographer.

He got plenty of "Tanks"

Russell Stump

Yankee soldiers on their island.

They had a saying about what is wrong with Yankees: "They are over-dressed, overpaid, oversexed, and over here." Well — La de dah, ain't that too bad, without the Yankee, Hitler would have taken England, Ireland, and Scotland, and who knows what next?

They knew that, but England had been the staging ground for invasion, and it was getting a little crowded. Besides, Yankees are not known for their reserve, as the English are; maybe we were a little too outgoing and fun loving.

Tidworth was no bed of roses, and we were glad when we drew our tanks from supply and were on the road to Weymouth, to load into LST's (Landing ship, tank). November 13th 1944,

we plowed across the English Channel to unload on the beach at Le Havre, France, a really shot up town.

This was the first view we had of what the allied bombers had done in France to drive out the Germans. The port of Le Havre was a graveyard of sunken ships, and the city a battered pile of rubble. It was easy to see that war was as bad for civilians as for soldiers.

We in the 92nd went directly to the Cherbourg Peninsula to patrol the beaches for a couple of weeks, practically living in our tanks. I could sleep on my gunner's seat when I had to, but preferred my sleeping bag in a hay barn or on the floor of an empty house.

We ate mostly K-rations but sometimes French farmers gave us wine and cider from their orchards.

On November 29, we were ordered on a road march of 300 miles, across France to Duneville east of Paris, which had been liberated, to join the Seventh army under General Patch.

This would be combat duty from now on, but crossing the liberated part of France in tank convoys, we could whistle at pretty French girls, and look over the country, as we rumbled through the farmland and villages.

Sometimes civilians would give us apples or a bottle of Calvados, and there were times when a tank gunner could get a kiss from a pretty girl — or from an old lady with tears in her eyes — or on both cheeks from a young French soldier.

These people had seen war, and were glad the Yankees had come to help. We began to understand our

mission a little better. We went through Versailles, on the edge of Paris, and kept rolling east. A tank gives you a good ride, anywhere.

Upon arriving at Luneville, we were issued a lot of ammunition, and removed all gun covers, fed belts of 30 caliber into the machine guns, and put assorted cannon shells in the ready rack in the tank turrets.

This was it, we said, whatever that might mean to the individual. We could hear artillery booming in the distance. It would be 153 days before we were out of range of enemy artillery, or out of the combat zone. We had been seeing a lot of knocked out tanks, German and American.

This area had been the scene of one of the worst tank battles of the war, and at one minute to midnight, December 5, we were committed to action with the XV Corps, and ordered to take the town of Kirrberg.

The first taste of Jerry fire was from a Kraut plane strafing at low altitude that didn't hit anybody, but scared hell out of all. We began to see dead German soldiers so often it soon became ordinary. We drove that night with only "cat eyes," very slowly and very close together, as we advanced.

The first shot in combat was fired by Number 2 gun section of Battery A, of the 493rd Armored Field Artillery Battalion. We took the town of Kirrberg, only to be driven out two days later.

On December 8 the 12th Armored Division relieved General Patton's 4th Armored Division to attack the Maginot Line, and we were opposed by the German 11th Panzer Division.

These guys had Mark II Tiger tanks with long barreled 88 mm guns, probably the best all around gun in the war.

The ground was wet and muddy, then it began snowing. We were either cold or wet, or both, most of the time. We whitewashed our tanks to make them hard to see. K-rations was the regular food. We shifted back and forth, taking a town one day, losing it the next, punching away at the Maginot line. (This was the French border defense line, now held by the Germans.)

On December 18, the 92nd spread out a counter-reconnaissance screen while the 4th Armored withdrew for a rest. By December 24, we were in possession of the town of Uttweler, inside the German border. We held this town through Christmas Day in spite of heavy German attack, but had to give it up two days later.

We had a hot Christmas dinner, brought up in trucks from the rear in spite of harassing fire from German batteries. They would just throw one in here and there, now and then, for aggravation, not shooting anywhere in particular.

We threw them a few Christmas presents, too. Once all the Field Artillery fired all its guns in sequence so it sounded like automatic artillery.

Then there was a prolonged battle for Herrlisheim that went on until the 19th of January, at which time the



Russell did a lot of stumping around Europe.

92nd withdrew and was attached to the First French Army, at Strasbourg, France.

We did counter-reconnaissance screen for the French army until February 12, when we joined the 12th AD again, still in the French First Army and were in on the attack of Colmar, in Alsace. In a three day drive the 12th killed 300 Germans, wounded 850, and captured 550.

"Hellcats" was the nickname of the 12th Armored Division. Every division had a nickname, partly to confuse the enemy. The French army ordered the 12th AD to pursue the Germans into the Vosges Mountains after the battle for Colmar had broken their defenses.

Those crazy Frenchman held a victory parade even though the city park and streets were littered with dead Germans, and dead artillery horses.

The French soldiers waved their bottles and said: "You Yanks go on into the mountains and chase the Jerries, we will stay here and kiss the Mademoiselles." It didn't seem quite fair to me.

We went here and there, scattering the remnants of German units, as far as Rouffach, where we captured more than we knew what to do with.

We reorganized in Rouffach, and on February 20 were ordered to St. Avold, France for a rest and necessary maintenance. We put new tracks on our tanks, and were issued all new woolen clothes, and set up kitchens in the French Army Barracks there.

Now we were getting hot meals every day, even passes to nearby cities of Nancy and Metz. I drove a half-track load of eager beavers to Nancy and was the only one sober to

bring them back that night.

By March 2, we were back doing counter-reconnaissance screen near the Maginot Line, capturing an enemy patrol now and then, and losing one of our own the same way. It wasn't fighting weather, and each side was laying low, and probing for a weak spot.

One occasion I remember well was when Sargeant Falletto, my tank commander, took our tank and crew down a country road to check a small bridge to see if it was mined or wired for demolition. Sargeant Mozetti, our driver, and PFC Eddie Domanoski, the bow gunner, went with the tank commander and disappeared under the bridge.

It was about ten o'clock on a starlit night, but there was no moon. You could see pretty well, and we drove without lights. I stayed at my post in the tank gunner's seat, with my cannon pointed down the road beyond the bridge. I had a Thompson sub-machine gun laid on the turret, in front of me, as I sat and watched and waited.

As I sat waiting, I could see a bicycle approaching, a German soldier with a rifle slung over his back, pedaling along resolutely. I picked up my Thompson and waited. When he was about 40 feet away he stopped suddenly and spoke to me in German. I pointed my gun at him and said: "Handa hoch" (hands high). He put his hands over his head and said: "Russki — oder Americanisher?"

I said: "Americanisher," as I climbed down off the tank, keeping him covered, I turned him around and took his rifle off his back. With my gun barrel in his ribs, I took two egg grenades out of his coat pockets and backed him against the side of the tank.

My buddies under the bridge heard this German talk and couldn't figure what was happening. They came out when I yelled to Sargeant Paletto that I had a prisoner.

The German soldier didn't know the village we came out of was in American hands, and was going to rejoin his outfit. I said: — "The war is over for you now so I'll just take those binoculars and that Walther pistol." He wasn't too happy about that, but knew I was being charitable when I didn't fill him full of holes.

We took him back to the village and locked him in a room with the rest of our current bunch of POW's. He thanked me for sparing his life.

By March 16, we had taken off all our shoulder patches and painted over all vehicle unit markings, and were transferred to General Patton's Third Army to become the "Mystery Division." This was done to keep the Germans from knowing that General Patch had only one Armored Division in his 7th Army, the 14th Armored. The 94th Infantry had punched a hole in the Seigfreid Line, Germany's border defense, and we were to ex-

TO PAGE 24

They dig that beat

Elbert Watson
Times publisher

"Where were you in '42?"

Folks in Dwight, Illinois (pop. 4,146) decided to find out Memorial Day in 1987. That's the night "Big Band" hit Dwight down at Stevenson Pool with a sweet beat that still goes on.

That was also the night a "reincarnated" version of World War II's popular Andrews Sisters electrified the crowd of 400 with "Boogie Woogie Bugle Boy of Company C" and "Don't Sit Under The Apple Tree With Anyone Else But Me."

The "Sisters," Jackie Ehman (Maxene), Nancy McBeath (LaVerne), and Deb Sarff (Patty), were discovered by Dr. Tom Wilkison, the driving force behind the USO style dance.

"We didn't have much time to get ready," Jackie recalls. "Dr. Wilkison got in touch with me three or four weeks before the show and asked if I could get a couple of my friends together and "lip sync" as the Andrews Sisters. It sounded like fun to me."

It sounded like fun to Nancy and Deb too.

"What an experience it was to find ourselves up there on the platform performing as the Andrews Sisters," Nancy says. "It was as though we were being transported back in time. It was an uncanny feeling. I can well understand why the World War II era is such an unforgettable period to those who lived during it."

That's a sentiment echoed by Deb: "I only knew Big Band through the Lawrence Welk Show. Now I'm into it in a big way."

Actually, Dwight's "Andrews Sisters" have outdone the "real" sisters. They have come up with the "unknown sister," Carolyn Curtis who plays a terrific trumpet.

Much of Dwight's social activities revolve around Stevenson Pool in Renfrey Park. Bill Flott, community recreational director, puts a variety of programs together during the summer months for family entertainment.

Wholesome activities are what I look for," Flott says. "Another one of our summer events "Cruisin' Nights" focuses on music of the 50's and 60's."

It was at one of the "Cruisin' Nights" that the Dwight Andrews started lip syncing. "Little did we suspect what that would lead to," Nancy reflects.

"We have a terrific time putting our Andrews Sisters act together and performing," Jackie exclaims. "Even though we just lip sync, we get stage fright and opening night jitters moments before we perform. But once we're on that stage, oh boy, what a feeling."

"Sometimes I feel we are sisters," Deb chimes in. "We were good friends for several years through various community activities — like crafts, in which we all share a common interest. But now our relationship to one another is much more personal."

The real Andrews Sisters sometimes had their sisterly spats. In 1939 the girls worked with the renowned Glenn Miller Band on radio's "Moonlight Serenade." Early on, they got miffed and refused to speak to each other or anyone else,



Modern Andrew Sisters regale their audience.

making it difficult for Miller to figure out what they wanted to sing. Finally the sponsor, Chesterfield cigarettes, let them go.

No so with the Dwight Andrews. "We are all active women with families who support our hobby," Nancy says. "We aren't affected by sensitivities inherent in many professional performers. We have a good act and we have fun. That's our criteria for success."

If success is measured by having fun, then the Dwight Andrews will have plenty of fun in Washington on June 9. Sheraton Hotels has invited them to perform at the "Stage Door Canteen," which will kick-off Sheraton's 50th anniversary of World War II program.

And there will be a new addition to the act — Kate Smith (Alias Carolyn) will close the festive event with "God Bless America."

Will they be nervous? "You bet," says Jackie. "The stage at the Sheraton Washington won't be like the improvised band stand at Stevenson Pool.

"But once we're on the stage, watch out. We're the Andrews."



Dr. Tom Wilkison and wife Nancy sport World War II era attire.

All



that



swing



Dwight "Andrews" ponder their future with all that Boogie.



A touch of realism for the show.

The great AAF Band

Don Sandstrom
Times feature editor

Americans had a lot of things on their minds during 1942. Casualty rates were mounting in the Pacific as the Japanese continued their inexorable advances. Heartache filled the headlines. It wasn't the best of times. All Americans were similarly affected.

Glenn Miller, the noted band leader, was no exception. Thirty-eight years old and at the height of musical fame, he wanted more — a military position to serve the country's needs through music.

Writing to General Charles Young, Miller told of his appearance in Army camps and on USO broadcasts, noting that his volume of mail revealed that servicemen's musical interest had changed.

"These letters and reports," he wrote, "all show that the interest of our boys lies definitely in modern, popular music, as played by an orchestra such as ours, rather than in the music to which their fathers listened twenty-five years ago, most of which is still being played by army bands just as it was in World War I days."

Though his band's weekly income was substantial, Miller wanted to serve by directing a modernized Army band.

This was not Miller's first time to seek a place in military service. Earlier he tried the Navy, only to be rejected for not having "established to the satisfaction of the Navy Department that your particular qualifications fit you for a mobilization billet in the Naval Reserve."

The Army had no such problem with Miller's qualifications. On September 10 he was notified to report for duty October 7.

Upon completing basic training, Glenn set out to impress his innovative musical style on the Army Air Force.

His idea was to organize several outstanding bands, containing musicians especially selected from the draft. The bands would blend their arrangements to cover both inspiring marching music and notable dance band music.

Since the military services were composed of average American young men, Glenn believed that his band concept would be a great morale builder to millions of recruits. He had



Major Glenn Miller brought musical ideas to Army.

come up with the "Right Stuff" — or so he thought.

Unfortunately, the Army's musical fiefdom was not like Miller's civilian audiences who heard him in person, or over his radio program "Moonlight Serenade." One after another veteran officer formed a phalanx against him. Though outraged, there was little he could do. The once all-powerful band titan found he couldn't buck the "System."

Out of the ashes of his dreams came the AAF's "Super Band," which Miller put together while he was Director of Bands Training at Knollwood Field, New Jersey.

Through certain military loopholes, he was able to acquire some members who had worked with him in civilian life.

The band did most of its training at Yale University, which had been transformed into an Air Force cadet's training center. The fortunate cadets were serenaded at morning review, evening retreat and even over lunch with "home town" music.

Events moved quickly for the band, thereafter. By mid-1943 a weekly radio show "I Sustain Wings" was inaugurated to entice volunteers into the Army Air Force. The show began first over CBS network, but after a

few weeks changed to NBC, where it broadcast for 11 months.

"Wings" eventually woke up the Air Force brass who recognized the show's public relations value. Glenn was relieved of his duties as band director at Knollwood to concentrate entirely on the radio unit.

He was ecstatic. "It (the band) is really G.I. now," he said.

At Yale Bowl on July 28, Miller, formally unveiled his modernized military band. In musical events it was an epic moment. Gone were the usual dozen or more marching snare and bass drummers. Instead, the rhythm was provided by only two percussionists, along with the complex drum kits used in big swing bands, and two bass players.

The electrified crowd sent up resounding cheers as the marching, swinging Air Force Band belted out military music in general and Sousa marches in particular. Two jeeps which rolled along with the band further captured the crowd's fancy.

Though sniping continued at him for his imaginative approaches to military music, Glenn pressed on. Totally dedicated to the war effort, he took his band across the country on war-bond tours. In Garden City, New York he raised \$2,300,000 at one rally; two weeks later rallies in Chicago and St. Louis netted more than \$4,000,000.

In May 1944 the band was sent to Europe. There were 17,000 troops aboard the ship going over, and the band entertained them with seven or eight shows daily.

In Europe, the band held 71 live concerts attended by almost 250,000 enthusiastic listeners. It flew across the British Isles to entertain the troops in person at forward positions, which were still within striking distance of the Germans.

Though he had a natural fear of flying, Miller almost always accompanied the band to the AAF and RAF camps. It bothered him no little that the planes were frequently in poor condition and nearly used up from numerous bombing missions.

Like other servicemen, Glenn was homesick for his wife and new born child, whom he had never seen. One night when he was feeling particularly low, Glenn remarked to George Voutsas: "You know, George, I have an awful feeling that you guys are going to go home without me, and I'm going to get mine in some goddamn beat-up old plane."

By October 1944 the now Major Miller was up for another honor of sorts. He was ordered to Versailles to meet Lieutenant General Walter Bedell "Beetle" Smith, Eisenhower's chief of staff.

"How would you like to direct the U.S. Army Band?" Smith bluntly

U.S. MILITARY INSIGNIA
1940 through Current
Large Catalog, \$2.00
SAUNDERS
Box 3133-W • Naples, FL 33939-3133

asked.

"I wouldn't, sir," Glenn responded just as directly.

"Why not, Major?"

"I don't understand that kind of music, sir."

"Thank you. That's all, Miller." And the interview was over in hardly 15 seconds.

On December 15 Glenn's premonition about death in a beaten-up airplane was fulfilled. That day he was to leave for Paris to take care of advance work for the band's premier performance there. Miserable weather had grounded all flights out of Bedford, England for two days.

Finally, a flight was scheduled, even though rain was still falling and the fog hadn't lifted. The aircraft, a single-engined, nine seater C-64 Norseman, was piloted by an exceptionally fine flyer, Flight Officer John Morgan.

With no de-icing equipment, the plane could not fly above the weather, where it was too cold, nor could it fly in the weather, where Morgan couldn't see. Thus, it's only route was below the weather, close to the English Channel's turbulent waters.

As he boarded the small aircraft, Glenn called out to Colonel Norman Baesell, "Hey, where the hell are the parachutes?"

"What's the matter, Miller?" the colonel retorted. "Do you want to live forever?"

Morgan gunned the motors, the C-64 lumbered down the runway, and lifted gamely above the Channel.

Moments later Glenn Miller became another casualty of the war.



Miller's AAF Band takes a break at their base in England.



Big Band lives on around the country. At the Indiana Roof Ballroom in Indianapolis, the Kenny Bowman Band enchants the audience with songs.

THE COCKPIT



CLOTHING FOR ADVENTURE! The Cockpit® Catalogue offers the world's largest selection of Avirex™ Leather and Sheepskin Bomber Jackets, Nylon and Cotton Flight Jackets, Flight Suits, Khaki Trousers, Shorts, and Shirts, RAF Boots and Gloves, Hi-Tech Aviation T-Shirts, Mil. Spec. Garments, Aviation Gifts, Accessories, Etc. Experience the quality of Flight Jackets chosen by Military and civilian pilots for more than fifty years! For fast & easy mail order shopping send \$3.00, for a year of color catalogues. In N.Y. visit The Cockpit® Store in SOHO at 595 Broadway, 212-925-5455. In L.A. visit our new Cockpit store at 9609 Santa Monica Blvd., Beverly Hills, 213-274-6900.

THE COCKPIT®, Box WWT, 33-00 47th Ave. Long Island City, N.Y. 11101.

Classified

GERMAN U-BOATS! Live the history of this WW II force with the leading expert in the western hemisphere. You'll receive monthly newsletter with actual histories of individual U-boats; including their fate AND position of sinking! There is regular input from the top ACES like Kretschmer, Topp, Merten, Hardegen & others as well as from American & British destroyer crewmen. For FREE information, send a stamped self-addressed envelope to: SHARKHUNTERS; P.O. Box 21776-WT; Tampa; FL 33622

We're in Washington

Reading fare, at least, will be a tad better in and around the nation's capitol effective this issue of the **TIMES**. We'll be found on the news racks of the following Sheraton Hotels:

*Sheraton National, Columbia Pike and Washington Boulevard, Arlington, Virginia.

*Sheraton Crystal City, 1800 Jefferson Davis Highway, Arlington, Virginia.

*Sheraton Premiere at Tysons Corner, 8861 Leesburg Pike, Tysons Corner, Virginia.

*Sheraton International Conference Center, 11810 Sunrise Valley Drive, Reston, Virginia.

Thanks to the Sheraton people for providing these important outlets for the **TIMES**.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

THE "BIG ONE"

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Relive It In Your Own Livingroom!

LIBRARY OF WWII FOOTAGE, NEWSREELS, ETC.
ALL ON VIDEO CASSETTES.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

JUST \$29.95



AIR WAR FILMS

AWF - 4
Drop Zone Normandy
(B & W, Approx. 90 min.)

This is an official film history of the airborne invasion of Normandy by the American 82nd and 101st airborne divisions.

AWF - 13
Naval Aviation - A Personal History
(Three films)

Vol. 1, 1911-1914 The Weapon is Conceived (B & W, Approx. 25 min.)
The beginnings of naval aviation is depicted by still photos and rare archival motion pictures of the earliest pioneers such as Naval Aviator #1 'Spuds' Ellyson's first flight of 1911.

Vol. 2, 1914-18 The Weapon is Tested (B & W, Approx. 25 min.)
Basically this is a filmed oral history spoken by surviving naval aviators. It is supplemented by rare archival naval aviation footage of the action the aviators describe.

Vol. 3, 1919-30 The Weapon is Developed (B & W, Approx. 25 min.)
Rare archival naval aviation film footage illustrates this series of oral interviews by pioneer aviators like Pat Bellinger.

AWF - 15
Attacks and Escape
(B & W, Approx. 66 min.)

Here is a historical report on three incidents that occurred during America's air war in the ETO.



LAND WAR FILMS

LWF - 9
Famous Leaders
General Hap Arnold and Admiral Nimitz
(Two films)

The General Arnold Story, (B & W, Approx. 30 min.)
The Admiral Nimitz Story, (B & W, Approx. 30 min.)

LWF - 16
Climb To Glory
(B & W, Approx. 60 min.)

Here is the combat career of the only 'specialist' division in the WW2 US Army trained who were to fight in the mountains. Nicknamed 'Mountaineers', they received orders to deploy to the 5th Army fighting Germans in Northern Italy in Oct. 1944.

'WHY WE FIGHT' SERIES

WWF - 1
Prelude To War
(B & W, Approx. 60 min.)

In 1943 the big question for many draftees was 'Why drag me into this war?' The Army needed to give a reason for these men to fight. Lectures by officers had failed.

WWF - 2
The Nazis Strike
(B & W, Approx. 60 min.)

An animated cartoon depicting the origin and nature of German militarism thru the years opens this documentary.



SEA WAR FILMS

SWF - 1
Naval Action
(Two films)

Seapower in the Pacific, (B & W, Approx. 30 min.)

This documentary is an information film illustrating the mobile striking power of the US Navy's surface and air seapower in the battle for supremacy with the Japanese Navy during the war in the Pacific.

Greyhounds of the Sea, (B & W, Approx. 25 min.)

This is the history of the US Navy's destroyers from DD-1 'USS Bainbridge' of 1898 to the DD-931 'USS Forest Sherman' of 1952 as depicted thru historic naval archival film.

SWF - 2
The Coast Guard In Action
(Three films)

On Foreign Shores, (B & W, Approx. 25 min.)

During 1942-45 the Coast Guard manned thousands of landing craft that were used in the great and small amphibious operations.

Normandy Invasion, (B & W, Approx. 20 min.)

Coast Guard cameramen went along with the landing craft carrying 30,000 men and 3,500 vehicles of the 1st, 4th, and 29th Infantry divisions landing at Omaha and Utah beaches on June 6, 1944.

Story of A Transport, (B & W, Approx. 20 min.)

The wartime career of the USS 'Wakefield' was spent transporting tens of thousands of American soldiers to the battle fronts of the world.

★ ★ ★ ★ ★ ORDERED BY: (please print)

Name _____

Street/Route _____
UPS Shipping Address

City _____

State _____ Zip _____

FREE Catalog of 44 WWII films available on video cassette included with all orders. If you do not wish to order-Check box for free Catalog.

The Video Company

112 YORK ST. • SUITE 2
MICHIGAN CITY, INDIANA, 46360
(219) 879-3078

TITLE	ITEM#	PAGE#	VHS	BETA	QTY

PAYMENT METHOD

MasterCard Check/Money Order

Visa

Exp. Date ____/____/____

_____|_____|_____|_____|_____|_____|_____|_____|_____|_____|

Credit Card Number

Signature _____

Total number of tapes.....

Price per tape.....x \$ 39.95

Sub-Total..... \$

Sales tax 5% (IN residents only).....

(Indiana residents ONLY)

Total..... \$

USS Enterprise, CV-6 P.O.W.s

Arlie Olson USS Enterprise

Graves, Leon, Pvt., USMC. In Marine Detachment assigned to ENTERPRISE on Commissioning of CV-6, 12 May 1938. Graves was Bugler, and was first to blow "TO THE COLORS" for the Commissioning Ceremony. He was later assigned to 1st Defense Battalion, Wake Island, and was taken POW when Wake Island fell to the Japanese, 23 December 1941. Interned in Shanghai.

AIR GROUP PERSONNEL FROM ENTERPRISE TAKEN POW IN COMBAT

Hilton H. Dale, LT(jg), VS-6. SBD. Shot down and taken POW on 4 Mar 42 during airstrike on Marcus Island. Interned in Japan.

Leaming, Jack, ARM2, VS-6. SBD. Aircrewman with Hilton. Shot down and taken POW on 4 Mar 42 during airstrike on Marcus Island. Interned in Japan.

O'Flaherty, F.M., ENS., VS-6. SBD. Shot down at Battle of Midway, 4 June 42. Picked up by a Jap DD, interrogated for approximately ten days, and executed by drowning.

Gaido, B.P., AMMI, VS-6. Aircrewman with O'Flaherty. Shot down at Battle of Midway, 4 June 42. Picked up by a Jap DD, interrogated for approximately ten days, and executed by drowning.

Mead, Albert E. ENS, VF-10. Shot down during Battle of Santa Cruz, 26 Oct 42. F4F-4. Interned in Japan.

Rhodes, Raleigh, E., Lt(jg), VF-10. Shot down during Battle of Santa Cruz. F4F-4. Interned in Japan.

Nelson, Thomas, C., ARM1, VT-10. Shot down during Battle of Santa Cruz, 26 Oct 42. Type aircraft: TBF. Interned in Japan. (Pilot LCDR John A. Collett, C.O. of VT-10, and Aircrewman S. Nadison, AM1, were KIA).

Glasser, M., ARM3, VT-10. Shot down during Battle of Santa Cruz, 26 Oct 42. Type Aircraft: TBF. Interned in Japan. (Pilot ENS John M. Reed, and Aircrewman M.G. Harrison, ARM3, were KIA).

Turnbull, Fred P., Lt(jg), VF-20. Shot down in airstrike on Formosa, 12 Oct 44. Type aircraft: F6F. Interned in Japan.

Ross, William F., Lt(jg), VT-20. Shot down in airstrike on Formosa, 12 Oct 44. Type aircraft: F6F. Interned in Japan.

Aldo, Harry H., ARM2, VT-20. Aircrewman with Ross. Shot down in airstrike on Formosa, 12 Oct 44. Type aircraft: TBF. Interned in Formosa, and executed* in Formosa POW Camp 19 June 45.

McVay, Charles, E., AOM2, VT-20. Aircrewman with Ross. Shot down in airstrike on Formosa 12 Oct 44. Type aircraft: TBF. Interned in Formosa, and executed* in Formosa POW Camp 19 June 45.

*Aldo and McVay were included with group of 14 Americans in mass execution on 19 June 45.

A.S.T.P. shoulder patch

My recent book, SCHOLARS IN FOXHOLES: THE STORY OF THE ARMY SPECIALIZED TRAINING PROGRAM IN WORLD WAR II, correctly reported that the blue and gold A.S.T.P. shoulder patch — showing a lamp of knowledge crossed with the sword of courage — was chosen from among several competing candidates by trainees at Georgetown College (now University).

Actually, the competition began earlier at the A.S.T.P. Basic Training Center (ASTPBTC) in Fort Benning, Georgia. As reported in the ASTPBTC's weekly newspaper, the PINE-BUR, more than 25 "artistic" creations were submitted within

weeks of the competition's announcement: "everything from sound, workable devices to strange concoctions complete with frills and lace."

The insignia accepted for use in the weekly PINE-BUR until the final version was selected by the Georgetown A.S.T.P. unit was designed by Pvt. William E. Hura, 2nd Company, Fourth Training Regiment (see cut).

The pages of the open book (gold for the engineers) symbolized learning; the crossed rifles (blue for the infantry) represented the basic infantry training most trainees received before assignment to college; A.S.T.P. was spelled out in red (for the artillery).

Prophetically, this crossed-rifle insignia might have been a better choice than the final "Flaming Bedpan" shoulder patch, because nearly half the 18-22-year-old A.S.T.P. boys were re-assigned from college to the infantry when the program was slashed in the spring of 1944.

Louis Keefer



ON VIDEOCASSETTE THE EAGLE'S NEST



HITLER'S SECRET CENTER OF POWER

A lofty view of Hitler's empire is afforded by this four-part feature, which focuses on the Nazi leader's mountain retreat in the Bavarian Alps. A candid look at Hitler and his chief lieutenants, seen through home movies of his entourage, rare archival footage, and unique contemporary interviews with Albert Speer and other survivors, is framed in the perspective of the whole tragedy of the Third Reich through supplemental excerpts from Nazi propaganda films and dramatic newsreel sequences.



PART I. THE EARLY YEARS: A review of Hitler's early manhood, his 14-year struggle for political control of Germany, and the first years of his rule includes unusual scenes of the construction of his imposing Alpine chalet at Berchtesgaden. Nazi deputies Joseph Goebbels and Martin Bormann are also featured, as well as the Hitler Youth organization. B&W/Color, 60 minutes, #R235, \$29.95

PART II. EUROPE FACES THE REICH: Home movies of the Hermann Göring family round out the story of daily life at Hitler's mountain headquarters, the Berghof, during the last pre-war years of tense diplomatic maneuvering. Interviews with surviving members of the Führer's inner circle illuminate the lives of SS leader Heinrich Himmler and Hitler's mistress Eva Braun. B&W/Color, 60 minutes, #R236, \$29.95.

PART III. THE SECOND WORLD WAR: Skillfully-edited battle footage from the War's early years describes the German conquests of Poland, Denmark, Norway, the Low Countries, and France. A behind-the-scenes look at the Battle of Britain and the abortive peace mission of Nazi deputy Rudolf Hess to England is provided by eyewitness accounts. B&W/Color, 60 minutes, #R237, \$29.95

PART IV. THE END OF THE REICH: The chronology of the last years of the War, including the Allied landings in Normandy, the destruction of German cities from the air, and the final battle of Berlin, focuses on Hitler's personality and moods. Scenes unusual for World War II documentaries, including the destruction of the Führer's mountain home and a postwar interview with Nazi Luftwaffe chief Göring, add a rare human dimension to one of history's most-fascinating subjects. B&W/Color, 60 minutes, #R238, \$29.95.

Please send me the following videocassettes from THE EAGLE'S NEST series @ \$29.95 each:

- VOLUME I, The Early Years, #R235 VOLUME III, The Second World War, #R237
 VOLUME II, Europe Faces the Reich, #R236 VOLUME IV, The End of the Reich, #R238

Please send me _____ Cassettes @ \$29.95 each; Total _____

Available in VHS format Only

SPECIAL OFFER—Buy all four cassettes in THE EAGLE'S NEST series and pay only \$109.00 a savings of \$20.00! (including shipping).

Check here and enter amount: _____

SHIPPING AND HANDLING \$3.00

My check is enclosed. Charge my: VISA MasterCard

TOTAL ENCLOSED (Illinois residents add 7% sales tax)

NAME _____ PHONE NUMBER _____

ACCOUNT NUMBER (VISA & MASTERCARD ONLY)

ADDRESS _____

AUTHORIZED SIGNATURE _____

EXPIRATION DATE _____

CITY _____ STATE _____ ZIP _____

MAKE CHECKS PAYABLE TO:

PHONE ORDERS CALL 312-436-8051

INTERNATIONAL HISTORIC FILMS, INC.
Box 29035, Chicago, Illinois 60629