



TRAVIS AIR MUSEUM NEWS

A publication of the Travis Air Force Base Historical Society

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Record breaking crew L to R: Maj. David Crow, Capt. Max Richardson, SMSgt. Patrick Murtha and TSgt. Robert Sutton.

Travis Crew Sets World Airlift Records

By Gary Leiser

During the Cold War, the United States and the Soviet Union competed for many things, including aviation records. After World War II, the US had become the leader in aviation achievements, but the USSR soon began to challenge America's position. By 1962, as the space race was getting underway, the US held 115 records while the USSR held 105. Because the USSR appeared to be closing the "gap," the Department of the Air Force sought ways to break records held by that country. Among them were several altitude records with a payload of more than 5,000 kilograms and a number of closed circuit speed records with a payload of more than 5,000 kilograms. In order to set new marks, an aircraft had to exceed altitude records by three per cent and speed and distance records by one percent.

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Comments and questions about the NEWS may be addressed to Editor, Travis Air Force Museum NEWS, PO Box 1565, Travis AFB, CA 94535

TRAVIS AIR MUSEUM Mission Statement

The purpose of the Museum is to portray the history of Travis Air Force Base's contribution to the development of airlift in the Pacific.

It's primary objectives are:

- To provide and maintain an aviation and aerospace, educational, scientific, cultural, historical and inspirational facility for the general public.
- To provide to youth, students and scholars historical research facilities and inspirational exhibits.
- To serve as a meeting place and forum for aerospace oriented organizations and individuals for the benefit of all Northern California.

* In accordance with AFD 64-1,
Air Force History and Museum Program.

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The Travis Air Museum Gift Shop specializes in quality aviation merchandise: items of interest for the aviation enthusiast.

VOLUNTEERS NEEDED HERE!

TRAVIS CREW SETS WORLD AIRLIFT RECORDS CONTINUED



Record breaking take-off

The Military Air Transport Service (MATs), a predecessor of the Air Mobility Command (AMC), stepped forward to challenge the Soviet records. MATs believed the C-135B in its inventory could lift 30,000 kilograms to 44,500 feet and could set speed records while lifting the same weight over a 2,000-kilometer closed circuit course. If successful, these two achievements would return to the US seven records held by the USSR and establish three new ones. MATs proposed to attempt these records with two flights with the same aircraft on the same day. With the approval of the Air Force in January 1962, Operation SWIFTLIFT was born.

The flights were scheduled for April 17, 1962 at the Flight Test Center at Edwards AFB, California. Its commander, Col. Chuck Yeager, gave the project his personal attention. Indeed, the cooperation and assistance of several commands and agencies were required. Arrangements had to be made for official timers. The course had to be established. And the crews and support personnel had to understand the conditions for the flights and undergo intensive training. The WESTAF (Western Transport Air Force) headquartered at Travis and the EASTAF (Eastern Transport Air Force) headquartered at McGuire each selected one C-135 crew for the flights and trained them in accordance with Boeing's performance recommendations. Travis also provided a group of maintenance experts from the 1512th Organizational Maintenance Squadron.

Between April 10 and 17, the pace at Edwards quickened. The Travis crew trained to attempt the airlift records and the McGuire crew trained to attempt the speed records. The Travis crew consisted of Major David Craw, pilot, Captain Max Richardson, copilot, and SMSgt Patrick Murtha, flight engineer. Their loadmaster was TSgt Robert Sutton. Both aircrews went over the flight plans repeatedly and flew a series of dry runs. Precision was essential for the record at-

tempts. While attempting the altitude records, for example, the aircraft had to be over the radar at Edwards at the exact moment it reached peak altitude in order for the radar to get a precise measurement. And while attempting the speed records, the aircraft had to make the fastest but narrowest turn at each pylon. Turning radius and maximum "G" forces were planned for each point to get the aircraft around its turn in the least time and distance.

On the morning of April 17, in perfect weather, the C-135B with serial number 61-2666 screamed down the runway at Edwards. Flown by the Travis crew, it carried a cabin load of more than 30,000 kilograms (66,328 pounds to be exact) and climbed to 47,171 feet. In less than an hour, this aircraft was back on the ground. In that short time, it had exceeded the Soviet records by more than nine per cent and set four new lift records for carrying payload to altitude. That afternoon, the McGuire crew took its turn. Carrying the same load, they flew the closed circuit course. Slightly more than two hours later, they returned with six speed records. They had flown an average speed of 615.81 mph and exceeded the Soviet records by more than three per cent.

Both crews received decorations for their efforts and General Curtis LeMay, Chief of Staff USAF, sent them a congratulatory telegram.

CURATOR'S CORNER



By Dr. Gary Leiser

In the previous issue of the Travis Air Museum News, the Travis AFB Historical Society launched its first direct-mail fund raising campaign. As mentioned, this was

the first step in laying the groundwork, and providing seed money, for a new air museum. The response to this modest step from readers and members of the museum was very gratifying. As of February 18, the "building fund" stood at almost \$6,000. The Society would like to thank the following for their generous contributions:

Contributors: K.L. Brimhall, John Brown, Stephen Carbonaro, Violet Cox, Clare Cumberland, Glen De Ronde, Mr. and Mrs. John De Ronde, Charles DeTraglia, Norman Ebel, Robert Foley, Wallace Gee, T.L. Grey, Jerry Hanlon, John Hindman, John King, Terry La Maida, Henry Lawrence, Lawrence Maslyn, Raymond Orozco, Laurent Patenaude, Reginald Pattillos, Larry Smith, Lovell Spachman, Col. W. F. Strobbridge, Harry Tarbell, John Verhoek.

As we enter a new century, we have been concentrating on completing our history of Travis exhibit and the AT-17. With regard to the exhibit, Heinz Eggers, Gary Leiser, and Dave Shreeve have finished the decades of the 40s and 50s. As for the AT-17, Ben Reed, Joe Tattersall, and Harry Ahlman have put on the finishing touches. All that remains is for Paul Lentes to bring a few small parts of the tail from his shop in the South Bay Area. Meanwhile, we also set up a simple wall display describing the recent AMC mission to the South Pole in which medical supplies were dropped to an ill scientist. A Travis tanker participated in this mission.

In other activity, Bill Lancaster and Ned Fall did some much needed dry wall work, especially around the gift shop. Jim Martin continued to monitor all

the aircraft that are out of doors. Dave Humphrey kept our ground equipment running. Ben Reed tried to put sheet metal on anything that moved. He and Don Austin repaired the aileron on the C-119. And Jim Houk continued to collect materials for our Korean War exhibit. We are looking for photographs from this period. If anyone has photos that we could copy, we would greatly appreciate them. Senior Airman Jason Stone single handedly finished the construction of a gazebo/deck on the grass near the C-124. This handsome structure provides an inviting place for picnics as well as shelter from the elements. Ray Carrington has contributed several small sculptures made from bomb casings. Each one is a "pun" in metal. We plan to place them among the outside aircraft.

The Museum has become increasingly popular for unit activities, such as retirements and formal and informal meals. Several reunions are now on the calendar. **On February 12, the museum staff held its own retirement ceremony for MSgt Norbert Ruiz in the museum conference room.**

Bert was an important member of the museum staff for the past two years. His many contributions to the museum have been mentioned in this column. We shall miss him and wish him the best of luck in his new job with the State of California. A few days later, on the evening of February 15, the museum hosted the icebreaker for the US Strategic Command, which held its annual conference at Travis. The staff and volunteers worked especially hard to make the museum presentable. Indeed, the museum never looked better. We received many compliments and I would like to thank all of those who helped with this event.



The Del Campo High School Junior ROTC Honor Guard from Carmichael, CA provided an atmosphere of impressive "pomp and circumstance" for MSgt Norbert Ruiz's retirement

THE DEATH OF BLACK NAN

By James Althoff

One of the most dramatic photographs of air combat in World War II depicts a B-24 as it rolls over, out of control and with its crumpled left wing blazing, and plummets to earth. Taken by a radio operator in a sister ship, this photo records the beginning of the death plunge of B-24L, Black Nan, serial number 44-49710, over the East Coast of Italy on April 10, 1945. This is her story.

In the closing days of World War II, several bomb groups of 15th Air Force flew missions in support of the British Eighth Army near Lugo, Italy. One of them was the 464th Bomb Group based at Pantanella Airfield near Canosa, Italy. For each of three days, April 8-10, the 464th and several other groups were ordered to make a maximum effort against tactical targets in the Lugo area. They carried out attacks on April 8 and 9 in clear weather and encountered no opposition. Their missions were milk runs. They expected their strikes on April 10 to be no different.

At 0845 on that day, 42 aircraft of the 464th began to take off for their target near Lugo. They made a rendezvous with several other groups over Spinazzola and then led them in the attack. The bombing altitude was 19,000 feet for the 464th and increased a thousand feet for each successive group. Over the Adriatic the B-24s test fired their guns. From the initial point over land, where we made the final turn putting us on the bomb run to the target, the route target markers, which were lighted arrows, were clearly visible. The course was clear and front-line positions were positively identified. Everything was in order. At 1207, in perfect weather and with no sign of the enemy, all aircraft of the 464th reached their target. Divided into two units, they immediately proceeded to attack. The first unit dropped its bombs uneventfully. Then, suddenly, small black "clouds" began to burst over the target. Flak! As the second unit made its bomb run, the "clouds" increased in number directly in its path.



The second unit managed to drop its bombs, but its lead aircraft, Black Nan, received a direct hit near number one engine. This caused the left wing to collapse and bury that engine in the turtle-back of the aircraft. Sections of the wing also disintegrated and struck the tail. Black Nan rolled over and went into a flat spin with the two engines on the right wing still running. The centrifugal force of the spin prevented all crewmembers but one from bailing out.

Because the visibility had been clear, Lt. Edward Walsh, the radar bombardier, had not been needed at the radar scope. Consequently, he had put on his parachute and had gone to the catwalk to watch the bombs fall to the target. When his aircraft hit the flak, he was blown or knocked through the bomb bay. His chute opened but was momentarily caught on the fuselage, which tore a large hole in it. Walsh descended at a high speed, went through an olive tree, and broke both legs when he struck the ground. German soldiers took him prisoner and rushed him to a hospital in Ferrara.

Shortly after the bombing attack, the Allies forced the Germans to retreat from the area. The Germans evacuated only the wounded soldiers who could walk from the hospital at Ferrara. Consequently, before departing, they left Walsh in charge of the hospital. He returned to the US where he spent a year recovering from his injuries. He retired as a colonel from the Air Force in 1970 and passed away a few years ago.

ACROSS THE PACIFIC WITH LINDBERGH'S AIRCRAFT



By Tom Grey

For EXPO '70 in Osaka, Japan, a group of American corporations sponsored a pavilion in which Charles Lindbergh's red-winged "Sirius" was displayed. My crew from the 459th Military Airlift Wing (Reserve) at Andrews AFB, Maryland were given the task of transporting this aircraft to Osaka in a C-124 Globemaster.

The Lockheed Sirius was a single-engine floatplane that Lindbergh and his wife Anne Morrow flew in 1931 from Long Island, New York to Nanking, China. Their flight took 48 days and they stopped in various places en route, including the State of Maine, Hudson Bay, Canada, Point Barrow and Nome, Alaska, the coastal islands of Siberia, and Osaka. They pioneered what became known as the Arctic "Great Circle Route." Anne Morrow Lindbergh, who served as radio operator and navigator, recounted their adventures during this flight in her book *North to the Orient*.

Powered by a 600 horsepower Pratt and Whitney Cyclone engine and built to Lindbergh's specifications, the Sirius was one of a kind. Prior to EXPO '70 it was, and is today, on display at the National Air and Space Museum in Washington, D.C.

At the time of the EXPO, the Globemaster was the only air transport capable of carrying the Sirius with-

out extensive dismantling. Nevertheless, with pontoons, wing, propeller, and vertical and horizontal tail assemblies removed, our crew needed one and a half days to load it to our satisfaction. The wing assembly, palletized on its leading edge, gave us our biggest problem. We had to construct a special ramp to ease it through the cargo doors of the C-124.

Our flight in February from Andrews to Osaka, via Hawaii and Wake Island, took six days. It was uneventful except for an engine change on Wake. Charles Lindbergh was scheduled to meet us in Osaka, but he was delayed in Honolulu. Consequently, we missed the opportunity of meeting him. In Osaka, however, we did meet an elderly Japanese man who had met Lindbergh in that city in 1931. Indeed, Lindbergh had taken him for a ride in the Sirius. When he saw the Sirius again he broke into tears.

We had arrived in Osaka three weeks before EXPO opened. One of its directors gave us a private tour. We were the only spectators. It was wonderful. After EXPO closed its doors in September, my crew and I returned to Osaka and brought the Sirius back to Washington. This was a mission that I will never forget.

**Travis AFB Website
Address:**

[www.travis.af.mil/database/
museum/](http://www.travis.af.mil/database/museum/)

CHANGE IS IN THE AIR



Lt Col Ed Bruce
Director, Travis Air Museum

A new way to look at a familiar building – Here is what’s happening now at the Travis Air Museum. From hosting major events such as the US Strategic Command (USSTRATCOM) Commander’s Conference icebreaker to new displays of artifacts and aircraft, your Museum is changing and growing. Thanks to the hard work of our volunteers as well as several organizations on Travis, the Museum has recently received a “facelift” – lights throughout the building inside and out replaced or repaired, new “welcome” signs, and a fresh coat of paint outside. I would especially like to thank **Bill Lancaster**, **Ben Reed**, and the **60th Civil Engineering Squadron** for all of your hard work to make our Museum look so great!

While all of this was done to prepare for the USSTRATCOM visit, it will have a lasting effect on the Museum – we not only made some badly needed building repairs, more importantly, we greatly enhanced the visibility of the Museum throughout



The main buffet table for the recent USSTRATCOM visit. We are quickly becoming a very popular location for organizational meetings, retirements, and unit functions.

Travis. In fact, we are quickly becoming a very popular location for organizational meetings, retirements, and unit functions. And we’re just beginning!

Now, what’s in the Museum’s future? First, a new display showing the changes to Travis AFB over the past 50 years is shaping up, and should be complete very soon. Also, the AT-17 Bobcat (or more affectionately, the “Bamboo Bomber”) is almost complete; we will hold a dedication ceremony soon (more information to follow at a later date) to commemorate both this exceptional airplane and the men who spent the past 10 years preparing it for display.

A new project in the works at the Museum is to host “War is Hell” Movie Days in the Museum Theater. The cost of admission? **FREE!** We will show different war movies each week, and plan on showing them at varying times during the week to accommodate the busy work schedules of active duty and reserve personnel as well as the retired populace. To add to the enjoyment, we will have fresh-popped popcorn for anyone attending the movies. Here is where we could use your help: Do you have any war movies you would like to donate to the Museum? We need VHS format videos to run in our players. And we are not limiting the scope of the movies – we’ll take anything, from “Patton” to “M.A.S.H.” to “Twelve O’clock High” to “Catch 22!” **Any war movie you donate will be greatly appreciated!**

We of the Museum staff feel very fortunate to work with so many wonderful people who are associated with the Travis Air Museum. Through your experiences we are reminded daily why the military profession is such an honorable career. We can all learn from each other – no matter what our past or rank may be. We are all contributing members of this ever-growing history. Please come visit us and see how it is represented at our Travis Air Museum.

ORIGIN OF TRAVIS AIR FORCE BASE

By Gary Leiser

During 2000, Solano County will celebrate its 150th anniversary. A number of events are planned throughout the county to commemorate this event. It is therefore fitting to say a few words in the museum newsletter about the origin of one of the county's most important historical, economic, and physical features, Travis Air Force Base.



Proud History-Promising Future

The establishment of an Army airfield near Fairfield and Suisun City, two neighboring farming towns located astride the Southern Pacific Railroad and US Highway 40 (now Interstate 80) half way between Sacramento and San Francisco, was first recommended in December 1941, shortly after the Japanese attack on Pearl Harbor. The Fourth Air Force, which was charged with improving air defense along the Pacific Coast, included the Fairfield-Suisun City site among several well-dispersed military air bases proposed for northern California. A site board composed of representatives of the Fourth Air Force and the Army Corps of Engineers investigated the area and approved the idea early in 1942. Inexpensive flat land, usually good flying weather, excellent drainage, and nearby rail and water transportation contributed to the favorable recommendation. Thus, on April 22, 1942, the Office of the Chief of Engineers, Washington, DC, authorized spending \$998,000 for construction of two runways and a few temporary buildings on a 945-acre site located "six miles east of the twin farming communities of Fairfield and Suisun City." This project received a top wartime priority. Land was purchased from local ranchers at an average cost of \$50 per acre. The rural road running through the reservation was procured from Solano County. On July 6, bulldozers began carving out the base and by September runways and operations buildings were completed.

The land on which the base was constructed was a prairie of short grass and vernal pools. In the spring it was emerald green and ablaze with wild flowers. The Jepson Reserve is a remnant of that open range. Indian hunting trails or trade routes passed through it, for their artifacts have been found on the base. Prior to World War II, a few scattered ranches were the only evidence of

human occupation. Their owners were chiefly occupied with raising cattle and sheep. Among the ranchers were the Calveras family who had a farm near the present Eucalyptus Park. The Frietas family lived where HQ 15th Air Force stands. The Best family farm was where the stables were located. The Chelps family lived where the Crosswinds Recreation Center is located. And the Capral farm was on the site of the museum. The first base headquarters stood at a spot that the original owner called "the grove," which is now part of base housing.

Perhaps the most well known local farmers were Joseph and Mary Enos. They owned 320 acres, 21 of which they sold to the government for housing. They lived in a small white frame house immediately to the right as one departed the North (Vacaville) Gate. When military personnel first arrived, they lived in tarpaper shacks with no hot water and no dining hall. Some men frequently went to the Enos house, where there was hot water, to do their laundry and to get fresh eggs and vegetables. The Enoses allowed the base full access across their land for water and power and, in return, the base brought electricity to their house in 1949. Later, both Joseph and Mary Enos worked in the base nursery. When Joseph passed away in 1962, military personnel helped Mary look after the farm. On her 70th birthday in 1965, Mary Enos was "officially" named "Mother Travis" by General and Mrs. Chapman. In

the following year she went on her first airplane ride, a C-141 flight over San Francisco. "Imagine," she said, "going to San Francisco and back in one day!" She died in 1982.

Initially, Fourth Air Force intended to station medium attack bombers at the new air base, and in the autumn of 1942 some of its aircraft used the runways for practice landings. During this period, Navy planes also practiced maneuvers at the same field. For a few months, in fact, the outline of the deck of an aircraft carrier was painted on one runway. This helped newly commissioned Navy pilots, flying Hellcats and Helldivers, practice carrier landings and takeoffs before they were assigned to the Pacific fleet. The strong local prevailing winds were similar to conditions at sea. Indeed, the town of Suisun took its name from a local Indian word meaning "west wind."

Despite its plans, Fourth Air Force never officially occupied the base. On October 13, 1942, following negotiations that had begun in September, the War Department assigned the new facility to the Air Transport Command (ATC) in recognition of the base's potential to become a major aerial port and supply transfer point for the Pacific War Zone. Its proximity to rail, highway, and water transportation plus its location near San Francisco figured heavily in this decision. Fourth Air Force had to station its bombers elsewhere.

The Army Air Forces considerably expanded the area



of the base during World War II. This was testimony to its great strategic value from the very beginning. As noted, the Army initially acquired 945 acres for construction of runways and essential buildings. Authorized in April, the original purchase was completed on June 17, 1942. Almost immediately, however, this area was supplemented by the purchase of 1,312 adjacent acres by eminent domain proceedings in the Federal District Court of San Francisco. Authorized for purchase on September 11, 1942, this new land was procured in early 1943. Shortly before the end of the war, on June 30, 1945, the Army added another 1,145 acres to the base. Subsequent expansion in the 1950s and 60s, which was primarily for additional base housing areas and lengthening the runways to accommodate jet aircraft, increased the size of the base to more than 6,000 acres, some ten square miles.

continued on page 10

ORIGIN TRAVIS AFB CONTINUED

Although the Army Air Forces decided to assign the new base to the Air Transport Command in October 1942, its actual transfer to ATC did not take place until February 8, 1943. At that time, the War Department officially designated the field as the Fairfield-Suisun Army Air Base (AAB). ATC then assigned it to the West Coast Sector of its Pacific Wing. The West Coast Sector had its headquarters at Hamilton Field in Marin County, north of San Francisco, about 45 minutes from Fairfield-Suisun. Lieutenant Colonel Henry J. Weltmer, Administrative Officer of HQ West Coast Sector, exercised temporary command of the new base as of April 15, 1943. He and his staff never lived at the isolated airstrip. They continued to live and operate from Hamilton, driving to Fairfield-Suisun in a staff car when required. At that time, the only residents were civilian construction workers of the Casson and Ball Company. They operated a “mess and two barracks” in a eucalyptus grove a mile northeast of the flightline, approximately where Turner Drive is today.

The first Army unit to take up permanent residence was a group of ten enlisted men and one officer from the 914th Quartermaster Division at Hamilton Field. These supply and food service workers arrived on May 10, 1943 to prepare the base for the arrival, in turn, of the first ATC personnel. One week later, on May 17, ATC officially activated Fairfield-Suisun AAB. Lieutenant Colonel select Arthur (“Steve”) W. Stephenson, Jr., arrived with an advance party of men from the 23rd Ferrying (later Transport) Group on May 29, 1943. Upon arrival, he assumed command as the first permanent base commander. The rest of the 23rd Group followed on May 31 and the base officially opened on June 1, 1943.

**Extracted from Gary Leiser, A History of Travis Air Force Base: 1943-1996, and Beverly Loving, “History of Travis AFB.”*

PRESIDENT’S RAMBLINGS

By Earl Johnson

The initial kickoff of the Capital Campaign to build a new building and relocate the Museum outside the main gate has started. More information is included in the Curator’s Corner of this



issue. Much work is needed to be done in the near future and committees are being formed. The design committee will determine how much space will be needed to house the activities of the museum. The fund raising committee must explore all possible sources of funds, such as individual, governmental, and business donors as well as foundation grants. Since the Museum will be a local (Solano County) tourist destination, it will take the commitment and help of a broad spectrum of local individuals and organizations to make the campaign a success.

New displays have been completed — Uniform display of pre-World War II to Korea era items — AT-17 is very close to completion — two decades (1940 & 1950) of the five decade Travis AFB history display are done. Others are to be completed soon. I invite you to revisit the museum soon and enjoy the fruits of many volunteers’ labors.

Thanks to Bill Lancaster and other restoration volunteers who remodeled the entry to the Museum Gift Shop. They replaced a badly sagging “beam” over the doorway which gave us safety concerns.

On the back page of this Travis Air Museum NEWS is an application for TAFB Historical Society membership. It is OK to photocopy the form so you have it handy when you invite a friend to be a part of the Travis AFB Historical Society and Travis Air Museum.

ROVER BOYS EXPRESS OVER TOKYO



B-29 on Tinian now in the collection of the Travis Air Museum.

(extracted from the text accompanying a commemorative print)

On January 27, 1945 B-29s of the 73rd Bombardment Wing (BW) rolled down the runway of Isley Field on Saipan for a mission to Tokyo. The round-trip flight of 3,000 miles would take 15 hours. But the target was important, the Musashino engine facility, the destruction of which would be a major blow to the Japanese air defense system. This was the last unescorted mission of the 73rd BW. It also proved to be the most difficult.

Flying at 32,000 feet in the second wave of the strike was the crew of the Rover Boys Express from the 499th Bomb Group. They were assigned to the “coffin corner” position. As they passed over Mt. Fuji, which was the initial point (IP) for lining up their bomb run to Tokyo, Japanese flak batteries suddenly filled the sky with puffs of black smoke. At the same time, the Japanese scrambled as many interceptors as possible. While the Rover Boys Express was concentrating on the flak, Captain Isamu Kashiida, Commanding Officer of the 3rd Squadron, 4th Sentai, flying a Kawasaki Ki.45 Toryu fighter, led his flight in a frontal attack on their formation. When Kashiida was within 150 meters of the Rover Boys, he fired a single 37mm cannon round that struck them in the nose. Falling out of formation, the Rover Boys

became a perfect target for other fighters.

Over northeastern Tokyo, five of eleven crew members managed to bail out. Among them was the navigator, Lt. “Hap” Halloran. He was captured and imprisoned at Kempei Tai Federal Prison next to the Emperors’ Palace. Later he was moved to Omori POW camp on the southern edge of the city. He remained there until August

29 when he was liberated and taken aboard the US hospital ship Benevolence in Tokyo Bay. It was anchored next to the USS Missouri. On September 2 he was flown to the US.

For years afterwards, Halloran suffered from nightmares about his last mission and imprisonment. Finally, in 1984 he decided to return to Tokyo and, he hoped, purge himself of these dreams. He discovered that the Kempei Tai had been greatly modified and that the Omori POW camp had been replaced with a Peace Park and boating area. Nevertheless, he recognized some buildings and places, including the alley in which he had walked each day from the camp to his garden work area. He met a former guard and the family of a former prison camp superintendent. He then traveled to all the major cities of Japan. In Tokyo, Nagoya and Akashi he looked at the sky and recalled the missions of the Rover Boys. His nightmares of 39 years stopped.

In 1985, Halloran returned again to Japan and with the help of the American ambassador and the USAF, he located and met Isamu Kashiida. Four years later, he returned once again to Japan. This time, on January 27, he flew on a DC-10 from Tokyo to Saipan. After a low pass over the island, the aircraft landed at Isley Field. Mission complete.

TRAVIS AFB HISTORICAL SOCIETY MEMBERSHIP

A membership in the Travis AFB Historical Society is an excellent gift for birthdays, holidays, or as thanks for a job well done.

A memorial contribution would be a fine legacy that would contribute to the Society's growth and prosperity.

Mail this form and check to: Travis AFB Historical Society
P.O. Box 1565
Travis AFB, CA 94535.

For further information phone: (707) 424-5598/5605.



Historical Society Membership Form (Please print)

Date _____

Name _____ Membership # _____

Address _____

City _____ State _____ Amount Enclosed: _____

Zip _____ Phone _____

ANNUAL DUES AND MEMBERSHIP CATEGORIES

New Renewal

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