



NEWS

A publication of the Jimmy Doolittle Air & Space Museum Foundation

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P O Box 1565 • Travis AFB, CA 94535 • (707) 424-5605 • www.jimmydoolittlemuseum.org

*The Jimmy Doolittle
Air and Space Museum
Foundation*

*invites you to view
the extreme makeover
of their official website*

*featuring
Travis Air Museum*

*and honoring
California aviation,
Travis Air Force Base,
the U. S. Air Force*

*and the
history of the
Doolittle Tokyo Raiders*

at

www.jimmydoolittlemuseum.org

“Beam me up, Scotty!”



L to R: Kiki Stockhammer, Erik Espera and Karl Miller.



L to R: Steve Hartford, Warp 11 manager, and Erik Espera, music video director.

In early July a rock video featuring the group *Warp 11* was shot at the Museum’s Star Trek set.

Warp 11 is based in Sacramento and performs to packed West Coast crowds with the unlikely mix of sci-fi convention-savvy and college rock crowd elite, who wear sci-fi costumes, bounce and belt out lyrics to favorites such as “Seven of Mine.” Band members include Captain Karl Miller, Chief Medical Officer Jeff Hewitt, Chief Engineer Brian Moore and Chief Science Officer Kiki Stockhammer. (www.warp11.com)

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Comments and questions about the NEWS may be addressed to Editor, Jimmy Doolittle Air & Space Museum Foundation NEWS, PO Box 1565, Travis AFB, CA 94535

ABOUT Us



The Jimmy Doolittle Air and Space Museum Foundation, with its Education Museum Foundation, is registered as a non-profit 501(c)(3) organization. It brings together historical, educational and technological resources to create programs which preserve our aviation heritage in building an air and space museum for all ages that embraces California aviation, Travis Air Force Base, the U. S. Air Force and the history of the Doolittle Tokyo Raiders.



It took teamwork to restore and move the C-141 "Golden Bear." The expensive and complex operation was a perfect example of what the foundation does: bringing together resources to preserve our aviation heritage.

JIMMY DOOLITTLE AIR AND SPACE MUSEUM

The Jimmy Doolittle Air and Space Museum will be the name of the new, off-base museum that is being created by the Jimmy Doolittle Air and Space Museum Foundation. This will be a major tourist destination in northern California that will embrace the history of the Jimmy Doolittle Raid, the history of Travis Air Force Base, and the history of the US Air Force. The Jimmy Doolittle Air and Space Museum Foundation is its designated non-profit arm.

TRAVIS AIR MUSEUM

The Travis Air Museum is presently located on Travis Air Force Base. It presents the history of that base and the history of airlift in the Pacific. The Jimmy Doolittle Air and Space Museum Foundation formerly the Travis AFB Historical Society is the designated non-profit arm of the museum.

TABLE OF CONTENTS

Foundation website invitation	1	History Today: Team Travis Welcomes 1st C-17	9
"Beam me up, Scotty!"	1	11th AF and the Aleutian Campaign in WWII	10
About Us	2	We Get Mail	11
From the Editor	2	"Front and Center"	11
Foundation Team	3	Ignorance and Apathy	12-14
Curator's Corner	6-7	Fascinating Aviation Facts	14
Gift Shop	7	Just for Fun: Apollo Word Search	15
Wahleithner Family Adopts Dad's F-105	8	Membership Form:	16

FROM THE EDITOR:

- *The publication of this Travis Air Museum NEWS was timed to coordinate with the "extreme makeover" of the Foundation's website. During this past summer, we upgraded our website to better communicate the who, what, why, and how of who we are and enhance our ability to bring together a vast array of historical, educational, technological and community resources to preserve our aviation heritage.*
- *This extreme makeover, required the cooperation of many individuals. However, I would like to specifically recognize Steve Smith of Classic Insight for his professionalism, integrity and patience. Thank you to all.*
- *The Travis Air Museum NEWS is now available in a full color pdf format at www.jimmydoolittlemuseum.org.*

*See you on line,
Denell Burks
d.burkes@travisairmuseum.org*



FOUNDATION TEAM

Foundation Team: Jimmy Doolittle Air and Space Museum Foundation's Board of Directors, membership and volunteers. Travis Air Museum staff are employees of the U. S. Government.

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MGen. James Taylor j.taylor@travisairmuseum.org

Membership

Since 1982, members of the Jimmy Doolittle Air and Space Museum Foundation (previously the Travis AFB Historical Society) played an important role in meeting the mission of bringing together historical, educational and technological resources to help create programs which preserve our aviation heritage and build an air and space museum for all ages, embracing California aviation, Travis Air Force Base, the U. S. Air Force and the history of the Doolittle Tokyo Raiders. Join Up! The Jimmy Doolittle Air and Space Museum Foundation, with its Education Museum Foundation, is registered as a non-profit 501(c)(3) organization.

Travis Air Museum Staff

The staff of the Travis Air Museum are employees of the the U S government. The Travis Air Museum is a part of the National Museum of the United States Air Force field program.

Dr Gary Leiser Gary.Leiser@travis.af.mil
Curator (707) 424-5598

Gary Leiser has been the director of the Travis Air Museum since 1996. Prior to that he was the historian for 15th AF headquartered at Travis. A Middle East specialist, he received a doctorate in Middle Eastern history from the University of Pennsylvania in 1976. He spent 10 years in the Middle East in various capacities and is fluent in Arabic and Turkish. He has published nine books on Middle Eastern history as well as numerous articles for scholarly journals and encyclopedias.

MSgt Mitchell Danbury Mitch.Danbury@travis.af.mil
Superintendent - (707) 424-5605

Volunteers

Volunteers are the life's blood of the Foundation and the Museum. Day in and day out, they provide a myriad of services for the Foundation and the Museum.

How to Become a Volunteer:

Volunteers at the Museum enjoy a real sense of camaraderie, in a flexible environment that appreciates the value of their time and commitment. We use their particular skills or areas of interest to fulfill the needs of the Museum.

We encourage you to become a museum volunteer...give the gift of time. Even a small commitment of time can make a real difference. It's a great opportunity to share your excitement and enthusiasm about aviation, while making a positive impact in the community.

If you're interested, please call the Museum office at (707) 424-5606. We look forward to hearing from you. From docents to artisans, mechanics to shop keepers, we appreciate the gift of time and talent.

Crew Chiefs:

We at the "Air Museum" are proud of the work our volunteer's accomplish on a daily basis. We currently have a need for "volunteers" or "organizations" to adopt one of our aircraft displayed outside of the museum building. As a "crew chief" assigned to one of our aircraft you would be responsible for maintaining the overall appearance.

CURATOR'S CORNER



By Gary Leiser

The Travis Museum recently welcomed to its staff **MSgt Terry Juran**. MSgt Juran is a reservist whose primary task is to draw up a plan for painting and maintaining the aircraft

in the airpark. He has already prepared the A-26 and one of the T-39s for painting and has taken on certain special projects such as assisting in the removal of the depleted uranium counterweights from our C-141. He also helped organize members of the **Wahleitner family** to scrub our F-105 in preparation for painting. This aircraft had been flown by General Wahleitner. (For more photos and information on the restoration of the F-105, see page 11.)



MSgt Terry Juran.

Andrea Read is still with us courtesy of AMTRAK.

She completed her index of the base newspapers and is now working on an exhibit on the Wright brothers. Volunteer **Christine Scutter** and **MSgt Danbury** have completed their display on Desert Storm. Meanwhile, Christine has begun work on a display on 11th AF, which operated in the North Pacific in WWII, and will later remodel our display on the CBI. Some personal materials on 11th AF were recently donated by **Robert Disher** who has become a volunteer in the gift shop.

THE MUSEUM CONTINUED TO BE A POPULAR VENUE FOR SPECIAL EVENTS:

- In April **Consairways** held their annual reunion at the Museum. Consairways was the first organization, and a civilian one, to fly airlift missions from Fairfield-Suisun in WW II.
- In May the new commander, **Colonel Steven J. Arquette**, of Air Mobility Command held a private dinner at the Museum.



Colonel Steven J. Arquette, of Air Mobility Command held a private dinner at the Museum.

- And at the beginning of June, the Museum was the scene of a symposium on **P-51 Mustang aces** presented by the Northern California **Friends of the American Fighter Aces Association**. Several renowned Mustang aces were present. Retired **Capt. Clayton Gross** [left] retired **Maj. Harold Comstock** [middle] and retired **Maj. Urban Drew** discussed in detail some of their first-hand dog fights and near death experiences at the P-51 Mustang Aces Symposium at the Travis Air Museum Sunday. (U.S. Air Force photo/Staff Sgt. Matt McGovern)
- During the past few months, a number of promotion parties and even a birthday party were held at the Museum.



continued on next page

CURATOR'S CORNER CONTINUED



On August 8, 2006, the Museum hosted a pre-ceremonial breakfast for the arrival of Team Travis' first C-17 aircraft, the "Spirit of Solano." It's the first of 13 C-17s that Travis AFB will receive, adding tactical capabilities to Travis' mission - the strategic airlift of the C-5 and the aerial refueling of the KC-10. (Air Force photo/Staff Sgt. Matt McGovern) 8/8/2006 - TRAVIS AIR FORCE BASE, Calif.

(<http://public.travis.af.mil/news/story.asp?storyID=123024840>, base photo shop and Gerry Propp)



- In early July a rock video featuring the group "**Warp 11**" was shot at the Museum's "Star Trek" set.
- On August 8, the Museum hosted a breakfast for the much anticipated arrival of Team Travis' new C-17, the "Spirit of Solano."

IMPROVEMENTS

As for improvements in the Museum, the Wing installed a new speaker system that will be a boon to special events. In addition, the carpeting in the gift shop was "cleaned" thanks to a flash flood. This occurred when the ceiling sprang a leak following a huge unexpected thunder storm over a weekend.

EXHIBITS AND DONATIONS

The Museum will soon acquire two **Titan IV** rocket engines from Lockheed-Martin, thanks in particular to the assistance of board member **Dave Florek**. The engines are currently in the hands of AeroJet in Sacramento.

Furthermore, plans are afoot to bring to Travis the **C-47** that **Duncan Miller** donated to the Doolittle Education Foundation and place it on display at the Museum. More details will be given on these three objects in the next edition of the *NEWS*.

Chloe Holmes donated a remarkable collection of very small paper airplanes—WW II fighters—to the museum.

The **Appelbaum** family donated more than 40 WW II aircraft identification models to the Museum. When combined with those already in our collection, this donation gives us most of the models that were produced.

James Francis in Danville donated a large number of books to our library and about 140 model airplanes.

The **Fairfield Lions Club** generously donated \$500 to the museum. The 349th Alumni Association donated \$500 and the **Anne Kohutanycz** "retirement fund" donated \$400 for the restoration of the F-105.

WEBSITE

The Foundation has created a fantastic new website that is independent of the base. Check it out at www.jimmydoolittlemuseum.com or go to your favorite search engine and key in Travis Air Museum.

GIFT SHOP

Earl Johnson, Gerry Propp, and Arnold Weiss kept the gift shop humming. In addition, Earl and Gerry have done a terrific job of developing new, "user-friendly," on-line access to the Gift Shop's outstanding array of aviation and military items.

NUTS AND BOLTS

Jake Jacobson and **Norm Crombie** modified the tail stand of the C-118 and installed it. **Jake** also repaired the entry ladder of the C-124. **Ben Reed** applied some new decals and touch up paint to the B-29. He also applied nomenclature to the SA-16 and did additional cataloging in the library. **Bob Zirzow** and **Bob Jenkins** replaced the tail wheel of the C-56. The **two Bobs** also got our utility Jeep running. **Bob J** painted a wall for the coming Wright brothers' display. **Bob Z** replaced the gust locks on the C-118 and cleaned the propellers of the C-56. **Neil Wood** and **Charlie White** have been busy applying several coats of paint to the Hound Dog Missile. They are almost finished with its restoration. **Neil** would like to find a pylon for it that attached it to the wing of a B-52. The **two Bobs** and **Neil** also repaired our heavy-duty steam cleaner. They, **Charlie White** and **Ken Cox** cleaned up the east storage lot and turned much junk into salvage. **Charlie** and **Bob J** cleaned the cockpit of the C-123. **Charlie** and **Bill Santee** inventoried a collection of about 140 model airplanes from all periods that was donated by **James Francis** in Danville. A new volunteer, **Allen Jones**, is going to rearrange our model airplane collection. **Robert Adorni** refurbished several display cabinets. **Jim Martin** did various minor repairs to aircraft in the collection.

Jimmy Doolittle Air and Space Museum Foundation

GIFT SHOP

Specializing in Quality Aviation and Military Merchandise



Located in the Travis Air Museum
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Art, Belt Buckles, Books, Bumper Stickers, Calendars, Caps, Cards, CDs, Coasters, Coins, Cups, DVDs, Flags, Jackets, Jewelry, Key Fobs, Magnets, Model Aircraft, Mugs, Patches, Pencils, Pens, Pins, Play Sets, Posters, Post Cards, Shirts, Shot Glasses, Toys, Tee Shirts, Videos, Wind Socks and many more.

WAHLEITHNER FAMILY ADOPTS DAD'S F-105

Volunteers are the life's blood of the Foundation and the Museum. Day in and day out, they provide a myriad of services for the Foundation and the Museum. Currently, one of our volunteer stories involves our F-105 and the family of the late Major General James C. Wahleithner. They are participating in the Museum's Adopt-A-Plane program spearheaded by MSgt Terry Juran

On Saturday, July 8, 2008 the Wahleithner family enjoyed a family picnic while prepping the F-105 for painting. On behalf of their father's memory, MGen James C. Wahleithner, the family has adopted his F-105 and giving it some TLC. General Wahleithner flew the Museum's F-105 "Thunderchief," serial number 62-4299. MGen Wahleithner had 11 children (7 sons and 4 daughters).

The Foundation is proud to give a hearty
BRAVO!

SALUTE!

APPLAUSE!

THANK YOU!

to the Wahleithner family members participating in the July 8th work day:

- MSSgt Joseph Wahleithner, 940th, Beale AFB
Son: Joshua Wahleithner, age 14
Son: Jacob Wahleitner, age 12
Daughter: Kirsten Dykes, age 15
- Janice Wahleithner Nygard
Daughter: Hanna Nygard, age 5
Son: Christian James Nygard, age 2
- Major James K. Wahleithner, Retired 349th AMXs
Daughter Kathuryn Wahleithner, age 5
- Jason Wahleithner
Wife: Adrienne Wahleithner
Daughter: Audry Wahleithner, age 9
Daughter: Lillian Wahleithener, age 5
- Capt John Wahleithner, 70th ARS, Travis AFB
Wife: Juliet Wahleithner
- SSgt Jared Wahleithner, 90th ARW, Beale AFB



*MGen James C. Wahleithner
Past president Retired
Officer's Association and
past wing commander of the
349th Air Mobility Wing,
Travis AFB.*

In addition, Major Jay Wahleithner, 70th ARS, Travis AFB was part of the organizing committee, but not present. Other family members not present, but there in spirit are: June Loveless and family, Jeanne Patnode and family, Jill Wahleithner Brown and family and Jeff Wahleithner and family.

HISTORY TODAY: TEAM TRAVIS WELCOMES ITS 1ST C-17

By Staff Sgt. Meredith Mingledorff
349th Air Mobility Wing public affairs

8/8/2006 TRAVIS AIR FORCE BASE, CA

The much anticipated arrival of Team Travis' new C-17, the "Spirit of Solano," took place today at 10:30 a.m.

The ceremony began with a flyover of all three major airframes home to Travis Air Force Base, the C-5, KC-10 and now the C-17.

The crowd of 1,800 stood in awe and applauded as Maj. Gen. Thomas Kane, director of Plans and Programs at Air Mobility Command, Scott Air Force Base, Ill., taxied the aircraft into position.

"To the men and women of Team Travis: what a magnificent day," said General Kane, who was the 60th Air Mobility Wing commander from October 1999 to September 2001. "I have to tell you, you have now reached a very significant milestone in presenting global power and reach into our country and into the world. There are not too many bases that can boast three weapons systems."

The new arrival makes Travis AFB the first and only mobility base to have all three air mobility capabilities. Travis handles more cargo and passengers than any other military air terminal in the United States, and adding the C-17 to its inventory means adding tactical ability as well.

"Travis is critical to demonstrating our nation's air strength and is a leader in our country's engagements abroad," said Congresswoman Ellen Tauscher. "I am proud of our brave Airmen of Team Travis and I know that the arrival of the C-17 will keep Travis Air Force Base as the premier West Coast airlift base."

Getting straight to work, the "Spirit of

Solano" is scheduled to fly its first mission to Europe in support of the Global War on Terror, the day after its delivery to Travis, said Col. Michael Shanahan, C-17 Program Office chief.

The aircraft arrived approximately one month ahead of schedule "ready to use, fresh out of the box" a trend Boeing intends to continue, according to Dave Bowman, C-17 Program Manager vice president at Boeing.

The C-17 Globemaster III is capable of carrying approximately 170,000 pounds, internationally and able to land in rough terrain on significantly smaller airfields than the current cargo heavyweights the C-5 and KC-10. This allows quicker movement of equipment and personnel with a smaller military footprint.

"We are proud to add the C-17's tactical prowess to our mobility fleet," said Col. Steve Arquette, 60th AMW commander. "The technologically advanced airplane provides both the crews and the maintainers the opportunity to operate state-of-the-art equipment as we support our national objectives."

"Our first C-17 will now be showcased around the world," said Col. Robert Millmann, 349th AMW acting commander. "The enormous global reach capabilities emanating from the ramp and runways of Travis become all the more important as we continue to fight our nation's Global War on Terrorism.

"A successful team must beat with one heart," Colonel Millmann went on to explain. "Together the 60th and 349th Air Mobility Wings along with the 615th Contingency Response Wing and 15th Expeditionary Mobility Task Force will use, support, maintain, and fly this and all future C-17's with de-



termination, pride and professionalism."

The "Spirit of Solano" tail number 66154 is the first of 13 C-17 aircraft to be delivered to Travis AFB. The 301st and 21st Airlift Squadrons aircraft will fly the aircraft on cargo airlift and medical evacuation missions around the world.

The ceremony closed by recognizing the hard work of Team Travis' maintenance personnel with an aircraft key presentation from General Kane to the men and women of the two aircraft maintenance squadrons now responsible for the care and upkeep of the newest airframe. Accepting keys on behalf of their squadrons were Staff Sgt. Joel Pelletier, 860th Aircraft Maintenance Squadron and Master Sgt. Theresa Vanhooose, 945th Aircraft Maintenance Squadron.

Travis, already the largest base in AMC, is truly the future of global mobility, said Colonel Arquette. "Today, would not have been possible without each and every one of you."

11TH AF AND THE ALEUTIAN CAMPAIGN IN WWII



Time Line 11th Air Force

- 1867 US acquires the Aleutian Islands and Alaska from Russia
- 1912 US installs a radio station at Dutch Harbor on Unalaska Island in the Aleutians
- 1940 Construction begins on Army and Navy installations at Dutch Harbor
- 1941 First Army troops arrive at Dutch Harbor
- 1942 April, Doolittle Raid sparks Japanese interest in Aleutians, the supposed base of the raid;
 May, Yamamoto plans diversion to Aleutians;
 June, US patrol plane spots approaching Japanese fleet which attacks Dutch Harbor; June, Japanese occupy the islands of Kiska and Adak unopposed;
 July, US submarine strikes three Japanese destroyers off Kiska; July, US retakes Adak; September, US forces land on Kiska
- 1943 US forces occupy Amchitka; March, Battle of Kmandorski Islands;
 1 May, US forces assault Attu;
 30 May US occupation of Attu completed;
 July, 11th AF makes first attack on Japanese homeland in the Kurile Islands from Adak;
- July, US surface forces bombard Kiska and Japanese evacuate the island;
- August, Kiska declared secure, end of Aleutian Campaign.

(Extracted from www.globalsecurity.org/military/agency/usaf/11af.htm)

Military aircraft began to deploy to Alaska during the last half of 1940. To coordinate air activities there, the Alaskan Defense Command established the Air Field Forces, Alaskan Defense Command on May 29, 1941. Under authority from Western Defense Command, the Alaskan Defense Command replaced the Air Field Forces, Alaskan Defense Command, with the Air Force, Alaskan Defense Command, on October 17, 1941. Neither the Air Field Forces nor the Air Force, Alaskan Defense Command, were legitimate War Department establishments and must be classified in the same category as provisional units, although the term “provisional” was never used in connection with them. The War Department activated the Alaskan Air Force on Elmendorf Field on January 15, 1942, to manage the buildup of the Army Air Forces in Alaska and replacing the Air Force, Alaskan Defense Command.

Alaska was at that time nearly entirely a pristine wilderness and the operating environment for the Army Air Forces was among the most challenging seen anywhere in World War II. Redesignated the 11th AF on 5 February 1942, the Air Forces in Alaska worked feverishly to shore up defenses stretching thousands of miles.

Following the Japanese bombing of Dutch Harbor in the eastern Aleutian islands and the occupation of Attu and Kiska in the western Aleutians in early June 1942, the 11th AF launched an air offensive against the Japanese on the two islands. Aircraft launched initially from Cape Field on Umnak Island in the eastern Aleutians and later from fields built on Adak and Amchitka. As the mission was almost solitarily in the Western Aleutian Islands, Headquarters 11 AF moved to Davis Field, Adak in early 1943. The United States retook Attu in May 1943, and the Japanese withdrew their garrison from Kiska in late July the same year.

The Aleutian Campaign ended with the reoccupation of Kiska on 15 August 1943. Primarily an air war, it was the only WW II campaign fought on North American soil. The 11th AF flew 297 missions and dropped 3,662 tons of bombs. One hundred and fourteen airmen died in action, another forty-two were listed as missing in action, and forty-six died as a result of accidents.

Illustrative of the challenges omnipresent in Alaska, only 35 aircraft were lost in combat compared to 150 operational accidents. It was the highest American combat-to-accidental loss ratio for any theater in WW II. Weather was the prime culprit.

The 11th AF accounted for approximately 60 Japanese aircraft, one destroyer, one submarine, and seven transport ships destroyed by air operations. Following the occupation of Kiska, the 11th AF declined from peak strength of 16,526 in August 1943 to 6,849 by the end of the war. For the remainder of the war, it flew bombing and reconnaissance missions against Japanese military installations in the northern Kurile Islands from Attu and Shemya islands. The first land-based bombing mission of WW II against the Japanese home islands was launched from Attu against the Kuriles on 10 July 1943.

WE GET MAIL:

From: Bill Ryan
Sent: Wednesday, August 02, 2006 10:58 PM
To: curator@travisairmuseum.org
Subject: Contact Curator: History Channel Presentation

Your Museum and Volunteers had a role in preparing our friend and neighbor for his recent (May 2006) bombing mission in Southern California. Dick and I came to your museum on 13 MAY 2006 to refamiliarize him with the Norden Bombsight. It was over 60 years since he had looked down a Norden. It was an invaluable experience. Much credit to MSgt Mitchell Danbury and volunteers: Charles White, Ben Reed, and Bob Zirzow. I have sent a picture for your reference, but mostly, I wish to convey our gratitude for the kind consideration and genuine esprit de corps that characterized our experience at Travis. We were provided access to the Norden in your B-29 and the loan of an original Bombardier's Information File (AAF24B). Your contribution, in confidence and comfort, will be evident on the History Channel this weekend. Dick and his wife Helen served as our neighborhood parade Grand Marshals on the 4th of July.

This is a copy of the e-mail I sent our neighbors to inform them of the History Channel showing of Saving Our History, "Inside the B-25 Bomber" featuring our local LtCol Richard Krause and five other veterans.

You all will hopefully recall this year's 4th of July Parade and our Grand Marshals, Col. Richard Krause and Helen Krause. You might recall that Dick was a Bombardier on a B-25 for 70 missions over Europe during WWII.

*Both will be featured this weekend on the **History Channel, Saving our History, "Inside the B-25 Bomber": Saturday, 5 AUG 06, 8 PM** and again on Sunday, 6 AUG 06, 9 AM*

History Channel producers put together a composite crew of WWII B-25 Veterans for another flight, a practice bombing mission out of Van Nuys Airport in Southern California to a target in the Mojave Desert. Watch your neighbors from 9500 Buffalo Ave. and learn what they did then and what they are like now. They both are every bit as special as you might imagine—that's why the History Channel thought it worth saving a slice of time for these two and the families of other crew members. Should you have questions, give me a call at 989-3515.

Travis AFB, the Jimmy Doolittle Air & Space Museum, and Foundation volunteers had a share in this historical retrospective, a bond between present and past, forged by a common spirit of love of flight and duty to country. We wish that the sacrifices of many others should be so revered by this and future generations and shall fondly recall your support provided to a Bombardier not that many decades removed from victory. Please convey this programming "alert" and our "thanks" to those who helped us.



December 23, 1944

Furlough Travel Set

Effective Jan. 2, all military personnel from Fairfield-Suisun going on furlough and traveling by train must have advance reservations, according to the base rail and transportation office.

Because trains are hauling the heaviest passenger and freight loads in their history, the majority of the nation's railroads will put this new ruling into affect after the first of the year.

To help meet this new regulation, a military train coach travel agency is being set up in San Francisco, and the base transportation office has authority to request reservations.

Approximately 95 percent of the GIs who leave the base on furlough traveling to the East are using the Southern Pacific's new "Furloughee Challenger," says Capt. Harold W. Rosenstrauch, base passenger and freight transportation officer. This train, which operates to Chicago principally for the benefit of furloughees and their families, leaves Suisun daily at 9:21 p.m. It arrives in Chicago on the morning of the third day after leaving the West Coast.

The "Furloughee Challenger" is an all-coach train which uses newer and better equipment. It has two dining cars, and since it dispatches no mail, it stops only at the major cities on route to Chicago. The train also has through cars to Omaha, Nebr., and St. Louis, Mo.

IGNORANCE AND APATHY



*The danger's
passed,
the wrong
is righted,
The veteran's
ignored,
the soldier's
slighted.*

Base Communications. *The 75th Air Depot Wing was constituted on November 2, 1951 and activated on January 7, 1952 at Kelly AFB, Texas. Transferred to K-10 Air Base, Chinhae, Korea on January 31, 1952. Assigned to K-9 Air Base, Pusan, Korea on October 15, 1954 and inactivated on December 18, 1955. Detachments at K-11 Air Base in Korea, Japan and France.*
[www.75airdepotwing.homestead.com/ K10AirBase2.html](http://www.75airdepotwing.homestead.com/K10AirBase2.html)

By Arthur Haarmeyer

We were flown from K-9 Air base just east of Pusan, Korea, to a big, barren and gray compound, commonly known as Fuchu, in the heart of Tokyo, Japan, the same way we arrived seven months earlier, in the cold and empty belly of a lumbering C-119, the then famous or infamous Fairchild "Flying Boxcar." We were two B-26 crews from the 95th Bomb Squadron coming back to the world from air combat, each crew comprised of a pilot, navigator/bombardier/radar operator, and a gunner. We had just completed our fifty mission tours and were finally escaping that unwelcoming peninsula in late July 1953, each of us without physical injury, but with mixed emotions and with haunting memories of comrades left behind in North Korea who would never leave that brutal land of jagged, unforgiving and deadly mountain ranges.

We were denied the daytime sights and nocturnal pleasures of Tokyo as we were summarily loaded upon a chartered C-54 for a long over water flight to Vancouver, Canada, the same day our unheralded arrival at Tachikawa Air Force Base, located next to that ugly and sprawling Japanese city. I recall distinctly, as if it were yesterday, climbing the ramped steps into the body of the transport, stuffing my heavy duffel bag into a cramped compartment overhead, slumping into a comfortable reclining seat as we road by in a shiny new, warm and enclosed jeep. I remembered the exquisite and absolute beauty of a summer tropical sky at sunset as we flew back



Travis Museum's B-26



Travis Museum's C-119G



Travis Museum's C-54 "Skymaster" located on the traffic circle in front of the Base Exchange.

toward the north coast of the main island of Japan for aircraft repair and our own rest and recuperation. I remember being mesmerized by the soaring multi-colored clouds on all sides and how I forgot that I was in the nose of the aircraft for the purpose of navigating and not simply as a passenger gawking at the ever changing patterns of light, shape and color. I remembered the barren stucco hut that I shared with a passing array of B-26 crew members who I thought I knew well but did not really know at all. I remember the expression on our innocent young Korean House girl's face the last time I saw her and knew that I would never see her again. And I knew that she knew that she would never see me again. There were these and many other fast, fleeting recollections of K-9 Air Force Base and its people and places. I remember particularly the great sense of relief from tension, fear and death as the wheels left the runway along Tokyo Bay and I stared out at the receding night lights of Tokyo. I then left the Far East with a feeling of guilt and the nagging belief that we had not finished the mission that we had inherited upon our arrival and that I should have volunteered for an additional tour of duty. But I also knew

that I could not have psychologically handled fifty more flights into that black North Korean sky.

After brief refueling stops in the Aleutian Islands and an air base near Anchorage, Alaska, we landed at Vancouver International Airport, tired, dirty and hungry. We arrived with our heavy duffel bags jammed with Air Force clothing, a few Asian souvenirs of questionable value, and little else. There was no one to meet or assist us upon our arrival in Vancouver, and we soon learned there we no arrangements for us to reach the city of Seattle where, we had been informed prior to take-off, we would receive full base pay and flight pay for our seven or eight months of military service in Korea. So we shared the cost of a limousine and together we rode the approximate ninety miles to Seattle in comparative comfort in silence, total fatigue, and some substantial measure of loneliness and disappointment.

In Seattle we were abruptly informed that our military pay records had not yet been received and therefore we would be paid in American dollars upon their arrival. So we went our separate ways, except that my pilot, Captain Robert

Crow, and I rented adjacent rooms in a major downtown Seattle hotel where we reasonably expected to be quartered for just a day or two. At this point I felt financially comfortable as I had hoarded over three hundred dollars that I had won in a series of chess games in Korea, playing against Australian and U.S. Navy aviators whose self-confidence far exceeded their recently acquired chess skills.

By happenstance, a dark and intimate bar in this hotel was a hangout for reporters who worked for one of Seattle's major daily newspapers that might well have been the Seattle Post-Intelligencer. And it was my good fortune to easily meet there a petite and vivacious brunette who was referred to by her older and male colleagues as a cub reporter. I was then twenty-four years old, single, and reasonable presentable in my newly pressed blue gabardine dress uniform, well adorned, I thought, with a number of brightly multi-colored fabric bars representing the awards and decorations earned while flying hazardous but extremely exhilarating bombing and strafing missions over the rugged northeastern quadrant of the Korean peninsula.

In view of our mutual attraction and the many fine seafood restaurants and alluring wharf side cocktail bars along Puget Sound, my three hundred dollars almost totally disappeared within three days. Unfortunately, my USAF pay records had not yet arrived to enable me to replenish my dwindling cash reserves. At the same point in time the weekend arrived and, to my discomfort, this adventurous young single lady suggested that we junket to a ski lodge on the slopes of nearby Mount Rainier and she further suggested that I wear casual civilian attire for the occasion. Having no reasonable option, I reluctantly informed her that I was "tempo-

continued on next page

IGNORANCE AND APATHY CONTINUED



Mt. Rainer, Washington

rarily broke”, that I have nothing but military garb in my possession and, consequently, my purchase of civilian clothing, or even my financing of a weekend trip to a ski lodge, was not within the range of possibility. She then volunteered that military dress uniform (and combat awards and decorations) made slight impact upon the war weary citizens of Seattle since World War II had just five years prior left major and lasting impressions upon the local populace, in contrast to the recent events and happenings of the comparatively limited and seemingly unremarkable Korean War, despite the grim reality that over thirty-three thousand American lives were brutally ended in Korea in three short years of intense warfare.

She then described something that she considered very relevant to our discussion and that had just happened at her newspaper just a few weeks before. It seems that this major daily newspaper had ran a summary of the “battle actions” that had occurred during the previous day in Korea. Such combat reports generally summarized the more significant military happenings, such as enemy planes shot down, coastal supply ships sunk, front line positions overrun, etc.

According to her account, the paper inadvertently ran one day the same items of combat death and destruction that it had run the previous day. Remarkably, not a single daily subscriber

called the paper to report this negligent duplication. The City Editor was so intrigued by this lack of readership reaction that he decided to run it the third consecutive day! And, only after these two days of total duplication of content did the paper receive “several” observations or complaints from its readers. This significant absence of awareness or interest on the part of the newspaper’s large “big city” readership in the combat action of the Korean War reminded my young and cynical companion of that long forgotten but still somewhat humorous question: “What is the difference between ignorance and apathy?” Answer: “I don’t know and I don’t care!”

So then and there I became brutally aware that what I had done, what I had just experienced in Korea, and what I had thought was meaningful and important, that is, assisting the South Korean people (horribly enslaved and brutalized by the Japanese until the end of World War II), and their new democratic government, in helping to hold back the hordes of attacking invaders from communistic North Korean and China, was considered rather insignificant back here in the States. So I swallowed by youthful masculine pride; accepted her offer of a small, short-term loan; bought several articles of civilian clothing, packed away my fancy dress uniform; junketed up the wooded slopes of Mount Rainier, enjoyed a very pleasurable weekend; fully and consciously acknowledged the depressing and disillusioning reality that what I had naively thought was morally responsible, even patriotic, did not appear to be so considered by a very substantial majority of then living Americans, or at least among those Americans living in the northwest corner of our country.

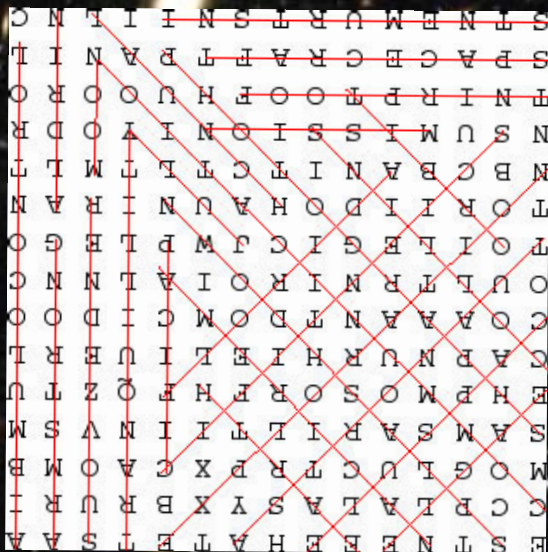
FASCINATING AVIATION FACTS

- The Wright brothers’ first flight at Kitty Hawk, NC could have been performed within the (150-foot) economy section of a 747-400.
- Before Air Traffic Control Towers were developed, pilots avoided other aircraft by a method called “see and be seen”.
- Prior to 1926, a person could fly passengers or goods without obtaining a pilot’s license.
- The first animal aviators were a sheep, a duck and a cockerel that were sent aloft in a hot air balloon in 1783.
- “Air stewardess” was the official title given to the position that we now refer to as “Flight Attendant”. The first Air Stewardess was Ellen Church and she began work with United Airlines in May 1930.
- Amelia Earhart was the first woman to fly the Atlantic solo. In 1935, Earhart achieved two solo firsts; Hawaii to the mainland and Mexico to New York City.
- Elizabeth Dole was the first woman to become Secretary of Transportation.
- Harriett Quimby was the first woman to earn a pilot’s license. The year was 1911.
- Pluto is the brightest body in a zone of the solar system known as the Kuiper Belt, made up of thousands of icy, rocky objects, including tiny planets whose development was stunted by unknown causes.

JUST FOR FUN: APOLLO WORD SEARCH

Space exploration is one the Museum’s newest exhibits. This very interesting exhibit was created by James Spellman of Travis Air Force Base’s David Grant Medical Center. The Foundation encourages kids of all ages to visit this highly enjoyable exhibit at the Musuem building or on line at www.jimmydoolittlemuseum.org. Just for fun, we offer this Apollo Word Search game to encourage learning about Apollo space missions. This games is also available at our website.

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|---------------|--------------|
| ALDRIN | INSTRUMENTS |
| AMERICAN | JULY |
| ARMSTRONG | LAUNCH |
| ASTRONAUT | MISSION |
| CAPSULE | MOON |
| COLLINS | ORBIT |
| COLUMBIA | PACIFIC |
| COMMUNICATION | PHOTOGRAPHS |
| CONTROL | RENDEZVOUS |
| EAGLE | SCIENTIFIC |
| EARTH | SPACECRAFT |
| EXPLORATION | SPLASHDOWN |
| FLORIDA | TRANQUILLITY |
| FOOTPRINT | |



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Whether you can give an hour or a day, volunteers are needed in the Gift Shop and office; with the restoration and maintenance crew and as a docent. Please call 424-5605 for more information. Thanks!

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Adolf Galland said that the day we took our fighters off the bombers and put them against the German fighters, that is, went from defensive to offensive, Germany lost the air war. I made that decision and it was my most important decision during World War II. As you can imagine, the bomber crews were upset. The fighter pilots were ecstatic.

— General James H. Doolittle

