

PROP TALK

March/April 2008

Volume 18, Issue 2



October and November Speaker Articles: Page 5

Upcoming Guest Speakers: pages 18 & 19

March/April 2008 Wing Leader Report

By Col Steve Kauzalrich

Happy springtime to All! Sure comes around quickly doesn't it? As we head towards summer there are some events that you should know about. Please plan to attend and volunteer this year to help your Wing out while supporting our CAF mission. Here's what I'll cover in this report:

- Traron
- Air Shows
- Marketing Officer
- Pilot Sponsors
- The SNJ



Marketing Officer:

We finally have a new Marketing Officer - one of our long time loyal members and newly-wed, Kjell Karlsson! Kjell takes over Gil's position and the driving force behind organizing the volunteers, stocking the PX trailer and getting out to events to raise money to help keep the SNJ flying - no small job as long time Marketing Officer Gil Ferrey can attest to!

Traron:

The 11th annual TRARON Clinic will be held at the former Castle AFB (MER), California on April 25-27 2008. The Central Valley Squadron is sponsoring Traron this year, and if you love Warbirds and getting up close to ground and air operations, give Stacey Roads a call to volunteer or participate! (209) 725-1647 or (209) 617-1952 cell.

Air Shows:

We plan to attend several events this year including "Watsonville" May 23-25 and "Dream Machines at Half Moon Bay" April 27th with our PX if possible, and also try to recruit some new members for the Wing. We'd like to have a "Fly Day" in Livermore this year, but that really depends upon members stepping forward to make it happen.

Pilot Sponsors:

In the middle of March members of our Staff and the SNJ Flying Sponsors met to discuss the SNJ and our future plans. It was a good meeting with many positive suggestions and solutions for the future operation of the SNJ!

In addition to long time sponsors Mike McKinley and Jim Thomas (also Aircraft Coordinator) were a couple of new Flying Sponsors Darren Pleasance and Ryan Imlay. Ryan is also a highly qualified aircraft mechanic and will work with Bob Burnett on the SNJs annual as well as other maintenance issues. We welcome both Darren and Ryan 'onboard' and we're looking forward to a busy season with the SNJ!

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PROP TALK
 THE OFFICIAL NEWSLETTER
 OF THE
GOLDEN GATE WING
 COMMEMORATIVE AIR FORCE

**GOLDEN GATE WING
 STAFF**

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Adjutant Officer	Open
Maintenance Officer	Bob Burnett
Flight Operations Officer	Ross Bausone
Marketing Officer	Kjell Karlsson
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Museum Project Officer	Gil Ferrey
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Wing Leader Report (continued)

By Col Steve Kauzalrich

(Continued from page 1)

SNJ:

Finally the SNJ itself. The SNJ costs our Wing about \$12,000 per year in fixed costs which includes hangar rent and insurance, among other things. We really need your help and donations to keep this valuable bird flying. She was donated to the Wing in the 1980's by one of our early (Pacific Wing) members, Jim Williams. Options that we're looking at to raise money for the SNJ are Donations, PX sales and Annual Sponsorships which will get your name on the plane and possibly a San Francisco Bay Tour ride!

However we decide to do it, we must raise the money to keep our bird safe and sound, and show her off to the public when ever we can. Our SNJ is a "CAF Wing Sponsored Aircraft" and that makes it our responsibility to do so. And as "Colonels" in the CAF, well, that's our Primary mission anyway isn't it? Suggestions and assistance are always needed and welcome!

That's it for now - Happy Contrails.
 Steve

NEW MEMBERS 2007

Thank you and welcome!

Dennis Cummins	Adam Grosser
Leonard Komor	Todd Walker

A problem was fixed with our database query that showed who the new members were for a specific year, so now we have an accurate list. We apologize to any new members who were not recognized in past issues.

GGW CALENDAR 2008

March

27 Dinner Meeting

April

11 Staff Meeting

24 Dinner Meeting

25-27 Formation Clinic, Merced-Castle airport

27 Dream Machines at Half Moon Bay
 (EAA's B-17 will be at Hayward, HAF and then Concord)

May

9 Staff Meeting

22 Dinner Meeting

23-25 Watsonville

2007 Donations To The Wing - Thank You!

Ensign \$1-\$49

Bruce Willock

Mark Klein

Lt. (J. G.) \$49-\$99

Steven Hansen

Tom McGee

Al C Fournier

Delli Gatti

Lieutenant \$100-\$199

Marlys Kopan

Pete Geiler

Phil DeGroot

Richard Nielsen

Eberhard Woerz

Taber Kopan

Thomas Flowers

Bob Burnett

Lt. Commander \$200-\$299

Phil Auger

Paul McDonald

John Fulton

Larry Nelson

Commander \$300-\$499

Dave & Loretta Nolthenius

Captain \$500-\$999

Commodore \$1,000-\$2,499

Chuck Kenney

Rear Admiral \$2500-\$4999

Vice Admiral \$5000-\$9999

Admiral \$10,000 or more

You can also choose where you'd like your donation to be used:

Museum Fund - Directed towards expenses in developing our museum. Donations are also accepted in the form of memorabilia, war artifacts, photos, etc.

SNJ Fund - Expenses incurred in maintaining our SNJ. Hangar, Maintenance, Annual, Engine, Insurance, etc.

T-33 Fund - Expenses incurred in maintaining our T-33. Hangar, Maintenance, Annual, Engine, Insurance, etc.

Charlie Palin Fund - The GGW offers great guest speakers at our monthly dinner meetings. To continue to do this, we sometimes need to help pay for travel and lodging costs for these guests.

GGW General Fund - Meeting room Rent, Insurance, etc.

Endowment - Consult with your estate planner for setting up an endowment toward the Golden Gate Wing.

Aircraft Sponsorship Program

The Sponsor Program has made the dream of the founders and members of the CAF a reality, with the Ghost Squadron collection of military aircraft today numbering over 140 planes. The program's goal is now one of completing the task of restoring and maintaining, in flying condition, this collection for future generations.

Any member of the CAF may participate in the Sponsor Program at one of three levels, with each level allowing participation in the operation of their favorite aircraft. You do not have to be a pilot or mechanic to become a sponsor or member of the aircraft team.

The highest level of aircraft support is the **Flying Sponsor**, who for a donation of \$3,500 for our SNJ or \$10,000 for our T-33, becomes a full sponsor and is eligible for selection as a pilot-in-command or other flight crew member, if qualified. Many non-pilots choose to become full Flying Sponsors to express their support of a favorite aircraft, realizing the expense of keeping them flying.

A second level of support is the **Restoration Sponsor**, who for a donation of from \$750 to \$5,000 shows his significant support for the restoration or continuing maintenance of a CAF aircraft, and may participate in its operation in a crew position.

The **Supporting Sponsor** is the third level in the Sponsor Program, and allows members to support an aircraft with donations from \$150 to \$1,000, again depending on the specific aircraft type. Supporting sponsors may be eligible to serve in non-pilot crew positions, such as Crew Chief, Navigator, Bombardier or Scanner on some aircraft, and Mechanic or Support Crew on all types, depending on their training and qualifications and the need for additional crewmembers.

Museum Report

by Gil Ferrey



The preliminary plans for the museum at Napa County Airport have been completed by Valley Architects of St. Helena, the same firm that initiated the former plans with the financial assistance of Koerner Rombauer. This time around the plans have been paid for by Ed Callan, Chuck Kenney, Ralph Cole, Al Fournier and Gil Ferrey.

The design of the museum has been modified to accomplish a number of things:

- 1) Provide more ramp space than the initial plan
- 2) Incorporate the airport's terminal, the airport manager's offices, and Jonesy's Restaurant at the end of one wing tip of the museum.
- 3) Provide space for a warbird restoration facility at the tip of the other wing tip.
- 4) Reduce the height to two floors, perhaps 22-24', to keep the cost down as well as the elevation.
- 5) Provide separate entrances to the Terminal portion from the museum entry so that events would not conflict with one another.
- 6) Provide for a high 'rudder-like' spike in the tail of the museum to accommodate "FiFi" and her West Coast tours.
- 7) Catwalks from which a person can view the aircraft in the museum from above.

We are also in the process of forming the California Not-for-Profit Corporation which will encourage donations from California organizations, foundations and individuals, and retain local control over the facility and its activities.

A Board of Directors is also being formed with its first meeting to be scheduled for this month.

A list of those committed to serve on the Board will be released shortly.

We anticipate approval of these plans for the museum by next month by the Napa Airport Advisory Committee and to submit them to the Napa Board of Supervisors around June of this year.

Subsequently a major fund-raising effort will commence to pay for the completion of working drawings and construction.

Any person who reads this update and who are interested in assisting in any way with the creation of this long-term vision for our Wing are encouraged to contact Gil Ferrey, Museum Project Officer for the Wing at (510) 527-7367, Cell (510) 734-2431, or gibbyfer@aol.com.

PropTalk News

by Tom Carter

BRAVO

The Commemorative Air Force just announced "Code Name Bravo". If a Colonel member recruits 5 new members, they get a free national dues renewal!

PROPTALK ADS

We would like to start offering advertisements in Proptalk for businesses and personal ads for our membership to help offset some costs.

If you have a business that you would like to advertise to the 200+ circulation of this newsletter, we will provide space in the back of Proptalk for the following donation per issue (remember, each issue is for two months):

Business card sized ad:	\$10 donation
1/4 page ad:	\$25 donation
1/2 page ad:	\$50 donation
Full page ad:	\$100 donation

This both helps your business and helps the Golden Gate Wing offset it's existing negative cash flow. Also, if you have a personal ad (something you might otherwise sell on Craigs List or the newspaper), garage sale, car for sale, etc. we would be happy to accept those ads as well, for the same price.

All ads subject to the scrutiny of the Staff. We will not print ads that may be considered inappropriate. Thank you!

WEB SITE MEMBER LOGIN

The Golden Gate Wing web site now allows any member to log into our membership only area. This allows you to view or print all past issues of Proptalk (back to 2002), membership contact info/ roster or other GGW documents such as our join forms, color brochure, etc. You can also look up member birthdays or even edit your own contact info.

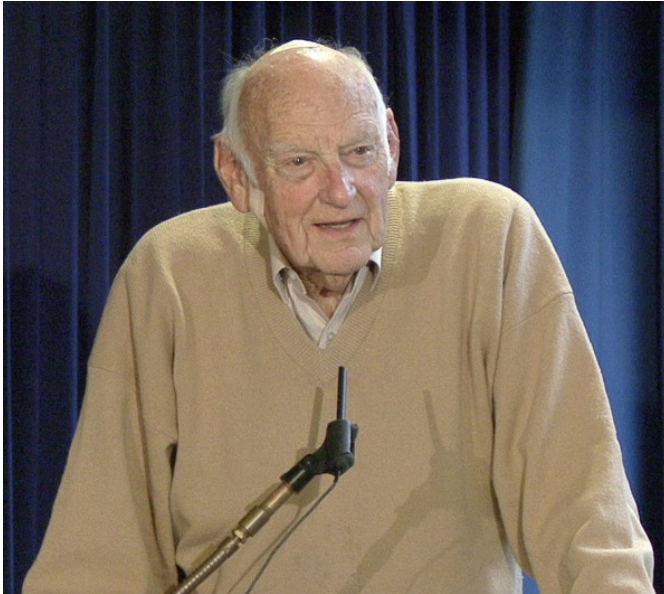
To log in, go to:

www.goldengatewing.com

- 1 - Select the "OPS" link on the left nav bar.
- 2 - User Name = your CAF Colonel number
- 3 - Password = your last name.

2nd LT Fenn Wilson, USMC
January 13, 1921 - December 28, 2007

Written by Col John Crump



October 25, 2007 Guest Speaker

**5th Joint Assault Signal Company,
5th U.S. Marine Division**

Fire Support on Iwo Jima

Fire support for troops on the ground has always been a challenge. Troops on the ground need identification so they won't be targeted as the enemy they're fighting, and clear communications between those seeking support from artillery and those giving it is essential.

Recognizing this need, the U.S. Marines created an ANGLICO, acronym for Air/Naval Gunfire Liaison Company, to handle the interactions between ships and planes and ground troops.

Fenn Wilson graduated from high school in Sacramento in 1943, having been born in California's state capital in 1921. He already had his college degree when he attended the US Marine Corps Officer Candidate School at Parris Island, South Carolina and at Quantico, Virginia - Commissioned a 2nd Lieutenant Wilson was ordered to San Diego where he joined the 5th JASCO (Joint Assault Signal Company)

"The mission of a Joint Assault Signal Company or a naval gunfire spotter is to land on an enemy held territory, take a position where you

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1st LT Burt Newmark
USAAF

Written by Col John Crump



November 15, 2007 Guest Speaker

USAAF Combat Fighter Pilot, ETO

"Most of my time was escorting bombers that didn't need escorting, and then going down to the ground and strafing targets of opportunity."

The speaker for the November 15th, 2007 Golden Gate Wing meeting had a number of memorable experiences in his 25 combat missions in the ETO, first in P-47s, then in P-51s. Among them was questioning as a POW by the renowned German interrogator Hanns Scharff.

Burt Newmark was born August 14, 1924 in Brooklyn, New York. He entered the U.S. Army in September 1942, with the goal of being a fighter pilot. Within two years, he had earned his Silver Wings, graduating at Moore Field in Mission, Texas, a member of Class 44C.

"After my training was over- my last combat training in the United States- we had a session with Bob Johnson (high-scoring ace with the famed 56th FG "Zemke's Wolf Pack), who told us a lot about fighter pilot tactics against the Luftwaffe. Unfortunately, for me, during my 25 combat missions, I never came close to a

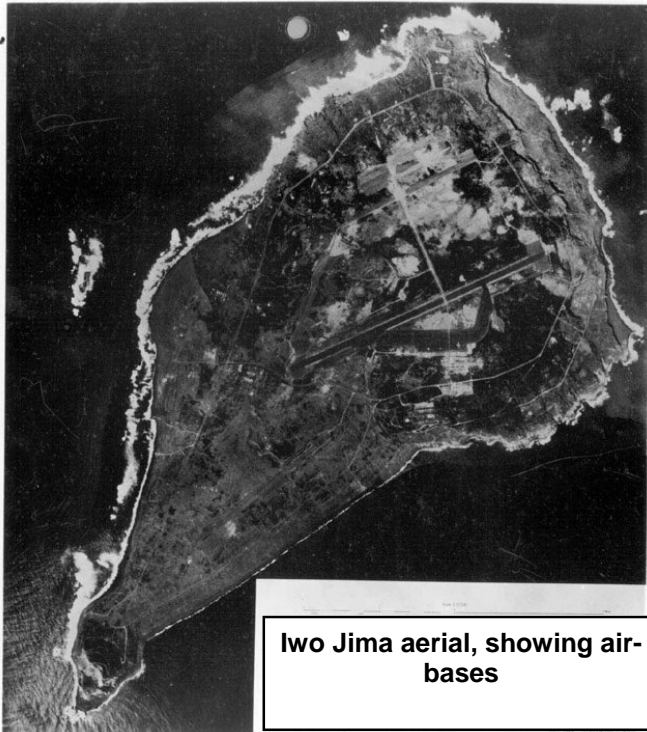
(Continued on page 10)

Fenn Wilson

(Continued from page 5)

can see into enemy areas and direct the fire of supporting ships.”

To learn the fine details of directing supporting fire Wilson was sent for six months to Hawaii where he joined Battalion B, 28th Regiment of the 5th Marine Division. Wilson got practice in artillery by firing at targets on Kahoolawe Island. At the end of that half-year, he was aboard an LST headed for Iwo Jima.



Iwo Jima aerial, showing air-bases

“Iwo Jima lay half way between Saipan and Tokyo. It was about 650 miles from Saipan. At this time the B-29 force was accumulating on Saipan, which had been taken a year before. Planes from Saipan were being picked off by Japanese fighters from Iwo Jima, so Iwo had to be taken - - we knew it, the Japanese knew it. So the Japanese had been preparing for a year and a half for an attack.”

The LST carrying Wilson had in its hold 25 amphibious tractors (LVTs) to carry Marines to the beachhead. Wilson says he awakened when the ship dropped anchor after a six-day trip from Saipan.

“I was sleeping in the cabin on the deck and I could feel the pulse of the ship coming to a halt. On deck, I could see Iwo with big, ugly Mount Suribachi sticking up at one end. We had seen it

many times on maps, photos and other preparatory things.”

Wilson’s team totaled seven Marines: Telephone Wiremen and Radiomen, plus a Scout Sergeant. It worked with a naval officer and a similarly equipped crew manning the Battalion command post. At H+25 hours, the team hit the beach as part of the invasion’s fifth wave. Their missions were to reach the base of Mount Suribachi, establish communications with the support ships and direct fire into Japanese emplacements.



Iwo Jima map with invasion beaches

“When the time came to land we climbed into the amphibious tractors down in the hold. When they cranked up their engines, it was kind of ‘smog city’ down there because it was very confined. We inched forward and went down the ramp into the open sea.

“Getting together and getting organized, I could see the Navy bombarding the island as they had done the previous day. There were eight battleships, nine cruisers and 44 destroyers all pounding the beach and other targets on the island.

Wilson says on the way in he could see a small amount of Japanese return artillery fire, with shells mostly splashing in the water among the

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Fenn Wilson

(Continued from page 6)

amtracs and landing craft. When the amtracs hit solid ground, though, he says everything else broke loose.

"The ramp on our vehicle didn't go down. So we had to climb over the side and pass our gear down to each other and re-pack. While we were doing that an LST on our right, about 20 yards away, was on fire. Great billows of orange and black smoke were pouring out and the ammunition was pop-pop-popping from the heat.

"We had to get out of there and I gave a favorite Marine Corps order, 'Follow me!' and we went trudging inland.

Wilson recalls the loose, course sand tugged at their feet as they struggled inland, making running impossible and giving the Marines the impression they were dragging their feet.

Suddenly, as he reached the top of the first beach terrace, Wilson says a burst of enemy machine gun fire hit right at his feet.

"I dove forward and fortunately fell into a hole. I was terrified. I was panting, sweating... and I just sat there for about ten minutes before I could gather my wits together. I found I was in a tank trench dug by the Japanese. It was about thirty feet long and gave us some protection for awhile."

From there, Wilson moved from rock to rock, from cover to cover until he fell into a hole at a designated point with the rest of his crew. On the beach behind him were three wounded members of his team, but the naval contingent was intact.

Wilson says his radio had a bullet hole in it, but the other radio was operational and allowed them to contact the ships to begin directing gunfire at the base of Mount Suribachi.

"You could see the smoke come out of mortars, and that told you where they were, you could actually see the flash of enemy machine guns at times, and there were a few solid blockhouses we could see. So there were lots of targets, although you could see very few individuals, and a lot of enemy you couldn't see."

There were four types of shells fired from destroyers' 5-inch guns - - impact high explosive rounds, airburst shells which spread shrapnel to the ground, star shells and white phosphorus.

"We'd use them intermittently and though we were trained to only shoot at good, careful targets, we had a Colonel who'd say, 'Go ahead. That's good for the morale.' We'd fire at anything



Marine with flamethrower on Iwo Jima

we thought would be useful or good for a hiding place, and it was very effective."

As night fell, and through the night, the Marines fired off star shells to illuminate the cratered moonscape. The light cast by these flares was appreciated by the Americans, despite the terrible shadows created.

"The Marines would rather have the light than not be able to see any enemy that was around."

By dawn, Wilson says the infantry was pretty well organized, and began its attack of dug-in positions, supported by naval gunfire. Wilson says they directed the ships to fire as close as 100 yards to the attacking troops, and sometimes even closer. He says on one occasion a salvo landed by accident in back of the infantry, but fortunately caused no casualties.

By the end of the first day there was little progress outside of reducing return enemy fire. The second day was about the same, but Wilson said that at least the troops moved some 50 yards closer to Mount Suribachi.

"The enemy was still very hard to find, and then it was a matter of digging them out. The infantry used flamethrowers, bazookas and lots of gre-

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Fenn Wilson

(Continued from page 7)

nades. It was nasty, pretty close stuff and there were a number of casualties, but they did make that progress.”

On the third day, the infantry enlisted the aid of flame-throwing tanks to sweep the area all the way to Suribachi. The beaches were finally secured, but that night star shells were again employed to ensure Japanese defenders couldn't creep back into niches they'd been driven from.

“On D+4, the Colonel came by and I asked him, ‘When are we going up the mountain?’ And he said, ‘I've got a patrol going up in ten minutes. Do you want to go along?’ “



Amtracs on an Iwo Jima beachhead

Wilson, thinking about how much he'd already been shot at, responded that he was busy communicating with his ship and he was sorry he couldn't make it.

The Marine patrol - - 44 men, including two sets of stretcher-bearers and two Marine Corps reporters - - went up the mountain to the top and scouted the rim of the volcanic crater there. They'd been there about five minutes when a group of Japanese soldiers came out of a number of cave openings. All were quickly shot dead, as was a charging Japanese officer who brandished a broken samurai sword.

The group set to raising an American flag atop the peak, using a piece of pipe from the wreckage of a Japanese radar installation. Wilson said the sight of the stars and stripes caused a celebration among the Marines below and the sailors on the ships sitting off the island.

“I wanted to get on top. It was my job to direct fire and I thought possibly from there I could see into the enemy territory on the other side of the island. The troops had advanced about a mile and half and the area where they were was enshrouded in dust and haze, so it was not a very good observation post.”

Wilson said he talked to the platoon leader of that first flag-raising group, and then sat around until another group came up stringing communications wire. The first flag that was posted was not very large, so a request went back down to the beach to have a ceremonial flag sent ashore from an LST.

“I watched this, then came a group of reporters and a photographer — the photographer being Joe Rosenthal. I didn't know it then.

They brought the new flag, the big flag up, got another pole and prepared to hoist the flag.

As that second flag was being raised, Joe Rosenthal snapped the shutter of his camera. He didn't see the resulting image, developed back at Saipan, until after it had been printed on the front page of nearly every newspaper in the United States. Today, the image of the Marines raising the flag over Iwo Jima is one of the world's great icons.

Wilson says after the flag-raising, his battalion got a couple of days off before turning northward with the troops fighting their way across the rocky, moon-like landscape of Iwo Jima. That fight would continue for nearly a month, Wilson continuing to direct naval gunfire at enemy positions by calling out targets from a grid-based map of the island. Naval gunnery officers used an identical map to lob over 5-inch shells.

“We would give a coordinate designation and they would match it with theirs, fire out a round and we would adjust to that — up fifty (yards), down fifty, left or right. Many times the ship wasn't more than 500 yards off the beach, at that particular time. So we were able to be very accurate.

“In our training we were told originally that you would never fire any closer than 500 yards to the troops. Well, we were firing at 100 yards or even less sometimes, because the ships were so accurate and they could see so well that we could get away with it.

In the invasion of Iwo Jima, nearly 7000 Marines

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Fenn Wilson

(Continued from page 8)

were killed and another 21,000 wounded. Of about 22,000 Japanese defending the island fortress, all were killed except for about 1000 taken prisoner.

Wilson says he spent five weeks on Iwo Jima. About two weeks before he left, hospital planes came into fly wounded Marines back to Saipan. Two B-29s landed shortly thereafter, becoming the first heavy bombers to start operations from the island.



The first Iwo Jima flag raising

Returning to Hawaii for replacements after the battle, Wilson's JASCO 5 was next to serve six months in Japan as part of the Occupation Forces. They landed in Sasebo, on the northeast coast of Kyushu.

"We were some of the first troops to land in Japan. The Japanese were sort of hiding behind the walls, looking around the corners and were really sort of scared. They had heard the 'red-bearded Americans' were going to come and rape all the women and ravage everything. However, when we came and started passing out candy bars to the kids and they very quickly softened."

Wilson was soon sent to Fukuoka to manage a hotel, with an interpreter to help him.

"The people there were very friendly. I think they were actually relieved there was not going to be any more war, so we were received very, very well there. They rather quickly became very friendly."

Fenn Wilson returned to Iwo Jima ten years ago. What had been a moonscape from the Japanese having cleared trees and bushes for firing lanes, and from the heavy naval bombardment before the invasion, has now returned to being a island with tropical foliage.

"General Kuribayashi had been the Japanese general on the island. His body was never found. His wife attended the ceremony on the island when I was there. She was a very frail little woman. It was a very interesting ceremony with both the Japanese and Americans."

The Golden Gate Wing is sad to announce that Fenn Wilson passed away a couple months after he spoke to us. The Obituary copied from the "Berkeley Kiwanis Kollegiate" web site reads:

Fenn J. Wilson Jan. 13, 1921 - Dec. 28, 2007 Longtime Orinda resident (recently of Rossmoor), Fenn Wilson passed away on December 28, 2007, two weeks shy of his 87th birthday, in the company of his immediate and extended family while on a holiday cruise in Mexico. He is survived by his daughter Marcie Waldron, his son Douglas Wilson (both of the Sonoma Valley), his brother Earl Wilson of El Cerrito, and his sister Rosemary Bello of Salinas. From his Berkeley roots, Fenn's many years were as varied as they were accomplished. He first put his handsome 6'6" frame to the test on Berkeley High School's football field. Though his real toughening would come in 1943 immediately after graduating from UC Berkeley, when he joined the U.S. Marine Corps and headed for the Pacific Theater's significant battle - Iwo Jima. After the conflict's first wave of victory, Fenn witnessed the famed flag raising, close enough to the photographer's camera to hear its shutter click. For the rest of his life, Fenn would stand before small organizations, historians, and filmmakers, and present his poignant

(Continued on page 16)

Burt Newmark

(Continued from page 5)

Luftwaffe fighter plane. We would see the jets up in the sky, head towards them and they were gone.”

Duxford, East Anglia, 84th FS, 78th FG

“Duxford was originally an RAF fighter base, dating back to World War I. It was a wonderfully comfortable field. The field itself had no runway. It was all...they called it grass...but it was all mud or hard earth.

Newmark says on his first day with the 78th, he was out on the tarmac, when the horizon filled with returning aircraft, which began an airshow.

“When we went on a mission and there were no injuries and no damage, we would get back into formation and come back across the field in an airshow for our ground crews who had worked so hard for us.”

Newmark says the 78th’s commanding officer continually worked to improve the shows for the waiting maintenance and armoring personnel ...

“After a while, he started to refine this. What we would do is come in a flight at a time. The four of us would dive down at the runway, probably at 200mph, and we would all peel off in this beautiful echelon. We would put our wheels and flaps down at the top of the chandelle, come down and land. We had to do it in 45 seconds from the time we passed the end of the runway.

“Our commander would do it in about 42 seconds.”

Newmark says he has no question that the P-47 was the best fighter aircraft.

“We used to call the ’51 the ‘Spam Can’. It was a beautiful airplane to fly but it was not the equivalent of the P-47”.

Project Aphrodite

By mid-1944, the Germans were deep into developing a series of V-weapons: rockets, guided missiles and huge guns, all capable of carrying large explosive payloads. Launch facilities for these weapons were huge bunkers with roofs of steel-reinforced concrete thicker than ten feet.

Heavily defended, these sites were attacked by the British in night raids with 12,000 pound “Tallboy” bombs, which failed to penetrate the roofs of the sites. It was determined that huge steel doors provided the weakest link in protection for V-weapon facilities, and that stripped-down, explosive-laden bombers had a good chance of penetrating those doors.

Project Aphrodite was created to test-fly the concept.

“They tried to invent the first guided missile, says Newmark. “They took an old B-17, stripped the insides, and then loaded it with RDX explosives. They would create an arming mechanism so they didn’t explode on takeoff. The pilot and co-pilot would take that airplane off. The co-pilot would bail out. The pilot would make sure the mother ship had control of it, and then he’d bail

out. Both went into the English Channel and were picked up by Air/Sea rescue boats.”

Newmark says he was involved with one of 18 such tests.

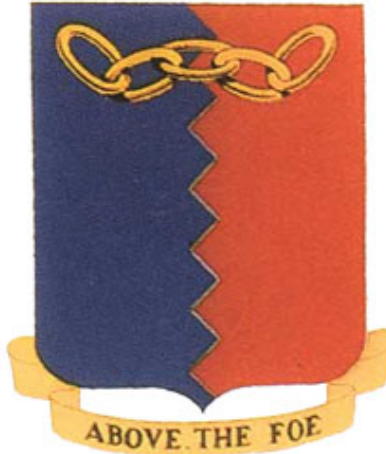
“There were four of us playing cards in the squadron room, and were asked if we’d like to fly a combat mission credited, but there would probably be no combat. It would be an easy flight.

“What they wanted us to do was to go up and cover a single bomber with certain markings. That bomber was going to be controlling another airplane which we were not to go near, even if it was attacked, because it would be dangerous for us.

Newmark recalled the flight he escorted: “This thing just fluttered into the ocean.”

Not to be outdone by the Army Air Force, the U.S. Navy conducted similar tests under the codename Operation Anvil, using its version of the Consolidated B-24 as the “guided missile”. On one of the missions, a first pilot named Lt. Joseph Kennedy, the older brother of John Kennedy, took off with co-pilot Lt. Bud Willy in an explosives-laden bomber. Willy bailed out and just before Kennedy did so, he turned to arm the explosives, which detonated prematurely, killing both men.

(Continued on page 11)



78th FG Insignia

Burt Newmark

(Continued from page 10)

Dangerous weather

Getting a fighter back on the ground after flying home from missions over the Continent proved a unique challenge for the 78th.

"We had no homing mechanisms at all, because they didn't want the Germans to home in on any radar or whatever. We would have to find our field in the fog by finding this tall tower at Cambridge University that was our guide to the field, maybe six or eight miles south of Cambridge. At the field, when they knew we were coming – we would call them – they would shoot up white flares at either end of the runway. From the height and direction of the flare, you could pretty well come home. That happened several times."

"On one of these missions, my friend, Herbie Hill who lived right across the hall from me, missed the field. He could not spot the two flares and crashed into a hill about eight miles past our field. He was a wonderful, wonderful man."

If a returning fighter pilot found his aircraft short on fuel, Newmark says he could seek out a field in France established for British bombers. The field's FIDO system (Fog Intense Dispersal Operation) was a British answer to heavy fog, in which thousand of gallons of fuel per hour would be burned to burn off fog to the height of several hundred feet.

"They were huge runways lined with gasoline burners. From far away, through the fog you see this glow and you could safely land. I did that one night, slept on a cot and flew home the next day."

Target of Opportunity, February 21, 1945

By Christmas of 1944, Burt had switched aircraft, from his beloved P-47 to a P-51. The aluminum skin of his Mustang sported the name 'Lady Eve', for his girlfriend of that time, and nose art depicting a German helmet being conked by a rolling pin.

Two month's later, he was with four dozen other pilots sitting in Hangar Three in a briefing session for a mission to Nuremburg, Germany.

"The C-O, whoever was leading the group, would tell us our target, possible enemy activity and timing. This mission was to escort bombers and to bomb the marshalling yards in Nuremburg, which were very important to Germany, because that's where all traffic seemed to go through.

"The distance was probably 350 miles. The

mission took about six hours."

Burt recalled the work of his crew chief Tom Vraible, who had been up two hours earlier than Newmark, making sure the pilot's aircraft was ready to perform its long distance task.

With the seatbelt and shoulder harness in his P-51 cinched tight around him, Newmark was mindful of three other Mustangs as the squadron took off four abreast, nearly wingtip to wingtip,



Burt Newmark's P-51 WZ-K 'Lady Eve'

across the hard earth of the Duxford's airfield. The P-51s maintained close proximity as they penetrated winter cloud cover and shared airspace with some 900 other fighters and 1400 bombers, all headed to the same target.

The 78th climbed above the bomber stream, seeking out a group of B-17s with boxed letters painted on their tails, marking them as members of the 3rd Bomber Division. Being above the bombers would offer the P-51 escorts an advantage over enemy fighters seeking to attack from out of the sun.

"The bombers were at about 23,000 -28,000 feet. We would fly at about 30,000, and if we were called by our controller that there was any activity above us, we would go up to about 40,000 feet.

"We wore gloves. The cockpit was heated, because you have heat coming off of the engine. But your hands are on the side of the canopy and it's about 40-degrees below zero out there. The first glove was silk, the second was wool, and the third glove was leather. Some guys still got some frostbite, but I worked out okay.

Newmark says as the bomber stream approached the marshalling yards at Nuremburg, black puffs of antiaircraft fire began appearing

(Continued on page 12)

Burt Newmark

(Continued from page 11)

around the aircraft. Wings would come off bombers, engines would catch fire and crews would bail out of crippled aircraft.

"Because no German fighters were going to fly though the flak, we left the bombers. We picked them up on the other side of the target. We would then take them back to the rendezvous point. If there was still no German activity, we would go down on the deck and look for targets of opportunity, primarily trains. We wanted to stop traffic going across to the front lines.

"We would break up into flights of four or two airplanes and go hunting across Germany to see what we could find. We would shoot up trucks, tanks, and troop movements... If we found an airfield, which I never did, we would shoot up airplanes on the ground."

Newmark showed a photo of a strafing run he and his wingman made on a train. He says that after he fired the P-51's six .50 caliber machine guns at the steaming locomotive, he pulled up to see what he had done.

"I heard my wingman yell, 'Flak car!' The Germans, because their traffic was so badly beaten up and destroyed, had started putting anti-aircraft guns on their trains. They were hidden until this thing would open up and there would be a gun."

Newmark said a single bullet had hit the cowling of his Mustang.

"I knew I was in trouble because I saw a little leak coming back alongside the fairing. Within about three minutes, my engine was running rough. It was smoking and then started on fire. I tried to climb as far as I could. I think I got up to about 1000 feet, before the fire started coming back through the firewall, so I knew I had to bail out. I wasn't about to try to ride down in a burning airplane.

"I thought I disconnected everything-I can't remember how many things I was connected to-and I went over the side. I had a little back pressure on the stick and let go. I got caught halfway out of the cockpit and I blacked out, with smoke and fire coming back at me. I actually had liquid aluminum pellets coming back at me from the fire."

Newmark says he was fortunate to be conscious enough to pull the ripcord on his parachute. He remembers the 'chute opening, and then his feet

immediately hit the top of a tree. He hung from the tree for a few moments until managing to pull himself to the trunk and slip down. But below, as he looked around the couple of rows of trees, he saw he had a 'welcoming' committee.

"There was a crowd of farmers, I think, with pitchforks and shotguns, and there was one man who seemed to be in the lead... I tried to crawl so they wouldn't see me.

Then I heard somebody yell, 'Halt!' I think he was a hunter out in the field, and he was aiming right at me. So of course, I surrendered."

"The head guy, I think he was home guard, because he had some kind of a uniform, but he wasn't really a soldier. He asked me for my .45, took it from me and asked me to show him how to shoot it. I showed him how to take the safety off, and he fired it into a hill."

Newmark says his captor was so pleased with the gun that he used his pocket knife to remove the .45's clear plastic handle covering a picture of Bert's girlfriend, Eve, and gave the picture back to the pilot. Then, Newmark was taken into the town of Kriegsfeld, escorted by two uniformed soldiers, who took him 'visiting'.

For many Allied bomber crews and even some fighter pilots, being captured in or near a town that had been bombed meant abuse or possibly death at the hands of the locals. Newmark was fortunate that Kriegsfeld had been untouched by bombs.

"The people really were very nice. I was part of the party. We would sit down and they would serve tea. We'd all be sitting and I could tell these two guys would be telling this couple that they had shot me down, and they were making quite a story of it!"

Prisoner of War

The visits went until late night, about 11 o'clock. Newmark says by then he was beside himself, tired and scared, and sure that he was going to be taken out in the woods and shot. Instead, he was taken and put on a train to Frankfurt. There he was transported to the little town of Oberursel.

"I was put into a little solitary cell. Mine didn't have a window or a table. It had a cot and a pot. I just laid down on this thing and went fast asleep. I don't know how long I slept. I was really out of it. A guard knocked and brought me a bowl of soup,

(Continued on page 13)

Burt Newmark

(Continued from page 12)

a little later on, and I went back to sleep. Then the guard came back and said, 'come with me.'

"He walked me to an office down the hallway. And in this office was this gentleman. His name was Hanns Joachim Scharff. Hanns looked at me and he said, 'What are you doing in my country?'"

The pilot says he replied, "Burt Newmark. Second Lieutenant. 716204."

Scharff responded, "Why are you telling me that?"

Newmark said, "My government told me that's all I need to tell you to prove I'm a soldier."

According to Newmark, Scharff told him that was incorrect. The interrogator reached behind him to pull a book off a shelf and open it, stating, "The Geneva Convention says that that is not sufficient to prove you are a soldier."

"If you don't believe me, look at my dogtags," said Newmark.

"Would you like to look at my dogtags. I'm Colonel Bullshit. You arrive at my country by parachute. You're not wearing a uniform. You're a spy, and I'm going to have you shot," said Scharff.

Newmark, seeing Scharff motion to a guard by the door, countered. "No, no, you can't do that. Your people saw my parachute in the tree. They saw my airplane burning on the ground. Spies don't fly airplanes like that."

"Oh," said Scharff, "you're a flier. Look, for you the war is over. For me the war is going to be over in three months. My wife is living in New York, on Riverside Drive. She's buying American war bonds..."

Newmark says he thought, "What kind of crap is this?"

Scharff continued, "If you will tell me the two letters on the side of your airplane we'll see what we can do for you."

Knowing the Germans had seen the airplane and should have noted its coded fuselage, Newmark replied, "W-Z."

"Oh, the 84th Squadron," Scharff shot back. "How is Ray Smith?"

Ray Smith, Newmark recalled, had been in an accident at Duxford, had crash-landed and was

recovering from some cuts. Newmark was surprised and in disbelief that Scharff would know this.

Newmark has a copy of a document Scharff created and signed. It is marked with a "J" for jager (fighter) and "H" for Hebrew. During the conversation Scharff also said, "Because you have an "H" on your tag, if I turn you over to the SS, it would be very, very bad for you."

On a motion from Scharff, the guard took Newmark from the office. Soon he was being transported to a Prisoner of War camp near Nuremburg, about eight miles from the railroad marshalling yards targeted by the B-17s Newmark had been escorting.

British, Dutch and American flying officers populated the camp, and conditions, Newmark says, were not too bad. The first thing he

was told was to take a burlap bag outside and fill it with pine needles. The bag was then laid on four wooden slats on a bunk frame, his bed for his 2-1/2 months in the camp.

"We didn't get much food. It was terrible and very rare. We did get Swiss prisoner of war packages. I think I got two in the entire time there. These things were fantastic because they contained American cigarettes. We had an escape committee that used the cigarettes to get from the German guards guns, radios and wire cutters.

"We were all concerned the Germans would kill us rather than doing something else. We had a plan that we would take the guns we had and shoot a couple of soldiers. Then we'd have four guns. And just keep trying to expand that and maybe that would save us."

Newmark said one night, a mixed group of POWs compared notes on precision bombing techniques. One of the British pilots offered his explanation:

"First thing we do is send a pathfinder over the target area. The pathfinder drops a white flare over the target. In the light of that white flare, a Mosquito drops a red and green cascading flare in the center of the target.



84th FS Insignia

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Burt Newmark

(Continued from page 13)

“For hours, our bombers will come in individually at different altitudes, from different directions and drop their bombs on the red and green cascading flare. And that flare will be renewed by Mosquitos when necessary.”

Newmark recalled that about that time, an air raid siren went off. The POWs went running outside and saw a red and green cascading flare floating down over the marshalling yards. Right after that, two Mosquitos came down to drop white flares around the prison camp.

“That was the first time we knew that somebody knew who we were and where we were. And all night long, just as he had said, British bombers came in, one at a time, from different directions dropping bombs. And some of them were delayed action bombs, so that the Germans couldn’t get the repair crews in too quickly. So, that marshalling yard was pretty badly damaged.”

As the spring of 1945 approached, the POWs in the Nuremburg camp found themselves being moved to Moosberg near the Bavarian Alps. It was a forced march of some 90 miles along German roads that had been bombed. The POWs were given parcels of basic provisions and then set off on foot with guards. Newmark says the trek took him twelve days, while some POWs were faster and some, slower. There was little in the way of sustenance on the march.

“We had to scrounge eggs from old farmyards where maybe there were a couple of chickens still alive. Aside from that we had very little to eat. I lost about 35 pounds during my 2-1/2 months in prison camp.

“One of the things that happened as we were marching along this roadway, we were crossing a railroad line. There was a big lumberyard right near the line, and a train parked right outside the lumberyard. Just as we crossed the tracks, someone looked up and said, “Oh look. Four Me 109s.”

“Somebody else said, ‘109s, hell! Those are P-47s!’ “

Newmark says that just as those words were spoken the P-47s started to dive on the train. The POWs ran for the logs for protection.

“Those guys came down and wrecked the train, killed two of the prisoners of war. A couple of guys were wounded. And I’ve never heard from the ground side what strafing sounds like. If you picture 700 rounds a minute out of eight guns, with four airplanes, hitting the ground—each bullet sounded like a sledgehammer hitting the ground.

It was just incredible. You just can’t imagine what it sounded like.”

It was late April 1945 when Newmark and the rest of the POWs had made it to the Moosberg camp, and another sound made an indelible mark on his memory. A deep rumble on that day heralded the arrival of armored vehicles. The sound of U.S. 3rd Army

tanks made the Moosberg guards take off, and drew the POWs to the front gate.

“A tank came up nearby and the tank commander motioned everybody away. He was instructed, apparently, not to lift the hasp that held the gate closed. They ran it over with the tank. And guess who the guy was who asked them to do that. It was General George Patton...”

The liberated Allied pilots were taken to Camp Lucky Strike, which Newmark describes as being almost worse than the prison camps. But after he was there for two weeks, Newmark and his buddy, Ewing Miller got up on the roadway and hitched a ride with two officers driving a jeep into Paris.

“You can imagine, as the war was ending, what Paris was like. And the worse thing that happened to me in the war was that I came down with infectious hepatitis that night and they put me into the hospital.

“Fortunately, I was able to talk to a reporter before I went into the hospital and he said he’d send my name home. And my mother did get this

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P-47

Burt Newmark

(Continued from page 14)

telegram that said I was okay. “

The hospital stay lasted a week, before Newmark was transported to a hospital ship for an eight-day cruise back to America.

After the end of World War II, Burt Newmark remained in the Air Force Reserves as a pilot. He also built a solid business career with Wang Labs. Today, in retirement, he shares history as a lecturer at San Mateo Main Library.

Hanns Scharff

(Wikipedia & other sources)

Hanns-Joachim Gottlob Scharff (December 16, 1907 – September 10, 1992) has been called the "Master Interrogator" of the Luftwaffe and possibly all of Nazi Germany. He has also been praised for his contribution in shaping U.S. interrogation techniques after the war.

Scharff was of German birth, his family having moved to South Africa before World War II. Hanns had returned on a visit to Germany, when the war broke out and he was drafted as a panzer grenadier for the Wehrmacht. He was allowed to become an interpreter and trained in British military organization.

Merely an Obergefreiter (the equivalent of a senior lance corporal), he was charged with interrogating every German-captured American fighter pilot during the war after his becoming an interrogation officer in 1943. He is highly praised for the success of his techniques, especially considering he never used physical means to obtain information. No evidence exists he even raised his voice in the presence of a prisoner of war (POW).

Scharff's interrogation techniques were so effective that he was often called upon to assist other German interrogators in their questioning of bomber pilots and aircrews, including those crews and fighter pilots from countries other than the United States. Additionally, Scharff was charged with questioning V.I.P.s (Very Important Prisoners) that funneled through the interrogation center, namely senior officers and world-famous fighter aces.

After the end of WWII, Scharff was invited by the United States Air Force to give lectures on his interrogation techniques and first-hand experiences. The U.S. military later incorporated

Scharff's methods into its curriculum at its interrogation schools. After the Abu Ghraib prison scandal was revealed in the early 2000s, Scharff's name was again brought to the forefront as investigators questioned why his methods, which continue to be taught in military intelligence and interrogation schools, had been ignored in favor of more physically abusive tactics by U.S. military personnel and U.S. defense contractors alike to obtain desired information from Iraqi detainees.

After the war, Scharff immigrated to the United States from South Africa. From the 1950s until his death in 1992, Scharff redirected his efforts to artistry, namely mosaics. He eventually became a world-renowned mosaic artisan, with his handiwork on display in such locations as the California State Capitol building; Los Angeles City Hall; several schools, colleges, and universities, including the giant Outdoor Mosaic Mural facade of the Dixie State College Fine Arts Center; Epcot Center; and in the 15-foot arched mosaic walls featuring the story of Cinderella inside Cinderella Castle at Walt Disney World, Florida.

Burt Newmark on Hanns Scharff

“Hanns Scharff never sent a pilot to the SS,” says Newmark. “They were all put into Luftwaffe prison camps. Hanns Scharff was the smartest, brightest, nicest interrogator that ever existed in the world. He's famous unto this day, and there's a book about him called *The Interrogator* (by Raymond Tolliver). At the end of the war, the Pentagon took Hanns Scharff around and had him talk to their interrogators, to teach them what he knew.”

“In his book,” Newmark adds, “he talks about the fact that he takes the measure of a man by threatening him. But he never did anything about those threats.”





HAPPY BIRTHDAY!!!

To the following Colonels!

March 2008

Brian McGee	3
Philippe Auger	6
Douglas Cayne	8
Gary Adams	13
Gerard Gow	18
John Kelly	23
Ron Flashberger	27

April 2008

Mike Oatey	1
Manuel Calderon	2
Jim Booth	3
Mark Klein	3
Jim Munn	4
Ken Brown	7
David Black	14
Dewey Bell	20
Al Marcucci	20
Frank Washburn	30

Fenn Wilson

(Continued from page 9)

recollection - a talk etched in the memories' of many. Love found expression in the post-war years - Libby (Elizabeth Goetsch of St. Louis, Missouri) - became his life-long spouse, lovely and tall at his side until her passing just five months ago. On a sun-drenched Orinda hilltop, where in 1950 they built a gracious family home, daughter Marcia was born in 1951, followed by son Douglas in 1953. In business, Fenn cut his teeth as a sales representative for the Maytag Corporation. Eager, smart, and hard working, he soon moved on to join the Berkeley office of Dean Witter & Co. (now Morgan Stanley) where he rose from broker, to certified financial planner, to office manager, to Senior Vice President for investments. Throughout his 38-year-long career as a financial professional he generously shared his expertise by serving on the boards of the Berkeley YMCA, Alta Bates Hospital, and the Chaparral House. To his cronies in the Berkeley Kiwanis Club and the Berkeley Breakfast Club, he never held back a smile or a handshake. Alongside his family and

career, Fenn had quiet joys as well-high Sierra lakes, creek side campsites, and the tugs of many a Rainbow trout. These were at Fenn's core, joys that somehow mirrored who he was-a husband, father, and friend at once gentle and steadfast - as solid as men are made. The family will celebrate his life with a private memorial gathering. Memorial contributions may be made to The California Transplant Donor Network (1000 Broadway, Suite 600, Oakland, CA 94607) or The California State Park Foundation (800 College Avenue, P.O. Box 548, Kentfield, CA 94914).



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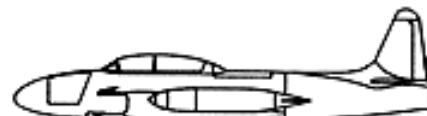
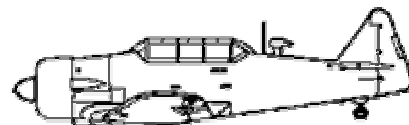
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GOLDEN GATE WING

AMERICAN AIRPOWER HERITAGE GROUP, CAF PRESENTS:

Primetta Giacopini

Escapee from Mussolini Terror

- * Born June 9th, 1916 in Connecticut; Mother died when Primetta was 2
- * Then traveled to Northern Italy in 1929 with foster parents to their original home town
- * Stayed in Italy until "caught" in the whirlwind of Mussolini's rise in power and impending war
- * Mussolini entered war June 10th, 1940; next day Questura arrived & ordered her to leave Italy - she understood them to be the Italian equivalent of the Gestapo
- * With no passport papers in her possession, she was designated a foreign alien.
- * She struggled for a year, trying to resolve the dilemma via the American Consulate & others
- * Money, frustrating delays & obstacles-- plus increasing dangers-- nearly defeated her
- * She feared she would end up in a concentration camp and die
- * Finally on June 5th, 1941, with great ingenuity and determination, she managed to leave by train
- * Her first true love, a fighter pilot for the King's Army in Italy, disappeared in action
- * Her odyssey of full escape, to finally reach Jersey City, NJ on June 24th, 1941, is dramatic
- * Married American Umberto "Bert" Giacopini in Washington, DC; lasted nearly 60 years until 2002
- * Primetta worked for General Motors during WWII and beyond
- * Hear stories about her earned "extra" gasoline coupons during the war
- * Primetta still drives, lives independently, maintains her household, swimming pool, etc.

Primetta Giacopini represents a true-life odyssey of surviving a dangerous escape from the tyranny of dictatorship and war--overcoming major obstacles to freedom, then creating a full, productive life that continues!

DATE: Thursday March 27th, 2008

TIME: 1730 doors open

PLACE: Former Naval Air Station (NAS) Alameda Terminal Building
2151 Ferry Point, B-77, Oakland

I-880 Northbound to Oakland:

Take the BROADWAY exit toward DOWNTOWN
Take the ramp toward JACK LONDON SQUARE
Turn LEFT onto BROADWAY

I-880 Southbound to Oakland:

Take the exit toward BROADWAY/ALAMEDA
Stay straight to go onto UNION ST.
Turn RIGHT onto 7TH ST.
Turn RIGHT onto BROADWAY

- Turn a sharp LEFT to take the ramp toward ALAMEDA
- Stay straight to go into the WEBSTER ST TUBE/CA-260 S.
- Exiting tube, continue south on Webster Street (keep right) for 0.6 mile.
- At first traffic signal (Atlantic Avenue), turn right and drive west 2.2 miles. En route, you will curve around the aircraft on the pedestal by following the broken white lane divider line.
- At stop sign (Ferry Point Street; T intersection), turn right and drive north 0.1 mile. Building 77 (also labeled "2151 Ferry Point") is on your left. Park on street side of Building 77. Front entrance is at "left" side of building (facing the ships). Handicapped ramp is at "right" side (back) of building. Stairs and elevator to second floor meeting room are in middle of building.

GOLDEN GATE WING

AMERICAN AIRPOWER HERITAGE GROUP, CAF PRESENTS:

Leutnant Jorg Cizpionka

- * Born 1921 in Grunewald, Berlin
- * Moved with his family to Ostrow, Czechoslovakia with his family at age six (6).
- * His father managed a plant manufacturing cables for the mining industry.
- * Jorg attended a German school in Silesia, near the Polish border.
- * Joined the Luftwaffe in 1939 - just wanted to fly.
- * Instructed in the "fliegerschule" in Wels (near Linz), Austria in over 30 different aircraft
- * Attended flighter pilot school in 1944, and learned to fly the ME-262, the first jet fighter.
- * Assigned to a Special Commando unit - Nacht Jagt Geschwader (Night Fighter Squadron) 11 within NJG 10, he flew out of Burg, near Magdeburg, against the British RAF Mosquitos, which carried a 2,000 lb. each, and followed in groups of 69 at times a Pathfinder which marked the targets for them.
- * At the end of the war his squadron flew off of the Autobahns near Uterberg in Schleswig-Holstein, not far from the Danish border. His squadron did not destroy their 6-7 ME-262s, but turned them over to the British in August 1945, and then he and his men were told to "go home" - no prison.
- * He worked repairing typewriters in Hamburg after the war. Times were very bad and he still was wearing the remnants of his uniform four years later.
- * In 1948 he attended the university and graduated as a textile engineer, ultimately becoming the Director for a major company, and traveled to South Africa, Hong Kong, Japan, and Taiwan.
- * Jorg retired early and came to the States, marrying his American wife, still an active loan officer.
- * They live in San Gabriel and have three children and eight grandchildren.

DATE: Thursday April 24th, 2008

TIME: 1730 doors open

PLACE: Former Naval Air Station (NAS) Alameda Terminal Building

I-880 Northbound to Oakland:

Take the BROADWAY exit toward DOWNTOWN
Take the ramp toward JACK LONDON SQUARE
Turn LEFT onto BROADWAY

I-880 Southbound to Oakland:

Take the exit toward BROADWAY/ALAMEDA
Stay straight to go onto UNION ST.
Turn RIGHT onto 7TH ST.
Turn RIGHT onto BROADWAY

-
- Turn a sharp LEFT to take the ramp toward ALAMEDA
 - Stay straight to go into the WEBSTER ST TUBE/CA-260 S.
 - Exiting tube, continue south on Webster Street (keep right) for 0.6 mile.
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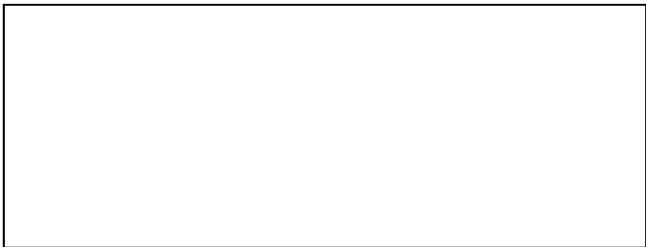
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