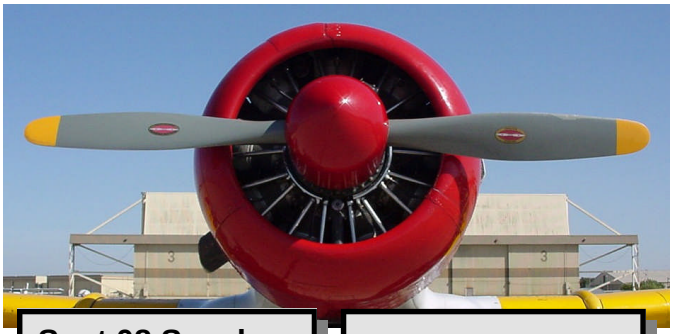
PROP TALK

April - June 2009 Volume 19, Issue 2



Sept 08 Speaker: Page 7, Oct 08/Feb 09 Speaker: Page 18

Upcoming Guest Speakers: Pages 29, 30, 31

Wing Leader Report - A "Wingless" Wing?

That's right folks! We are a "wingless" Wing in the CAF. It might seem odd that a Wing in the CAF, an organization that was built upon maintaining historic WWII aircraft in flying condition, is without an aircraft. But don't despair; we do have our own unique angle on this historic time period!

Our beloved SNJ of twenty years has moved to the newly-formed Northern California Squadron located at Marysville. Jim and Jud Thomas, and Ryan Imlay spent several days getting the plane ready and testing it before the Livermore-to-Marysville hop. GGW SNJ sponsor Darren Pleasance flew the bird to its new home to become the first flying AT-6/SNJ in a squadron that will likely have more of the same type. Squadron Leader Roger Edwards has been collecting airframes and parts for years now. He hopes to specialize in rebuilding these trainers and returning them to the air. Rest assured that our old "Friend" has found another good home!

As you recall, our MiG is located at Castle Airport (still can't get used to the civilian name!) and has not flown for years. It was decided that the best way to move the MiG back to HQ is by trucking it. Roger Edwards has Air Force experience with dissembling and shipping aircraft and he has agreed to take on the task. The MiG will head to Midland, actually for the first time, to become part of HQ's collection. Although the MiG was airworthy in 2000, it's unclear if she will return to the air, be placed on static display, or sold. If you would like to assist Roger Edwards in this project, please contact me.

Last November, John Fulton returned the T-33 to Midland. Since then, the T-bird has been reassigned to the Memphis Wing and at last count has five sponsor pilots! I talked with flying sponsor Fred Fink and he was very pleased with the great condition of the bird. And why not -- it didn't get that way on its own! Lots of sweat and money has been put into the jet trainer over the years by our Wing's Flying Sponsors: Doug Cayne, John Fulton, and Adam Grosser, and a number of our regular Wing members (who you see every month

(Continued on page 3)

TABLE OF CONTENTS

PROP TALK

THE OFFICIAL NEWSLETTER OF THE

GOLDEN GATE WING

COMMEMORATIVE AIR FORCE

GOLDEN GATE WING STAFF

Wing Leader	Steve Kauzalrich
Executive Officer	Open
Finance Officer	Open
Adjutant Officer	Joe Allen
Maintenance Officer	Bob Burnett
Flight Operations Officer	Ross Bausone
Marketing Officer	Kjell Karlsson
Media Officer	Tom Carter
Museum Project Officer	Gil Ferrey

NEWSLETTER STAFF

Circulation Officer	Dave Nolthenius
Editors	Ken Evans Tom Carter
Editorial Staff	John Crump
Photographers	Tim Roberts Paul FitzGerald Tom Carter Steve Kauzalrich
Videographer	Steve Kauzalrich

PROP TALK is published bi-monthly by the Golden Gate Wing, CAF, PO Box 6056, Oakland, CA 94603

Web page:
www.goldengatewing.org

Editor email:
proptalk@goldengatewing.org

GGW CALENDAR 2009

July
10 Staff Meeting
19 Aces Symposium - Hiller Aviation Museum
23 Dinner Meeting

August
14 Staff Meeting
27 Dinner Meeting

September
11 Staff Meeting
24 Dinner Meeting

WEB SITE MEMBER LOGIN

The Golden Gate Wing web site 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 membership 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.

Wing Leader Report

(Continued from page 1)

at our dinner meetings). The jet is already on the air show circuit and we wish the Memphis Wing the best of luck with this beautiful machine!

So what about our "wingless" Wing?

The Golden Gate Wing has held monthly dinner meetings for two decades now. This has given us all a great opportunity to talk shop, hangar fly, and hang out with the generation that was there during the "Big one". We've socialized and had dinner with the men and women who fought the great battles overseas and the folks back home who built the machines, sacrificed, rationed, and supported our troops in any way possible (what a concept). These people are our friends and neighbors, our fathers and mothers, our grandfathers and grandmothers, our brothers and sisters, our uncles and aunts. We've been to air shows together, sold our wares to keep the Wing solvent, and held barbecues and dances. We've trained pilots, maintained aircraft, and occasionally went up in one of the old birds. And to add some icing to the cake, we've always had interesting guests come to share aviation and wartime experiences with us.

To the best of my knowledge, we are the only unit in the Commemorative Air Force that consistently does this, and have done so for twenty years now! Many of our warriors are now nearing the end of a long journey, and I'm honored to have met them, heard their stories, and videotaped them for anyone who wants to hear and see them. But there's still much more to come.

For instance, at our June meeting Larry Rinek (USAFR) gave us a very comprehensive and animated history on the huge B-36 Peacemaker, complete with PowerPoint slides and video clips! I and others really enjoyed Larry's presentation!

I'm reminded that it's up to each one of us to support the Wing by suggesting new guests who have something to share with us, new members for us to get to know, and new ideas to keep our imaginations going.

So now we're not buzzing around the skies at 10,000 feet or standing on the ground looking up at "our" bird in the sky. And for now that's okay

because it isn't costing us thousands of dollars every year either. As much as I love Warbirds (and nothing gets me out of the house faster than a deep rumble or roar overhead), our Wing is rich with history, camaraderie, and friendships. And in 2009 when our very society seems to be unraveling before our eyes, those fundamental human concepts still remain the most important things in life.

Golden Gate Wing of the Commemorative Air Force

"Great Sacrifices shall not be forgotten"

2009 Dues Notice

For the Golden Gate Wing (local only)

It's that time of year again and your Golden Gate Wing's membership is due. Although we offer a membership for "Friends" (member of the GGW only), this program was started so as to not exclude low income people folks who could not afford to officially join the Commemorative Air Force.

However, we strongly encourage you to keep your "Full Colonel" membership current with Midland. We understand that this is costly, but without organizations like the CAF, we'd have very few active Warbirds left flying in America!

To keep your membership affordable, we haven't raised our Wing's dues for at least 10 years. But we do appreciate additional donations if your budget allows!

2009 Golden Gate Wing Dues:

Colonel (must be current with Midland*):	$50
Friend (GGW only):	$75

Donation Level:

- ❑ Ensign $1 - $49
- ❑ Lieutenant JG $50 - $99
- ❑ Lieutenant $100 - $199
- ❑ Lieutenant Commander $200 - $299
- ❑ Commander $300 +

.

Apply my Donation to:

- ❑ GGW General Fund
- ❑ Special Events fund
- ❑ Charlie Palin Guest Speakers Fund
- ❑ O'Club Facilities & Storage
- ❑ Unit Annual fee to HQ (Anuac)

Dues paid $ _____

Donation (Thanks!) $ _____

Total amount paid: $ _____

Make your check out to "Golden Gate Wing" and mail a copy of this page with your check directly to:

Colonel Bruce Willock
43 St. Stephens Drive
Orinda CA 94563

* If you are unsure of your status in Midland, contact Col. Joseph Allen, at OSTALLEN@AOL.COM or call him at (408) 453-5880

Please fill out this section:

Name: _____

Colonel number: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____

Cell Phone: _____

E-mail: _____

(Please print very clearly!)

Level of interest:

- ❑ **Leadership** (initiate projects/events)
- ❑ **Active** (take ownership of projects/events)
- ❑ Volunteer (please assign me a job)
- ❑ Dinner meetings only
- ❑ Just send me PropTalk

The FINA-CAF AIRSHO is scheduled for October 9-11, 2009 at Commemorative Air Force International Headquarters in Midland, Texas.

Please join the Golden Gate Wing chalet at Airsho center; it is catered throughout the event. Contact Laureen Bausone at (510) 538-8760.

Depart for Airsho on Thursday October 8th and return on Monday October 12th.

Thursday evening Social hour/dinner, Friday "Save the Girls" luncheon, Friday evening Black Tie AACHOF induction dinner, Airsho Chalet Saturday and Sunday complete with beverage service, lunch and afternoon snack, Saturday evening BBQ and Sunday evening Survivor's BBQ are all included with payment to Golden Gate Wing (assuming all these events are still scheduled). Shared rental car details to be worked out based on attendees. Costs borne by riders.

Minimum deposit to reserve space is $100 per person. As details become available from Midland regarding costs, more information will be provided.

Everyone makes their own airline reservations and pays that on their own. Hotel rooms to be reserved as a block, but payment is on your own. The total trip usually runs around $1000.00 to $1100.00 per person depending on how much an individual spends on air faire.

For more info on the show, go to: www.airsho.org

(photos are from previous GGW Midland trips)

SNJ's Move To Marysville

From: Steve Kauzlarich
Sent: Friday, April 10, 2009 9:56 PM
Subject: GGW - the SNJ has landed in Marysville

All:
With Darren Pleasance at the controls, the SNJ left Livermore today at 1600 and landed safely in Marysville. Darren is now on his way home to Oregon. Roger Edwards took some pictures and will pass them along to us when he gets a chance.

Darren Pleasance taxing SNJ-5 in after a "picture perfect" landing at MYV

I want to thank all involved who made this flight possible including Bob Burnett, Jim and Jud Thomas, Ryan Imlay, Darren Pleasance, Paul McDonald, and ALL the Volunteer members of the Pacific Squadron and the Golden Gate Wing who have done such a great job of caring for the SNJ for the past 18+ years. We're sorry to see the bird go, but she's still in Northern California and in very good hands with the new Marysville Squadron!

Thanks to All!
Steve

From: Roger Edwards
Sent: Tuesday, April 14, 2009 2:22:05 PM
Subject: Proof of Delivery-SNJ in Marysville

Greetings CAF Brothers and Sisters
Just wanted to send a quick "Proof of Delivery" and pass on our thanks to all who made last Friday a reality.
Although not able to properly recognize everyone in this email, I would be remiss if I didn't mention the "big players". So without further ado here it goes:
Bob Stenevik, you are truly a man of your word and I in turn promise not to let you (or the CAF) down! Darren, great job pulling aircraft delivery off on such extremely short notice and I'm so glad you were able to make it back home to Oregon in time for Easter…also glad to finally have a face to go with the voice I've been talking to these past few weeks; Steve K your assistance in getting Darren and SNJ "out of hock" in Livermore was most appreciated J and Gerry Hampton (recently of Gerry's Swift Air Taxi Service) don't forget that I owe you and Carol a steak dinner! And finally Amy C; there would be no NorCal CAF unit without your massive efforts behind the scenes...you are truly a star!
In closing, I look forward to working with all of you in the years to come…
With Kind Regards to All
Rodge
Colonel, CAF
Northern California Wing Leader

SNJ-5 undergoing receipt/transfer inspection at MYV.

Leutnant Jorg Czypionka

Luftwaffe Me 262 Pilot

Golden Gate Wing Speaker, September 25, 2008

Written by Col John Crump

"I wanted to fly and I did. I was doing it from the beginning of the war, from the first days until the last one. I was flying first as a student and then as an instructor, for about 3-1/2 years."

Most of Jorg's adventures in World War II didn't involve shooting at other aircraft. Only during the final months of the European conflict did he begin logging time as a combat pilot.

Jorg Czypionka was born in 1921 in Berlin, Germany and was raised in Czechoslovakia. Like so many of the other young boys of his generation, Jorg grew up wanting to be a pilot. At age 14, he learned to fly gliders, soaring during the summer months in the hills of Czechoslovakia. Then in 1939, his wish to become a pilot came true.

"I joined the Luftwaffe shortly after graduating from high school, and went through some basic training and some technical training before entering flying school."

Jorg says he was fortunate to have had good instructors before being mentored by a chief instructor who had only two other students instead of five or six. That meant extra flying time and some preferential treatment, as he tried to fly as many different types of aircraft as possible. Among the aircraft most flown were the He 72 Kadett biplane, the Junkers W 34, and Bucker aerobatic planes.

After six months, he became an assistant instructor himself while he continued advanced training in aerobatic, instrument, night, and high altitude flying, which led him to become a full-fledged instructor.

That Extra Edge

Czypionka was based at an airfield at the small town of Wels (near Linz), Austria. He says he, his fellow instructors, and students had lots of time for extra-curricular flying activities.

"I justified it when I took my students on daredevil missions and flights. I said that these guys should have more than the basic training. They will probably need it when they go into combat later.

But, it was also that I, myself, wanted to have thrills! As many as possible, given the limited time we were aloft."

Czypionka says when thinking back to some of those experiences, he must have been crazy… but not irresponsible.

"I tried to always know my limits and learn how to judge your limits. You needed courage, responsibility, and concentration. This was important to me every time I did these things. We flew with our trainers under telephone lines, between poplar trees in knife edge flight, or along village roads, knife edge, between the houses.

"In these little villages, people liked us. We were their fliers and they were proud to have us around. It was strictly forbidden to do these things, but there were some excuses, as I mentioned."

Czypionka recalled that (WWI fighter ace) Ernst Udet had been known for his air show precision, plucking handkerchiefs from the ground with a hook on his airplane's wingtip. He thought that if Udet could perform with such skill, he could too, although he didn't have the wingtip hook.

(Continued on page 8)

Jorg Czypionka

(Continued from page 7)

Another highly skilled flier, and Czypionka's idol, was Hans Joachim Marseille, who was the Luftwaffe's leading Bf 109 ace in North Africa.

"To me, he was the best flyer that existed."

Czypionka had heard of missions, such as one in September, 1942 when Marseille attacked a "Lufbery Circle" of RAF P-40 Tomahawks and systematically shot down six of them… on his way to downing a total of 17 Allied aircraft that day.

As a reward for the best student of the day, Czypionka said four or five instructors would meet between 5000 and 6000 feet altitude for a dogfight that would wind down to ground level.

Night Skies

Czypionka's training went on until August/ September 1944 when he was transferred to a Special Commando unit: Nacht Jagd Geschwader (Night Fighter Squadron) 10 within NJG 11, a task force to battle almost-nightly incursions to Berlin by about 60 deHavilland Mosquito bombers. The unit was based at Jueterbog, south of Berlin.

"Each bomber carried a 2000-pound bomb which exploded just above the ground. It created a vacuum and the houses just collapsed. So there was big devastation from these bombers.

"This task force was a modification of the earlier Wilde Sau system—single seat Messerschmitt 109s without radar, using ground-based navigation and communication.

"The Mosquitoes came in very loosely, never in formation, but flying singly. And they were spread all over the place."

Czypionka said the ground-based radar would vector the Me 109s toward the incoming bombers and then searchlights would try to illuminate the intruders, one at a time. The challenge was to catch the swift Mosquito bombers.

"It was very difficult because the 109 was not faster than the Mosquito and they came in and flew out as fast as they could from the target area. So we had to be elevated about a thousand meters above the altitude of the Mosquitoes, mostly at about 10,000 meters (25,000 feet), waiting until we saw a Mosquito and could try to shoot it down. It was a very difficult task."

In one instance, Czypionka recalls being vectored to a Mosquito that was captured in the glare of as many as 30 searchlights. He approached the speeding bomber from behind, and as he was lining up his shot, the searchlights went out. Czypionka says he fired anyway, but had no way of knowing if he ever hit the aircraft.

Flying was most important to Czypionka, not combat. He says his mother had told him not to kill anybody. The young pilot says he found enough challenge and risk in simply flying at night—alone in the cockpit with the roar of a fighter's single 2,000 horsepower engine, the sky at 30,000 feet: cold, huge, and pitch-black.

"When you get home from this you are trembling a little bit and have to recover."

On the just-mentioned Mosquito-chasing mission, Czypionka says he had an added problem. He'd pushed the throttle to full power too long, and asked too much of the Me 109's engine.

"On the way back home the engine blew. The blower or something blew and started a fire. Oil came out and so there was no chance to do anything. I just kept my cool and talked to my control officer, who said he knew where I was, and I bailed out.

"I counted, because I knew how high I was. It was a wonderful feeling there, in the night with a little bit of the moon. It was like being in a down bed. And then I pulled my parachute.

"Then, all of a sudden something comes up on my side and… I'm on the ground. I saw I was still about 100 feet above the ground. I wondered if I'd passed a monument or a church tower for I shot my illuminating pistol and then bounced on my backside. I'd passed a chimney of a brick factory, and I was on the roof of this brick factory, right between the forest and a lake.

"As I'd come down I saw these dark and lighter places and decided to go to the light area, which may be the water. If you fell into trees, they were

(Continued on page 9)

Jorg Czypionka

(Continued from page 8)

fir trees and you could get badly hurt. If you fell in the water, (we had been taught) you could dive to get rid of the parachute, swim a little underwater and then come up somewhere.

"So, all of a sudden I was on this roof. The factory was right on the beach of this lake and over there was the forest. I'm sitting there and the parachute came down slowly. There was a little light coming from a hut and I called out.

"Two people came out from the hut: the night watchman, about 60 years old, and a young guy, a Polish worker. They came and lit me up with a light and the young guy said, 'You're a terror-bomber. You're Amerikanski!'.

"I said I was German, but he again insisted I was 'Amerikanski.' So I sent down some identification and they took it into the hut to read it. Then the Polish guy came back out and said 'Herr officer, Herr officer.' And they came out with a ladder and I climbed down on the ladder.

"Then I had to tell my story, while I was relaxing on my parachute, because it was a little bit of a shock to me.

Czypionka says they sent him with his parachute through the forest to the nearest train station, a trek that brought its own special terror.

"I thought behind every tree there was some guy standing who was going to shoot at me. I was in shock. I had my pistol in hand, my parachute on my back… and I was so afraid. It was about 4 or 5 o'clock in the morning and still dark when I came to a street and then a little village's train stop.

"I laid down on this bench and fell asleep. When I woke up, there were people standing around in a circle—villagers waiting to take the train into Berlin to go to work—who were whispering to keep from waking me."

He says one woman stepped up and told Jorg to follow him to her home, where she gave him coffee and plum cake. She got a few neighbors to come over and asked him to tell them his story. And that's how Czypionka passed the time until the next train arrived.

Me-262 belly

On the train, the downed pilot was surprised but relieved to find he was not required to have paid for a ticket for his ride into Berlin.

Night Swallows

Night flying over the Berlin area continued into the winter of 1944-45, the weather increasing the hazards of operation. Above the clouds, fog, and rain, the sky would be clear. But getting up to and returning from that celestial position was another matter.

"There would be pouring rain at night, with barely a light on the ground. I flew on instruments only, and it was some adventure. I'd take off in the pouring rain and come back down at some other airfield, only to have to come back to my

(Continued on page 10)

Jorg Czypionka

(Continued from page 9)

home airfield the next day. My airfield would have fog, low clouds, with an 80 meter (250 foot) ceiling.

"I had a wonderful control officer who understood me very well. I never met him but we were like brothers. What he said, I did and everything worked very well. I remember one day when I called him from another airfield. I had permission to decide myself whether to return to base in the weather. I called this guy on the telephone and asked him whether I could fly home under these weather conditions."

Me 262-A2A-36 copy

Czypionka says his control officer said he could, if he would exactly, meticulously follow his directions to ensure a safe flight home.

"I went up into the clouds with the 109 through rain. He took me up to a couple of thousand meters, and then he said to come down at exactly two meters per second in a spiral. I did this exactly as he said."

The controller then set the fighter pilot on a new course to bring him to the airfield.

"I set this course, and was very low. At one time I could feel the treetops banging into the airplane's belly. So I pulled up a little and continued in the same direction. All of a sudden he said I was at the southwest corner of the airfield. His voice was so low I could barely hear him. But I went down and there I was.

"It was fantastic. This kind of thing made me proud. I liked these challenges and the positive results. On the whole I knew this aircraft, like an extension of my own limbs. I could do everything with this aircraft, it was wonderful.

Yet, the interception program against British bombers was not as successful as was hoped for. The Mosquitoes returned and continued nightly bombing runs on Berlin.

Czypionka says his commander eventually succeeded in securing a small unit of up to eight Me 262 (*Schwalbe*, or Swallow) jet fighters to counter the threat. At the time, both the Me 262 and the Arado 234 were operational. But the Arado was ill-suited for night work because its glass nose reflected light entering the cockpit, hampering a pilot's vision. The Me 262s were unmodified for this night fighting task. They were single seat fighters without radar, scrambled as the Mosquitoes approached Berlin, and capable of only about one hour and ten minutes flying time.

By January 1945, the Me 262s were regularly flying night sorties, continuing until May of '45 and the end of the war in Europe. Czypionka says during this period of less than five months pilots flying Me 262 day fighters would shoot down as many Mosquitoes as the Me 109 task force had shot down in one full year of operation.

There were few Me 262s available, and even fewer trained pilots for the aircraft and these missions.

"In March, 1945, an old buddy and a fellow squadron leader (named Kurt Welter), called me to ask if I would like to fly the Me 262. And I said of, course, I did. That same day, I was on a train to go to Burg, near Magdeburg, about 120 kilometers southwest of Berlin. It was about March 20, and when I arrived in the afternoon it was already getting dark.

"I came to this airfield and here was this aircraft. I knew we had the Me 262, but had not seen it. Standing in front of it, I thought, "My God, this is

(Continued on page 11)

Jorg Czypionka

(Continued from page 10)

unbelievable. This is the future! It is out of this world!

Czypionka stood in awe of the elegant triangular cross-section of the Me 262, its twin Jumo 004 engines hanging beneath the swept-back wings. He says he was told to have the chief mechanic explain everything about the aircraft and then report back.

"I sat in the aircraft for about 45 minutes while the chief mechanic explained about the temperatures, the engine revolutions and how to start the engine, where the instruments were. Because it was a Messerschmitt, the layout and instruments were arranged almost the same as a 109—electric on the right side and pneumatic things on the left side, and things like this."

Then Czypionka went to his commander's bedroom, where he was shaving and preparing for his next night sortie, and was told to sit down and explain how to fly the jet around the airfield.

"I concentrated and told him every movement I would do. In between he had some questions like 'Now we have to switch the tanks', and I told him how it was done. Then it was 'Undercarriage… emergency…' and things like this. When I had answered all his questions he said, 'Now go off and fly.''

Czypionka says he returned to the airfield, the mechanic started the Me 262's engines, and Jorg took off. He made two circuits of the airfield and made perfect landings, amazed at the aircraft's speed and smoothness in flight, and its relative silence from inside the cockpit. He had made his transition to the jet.

Returning from Berlin one night after an interdiction mission, Czypionka saw a low fuel light come on, a warning he had about 15 minutes remaining in the Me 262's tanks. He was flying at about 6,000 meters (20,000 feet) when a Mosquito at the same altitude suddenly crossed just in front of him.

"Had I been half a second earlier, I would have hit him or he would have hit me. We would have collided. Imagine, in this big sky, exactly the same altitude, the same time.

Three WWII Luftwaffe pilots that were at our dinner meeting. Our speaker (Jorg Cispionka), Willhelm "Willy" Kreissmann, and Eberhard Woerz. (photo by Tim Roberts)

"I followed the flames from the exhaust pipes as he flew slow esses home. He didn't suspect anything; he didn't know I was there.

I followed these lights and I thought, 'What should I do. Should I shoot at him or should I not? The war was almost over. Two people sitting in this aircraft. If I shoot at him, they're gone. Maybe they have family…'

(Continued on page 12)

Jorg Czypionka

(Continued from page 11)

"But then, I said, 'Well, he comes from Berlin and he dropped a bomb there and maybe killed hundreds of people with just one bomb. Try it.'

"I shot a burst at the Mosquito when it came into my gun sight and down she went."

The armament of an Me 262 was phenomenal—four 30mm cannons in its nose—and a short burst on target at close range promised jolting explosions, no matter whether the targeted aircraft was made of aluminum or plywood like the Mosquito.

Czypionka says his radar controller confirmed the British bomber as having been shot down. For Jorg, though, there was a new challenge of returning to his home airfield while his Me 262 still had fuel.

"On approach to the airfield, at about 2,500 feet, one engine stopped. I got a flameout. The mixture or air and fuel did not correspond any more, because one tank was empty. If you have a flameout on a jet, it's almost impossible to get the engine running again.

"I'm now about 600 meters above the ground with one engine flamed out, and I don't know how I did it, but I switched to the other tank and it must have been very, very quick. With great luck, the engine restarted.

"I later heard from experts about two curves, one for the engine revolutions and one for the airspeed. If they meet—these two curves—you can restart the engine, but only at this point. If airspeed is a little higher and doesn't correspond to the revolutions of the engine, there is nothing happening.

"I was, luckily, exactly at this point. Otherwise I cannot explain it. The engine came to life. So all of a sudden I had two engines again, was going down normally and everything was fine.

"I approached the airfield at about 50 meters. They had switched off the four lights from a previous aircraft that had landed before me. It was one of my colleagues and he radioed me, saying he had a flat tire but he had cleared the main runway. So there was nothing I could do but make a 360-degree circle—landing gear out, flaps fully out and altitude of 150 feet—in the dark. And when I was halfway through the circle, I was at only 160 kilometers/hour (100 miles an hour) on the airspeed meter. I was talking to the aircraft, saying, 'Do it, do it! Don't let me down!'

"I made it almost through the 360 degree circle. In the meantime the tower had realized that the main landing strip was free and switched the lights on and off again. So I had to do another 30 degrees, at the lowest possible altitude and little fuel. I made it, and as I touched down, both engines stopped. There was not a drop of gas in the tanks.

"This is luck. My mother had sent my guardian angel and this guardian angel was with me that night!"

April 10th, 1945 was Easter Sunday, and the holiday coincided with a U.S. Army Air Force plan to carpet bomb all airfields suspected of hosting Me 262 jet fighters. Czypionka remembers he'd gone to bed at about 3:00 in the morning after being sent aloft after Mosquitoes that night. When the air raid alarm woke him, he methodically placed his belongings next to a column in the cellar of his flat, thinking if the building was hit, he'd be more likely to find them.

When he arrived at the airfield, he noticed all the aircraft had been evacuated—tractored to revetments away from the tarmac—and there were no other pilots to be seen. At the tower he found a young woman wearing a fur coat, sitting in a lounge chair. She was the commander's friend and one of the telephone operators at the base.

"I asked, 'What are you doing here?' She said she'd had a fight with my friend. I said there would be another attack and there would be danger. They were probably going to hit us."

Czypionka says he sought out two manholes—access to underground utilities—and removed the steel lids. A few minutes later, the precaution proved necessary with the rumbling approach of more than 2000 bombers.

"They started dropping markers, so I grabbed her and threw her into the manhole there and ran into the other manhole. This was the time I had the biggest fear of my life. I was so afraid when the bombs dropped all over.

(Continued on page 13)

Jorg Czypionka

(Continued from page 12)

"Both of us were unhurt, just completely covered in dust and my uniform a little torn at the knee. I came out and she came out and I grabbed her and we tried to escape somewhere into the forest.

"Now came the strafers, some Mustangs, and they were shooting at us. We were running from one crater to another. This was annoying and I didn't like it. Really, I thought, the war is over. Why are you shooting at people who are already in this distress and misery?! I couldn't understand that."

Leutnant Jorg Czypionka takes off from his base at Burg-bei-Magdeburg in Germany, to defend the area from an incoming Lancaster raid. Painting by Robert Bailey (available at baileyprints.com).

Remarkably, the only aircraft damaged in the air raid was Czypionka's Me 262, and the damage was limited to the tire on the nose wheel, accidentally torn off by the ground crew trying to tow the jet to cover. Aerial photos Czypionka saw after the war showed the fighter on the runway, surrounded by bomb craters, yet apparently unscathed by the ordnance that had fallen around it.

Unfortunately, Jorg could not say the same thing about his living quarters. He could find none of his belongings in the remaining debris of the house, leaving him with only the clothing he was wearing. He spent that night at his undamaged commander's house before seeking out some personal provisions while the squadron's aircraft were towed or flown to nearby Lubeck the next day. One widow offered him her husband's underwear and socks.

Final Flights

The war in Europe had not completely ended, though. Czypionka says he flew one final sortie, taking off from the autobahn between Lubeck and Hamburg, flying wingman to another pilot. The duo of Me 262s came across six Typhoon or Tempest fighters headed west after a mission, attacked two of the British fighters, and then broke away as fast as possible, short on fuel.

When Czypionka arrived back at Lubeck, there were six Spitfires circling the airfield amid antiaircraft fire from below.

(Continued on page 14)

Jorg Czypionka

(Continued from page 13)

"I told my leader we had to come in from opposite sides. We would both keep to the right and land from different directions just to avert the Spitfires. They must have been confused and didn't know which to follow and so there was time.

"They shot at me a little bit but not much happened. The aircraft was hit in three places. I was very lucky again. One shot went in front of me, one behind me, through the fuselage, and one in the rudder. But I was unhurt.

"I didn't know if the aircraft was capable of landing on the wheels, so I retracted the wheels and made a belly landing. Not much damage, just the engines full of grass. And the British left."

Czypionka says his commander, Welter, was furious with him for having attacked the flight of British fighters, knowing his own jet was low on fuel**.** He wanted me to get another aircraft, and I did, so we could continue our sorties.

In a hangar, Czypionka found an Me 262 but it was missing both engines. The chief mechanic told the pilot that in a village about 50 kilometers east, there were two engines. Czypionka was given a brand new truck and trailer, and two mechanics to fetch the twin powerplants.

"We drove east, very slowly, to some village, meeting all of these refugees— thousands of people, many old men and women—coming from the other direction. At this village there were two engines in an auto repair shop. These engines had short lives, only 10-15 hours, and had to be overhauled, and it was organized so that the auto shops were assigned to overhaul these engines.

They loaded the two engines on the truck and drove them back to Lubeck, where the mechanic said to come back in two hours and the engines would be installed. Then, without any test flight, Czypionka was back on the autobahn to make his last flight.

"We had decided not to destroy our aircraft but to keep them as a bargaining chip, as they were something very new and nobody had a jet aircraft. It was a good decision. We brought the aircraft—about seven of them—to one of the last remaining airfields, near the Danish border (Schleswig-Jagel), and waited until the British came to take those over."

As he was one of the few Luftwaffe personnel who could speak some English, Czypionka stayed with the aircraft to hand it over to the RAF. One of the British airmen was a young Fleet Air Arm pilot named Eric Brown. (Brown would become one of Britain's most famous test pilots, amassing 60,000-plus hours in the cockpits of some 500 aircraft types.)

Post War

Jorg Czypionka assisted the British in getting to know the Me 262, and was rewarded for his cooperation. Rather than being sent to a relocation camp in August of 1945, Czypionka was given a document allowing him to go home. Even with that little break, life in war-torn Hamburg was most difficult.

"I wore my uniform for another two years, the same boots through the winter. Nothing was available after the war. It was the most miserable time in my life—freezing, nothing to eat, no work…"

He says he knew nothing about the fate of his parents—imprisoned in Czechoslovakia after the war—nor his sister and brother. But he was eventually reunited with his parents in 1947, discovering they had spent 2-1/2 years in concentration camps.

"They were so sick, thin and worn that they died shortly thereafter."

His brother had been wounded and made his way on foot from northern Germany to Austria. And Jorg's sister, though mistreated by Soviets, had returned relatively unscathed.

Because he had been a Luftwaffe officer and not a native of Hamburg, Czypionka was unable to study at the university in Hamburg. Czypionka says he was a stranger in his own homeland for more than two years.

Long after he came to the United States, Jorg Czypionka communicated with the navigator of that Mosquito he had shot down. It turned out the RAF airman was on his last sortie, a pathfinding mission for the night bombers, when the Mosquito

(Continued on page 15)

Jorg Czypionka

(Continued from page 14)

was hit. He says he last saw his pilot on the wing of the Mosquito as they bailed out and assumed he must have survived.

Asked by his Luftwaffe captors if he knew what had shot him down, the navigator replied he assumed it was flak. When told it had been a jet, he was surprised, adding that RAF crews felt relatively safe; unaware the jets were flying at night.

Czypionka says the two men also traded notes on their thoughts and feelings of those final days of the War in Europe: both men felt uncomfortable doing what they were told to do—taking lives in the dark skies over Germany.

Teething Troubles?

Many writings about the Me 262 paint a picture of a temperamental aircraft, prone to fuel flow problems and flameouts. Yet Jorg Czypionka says he never experienced these problems while flying the jet.

"If you fly another aircraft, you have to know the limits of the aircraft and find out what the aircraft wants. You do what the aircraft wants.

"I knew that the throttle had to be moved slowly forward and backward, because the air and fuel mixture pumps were not sophisticated. They had no computer or anything. These pumps just demanded that you moved the throttle slowly and not abruptly. I never had any problems with the engine or with the aircraft.

"I think that many accidents that happened, where engines failed and only had ten hours life before needing overhaul. I think that the fighter pilots, especially the younger ones who flew both the Me 109 and Focke Wulf 190, were used to making abrupt movements with the throttle in dogfights, and in their excitement they did not think first and so got a flameout.

Czypionka cites the testimony of *experten* with whom he's spoken—Walter Schuck, Johannes Steinhoff and Gunther Rall—who say they never had mechanical problems with the Me 262

Also Remembering Udet

When Golden Gate Wing member Paul FitzGerald was about fifteen years old in 1933, he was growing up in Hollywood, California. There was a big air show held in Los Angeles at the airport then called Mines Field. Paul says he saved his meager earnings from selling the Los Angeles Herald newspaper (for which he received one cent per copy), and made the long trip by bus and streetcar from Hollywood to Mines Field to attend the show. In those days, it took him 90 minutes to get there.

WWI German ace Ernst Udet was one of the stunt pilots who appeared at this show. One of his many stunts was to fly at top speed down the runway, dip his aircraft's wingtip to hook a white banner, and snatch it into the air. Paul remembers Udet did this at least three times and each time the crowd went wild.

Four years later, Paul completed his aircraft flight training at this same Mines Field, soloed, and later earned his first pilot's license there on the way to becoming a P-38 pilot.

Misc Excerpts

Forwarded from Ken Evans

While at a fairly large conference in England, Colin Powell was asked by the Archbishop of Canterbury if our plans for Iraq were "just an example of empire building by George Bush." He answered by saying, "Over the years, the United States has sent many of its fine young men and women into great peril to fight for freedom beyond our borders. The only amount of land we have ever asked for in return is enough to bury those that did not return.'" You could have heard a pin drop.

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

There was a conference in France where a number of international engineers were taking part, including French and American. During a break, one of the French engineers came back into the room saying, "Have you heard the latest dumb stunt Bush has done? He has sent an aircraft carrier to Indonesia to help the tsunami victims. What does he intend to do, bomb them?"

A Boeing engineer stood up and replied quietly: "Our carriers have three hospitals on board that can treat several hundred people; they are nuclear powered and can supply emergency electrical power to shore facilities; they have three cafeterias with the capacity to feed 3,000 people three meals a day, they can produce several thousand gallons of fresh water from sea water each day, and they carry half a dozen helicopters for use in transporting victims and injured to and from their flight deck. We have eleven such ships; how many does France have?'" You could have heard a pin drop.

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

A U.S. Navy admiral was attending a naval conference that included admirals from the U.S., English, Canadian, Australian, and French navies. At a cocktail reception, he found himself standing with a large group of officers that included personnel from most of those countries. Everyone was chatting away in English as they sipped their drinks but a French admiral suddenly complained that, whereas Europeans learn many languages, Americans learn only English. He then asked, "Why is it that we always have to speak English in these conferences rather than speaking French?"

Without hesitating, the American admiral replied "Maybe it's because the Brits, Canadians, Aussies, and Americans arranged it so you wouldn't have to speak German." You could have heard a pin drop.

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ ~~

Robert Whiting, an elderly gentleman of 83, arrived in Paris by plane. At French Customs, he took a few minutes to locate his passport in his carry-on.

"You have been to France before, monsieur?" the customs officer asked sarcastically.

Mr. Whiting admitted that he had been to France previously.

"Then you should know enough to have your passport ready."

"The last time I was here, I didn't have to show it."

"Impossible. Americans always have to show your passports on arrival in France!"

The American senior gave the Frenchman a long hard look. Then he quietly explained:

'Well, when I came ashore at Omaha Beach on D-Day in 1944 to help liberate this country, I couldn't find a single Frenchman to show a passport to." You could have heard a pin drop.
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

MARINE & NAVY ACES

Presented by the Northern California Friends of the American Fighter Aces Association

July 19th, 2009

The Hiller Aviation Museum

Located at the San Carlos Airport adjacent to Hwy 101

601 Skyway Rd, San Carlos CA 94070 (650)654-0200 www.hiller.org

Join us as we present our summer 2009 symposium, and meet these "Wildcat","Hellcat" and "Corsair" Pilots who accounted for nearly 30 destroyed enemy aircraft while flying during WWII. You also will have an opportunity to personally meet and hear the Aces share their experiences flying in the Pacific Theater of Operation (PTO).

ACES EXPECTED ON THE PANEL

- **COL Dean Caswell** – 7 victory Ace with VMF-221
- **CAPT Ken Lake** – 6 victory Ace with VF-2
- **CAPT Paul Mankin** – 5 victory Ace with VF-5 & VF-6
- **CDR Richard May** – 5 victory Ace with VF-32
- **ENS Don McPherson** - 5 victory Ace with VF-83

In addition to the Aces on the panel, we also expect a number of other Fighter Aces and Aviators to be present and participate in the day's events.

The Northern California Friends is associated with the American Fighter Aces Association and is a not-for-profit, all-volunteer organization. Our mission is to present the history of the American Fighter Pilot and Fighter Ace.

Northern California Friends P.O. Box 5943, Concord, CA 94524
(408) 725-8095 or (925) 609-9222; or email NCF@hot-shot.com

Be sure to include the names of everyone in your party with your check.

Symposium Admission Rates:

Active NCF Members - $30.00
Non-NCF Members - $35.00

Contact us for NCF membership details

Event Schedule

12:15 Doors Open / Social Hour
1:15 Raffle Drawing
1:30 Panel Session
3:45 Autograph Session
4:45 Depart Facility

Northern California Friends
Post Office Box 5943
Concord, CA 94524
(408) 725-8095 or (925) 609-9222
NCF@Hot-Shot.com

1st LT Stu Eberhardt
Cold War Fighter Pilot
Golden Gate Wing Speaker, October 23rd 2008 and February 26th 2009

Written by Col John Crump

"I have never been in combat. I didn't avoid it, maybe I even desired it. But I was never in a place where I got shot at." - - Stu Eberhardt

"My life has been a dream of aviation, ever since I was a little kid. I guess there's not much I'd do differently."

Stu Eberhardt was born in 1936 in Chicago, and grew up with his family of German immigrants in a rural house. He says three generations of Eberhardts lived in that two-bedroom home.

"The one thing we had in the Eberhardt household was discipline. The kids didn't talk at dinner.

"As early as I could remember, my brother Ronnie would buy little airplane "stick models", balsa wood stringers and bulkheads cut out with an X-acto knife or razor blade. I was probably too young to construct them by myself, but with his help we had just about every WWII airplane that had been built and went to war, hanging in our room. I'd look at them and it was like a feast just to imagine flying them.

"Unfortunately, my brother drowned in a river, and I was left on my own, and continued the interest."

Mr. Eberhardt was in the printing business in Chicago. Stu says the family reached a point where they had enough money to move to the suburbs on the south of Chicago. At the edge of town was a grass airport.

"I had a bicycle and it wasn't long before I was bicycling out there."

Stu says those were the days when airports, many of them Army Air Force bases in World War Two, were not fenced in. Taildragger aircraft abounded, as did opportunities for a little kid to become involved in aviation.

"I just got to hang around, and finally they let me wash airplanes, cut grass, wash windows. Eventually they let me fuel airplanes and things like that."

Eberhardt says his flight instructor was a former C-46 pilot who had become a drunk. But Stu was able to learn from him how to fly, and for free. Instrument and flight instructor ratings came quickly, and when Stu turned 18 years old, he saw in the Army Air Force the prospect of flying some of the real airplanes he'd built as scale models.

He took and passed a scholastic equivalency test, and was accepted as an Aviation Cadet in preflight school at Lackland AFB, San Antonio, Texas. Eberhardt says the most important aspect of this cadet experience was a test of discipline.

"Most of these guys had been in college and partied and were not interested in discipline. For me, discipline was easy, because I was raised in the Eberhardt household.

"Guys got eliminated from that pre-flight program by quitting (self-initiated elimination) or, they got kicked out."

Primary pilot training was easy, Stu recalls, for he had already been flying by then for about seven years. The T-34 trainers the cadets flew were so new their rudder pedals were still fully painted. And he liked the Link trainers because all the instruments in them worked and there was a uniformed, professional instructor to explain everything — a stark difference from the 20 hours of Link time he'd bought as a civilian.

Eberhardt then got an instructor recommendation to move to single-engine Basic Training, instead of the multi-engine route, which would have had

(Continued on page 19)

Stu Eberhardt

(Continued from page 18)

him flying B-25s. The transition from propeller-driven aircraft to jets was the big step for Stu:

"We flew 120 hours in the T-33A, a two-seat trainer version of the earlier P-80. And of course it had a centrifugal compressor jet engine, the primitive version from the Whittle and early jet engines. They moaned and groaned and didn't like to do their job. But it was a jet.

"Before you could solo the airplane, you had to do what was called 'recovery from vertical flight,' because a jet was particularly critical in the vertical movements. And if you get it going up and you get too slow, it's going to fall out and possibly fall into a spin or inverted spin.

"I've always thought that in piston airplanes it was easier to do lateral maneuvers such as rolls, and easier to do 'over the top,' whereas in a jet, it reverses. In a jet, a roll is extremely easy, the airplane does it practically by itself. Just a flick of the wrist and it will roll. But vertical maneuvers require some planning. You have to get enough speed to get the airplane vertical and get it back to the horizon before it stalls out. "

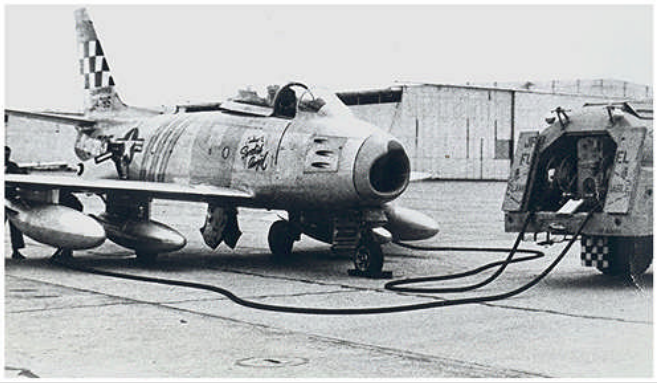
Eberhardt says requirements called for a demonstration recovery from vertical flight before soloing. On the day he was to meet this requirement, he was in the briefing room realizing it would still be dark when he and the instructor took off. Indeed the sun had not risen by the time they'd flown to the practice area and the instructor took back the controls.

"He pours the coal to it, points the nose down… pulls it straight up and then says, 'Okay, you've got it.'

"Just then, we go into the base of the clouds. This was not the plan. This was a visual maneuver, not to be done on instruments. The idea was you were supposed to come back with a little back pressure and a little aileron so that you roll toward the nearest horizon. We came out of the side of this thunderstorm looking at the morning twilight in the east. It was orange and pink. And I could hear him start to breathe again. He said, 'If you can do that on instruments, I guess you could do that VFR. Let's go back.' "

Eberhardt was 19 years old when he graduated first in his Class of 57-P, He was an officer and he'd earned his wings, but he wasn't old enough to buy a beer in public, though he could do so at the Officers' Club.

He was also now flying the Republic F-84F



F-86 & fuel truck

fighter from Luke AFB. The F-84's liftoff speed was 174 knots. On a hot day, getting off of the 10,000 foot runway could be a challenge

Stu says the standing joke about the Republic fighter was that "If somebody would build a runway that went all the way around the world, Republic would build an airplane that would use it."

Training now had him over gunnery ranges dropping practice bombs in runs that duplicated napalm delivery (called skip bombing), dive-bombing, firing rockets or practicing air-to air gunnery with .50 cal machine guns. The other weapons delivery maneuver was called "over-the-shoulder", or LABS for "low angle bombing system".

From there, Eberhardt began logging time in the supersonic North American F-86D, a swept-wing jet with hydraulic-boosted flight controls. The D, K, and L versions of the aircraft were all-weather fighters, flown under virtually all conditions, and were well suited to the roles of interceptor and attack fighter.

"Nobody knew from which direction the Russians would come. All over the country there

(Continued on page 20)

Stu Eberhardt

(Continued from page 19)

were fighter-interceptor units. I was part of it. It was five minute alert. It was clear that if the Russians were coming, it was going to be a nuclear war.

"That being established, we knew we were going to shoot them down. We had 24 rockets on each airplane and we could fire them in groups of 6, 12 or 24. And our instructions were that if you ran out of rockets—it wasn't a kamikaze—but we were to ram. And we had ejection seats, so we would survive, hopefully."

F-86A 'FU-178' stbd nose, landing

Stu was stationed at Chicago's Orchard Field, what had been that sleepy airport of his childhood. In 1942, the airstrip became the site of a new air base and cargo plane manufacturing facility, Orchard Place Airport/Douglas Field. After the war, the city of Chicago bought the facility from government and converted it into a commercial airport which eventually became O'Hare Airport.

During the Korean War, O'Hare was reassigned to the Central Air Defense Force and the 62d Fighter-Interceptor Squadron was transferred there. Back on his home turf, Stu became a pilot in the frontlines of the nation's Air Defense Command, and was headed for the days of 3-minute, 5-minute and 15-minute alerts.

Five-Minute Alerts

Flying defensive peacetime alerts involved two pilots and four aircraft, housed in a pair of two-story hangars. Each hangar held an F-86 armed with 24 rockets and ground level living quarters for two mechanics per plane, a power man and crew chief. A pilot was housed upstairs.

The routine, when reporting for the 24-hour day, was to open the hangar doors, run the F-86 engines and test the Hughes E-4 fire control systems. The E-4 used vacuum tube technology, and according to Stu, was not terribly reliable.

"The engine also had a computer, an electronic fuel control that also had vacuum tubes. A failure of a vacuum tube would cause a failure of the engine. So we had a backup fuel control system which was used frequently.

"We had four airplanes in these bays, and we would pre-flight all four. They would all be run and tested. If there were any discrepancies, they would be fixed within minutes. If the airplane was not fixable within minutes, it would be towed out and a new one put in.

Living conditions while on alert were spartan. Pilots slept in their flight suits, taking off only their zipper-fastened jump boots when they went to bed. They ate TV dinners from aluminum trays and had to be ready for the sound of the klaxons.

"We were on what was called 'Five minute alert'. We were expected to be out of the bunk and airborne in five minutes. It took a lot of practice.

"We had one minute to come from upstairs to the airplane. There was a firehouse brass pole instead of a stairway. And the reason for that was not speed. If you try to run down stairs at full speed, you realize it's dangerous.

"The power man and crew chief would already be at the airplane. The power man would be cranking up the APU because the airplane had to have two minutes of electrical power for the automatic fuel control to warm up. The crew chief would be pulling the pins out of the armament and landing gear.

"The pilot would go up the ladder—internal steps to the airplane—so that nobody had to remove the ladder. The pilot had pre-positioned his parachute and helmet in the cockpit when he reported for work, and would leave them there, all hooked up.

(Continued on page 21)

Stu Eberhardt

(Continued from page 20)

"The crew chief would help the pilot strap in, which took another minute. So the airplane has had power on it for two minutes. If the pilot is still strapping in, when the crew chief sees the electronic lockup light go out, he will then reach and hit the starter for the pilot so the pilot won't have to do two things at once."

Eberhardt says the crew chief then closes the step to the airplane, the power man pulls the power cords (which are designed to automatically break-away); the plot closes the canopy, moves the throttle forward and starts taxiing at high speed. On alert, Eberhardt says, the tower did not have to issue takeoff clearance, knowing the fighters would be heading out at speed to take off.

"Most of our flights were identification flights. This was before the days before jet airliners. Piston airliners only went to 23,000 feet. If they had an airplane flying around at 41,000 feet, it was either the Strategic Air Command or the Russians. They want to know who it is and it was our job to go find out."

The scramble system was streamlined, so that when the klaxon went off, the pilot knew the heading he had to take to fly the 'climb corridor'. He also knew the radio frequency for a ground control intercept facility, which would vector the fighter to the unidentified aircraft.

The apex of a scrambled flight most frequently brought the identification of a B-36. Eberhardt says the SAC bombers were common at 35,000 feet with no control, no instrument clearance, and their wandering for hours and hours.

"Our radar went out to 30 miles, and it was marginal at that range. But when a B-36 got within 30 miles on our radarscope, it was about the size of a half dollar. The B-36 has to have the most prominent radar return of any airplane ever built with all those propellers and stuff like that.

According to Eberhardt, the biggest challenge of alert duty was getting enough opportunities to fly.

"There isn't anything more boring that spending 24 hours in a steel box," says Stu, "So we'd call the controller at the GCI site and say, 'can you come up with an unidentified airplane?'

"And he'd say, 'Yeah. When do want to do it?'

"And we'd say, 'Give us 15 minutes and we'll finish a Coke.' And then the klaxon goes off and we'd go flying."

And Stu says that's why they had four aircraft for two pilots; so two aircraft would always be ready to go.

F-100Cs, flight of four

Fifteen-Minute Alerts

After his stint with the Air Defense Command, Stu was retrained to fly the F-100 in the Tactical Air Command, which meant a change of flying operations.

"Instead of being an instrument type, fly-at-night, fly inside the clouds, shoot down airplanes if you have to (type of work) it became a visual operation, where we couldn't shoot anything we didn't see."

His missions were air-to-air combat with 20 mm cannons; dropping napalm; dive-bombing, and nuclear weapon delivery. Stu says had the United States gone to war, he probably would have been tasked with dive-bombing and nuclear bombing. A major reason why was due to the Warsaw Pact's overwhelming superiority of numbers in

(Continued on page 22)

Stu Eberhardt

(Continued from page 21)

conventional ground forces compared with those of NATO.

But because France's Charles DeGaulle banned the storage of nuclear weapons in his country, Eberhardt's unit operated from two bases.

"One was Bitburg, Germany, where we kept four airplanes on alert armed with nuclear bombs. The other place was Tulle, France, which had planes with 750-pound conventional bombs.

On August 13, 1961, East Germany took action that once again prevented the flow of goods from the West into Berlin.

F-86 'FU-012' stbd wngtp steep stbd bank Chino 08

"They didn't actually block the autobahn with tanks pointed at the convoys. They were parking military vehicles so that a convoy had to weave its way through, maybe take an hour to find somebody to get the keys to move the vehicles."

"We didn't want to start a war over this, but we had to assert our right to access Berlin by surface routes. At Tulle, we had conventional bombs. The obstructions were vehicles and troops. The weapons to use against vehicles and troops are rockets and 20 mm cannons. The 20 mm cannons use standard ammunition; the bombs were intended for personnel out in the field.

"The bombs were basically cylinders filled with high explosives inside a steel case that explodes. The shrapnel from the bomb will injure personnel, demolish a building or something like that. The weight of the bomb is the gross weight, so the pilot can compute the weight of the airplane.

"A bomb is quite safe, shipped on the surface on trucks, railroad cars, boats, and the like to wherever they're going. Then they are fused, which makes them somewhat dangerous. "

Eberhardt recalls an incident during an Operational Readiness Inspection (ORI) that demonstrated how safe bombs were as long as their fuses were not set.

"The dirty rats came from headquarters Wiesbaden at two o'clock in the morning. Well, the bar hadn't been closed for two hours, so we're all in our beds snoring, hoping we didn't have to get up before eight in the morning. And we get an ORI.

"Cripes!

"We've got 24 airplanes in the squadron and that means 24 pilots in those airplanes, two bombs on each of them, and get 'em taxiing out. It's two o'clock in the morning and it's snowing."

Stu says he got on the bus, went to flight operations to get his assigned airplane. Then he ran to the hard stand where the lights were on, the auxiliary power unit was running, and there were two bomb loaders.

"A bomb loader was kind of like a long hydraulic tractor that lifts the bomb. They put one under each wing and when they get them attached to the airplane, then simultaneously they lower the two bomb loaders.

"So, I get into the cockpit and I'm strapping in and all of a sudden the airplane tilts… and I look out to see that the bomb fell off the wing!"

Eberhardt says the ordnance crew picked up the bomb with a net and re-mounted it on the wing

(Continued on page 23)

Stu Eberhardt

(Continued from page 22)

pylon, Not knowing how a bomb worked—that a fuse has to be set and a safety wire pulled before the bomb will detonate—he had a bit of a jolt while sitting in the cockpit.

Eberhardt says the bombs their F-86s carried were fused both fore and aft, and the pilot had a switch to choose between the nose or tail fuse.

"If you have, say on a battalion of troops in an open field, you want the nose fuse because it will set the bomb off on contact. If you have a hard target such as a building or bridge, you want the bomb to implant itself, so you set the tail fuse.

"The bomb then attaches to the airplane with two shackles, and there's a wire that goes through a

F-100D_429TFS_3TFW_Dec'65

propeller on either end of the bomb. The wire stays on the airplane, preventing the propeller from turning aerodynamically until the wire is pulled.

"So when the bomb fell off, and tipped the airplane, it was still quite safe. If you're still looking at the bomb, you're okay!"

Hitting targets with conventional bombs dropped from the F-86 was accomplished with the help of an A4 gun sight. The A4 computed the required trajectory for bullets to hit a target at deflection or in a turn, but could also be used "caged", mechanically locked, and then depressed, for bombing.

"We depressed it 45 units, and that provided the angle for dive-bombing. Now, one of the problems with dive bombing is you have to have very good weather, about 10,000 feet of airspace, because our release altitude was about 7,000 feet.

Eberhardt says a typical mission during this period of East German autobahn blockade would involve a flight of four F-86s (Stu says he, as junior officer, always flew the #4 position, tasked with staying in formation) taking off toward Fulda, Germany. They would then patrol at 35,000 feet between that point and another near Hanover.

The flight would be under the control of a radar-equipped ground controller who was linked by radio to a forward air controller on the autobahn.

"We were not authorized to have the armament switches on at this point. We did not have the authority to make the decision to make the attack. That had to come over the radio. The flight leader had a decoder to receive messages from the ground controller, whether to go back to the base, stay in the pattern, or if worst came to worst, to attack."

During the winter, German skies at 35,000 feet offered little visibility of the ground. So if an attack had been called for, finding the target would have required radar vectoring from the GCI site.

"The plan then was to use our 20 mms and our 750 pound bombs to blast the way through. We were prepared to do that, and were airborne, ready to do it."

Eberhardt says these flights were not unilateral. Occasionally, he says from the corner of an eye he'd catch sight of Warsaw Pact MiG-17 fighters in an opposing circuit on the East German side of the border.

"Because we were loaded with bombs and all that ammunition, we were vulnerable. We couldn't have fought our way out of a paper bag even though our planes were superior. We would have had to jettison our bombs, get some speed up and get some altitude before we could have defended ourselves against the MiGs. We didn't have that kind of time.

"We depended on the Canadians, who had Mark 6 Sabres and were at 52,000 feet, holding above us. They were our air cover. As long as they

(Continued on page 24)

Stu Eberhardt

(Continued from page 23)

stayed above us, I knew everything was okay. If they headed for the MiGs, I knew which way I would go."

A further element in these border maneuvers was the fact that the USAF F-86s were not allowed to have their cannons armed, to avoid an errant index finger pulling the trigger on the control stick and accidentally discharging cannon rounds.

Eberhardt says that the East German autobahn blockade of Berlin ended without incident and without notice. One day, the East German military vehicles just failed to appear on the concrete ribbon to the capital city.

Three-Minute Alerts

Bitburg, Germany was in many ways similar to Tulle, France. One very big difference was that Bitburg was a nuclear base, which meant that Eberhardt had three-minute alerts. Broken down, that was one minute to start the engine, one minute to taxi to the runway, and one minute from releasing the brakes to being airborne.

"We had to sit in the cockpit. And that could be for eight hours. Quite frankly, after sitting in the cockpit for four or five hours, it would have been very difficult.

Eberhardt says the Tactical Air Command F-100s never flew with nuclear bombs. Only Strategic Air Command carried nuclear ordnance, but TAC remained prepared to do so through its three-minute alerts.

"The three-minute alert was torture. They feed you sandwiches in the cockpit. It's tough to talk about bladders and bowels and stuff like that, but you had to stay in the airplane.

"We would normally eat in the Officers Open Mess, or something like that. And lunch would cost you 35 cents and it was decent food. But when you're on three-minute alert, strapped in the cockpit, they send you out some kind of garbage, because they can't collect your 35 cents. For instance, they'd send out sandwiches made of fat, just bread and fat. It wasn't very good."

Eberhardt also spoke of the 'culture' of the Cold War nuclear weapons warrior. The pilot, family and neighbors were questioned by security officials mostly concerned about whether a pilot could be blackmailed. Gambling debts and sexual orientation were at the top of the list for potential blackmail.

Top Secret clearance meant not telling your wife what you did for a living. Stu says that even today he feels funny talking about what happened 50 years ago, and he related a story about visiting Prague a year after he'd retired from the service.

"Marilyn and I went to Prague as tourists, which was near… what my target was. I have difficulty saying what my target was, but it was Pilsen, Czechoslovakia, where there was a bridge across a gorge the Russians had to use to get to West Germany with their divisions. It was my job to blow up that bridge with a nuclear weapon."

The mission profile for delivering a nuclear bomb from a fighter was a strictly solo routine by the fighter pilot.

"You made your own charts out of World Aeronautical Charts, then drew a line for a 35,000 feet approach to the Iron Curtain, descending to 50 feet at an indicated airspeed of 500 knots. You had to do this visually, as there was no radio guidance. "Then there was an Initial Point (IP), usually about a mile from where your target was. You'd hit that IP at 500 knots, have some switches turned on and then run a checklist to get all this equipment working.

"I would approach my target, in a gorge, by going up the river. The bridge would be more visible than trying to follow the road. They could camouflage the road, but not the bridge. Then as you see the bridge, you would have the switches in LABS-automatic. The Low Angle Bombing System was designed specifically to deliver a nuclear weapon from low altitude, visually."

Eberhardt says the target portfolio was memorized, so you wouldn't have to minimize referring to the map. The pilot, spotting the target, would then pull the stick straight back, through four Gs. As the plane pulls through vertical, the bomb would automatically release and continue to go straight up, while the pilot finishes his Immelman, rolls level and then dives to the

(Continued on page 25)

Stu Eberhardt

(Continued from page 24)

ground in an escape maneuver in the opposite direction from the approach. The pilot should be about ten miles away by the time the bomb goes off.

"The pilot wore normal flyer's clothing. There was no special suit for him to wear, just the helmet, flight suit, jacket and g-suit. There was a hood that came up from the back that he could pull over himself and still see the instruments. The hood was made of a metalized fabric.

"You would experience quite a bit of the flash. The heat flash travels at the speed of light. You can't get away from it. The blast itself travels at the speed of sound. By the time you finish this maneuver and get headed downhill you're going over 500 knots already, you're almost supersonic yourself. The blast barely catches up with you, and by the time it does, you hardly feel it."

Fortunately, Eberhardt never was put in the position to have that experience.

After his Air Force time, Eberhardt flew a wide range of aircraft from DC-3s to Boeing 747s with Pan American Airlines. In 1991, he took a position with Delta Airlines, retiring in 1996. He had also spent six years flying A-4 Skyhawks from Alameda NAS as a reservist with the Marine Corps, reaching the rank of Major.

Having logged more than 30,000 air hours as a pilot, Stu flies in the Reno Air races and he is still current in the F-86.

November 22nd 2008 marked the 50th wedding anniversary of Stu and Marilyn.

The Cold War

The Cold War developed from the end of World War Two, when Russia, the United States of America, Great Britain and France couldn't agree on how to govern occupied Germany. It was a war of ideology, fought with threats, budgets for military weapons and actions of provocation rather than with nuclear weapons.

Geographically, the Cold War was iconized by a militarized border called the Iron Curtain that divided Germany and communist satellite states from the West, and by the Berlin Wall, which divided the German capital city located in East Germany. The forces East of the Iron Curtain became known as those of the Warsaw Pact, while those of the West were known as the forces of NATO, for the North Atlantic Treaty Organization.

The year 1947 saw key technological development and intrigues of the Cold War. In that year, test pilot Chuck Yeager flew a rocket-powered airplane past the sound barrier, North American Aviation developed the YP-86 supersonic jet fighter, the U.S Army Air Force became an independent service in the US Air Force, and Julius and Ethel Rosenberg were tried on spying charges for the sales of nuclear weapons information to the Soviet Union, convicted, and executed the following year.

Air Force pilot Stu Eberhardt says the Soviets, emboldened by their possession of nuclear weapons capability, encouraged Communist North Korea in 1950 to attack the southern half of Korean, sparking the Korean War.

June 24, 1948 was one of the first major international crises of the Cold War. The Soviet Union completely blocked the West's railway, road, and waterway access to the western sectors of Berlin, an act aimed at forcing the western powers to allow Soviet supply of Berlin with food and fuel.

As a response, the U.S. Air Force formed the Berlin Airlift, to fly in as much as 4000 tons of supplies a day to the people of Berlin. By the next spring the airlift was working, and by April 1949 it was delivering more cargo than had previously

(Continued on page 26)

2009 Donations To The Wing - Thank You!

Ensign $1-$49
Shaw

Lt. (J. G.) $49-$99
Gary Adams
Hansen

Lieutenant $100-$199
Dave Nolthenius
Lee Engberg
Pete Geiler
Valley Architects

Lt. Commander $200-$299
Bob Burnett
Leahy
Kauzlarich

Commander $300-$499

Captain $500-$999
The Leo/Bye Foundation (Tom Leo)

Commodore $1,000-$2,499

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.

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.

Stu Eberhardt

(Continued from page 25)

reached the city by rail. The Soviets lifted the blockade on May 11, 1949.

Germany's capital city of Berlin was also divided into Soviet and Western zones in 1948. Eberhardt notes, "East Germans were commuting into West Berlin on a daily basis for economic reasons, because there were jobs. But they preferred to live in East Germany. This was unsatisfactory to the East German government because a lot of people didn't come back. They were losing 5000 people a day to defection.

On day one it was like a rent-a-fence around a construction site. They put these fences up so people couldn't cross, to keep the East Germans in. Most people commuted to work on foot or by bicycle and when they got to the fence, they just moved it out of the way and went through.

As time went on, a 10-foot masonry wall replaced the chain link, and later the Russians used pre-cast concrete sections for construction. Under Soviet control, the wall included machine gun posts with guards who had orders to shoot anyone trying to leave East Berlin.

Two other key Cold War events were the Korean War of 1950-53 and the Cuban Missile Crisis in 1962.

The Cold War came to an end in 1989 during the presidency of Ronald Reagan. The United States had outspent the Soviets on military hardware and research and the Warsaw Pact states virtually went broke. There was widespread unrest in Eastern Europe. When some Warsaw pact countries cut their ties with Moscow, Gorbachev did not intervene. By 1990, East and West Germany had become one nation. A few months later, the Warsaw Pact was no more.

HAPPY BIRTHDAY!!

To the following Colonels!

April 2009:

Mike Oatey	1
Manuel Calderon	2
Mark Klein	3
James Munn	4
Scott Vizcarra	4
Roger Cain	6
David Black	14
Dewey Bell	20
Al Marcucci	20

May 2009:

Ed Hollingsworth	3
Philip DeGroot	6
Marvin Quaid	12
Larry Nelson	13
LeRoy Engberg	18
Rokki McGarrett	21
Phil Schasker	26
Norma Baldwin	27
Nancy Williams	29

June 2009:

Chuck Kenney	2
Tom Flowers	15
Doug Schuster	19
Steven Hansen	22
Thomas McGaw	22
Julie Clark	27
Rolf Illsley	27
Bill Richards	28
Bob Burnett	30
John Jackson	30

July 2009:

David Peterson	3
George Buchanan	6
Larry Pirack	6
William Leahy	8
Laureen Bausone	10
Gil Ferrey	13
Bruce Willock	17
Harry Purcell	18
Mary Lue Feyerabend	20
Stu Eberhardt	22
Denis Pontefract	22

August 2009:

Paul McDonald	8
Ken Evans	9
Bill Montague	11
Mike Morgan	19
George Hansen	24
John Baczynski	27

September 2009:

Ron Sandler	4
Dan Thomas	6
Walter Caldwell	7
Eberhard Woerz	7
George Craig	15
Tom Carter	16
Arthur Hardee	22
Clifford Heathcoat	22
Jim Eberhardt	24
Mick Hanou	24
Leonard Komor	25
Joe Allen	30

Your GGW Staff

Wing Leader
Col. Steve Kauzalrich
510-912-9666
wingleader@goldengatewing.org

Flight Operations Officer
Col. Ross Bausone
510-538-8760
flightops@goldengatewing.org

Museum Project Officer
Col. Gil Ferrey
510-527-7360
museum@goldengatewing.org

Maintenance Officer
Col. Bob Burnett
510-483-4035

Finance Officer
Col. Steve Kauzalrich
510-912-9666
finance@goldengatewing.org

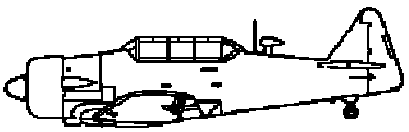
PropTalk Editor and Webmaster
Col. Tom Carter
408-972-7970
proptalk@goldengatewing.org
webmaster@goldengatewing.org

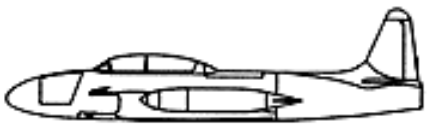
Marketing Officer
Col. Kjell Karlsson
marketing@goldengatewing.org

Adjutant Officer
Col. Joe Allen
adjutant@goldengatewing.org

Position Open

Executive Officer
xo@goldengatewing.org





GOLDEN GATE WING

AMERICAN AIRPOWER HERITAGE GROUP, CAF PRESENTS:

Larry Rinek

Aviation Historian, Lecturer, Author, Senior Consultant

* BS in Engineering, UCLA; MBA in Marketing, UCLA.
* Active member of American Aviation Historical Society, Aircraft Engine Historic Society, Wings of History, Society for Aviation History.
* Part-time university-level instructor in aeronautical engineering, including Stanford University
* Places emphasis on USA aviation technology innovation, particularly aero-propulsion and USAF Cold War-era aircraft.
* Began lengthy career in aerospace industry: NASA's Jet Propulsion Labs; Menascos' Burbank aircraft landing gear; USAF- Los Angeles AFS.
* Presently a Senior Consultant for Frost & Sullivan for Automotive and Transportation segment as well as the Aerospace and Defense segment
* Authored 20 scholarly publications, many about the early development of American aviation technology.

Larry will present a lively, fascinating PowerPoint slide show including many aircraft images and insights about the mighty B-36 "Peacemaker", a truly revolutionary aircraft that made major contributions to US military history. Some of the technical innovations pioneered on the B-36 -- that still survive today as industry standards -- include 3,000 psi hydraulics and 400 Hz main power bus.

As a front-line USAF Strategic Air Command (SAC) aircraft, the B-36 served America well as a nuclear deterrent for over 10 years. During 1953-1955, the
B-36 was the only US platform that could deliver thermonuclear weapons such as the huge Mark 17 H-Bomb. Although the Peacemaker dropped live nuclear test weapons, it never had to be used in anger.

The presentation will conclude with a breathtaking DVD video clip of a B-36H taking off from Carswell AFB (Fort Worth, TX) in 1954.

DATE: Thursday June 25th, 2009

TIME: 1730 doors open

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

Donation: One $10.00 bill and enough food to serve **3-4 persons** (no food = no eat)

I-880 Northbound to Oakland:	**I-880 Southbound to Oakland:**
Take the BROADWAY exit toward DOWNTOWN	Take the exit toward BROADWAY/ALAMEDA
Take the ramp toward JACK LONDON SQUARE	Stay straight to go onto UNION ST.
Turn LEFT onto BROADWAY	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:

LT COL Jim Reed, USAF (Ret)

USAF Command Pilot, FAA Airline Transport Pilot Rating, Corporate Pilot, Coast Guard Master of Motor Vessels (500 Tons), Coast Guard Master of Sailing Vessels (50 Tons & Unlimited Radar)

* Born 29 January 1933 in Brooklyn, NY; started school in Panama Canal Zone in 1939; evacuated after Pearl Harbor to Rock Island Arsenal, then Tokyo and Yokahama after WWII
* After short tenure in Merchant Marine, joined USAF & earned his pilot wings November 1954 @ Jet Fighter School; married Colleen five days later
* Assigned to France flying C-119s, then to Randolph AFB, TX as a KC-97 Air Refueling Instructor.
* After Randolph, assigned to classified duty for seven (7) years with world-wide travel
* In 1969 assigned to SCATBACK flying T-39 Saberliners for Combat Courier Missions, including US Ambassador to Vietnam, Ellsworth Bunker
* After Vietnam Tour, assigned to Air Defense Command Headquarters in Colorado Springs, as Operations Officer and Command Flight Examiner
* Next, Commander of Air Force Radar Squadron @ Boca Chica Naval Air Station, Key West, FL
* After >20 years in the USAF, joined a start-up airline called Air Sunshine based in Key West flying DC-3s; achieved Captain, Chief Pilot, then Director and VP-Operations
* In 1975 became Company Pilot for Codding Enterprises in Northern California, near parents and family
* In 1980 offered job as Aviation Manager, US Army Missile Range in Kwajalein, Marshall Islands; later, in 1993, returned to Kwajalein as Marine Manager; had 40' sailboat in Kwajalein & sailed it to Yokosuka, Japan
* In between, served as Ferry Boat Captain for San Francisco's Red & White Fleet, then later became Port Captain for the Blue & Gold Fleet (acquired Red & White) until retirement in 1998
* Since 1998 Jim & Colleen have traveled extensively and he wrote his book TURNING FINAL--A Pilot's Autobiography

DATE: Thursday July 23rd, 2009

TIME: 1730 doors open

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

I-880 Northbound to Oakland:	**I-880 Southbound to Oakland:**
Take the BROADWAY exit toward DOWNTOWN	Take the exit toward BROADWAY/ALAMEDA
Take the ramp toward JACK LONDON SQUARE	Stay straight to go onto UNION ST.
Turn LEFT onto BROADWAY	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:

Dennis Miller, F1C, USN, WWII

Survivor of Kamikazie Sinking of USS Bismarck Sea (CVE-95)
Last US Aircraft Carrier Sunk In WWII, 21 February 1945

* Born 1 November 1925 in Clearwater, MN; raised on a farm
* Joined NAVY after high school graduation; sworn-in @ Ft. Snelling, MN 8 November 1943; "boot camp" in Farragut, ID; engineering school @ Great Lakes
* "Plank Holder" of USS Bismarck Sea; launched 17 April 1944, commissioned 20 May 1944 & began escorting convoys between San Diego & the Marshall Islands
* Served as Fireman First Class (F1C) in Forward Fireroom, close to ship's island, & maintained the bunker-fuel boiler, right above the bilges; 4 hrs "on", 8 hrs "off"
* Working conditions had temperatures from 95 – 120+ degrees F
* Steamed to Ulithi, Caroline Islands to join the 7th Fleet; 14-23 November 1944 operated off Leyte in support of operations, then 9-18 January 1945 helped in the Lingayen Gulf (Luzon) invasion landings
* 16 February 1945 arrived off Iwo Jima to support the Marines' invasion 19 Feb.
* After sundown 21 February 1945 & recovering her own aircraft, aircraft from the USS Saratoga, landing on the Bismark Sea, were followed by Japanese Kamikazie airplanes which attacked
* Despite damaging anti-aircraft fire from Bismark Sea, two suicide planes struck her - one close to F1C Miller's position, the second one through the flight deck, creating massive explosions, fire and death
* Within an hour, increasing damages forced CAPT John H. Pratt to issue orders to "abandon ship" into heavy seas & darkness. Bismarck Sea sank in 90 minutes
* Survivors rescued that night and next morning - by US Navy Destroyers - taken to Iwo Jima area & boarded onto Navy transport ships. Next 3 days provided a grandstand, and witnessing the Flag Raising on Mt. Suribachi, aka "Hot Rocks"
* 318 men of the Bismarck Sea were lost; 620 survived
* Returned to USA; discharged September 1945; married Marcella 1946; returned to Minnesota for 9 tough years on his Dad's farm; came to San Jose
* Carpenter trade for ~ 60 years; commercial and home-building
* 3 children, 6 grandchildren, 3 great grandchildren

DATE: Thursday August 27th, 2009

I-880 Northbound to Oakland:	**I-880 Southbound to Oakland:**
Take the BROADWAY exit toward DOWNTOWN	Take the exit toward BROADWAY/ALAMEDA
Take the ramp toward JACK LONDON SQUARE	Stay straight to go onto UNION ST.
Turn LEFT onto BROADWAY	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.

PROP TALK

Golden Gate Wing
PO Box 6056
Oakland, CA 94603
www.goldengatewing.org

Non-Profit
U.S. Postage
PAID
Alameda, CA
Permit No. 19

To: