

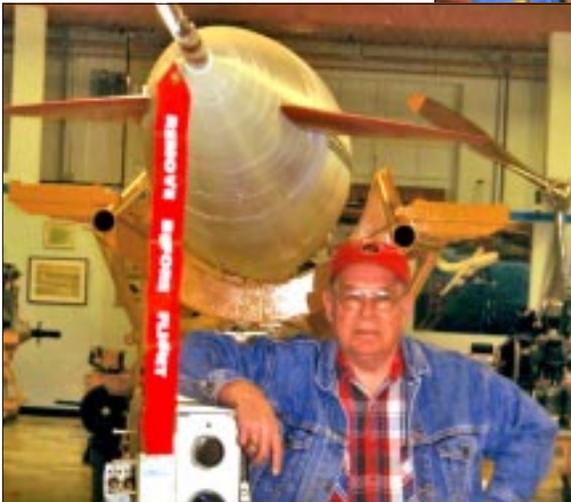


NEWS

A publication of the Jimmy Doolittle Air & Space Museum Foundation

Vol. XXIV, No. 1, 2007

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



Neil Wood, Hound Dog chief restorer.

Restoration of the 'Hound Dog' Missile

The Travis Air Museum at Travis AFB has just completed the restoration of a Hound Dog Missile. This missile had been in storage for many years. During that time it had apparently been cannibalized for a project elsewhere and many of the parts were missing. In November 2004 Gary Vostry, a museum volunteer, assembled a team of other volunteers to restore the missile. Photos of Hound Dogs were collected along with data and tech orders on their manufacture and assembly. Air Force retirees who had done maintenance on them were consulted. Replacements for most missing parts were found at China Lake in southern California. A group of volunteers made two trips there to retrieve them from the Navy. A private party donated the pitot tube. Another person fabricated the nose cone. The starter was found on internet auction. Perhaps most importantly, the Association of Air Force Missileers provided the Museum with a grant of \$1,800 and the Jimmy Doolittle Air and Space Museum Foundation provided other funds to cover the costs of restoration. Now, after two and a half years and 1,850 hours of work the missile has been beautifully restored.

We would like to recognize the following volunteers in particular for their assistance in completing the project. Gary Vostry, Neil Wood (chief restorer), Joe Tattersall, Charlie White, Bob Zirzow, Bob Jenkins, Ken Cox, Norm Crombie, Jake Jacobson, Bill Santee, Jim Martin, Ben Reed, Eric Schmidt (emeritus), John Card, Charlie Moran, and Bill Lancaster.

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

ABOUT US



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



It took teamwork to coordinate Solano Community College's loan of a T-33 to the Doolittle Education Foundation. The Wing agreed to allow that foundation to display it on base. MSgt Terry Juran helped disassemble this aircraft on his own time and brought it to the museum with an escort from the California Highway Patrol. Volunteers will reassemble and repaint it. This complex operation is a perfect example of what the Foundation does: bringing together resources to preserve our aviation heritage.

JIMMY DOOLITTLE AIR AND SPACE MUSEUM

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

TRAVIS AIR MUSEUM

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

FOUNDATION TEAM

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

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Membership

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

Travis Air Museum Staff

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

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

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

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

Volunteers

Volunteers are the lifeblood of the Foundation and the Museum. Day in and day out, they provide a myriad of services for the Foundation and the Museum.

How to Become a Volunteer:

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

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

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

Crew Chiefs:

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

RESTORATION OF THE 'HOUND DOG' MISSILE CONTINUED



Travis Air Force Base—Armed Forces Day, 1963:
Hound Dog missile in front of a B52.



Museum's new Hound Dog exhibit.

Hound Dog Missile

The North American GAM-77/AGM-28 Hound Dog was the first fully operational standoff attack missile deployed by the US strategic bombers.

In 1956, the USAF decided that its new B-52 Stratofortress bombers should have the option to use nuclear armed long-range standoff missiles to avoid flying directly over heavily defended targets. By early 1957, the project was known as Weapon system 131B. The design competition was won by North American, and in October 1957, the designation GAM-77 was given to the WS-131B missile. The first powered flight of an XGAM-77 Hound Dog prototype occurred in April 1959, and the first fully guided flight succeeded in August 1959. The GAM-77 Hound Dog production missile was declared

operational with SAC in December 1959. The quick development of the GAM-77 was made possible by the use of existing technology and components.

The GAM-77 was a turbo-jet powered air-launched cruise missile deployed by B-52G/H bombers, which could carry two missiles on pylons under the wings. It used an inertial guidance system, whose data was continuously updated until immediately before launch. The missile's navigation system could also be used by the B-52 crew if the bomber's own system failed. The Hound Dog could fly high and low-level missions, including programmed changes in course and altitude. Maximum range for pure high-altitude flights was about 1100 km (700 miles).

The GAM-77 was replaced by the improved GAM-77A in 1961. In 1963 they were renamed the AGM-28A and AGM-28B respectively. The last AGM-28 retired from service in 1976. Between 1959 and 1963, North American built more than 700 Hound Dog missiles. Peak deployment was in 1963 with about 600 missiles.

Length, 42 ft 6 in; wingspan, 12 ft; diameter 28 in; weight, 10,000 lb; speed, Mach 2.1; ceiling, 55,000 ft; range, 700 miles; warhead, W-28 thermonuclear (1.1 MT).

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RESTORATION OF THE 'HOUND DOG' MISSILE CONTINUED

'Hound Dog' finds new life at museum

Cold War weapon to make debut as exhibit

By Ian Thompson

Daily Republic, March 28, 2007

Travis Air Force Base—After more than two years of restoration work, volunteer Neil Wood's labor of love took its place among the exhibits at the Jimmy Doolittle Air and Space Museum.

"Everyone had a hand in this," Wood said Tuesday while thanking other volunteers at the unveiling of the restored GAM-77 Hound Dog missile.

The Hound Dog, which resembles a pregnant arrow, is a supersonic missile designed in the late 1950s to be launched from specially modified B-52 bombers that carried one under each wing.

It was named after Elvis Presley's hit song, which was popular at the time the missile was designed. The museum's newly restored Hound Dog spent years quietly rusting away at the end of the Travis' flight line until Wood got a call asking if he wanted to help restore it.

Wood, who retired as an Air Force master sergeant, worked on the missiles from 1960 through 1966.

The museum's restoration team included Wood, Lloyd Brunsen, Dave Stone, Mike Frankhouser, Gene Hollingsworth, Gary Vostry and Joe Tattersall.



The Travis Hound Dog's history is unclear and it may have come from the 5th Bombardment Wing, which called Travis home from 1956 to 1968.

Many of the missile's parts were missing, likely taken by souvenir hunters, when Wood started his work.

Much of the restoration work involved finding those parts from other Hound Dogs or fabricating what could not be found, such as the missile's nose cone.

"Most of the parts we needed came out of the China Lake missile station after we heard that there were some 'dogs' down there in the desert," Wood said.

The 43-foot-long missile had a range of 785 miles, which would allow a bomber to stay out of danger while the Hound Dog went in at 1,200 mph to destroy heavily defended ground targets with a thermonuclear warhead.

Those restoring the missile called it the granddaddy of all those modern missiles that were available to be used to clear the way for Air Force bombers to penetrate Soviet air space.

The first Hound Dog was launched in April 1959 under training conditions and almost 700 of them were made before production ended in 1962.

The Air Force kept several hundred in stock until 1975 when they were removed from the Air Force's inventory.

While never used in combat, B-52 pilots found an extra use for the Hound Dog, using the thrust from the missiles' jet engines to give the bomber extra power in flight or on take-off.

The missiles would then be refueled in flight from the B-52's own fuel tanks.

Wood is still looking to restore the trailer that carried the missiles out to the B-52s.

He is also looking for one of the pylons that connected the Hound Dog to the B-52's wing.

Reach Ian Thompson at 427-6976 or at ithompson@dailyrepublic.net.



***Proud participants in the Hound Dog restoration story:
(Back row, l to r) Bill Lancaster, Charlie White, Ben Reed, Gary Leiser,
Terry Juran; (Front row, l to r) Charlie Moran, Bob Jenkins, Bob
Zirow, Ken Cox; (kneeling) Mitch Danbury.***

CURATOR'S CORNER



By Gary Leiser

The weather, as usual, has kept the staff and volunteers indoors for most of the past quarter. The result has been several new and updated exhibits.

MSgt Mitch Danbury has been especially busy in this respect. He completed the remodeling of the China-Burma-India display and the remodeling of the WW I display, and hung large-scale models of an F-86 and MIG-15, and a P-51 and ME-109 in dogfight poses. He and **Robert Adorni** completed an exhibit on gunships in the Vietnam War. And he and **Denell Burks** began the remodeling of the Jimmy Doolittle display.

Allan Jones prepared a display of aircraft models on the Pacific and European theaters in WW II and began another on USAF aircraft from the Korean War to the present.

Meanwhile, **Neil Wood** and new volunteer **John Card** finished the restoration of the Hound Dog Missile, which looks ready to fly.

Solano Community College loaned a T-33 to the Doolittle Education Foundation and the Wing agreed to allow that foundation to display it on base. **MSgt Terry Juran** helped disassemble this aircraft on his own time and brought it to the museum with an escort from the California Highway Patrol. Volunteers will reassemble and repaint it.

Gary Leiser made presentations to several service organizations in the local community and completed an article entitled "The First Flying Machines over Egypt: The Great Week of Aviation at Heliopolis, 1910," which he will soon submit for publication. We should also report that former Deputy Curator Maj. **Diana Newlin**, who is currently at the Pentagon, has been promoted to lieutenant colonel.

NUTS AND BOLTS

Many volunteers, including **Bob Jenkins, Bob Zirzow, Jake Jacobson, Ben Reed, Jim Martin, Neil Wood, Ken Cox,** and **Joe Tattersall**, assisted with bringing the C-47 "Okie Dokie" to Travis, especially in towing it from the flight line to the museum and reassembling the wings and propellers. They also repaired damaged done to the nacelles during the helicopter flight.

Charlie Moran worked on recovering passenger seats for the C-118. Indeed, the Foundation purchased a sewing machine for this purpose and **Bill Lancaster** built, and did the wiring for, a sewing room for its use. **Bob Zirzow** painted the room and

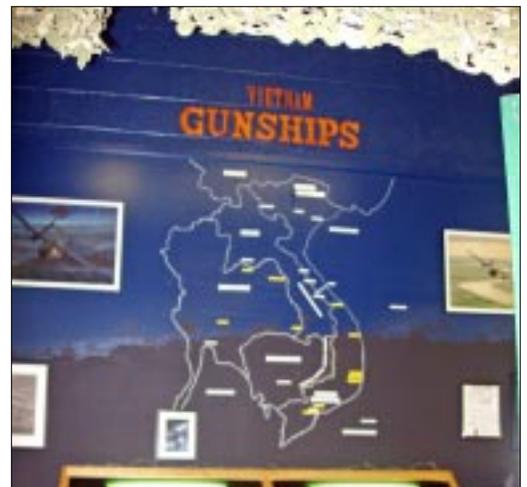
We can't state often enough that volunteers are the life blood of the museum. Thanks to them, we have one of the finest aviation museums on the West Coast.



China - Burma - India exhibit



World War I exhibit



Vietnam Gunships exhibit



Another fine exhibit with the MSgt Mitch Danbury touch is the Desert Shield exhibit.

arranged part of it for an instrument repair shop. **Charlie White**, who has been named chief “seamster,” and **Charlie Moran** have set up the sewing machine.

Bob Zirzow also refurbished the inside of the cockpit of the F-104 and cleaned the inside of the C-7. He also prepared placards for both planes. **Bob Jenkins, Bob Zirzow, Charlie White** and **Bill Santee** moved the Titan rocket engines from their shipping containers to the engine room. **Bob Jenkins** cleaned the inside of the C-123. **Charlie White** continued to work on the “doomsday” box from the B-52 for display. **Bob Jenkins** and **Bob Zirzow** also repaired our large steam cleaner. **Jim Martin** made small repairs on a number of aircraft. **Ben Reed** worked on updating the inventory for an upcoming visit from the Nation Museum of the Air Force at Wright-Patterson AFB. **Joe Tattersall** repaired the gate lock unit at the back of the museum by rewelding it. And **Jim Spellman** continued to work on his Space exhibit. We can’t state often enough that volunteers are the life blood of the museum. Thanks to them, we have one of the finest aviation museums on the West Coast.

MEMBERSHIP

Woody T. Fail from Conroe, Texas became a new life member. He flew the C-141 “Golden Bear” many times. He was also a former co-pilot of renowned foundation treasurer **Wally Mitchell**. **Allan Jones** from Walnut Creek also became a life member.

GIFT SHOP

The gift shop will be the sole point of sales on base for a new die-cast 1:400 model of the C-17 with Travis markings. It is expected to be available in early April. **Earl Johnson, Gerry Propp, Arnold Wiese**, and **Jim Disher** kept the gift shop well stocked and profitable. **Virgil Sellers** and **Bob Florkowski**, as can be inferred from the statistics below, did numerous tours.

2006 STATISTICS

The statistics for 2006 are as follows: Number of visitors, 52,979. Number of events (retirements, promotions, tours, luncheons, etc.) 165. Volunteer hours for 2006, 60,987. Number of volunteer visits, 13,435. Gross gift shop income, \$50,005. Net gift shop income, \$18,720. Donations, \$8,200. Membership income, \$4,115. Net income: \$23,035. Expenses (office supplies, web site, restoration, insurance, exhibits, newsletter) \$20,550.

SUPERSTITION



*Travis Air Museum's
A-26 Invader*

By a member of the 95th Bomb Squadron, Korean War

I never really knew their first names although for five months I lived with them, flew with them, ate with them and drank with them. Except that I did not die with them. And to all of us in the 95th Bomb Squadron, they were simply "Doolittle and Hall." They were both reserve USAF officers, both captains, who had served as B-26 pilot and B-26 navigator/bombardier, respectively, during World War II and had been recalled, involuntarily, to serve again in Korea. I don't believe they flew together during the "Big One" but instead had met each other while serving later in the Air Force Reserve. They had then flown together on weekends and during their annual summer two-week tour of active duty, while completing college and living normal civilian lives. I recall vaguely that Doolittle had been an English instructor at a college or university in Ohio and Hall had been working as a statistician somewhere when the Korean War erupted in 1950. Both had been eventually and summarily recalled to active duty (as such was their legal responsibility for accepting basic compensation and flight pay for part-time reserve military service). They were hastily provided some measure of retraining in the hazards and pleasures of flying, navigating, bombing and strafing in the Tactical Air Command's Douglas B-26 Invader. They had spent ten tough days in living through the rigors of Survival Training through the deep snows of the Sierra Nevada Mountains before being transported via chartered commercial airliner to Japan, and then into Korea, at the same time and in the same way that I arrived there during a very severe winter.

Doolittle appeared to be about thirty five years of age. He was of slight to medium build, average height, with a thin pointed nose that was not unattractive. He was articulate without being talkative, with a kind and impish sense of humor. He was obviously very intelligent but did not readily display his intelligence. He was sensitive and perceptive. He was a gentleman and a gentle man. My guess is that if you met him on the street dressed in civilian clothes you would never have thought that he was a combat pilot and a very good one. He was also very superstitious, being impelled to wear a battered, orange baseball cap on the way to the flight line before every combat mission.

Hall was a very different type of person and personality, really an unlikely prospect for the field of statistics usually populated by the sober, serious and analytical. Hall was the stocky and muscular type. He looked like a linebacker in early retirement. He was also loud, profane and temperamental. He talked to anyone and everyone, whether they were listening or not. He was outspoken, boisterous and opinionated. He frequently postulated that it was statistically impossible to get shot down over North Korea if reasonable precautions and common sense were invoked. He verbalized obscure statistical formulae that allegedly proved his theory. Unfortunately, he annoyed others without being aware that he was doing so. In summary, Doolittle and Hall were a very improbable pairing but there they were, functioning very well night after night, bombing and strafing assigned tactical targets as well as targets of opportunity in North Korea. It should be added that Hall had no superstitions and continually tried, but without success, to convince Doolittle the statistical probability, and not superstition, would carry the day. Surprisingly, they got along extremely well, possibly or probably because both Doolittle and Hall were pussycats.

In flying B-26 bombing missions in North Korea, there were three kinds of flight crews, according to our Squadron Commander Bentley's simplistic classification: the tigers, the tomcats, and the pussycats. He posited that, almost always, a new crew fell quickly into one of these three categories within the time required for it to fly its first five or six missions and it rarely changed attitude and performance enough to justify a change in his informal designation. In other words, once a pussycat, always a pussycat. And the Doolittle and Hall crew was so identified and remained so regarded through their 40th combat mission. It should be emphasized that it was no disgrace to be so classified as such a crew was almost always competent, conscientious and generally accomplished its assigned mission objective. However, once tagged as pussycats the crew was usually assigned shorter penetrations into North Korea and given less dangerous mission and target assignments, such as night time SHORAN (electronically triggered short range) bomb drops that involved close front line support

but at safer (higher) altitudes and at substantially lesser risk. It should be mentioned that Colonel Bentley was most discreet as to his informal classification of combat crews under his command as it was not generally known to exist beyond the Squadron Operations' shack. It simply was useful to the Colonel in discussing and determining target priorities and crew assignments. My pilot and I wondered how the Colonel categorized our crew. We concluded that he probably considered us to be tomcats, but with occasional tiger tendencies, as we generally received better targets assignments along the coastline with deeper penetrations. It might be further noted that the Colonel observed that crews generally become noticeably more cautious after forty missions had been flown and as these "short timers" began to think and talk more about their families and going "back to the world." I noticed that their progressively increasing caution was reflected in their being assigned easier and shorter missions, particularly in such a case where the crew was an older one with married personnel and heavy World War II experience.

On the night of Doolittle and Hall's 41st mission, that qualified them for reassignment to a stateside posting—it being understood that they would fly their final ten missions within the next thirty days—they went through their

normal pre-flight routine. We happened to meet them and their gunner in front of the Operations Shack. We rode together on narrow side benches in the back of a cold, windblown open truck to the Parachute Shack, the truck having arrived ten minutes late to the quiet irritation of everyone aboard.

As Doolittle and Hall were scheduled to take off fifteen minutes before us, they entered first and walked directly to the wooden counter that separated the flight crew area from a large and secured room where the squadron's flight crew members stored their large parachute bags that were tended by a cold, grumpy supply sergeant. I presume that Doolittle opened his parachute bag at the counter, checked to be sure it contained his parachute, bright yellow Mae West (life preserver), leather gloves, Smith-Wesson Police Special 45, etc. Presumably satisfied that all required gear was in the bag, Doolittle and his crew hurriedly climbed back on the truck and it raced down



*He was a gentleman and a gentle man.
My guess is that if you met him on the street dressed in civilian clothes you would never have thought that he was a combat pilot and a very good one.
He was also very superstitious, being impelled to wear a battered, orange baseball cap on the way to the flight line before every combat mission.*

SUPERSTITION CONTINUED

As I was crossing the confined space in front of the counter, I noticed that Bob was attempting to hang an old orange cap from a tenpenny nail that had been pounded into a rough wooden panel above the counter . . . As we were preoccupied by our impending mission, none of us gave any thought as to the ownership of the orange cap . . .

the perimeter road to the tarmac where his assigned B-26 was regularly parked and serviced. Tactical take-offs meant that each crew took off on the exact minute and second as assigned, and I am sure that Doolittle had no intention of being “written up” for a late take-off.

My best recollection is that my pilot, Captain Bob Crow (Texas), was first into the Parachute Shack after the Doolittle crew’s quick departure for the flight line. I recall that I was carrying my heavy, brown leather government issue navigator’s briefcase and that our gunner, Jerry Davis (Wisconsin) had held the door open for us to enter. As I was crossing the confined space in front of the counter I noticed that Bob was attempting to hang an old orange cap from a tenpenny nail that had been pounded into a rough wooden panel above the counter. He swung the back of the soft cloth cap, by its peak, at the nail several times before it finally caught and held. As we were preoccupied by our impending mission, none of us gave any thought as to the ownership of the orange cap, nor did it seem significant to us at that time that it had been carelessly dropped on the floor and forgotten by some crew member who had entered the Parachute Shack before us.

We flew a deep and long mission that night, with nothing happening that was remarkable. We then went through mission debriefing, drank a little poor quality debriefing whiskey, and returned to our primitive housing, a rude stucco “shack” that we shared with four other pilots and navigator/bombardiers, two of them being Doolittle and Hall. We woke up about six hours later with the sun glaring in our eyes. We were not immediately aware that neither Doolittle nor Hall was there. However, we did notice that their beds have not been slept in. The third crew was still asleep. As Kim, our Korean house girl, had just arrived from Pusan City she could provide us with little information. However, she sensed that something was seriously wrong and she became anxious and agitated. Bob and I dressed quickly and hurried over to the Operations Shack where the Duty Officer and Armament Officer confirmed our worst suspicions: Doolittle and Hall had not returned from their mission nor did anyone anywhere in South Korea, have any information about their status. Since their fuel sup-

ply would have run out over six hours earlier, they had already been officially classified as “missing in action.” Nor did their MIA status ever change thereafter.

Two nights later we were again on flight schedule for early evening departure for North Korea. When we walked into the Parachute Shack the old orange cap was still hanging from the same tenpenny nail over the counter. Apparently, we were the first crew to appreciate the significance of the forgotten cap that had been Doolittle’s good luck charm, having carried him safely through forty combat missions. The presence of the orange cap, coincident with his MIA status, quickly spread through the 95th Bomb Squadron and then to the personnel of the 34th and the 37th Bomb Squadrons that occupied the other side of the runway.

To my knowledge, no one ever touched the orange cap, at least not until after I had completed my tour of duty and had departed K-9 Air Base and Pusan for reassignment to a deskjob in the Tactical Air Command’s Target Materials Division stateside. So it just hung there collecting dust, visually and relentlessly reminding each and every flight crew member that it was simply not a good idea to tempt fate by deliberately or accidentally failing to heed the mystical imperatives of a habit mechanism that could mean, at least to us, the difference between life and death. So every time I entered the Parachute Shack thereafter, and that only occurred when preparing for a combat departure, my eyes were drawn magnetically to that grimy and dusty orange cap. Immediately, I would covertly reach down and touch the waistband of a pair of soft but odorous gabardine pants that I had worn under my heavy and coarse flight suit on every mission that I flew in Korea—and that I had never allowed Kim to either wash or have cleaned. I touched these lucky pants while gazing at the cap, to reassure myself once again that they were there and therefore my luck was holding. I might add that every other crew member in the 95th did likewise as he entered, whether the selected good luck charm was a rabbit’s foot, a lucky coin, an old pipe, whatever. The bottom line? Let’s simply say that superstitions die hard, but literally dying hard is a far more permanent and terrifying alternative.

AIR FORCE LEGEND COLONEL CHASE NIELSEN PASSES AWAY



It was truly a privilege for the Foundation and the Travis Air Force Base communities to salute Chase J. Nielsen during the 61st Doolittle Reunion parade. Chase looked “California Cool” in a silver-grey, vintage corvette. At last year’s 64th reunion, Colonel Nielsen said, “I am proud to have been on the Doolittle Raid. I am more proud to have been of service to my country. I hope and I pray that what we Doolittle Raiders have done will be an inspiration to you people. “I hope and pray that our young men and young women who are serving in the service today will be protected; that they will live their lives in accordance with the military rules and laws of war, that they will do their best and that they will appreciate their country and protect their flag as we tried to do ourselves.”

From: pressrelease@pentagon.af.mil

March 26, 2007

SAN ANTONIO - Lt Col. Chase J. Nielsen (Retired), one of the famed “Tokyo Doolittle Raiders,” who helped boost American morale in the early days of World War II with a surprise air attack on Japan, and spent a lifetime as an advocate for American airpower, died March 23 at his home in Brigham City, Utah.



Doolittle Tokyo Raider Crew #6 (Plane No. 40-2298): from left to right, Lt. Chase J. Nielsen (Navigator); Lt. Dean E. Hallmark (Pilot); Sgt. Donald E. Fitzmaurice (Engineer-Gunner)

Born Jan 14, 1917 in Hyrum, Utah, Colonel Nielsen attended Utah State University and graduated in 1939 with a BS in Civil Engineering. In August 1939 Colonel Nielsen enlisted in the US Army Air Corps as a Flying Cadet. He was commissioned as a Second Lieutenant in June 1941.

Colonel Nielsen, a lieutenant at the time, was the navigator of “Crew # 6”, one of 16 B-25 Mitchell bombers and 80 Airmen that launched from the deck of the USS Hornet on April 18, 1942. Led by legendary aviation pioneer Lt Col James H. “Jimmy” Doolittle, the raid is one of the most studied and talked about missions in the history of aerial warfare.

It was personally ordered by President Franklin D. Roosevelt as response to Japan’s surprise attack on Pearl Harbor nearly five months earlier. Preparation for the attack was conducted in secrecy at Eglin Air Force Base, Fla., and was executed by loading 16 of the medium bombers onto the deck of the USS Hornet, which set sail from San Francisco, Calif., on March 2, 1942. Although Doolittle and his crews had perfected the art of taking off on a short field, returning to carrier was not an option.

NIELSEN PASSES AWAY CONTINUED

All 16 bombers made it to their targets, however, they were forced to ditch or bail out over or along the Chinese Coast because the U.S. task force had been spotted by Japanese picket boats, and Doolittle had decided to launch early - more than 600 miles from the Japanese mainland and 200 miles farther out than planned.

The original plan had called for the raiders to launch during the night and recover in China at dawn, but due being spotted by the picket boats, Doolittle's improvised plan had them taking off during the day and landing in China at night. Further complicating the recovery, an aircraft with a beacon that was supposed to take off over China and guide the crews to friendly airfields wasn't able to get airborne, so the Raiders were not able to avoid areas where Japanese occupation forces were concentrated.

Most of the aircraft were able to reach land, but two, including Colonel Nielsen's, were forced to ditch off the coast of China. Two men were killed in the ditching. The eight men who survived were taken prisoner by the Japanese forces and held in inhumane conditions from which only four of the eight survived. Colonel Nielsen spent the next 40 months as a Prisoner of War, most of the time in solitary confinement, before being rescued at the end of the war by an Office of Strategic Services (OSS) para-rescue team. He returned to Shanghai, China in January 1946 to testify in the International War Crimes Trials against his former captors.

Colonel Nielsen retired from the Air Force in 1961 as a lieutenant colonel and began a career as an industrial engineer at Hill Air Force Base, Utah. He retired in 1988. His decorations include the Distinguished Flying Cross, the Purple Heart with Cluster, the Air Force Commendation Medal with Cluster, Outstanding Unit Award, Longevity Ribbon with four Clusters, and the Breast Order of Pao Ting from the People's Republic of China.

Of the 80 men who took part in the raid with Colonel Nielsen, three were killed during the mission, five were interned in Russia and eight became prisoners of war in Japan - of those POWs, three were executed by firing squad by

the Japanese and another died in captivity. Thirteen others would die later in the war. There are 14 Raiders alive today.

The Raiders are also famous for their annual reunions, which began as a party hosted by Doolittle, in Miami Beach, Fla., in 1947. The reunions have evolved into a gathering of one of the most elite military fraternities in the world. At each reunion, surviving Raiders meet privately to conduct a solemn "Goblet Ceremony." After a role call followed by a toasting the Raiders who died since their last meeting, they turn the deceased men's goblets upside down. Each goblet has the Raider's name engraved twice — so that it can be read if the goblet is right side up or upside down. When only two Raiders remain alive, they will drink a final toast using a vintage bottle of cognac.

The 80 goblets, which are normally on display at the National Museum of the United States Air Force, are accompanied by U.S. Air Force Academy cadets. The Raider reunion will be held this year in San Antonio, Texas, from April 17 through April 21st.

At last year's 64th reunion, Colonel Nielsen said, "I am proud to have been on the Doolittle Raid. I am more proud to have been of service to my country. I hope and I pray that what we Doolittle Raiders have done will be an inspiration to you people.

"I hope and pray that our young men and young women who are serving in the service today will be protected; that they will live their lives in accordance with the military rules and laws of war, that they will do their best and that they will appreciate their country and protect their flag as we tried to do ourselves," Colonel Nielsen said during reunion ceremony April 18, 2006.

Besides, Colonel Nielsen, the other Raider who will be toasted this year is former Staff Sergeant William L. Birch, a bombardier on Crew #11, who passed away November 18, 2006 in Santa Anna, Calif. Funeral services for Colonel Nielsen will be Wednesday in Logan, Utah.



William L. Birch
1917 – 2006

"Bill" Birch was born September 7, 1917 at Galexico, California. After graduating from high school, he enlisted in the Army Air Corps in September 1939. He completed bombsight maintenance school and was assigned to the 34th Bombardment Squadron. He volunteered for the Doolittle mission as a bombardier and was assigned to Crew No. 11. After bombing their targets, they flew to China and had to bail out at night. They were assisted to safety by Chinese villagers. After the raid, Birch was accepted for flying training and received his wings and commission in June 1943. He separated from the service in 1945 and passed away November 18, 2006 in Santa Anna, CA.

WE GET MAIL



www.jimmydoolittlemuseum.org

From: Edward R. Garland
Sent: Sunday, March 18, 2007
To: curator@travisairmuseum.org
Subject: Golden Bear C-141

Hello,

What a pleasure it was to locate this site and read that the Golden Bear C141 has been restored at Travis AFB. I was stationed at Travis in 1965 as a member of the 1501st Air Police (later called the 60th Air Police) when the Golden bear was flown in for the first time by General Estes.

Soon after, many additional 141s arrived and the C 124

Globemasters and C 133s

slowly disappeared. I see that the 141 sits right in front of the old hospital where my son was born on 30 April 65.

Thank you for this site.

MY TIME IN THE CBI OR COL WILSON'S TRAVELING CIRCUS

Jimmy Martin, TSGT USAF Retired
Napa, California

I was born on May 14, 1925 in Okemah, OK. In May 1943, at the age of 17, I joined the Army Air Force. I was sent to Buckley Field, CO for basic training. From there I was sent to Hammer Field near Fresno but after a few days I was shipped to Barksdale Field, LA for combat training, in a security unit for B-29s. After three months, I was sent to Orlando, FL for further combat training. From there I went briefly to Robins Field, GA for overseas training. Finally my unit, the 381st Air Service Group, was sent to Camp Anza, CA to collect our gear. From there we went to the port of Wilmington, CA and boarded the General George M. Randal, crewed by the Coast Guard. On December 1944 we set sail for the South Pacific. Our first landfall was Hobart Tasmania. After refueling we continued to Bombay, India. From there a troop train took us to Tezpur in the region of Assam (NE India). We remained there for about six months, sending supplies by air, including mules, into Burma for Merrill's Marauders and hauling aviation gas over the Hump to China. We supported operations by C-47s, C-46s, B-24s (converted to cargo aircraft) and B-25s and B-24s of the 7th Bomb Group that conducted bombing attacks on the Japanese in Burma and China. Then we moved Jorhat in transit to Dergon where we supported a photo recon unit flying P-38s over China and Burma. When the war ended in 1945, we caught a C-54 and flew to Luichow, China and on to Shanghai. Because of all of our traveling our unit was called Col Wilson's Traveling Circus, named after our grup commander. We remained in Shanghai eight months processing Japanese POWs for return to Japan and collecting American aircraft from all over China and storing them. On Easter Sunday, 1946, we boarded the General Blachford and sailed for San Francisco. I was finally discharged at Ft. Leavenworth, KS, on 12 May. I was 21 years old the day I got home and bought my first legal bottle of beer.

