

“MILK RUN”

Oregon Chapter 8th Air Force Historical Society News Update
July 2010



Next Meeting is on **August 7**. 10 AM till 2 PM

History News

Readers, where's your story? See the last page on how to share your history.

WASP Update

This web site lists all the training classes that the WASPs were in, where, and who was in them.

<http://wwii-women-pilots.org/classlists/clslist.html>

B-17 1/48 Scale Model



Hard to tell that it is a model.

http://www.hyperscale.com/features/2000/b17gkh_1.htm

Of course there is lots of interesting items for sale. You can buy the whole maintenance B-17 on a CD for \$15.00.

Post Ploesti Missions in the MTO

After the famous “Tidal Wave” mission to the Ploesti refineries of 1 Aug 1943, the 8th AF units, 44, 93 and 389 Bomb Groups, stayed around for a few more months flying

some really long missions into Austria – without any fighter escort. The first mission went off well – the Germans were caught off guard on August 13. The 2nd mission to Austria on 1 October 1943 they had upped the defenses, likely installed radar, and per Clint Gruber who flew the missions:

“At the target the flak was very heavy, and swarms of German fighters bored in. The hard luck 44th BG (they called themselves "The Flying Eight Balls"), was especially hard hit. The force of 73 B 24s lost a total of 14 planes shot down over or near the target and 8 of those were from the 44th. The 93rd lost only one, and I believe it was the same for the 389th. Over the course of the 2,000 mile trip we had been in the air over 12 hours.”



General Question to all Readers

Reloading .50 Caliber Shells in England

Does anyone know if spent .50 caliber shells unloaded from bombers were reloading in England? Did they send them back to a factory for reloading or were they hauled off the bases as scrap to be re-melted down and then reused in the war effort that way?

If anyone knows about this, please send me, secretary@8thafhsoregon.com an e-mail.

Red Tail Project

They are on tour with the P-51C a/c and are of course trying to raise money to fund and fully restore it (\$16 THOUSAND + for a new prop!).

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<http://www.redtail.org/> They have nice "thank you" gifts when you donate to them. I got the hat.

USS Ranger Party

This aircraft carrier turns 53 on August 10, and they are throwing a party for it.

<http://www.ussranger.org/> USS Ranger Foundation

DATE: Tuesday, August 10, 2010; TIME: 10:00 am; LOCATION: Chinook Landing Marine Park ;Fairview, Oregon (Just North of Blue Lake Park at 223rd and Marine Drive)

MORE: Join Former Oregon Governor Victor G. Atiyeh , City of Fairview Mayor Mike Weatherby , and other special guests to hear an important announcement regarding Ranger's future in Fairview.

Project "Muddy Hill" Reunion

Project Muddy Hill Reunion ; Scottsdale AZ

2nd Week of Nov 2011..

VP4 NW Breakfast Gathering Sep 12 2010 Seattle

VP4 P2V Officers Group Reunion 9-12 2010 Seattle

West Coast VP Officers Reunion 22-24 2010 San Diego

VP4 Veterans Association 13-16 2011 Jacksonville

Contact Bob Zafran at vpfouever@gmail.com for details.

Bob will be presenting at the November meeting on PMH.

Kelly Clayton Gross Sees his P-51 at Oshkosh

Local Vancouver resident and P-51 Ace Clayton Gross when to Air Ventures and saw a P-51 that has been restored back to look like the a/c that he flew in WW II.

"Clayton Kelly Gross walked slowly toward the P-51 Mustang, the one with "Live Bait" painted in bright yellow on the nose, the aluminum skin



gleaming as bright as a mirror, and looked at himself.

For a moment he was 23 years old again.

Hovering nearby Wednesday morning, soaking in the moment, were the Mustang's owner and restorer. They wanted to pay tribute to a fighter pilot, an American ace, a hero. They wanted this plane to look exactly like the P-51 Mustangs Gross flew when the skies above Europe were a death zone of lethal buzzing aircraft."

<http://www.jsonline.com/news/wisconsin/99516449.html>

Blue Star Flag

The idea of showing support for the troops and that someone in your family is serving by creating a blue starred flag and hanging it in your window, and a Gold Star if that person was killed, dates back to the 1st World War of 1914-1918.

Grantham University <http://www.grantham.edu/> sponsors, since 2006, this revived tradition.

"In honor of all of the brave men and women in uniform, MyBlueStarFlag.com offers a FREE Blue Star Flag to service members and their families. "

<http://www.mybluestarflag.com/>

Pulling Up A Navy Plane in San Diego

An SB2C-4 Helldiver will tried to be pulled up from 85 feet of water this August..

"The plane had been undisturbed since May 28, 1945. On that date, Navy pilot E.D. Frazar was forced to ditch in the lake when the big plane's engine failed. Frazar and his passenger, Army gunner Joseph Metz of Ohio, survived the water landing and swam a couple hundred yards to shore. Both men have since died, but family members are aware of the recovery effort and some of them plan to be here."

<http://www.signonsandiego.com/news/2010/jul/14/prep-work-beginning-raise-wwii-plane-otay-reservoir/>

Ground Crewman in the Battle of Britain

The pilots and aircrew got all the press, but the ground crew who worked through the night preparing battle damaged aircraft, or just normal work, allowed the pilots to get the glory – and always the danger. Joe Parker was a ground crewman on Spitfires in 602 squadron before the war, and was one of the men who made it possible for "The Few" to defeat the Luftwaffe in 1940 England.



"When we were called up, we all thought it would last for two or three weeks and then we'd be back home, but I didn't get back home for seven years."

When 602 was transferred down into 11 group as a replacement unit "It was only meant to be for 10 days, but the squadron they were taking over from had been reduced to only four aircraft and four pilots. The ground crew were originally bedded down in dog kennels which they were going to put up with for the 10 days."

<http://www.dailyrecord.co.uk/news/real-life/2010/07/10/world-war-2-hero-on-how-he-went-from-weekend-flier-to-being-at-centre-of-battle-of-britain-and-pals-with-bing-crosby-86908-22402718/>

Surviving the Murmansk Run

Supply ships, aircraft, trucks kept everyone (mostly) with what they needed, but one of the most dangerous runs to supply the front line troops was the Murmansk run due to the cold sea, long daylight hours, and German bases in Norway which often were just an hour away from the convoy. John Laid went on this run twice on the SS John Gibbon and came back.

<http://www.delmarvanow.com/article/20100710/NEWS01/7100324>

In the movie "Action in the North Atlantic" the ship is on the Murmansk run. One of the best lines (there are many) in the movie is the last one – it pretty well sums up the whole 1942 -1943 Murmansk run risks. Convoy PQ-17 (40+ ships) was almost completely wiped out during this timeframe – only weather saved them all from being sunk.

Flying a Boulton Paul Defiant

1930s came up with a lot of a/c types and the Defiant was a hybrid – looked like a fighter but had a powered turret facing backwards and no guns for the pilot. The first combat experience for the UK flyers in 141 Squadron was great – the 2nd combat engagement on the 19th of July 1940 was not so great. Only 3 made it back out of the 16.

Robin Lucas talks about flying it during the Battle – as a replacement pilot after the first group almost got wiped out. The plane was assigned to fly as a night fighter after daylight operations proved too deadly for the aircraft and in that it worked well.

http://news.bbc.co.uk/local/kent/hi/people_and_places/history/newsid_8840000/8840802.stm

C-47 Makes it to Oshkosh

“Hear that?” Corippo, co-founder of the Estrella Warbirds Museum in Paso Robles, asked with an exuberant and knowing smile. “Hear that hum? Only the C-47 makes that sound. You can tell it’s coming without even seeing it.”

The C-47 made it easily to Wisconsin, not surprising since it was only built in 1944 and still going strong. Sent to Europe after the Normandy invasion, it went on to serve in all the major parachute drops and resupply missions for the rest of the war.

<http://www.sanluisobispo.com/2010/07/26/1227726/paso-robles-warplane-takes-off.html>

Surviving a Japanese Torpedo on the USS McCawley

Trained as a signalman Bill Ross was on the USS McCawley when a Japanese aerial torpedo struck it and damaged it on June 30, 1943 near Rendova Island. During the night they stopped their salvage operation and got off and were waiting for daybreak to get back on and try and get it going again but US Navy PT boats thought it was a Japanese supply ship and sunk it with THEIR torpedoes.

<http://www.theledger.com/article/20100628/NEWS/6285033/1410?Title=Lakeland-World-War-II-Veteran-Now-Confronts-Parkinson-s-Disease>

Local Oregon 8th AFHS Chapter News

Project “Muddy Hill”

This will be the November meeting subject for the 8th AF.

Archive Update

<http://www.8thafhsoregon.com/archive/Oregon-Chapter/index.aspx#toc>

Edited lots of the PDFs with corrected metadata and uploaded 2 more sets of individual information onto the chapter's web site in June.

Local Aviation Groups

Old Bold Pilots Club

Meets on the 2nd Wednesday of each month from around 11:45 till when people leave. Meetings are at The Village Inn Restaurant; 17070 SW 72nd Tigard right at Lower Boons Ferry Road and I-5 on the west side of I-5 at Exit 290. Open to everyone. No fees, no dues, it is designed as a gathering to talk aviation over lunchtime.

ANA – Association of Naval Aviators

--- No meeting in July or August ---

Meetings are the last Thursday of each month from 11:30 till around 2 PM.

Contact: Lt Col George H. Bickford Sr. USN (Ret) at 503-656-6643. e-mail: bick @ teleport.com

Mailing address: Flying Beaver Squadron #39; PO Box 432; Clackamas, Oregon 97015-0432

Southern Oregon Warbirds Association

If you live in southern Oregon you can meet x-aviation personnel at the Southern Oregon Warbirds Association (SOWA) <http://www.southernoregonwarbirds.org>. Meeting location: New Life Christian Center, 1723 NE Vine Street. Roseburg, OR and they meet on the 2nd Wednesday of each month at 12:00 noon. The July / August dinner meeting is on the fourth Tuesday of those months at the American Legion Hall 406 SE Oak Street. 6:30 pm Elmer L Giles, Sec.. POC: Elmer L Giles, 102 Shadow Ranch Lane, Roseburg OR 97470 Cell phone 541 430 4165. Dues \$10 a year.

Breakfast at Twin Oaks Airpark

EAA chapter 105 <http://www.eaa105.org/> holds a breakfast at Twin Oaks Airpark www.twinoaksairpark.com on the 1st Saturday of each month. Cost is \$5 and you get to eat in the hanger. Their next breakfast is at the same time as our 8th AFHS meeting on November 7th. It is a pancake breakfast so you could go there and then still get to the 8th AFHS meeting that starts at 10 AM.

Bomber Restaurant Breakfast

On the first Friday of each month people meet at The Bomber Restaurant (find the B-17 along McLaughlin – hard to miss) at 10 AM till noon. The Bomber Complex, Inc. 13515 S.E. McLoughlin Blvd.; Milwaukie, Oregon 97222; 503-659-9306

The B-17 restoration project has its own web site at:

<http://www.b17wingsoffreedom.org/>

Aviation Breakfast Club

This is the Walt Bohrer Chapter and they meet on the 2nd Sunday of each month (3rd Sunday in May; no meeting in August) American Legion Post #150 at 8329 SE 89th

Ave. in Portland. Doors open at 9:30 AM and usually meet on the second Sunday of the month. Contact person is Ron Brockelman at (503) 890-0914; e-mail: aviationclub@aol.com Exit 16 off of I-205.

“Milk Run” Definition

Milk Run: noun; uneventful, routine. Slang for an “easy mission”. A combat mission where you attack the enemy and get credit for a mission toward your tour total but no enemy fighters, nor any effective anti-aircraft guns, are expected to be firing at you. Word origin based upon the routine nature of delivering milk every morning to people in the US in the 1920s. First referenced in print 1925. See “cake walk”. Antonym of Schweinfurt.

Send Stories and documents to be Borrowed / Archived

If you have items that you wish to share with others, they can be loaned to the Oregon Chapter, scanned and catalogued and then returned to you. You can always donate them permanently to the chapter if you wish. Contact Tom Philo to make arrangements for the documents.

All items in the archive will be posted onto the web site so that everyone can learn from what others have experienced.

Contact Information E-mail and Postal

If you wish to be removed from the e-mail list please let us know.

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