



TRAVIS AIR MUSEUM NEWS

A publication of the Travis Air Force Base Historical Society

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Campaign for the Aviation Museum of the New Millennium

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Dear Friends of the Travis Air Museum,

Previous issues of our newsletter have reported that Travis AFB has given its blessing to the construction of a new, state-of-the-art, aviation museum on five acres next to the Aeroclub at the northwestern corner of the base. This site will provide the opportunity to create a splendid facility that would properly showcase our superb collection of aircraft and other artifacts. As you know, the current museum is in the old base commissary that dates from the 1950s. Needless to say, it is not

appropriate for our purposes and is in constant need of repair. The new site will also allow for direct access to Air Base Parkway and thus significantly improve the museum's visibility and accessibility.

The Travis AFB Historical Society, the non-profit charitable foundation that supports the museum, envisions the creation of not only a true "tourist destination" for Northern California, with special economic benefit to Fairfield, Suisun, and Vacaville, but also the establishment of an informal learning center—aviation science, technology, and history—for people residing between San Francisco and Sacramento in particular. The present museum receives about 60,000 visitors a year, mostly school children and retirees, with little advertising. A new facility, with magnificently displayed aircraft and other exhibits, class rooms, conference center, work shop, gift shop, theater, and the like would be expected to easily double that figure the first year.

The Air Force will not, however, pay for this new museum. Instead, the funds, in excess of several million dollars, must be raised from private and local government sources. The Travis AFB Historical Society plans to lead a capital campaign to raise the necessary funds over the coming years. As one of its first steps in this direction, it encourages you, your organization, or company to make a contribution to our first "annual giving" drive. Contributions can include multi-year memberships in the Historical Society and are tax deductible. Enclosed, for your convenience, is a contribution form and return envelope

We greatly appreciate your help in creating a facility that will be a source of pride for the local communities. We will keep you informed of our progress.

*With all best wishes,
Earl Johnson, President
Travis AFB Historical Society*

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Comments and questions about the NEWS may be addressed to Editor, Travis Air Force Museum NEWS, PO Box 1565, Travis AFB, CA 94535

TRAVIS AIR MUSEUM Mission Statement

The purpose of the Museum is to portray the history of Travis Air Force Base's contribution to the development of airlift in the Pacific.

It's primary objectives are:

- To provide and maintain an aviation and aerospace, educational, scientific, cultural, historical and inspirational facility for the general public.
- To provide to youth, students and scholars historical research facilities and inspirational exhibits.
- To serve as a meeting place and forum for aerospace oriented organizations and individuals for the benefit of all Northern California.

* In accordance with AFD 64-1,
Air Force History and Museum Program.

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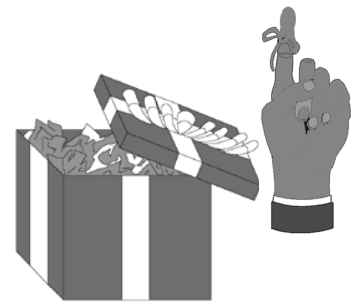
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The Travis Air Museum Gift Shop specializes in quality aviation merchandise: items of interest for the young and the young at heart.

VOLUNTEERS NEEDED HERE!

CURATOR'S CORNER



By Dr. Gary Leiser

With this issue of the NEWS, the Travis AFB Historical Society launches its first annual, direct-mail, fund-raising campaign. The long-term goal of this campaign, as **Earl**

Johnson has stated, is to help raise funds for the construction of a modern aviation museum on the north-western edge of Travis AFB. In order to lay the groundwork for this, I encourage all members of the Society to consider making an annual donation to this fund drive and to ask friends, businesses, or organizations to become members and do the same. The long-term goal can be reached, but it will require generous, and continuous, support, especially from the local communities.

Indeed, in this spirit of support, Lt. General John B. Sams, Jr., who will soon retire as CC of 15 AF, sponsored, and participated in, a 5K "fun run" on 30 October that began and ended at the museum. Organized by 15 AF, all proceeds from registrations were donated to the museum and were greatly appreciated.

A welcome addition to the Museum staff is Lt. Col. Ed Bruce. He is now the acting Director of the Museum. Ed is a native of Tulsa, OK and earned his commission in 1978 after graduating from the US Air Force Academy. He has over 3000 hours in the EC- and KC 135 aircraft, and has been an aircraft commander, scheduler, standardization/evaluation instructor and Combat Crew Training School instructor. His

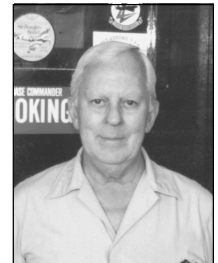
other assignments include Assistant Deputy Support Group Commander here at Travis, Defense Threat Reduction Agency Detachment San Francisco Commander, also here at Travis, and Aide-de-camp, 15th Air Force. He is married to the former Suzanne Purinton, also from Tulsa, and they have one "child," a 5 year old beagle named Ashley.

Meanwhile, as this news magazine reaches you, the latest addition to our aircraft collection, an AT-17,

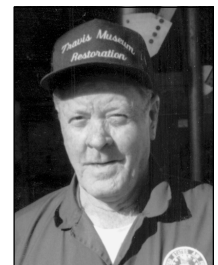
should be about ready for display inside the museum. **Paul Lent**es completed the painting of its fuselage at the end of October and a team from the museum trucked it from Lent'es paint shop in San Jose to the museum. Once it was there, the volunteers eagerly set about the task of applying the final markings and putting all the pieces together. The date of an official "unveiling" will be given in the local press. All are welcome to attend.

While waiting for the fuselage of the AT-17, the volunteers devoted their energies to various pursuits. **Harry Ahlman** worked on the seats of the AT-17. **Bill Lancaster**, **Joe Tattersall**, **Bob Bond**, **Jim Martin**, and **Ben Reed** worked on the landing gears and engine firewalls of the AT-17. **Ben Reed** and **Dave Humphry** also built cases for our uniform display. **Don Austin** worked on the cabin of the C-124. **Dave Humphrey** cleaned up the inside of the C-123 and C-131. And **Heinz Eggers**, **Denell Burks**, **Ian Thompson**, and **Gary Leiser** continued to work on the history of Travis exhibit.

Finally, let me mention a few items that have recently been donated to the museum: an AF blue service dress uniform, two 10" practice bombs used on fighter-bombers in WW II, a WW II B-10 flight jacket, a officer's white dress uniform, a B-17 radio, and even four spent 40 mm cartridges from an AC-130 gunship used in Vietnam.



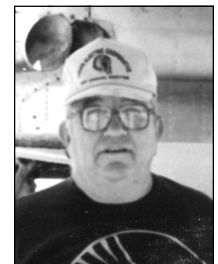
Harry Ahlman



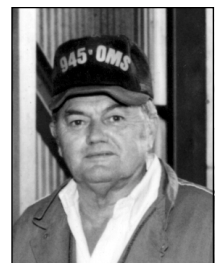
Bill Lancaster



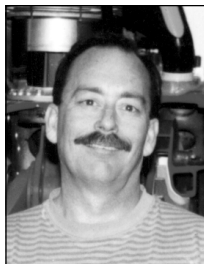
Bob Bond



Jim Martin



Ben Reed



Paul Lent'es

NEW AIRCRAFT EXHIBIT: CESSNA AT-17



By Gary Leiser

In the early 80s the Travis Air Museum received from the Pima Air Museum in Arizona a pile of wires and cables, plywood slats, metal tubing, scraps of fabric, and odd pieces of steel. This huge rat's nest was supposedly the remains of an aircraft! After many years of slow, methodical work, there finally emerged from these dubious materials a beautiful, state-of-the-art

aircraft for 1939, a Cessna AT-17. It now sits proudly inside the Museum.

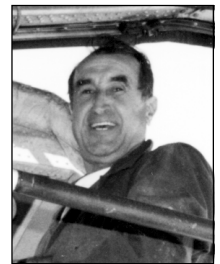
SPECIFICATIONS

Span:
41 ft. 11 in.
Length:
32 ft. 9 in.
Height:
9 ft. 11 in.
Weight:
5,700 lbs. max.
Engines:
Two Jacobs
R-755-9s of
245 hp. each.
Cost:
\$31,000.
Crew:
1-2,
passengers, 4.
Maximum speed:
175 mph.
Cruising speed:
150 mph.
Range:
750 miles.
Service ceiling:
15,000 ft.

This new exhibit, which will open soon, is the product of many patient hands. In 1997, the skeleton of the aircraft and many cartons of its pieces were trucked to the Sierra Academy of Aeronautics next to Oakland International Airport. There, under the direction of Dennis Drane, academy students began the laborious task of reconstructing the plane as part of their course work. Using more than \$3,000 worth of supplies provided by the Travis AFB Historical Society, they slowly recreated an AT-17. As the wing and fuselage were completed, they were transferred to Paul Lentes paint shop near San Jose where he did the finishing work and painting. This required an additional \$6,000 in funds from the Society. From the paint shop, the wing and fuselage were brought back to the Museum where insignia were applied. Because the aircraft is covered with fabric, it has to be displayed indoors. But the aircraft's 40-foot wingspan and 30-foot fuselage presented a problem. Undaunted, the Museum's volunteer demolition team "modified" a portal in order to accommodate, piece by piece, the aircraft. Then, resting the wing on an ingenious cradle designed by Bill Lancaster, they put the puzzle together.

It is with pleasure that I thank the following for their many hours of work on this project: from the Sierra Academy, Dennis Drane, Joel Tuttle, Gary Barley, Bill Ellis, Joe Loranger, Steve Hinshaw, George Speranza, Randy Bloomfield, and Sergio Del Valle; from the Museum volunteers, Harry Ahlman, Bill Lancaster, Don Austin, Ned Fall, Dave Humphrey, Jim Martin, Ben Reed, Robert Bond, and Joe Tattersall.

The history of the AT-17 began in 1939 when the USAAF ordered an advanced trainer based on the specifications of the Cessna T-50. It was designated the T-8. Two years later when war was imminent, the Army asked for a new version with different engines. This was the AT-17, of which 450 were built. It went into service in 1942. It was followed by other modified versions, AT-17A through D. The B and D models delivered after 1 January 1943 were redesignated UC-78Bs and Cs. Although officially named the "Bobcat," this wood and tubular steel, fabric-covered aircraft was dubbed the "Bamboo Bomber" by the pilots who flew it. It was one of the aircraft featured in the popular television series, "Sky King" of the 1940s and 1950s.



Don Austin



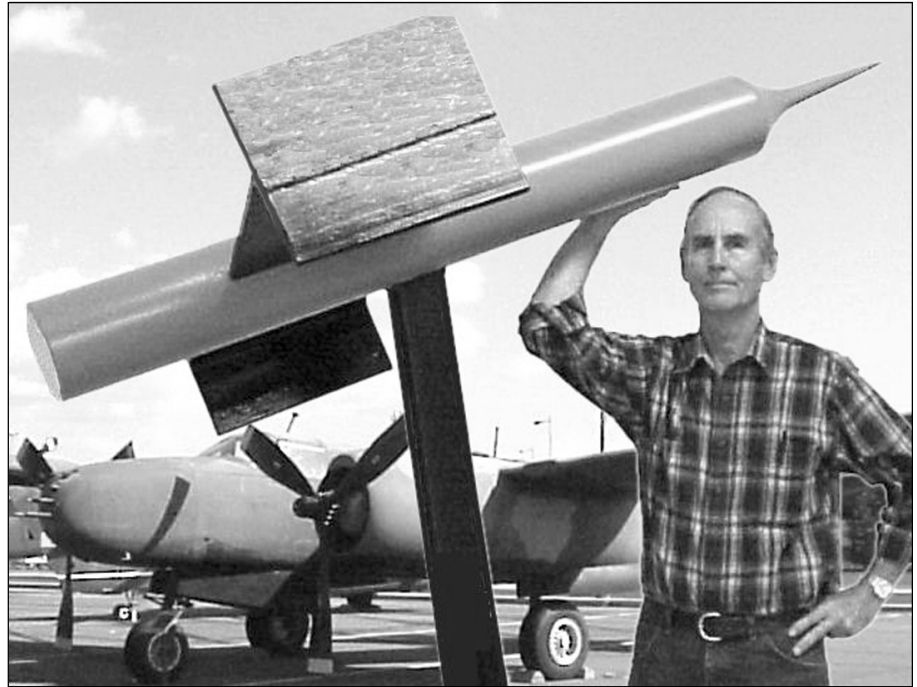
Ned Fall

CARRINGTON SCUPTURES DONATED TO THE TRAVIS MUSEUM

By Gary Leiser

In the spring of 1999, Mr. Ray Carrington, one of the most well-known metal sculptors on the West Coast, approached me with the idea of donating several of his works of art to the Travis Air Museum. As president of the non-profit Carrington Foundation for Public Art, he was especially interested in providing art for public places. In addition, because he had a strong interest in aviation—among other things, he had served as an intelligence officer in the Air Force at Travis—he wanted to do something at the base. After several discussions, he generously offered to donate, and the Museum agreed to accept, two large metal sculptures designed for display out of doors. The smaller of the two, entitled “Ed’s Flight,” is a generic “aerospace vehicle” symbolic of the spirit of flight and the exploration of the heavens (Ed, by the way, was the name of the actual welder). Painted bright orange on a black pedestal, it stands about six feet high and weighs several hundred pounds. The larger, called “One Kid in a Hundred,” is a giant paper airplane. It is about twelve feet high and weighs more than half a ton. It is not yet painted, so we are open to suggestions on colors. “Ed’s Flight” is on exhibit inside the museum. “One Kid in a Hundred” is in the back storage area. Both pieces should one day grace an outdoor sculpture garden.

Mr. Carrington was born in Dunsmuir, California in 1930. He graduated from UC Berkeley in forestry. After serving in the Air Force and working throughout the lumber industry, he earned his teaching credentials at UC Davis and subsequently taught advanced mathematics for 35 years at Vacaville High School. He is currently a resident of Fairfield.



In his art, he works with materials varying from thin wire to heavy beams. Abstract, representational, inventive, often whimsical, and original, his work has been shown in galleries across the US for 32 years. The Travis Air Museum is delighted to have two examples of his work.

**Travis AFB Website
Address:**

[www.travis.af.mil/database/
museum/](http://www.travis.af.mil/database/museum/)

MEMORIES OF RAGSDALE, FAIRFIELD-SUISUN IN THE 40s



By Greta Magers

December 7, 1941 shook all of us! We had had a peaceful life here in Vacaville, a small town of around 2-3,000 people, where I was born. I was raised on a small farm in the middle of the country. In

fact I still live in the same house,

but it is now on the corner of Elmira and Leisure Town Road! I went to a country school with the same seven kids from the first through the eighth grade. As a teenager, before the war, I spent many hours riding my horse, Buck, across the land where Travis stands today. One day my dad told me there was a rumor that an airbase might be built out in the open windy fields near Fairfield. And indeed, this soon occurred. During the war years, while I was in high school, we all worked so very hard together. There were many shortages. We had no gasoline. We had meatless Tuesdays. And we practiced blackout drills. We also opened our homes to the GIs on base. Many of us girls were chaperoned and taken to the Officers' Club and the USOs to dance with the "fellas." I remember being one of the young ladies selected by the church and certain clubs to go dancing at the Officers' Club. I wore a long black formal, my hair piled up on top of my head, and jitterbugged until the night was over. Our class performed its senior play at the old base hospital for all the wounded fellas. Bob Hope came to one of the hangers as did some of the big bands, which were wonderful.

By the time I graduated from high school in Vacaville in June, 1944, some of the boys in my class had

already been drafted, leaving only a few in my class. My graduation was beautiful—we wore long formal gowns, there were sprays of flowers, and, afterwards cake and coffee. Then it was time to go to work. I applied at FSAAF to drive a truck for the war effort. The answer was "no, young lady, you're a good typist, so you'll start in the finance office, working for Major Shea." My first boss was D. J. Camparsi from San Pedro. He was a president of the Bank of America. I was his US Bond typist. I met so many great fellas from New York, Chicago, the southern states, all of whom were drafted, and were lawyers, executives and other professionals from all kinds of businesses. But they were sergeants or corporals for the duration. I was the first civilian and only woman to work at that time in the finance office. I used to bring farm produce from home to the office, lots of fruit and nuts. From time to time my mom would send homemade strawberry jam. This was always appreciated. Practical jokes were common at the office—some of which I can't repeat!

All offices were simple wood frame structures covered with tarpaper and ours was right on the runway. I watched the C-54s bring the wounded home and I saw the famed B-29s land. The Post Exchange was right across the street from us. Such good times we had there! We knew everyone.

Then the WACS began to arrive. Two of them were assigned to our office. My career of being the only girl there came to an end. I have such wonderful memories of that place. Long after the war, my boss would drop by to see me in Vacaville from time to time. And we corresponded until 1998.

I left the office for a semester of college and then returned to the base to work for the 1501st Maintenance Squadron. I remained there until the day in 1949 when the Strategic Air Command took over. I could relate many stories about the years at the base, which were the best years of my life.

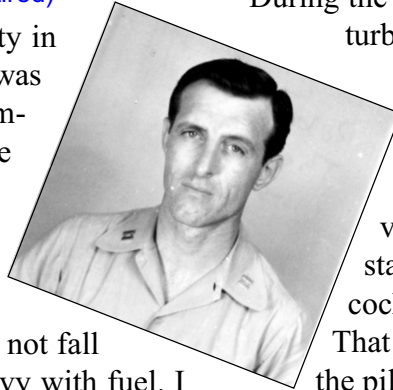
FLYING A B-52

By Robert W. Theisen, Major, USAF (retired)

After completing a tour of duty in Turkey in September 1967, I was retrained as an aircraft commander in B-52s and assigned to the 22nd Bomb Wing at March AFB in southern California. At last I was flying an airplane that had enough power to stay with the refueling tanker, a KC-135, at 30,000 feet and not fall off the boom as the airplane got heavy with fuel. I had flown B-47s earlier and they would run out of power as they became heavier. When this occurred, both the tanker and bomber would begin a descent. Much less power was required to fly downhill!

One of the unique features of the B-52 was the crosswind leading gear. Because the main landing gears were located directly under the fuselage, both the aft and forward main gears could be offset as much as 20 degrees left or right. This would allow the aircraft to remain crabbed into the crosswind during the landing as the landing gears tracked directly down the runway. It was an odd feeling to be flying somewhat sideways as I landed the aircraft.

A typical training mission started with a full day of mission planning. The paperwork did not require much time to prepare, but the complete knowledge and understanding of the objectives of the mission, and crew coordination, required much time indeed. Such a mission was usually nine hours in length and was comprised of taking off, climbing to an optimum altitude, and proceeding to a rendezvous point for air refueling. After refueling, we would fly to the low-level entry point and descend for low-level navigation and bombing. These low-level routes were selected and surveyed to maximize safety. After completing our first bomb run, we would often remain at low altitude for two more bomb runs. The bomb runs were radar tracked and graded from the ground. The results were then relayed to the airplane.



During the summer, the low-level routes were very turbulent, especially in desert and mountainous areas. The first guy I would think of when we entered turbulence was the tail gunner. He was located as far aft in the airplane as you can get, under the vertical stabilizer. The operations manual stated that the movement ratio between the cockpit and tail gunner's position was 6:1. That meant, for example, if turbulence raised the pilots one foot, the gunner would go down six feet. It must have been brutal for the tail gunner. I've heard that some tail gunners cracked their helmets due to bouncing around in the tail. Whenever we flew low level and encountered turbulence, I always admonished my tail gunner to let me know when he had had enough. Then I would immediately abort the low level and climb to higher, smoother altitudes. Amazingly, I don't recall ever hearing a single B-52 tail gunner making such a request. I guess their personal and professional pride would never allow them to complain. These guys were special and an inspiration to the rest of the crew.

After the low-level segment of the mission, we would make two or three high-level bomb runs on the same bombsight. Then we proceeded on a celestial navigation leg where the navigator would practice tracking and directing the airplane using the stars or sun. After arriving at our destination airport (usually the one from which we had taken off), we engaged in transition work for the pilot and co-pilot. A few touch-and-goes followed by a final landing completed our mission.

I last flew a B-52 in 1972. I know that new technology, such as inertial guidance and navigating using satellites (GPS), has greatly improved the capability of accomplishing the mission of the B-52. And the tail gunner has moved to the forward cockpit area in the later G and H models, but I imagine the training missions remain essentially the same.

TRICK OR TREAT?



By Dave Shreeve

The sleek Hound Dog missile hurtled relentlessly through the night toward its target. Moments before, it had been launched from the left wing pylon of a B-52G

bomber. It was October, 1962, and the crisis over Soviet missiles in Cuba threatened to make the Cold War very hot.

The Hound Dog missile was one of the newest weapons in the SAC inventory. The first one had flown three years earlier in 1959, and the canard delta design had achieved initial operational capability just the year before. Built by North American Aviation (builders of the B-25 Mitchell of WW II fame), the Hound Dog weighed slightly more than 10,000 pounds. It was 41 1/2 feet long, had a 12-foot wing span, and was powered by a Pratt and Whitney J52-6 turbojet engine. The newly redesignated A-6A Intruder used the same basic engine, but the Hound Dog could fly faster, at mach 2.1, because it was much lighter.

Prior to its launch from its B-52 mother ship, the Hound Dog had received an updated position for its inertial navigation system (INS) from its mothership's own stellar based INS. The INS made it possible for the Hound Dog to fly more than 700 miles against a target on a hi-hi attack profile. This system told it where it was and where it wanted to go, and came up with the shortest course to get there. Couple the INS with an autopilot and it would fly the course on its own. The gyros and the accelerometers were the key to the system. They would keep the missile flying straight and level.

The INS had nearly fifty years of development behind it. Indeed, it had been under continuous refinement since the first experimental INS system was installed on a steamship in 1912. At first, only

large combat ships had INS equipment. The massive gyros of the system on South Dakota class battleships easily filled a small room. The first airborne trials of INS were completed in 1953. Using a system that measured 20 cubic feet and weighed more than a ton, the first airborne system flew cross-country in the bomb bay of a B-29. The Hound Dog was a different matter. State of the art electronics had advanced to the point where the inertial platform of the Hound Dog could fit, but just barely, into its 28-inch diameter frame.

Placed just behind the removable nose section and just forward of the weapons bay, the inertial platform was about 100 pounds of mean electronics wizardry. The platform was divided into two sections. The bottom half held four gyros, two each for measuring pitch, and another two for measuring roll. The upper section also held two gyros, but these were used for measuring movement about the yaw axis. In other words, the upper platform section told the navigation computer section what heading the missile was flying. Besides the two gyros, the upper section also had two accelerometers. Whereas the gyros provided angular acceleration—the information to the navigation computer to help keep the missile flying straight and level—the accelerometers told the system how fast it was flying in both front and back and side to side movement. Why did it have two gyros for each of the three missile axes? In order to achieve the greatest possible accuracy.

The Hound Dog did not really need to be especially accurate when the weapons bay contained a one megaton nuclear warhead. As designed, however, the Hound Dog was going up against anti-aircraft missile defenses ahead of its B-52 mother ship. Accuracy was very important to ensure destruction of the defenses, so its B-52 could go after the main target unhindered. On this night, though, there was no nuclear warhead in the weapons bay. Instead, it contained a special warhead.



Earlier in the evening when the B-52 took off on its mission with two Hound Dogs aboard, the aircraft commander decided that he needed a little extra push to get off the ground. Eight J57 turbojets put out a lot of thrust, but he wanted just that little bit extra that the two Hound Dogs' engines could provide. And that is exactly what he did, for it would be no problem to replenish the fuel for the Hound Dogs later. Before meeting his orbiting tanker, he would have his bomber crew transfer fuel from the bomber's fuel tanks to the fuel tanks of the two missiles. The tanker would then make up for the fuel that was used.

There were now less than a hundred miles to the target. The combination of the INS and autopilot working together had proved flawless. The missile was dead on target. It would not be much longer until it rented open the dark night sky with a powerful explosion.

"How would you score that one, Joe," asked the range officer. The observer slowly put down his binoculars. "It was a perfect hit, sir," he said. "That Hound Dog sure can do a job on whatever they send it against." The range officer studied the observer closely and replied, "I'm just glad it had the special conventional charge in it. Just imagine, Joe, what it would have looked like if it really had been carrying a nuclear warhead. Good thing it was just another test mission."

The Hound Dog missile would continue to serve SAC for another 14 years, finally retiring from service in 1976. Production of the missile came to an end in 1963, the same year in which it reached its peak SAC inventory of 593. Relegated to the scrap heap and museums, the Hound Dog had the satisfaction of never being used in anger.

FLIGHT OVER THE GRAND CANYON



By Gary Leiser

Ralph O. Searle is credited with being the first to fly over the Grand Canyon in February, 1919. He was born in St. Paul, Minnesota on November 12, 1889 and died in San Francisco on February 1, 1968. He was a member of the Leggett Valley Legion Post from 1950 until his death.

In 1919, Searle was a first lieutenant in command of a flight of four De Haviland bi-planes whose mission was to aid in establishment, for the government, of a dependable airmail route from California to the east. His squadron, called "Gulf to Pacific," left Ellington Field, Texas on January 21, 1919. By a series of cross-country hops, it arrived at San Diego's Rockwell Field on February 7 after flying 1,500 air miles in 12 and a half hours. One plane was damaged in a "soft" landing at Phoenix, Arizona and was dropped from the flight. All of the aircraft were equipped with voice control or "radio-telephonic" apparatus enabling the squadron leader to talk to the pilots while in flight.

On February 15, the squadron left San Diego for its return trip. During a stop in Venice, California, it picked up the first motion picture film even shipped across the country by aerial route. Mary Pickford presented the film to Flight Commander Searle. It

was addressed to President Wilson and was the advance copy of a Fifth Liberty Loan propaganda picture made by Miss Pickford in her studio.

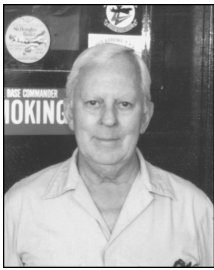
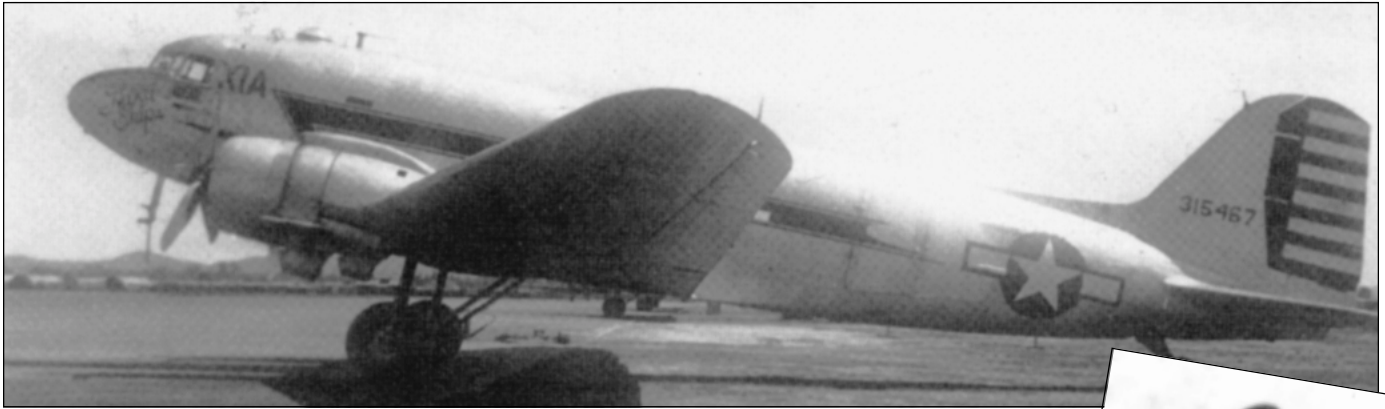
On February 25, two of the planes led by Searle made the first flight over the Grand Canyon. They left from Kingman, Arizona, flew to the Grand Canyon, and followed its course for many miles before returning to Kingman. On this flight, the first aerial movies were made of the Canyon. One of the planes flew 600 feet below the rim to take some of the pictures.

The squadron arrived at its home base at Ellington Field in the middle of March after flying 3,300 air miles in 32 hours and 20 minutes. The flight was considered a scientific success because the squadron used a compass course, checked by land marks, instead of following railroad tracks, rivers or roads from town to town as previously had been the accepted method of navigation.

The following is an excerpt from telegram instructions address to Lt. Searle for landing at a snow-covered field at Flagstaff, Arizona:

"LEVEL FIELD VIEW EIGHT INCHES WELL PACKED ALMOST SUPPORT A MAN WALKING PREVAILING WIND FROM THE SOUTHWEST BETTER FOLLOW RR TRACK TILL ALMOST OVER LUMBER MILL ON RIGHT THEN TURN TO LEFT OVER TOWN AWAY FROM TRACK TOWARD FRISCO PEAKS UP VALLEY PERIOD RIGHT ON EDGE OF TOWN FOLLOW ROAD SHORT DISTANCE PAST ISOLATED BARN CIRCLE AROUND AND IF WINDS ORDINARY LAND TOWARD HOUSE WHICH IS ON SOUTHWEST SIDE OF FIELD TELEPHONE WIRES BESIDE ROAD CUTTING BETWEEN TWO FIELDS STAND HER ON HER TAIL AND YOU MAY GET AWAY WITH IT LAND IN FORENOON WHILE SNOW FROZEN."

RESCUE MISSION TO NORTH KOREA



By Harry Ahlman

Osan, K55, AirBase, April, 1953, with 18th Fighter Bomber Wing. A rare night off without a mission, or so I thought. I had planned to catch up on writing letters home. I was on my third letter when the air-

drome officer on duty came into the quarters, sat down and began chatting with me. I figured he had something on his mind when he noticed I didn't have a bedside drink in my hand. Soon his talking turned serious. He told me to report to base operations with my aircraft at 0200 for a special mission.

At 0130 I left the quarters and walked down to the flight line where my C-47 was parked. I removed the wheel chocks, went aboard the aircraft, and locked the brakes. Then I started the engines. I contacted the tower for permission to taxi the aircraft to base operations. I got the OK and parked the plane right in front. I called the tower for a fuel truck to service my aircraft. While reporting to the base operations officer, I watched a fuel truck drive up to fill the aircraft. I immediately noticed that it was loaded with J-P4 jet aircraft fuel. I ran out to tell the driver he had the wrong fuel. So he drove off and returned a bit later with the proper gas.

We then had a secret meeting in base operations on our mission. During the previous evening, an F-51 fighter had run out of fuel and landed in a field in North Korea and sent a message on his location. Our mission was to rescue him. We

planned to take off just before daybreak. We boarded the aircraft at 0330 and took off. We headed for North Korea flying as low as we could. After about 40 minutes, we found his F-51, made a sharp right bank and landed about 100 feet from it. We hurried out and picked up the pilot and some equipment from his plane. The latter included the 50-caliber machine guns from both wings. He had sat in his aircraft all night and worked to remove as many instruments as he could. As soon as he and his equipment were aboard, we took off. Indeed, the North Korean Army had spotted us and had started firing. Consequently, we couldn't take the time to set his aircraft on fire. We returned to base without incident and without any bullet holes in our plane. The F-51 pilot later returned to his base. My crew was pleased to complete a very difficult mission and was congratulated for a job well done.



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