

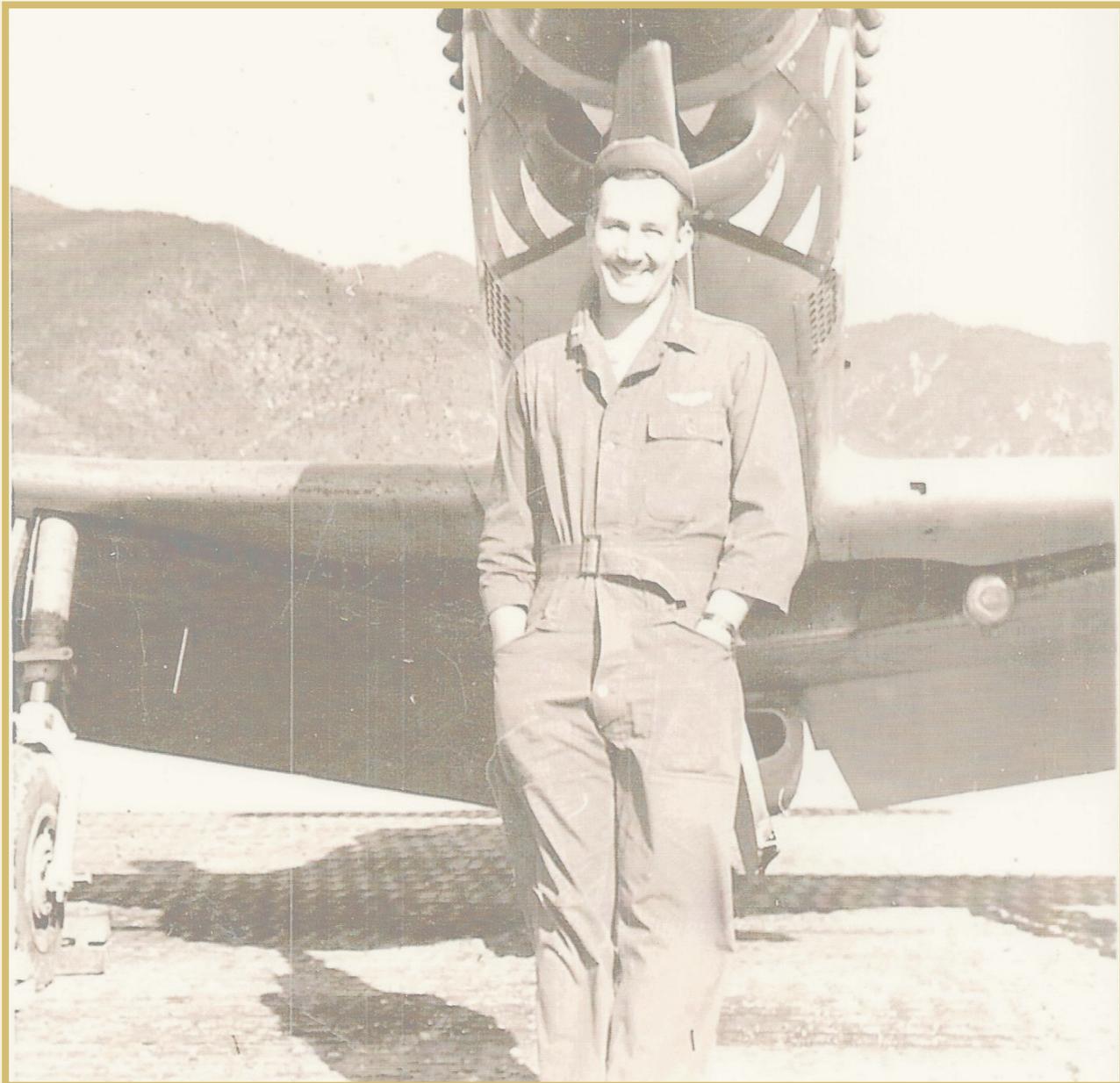


American Fighter Aces

and Friends

The Bulletin of the American Fighter Aces Association

January 2017 | Volume 34, No 1



Chuck Hauver, the Last-Minute Ace



Association President's Message

Dear Aces, Friends, Survivors, and Honorees:

It seems no matter what time of year it is, somebody somewhere is working on the next reunion. In this case, Ed Garland in San Antonio is working assiduously on the 2017 bash. The offer of staging the reunion in Washington was thought better of, and we will have it in San Antonio. Ed has firmed up the dates: September 28 - October 1, 2017. As of this writing, the hotel has not yet been determined, and the schedule has a not yet been firmed up; those particulars will come to pass shortly.

At the 2016 reunion, the Board of Directors and the Annual Members Meeting approved the return to the offering of Life Memberships to Friends of the Aces. We had one immediate taker and since then have had six more. So that has turned out to be a sage move.

The book celebrating the accomplishments of America's fighter Aces, Wings of Valor, has been published and is available for sale at the Museum of Flight Store and through Amazon. We will research other outlets. To introduce the book to the public, the Wings Over the Rockies (WOR) Museum in Denver hosted a gathering and gala on November 4 and 5. Fourteen hardy Aces (plus Frank Olynyk) attended, with their travel and hotel arrangements taken care of by the WOR Museum. The gala Saturday night was a grand affair, with each Ace the subject of a short video. The only sour note was that neither Nick Del Calzo nor Peter Collier, the two men responsible for the book, could be present due to family emergencies. WOR made a significant contribution to the WOV account and gifted a book to each Ace. We could not have asked for more.

A bit of unexpected news is that our man at the Museum of Flight, more properly known as the Aces Administrator, Arthur Bednar, has been promoted and will return to the Museum's Education Department, whence he came. Arthur has been interested, helpful and active, even proactive, in his service to the Aces. The search is underway for his successor.

We have learned that two more Aces have flown West: Raymond Bank, USAAF, five victories, and William Beyer, USAAF, nine victories, both P-51 Aces. Fourteen to two - a pretty good ratio. Thanks for your service to your country, gentlemen. Aces left: 52.

Respectfully,

General Charles "Chick" Cleveland, USAF (Ret)

January 2017



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OFFICE:

American Fighter Aces Association
9404 East Marginal Way South
Seattle, WA 98108-4097

T: (206) 768-7166

F: (206) 764-5707

E: AFAA@museumofflight.org

W: www.americanfighteraces.org



facebook.com/americanfighteraces



twitter.com/afaatmof

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STAFF

Editor/AFAA Administrator

Arthur Bednar ABednarAFAA@museumofflight.org

Merchandise Sales

Lesley Hooker LHooker@museumofflight.org

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Volume 34, No.1 / 2017

CONTENTS

- 6 ACE PROFILE: CHUCK HAUVER**
JON GUTTMAN
- 11 NEWS OF THE AFAA**
- 12 ACES SAY THE DARNDDEST THINGS**
ALI LANE
- 14 DRAWN TO THE SKY**
MICHELLE BONOLLO
- 17 HEROES OF THE 4TH FW**
ROY HEIDICKER
- 18 BOOK REVIEW: DOUBLE ACE**
BARRETT TILMAN
- 20 2016 AFAA SCHOLARSHIP RECIPIENTS**

DEPARTMENTS

AFAA PRESIDENT'S MESSAGE	2
MUSEUM PRESIDENT'S MESSAGE	4
BIRTHDAYS & JOIN THE FRIENDS	5
WINGS OF VALOR	10
ROY GRINNELL: ARTIST OF THE ACES	13
AFAA MERCHANDISE	16
LAST FLIGHTS	23

Cover:

Captain Hauer in front of a shark mouth-decorated F-51D-25NA
of the 12th Squadron, 18th Fighter-Bomber Wing in Korea.
(Charles D. Hauer)



Museum President's Message

Dear Aces, Friends, Survivors and Honorees:

We hope you all had a Merry Christmas and wonderful New Year! As January begins, we are preparing for a big year! But first, I'd like to say good luck, and thank you for all your hard work, to Arthur Bednar. He has done a great job in his role as the AFAA Administrator, but is now moving into a new position at the Museum. Best of luck, Arthur!

We are very excited to announce that a new AFAA display featuring the Congressional Gold Medal is set to be unveiled during our 2017 Veterans Day festivities. As many of you know, the AFAA's Congressional Gold Medal was chauffeured from the Smithsonian to the Museum; we are honored to have it here at the Home of the American Fighter Aces. The Medal will be the centerpiece of an exhibit honoring the Fighter Aces and will be put on display inside our Personal Courage Wing. As promised, we will also be designing the exhibit so that any of it can be replicated easily by another museum. Replicas of the Medal are available at a very affordable price so that any local museum could do a very nice display. We hope that you will be able to join us for the unveiling in November.

As mentioned, 2017 is going to be grand! We're very excited for our four part series, *War Machine: Propaganda in a World at War*. These public programs will examine the roles aviation, influence and journalism play during wartime. Covering WWI, WWII, Vietnam, Korea, Iraq /Afghanistan and drone warfare, the programs will include historic aircraft, fly-ins, panel presentations, authors, artwork, photography and journalists. The Museum will partner with the Distinguished Flying Cross Society, University of Washington, Wing Luke Museum, the National WWI Museum in Kansas City and the National WWII Museum in New Orleans. We plan for them to begin in September, so keep an eye out for dates and times.

Best wishes and we hope to see you soon,

Sincerely,

Doug King
CEO and President
The Museum of Flight

January 2017





ACE BIRTHDAYS

FEBRUARY - APRIL

Name	Birthdate
John Wolf	2/4/1921
Dean Laird	2/7/1921
Lawrence Clark	2/8/1923
Charles Yeager	2/13/1923
Perry Dahl	2/18/1923
Jack Lenox	2/20/1922
George Novotny	2/22/1920
Charles Hauver	2/23/1923
Willis Hardy	3/3/1920
George Kirk	4/21/1921



Thank you!

It is with bitter-sweet emotions to let everyone know I will be moving into a new position within the Museum of Flight. It has been a great honor working with the AFAA for the past year and a half. I have met so many wonderful people during my time and am happy to call many of you friend. I will remain hands-on during the weeks to come, in order to make the transitional period as smooth as possible. I know you will all show my successor as much guidance and friendliness that you showed me. Please feel free to reach out to me if you have any questions.

Best wishes,
Arthur



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Ace Profile

Chuck Hauver, the Last-Minute Ace

By Jon Guttman



Hauver goes over a strafing mission with South Korean officer and Captain Wilson, a U.S. Army public information officer, beside a bomb and rocket armed F-51D. (Charles D. Hauver)

Chuck Hauver has led the proverbial charmed life, punctuated by numerous instances of good fortune. That would include his status as a fighter ace, for his qualifying fifth aerial victory came under the wire, during his last combat mission of World War II.

Born in Bloomsburg, Pa., on February 23, 1923, Charles Donald Hauver was only a high school graduate when he enlisted in the U.S. Army Reserve. He had never thought of aviation before, but he said: "A man there in Poughkeepsie, with the Elks Lodge, asked for volunteers to go to New York City for tests. I signed up for that with a few other guys who became great friends of mine. I got accepted and they put me in the enlisted reserve until training sites became open. I waited six months and I was about to give up and call them up to tell them to forget about me, but that night I got the call to show up for training. I went down on a train that was a local, without comfortable seats, to a replacement depot San Antonio, Texas, where I was inducted as a cadet and began military training and ground school.

"From there," he continued, "I took primary training in Corsicana in a Fairchild PT-19. My instructor was named Jack Armstrong, an All-American athlete and a wonderful guy. I did well under him, but when I was undergoing my qualification test under an Army instructor I got nervous and I did just about everything wrong—I even changed my mind as I was landing on the field and flew to another one. The Army guy was going to wash me out, but Armstrong said to him: 'You can't do that, he's one of my best pilots.' He talked him into giving me an unsatisfactory report with four hours to improve. So I put in those four more flying hours and on the next test I wasn't nervous anymore and I did fine."

From there, Hauver went to basic training at Majors Field in Greenville, Texas, flying Vultee PT-13 "Vibrators," and then advanced training in North American AT-6s. "I also did 10 hours fighter training in Curtiss P-40s," he added.

On November 3, 1943, Hauver became a full-fledged pilot with the rank of second lieutenant, by which time he had accumulated 258 hours 40 minutes student pilot time and 205 hours 25 minutes of first pilot time. He spent some time thereafter flying North American A-36 Apaches—dive bomber versions of the P-51A—with the 408th Fighter Group at Abilene, Texas. "I got married while I was in Abilene," he said, "Patricia came from Corsicana. Also during my time there a pilot in my group buzzed a town lake and got too low. This guy drowned and from then on we were issued Mae Wests. I didn't know where the lake was, but we all had to wear these uncomfortable life jackets."



Shipped out to a replacement depot in England, he was assigned to the 355th Fighter Group, commanded by Lt. Col. William J. Cummings Jr. and based at Steeple Morden airfield, on July 12, 1944. Hauer was placed in the group's 354th Fighter Squadron and his first plane was North American P-51B 43-6712, bearing the fuselage code letters WR-K, which he named Patricia after his wife.

When Hauer arrived the 354th Squadron was led by Major Henry B. Kucheman Jr., although on July 31 he was replaced by Captain Bert Marshal Jr. "I flew my first combat missions under Bert Marshal," Hauer recalled. "I was a brand new second lieutenant and on the first or second mission he put me on his wing just to try me out. I gave him a big surprise. He was chasing a Jerry and after all the gyrations he went through, diving through the clouds, he never lost me."

The next four months saw a succession of escort missions for the Eighth Air Force's bombers, marked by dutiful service and promotion to first lieutenant, but few opportunities to get at the enemy. "I didn't get frustrated over something like that," Hauer said. "If it was meant to be, I figured I'd get my chance."

Hauer did experience some suspense during a long range escort mission to Germany. "We dropped our auxiliary wing tanks and I switched to my internal tank, but the left one wouldn't feed," he said. "I was on the return leg over Holland when I realized I did not have enough fuel to get to England. I tried repeatedly to get the left fuel tank to feed—it clicked, but I was getting nothing. Well, I was 21 years old and dumb and fearless and it never occurred to me that I couldn't make it. I leaned out the fuel I had, reduced engine speed to 2,000 rpm and 160 inches and slowly nursed my plane along, accompanied by my flight who were assuring me on the radio, 'Don't worry Chuck, we'll get you over,' but I could also hear them radioing the Royal Air Force search and rescue station at Colgate to have a flying boat ready to fish me out of the Channel. Well, I managed to get my plane over the white cliffs of Dover and landed at Manston, the nearest airfield past Dover, and just as my wheels settled on the runway my propeller stopped."

On October 23 Bert Marshal was relieved of command of the 354th Squadron, to return in September the following year as a lieutenant colonel to take charge of the 355th Group. His replacement, Major Gordon M. Graham, had risen in rank in the course of stateside training assignments, but had yet to see combat, a fact resented by some captains in the outfit who had. "I didn't have a friend in the outfit," Graham said of his first weeks there. "They didn't trust me, they didn't have confidence in me, I had nothing but critics; they didn't want me in their flights."

As a lieutenant, Hauer said: "I never had any

trouble with Graham. On the first escort mission since his arrival he decided that he would learn combat leadership by experience and started out in the same raid as 'Green 16.' I went up early on with Graham on my wing and he stuck to me so close that I damn near took him into a tree—fortunately I pulled up in time and he cleared it too. For a while he worked himself up to flight commander, even though he was officially in command of the squadron. One day he said to me, 'You know, keep it under your headset, but they're blaming me for all the wrong things that happen to the squadron. As long as I'm going to catch some hell for all the mistakes this squadron makes, I'm going to lead from now on.'"



F-51Ds of the Republic of Korea Air Force set out on a strafing mission. Hauer spend some time flying with the South Koreans as they developed their own fighting strength in the air. (U.S. Air Force)

By November 1944 Hauer was flying P-51D-10NA 44-14704 WR-R, christened Princess Pat II. He still had yet to score a victory, but that state of affairs changed dramatically on November 26, during a massive bombing raid on synthetic fuel plants in Misburg, near Hanover. The 355th Group was escorting the second wave of bombers, Consolidated B-24s of the 2nd Bomb Division, when Hauer and his flight spotted 30 to 40 Focke-Wulf Fw 190s making for the bombers, and dived at them at 1225 hours. "I shot at one at altitude," he recalled, "and he went straight in and crashed. I don't think that the pilot got out. I then went after another one, and had to chase him down to the deck. He went off to the east, but eventually I caught up, shot him down at low altitude and he crashed."

Hauer's were two of nine enemy fighters claimed by his squadron, 21 claimed by the 355th Fighter Group and a grand total of 98 claimed by the Eighth Air Force that day. Luftwaffe records indicate its losses not to have been that high, but disastrously high enough: 57 pilots killed or wounded, including five Staffel or squadron leaders. The only loss to the 355th Group befell the 357th Fighter Squadron during the homeward

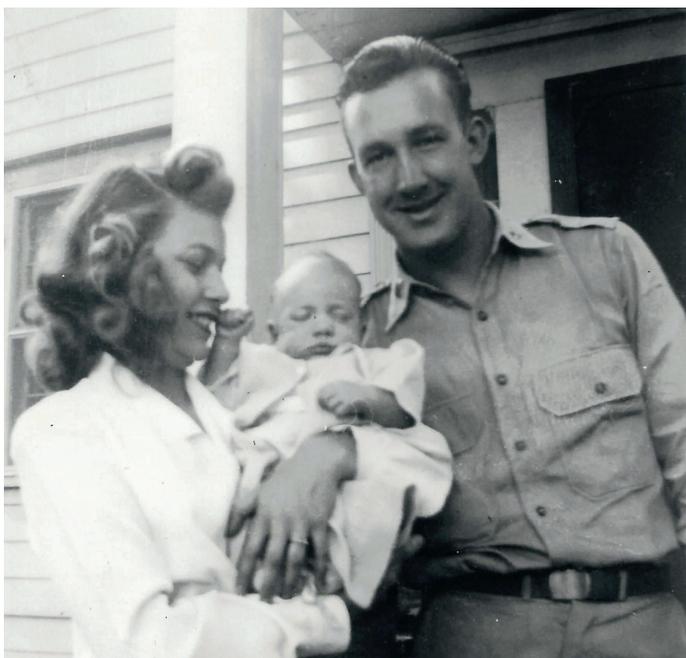


flight over the North Sea, when 1st Lt. Charles W. Kelley, whose erratic flying indicated that he had been severely wounded, suddenly swerved and collided with the Mustang of 1st Lt. Bernard R. Barab, who had downed a Messerschmitt Me 109G in the fight, both men perishing in the resulting explosion.

That tragedy notwithstanding, Hauver had been blooded and his blood was up. "From that time on," he said, I was determined not to go home until I became an ace."

On December 16 the Germans launched their Ardennes offensive, dubbed the Battle of the Bulge by the Americans, in which the Eighth Air Force divided its activities between strategic bombing and support missions for the embattled American ground forces as weather permitted. The skies were fully clear on the 25th and the 355th Group escorted B-24s on a tactical bombing strike on German targets east of Trier. Southwest of Coblenz at 2110 hours about 75 Fw 190s and 15 Me 109s attacked the high squadron of bombers from 6 o'clock. Major Graham, leading the 354th, radioed "Let's go get 'em," and the squadron pounced.

"It was pretty easy," Hauver said in retrospect. "Again I shot down an Fw 190 at high altitude and then caught some Me 109s at low altitude. Again I chased one down to the deck. He was just trying to get away and I was popping away until he suddenly flipped over and drove straight into the ground."



Patricia and Chuck Hauver with their son, Charles D. Hauver II, after the war. (Charles D. Hauver)

"Afterwards I thought I was going to be able to claim six in one day. I got my flight together and we were heading home when I spotted what

looked like Fw 190s in stepped formations, doing something. They were flying in trail and I just got on their tail and closed on the rearmost one. I was thinking, 'This is going to be a piece of cake,' and got really close when I noticed the RAF insignia on the wings. I think they were Hawker Typhoons, which even the British sometimes mistook for Fw 190s. Boy, I was about to create an international incident! I just peeled away and got out of there real quick.

"I was happy I shot down two more planes and I was full of jubilation until I remembered that it was Christmas Day and two young men were killed. It really concerned me that somewhere in Germany letters from their squadron commanders were getting back to two families."

Notwithstanding the unpleasant reality of war encroaching on a holiday traditionally devoted to peace, Hauver was credited with his third and fourth victories, while Graham downed an Fw 190. The III Gruppe of Jagdgeschwader 11 (III./JG 11) logged the loss of four planes that day. Graham, too, regarded his first air to air success as being of vital significance—after December 25, he said, "I detected a little more alacrity among the men in obeying an order." "From then on," Hauver added, "Graham proved himself a great squadron leader. Everybody loved him."

Hauver's score still stood at four as his combat tour neared its end on the last day of the year. "For my very last mission they had me down to do a radio relay flight and come back, just to complete my hourly tour," he said. "I turned down the easy flight, because didn't want to go home without having one last chance to make ace. I volunteered for a deep mission to Hamburg, determined to get crackin' to get number five."

At 0832 hours on December 31, 26 P-51Ds of the 355th Group departed Steeple Morden and rendezvoused with B-17Gs of the 3rd Bomb Division at 26,000 feet over Borkum Island. At 1045 hours a second contingent of 355th Mustangs, including Hauver, joined the bomber stream over Cuxhaven. At 1210 hours two flights of the 354th Squadron spotted 20 Fw 190As of II./JG 300, 15 miles west of Wilhelmsburg. The German airmen, mostly young and undertrained, were essentially charged with avoiding the American fighters and rushing head-on into the bomber formation with cannons blazing, hopefully destroying a target each before disengaging and diving for home. This time, however, they achieved little before the 354th came down on them. JG 300's total losses for the day came to nine Fw 190A-8 pilots and six Me 109G-10 pilots killed, the latter including Major Hans-Karl Kamp, the 26-year-old commander of III./JG 300, whose score stood at 23 when a Mustang shot him down north of Hamburg.

In regard to my Fw 190," said Hauver, "I



was above him, and I just peeled off and shot him down. I also shot one at long range and saw strikes... not enough to make it crash." He was credited with one Focke-Wulf destroyed and one damaged, while Graham destroyed another two toward an eventual wartime total of seven. The 354th's remaining adversaries split-Sed to the deck and escaped.

Chuck Hauver had indeed achieved his personal goal, becoming the 16th member of the 355th Group to attain ace status...on his last mission. "I was always a hot pilot," he said, "but when we got back to Steeple Morden I nearly knocked over the operations shack with a low level buzz."

Hauver returned stateside from his tour of duty on January 7, 1945, having been awarded the Distinguished Flying Cross and 11 Air Medals. He remained in what after October 1947 became the U.S. Air Force, flying F-51Ds with the 18th Fighter Wing in the Philippines in 1949. On January 20, 1950 the unit was designated the 18th Fighter-Bomber Wing (FBW), and on June 25, 1950, North Korean forces invaded South Korea, leading to the deployment of pilots from the 18th FBW's 12th Squadron to Korea in July. As usual, Captain Hauver was among them.

"I volunteered for everything," he said. I volunteered to extend my tour, I volunteered for missions. I was there at the beginning of the war when the Americans were being forced backwards. We flew F-51Ds of the Republic of Korea air force, which had problems. Their communications systems did not work, sometimes you could transmit but not receive, others could receive but not transmit. We just loaded up with bombs, rockets and napalm and go off, lookin' for evidence of North Koreans. I flew 100 missions in Korea. It was a lot of fun. I was still flying the Mustang, but they were all fighter-bomber missions." These were not typical sentiments for a Mustang pilot, whose underslung radiator fairly invited the attention of every enemy soldier holding a gun, with one hit in the right place capable of bringing the plane down. "I had no fear, I was never afraid," Hauver said, but he also continued to be lucky. "I think I got hit one time," he said. "I believe they put one hole in the airplane."

Returning from his tour in Korea in July 1951 with another DFC and seven Air Medals, Hauver served as an interceptor pilot with Air Defense Command from then until February 1953, operating from bases in New York, Pennsylvania and Ohio. He retired from the U.S. Air Force Reserve as a major on January 31, 1963. "During that time," he said, I went to test pilot school at Edwards Air Force base, California, and I also got my graduate school Masters in Business Administration.

"After leaving the Air Force," he continued, "I got a job with North American Aviation in marketing for their Columbus division. I got to fly some of the aircraft, like the Buffalo, a twin-engine turboprop with short takeoff and landing capability. If they produced a product, I got to fly it. I had a lot of fun flying. I also worked for Bell Aerospace, also in marketing, also acting as a test pilot or copilot along with David Howe, another test pilot at Columbus who turned out to be another ace." (David W. Howe, a fellow Pennsylvanian, had scored six victories flying P-51Ds with the 334th Squadron of the 4th Fighter Group, also with the Eighth Air Force).

Chuck Hauver is currently in retirement in Riverview, Florida, but, as he puts it, still actively "making the most of life."



Amid a 355th Fighter Group reunion at Davis-Monthan Air Force Base near his home in Mesa, Arizona in 2011, Hauver also had a reunion with a P-51D, albeit one in the markings of James Brooks of the 31st Fighter Group, Fifteenth Air Force. (Charles D. Hauver)



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to pick up your copy today!



News of the AFAA

AFAA Honorees Hit the Road

By: Honoree, Col. Lee Forbes

On Thursday, August 25, 2016, I drove fellow Honoree, Lt Colonel Dick Cole, age 100 years young, and now the sole survivor of the Doolittle Raiders, and his daughter, Ms. Cindy Chal, to Bossier City, LA to participate in the grand opening of a gourmet hamburger restaurant, called the Twisted Root Hamburger Company. The military theme of the new restaurant honored the Air Force Global Strike Command and the B-52 Bomber Force, stationed at nearby Barksdale AFB. Knowing that the grand opening needed a highly recognized military hero, Friend of the Fighter Aces Member and fellow River Rat, Captain Phil Hogan (father-in-law of the Twisted Root owner), and I suggested that Dick Cole should be that person. Phil's son-in-law quickly realized the value of Dick Cole's presence at his grand opening.

When we all arrived around noon on Friday, August 26, we couldn't even get unpacked before the crowd of Dick Cole admirers lined up to shake his hand, thank him for his service, pose with him for all kinds of photos, buy his books and B-25 prints, etc. Some of the many pictures taken included entire B-52 crews posing with him. At least two crew members had him autograph their flight helmets - one of the latter and his crew were deploying to South West Asia the very next day. In no time nearly all of his books, Dick Cole's War: Doolittle Raider, Hump Pilot, Air Commando, were sold. We didn't get to eat until around 1500 in the afternoon. The base photographer documented much of the goings on.

We were invited to attend a "happy hour" hosted by the 340 B-52 Weapons Systems Training Squadron (who start their "happy hour" promptly at 1540 each Friday). Dick responded to numerous questions about the Doolittle Raid and everyone really enjoyed his being there. Lots of photos were taken, including one of a young B-52 pilot, who left and returned shortly thereafter with his two-week old son for a photo with the Honoree.

That evening at 1800, General Robin Rand, Commander, Air Force Global Strike Command, and his spouse, Kim, and his official party attended a special "hamburger dinner" with Dick Cole complete with appropriate beverages. General Rand is also a fellow Honoree who received his designation at the 2014 Reunion in San Antonio, TX. He and his official party didn't leave until nearly 2200. I think they enjoyed the evening. The next day, Saturday, August 27, was a repeat of the day before when we arrived around noon. This time there were lines of people patiently waiting both inside and outside the restaurant to pay homage to Dick, including a retired 8th Air Force Commander who traveled from Washington, DC that weekend to have some personal time with the famed Doolittle Raider.

After more hand shaking and photos, we left around 1600 for a wonderful meal later that evening at the Shreveport Club, hosted by my good River Rat friend, Captain Phil Hogan and his spouse, Trisha. We left early the next morning, Sunday, August 28, and had an uneventful drive back to San Antonio, and declared the mission of opening the Twisted Root Hamburger Company a roaring success.



clockwise from top: Col Joe Jones, Dick Cole, Gen Robin Rand, Col James Morriss; Honorees Dick Cole and Col Lee Forbes; Dick Cole with a B-52 pilot and his son (Lee Forbes)



Ace Louis "Bill" Chick Jr
(The Champlin Fighter Museum Collection/The Museum of Flight)

Aces Say the Darndest Things Digitizing the American Fighter Aces Oral Histories

By Ali Lane, Digitization Specialist at The Museum of Flight

As the home of the American Fighter Aces Association, the Museum is steward to an amazing collection of AFAA materials, from photos to letters to paintings to uniforms. One of the many highlights of this collection are the aces oral histories: recorded interviews with dozens of fighter aces in which they discuss their training, missions, and experiences during the World Wars. These interviews were made over a period of 30 years starting in the 1960s, and many were conducted during anniversaries and reunions or for specific research projects, which may make them the only copies in existence. Unfortunately, access to these oral histories has been limited, as they were recorded on tapes, audio reels and other obsolete media, and transcripts were not made.

In August, a donor who wishes to remain anonymous made a generous donation to help preserve ace interview content. With that gift, we have launched the AFAA Oral History Project, an ongoing effort by the Museum's archives department to digitize, preserve, and increase access to these rare historic records. Over the past several weeks, I have been working on Phase 1 of the project: digitizing approximately 200 cassette tapes in the collection, which we can do with in-house equipment, and making professional transcripts. These interviews are a treasure trove of information, and every day I hear

some amazing new anecdote or personal account. Some of my favorites so far include:

Shooting Down a Zero

During a June 1942 mission over New Guinea, Curran Jones performed an epic rescue of a squadron mate. A rendezvous with the 22nd Bombardment Group turned into a dogfight between Jones's squadron of P-40 Airacobras and a group of A6M Zeros. Jones scored his first aerial victory by shooting down a Zero in pursuit of one of his wingmen. He later learned that the Zero pilot was Japanese ace Satoshi Yoshino.

A Wayward Award

The story of German ace Werner Mölders's Wayward Award, told at a goodwill meeting between American and German fighter pilots in Geisenheim, Germany in May 1961. The gold-embossed award was made to commemorate Mölders's 100 confirmed victories, but it somehow ended up as a souvenir of Allied troops before it could be presented to him. It eventually wound up in the possession of Col. Jack S. Jenkins, who bought it off a RAF enlisted man shortly after Jenkins's release from a German POW camp. Jenkins returned the award to the German Fighter Pilots Association at the meeting.

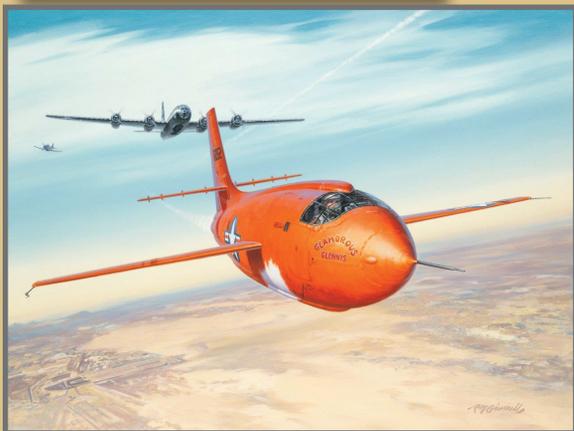
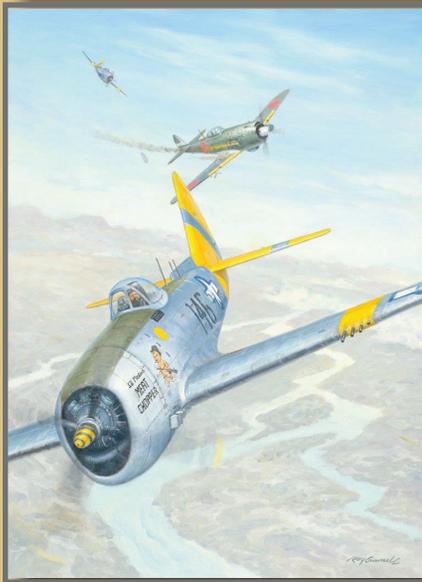
The Bomb Bay Doors Were Open

In January 1944, Bill Chick prevailed in shooting down his opponent (an

Me 109) over Northern Italy but not before enduring a harrowing moment where both planes ended up underneath some B-17s as they released their bombs. "I looked up...the bomb bay doors were open and it looked like the sky was full of fly specks," Chick recounts. And the story doesn't end there. Years later, while serving as chief of a USAF mission to Bolivia, Chick struck up a conversation with the hotel's driver. The man, who was from Germany, mentioned that he was an Me 109 pilot during the war and described an incident in which he was shot down by a P-47 near Udine, Italy in January 1944. Chick shared his own story, including the detail about being stuck underneath the bombers, to which the driver replied, "Sir, I think you shot me down!"

Once the in-house digitization is complete, we will look into digitization services for the audio reels and other remaining media items: about 150 items total and containing interviews with Eddie Rickenbacker, Hubert Zemke, Dick Rossi, and others. All audio files and transcripts will become part of the Museum's digital collection and be available to researchers. We also hope to one day build an online repository of the transcripts and audio clips that will be accessible through the Museum website. Stay tuned as this exciting project unfolds!

Roy Grinnell Studio



As the Official Artist, and an Honoree, of the American Fighter Aces Association, Roy has completed close to 50 original paintings, accurately portraying the aerial combat of Aces from WWI, WWII, Vietnam and the Korean War. His book, Roy Grinnell: Artist of the Aces, contains 159 images of his wonderful artwork.

For more info or to make purchases, please visit:

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Editor's note: In early 2016, Dr. Bonollo contacted me to share her drawings of Leroy Schreiber, discuss his life and endeavors, and ask for information on the 8 AF. She graciously agreed to draw more pictures of the Aces, utilizing photos from the AFAA/TMOF collection. The following is a selection of Dr. Bonollo's work. She plans to donate the originals to the AFAA when she visits the Museum of Flight in 2017.

Drawn to the Sky

Article and drawings by:
Dr. Michelle Bonollo

My name is Dr. Michelle Bonollo. I am an Australian Art historian and educator. Many years ago, I was fortunate to be accepted into the prestigious Courtauld Institute of Art (University of London) to complete my Ph.D on nineteenth-century French Art. In late 1997, I had just sat for my viva to defend my doctoral thesis. I was told I had to write a small section to include in my thesis, so I was not able to go home straight away. By some great luck, I secured employment as the Marketing Executive at Gatwick Airport Hilton. In the foyer of the hotel, suspended from the ceiling, was a recreation of Amy Johnson's Tiger Moth plane. I walked beneath this every day and eventually had to research Amy and her plane for a hotel promotion. My interest in aviation began there.

I have always had a great interest in World War II. My mother had told me war stories of my great uncles who were shot dead by the Germans while walking home shortly after the war ended. I could not believe that these two men had finished their war campaign, fought bravely for their country and were expected to return home, hundreds of miles away, by foot. My grandfather, on the other side of the world, had been interned in an Australian prison camp in the early stages of the war and was, like all Italians, deemed an enemy of the allies. This whole era fascinated me and I just could not fathom how servicemen then mustered up the courage to fight the enemy, least of all in sky battles. I started researching the Mighty Eighth and decided to draw some pilots as a homage to them.

Top left to right: C.E. "Bud" Anderson, 357 FG • Clayton Kelly Gross, 354 FG • Dean Caswell, VMF-221 • Dominic "Don" Gentile, 4 FG • Frank "Mac" McCauley, 56 FG • Frederick "Fred" Christensen, 56 FG • Ralston Pound, VF-16 • Gregory "Pappy" Boyington, AVG, VMF-214 • Paul Lucas, 475 FG • Richard Candelaria, 479 FG • Richard Candelaria, 479 FG • Leroy "Schreib" Schreiber, 56 FG



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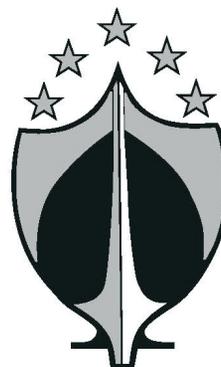
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Heroes of the 4th Fighter Wing: POWs

By Dr. Roy Heidicker 4th Fighter Wing Historian

Editor's Note: In the upcoming AFAA bulletins we will publish Dr. Heidicker's 2007 series, *Heroes of the 4th Fighter Wing*. This installment covers American POWs and features Ace Robinson Risner.



General Robinson Risner, USAF

Several of the people featured in the Heroes of the 4th Fighter Wing series of articles gave their lives in the defense of our nation. In fact, over the years many members of the "Fourth But First" have given their lives or suffered injury in the cause of freedom. But there is another type of casualty that far too many of our warriors have endured. Being a prisoner of war is a particularly bitter fate for Americans who enjoy the blessings of freedom. This is the story of two of our POWs – one from World War II, the other from the Vietnam War.

Andrew C. Lacy was born to immigrant parents in Elyria, Ohio on April 30, 1921. Like so many of "the greatest generation" Andy answered the call to service and began pilot training prior to Pearl Harbor. In the Spring of 1942 he enlisted in the Army Air Corps. Then in September 1944 2nd Lieutenant Lacy was assigned to the 334th Fighter Squadron of the 4th Fighter Group.

Lt. Lacy flew his first combat mission on 27 September 1944.

At that time a tour of duty for pilots in the European Theater of Operation was 250 combat hours. Lacy was looking forward to completing his duty and returning home to his new bride. In January 1945 Lacy became a Flight Leader of four fighters and then was promoted to first lieutenant. He volunteered for every mission in order to finish his tour of duty.

On 21 February 1945 Lt. Lacy helped escort a bombing mission to Nuremburg, Germany. After escorting the bombers the P-51 Mustangs sought targets of opportunity. Spotting a freight train, Lacy led his flight to lower altitude to attack the train. He dropped his external fuel tanks on top of the train in order that the other fighter could fire on the tanks to set them ablaze. As Lacy pulled up he felt a loud thump under his aircraft. With his aircraft badly damaged, Lt. Lacy parachuted into Germany.

Lacy landed hard and sprained both ankles. German home guard troops quickly rounded him up and turned him over to a prisoner collection point. Lt. Lacy was startled to learn that the Germans were well acquainted with the 4th Fighter Group and its famous leader. They were anxiously looking forward to making a prisoner of Colonel Don Blakeslee, which they were never able to do.

At this point in the war the Allies had achieved air supremacy over Europe. As a prisoner of war Lacy suffered from inadequate food and shelter, but it was the Allied air power that almost killed him on several occasions. On 2 March 1945 Lacy was being transported via railroad boxcar to a POW camp. The train was attacked by American P-51 Mustangs. Many prisoners were killed – including the one right next to Lacy.

On April 4, 1945, as the Third Reich was collapsing, Lacy and his fellow prisoners were being marched south to avoid advancing Allied armies. The column was bombed by two P-47 fighters. Two more fighters stated to join the attack when they realized the column was Allied prisoners and pulled up. From that day on the column was monitored daily by P-51 Mustangs, protecting the column of POWs from any Allied aircraft that might mistake them for the enemy.

On April 29, 1945 an American tank from General George S. Patton's 14th Armored Division crashed into Lacy's camp and liberated the prisoners. Lt. Andrew Lacy has survived being shot down, being a prisoner of war, and being the inadvertent target of Allied air power. In 1949 Andy Lacy joined the Air National Guard and over the course of a very successful career rose to the rank of Colonel. Today this great hero of the 4th Fighter Wing lives in Enon, Ohio.

Robbie Risner was born in Mammoth Spring, Arkansas on January 16, 1925. He flew P-38s and P-39s in Panama for the 30th Fighter Squadron during World War II. Then in the Korean War Captain Risner flew for the 336th Fighter Squadron of the 4th Fighter-Interceptor Wing.

Captain Risner's most famous mission occurred on October 27, 1952 when flak struck the fuel tank of Risner's wingman, Lt. Joe Logan. Unwilling to abandon his wingman to the enemy, Risner attempted an unprecedented, untried, and extremely dangerous maneuver. Risner inserted the nose of his F-86 into the exhaust of Lt. Logan's plane and "pushed" him sixty miles to friendly territory. Logan bailed out but unfortunately drowned when he became tangled in his parachute lines.



Captain Risner shot down eight MiGs in Korea, making him an ace. In 1964 Lt. Colonel Risner took command of the 67th Tactical Fighter Squadron at Kadena AB, Okinawa, flying F-105s. While on duty with the unit at Korat Royal Thai AFB in 1965 he was shot down over North Vietnam and rescued. On September 16, 1965 Risner was shot down and captured.

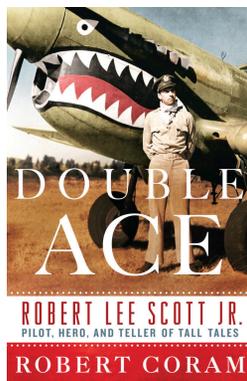
For over seven years Risner was the senior ranking officer among the prisoners in Hanoi. His courage and dedication to his men brought many of them through the ordeal of their brutal captivity. Risner organized church services for his men, which was forbidden. As Risner was being led away for punishment, the other prisoners began singing the Star Spangled Banner. When Risner was asked how he felt when the men began singing, he replied, "I felt like I was nine feet tall and could go bear hunting with a switch."

Risner was freed on February 12, 1973, returned to the United States, and flew F-4 Phantoms. He later commanded the 832nd Air Division flying F-111s. Brigadier General Risner retired from the Air Force on July 31, 1976. On November 16, 2001, a nine-foot bronze statue of Robinson 'Robbie' Risner was unveiled at the United States Air Force Academy in Colorado Springs, Colorado. The statue is a tribute to Risner's seven-plus years as a POW in Vietnam, and, yes, the statue is nine feet tall in reference to Risner's response to the support of his fellow prisoners. Recently General Risner appeared on an episode of the History Channel series "Dog-fight" and, with quiet dignity and humility, spoke of his extraordinary exploits in the Korean War.

Andy Lacy and Robbie Risner – patriots, Americans, former POWs, and two of the greatest heroes of the 4th Fighter Wing.



Book Review



Coram, Robert. Double Ace: The Life of Robert Lee Scott Jr., Pilot, Hero and Teller of Tall Tales. St. Martin's Press, NY. 2016. 346pp.

Robert Coram has carved a notable niche with his military biographies of airpower theorist John Boyd, Vietnam hero Bud Day, and Marine legend Victor "Brute" Krulak. (We republished Day's memoir, *Return With Honor*, at Champlin Museum Press in 1991.) Now Coram's military bios continue with Brig. Gen. Robert L. Scott, Jr., USAF (Ret). "Scotty" of course was best known for his wartime memoir *God is My Copilot*, made into a major movie, followed by a dozen other books.

Coram notes that a biographer who does not hire a genealogist is deficient. It's an odd statement since there's almost no genealogy in *Double Ace*. However, a biography without footnotes can appear mostly rumor. Why Coram chose to omit notes from Scott's bio defies understanding because his acknowledgments indicate heavy spadework by archival professionals.

The author occasionally quotes one relative but no family members are listed in the acknowledgments. The relative is a nephew, son of Scott's younger brother Roland who was badly wounded flying a B-26 in Europe.

Coram hedges his literary bets throughout the book. Much of the text is alternately cautious or snarky, as passages are full of qualifying phrases: "Scott alleged," "he claimed," etc. Several passages in the book will pique readers with questions of their own - one of the recurring sources in the text is the late Martin Caidin. While he was a popular aviation author from the 1950s to 1970s, his history credentials contain enormous gaps. Surely a better reference could be consulted for a definitive biography of a significant aviator.

Coram quotes an anonymous "World War I pilot" advocating "the spirit of attack planted in brave hearts." That's a corruption of Luftwaffe General Adolf Galland's oft-cited adage: "Only the spirit of attack borne in a brave heart will bring success to any fighter aircraft."

In *God Is My Copilot*, Scott mentioned seeing the death of pioneering pilot Eugene Ely at Macon, Georgia, in October 1911. Scott wrote that he was "four or five" at the time. Actually he was three and a half, but he narrated the book for three days in a hotel room without resources. Coram writes that Scott was "not quite four" and says Ely was 26 when he was 24. The unanswered question is whether Scott actually saw the incident—it



was an awfully tender age to attend such an event but Coram does not question it.

Meanwhile, other controversies arose. Eventually Scott claimed more than 30,000 flight hours, while Coram concedes 15,000 military time—itsself an extraordinary figure. Scott was as passionate a pilot as ever flew (“I admit I was a time hog”), and whether he doubled that figure after 1957 is doubtful but it still has not been refuted. Scott’s victory score has been examined for decades. Until USAF Historical Study 85 appeared in 1978 he was widely cited with 13 victories, though he said Chennault gave him an affidavit citing 22. (In fact, Scott never made 22 claims.) Study 85 settled on 10 confirmed, and Dr. Frank Olynyk’s research produced eight probables or damaged.

On page 154 Coram says that Scott received the Distinguished Service Cross. In fact, his decorations included two each Silver Stars, Distinguished Flying Crosses, and Air Medals. Addressing Scott’s return to China in 1945, on page 220 Coram practically calls him a liar regarding deployment of high-velocity aerial rockets (HVARs). Scott wrote more than once about conniving with a Navy colleague to ship thousands of HVARs to the 14th Air Force. Again without citing sources, Coram says that AAF records show only 75 were sent to China in August 1945.

However, in early 1945 Hap Arnold wrote of rockets already in China, and the online AAF Combat Chronology (easily accessed) shows rockets in the 14th Air Force from May 1944. Probably Coram’s source referred to late-model 5-inch HVARs whereas 3.5-inch versions were deployed far earlier—he just didn’t understand the difference.

Coram is neither an “airplane guy” nor a “gun guy” though his subject contains both. That unfamiliarity shows on occasion. Describing Scott’s African safaris, Coram alludes to his “Weatherby big-bore hunting rifles.” There was no such thing at the time. In fact, Scott helped introduce small-caliber, high-velocity rifles for African big game, favoring the .300 Weatherby Magnum in contrast to .500 express and larger “elephant guns.” The small caliber pushed to extreme velocities offset the bore diameter.

Without sourcing, Coram says that Scott claimed “40 years in uniform” while allowing him 26 years from graduation. But subtracting 26 years from 1957 incongruously yields 1931, Scott’s third year at the Point. However, he enlisted as a private in 1927, which, with four years at West Point, equaled 30 years upon retirement in 1957.

Coram alludes to an Air Force plot to force Scott’s retirement in 1957. It’s not mentioned in the book, but another West Pointer, then a major, tailed Scott on cross-country trips, building more flight time while visiting Hollywood celebrities. Many of those reportedly were glamorous actresses, though Coram states without offering specifics that Scott was romantically involved with some of them. As noted above: biography absent sources equals rumor.

After the death of Scott’s wife Kitty in 1971 he was left with an unexpected hole in his life. Then, following his epic trek along the Great Wall in 1980 (subsequently revisited), he thought he had completed his bucket list. He was put off by “all these old people” in Sun City, Arizona, and returned to his roots in Macon. There he found renewed enthusiasm, helping establish and promote the Warner Robins Air Force Base museum.

Toward the end of the book, Coram almost casually mentions that he interviewed Scott in 1990. Recently while sorting through two packets of Bob’s letters I found this from October 1989:

“There is a special writer who has been nominated for two Pulitzer Prizes, who is writing a 20,000 word piece about me and the museum—and all my 15 books. His name is Robert Coram and he stays with me days at a time...taping my wild stories.” “Well, I have written you enough to see that I have not changed—sick and old as I am...STILL GETTING TOO MUCH PUBLICITY—all because I was lucky and wrote a book in three days and nights—talking to a Dictaphone...and hoping General Arnold would release me from speeches so I could hurry back to China and get killed...”

Since Coram interviewed Scott at length 17 years before his death, why didn’t Coram interview others? Childhood friends, academy classmates, China hands, maybe some of those glamor gals he mentions. Scott’s closest contemporary in China was David L. Hill, AVG ace and a subordinate squadron commander. Yet he appears just once in the index (twice in the text) while Scott’s frequent wingman Dallas Clinger is never mentioned. Other mutual ace friends are omitted such as Clayton Gross and Mort Magoffin. Yet Scott’s successor as 23rd CO was Gen. Bruce Holloway, whom Coram quotes as saying Scott never shot down one airplane, let alone 10, or 13. In contrast, Scott enjoyed long-time cordial relations with many AVG vets including Tex Hill and Ed Rector.

Summarizing: Was Bob Scott controversial and self-promoting? Absolutely. At West Point he was known for “bugling.” Was he flamboyant? Youbetcha. Was he resented by some colleagues and superiors? Hell yes. But was he an effective combat leader? His record speaks for itself. Was he admired and respected by subordinates? Consider these two posthumous tributes: From a crew chief at Furstenfeldbruck, Germany: “Colonel Scott was the finest commanding officer I ever had.” From a master sergeant at Williams Air Force Base: “Bob Scott was a whole lot better with the enlisted troops than some more famous names I could mention.”

After nearly 300 pages of largely denigrating his subject, at the end Coram concludes, “Late in life Scott had become a gentle man, a nice man, a considerate man.” That was the Bob Scott I knew, from 1966 onward.



2016 AFAA Scholarship Recipients

Brice Amsden

I would first like to start by thanking the American Fighter Aces Association for making me a recipient of their scholarship! My name is Brice Amsden and I am currently a full time Business Administration major at SUNY Plattsburgh in upstate New York and am in my senior year of study. On top of going to school full time, I am also a full time selling manager at Ralph Lauren. Being that I live in the Adirondacks, I like to go fishing and hunting in my spare time as well as go hiking, camping, and skiing. Upon completing my degree, I plan to stay in the Adirondacks and find a career in finance, operations, or supply chain management. While working in my career field I also plan to obtain my Master's degree from the University of Albany in Business Administration. Sometime down the road, I would like to open my own business as well as it has always been a dream of mine. Again, I am truly grateful for the opportunity that the AFAA has extended to me and this scholarship will go a long way in helping me achieve my goals. Thank you!



John Chick

I was born and raised on our family ranch in Blanco Texas, where I graduated second in my class at Blanco High School. In high school, I played football, ran track, and was Vice President of the National Honor Society. In my spare time, I enjoy traveling abroad and experiencing different cultures. I also love surfing, kayaking, fishing, and hunting. I am currently in my 3rd year as an Engineering student at Texas A&M where I am majoring in Petroleum Engineering. I hope to make a difference in the world by finding safe and cost effective ways to extract oil and gas from our earth. My goal is to work for a petroleum company. My grandfather, Lt Col Lewis W Chick, attended Texas A&M in the 1930s which makes it even more special for me. He later became an Ace Fighter Pilot during World War Two. My grandfather's bravery and courage has always inspired me to reach for the stars and be the best I can be. He continues to inspire me even after his death. I am extremely excited to embark on this next journey of my life and will continue to work hard to be successful in college and in life. I am extremely grateful to be a recipient of the American Fighter Aces Association Scholarship this year - Thank you!

Ellen Jetland

Thank you for this amazing scholarship. Being awarded this scholarship is an honor. This award will help support my studies at the University of North Dakota where I currently am enrolled. I plan to major with a degree in Unmanned Aerial Systems (UAS). This spring I will also begin the process of becoming a pilot which is part of my UAS degree program.

Outside of school I participate in World War II reenactments as a means to preserve this part of our history and educate the public. It will be a privilege to help continue the knowledge and understanding of the legacy of the Fighter Aces.

It is so nice that there are organizations such as this that support continued academic pursuits. Thank you for letting me be reminded of what a rich part of our history the American Fighter Aces are



Becky Shelton

I would like to formally thank the American Fighter Aces Association for awarding me this scholarship. I am truly honored. I am currently in my last year at the University of Puget Sound, studying natural sciences (biology) and visual art. In the near future I plan to attend graduate school for marine biology, and am currently exploring various options. I aspire to work in field of marine conservation. I am drawn to this field partly because the oceans impact everyone, and because of the shared impact, success in my career will be beneficial not only for me, but also for others. I like that idea, it's unifying. This scholarship will allow me to continue pursuing my passion. Thank you again to the American Fighter Aces Association, and their partners, for their generous support

Julianne Benson

After completing my undergraduate program in Mechanical Engineering at Northern Arizona University, I plan on attending graduate school to pursue a degree in Product Design. Although I am uncertain of the specific position I am looking to hold, my goal is to find a niche within the field combining a technical background with Marketing. I would love to work in an environment such as Apple, Nike, Boeing, or Engineers without Borders where creating innovative products and pushing the boundary of design is encouraged. Most importantly my goal is to find a job where I can travel and have the opportunity to make a difference.





2016 AFAA Scholarship Recipients

AnneMarie Paganelli

It is an honor to be chosen as a recipient of the American Fighter Aces Association Scholarship! Thank you to the board, Mr. Bednar, and anyone who has helped make these scholarships a reality! Your donations are much appreciated, and I'm so thankful that I have your assistance in pursuing a college education. I'm in my first year at UC San Diego, studying Mechanical Engineering and am excited to see where my education takes me! After college I hope to work for either NASA or a company like SpaceX and help pilots reach even further into the stars. As the daughter of a Weapons Systems Operator who flew with the United States Air Force for 16 years, it was a great experience learning about the AFAA and the Aces behind its foundation. Though my father wasn't an ace, receiving the AFAA Scholarship feels like I'm taking a little bit of his legacy with me to college anyways. I'm proud to be able to represent the ideals that those who flew in defense of our country. Thank you again! I can't wait to see what college and the rest of my future holds, and I'm forever grateful to the AFAA for helping me see it all through.



Gretchen Farkas

I am greatly honored to be chosen as a recipient for this scholarship. I am a freshman this year at Carroll College in Helena, Montana, and while I am still figuring out exactly what I want to do "when I grow up," I know I want to pursue a career within the health care field. I want to be able to help others create and live healthy lifestyles. I am excited to see where my journey takes me and am beyond grateful to have received support from the American Fighter Aces Association.

Kate Christiansen

I am studying Mechanical Engineering and when not studying, I keep busy as member of the Marquette University Club's Sailing Team, SAE Baja Team, and the Society of Women Engineers. I enjoy the different types of classes Marquette has to offer and am currently enrolled in coursework in Physics, Economics, English, Calculus, and General Engineering. During my time at Marquette, I plan to take advantage of its study abroad program. I also am excited to study with leading engineering and technology firms in the Opus College of Engineering's sponsored co-op and internship program. Marquette will prepare me for a successful career based upon strong ethical and moral foundations, give me a solid technical education, broaden my perspective of our world, and provide hands on experience in the some of our country's rapidly changing industries. In only a few short years from now as a professional woman engineer, I will apply my knowledge to solve difficult problems and work on interesting projects or products for companies. As a proud US citizen, I will continue to volunteer in the community and world. I am passionate about aviation and innovation and am excited to see where that takes me in the future.



Rachel Singleton

I'm so excited to receive this scholarship, not only because it will help me achieve my academic goals but because I got to write about my great-grandfather who was a Fighter Ace in World War II. I have always liked math and as a freshman, I am looking forward to taking courses related to math in Engineering, Economics, and Business to see what careers I would possibly be interested in. Graduate school may also be in my future after I get my bachelor's degree. This scholarship will also help my dream of studying abroad in Europe. I am an avid reader and I look forward to visiting the places I have read about. Although I don't know exactly what my future career is going to be, I hope that whatever I do makes a difference in the lives

of other people. I am so glad this organization exists to keep the spirit of American Fighter Aces alive and thank you for your generous gift. I know it will make a difference as I go forward in my education.

Lauren Hill

Hi, my name is Lauren Hill and I am extremely honored to have been selected as a recipient of this scholarship. I am currently a freshman at the University of Arkansas. I hope to pursue a career in nursing because anatomy and medicine interest me greatly. I want to be able to help people in need of medical treatment along with accommodating their lives for the better. Specializing in nursing as a NICU nurse is a career I have seriously thought about wanting to do. I love working with children and by caring for babies in the ICU, it will not only help the baby but their families as well. I want to be able to take sick babies and return them healthy, back to their family. I admire nurses and would like to be able to do the same type of work as they do. With the help of this scholarship, I will be able to further my education at the school I love and pursue my dream career.





2016 AFAA Scholarship Recipients



Teresa Hoskins

My name is Teresa Hoskins, I am a second year student at the University of Montana. I am originally from Kent, Washington. I am a psychology major and a French minor, however I am also in the Pre-medical sciences program at UM. My goal is to go to medical school, where I would focus on neurology and psychiatry. I hope to someday be either conducting research or seeing patients as a psychiatrist.

Daxton Allsop

I am honored to be selected as a recipient of the American Fighter Aces Association Scholarship. As the Great-Grandson of Alden P. Rigby, a World War II Ace Fighter Pilot, my goal is to build upon his legacy and make my own contributions to this great country as I pursue my academic and career goals. I will earn my bachelor's degree in Finance at Brigham Young University. Subsequent to this I will attend graduate school and receive my Masters of Business Administration. This scholarship will help tremendously! I will never lose sight of the freedoms I have because of the sacrifices made by the Greatest Generation and the American Fighter Aces like my Great -Grandfather Alden P. Rigby. Thank you so very much and know that it will be wisely used with gratitude.



Leanne Goff



I want to extend my gratitude for being gifted with this generous donation towards my education. I am so thankful I was informed of the American Fighter Aces Association, for it was through this program that I was afforded such an incredible opportunity, one in which I was able to conduct research on a truly amazing group of people who gave their lives for our freedom. Thank you! As for my academic and career goals, by 2018, I plan to graduate from Oregon State University with a Bachelor's degree in Education, and Bachelor's degree in Human Development and Family Sciences with a specialty in Early Childhood Development, and a minor in Spanish. In the next five years, I would like to return to school for a year to obtain a Master's in Education. I plan to teach 3rd-5th grade in a bi-lingual environment, and eventually advance to a higher leadership position in the education program, such as a principal. I chose this career because I believe a teacher has the opportunity to make a true difference in a child's life by accomplishing three things: to be a positive role model in a child's life, especially if they don't have one, to teach them a love of learning that can last them lifetime, and to make sure every child feels safe, loved, and important. Thank you again for your generous donation!

Madison Aponte

Madison is a two year Dean's List student enrolled in the honors program at Castleton University. Recently she was inducted into Phi Eta Sigma Honor Society. She was also awarded the title of 2016 Hispanic Scholar Recipient from the Hispanic Scholarship Foundation in California. She has volunteered at the Ronald McDonald House and has done an internship with the Springfield Police Department, which included ride along with the Belchertown Police Department. She is currently doing an internship in a local program in Rutland Vermont with youthful offenders. Madison's goals are to stay on the Dean's List and continue volunteering in her community both on and off campus. One of her other goals is to study in a foreign country that deals with terrorism that correlates to our country's goals, both short and long term, so she will be able to bring back a different perspective.



Cameron Clark

I would like to thank the American Fighter Aces Association for selecting me as one of their scholarship recipients this year. I am extremely appreciative and feel honored to have been chosen. I was born and raised in Western Washington then decided to venture to Boise, Idaho to further my education. I am currently a senior at Boise State University. I will graduate with a Bachelor of Science in Finance in addition to a Supply Chain Management Minor in the Spring of 2017. This scholarship will be a huge help financially and will allow me to focus more of my efforts towards my academics and finishing school strong. Again, I appreciate being selected for the American Fighter Aces Association Scholarship



LAST FLIGHTS

Raymond M. Bank (March 15, 1924 - October 8, 2016)



Raymond Matt Bank passed away October 8, 2016 at the age of 92. He was born on March 15, 1924 near Kendall, Michigan to Matt and Mary Bank. He enlisted in the USAAF in September 1942 and graduated from pilot school a year later. The following spring, Raymond went through gunnery training. In 1944 he was sent to the United Kingdom and was assigned to the 364 Fighter Squadron, 357 Fighter Group, flying P-51's. Lieutenant Bank scored his first victory flying his P-51D "Fireball" on December 24, 1944 when he destroyed an Me-109. He led his element meeting up with four Me-109s, where they downed all four Germans. Bank was responsible for blowing up the fuel tank on the #3 aircraft.

January 14, 1945 was Bank's best day in combat when he downed three FW-190's. March of that year he scored his last victory shooting down an Me-109. This final victory gave him the designation of Ace. Unfortunately during the fight his P-51's hydraulic, oil and coolant lines were hit forcing him to crash land. Raymond was captured by Germans and was interned at

Stalags for three months before being rescued by Patton's Third Army. After this, Bank didn't see any more combat and returned to America as a flight instructor.

In 1947 Raymond left active duty but remained in the Reserves. For two years he attended the University of Illinois before being called back to active duty as a flight instructor. In 1954 he completed B-47 training and spent the next 11 years in the Strategic Air Command. After transitioning into C-130's at Lockbourne AFB in Ohio he was assigned to the 315th Tactical Airlift Squadron in Japan. Over the next three years he flew over 1000 sorties in and out of Vietnam totaling 1400 combat hours. In September 1969 he flew missions to Central and South America as an operations officer.

Major Raymond Bank retired in November 1970 with over 10,000 flying hours in 25 different aircraft and 5 confirmed victories. He received the Distinguished Flying Cross with one oak leaf cluster, Purple Heart with one oak leaf cluster and Air Medal with 10 oak leaf clusters.

AFAA Honoree, Robert A. Hoover (January 24, 1922 - October 25, 2016)



R.A. "Bob" Hoover passed away peacefully early this morning near his home in southern California. He was 94 years old.

Recognized throughout the world as "the best stick and rudder man" who ever lived, Hoover was the personification of the air show industry for many years. Whether he was flying his P-51 Mustang "Ole Yeller" or the Shrike Commander (which is now displayed in the Smithsonian Institution's Udvar-Hazy Center in Virginia), Hoover entertained tens of millions during an air show career that lasted nearly 50 years. Tens of thousands of current pilots were inspired to learn how to fly after watching Hoover fly at an air show.

During his legendary career as an aviator, he stole an Fw-190 and flew it to freedom after escaping from a Nazi POW camp, he flew a chase plane behind the Bell X-1 on the day that Chuck Yeager broke the sound barrier, and he flew as a test pilot for the North American F-86 and F-100. He lived during a time when he was fortunate to have known Orville Wright, Charles Lindbergh, Eddie Rickenbacker, Jimmy Doolittle, Neil Armstrong and Yuri Gagarin; he was a living bridge between aviation's Golden Age and today's modern aerospace community.

Hoover is a member of the National Aviation Hall of Fame and the ICAS Foundation Air Show Hall of Fame. He is a past recipient of both the ICAS Sword of Excellence and the ICAS Art Scholl Memorial Showmanship Award. He received the prestigious National Aeronautic Association's Wright Brothers Memorial Trophy in 2014. He is an honorary member of the U.S. Navy Blue Angels, the U.S. Air Force Thunderbirds, the RCAF Snowbirds and the American Fighter Aces Association. For his service during World War II, he was awarded the Distinguished Flying Cross, the Soldier's Medal of Valor and the French Croix to Guerre. (ICAS)

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