

# Flight Line

**The Official Publication of the CAF**  
Southern California Wing  
455 Aviation Drive, Camarillo, CA 93010  
(805) 482-0064



May, 2021  
Vol. XL No. 5

COMMEMORATIVE  
AIR FORCE

Visit us online at [www.cafsocal.com](http://www.cafsocal.com).



**Memorial Day – May 31, 2021**  
**Lest We Forget – Fly Your Flag**

***CAF - So Cal Wing's 40<sup>th</sup> Anniversary!***



**Photo by Paul Koskela**

**Our Wing's second aircraft, the ever-dependable North American SNJ-5 – #290, donated to the Wing by several of our esteemed members, most of whom, if not all, have "Gone West."**

**To Educate, Inspire and Honor Through Flight and Living History Experiences**

# May 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>MUSEUM WILL BE CLOSED UNTIL FURTHER NOTICE DUE TO COVID19 EPIDEMIC</b>						1 Work Day
2	3 Museum Closed	4 Work Day	5	6 Work Day National Day National Day of Prayer	7 Military Spouses Day	8 Work Day  V-E Day
9 Mother's Day	10 Museum Closed	11 Work Day	12	13 Work Day	14	15 Work Day  Armed Forces Day
16	17 Museum Closed	18 Work Day	19	20 Work Day	21	22 Work Day
23	24 Museum Closed	25 Work Day	26	27 Work Day	28	29 Work Day
30	31 Museum Closed  Memorial Day					

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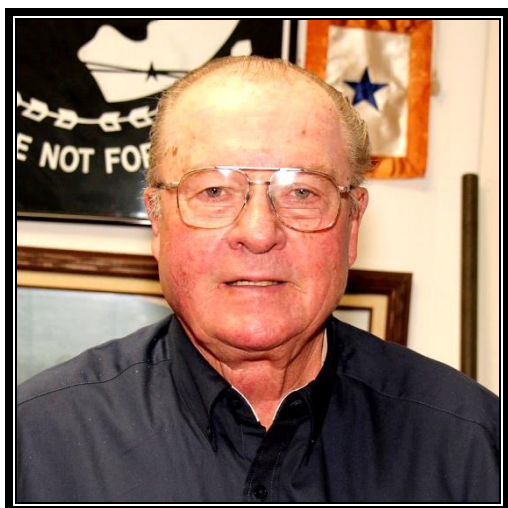
## Submittal Deadline - 15th of the month

Southern California Wing  
455 Aviation Drive  
Camarillo, CA 93010-9501



## SOUTHERN CALIFORNIA WING HALL OF FAME

DEDICATED TO THOSE MEMBERS OF OUR WING WHO HAVE SERVED  
FOR MANY YEARS TO MAKE OUR WING EXEMPLARY!



**BOB THOMPSON**  
CAF ID NO. 8428



**JERRY WASHBURN**  
CAF ID NO. 10832



**GARY BARBER**  
CAF ID NO. 10151



**BOB BURTNESS**  
CAF ID NO. 14188





# ***FLIGHT LINE***

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THE OFFICIAL PUBLICATION OF THE SOUTHERN CALIFORNIA WING OF THE CONFEDERATE AIR FORCE

Col. Harvey Victor  
Public Information Officer

Pat Brown  
Editor

Volume II, Number 3  
1982

May 12,

## **NEW FLIGHT LINE MASTHEAD**

As you can see, we have a new masthead for FLIGHT LINE, thanks to the efforts of our Public Information Officer, Col. Harvey Victor. I think you will agree that this makes our presentation a little more professional looking.

## **JUG JOCKEYS, FIFI THE B-29, AND THE SOUTHERN CALIFORNIA WING**

By Col. Harvey Victor

The weekend of April 23-24, for many of us, must rank with the one when our C-46 first arrived from Texas. Actually, things heated up on Monday evening, April 19, when we hosted a dinner for seven members of the B-29 FIFI's crew at the 94<sup>th</sup> Aero Squadron Restaurant. Between Monday and the monthly meeting of April 23 numerous Colonels visited MYRTLE, so FIFI could be used to simulate the aircraft which carried Brig. General (then Captain) Chuck Yeager aloft for his historic break-through of the sound barrier in the X-1 and immor-tality.

As it happened, The Western P-47 Thunderbolt Pilots Association held their 1982 Spring Reunion at the Condor Squadron on April 24. Colonels Harvey Victor and Chuck Dahlin, both officials of the P-47 Pilots, were charged with many of the details of organizing and carrying out of the Jug Jockey's function. An invitation was extended to all So. CA CAF Colonels and their guests, and the crew of FIFI, to attend the P-47 doings. In

addition, several Air Force fighter pilots attended our Friday evening meeting, and Col. Victor got us a film of the A-10 Thunderbolt II. Col. Bob Van Ausdell provided a film depicting 8<sup>th</sup> AF bomber and fighter operations over Europe in WWII. Most interesting was the contrast in firepower and performance between the Thunderbolt in WWII and the awesome new A-10 Thunderbolt II.

Arriving at Condor Squadron HQ (Van Nuys Airport) on Saturday afternoon, we were greeted by an A-10 Thunderbolt II on static display, and by its crack instructor-pilot, Capt. Rusty Mitchell of the 355TTW. Portable stairs to the starboard side of the cockpit afforded us a view "up close and personal." Several hundred feet north was an Air Force T-37, along with its pilots, First Lts. Morgan Lankford and Alex Watkins, who are fighter-instructors in the 455 Flying Training Squadron.

At precisely 1700, as a surprise even to the P-47 pilots, here came FIFI, sporting her new paint job and insignia, down the taxi strip with CAF crew at the controls. Everyone thought they were in a "time warp." Col. Carter McGregor, CO of the B-29, then took to the main 8,000 foot runway and did a high-speed taxi-by before returning to the hardstand at the Air National Guard. Also there was Major Bill Flanagan USAF, of the SR-71 Blackbird crew, who had been our guest on Feb. 26.

**Thanks to Pat Brown for this past memory!**

## Memory Photo Page I



© Photo by Dave Flood

**Russ Drosendahl, at a recent Docent Meeting, with a cake and glass stein which were presented to him on the occasion of his retirement from the Docent ranks. The inscription: "To Russ Drosendahl, the greatest docent of them all."**

**Russ will still be active in the Wing, and will join Bill Main in trying to keep Joe Peppito in line.**



© Photo by Dave Flood

**Boeing B-29 Superfortress model built by Col. John Syrdahl – currently on display in our Aviation Museum. Its scale is 1:48, and it has two cut-away sections so you can see inside – with great detail.**

**Very nice job, John – thank you so much for this wonderful addition to our museum!**

**John also has contributed a Douglas F4C Phantom model and a Republic A-10 Warthog model to our museum. We have a "Resident Model Maker" – who also works on our PBJ Restoration Team.**



© Photo by Dave Flood

**Katelyn Russell with four friends on the wing of her dad & mom's plane. They were celebrating Miller's sixth birthday. He's the guy on the right.**



© Photo by Dave Flood

**A local Triumph Sports Car Club visited our Aviation Museum recently. Here are some of the nifty autos lined up to have their photos taken with our Spitfire.**



© Photo by Dave Flood

**Les Bedding has this painting on his desk of what our Spitfire will look like when it's re-painted. Col. Charles Carr is the painter, and a fine rendition it is! We have another "Resident Painter" in our illustrious ranks !**

**From our "Flight Line" of May, 2011**

# ***FLIGHT LINE***

Volume II, Number 4 June 15, 1982

THE OFFICIAL PUBLICATION OF THE SOUTHERN  
CALIFORNIA WING OF THE CONFEDERATE AIR  
FORCE

Col. Harvey Victor  
Public Information Officer

Pat Brown  
Editor

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## **NEW HOME FOR THE C-46**

On Friday, June 11<sup>th</sup>, at 12:45 p.m., our C-46 lifted off from Van Nuys Airport with Col. Bob Ausdell at the controls, Col. Bill Main as co-pilot, Col. Ron Fleishman as flight engineer, and Col. Horst Wallasch as load master. The plane flew to its new home at the Camarillo Airport, where it was greeted by Col. Janet Main and Jerri Fleishman. The Camarillo Airport officials are very pleased to have our C-46 on their premises. We think we'll be very happy at our new home. The plane is on its own large concrete slab, with space for several other aircraft – at a cost of \$72.00 per month.

## **GLORIOUS 4<sup>TH</sup> OF JULY**

Our PIO Col. Harvey Victor will be attending the Space Shuttle landing at Edwards Air Force Base on July 4<sup>th</sup>. This may be your last chance, at least in California, to see the Space Shuttle *Columbia* return from orbit. It is scheduled to lift off from Florida on June 27, and touch down at Edwards on July 4. President Reagan is scheduled to attend the landing, so you may be certain that NASA will be in top form for this one. When the president is coming, it's only natural to give it that extra touch. Assuming the flight goes well, all future flights will be operational, rather than experimental, and will originate, and touch down, at Cape Canaveral. We take pride in our five Astronaut members of CAF, including the last two *Columbia* mission commanders, Joe Engel and Jack Lousma. And we wish the crew of the upcoming mission Godspeed and a "Happy Landing!"

## **AIR SHOWS IN THE SOUTHWEST (1982)**

### **June 27, 1982 – China Lake, California**

Airshow at 9:30 – 12:00 noon / Picnic on the lawn and look at the static displays. Gates open at 8:30 and Blue Angels will perform. Admission is free.

### **June 26-27, 1982 – Truckee, California**

Airshow at Truckee – Tahoe Airport.

### **July 25, 1982 - Livermore, California**

Great Livermore Air Show. Fly-ins invited July 24. Show gates open 6:00 a.m. on July 25. Aircraft displays, antiques, experimentals, military, ultralights, aerial performances.

### **July 31 – August 1, 1982 - Mir Mar Air Station Airshow - San Diego, California**

### **August 20-22, 1982 - Madera, California**

Gathering of War Birds

### **August 21-22, 1982 - Travis AFB, California**

Air Expo – 82<sup>nd</sup> annual Open House – featuring Canadian Snowbirds, Golden Knights, Fly-bys and static displays of military aircraft, including: SR-71, KC-10, B-52, F-15, F-14, F-18, RAF Vulcan, F-16, F-111.

### **September 17-19, 1982 - Reno, Nevada**

National Championship Air Races, with qualifying trials on September 14-16.

### **October 2-3, 1982 - Salinas, California**

Monterey County Airshow – with Blue Angels, Bob Hoover, and many others.

### **October 7-10, 1982 - Harlingen, Texas**

CAF's Airshow '82

### **October 24, 1982 - Edwards Air Force Base**

**Thanks, Pat Brown, for this past memory!**



## Memory Photo Page II



© Photo by Barry Schoen

**Quite a sight! Five WWII fighters lined up on a flight line! They are running up at CMA prior to their taking off for the Yuma MCAF Air Show. From left: Spitfire, Mustang, Bearcat, Hellcat, and Zero. The photo is by Barry Schoen, a visitor who wrote us this note:**

*To The Commemorative Air Force of Southern California:*

*On Thursday, March 24<sup>th</sup> I had the distinct pleasure of participating in your "Cockpit Orientation Tour" of your Mustang, Spitfire and Zero as the group did their pre-flight to Yuma.*

*Thanks to Ken Gottschall as the CAF point-of-contact for assist-ing in making the arrangements and for his general tour assist-ance. Thsnks, too, to Jason Somes for his enthusiastic discus-sions about what it's like to fly these wonderful war birds.*

*Each of the pilots, mechanics and support personnel I talked to were incredibly friendly, freely answered my questions, and were willing to help me experience in this small way the world of a WWII fighter pilot. Seeing these fighters up close and personal was a dream come true.*

*Thank you to everyone who helped make this a VIP-like tour.*

*Sincerely, Barry Schoen, Springfield, VA*



© Photo by Gene O'Neal

**Here are the pilots of the 5 fighters that flew to Yuma:**

**Chris Rushing, Ken Gottschall, Jason Somes, Steve Barber, Sr. and Gary Barber. Not in the photo & arriving later with our SNJ-5 was Al Kepler. We are so proud to have such a group of experienced, competent and devoted pilots – who represent us well wherever they fly our memorable vintage warbirds!**



© Photo courtesy of Gene O'Neal

**Here's our own Gene O'Neal just before taking off in the CAF's B-29 "FIFI" at the Yuma Air Show.**



© Photo by Gene O'Neal

**Even though he flew on the B-29 as a crew member, Gene somehow managed to get this great photo of the Colorado River below.**



© Photo by Dan Newcomb

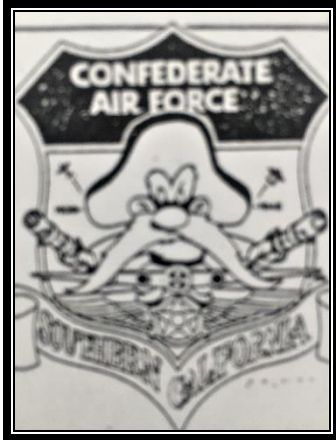
**Jeff Birdt (r.) and John Syrdahl watching for any oil leak after they fixed the P-51 Mustang "Man O' War."**

**Page from "Flight Line" of May, 2011**

# Pastimes

**The Camarillo Daily News**  
**June 12, 1982**

## Confederate Air Force



## The South Rides Again (in Airplanes)

**By John Burschinger**

If the South should rise again, it will have an air force this time.

For the past 27 years, the Confederate Air Force has been flying missions to air shows in America and throughout the world.

However, fans of Robert E. Lee and Stonewall Jackson need not get too excited – the bombers in this air force fly with empty bomb bays.

The Confederate Air Force is dedicated to not only preserving WWII aircraft, but flying them also.

"They're not replicas, but actually World War II aircraft," said Pat Brown of Woodland Hills, who publishes the club's newsletter.

Besides American planes, the group has German, Japanese, British, Canadian, French, and Russian planes.

The planes are restored in every detail, inside and out, "even the seats," Brown said.

Painstaking research is conducted to match the plane's color scheme and insignias to military specifications, Brown said.

"We're a flying museum," Brown said.

Twenty-seven years ago, a group of former WWII pilots found an assortment of old planes in the Mojave Desert, said Brown.

As the pilots recalled their glory-filled war years, they got the idea to keep the past alive.

"They were fighting against time and decay," Brown said. "These planes were being demolished and they couldn't allow this to happen...they were rebels, and they were fighting against destruction."

Being Texans, the group based its headquarters in Texas. The name Confederate Air Force seemed a natural, Brown said.

The Confederate Air Force has about 10,000 members worldwide, with about 60 wings and squadrons. Besides the United States, the group has wings in Great Britain, New Zealand, Australia, France and Canada, and is trying to start wings in Germany and Japan.

The Southern California Wing visits five air shows a year. Besides flying, club members also display the vintage aircraft and answer the numerous historical and technical inquiries about the planes, Brown said.

A Curtiss C-46-F, built in 1945, is the latest restoration project of the club's Southern California Wing.

Club members have been working for months replacing spare parts and painting the plane. On Friday, the plane was flown from Van Nuys Airport to Camarillo Airport.

This type of plane was used by the U.S. Army Air Corps to fly supplies from India to China. The route, which crossed over the Himalayas, was known "The Hump." Between 1942 and 1945, it was the only allied supply route into China.

Each fall, the entire Confederate Air Force stages an air show at its home base in Harlingen, Texas, about 30 miles north of Brownsville.



## Memory Photo Page III: Zero at Wanaka



© Photo by Leonie Darcel  
Here's our Zero on its way from Auckland to Wanaka.



© Photo by Leonie Darcel  
On approach to the Wellington, NZ airport.



© Photo by Leonie Darcel  
Some of the fabulous scenery that they flew over on the way to Wanaka.



*Warbirds Over Wanaka Air Show poster, featuring our Mitsubishi A6M3 Zero.*



© Photo by Leonie Darcel  
The Zero arriving at the Wanaka, NZ Airport



© Photo by Leonie Darcel  
Flaps down, gear down – landing at Wanaka.  
Thanks to Leonie Darcel for these great photos!

From our "Flight Line" of May, 2010

## Our Wing's Cadet Alumni/Alumnae

Following are some messages from past Cadets of our CAF – So Cal Wing. They are friends of our own Dan Newcomb, who devoted many hours and nurturing in working with our Cadets. These are messages from the Cadets to Dan. Thanks to Dan for sharing them with us. We are so proud of how they are doing!

### Isaiah Robinson



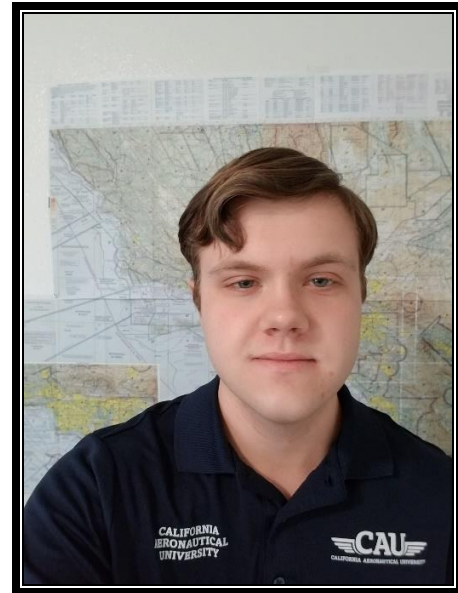
"I am Isaiah Robinson and I was a Cadet in 2013 to 2016 before I left for college. I was in college for 2 years before I realized college wasn't for me. I came home from school and worked at Channel Islands Aviation, working there, I used what I learned at the CAF about aircraft and hanger management.

During this time, I started my journey to become a welder. COVID-19 started and put my journey on hold. I started looking for places I could go to restart my welding training, and, after a little searching, I found myself going to Texas.

Here in Texas, I rose to the top of my class and started helping my instructor teach some of the newer students. I finished school with a

certification in SMAW plate and pipe, GTAW plate and pipe, and Combination pipe. Working at the CAF - I learned how to work with others as a team, how to work hard, how to solve problems and how to be a leader. Being a part of the CAF was one part of my experience that helped shape me into the man I am today."

### Riley Serra



"Since I left when the pandemic started, I've made some more progress at California Aeronautical University – Bakersfield, with the extra study time. I've finished all my ground classes, and all that's left is to get the rest of my add-ons and certificates to finish my Bachelors in Aeronautical Science.

There were some scheduling delays with the pandemic, but my CFI check ride is scheduled for late April and, hopefully, soon after, I will get hired on as a flight instructor at the college as I start my CFI - and later, multi-engine.

With my CFI training I've moved on from being that awkward kid hanging around all the time - at least partially, but I do hope one day I can come back to the CAF with more skills to offer than manual labor.

Well, if I last that long, at least. My next flight is spin-training in one of the school's 10,000 hour Cessna 172s - so keep an eye on NTSB reports to see if I made it."



## Memory Photo Page IV



© Photo by Dave Flood

**Our C-46 *China Doll* crew hard at work on the right engine. They are hustling, under Dick Troy's direction, to get our "Mother Bird" up and flying.**



© Photo by Dave Flood

**The EAA's beautiful B-17G "Aluminum Overcast" taking off from CMA after a visit to the airport.**



**Dean Browne (left) and crew of CAF-High Sierra Squadron in Reno, Nevada with their rebuilt NAF N3N.**



© Photo by Dave Flood

**Jim Tierney ready to fly in our SNJ-5. Jim correctly answered the "Albee Challenge" of last month. The most heard sound during the Korean War was the rotor 'whomp whomp' of the Bell 47 helicopter.**



**Ceci Stratford and CDR Valerie Overstreet, USN in the cockpit of an E2C Hawkeye simulator. Valerie will be a featured guest at our Women In War Event on May 9.**



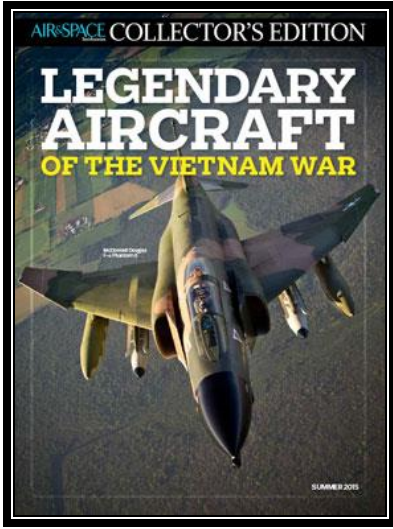
**Our new hangars from the air. Notice the old nose hangar is still there.**

**From our "Flight Line" of May, 2009**



## Legendary Aircraft of the Vietnam War

From *Air & Space Magazine* / and *Wikipedia*



The **McDonnell Douglas F-4 Phantom II** is a tandem two-seat, twin-engine, all-weather, long-range supersonic jet interceptor and fighter-bomber originally developed for the United States Navy by McDonnell Aircraft. It first entered service in 1961 with the Navy. Proving highly adaptable, it was also adopted by the United States Marine Corps and the United States Air Force, and by the mid-1960s had become a major part of their air arms.



The **Bell UH-1 Iroquois** (nicknamed "**Huey**") is a utility military helicopter powered by a single turboshaft engine, with two-bladed main and tail rotors. The first member of the prolific Huey family, it was developed by Bell Helicopter to meet a 1952 US Army requirement for a medical evacuation and utility helicopter, and first flew in 1956. The UH-1 was the first turbine-powered helicopter produced for the United States military, and more than 16,000 have been built since 1960.

The UH-1 first saw service in combat operations during the Vietnam War, with around 7,000 helicopters deployed.



The **Republic F-105 Thunderchief** was an American supersonic fighter-bomber used by the United States Air Force. Capable of Mach 2, it conducted the majority of strike bombing missions during the early years of the Vietnam War; it was the only American aircraft to have been removed from combat due to high loss rates. It was originally designed as a single-seat, nuclear-attack aircraft; a two-seat Wild Weasel version was later developed for the specialized Suppression of Enemy Air Defenses (SEAD) role against surface-to-air missile sites. The F-105 was commonly known as the "Thud" by its crews.



The **Mikoyan-Gurevich MiG-17** (Russian: Микоян и Гуревич МиГ-17; NATO reporting name: **Fresco**) is a high-subsonic fighter aircraft produced in the USSR from 1952 and operated by numerous air forces in many variants. It is an advanced development of the similar-looking MiG-15 of the Korean War.. The MiG-17 was license-built in China as the Shenyang J-5 and Poland as the PZL-Mielec Lim-6.

MiG-17s first saw combat in 1958 in the Second Taiwan Strait Crisis and later proved to be an effective threat against more modern supersonic fighters of the United States in the Vietnam War.

## Welcome to A New CAF Aircraft

Photos by Avery Willis and Paul Willett

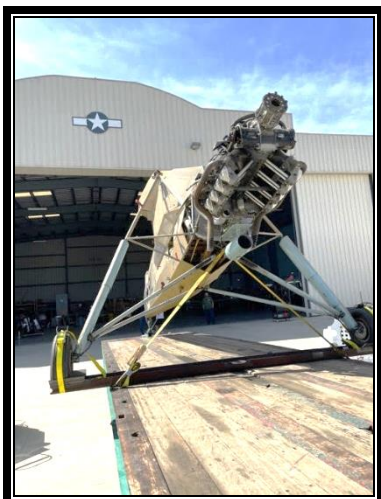
Text by Paul Willett



We took delivery recently of an unusual aircraft. It was partially disassembled for transport to us from the CAF's First Pursuit Squadron, Cable Airport, with the fuselage on one flatbed, the wings on another, and the prop, horizontal stabilizer, and other parts separately.



It's a Fieseler FI-156D Storch, a German-designed WWII aircraft.



Still on the flatbed. Note the spread of the gear.



It's a "fixer-upper" (as many CAF aircraft started out to be), but that's what we do, and this aircraft will probably be flying again in 2-5 years, depending on our volunteer manpower workload, and, of course, funding.



This aircraft is in much better shape than some others we've gotten. Some have become 15-20 year projects. Here we have the engine, and all of the main parts.



This photo is at the firewall – with the engine mounted to the left, and the controls and cockpit on the right.

**Note: for complete information on the Fieseler FI-156D Storch, please consult our "Flight Line" of September, 2020.**



## 1<sup>st</sup> Lt. Aleda Ester 'Lutzy' Lutz

By Anne Constantin Birge  
With help from *Wikipedia* and other sources



1<sup>st</sup> Lt. Aleda Ester Lutz

First Lieutenant Aleda Ester 'Lutzy' Lutz, a US Army Flight Nurse, was one of the most celebrated women war heroes of World War II. She was also the first American woman to die in combat during WWII.

Lt. Lutz was born on November 9, 1915, in Freeland, Michigan to Friederich Georg Lutz and Margaretha Sybilla (née: Hitz) Lutz, also born in Michigan. Friederich's father and his grandparents were born in Absburg, Bavaria, Germany. The youngest of 11 children, she grew up on a farm that became the Freeland POW Camp and later part of the MBS International Airport. It had been known as the Tri-City Airport, built for fear the Detroit Airport, where combat aircraft were built, was a bombing target.

The Lutz family belonged to St. John Lutheran Church-Amelith and helped minister to the German POWs who were housed at the Freeland POW Camp.



Freeland POW camp on the former Lutz farm

During WWI, most of the Lutz family was forced to register as German because a lot of Americans were angry and suspicious toward German-Americans. During the course of the war, the US government registered nearly 500,000 '*enemy alien*' civilians. Their experiences of having to register as '*enemy aliens*' and being forced to sell their land, gave Aleda a special connection to Japanese-Americans participating in the war effort, particularly the US 442<sup>nd</sup> Infantry Regiment.



Aleda E. Lutz, new Registered Nurse

Aleda attended Wellman Country School through the 8<sup>th</sup> grade, Freeland School through the 10<sup>th</sup> grade, graduated from in 1933 from Saginaw Arthur Hill High School and graduated from Saginaw General Hospital School of Nursing in 1937. She was a superior athlete and especially liked tennis, dancing and ice skating. She began bowling while attending nursing school and became an avid bowler and was active in the Saginaw Women's Bowling Association, founded in 1937.

After graduation, Aleda was a Staff Nurse at Saginaw General Hospital. When WWII started, she wanted to contribute to the war effort. On February 10, 1942, she enlisted in the Army Nurse Corps and commissioned a 2<sup>nd</sup> Lieutenant. This was the first time female Flight Nurses were in the US military. Speaking English and German made her a military asset.

Aleda spent her first months as a General Duty Nurse in the Station Hospital at Selfridge Field, Mount Clemens, MI. Her early letters describe her living quarters, her work at the base and her thoughts about the service. In a letter, she said she was the only nurse on duty, had 25 patients and expected the work load to increase as more nurses were being sent overseas.





**Lt. Lutz with a small dog**

All nurses at Selfridge Field were asked to *volunteer* for duty as Air Evacuation Nurses - if they could pass the pilot's physical. Just six of the 22 nurses who applied, passed the physical. Three of the six dropped out of the program. Only Aleda and two others, Clara Murphy and Veronica Savinski, were assigned as Flight Nurses. Only 1,180 of the 59,000 nurses (2%) who applied in WWII, qualified as Flight Nurses.

On December 17, 1943, Aleda was promoted to 1<sup>st</sup> Lieutenant and sent to Morrison Field in Sarasota, Florida. She and the other nurses were looking forward to spending the winter in the sunny south. However, before they could begin more training, their unit was activated. She was transferred to the US Army's 12<sup>th</sup> Air Force, 802<sup>nd</sup> Medical Air Evacuation Squadron, the first of its kind and the first to depart for overseas duty.

In January 1943, Lutz, Murphy and Savinski were sent to North Africa and received their training on the job - in the middle of a war zone. The highly classified unit of Douglas C-47 *Skytrain* cargo planes flew to the battlefield with ammunition and supplies and then took wounded, emergency cases back to the hospitals.

Lt. Lutz was in the 1<sup>st</sup> landing in Africa and on every American operation in that area. Over a 20-month period, she participated in six separate battle campaigns, accompanied air combat missions and conducted all-weather medical evacuations in Tunisia, Italy and France. In June 1943, she wrote she was amused and sometimes embarrassed at the attention she and her sister nurses received from the soldiers. Lt Lutz and her nurse colleagues were often the first American women the soldiers had seen in six to eight months and the soldiers were eager to talk.



**1st Lt Aleda E. Lutz**

The 802<sup>nd</sup> went further into combat zones than any other medic unit with nurses. People said Lutz (as her friends called her) said that when the weather wasn't fit for humans and the overcast was so heavy a bird couldn't navigate, Lt. Lutz would fly. Any place a pilot would fly, Lt. Lutz would fly. They also said she was calmest and at her best, if the weather was terrible and the C-47s bounced around, sank into air pockets and thrust their way through the nasty fronts of mountain country. She was one of the best-liked members of the unit. An Army nurse said, 'Aleda was the most wonderful person - everyone loved her. She was full of wit and humor. She was the best nurse I ever came in contact with - before or after the war.'



**Lt. Lutz helping patients off an airplane**

As a Flight Nurse, Lt. Lutz flew in unmarked transport planes (without the Red Cross insignia), which carried supplies to the front lines and transport patients back out, making them legal targets for enemy fire. She once made four sorties in a single day onto the Anzio beachhead flight-strip, while it was still under fire from the Germans.

On November 1, 1944, despite the perilous conditions, 1<sup>st</sup> Lt. Lutz was the only female aboard a Douglas C-47A-10-DK *Skytrain* (SN 42-92700), with its crew of four, that was transporting nine wounded American soldiers and six wounded German POWs from Lyon, France to a hospital in Italy. While enroute, the *Skytrain* encountered a violent storm and crashed on the side of Mont Pilat (Crest de la Perdrix), Saint-Chamond, Departement de la Loire, Rhône-Alpes, France. All 20 occupants of the C-47 died on impact.



**C-47A (SN 42-92700) crash site, Mont Pilat, France**

Prior to her death, 1st Lt. Lutz had the most evacuation sorties (196), the most combat hours flown by any Flight Nurse (814) and the most patients transported by any Flight Nurse (3,500+, none of whom died under her care). She was buried with full military honors in the Rhone American Cemetery and Memorial in Draguignan, France and is the only woman buried there.



**Lt. Lutz's grave – Rhone American Cemetery and Memorial, Draguignan, France**

1st Lt Aleda Ester 'Lutzy' Lutz is also one of the most highly decorated women in the US military. She was awarded the Purple Heart, the Air Medal with four Oak Leaf Clusters, the European–African–

Middle Eastern Campaign Medal and the Red Cross Medal. She also earned six battle stars for Tunisia, Sicily, Rome-Arno, Southern France and North Apennines.

She was the first US Army nurse to receive the Distinguished Flying Cross (posthumously). She was the second of seven women EVER to be awarded the decoration for distinguished performance in an aerial flight. It reads as follows:

*'For extraordinary achievement - throughout her long period of service, 1st Lt. Lutz distinguished herself through superior professional skill and courage. Her selfless devotion to duty and outstanding proficiency have reflected the highest credit upon herself and the armed forces of the United States. Her resourcefulness and determination have been on high inspiration those serving with her.'*



It seems military service to their country ran in the Lutz family. Michael Walter Lutz and Adam Arthur Lutz, her brothers, fought in WWI. During WWII, Conrad Andreas 'Uncle Sam' Lutz, another brother, joined the Medical Division. Theodore Vlassis and Frederick Vlassis, two of her nephews, served in the US Army in WWII. Robert Vasold, another nephew, joined peace-keeping forces in Germany.

## Recognition



**Photo: PhoM1/c Ken Kracht  
USAHS Aleda E. Lutz, Pearl Harbor, 1945**

On April 3, 1945, an 800-patient hospital ship was named the USAHS Aleda E. Lutz and was the largest Mercy Ship afloat.

The Aleda E. Lutz Nursing Award was given annually by the Saginaw General Hospital's Nursing School from 1945 until its closing in 1969. Hulda Lutz, Aleda's sister was also a nurse at the hospital.

After WWII, when the women war veterans of Saginaw County organized their own American Legion Post No. 544, they named their Post in honor of 1<sup>st</sup> Lt Lutz.

On July 8, 1945, the WIBC presented the Army Air Forces with an \$80,000 check for a new C-47 *Skytrain* named *Miss Nightingale III*, in Aleda's honor. This was the WIBC's 4<sup>th</sup> aircraft donated to the US Army Air Forces.



**Photo courtesy of Collene M. Vasold Kolinski**  
*Miss Nightingale III being christened by a relative.*

On October 27, 1990, and 46-years after she died, the Aleda E. Lutz Veterans Affairs Medical Center was rededicated as the Aleda E. Lutz Department of Veterans Affairs Medical Center. It was the first time a VA medical facility was named after a woman by congressional decree.

In 1993, Lt. Lutz was inducted into the Saginaw Hall of Fame (MI) and inducted into the Michigan Women's Hall of Fame in Lansing, MI in 1994.

On April 17, 2010, Lt. Lutz received a place of honor at the Michigan Aviation Hall of Fame in Kalamazoo, along with former military members, Women Air Service Pilots (WASPs) and other aviation figures.

In 2020, 1st Lt Lutz was inducted into the Michigan Military and Veterans Hall of Honor.

These honors, earned during her lifetime and posthumously, make First Lieutenant Aleda Ester Lutz the highest decorated woman in the military history of this country, with the exception of Civil War era Doctor Mary Edwards Walker, the sole female recipient of the Medal of Honor.

The *Souvenir Franco Americain*, in Draguignan, France, has existed since 1968. Each September, they honor the Americans and Allies who liberated them and also honor the 14 Americans who died in the crash. The monument they erected to honor the Americans has a plaque which reads:

*A la mémoire des cinq membres d'équipage du Dakota américain et des quinze soldats blessés Alliés et Allemands qui ont trouvé la mort lors du crash du 1<sup>er</sup> November 1944. Sous la responsabilité de l'infirmière Lieutenant Aleda E. Lutz, DFC qui fut la première militaire Américaine tombée en opération au cours de la Deuxième Guerre mondiale.*

**Translation:** *In memory of the five American Dakota\* crew members and the fifteen wounded Allied and German soldiers who died in the crash of November 1, 1944. Under the responsibility of nurse Lieutenant Aleda E. Lutz, DFC who was the first American serviceman to fall in operation during World War II.*

*\*"Dakota" was the British term for the C-47 Skytrain.*

1<sup>st</sup> Lt Aleda Lutz was one of only 16 American military females to die in combat in World War II. When she died, she was eight days shy of her 29<sup>th</sup> birthday. She never married and had no children.

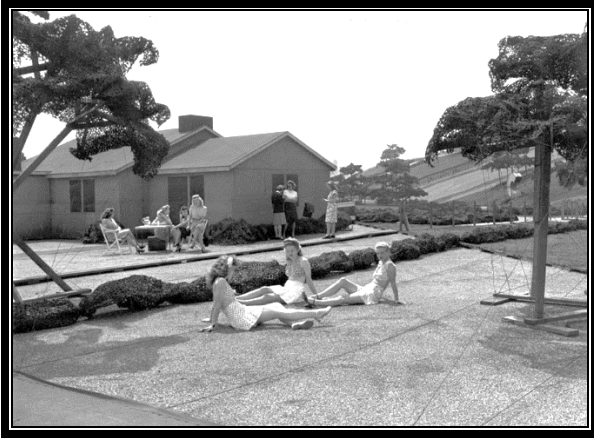
**1<sup>st</sup> Lt Aleda Ester Lutz**  
**US Army Nurse Corps Flight Nurse**  
**Sunrise - 8 Nov 1915      Sunset - 1 Nov 1944**  
**Distinguished Flying Cross    Purple Heart**  
**Air Medal (4 OLC)**

**RIP**



## Camouflaged Boeing Plant – WWII

Photos from *Seattle Times* archives



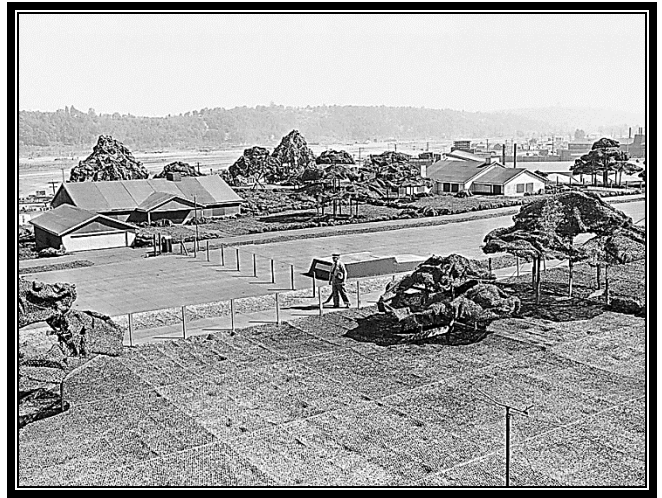
A sleepy suburb, with folks enjoying their yards? Not really – this camouflaged town is covering a WWII Boeing airplane factory in Seattle.



Here a B-17 emerges from the Boeing plant.



A view from the air showing that the camouflage streets blend with the neighborhood streets.



Here you see trees made of chicken wire and feathers – plus "half-houses."



Here's a woman standing at the corner of "Synthetic Street" and "Burlap Ave."



Note the plywood "half-houses" on the overall covering to keep possible overflying Japanese planes from seeing the Boeing plant.



## Boeing Plant – WWII Page 2



Walkways were built on top of the covering so people could walk on the "set," making it even more like a real town.



Thousands of Boeing workers watch the changeover from production of the B-17 to the B-29 – April 10, 1945.

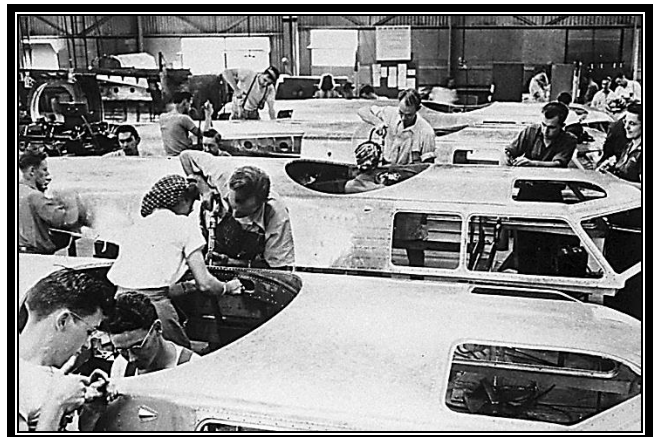


The first B-52 is rolled out of the Boeing plant – March 18, 1954. The 48-foot tail had to be folded down to clear the hangar door.



The Boeing Plant 2 – workers celebrating their completion of the 5,000<sup>th</sup> B-17 bomber.

It was amazing what workers did in our aircraft factories during WWII – working together – like the whole country!



Here are Boeing workers finishing off cockpits of B-17 Flying Fortresses.



Boeing Plant 2 production line – July 14, 1942.

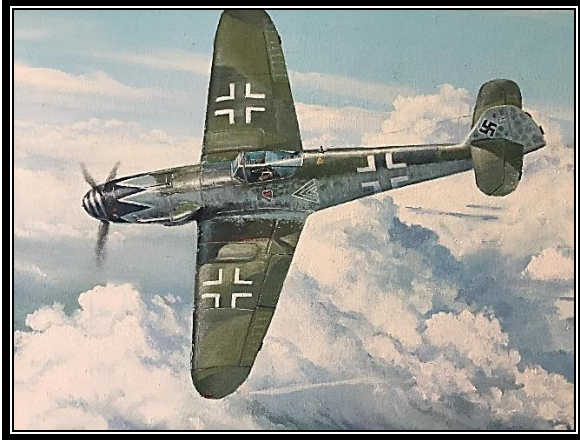
Many thanks to Avery Willis for finding this story!



## Aviation Art by David Bryant



**"Sturmbock Attack"**



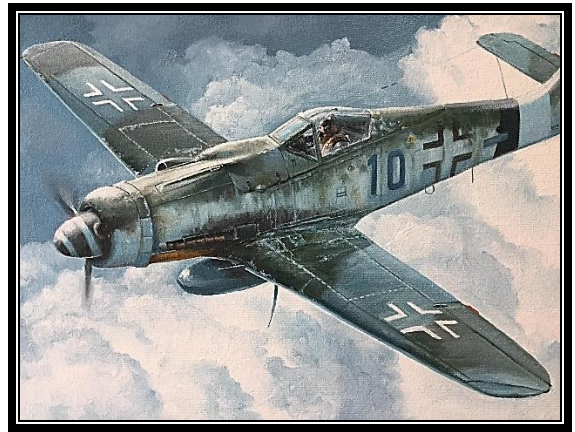
**Messerschmidt Me-109**



**Spitfire Crew on Break**



**"Bombing the Beast"**



**Focke-Wolf 190**



**Lancasters on night bombing mission**



**Flak defenses of Guernsey were strong...**



**Flying Fortresses vs. 190s**



# Flight line

**Commemorative Air Force**  
Southern California Wing



*Special Edition*

**Memorial Day,  
May 31, 2021**



**Lest We Forget**

**Omaha Beach, Normandy, France  
June 6, 1944**



**Lest We Forget  
United States Cemetery, Lorraine, France**

**In Flanders Fields**

**In Flanders Fields the poppies blow,  
Between the crosses, row on row  
That mark our place.**

**And in the sky,  
The larks, still bravely singing, fly,  
Scarce heard among the guns below.**

**We are the dead,  
Short days ago we lived,  
Felt dawn, saw sunset glow,  
Loved, and were loved,  
And now...we lie in Flanders Fields.**

**Take up our quarrel with the foe!  
To you, with failing hands,  
We throw the torch.  
Be yours to hold it high!**

**If you break faith with us who die,  
We shall not sleep,  
Though poppies grow,  
In Flanders Fields.**

**John McCrae**





**Lest We Forget**  
**Iwo Jima**  
**February 23, 1945**

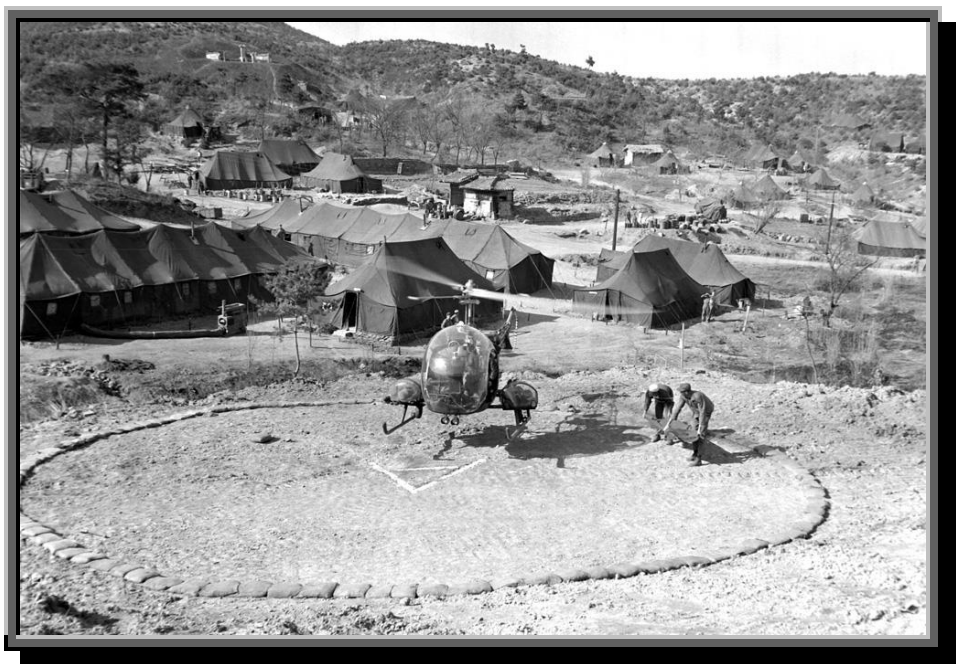


**Lest We Forget**  
**Burial at sea, USS Liscome Bay, 1943**



## **Lest We Forget**

**Raid on Ploesti, Romania Oil Refineries, August 1, 1943**



## **Lest We Forget**

**MASH Unit, Korean War – 1<sup>st</sup> Marine Division**





### **Lest We Forget**

**HU-1D Helicopter, Strike Force – Vietnam**



### **Lest We Forget**

**American Troops Clearing Area  
Warnak Province, Afghanistan**

## **“For The Fallen”**

**“They went with songs to the  
battle,**

**They were young.**

**Straight of limb, true of eye,  
steady  
and aglow.**

**They were staunch to the end,**

**Against odds uncounted;**

**They fell with their faces to the  
foe.**

**They shall grow not old, as we**

**That are left grow old;**

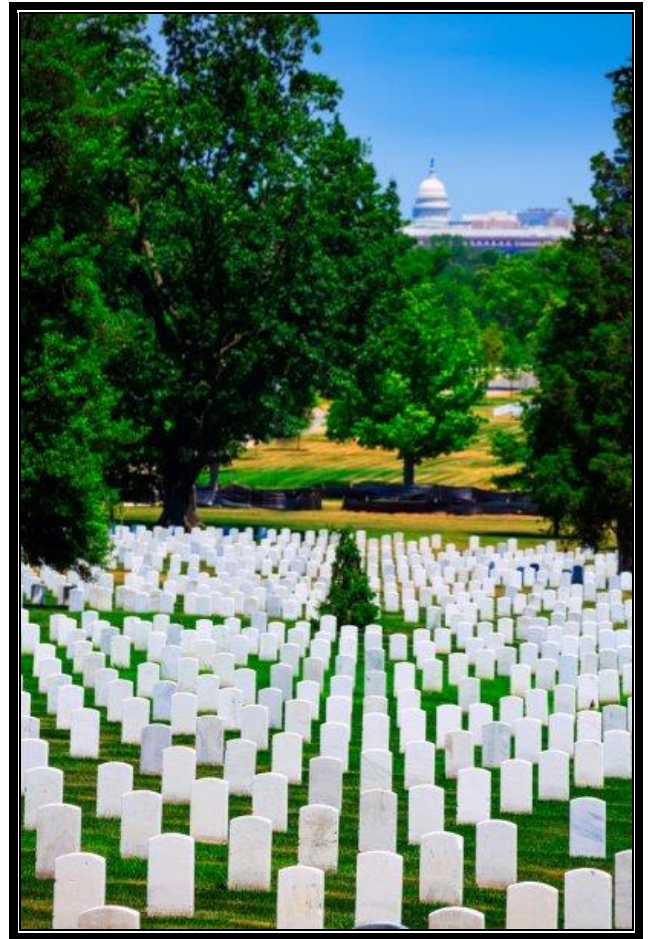
**Age shall not weary them, nor  
the years condemn.**

**At the going down of the sun,**

**And in the morning**

**We will remember them.”**

**Laurence Binyon**



**Arlington National Cemetery, with the  
U. S. Capitol in the distance.**



**Bob Burtress playing “Taps” for Bugles  
Across America at a veteran’s memorial  
service.**

**This Memorial Day Fly Your  
Flag Proudly  
And Remember...**