

November 2010
Vol. 27 No. 3

INVADER



The Magazine of the 13th Bomb Squadron Association

OUR HERITAGE - 13th Aero Squadron 14 June 1917

<http://www.13thbombsquadron.org/>



Bottom Row Left to Right

**Forman; Unk; Kelly; Miller; Mathews; Tetreault; Scroggs; Brandon; Buttram, Jack;
Dievert; Stroehl, Charlie; Allner, Walt; Unk; Brietski**

Second Row

**Chase; Howard; Unk; Unk; Kahen; Mertz; Unk; Judd; Diamond; Lamer;
Eddie; Unk; Krough**

Third Row

**Golojuch; Griffin (1st Sgt.); Pope; Unk; Palm; Taddlock; Unk; Bell; Unk;
Unk; Sahli; Leapold; Mr. Young; Beaslet, Tom; Long; Hedland;
Hambleton; Williams; Unk; Reed**

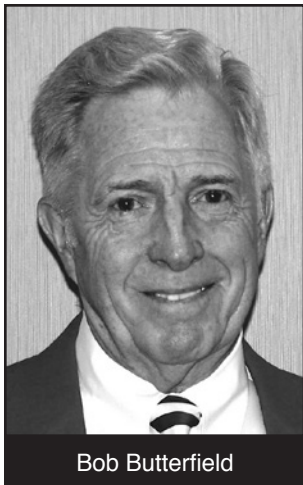
On Aircraft

Devalt; Pickles; Thompson

B-57G Thailand



President's Corner



Bob Butterfield

A first-time Gathering of 13th Eagles occurred at Tampa, FL. on September 18, 2010, when the men of the 13th Bomb Squadron (B-57G) met to celebrate their departure to the Vietnam War exactly 40 years earlier. These men continued the 13th Bomb Squadron fight against the North Vietnamese and Viet Cong enemy that Grim Reapers had begun in February 1965, when day

and night missions were flown in B-57 B/E models that had been reassigned to the Philippines from Japan the previous year.

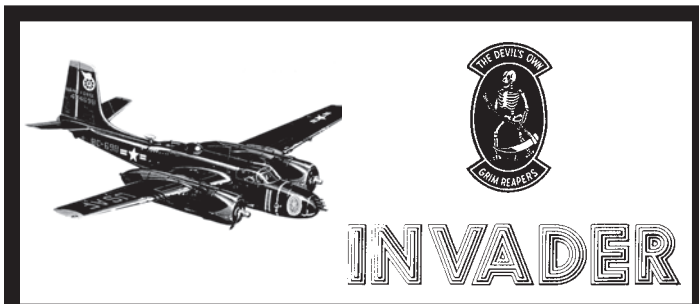
Many of the attendees had not seen each other for 38 years--since leaving Ubon AB, Thailand. Needless-to-say the enjoyment and emotions of old friends reuniting made for a memorable evening for everyone there. If you

know any of these men, please contact and congratulate them and then invite them to join our Association and come to the Washington, DC Reunion in May 2011.

The new 13th Bomb Squadron Association web site should be available in Dec. at www.13thBombSquadron.net. Our designer, FaverWebs, has done a terrific job over the last six months in helping us with the development and structure of the site and adding suggestions and constructive comments to get us on line. We must thank Suzie Faver and her expert team headed by Sarah Adams for all the help and hard work which brought the site to fruition. Please take a look at it and let us know what you think. This is a work in progress and more remains to be added, but we wanted to get our new site on line for everyone to read and enjoy. Thanks to Reapers Hal Hampton, Dennis Nielsen, Bob Parks, Jim Pickles and Captain Jeff Pogue for helping me with our new site.

The 2011 Reunion will be held May 19-23, 2011 (Thursday through Monday) at the Doubletree Hotel in Crystal City, VA, just across the street from the Pentagon and a short, free shuttle ride from Washington Reagan Airport. This is going to be the best reunion, in a terrific location, at a wonderfully remodeled hotel with underground parking, panoramic views of Washington, shuttle service to the metro station, and nice meeting rooms for all of our activities. You may want to take advantage of the reduced rates and stay a few extra days to see more of our amazing Capitol. Our guest speaker will be a retired Air Force four star general officer H. T. Johnson, who was Secretary of the Navy after retirement. He is going to talk about the 9/11/2001 terrorist crash into the Pentagon and the preparations that DOD had made before the attack, and then the aftermath of this American tragedy. I know you are going to like this evening and all of the other days we will have together. Invite another member to come along with you and be part of this special event!

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INVADER is the newsletter of the 13th Bomb Squadron Association, a Non-profit organization and is published three times yearly for the benefit of the Association members. Views expressed in this publication are not necessarily those of the Association or of the Department of the Air Force.*****Members of the Association must maintain contact with the Association or "after two years of not communicating with the association, a member will no longer receive the INVADER or the Directory".

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The new INVADER masthead, created by Pittsburgh illustrator and graphic designer Don Henderson, displays the principal combat aircraft with which the 13th fought in the five combat eras since its initial activation in 1917 through the present date.

Cover

Charlie Stroehl sent this picture with the names of those known to him.

See Letters to the Editor



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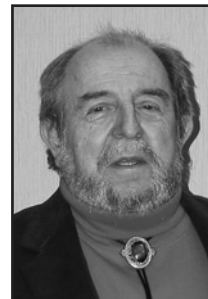
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“President's Corner” cont. from page 2

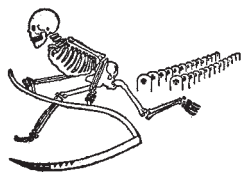
In August Don Henderson, the artist that has designed and donated so much of his art and talent to our Association, noticed that an interesting item was being exhibited at a museum in Cookeville, TN. It was the original stencil for the 13th Aero squadron's Oscar that appeared on Spad XIII and XII in 1918 in France during WW I. The 13th pilot that submitted a skeleton design was Lt. Earle Richards. The squadron liked his design so much, that they adopted it for all their aircraft. This design is, of course, the one that was officially approved in 1924 and is flying today with B-2 bombers from Whiteman AFB, Mo. The grandson of Lt Richards, Douglas W. Kane, M.D., found the stencil in his grandfather's attic in Purcellville, VA, and has allowed it to be shown to the public.

On September 15, 2010, I wrote a letter to Dr. Kane asking him if he would consider donating the stencil to the 13th Bomb Squadron where it could be displayed along with other 13th artifacts from throughout the 93-year history of this famous squadron. The pride and motivation that this wonderful treasure would give all the active duty members of the 13th Bomb Squadron would be huge. On September 27th, Dr. Kane replied that although he does want to maintain possession of this valuable aviation artifact now, he would be willing to show it to others. As a result I have invited him to attend our reunion banquet on May 22nd and to display the original Oscar Stencil for all 13th Bomb Squadron Association attendees to see.

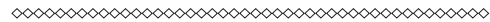
Please put this reunion on your calendar. It will be a great one.

Reaper Pride!

Bob Butterfield



The Devil's Own Grim Reapers
are coming soon to a web site near you!
(310) 892-4608
rl.butterfield@hotmail.com



From editors files – book source unknown

Chapter 23
CHAMPAGNE AMID THE RUBBLE

Lieutenant Earl Richards, one of our pilots, having some talent as an artist, had skillfully drawn the insignia for our squadron, on which we had decided, after discussing various ideas. Our emblem was Death, in the guise of a grim skeleton running down the foe, and swinging a big scythe. A metal stencil was cut for this, and it was to be painted on the fuselage of each Spad, for the double purpose of distinguishing our 13th Squadron from other squadrons, and to add to our general *esprit de corps*, in being marked with a distinctive emblem.

We now had our own coat of arms, but there was a more or less unwritten law, that no fighter squadron should paint its emblem on its planes until the squadron had officially accounted for a minimum of five enemy airplanes. Now, by the middle of August, we had four official victories to our credit, and we had been anxiously hoping for the qualifying fifth for over a week, but with no results that could be confirmed as certain.



13th Aero Squadron's "Oscar" is Centerpiece of Exhibit

Excerpt from Military Trader Magazine (date unknown)

As a young child growing up in Massachusetts, Dr. Douglas Kane struck up an admiration for his grandfather, Earle F. Richards, a 1st Lieutenant with the 13th Aero Squadron in World War I. "There was a real war mentality (back then)," said Dr. Kane, a pulmonologist in Cookeville. "It was glamorized in the movies, being able to fly, shoot things down and be a hero."

Although his grandfather died when Kane was just in the third grade, he left a lifelong impression on his grandson. And just three years ago, in his parents' attic in Purcellville, Va., Kane discovered the centerpiece of his granddad's legacy. "I found it in the attic underneath some cardboard," he said. "It was loose, like junk." But it wasn't junk at all.



In March 1918, the 13th Aero Squadron acquired SPAD XIII pursuit planes from the French. The SPAD had a gross weight of 1,863 lbs., 26'6" span and a length of 20' 8", and was powered by a Hispano 8 cyl. engine of 235 hp. It had two Vickers 7.7mm machine guns firing through the prop and could climb to almost 22,000 ft. Capable of reaching 139mph, the SPAD was the fastest Allied during WWI.

What Kane found was the stencil his granddad used in designing the insignia of the 13th Aero Squadron his granddad had been a part of, also known as the "grim reaper" or "Oscar." "It was like the holy grail to me," Kane said. "I knew my granddad had designed that."

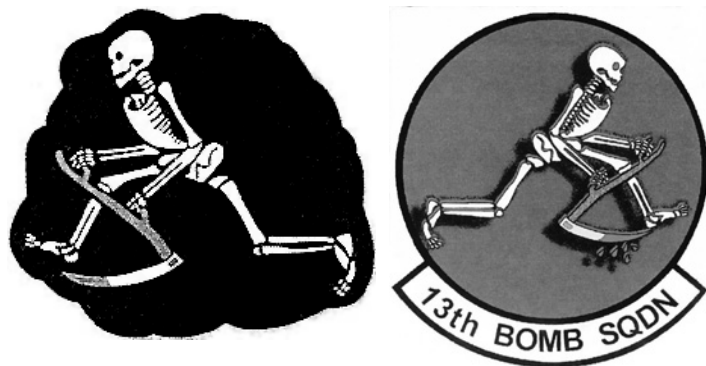
The stencil was a little piece of history significant during World War I when each aero squadron in the U.S. Air Force was responsible for designing its own insignia and labeling all of the planes within that squadron. "He eventually presented his "grim reaper" logo to the squad, and the 13th's insignia was born and is still alive today

and is affectionately known as "Oscar," Kane said in a written statement

Kane had collected a variety of things from his granddad over the years including a flight coat, helmet and leggings, but none appears to be as significant as the tin stencil. "The 13th Bomber Squad still exists, and they still have the insignia," he said. "That's my granddad's legacy."

In Oscar's first appearance on the SPAD he was running to the left. However, in the official emblem Oscar is running to the right. Through the years Oscar has been jazzed up and toned down (shown here is Oscar, ca. 1953), depending upon the talents and inclination of various artists.

Kane's collection as well as some other memorabilia is the subject of a new exhibit opening Tuesday at the Cookeville (Tennessee) History Museum. Museum director Judy Duke said she learned of Kane's collection from Dr. Sam Barnes, who is also a military history enthusiast. "We're thrilled to have it as our first visiting exhibit," Duke said. Museum exhibits specialist Pam Philpot design the exhibit, and Duke said they plan to have it on display for a couple of months. The exhibit can be seen during the museum's operating hours, Wednesday through Saturday, from 10 a.m. to 4 p.m.



The 13th Bomb Squadron Grim Reaper logo— affectionately known as "Oscar"— first rode into combat on the side of a SPAD XIII of the 13th Aero Squadron in 1918 with Oscar running forward. Through the years Oscar has been jazzed up and toned down (shown here is Oscar, ca. 1918 and 2000), depending upon the talents and inclination of various artists.



War Department & Flying Machines 1905

Letters source U.S. Archives

Wilber Wright
Established in 1892
Orville Wright

Van Cleve
Mfrs of WRIGHT CYCLE COMPANY
Bicycles

1127 West Third Street
Dayton, Ohio
January 18, 1905

Hon. R. M. Nevin
Washington, D.C.

Dear Sir:

The series of aeronautical experiments upon which we have been engaged for the past five years has ended in the production of a flying machine of a type fitted for the practical use. It not only flies through the air at high speed, but it also lands without being wrecked. During the year 1904 one hundred and five flights were made at our experimental station on the Huffman prairie, east of this city, and through our experience in handling the machine has been too short to give any high degree of skill, we nevertheless succeeded, toward the end of the season, in making two flights of five minutes each, in which we sailed round and round the field until a distance of about three miles had been covered, at a speed of thirty-five miles an hour. The first of those record flights was made on November 9th, in celebration of the phenomenal political victory of the preceding day, and the second on December 1st, in honor of the one hundredth flight of the season.

The numerous flights in straight lines, in circles and over "S" shaped courses, in calm and in winds, have made it quite certain that flying has been brought to a point where it can be made of great practical use in various ways, one of which is that of scouting and carrying messages in time of war. If the latter features are of interest to our Government, we shall be pleased to take up the matter either on a basis of providing machines of agreed specification, at a contract price, or, of furnishing all the scientific and practical information we have accumulated in these years of experience, together with a license to use our patents: thus putting the Government in a position to operate on its own account.

If you can find it convenient to ascertain this is a subject of interest to our own Government, it would oblige us greatly, as early information on this point will aid us in making our plans for the future.

Respectfully yours,
(Sgd. In ink) WILBUR and ORVILLE WRIGHT
(Initialed in ink) O.W.



COMMITTEE ON THE JUDICIARY
House of Representatives U.S.
Washington, D.C. Jan. 21, 1905

My dear Mr. Secretary:

I have been skeptical as to the practicability and value of any so called "flying machine" or "air ship" that I did not give much heed to the request made sometimes since by the gentlemen whose letter I attach hereto, until I was convinced by others who had seen their experiments, the results of their labor, and there was really something in their ideas.

I do not know whether you, or the proper officer of the Government to whom this matter will be referred, will care to take it up or not, but as I am advised they only want to present, without expense to any consequence to the Government, the result of their labors, and as I am satisfied they have at least succeeded in inventing a machine worthy of investigation, I would respectfully ask the this matter above referred to the proper officer and that he may grant them, at any rate, the privilege of demonstrating to him what they have and what they can do. I assume that the Government is interested in the matter at least to that extent, providing its officers be convinced that there is something of value and something that would be of practicable use.

Will you kindly advise me, that I may let them know at the earliest opportunity.

Very truly yours,

(Sgd) in ink) R. M. Nevin

WAR DEPARTMENT
BOARD OF ORDANANCE & FORTIFICATION

Washington, D.C.,
January 24, 1905

Hon. R. M. Nevin, etc.

My dear Sir,

Referring to your letter of the 21st instant to the Honorable Secretary of War inviting attention to the experiments in mechanical flight conducted by Messrs. Wilber and Orville Wright, which has been referred to the Board of Ordnance and Fortification for action, I have the honor to inform you that as many request have been made for financial assistance in the development of designs for flying machines, the Board has found it necessary to decline to make allotments for the experimental development of devices for mechanical flight, and has determined that, before suggestions with that object in view will be considered, the device must have been brought to a stage of practical operation without expense to the United States.

It appears from the letter of Messrs. Wilbur and Orville Wright that their machine has not been perfected, the Board would be pleased to receive further representations from them in regard to it.

Very respectfully,

G. L. Gillespie,
Major General, General Staff,
President of the Board



Orville Wright

WRIGHT CYCLE COMPANY
1127 West Third Street
Dayton, Ohio

October 9, 1905

The Honorable Secretary of War
Washington, D.C.

Dear Sir:

Some months ago we made an informal offer to furnish to the War Department practical flying machines suitable for scouting purposes. The matter was referred to the Board of Ordnance and Fortification, which seems to have given it scant consideration. We do not wish to take this invention abroad, unless we find it necessary to do so, and therefore write again renewing the offer.

We are prepared to furnish a machine on contract, to be accepted only after trial trips in which conditions of the contract have been fulfilled: the machine to carry an operator and supplies of fuel, etc., sufficient for a flight of one hundred miles: the price of the machine to be regulated according to a sliding scale based on the performance of the machine in the trial trip; the minimum performance to be a flight of at least twenty five miles at a speed of not less than thirty miles and hour.

We are also willing to take contracts to build machines carrying more than one man.

Respectfully yours,
(Sgd. In ink) Wilbur and Orville Wright
(Initialed in ink) O.W.

Washington, D.C.
October 16, 1905

Messrs. Wilbur and Orville Wright
1127 West Third Street
Dayton, Ohio

Gentlemen:

Your letter of the 9th instant to the Honorable Secretary of War has been referred to this Board for action. I have the honor to inform you that, as many requests have been made for financial assistance in the development of designs for flying machines the Board has found it necessary to decline to make allotments for the experimental development of devices for mechanical flight, and has determined that, before suggestions with that objective in view will be considered, the device must have been brought to the stage of practical operation without expense to the United States.

Before the question of making a contract with you for the furnishing of a flying machine is considered it will be necessary for you to furnish this Board with the approximate cost of the completed machine, the date upon which it would be delivered, and with such drawings and descriptions thereof as are necessary to enable its construction to be understood and definite conclusion as to its practical ability to be arrived at. Upon the receipt of this information, the matter will receive the careful consideration of the Board.

Very respectfully,

(Sgd. In ink) J. G. Bates
Major General, General Staff,
President of the Board



At its meeting of 24 October 1905 the Board considered the Wright letter of 19 October and recommended:

“That Messrs. Wright be informed that the Board does not care to formulate any requirements for the performance of a flying machine or to take any further action on the subject until a machine is produced which by actual operation is shown to be able to produce horizontal flight and to carry an operator.”

Board of Ordnance and Fortification files, National Archives

FOURTEEN MONTHS LATER

Brief of Specification No. 486 of Heavier-than-air Flying Machine

Bids to be in by 1 Feb. 1908*

Bidders were asked to submit dimensional drawings to scale, describe power plant, state speed, surface area, weight and material of frame, planes and propellers. There is required assembly in about one hour and quick demountability for transport in Army wagons.

The machine must be capable of taking off in any country encountered in field service and landing undamaged in a field without requiring a specially prepared spot.

It will carry two persons of a combined weight of 350 pounds, with sufficient fuel for a flight of 125 miles and should have a speed of 40 miles per hour.

Besides a simple and transportable starting device, the machine is to be equipped with some device to permit of a safe descent in case of an accident to the propelling machinery.

It will be sufficiently simple in construction and operation to permit an intelligent man to become proficient in its use within a reasonable length of time. The price to be quoted includes instruction of two men.

Bidders are required to furnish evidence that the Government has the lawful right to use all patented devices or appurtenances which may be part of the flying machine, and that the manufacturer of the flying machine is authorized to convey the same to the Government, but does not contemplate the exclusive purchase of patent rights for duplicating the flying machine.

A premium of 10% of the contract price is to be paid for each additional mile-per-hour of speed over 40, with a similar deduction for each mile of less speed. The speed is to be determined by taking an average of the time over a measured course of more than 5 miles, against and with the wind. An endurance flight of at least one hour is required, the machine to land in condition to at once start on another flight, demonstrate steering in all directions without difficulty and be at all time under perfect control and equilibrium.

Bidders must state time required for delivery after receipt of order and furnish with their proposal a certified check amounting to 10% of the price stated for the 40 mile per hour speed. Upon award, the check would be returned to the bidder and successful bidder will be required to furnish bond in the amount equal to the price stated.

*Condensed from Appendix 6, Chandler and Lahm, pp. 295-98

THE FIRST AIRCRAFT STORY
To be continued in March 2011



13th Tactical Bomb Squadron

40th Anniversary—B-57G to Thailand

A gathering of 13th Tactical Bomb Squadron (TBS) *Grim Reapers* was held in Tampa, Florida on Saturday, September 18, 2010. The gathering was held to commemorate the 13th's reactivation at MacDill AFB in 1969, and its subsequent deployment to Ubon Royal Thai Air Base, Thailand on this date exactly 40 years earlier. This was the first reunion of the B-57G group and, for many, the first time they had seen each other since leaving Southeast Asia.

For its mission, 13th TBS personnel were trained to fly, maintain and support one of the most sophisticated electronic systems in existence at the time – the B-57G. They were deployed to continue the attack on the North Vietnamese and Viet Cong terrorists their B-57 brethren had begun from bases in South Vietnam in 1965. This time, the B-57G model was not the basic light (attack) bomber developed by the Air Force in the early 1950's for close air support and interdiction. The modified B-57's were now fitted with an impressive suite of state-of-the-art electronics which gave the crew unprecedented capability to see targets at night and deliver ordnance with previously unknown precision.



B-57G

The new systems included a Forward Looking Radar (FLR) (*complete with terrain following radar and moving target indicator modes*); a Forward Looking InfraRed (FLIR); a Laser Targeting System; and a Low Light Level Television (LLTV) – all designed to ensure precision bombing of enemy targets exclusively at night. The triple threat capability of the FLR, FLIR and LLTV

(*adopted by the unit in a patch bearing the image of a three headed dragon*) became a deadly force against trucks, tanks, enemy troops, and equipment during the night missions. In the 18 months spent at Ubon, the B-57Gs flew only five missions in the light of day!

Between the fall of 1970 and spring of 1972, over 500 men were in the 13th. Unlike earlier squadron organizations in South Vietnam, this number was exclusive to support of the B-57G. Dedicated flight crews, crew chiefs, armament, electronics, avionics and shop personnel all worked together to launch those deadly night missions and get their planes and aircrews safely back to base.

At the time of the deployment in September 1970, the B-57G's flew to Thailand on a very challenging flight across the Pacific Ocean. The added weight of the new systems, and different external configuration, reduced the range and cruising speed in exchange for greatly increased bombing accuracy. One crew member recalled on their leg from Adak, Alaska to Midway Island, they landed with only 50 gallons of JP-4 fuel remaining at shut down.

On this special Saturday night at the Ramada West Shore Inn not far from the gates of MacDill AFB, where the 13th was re-organized and the men were trained, old comrades in arms greeted each other after being apart for nearly four decades. To know just how that feels is a challenge for words. The exhilaration of those first moments together is like no other feeling. The special bonding, created during time spent together in combat, is a lifetime experience, and reuniting with old squadron mates is an emotional awakening. A lot of emotions were felt and expressed that night!

Many wives of the 13th Reapers also attended the reunion and shared their stories of support. These women carried on with their lives and family responsibilities without their men at home. They kept all struggles and stress problems to themselves – knowing their men were living in harm's way and had enough to think and worry about without hearing of any troubles back home. The courage and fortitude of these women made them squadron heroes, too, and worthy of



“13th Tactical Bomb Squadron” cont. from page 10

the salute rendered by all attendees. God honored their countless prayers for the safe return of EVERY man.

Lt Col Paul Pitt, the squadron commander who lead the 13th to Ubon, and Lt Col Ed Buschette were downed during a mission over Laos, both men were rescued and returned to Ubon the following day. During the 18-month long deployment of B-57G, not a single 13th TBS life was lost in combat!

Ralph Bowen (B-57G Pilot) and Jim Pickles (B-57G Crew Chief), the organizers for this memorable event, are to be congratulated for arranging a fine reunion that brought together comrades and friendships that had been forged long ago. There was no big formal agenda – no well known guest speaker – no elaborate decorations (*although the hotel had used beautiful table linens in Reaper colors*). The occasion was just meant to be a special evening spent together in the company of friends with support by a grateful and gracious hotel staff. Ralph, as master of ceremonies, introduced Jim Humphries (B-57G pilot) who gave an inspiring invocation. After dinner, Bob Butterfield (13th TBS Association President and former B-57 pilot) and Bob Parks (13th TBS Association Locator and former B-57G Radar Technician), gave brief remarks on the Association’s publications and activities with emphasis on the annual reunions . Bob Butterfield issued a special invitation to all to make plans to attend the May 2011 reunion in Washington, DC. Frank Urbanic, the Air Force Systems Command Staff Officer responsible for implementing enhancements to the B-57G’s Radar Systems, closed out the brief after dinner program. After a group photo, attendees got down to just talking, reliving experiences and renewing friendships started 40 years ago. Several attendees brought scrapbooks and photo collages to share and assist in rekindling those memories.

That was it. Overall it was an incredible evening together. A gathering of 13th Reapers who can take great pride in the sacrifices they made and work they did in service of this great country. Just as this group stood on the shoulders of those Reapers who have gone before them, so do the 13th Squadron members of today stand on the shoulders of the B-57G Reapers of 40 years ago.

Congratulations to all 13th Bomb Squadron Members of the B-57G tour. Some are members of the 13th Association, and a few have attended a reunion in the past. If you are not a member, we’d certainly consider it an honor if you’d consider becoming a part of the Association. We encourage you to join the 13th Reapers from WW II, Korean War, Vietnam and the B-1 and B-2 Global War on Terrorism eras when we come together for next year’s annual reunion on May 19-23 at the Doubletree Hotel in Crystal City, across from the Pentagon in Washington, DC. Anytime we get together is a memorable occasion, but we have every reason to believe the choice of location, speakers and activities planned for next year will make this an extra special event you won’t want to miss.

If you are interested in becoming a member, call, email or write Bob Parks, association locator, for membership information. An annual voluntary donation of \$35.00 is requested but not required. Again, this is voluntary; all we really need is a completed and returned information notice every two years with a current address. Won’t you come and help us preserve the rich heritage of the 13th TBS and support today’s active duty members of the 13th Bomb Squadron by showing them the meaning of the Squadron slogan ----

----**REAPER PRIDE**-----

Submitted by

Bob Parks — B-57 G Radar Technician

Bob Butterfield — 13th Association President





Bottom row

Jack Gaylor (*C/C*), Tom Alexander (*WSO*), Bob Parks (*Avionics*), James
 Bob Nist (*WSO*), Billy Edenfield

Middle row

Bill Atteberry (*WSO*), Jim Broomhead (*C/C*), Everett Grogan (*C/C*) James
 Jim Humphries (*Pilot*), Dave Hanlon (*Pilot*), Ron Silvia

Top row

Dick Fontaine (*WSO*), Mike Thorn (*Pilot*), Ken Watterson (*C/C*),
 Pete Knoop (*C/C*), Dan Pope (*C?C*), Ron St Louis *Maintenance/Off*, Dan F
 he was in AFSC during program also attending was Bob Buter



left to right

James Phillipus (*Electrician*), Jim Gilhooley (*WSO*), Dennis Irwin (*C/C*),
John Ald (*WSO*), Ralph Bowen (*Pilot*)

left to right

James Pickles (*#1 C/C*), Mike Richardson (*WSO*), Dave Clark (*WSO*),
John Ald (*WSO*), Nick Paldino (*Pilot*), Richard Martin (*Avionics*)

left to right

Colin Utt (*Weapons*), Danny Daniel (*C/C*), Charlie Brown (*Pilot*),
John Pipkins (*Pilot*), Henry Mertz (*C/C*), next guy behind Nick is Frank Urbanic
current President of 13th Bomb Squadron Association

System Operator; C/C – Crew Chief



B57G Tropic Moon III

The B-57G was the designation assigned to sixteen B-57Bs that were modified as night intruders for use in Vietnam under a project known as Tropic Moon. III

The 13th Bomb Squadron was sent to Ubon in Thailand with a total of 11 B-57Gs in September, 1970. They went into action over the HCM Trail, using laser-guided bombs. They flew until April 1972.

The aircraft could easily be identified because of the large "chin" on the nose that contained low light television (LLTV) gear similar to that used in the AC-130 gunships.

Tropic Moon III

Shed Light's Second phase eventually turned out to be based on the B-57. B-57 aircraft had already been deployed to Southeast Asia and had been the subject of initial sensor evaluations under Tropic Moon II. Tropic Moon III was envisioned as an SCNA that made up for the gross shortcomings of Tropic Moon I and II.

Tropic Moon III involved a completely new set of systems, up to date, and infinitely more capable than those previously installed. An entire new aircraft sub-variant, the B-57G, was developed for the purpose with a redefined nose to house the new sensor package. Development of the aircraft experienced major delays during which it was equipped with a laser target designated to be used with the then new first generation Pave Way laser guided bombs.

In the end the Tropic Moon III proved to be a capable system, both with conventional ordnance and laser guided weapons, day and night. However, the advent of the side-firing gunship threatened the system.

The B-57G conducted its first combat missions in October 1970 during Operation Commando Hunt V. The kill rates per sortie between the AC-130A/E and the B-57G made it clear which system was dominant in the

role of "truck hunter," in reference to the primary targets of the campaign.

During the course of the operation the B-57G's claimed over 2,000 trucks destroyed, mostly as a result of using precision guided weaponry. In the same period AC-130s were credited with destroying six times this number of trucks. While B-57G operations continued, this led to an attempt to modify the system to incorporate gunship elements. One B-57G was modified to house a special bomb bay installation of one Emerson TAT-161 turret with a single M61 20mm cannon as a gunship under Project Pave Gat. This system proved to still be inferior to the capabilities of the AC-130.

In addition to their laser guided ordnance, Tropic Moon III B-57Gs also used a variety of conventional ordnance, including M36 incendiaries, cluster dispensers, and iron bombs. These other systems were used in light of a shortage of precision guided munitions available.

The B-57G was removed from the theatre in May 1972 coinciding with the withdrawal of the bulk of US Air Elements. Plans remained for the continuation of the B-57G program and there were proposals for multiple wings of aircraft to operate in concert with AC-130s and similar aircraft. Post-conflict spending cuts ended this.



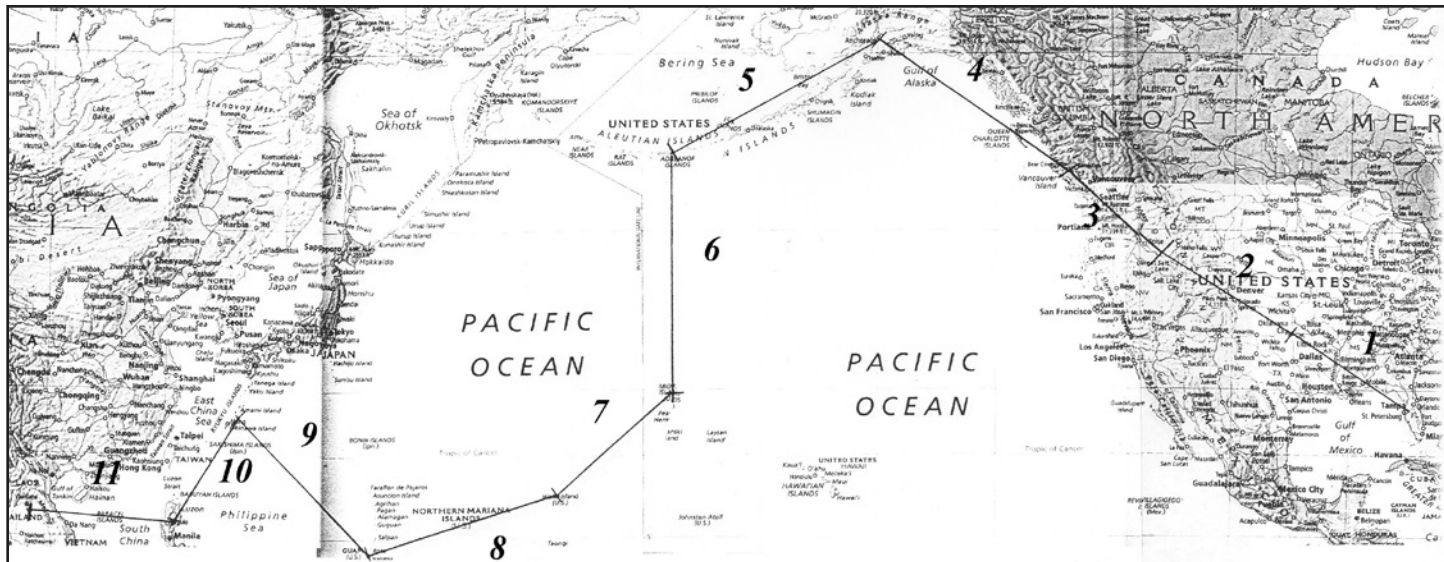
*11 B-57Gs
MacDill AFB
Deployment Day
September 15, 1970*



September 1970 - 13th Bomb Squadron Deployment MacDill AFB, Florida to Ubon AB, Thailand

Log of Aircraft 52-1580

By PILOT: Major Van Citters with WSO Capt. Reppe



All times local at location

Leg 1 Tuesday, September 15, 1970
 Depart: MacDill AFB, FL 1040
 Arrive: Tinker AFB, OK 1230
 Flight Time 2 hours 42 minutes

Leg 2 Wednesday, September 16, 1970
 Depart: Tinker AFB, OK 1540
 Arrive: Mountain Home AFB, ID 1755
 Flight Time 3 hours 12 minutes

Leg 3 Thursday, September 17, 1970
 Depart: Mountain Home AFB, ID 0940
 Arrive: Comox CFB, BC, Canada 1050
 Flight Time 2 hours 12 minutes

Leg 4 That afternoon
 Depart: Comox CFB, BC, Canada 1520
 Arrive: Elmendorf AFB, AK 1640
 Flight Time 3 hours 18 minutes

Leg 5 Sunday, September 20, 1970
 Depart: Elmendorf AFB, AK 1005
 Arrive: Adak NAS, AK 1220
 Flight Time 3 hours 18 minutes

Leg 6 Monday, September 21, 1970
 Depart: Adak NAS, AK 0800
 Arrive: Midway Island 1100
 Flight Time 4 hours

Leg 7 Tuesday, September 22, 1970
 Depart: Midway Island 1000
 Wednesday, September 23, 1970
 International Date Line
 Arrive: Wake Island (Pan Amer.) 1155
 Flight Time 2 hours 54 minutes

Leg 8 Friday, September 25, 1970
 Depart: Wake Island (Pan Amer.) 1040
 Arrive: Anderson AFB, Guam 1120
 Flight Time 3 hours 42 minutes

Leg 9 Sunday, September 27, 1970
 Depart: Anderson AFB, Guam 1120
 Arrive: Kadena AB, Japan 1315
 Flight Time 3 hours 30 minutes

Leg 10 Monday, September 28, 1970
 Depart: Kadena AB, Japan 0840
 Arrive: Clark AB, Philippines 1020
 Flight Time 2 hours 36 minutes

Leg 11 That Afternoon
 Depart: Clark AB, Philippines 1420
 Arrive: Ubon AB, Thailand 1605
 Flight Time 2 hours 48 minutes

Total Flight Time 34 hours 12 minutes



Our Last Mission

Robert Festa

Pilot:.....Capt. John P. Ahlers

Navigator:.....Capt. Robert C. Henry

Gunner:Cpl. Robert K. Festa

Aircraft:Lucky Louise -

Tail Letter "M"; Aircraft No. 43-22306

Just 20 years old, I was about to fly my 48th mission over enemy territory during the Korean War. Since January, 1952, I'd been flying as a gunner on a three-man B26 crew at Kunsan Air Base, Korea. Two more missions and I could go home. We left Kunsan Air Base at 22:50 hours on 9 August 1952. We were about five hours into a six hour mission and had stopped some heavy traffic on our route reconnaissance mission, Blue Route, I believe. We were near the center of North Korea and were receiving light flak and had made our last pass. We were low on ammo and had no bombs left. We were in a valley looking up at the hill tops; it was then we were hit in the right main gas tank just behind the engine at an altitude of about 1,500 feet. With the right wing on fire, the pilot called in the emergency signal - "Pintail one-four squawking Mayday" - which Capt. Ahlers repeated twice. He gave the order to bail out and I hit the salvo switch to open the bomb-bay doors, put on the chest pack and tightened the leg straps (how did I remember that?) and bailed out. The chute opened and before I had a chance to look down, I hit the ground. I made contact with Capt. Henry; he had dislocated his left elbow on bailout and was in a lot of pain. I hid the parachutes. The aircraft had crashed about 200 yards away from us and it was burning; and the unspent ammo was exploding.

We knew many North Koreans were milling around the aircraft because we saw flashlights and heard loud voices. We headed away from the aircraft in the opposite direction - stumbling in the dark over heavy underbrush and across small streams. After moving for what seemed like a long time, we stopped and tried to contact aircraft above. About an hour after sunrise, we saw soldiers spread out about every five feet or so in a line across the valley and they quickly spotted us. They fired - hitting all around us; we did not return their fire. Eventually

they came upon us and suggested we put up our hands; we did. They took our dog tags and at this point I was afraid we would be killed.

The North Korean soldiers marched us through the center of a nearby village. Try to imagine being 20 years old, in a flight suit, walking through a town where people are looking at you and imagining them saying 'these are the one's who were flying that plane last night, dropping bombs, shooting.' They must have been upset. I figured they'd march us right to the center of town and that would be the end of us. Instead, they took us to a

local interrogator who we assumed was from an Eastern Bloc Country. He could speak Korean but not English. A Korean, who could speak his language and English, acted as an intermediary. As language was a big problem, our first interrogation was not very aggressive. They did tell us Capt. Ahlers was killed.

We left the village the following evening and traveled south. I learned a little from my navigator about the North Star and its location in relationship to the Big Dipper. The jour-

ney took us through, what I thought, was a number of North Korean military areas under control of different North Korean officers. They all wanted to talk to us mainly to harass us. The Blood Chit was especially amusing to them. They would taunt us to say an American plane would pick us up later. Language was always a problem during that time so our interrogations were not bad. The North Koreans tried to set Capt. Henry's arm but all they did was hurt him more. We were being bombed and strafed by our own aircraft. But being on the other end of things, I was glad we weren't as accurate as we thought we were. We did run off the road because of turning off the headlights on the truck.

...my parents received the standard telegram from the U.S. Air Force stating that "It is with deep regret that I officially inform you that your son A/2C R.K. Festa, AF11217133 has been missing since 10 August, 1952..."



“Our Last Mission” cont. from page 16

We arrived in Pyongyang about 20 August 1952 at a place called “Pok’s Palace.” It was a compound of mud huts with one exit and was guarded 24 hours a day. We were given two bowls of gray, watery rice every day and slept on dried mud floors - many lice and many fleas. At the guards discretion, we were allowed to wash in the river once every other day or so. We had no electric lights, hot or cold water - nothing. We had to work every day either honey dipping (we would take a pail, go to the latrines and scoop the waste. It was then carried to the fields and used to fertilize the crops), weeding winter cabbage or cotton. About a week after being captured, I finally ate. One day while working in the fields, I stole a clove of garlic. Later, I rubbed it in my rice bowl which improved the flavor 100%. From then on, if I could steal anything, I would.

On 10 August 1952, my parents received the standard telegram from the U.S. Air Force stating that “It is with deep regret that I officially inform you that your son A/2C R.K. Festa, AF11217133 has been missing since 10 August, 1952, etc. Further details will follow, etc.” The follow-up letter arrived the next day. (I still have the original telegram and letter.) The fact that I was still alive and my family thought I was dead was constantly on my mind during captivity.

One escape attempt was made from Pok’s Palace toward the end of September. John DeMasters, USN, and James Witt (USAF) attempted escape but were quickly recaptured. The North Koreans kept them apart from our group and treated them very badly by beating them and keeping them tied up. During that time, heavy interrogation began on all prisoners.

During my interrogations, I was constantly threatened, beaten and made to stand in a cold stream. During one session, a North Korean officer, along with two guards, asked me for my unit’s T-O-N-E. I told him I didn’t know. Eventually, the officer gave me a pencil and piece of paper and told me he would return in fifteen minutes and would do much “physical harm” to me if I didn’t give him the T-O-N-E. I printed the word TONE at the top of the page and waited. He came back, hit me until he was winded, sat down, caught his breath, and very seriously said, “I have spoken to many B-26 gunners and you are the dumbest.” I was upset. I later found out what he wanted was my T,O & E (Table of Organization and Equipment) which, by the way, I didn’t know! It

taught me a lesson, though. I could say “I don’t know” and they would accept it.

In October, we were transferred to the Chinese. There were about fifteen prisoners in all, including DeMasters and Witt, representing all branches of U.S. military service. We were somewhere north of Pyongyang about twenty miles south of the Yalu River at what the Chinese called Camp No. 2, Annex. During the next eleven months, we eventually grew to approximately forty prisoners - mostly officers - including those from Great Britain, Canada, Australia and South Africa.

The Chinese treated us more humanely. We had boiled white rice with a cabbage or potato soup twice a day and we did not have to work every day. We were required to provide volunteers and, because I was healthy, I always volunteered. It was a relief to go somewhere else. Sometimes we went to the Yalu River to unload wood barges or we had to dig a local cold cellar. The Chinese also gave us a toothbrush, once in a while toothpaste, a sugar and tobacco ration once a month (didn’t ever last a month), and in November they gave each prisoner a padded cotton suit, hat and sneakers (no underwear). I put that suit on in November and didn’t take it off until the following June. I always had lice. In June the suit was replaced with a summer suit - this time with underwear! We had no lights, running water, heat or inside toilets. They did give us playing cards which greatly improved our morale. Capt. Ronald Harry, USAF, was a bridge master and he taught us how to play. We wore out every deck of cards they gave us. They also gave us books - The Three Musketeers, Man in the Iron Mask. These were books involving violent revolutions. We also received the Daily Worker (two months late) and I learned about Gus Hall, at that time, President of the American Communist Party. The Worker also had much to say about Chairman Mao and Premier Kim Il Sung. We slept on straw mats, head to foot, very close and very cold in the winter. Some nights it was so cold you couldn’t sleep.

The Chinese tried to indoctrinate us into the “Good Life” that communism had brought to Russia, China, North Korea, etc. All we did was look around and compare. Periodically, the Chinese would separate each of us and we would live from five to eight days in isolation, subjected to interrogation at odd hours, at night by candlelight. They were much more subtle than the North Koreans. I still remember that “I don’t know”

cont. on page 18

*"Our Last Mission" cont. from page 17*

would be my best answer.

We watched the F-86 Sabre and MiG-15 dog fight right over us all winter. We saw a MiG go down on one of our volunteer trips to the Yalu. By the way, the Sabre had a kill ratio of 14 to 1 over the MiG-15 during the Korean War. We provided ourselves with as much self-entertainment as the Chinese would allow such as an amateur hour, variety shows especially at Thanksgiving and Christmas. I read as much as I could. Some of us studied math including basic algebra, algebra, basic trig and rudimentary calculus with Phillip Greville, an Australian officer who wanted to author a mathematics textbook.

Escape was not practical in the winter as no one could live off the land; being non-Korean we would be easy to spot and had no where to go. In the spring, the Chinese built a wood sapling compound around the camp. Four prisoners did escape; they had an eight hour head start but were marched back through camp less than sixteen hours after they left. As punishment, they had to write a self-criticism on why they should not escape. We had a few laughs over that.

In December 1952, my family received word from the Air Force that my name appeared in the Russian newspaper Pravda just after Christmas. There was no change in my status; I was still listed as MIA. The Air Force encouraged my family to write to me. In the spring of 1953, the Chinese allowed us to send a postcard home and it was received by my family in June of 1953. I received mail from home in June 1953; I now thought we might be going home soon.

In July and August of 1953 the sick and wounded of both the Communists and United Nations were exchanged. Capt. Robert Henry and four others in our group were part of that first exchange. My status was still MIA. During this time, we were treated much better. We had more food, canned beef which was something we never had before. I weighed 100 lbs. when I was released. I weighed 130 lbs. at the time of my capture and estimate I weighed 90-95 lbs. during most of my captivity (strange word).

We were informed on 15 August 1953 that a Cease Fire had been signed on 27 July 1953. Shortly after that, we headed south in trucks to a holding camp. I was released on 4 September 1953. I was taken by truck to Pan Mun

Jom where the Chinese turned me over to U.S. Military control. I came through "Freedom Gate" into a waiting Army ambulance and then by helicopter to a MASH unit where I had my first shower in 13 months. What a kick -I can still remember it! What a day for me! Not many Americans were left up north; I was one of the last. I really felt blessed at that time because I was an American going home to America. We went to Inchon and on 10 September 1953, I left Korea by boat for San Francisco, eventually assigned TDY to Mitchell Field, Long Island, New York.

At Mitchell Field, I decided to leave the Air Force and get an education. I was due for separation in January, 1954. I was interrogated by CIA agents for five straight days, eight hours a day. You may remember that this was the McCarthy Era, and that some ex-pow's were court-martialed for giving aid and comfort to the enemy. Under the military code of conduct, the only thing you were supposed to give was your name, rank and serial number. This is not an easy code to live up to when you're being beaten. Prisoners' experiences following the Korean and Viet Nam conflicts led the military to redefine the code of conduct into what it is today.

On 11 May 1954 I received a letter from the Air Force stating that "This is to reassure you that no official reservation exists regarding the propriety of your conduct while a prisoner." I had just spent 13 months in one of the most humanly degrading situations that you can imagine and after that, the Air Force sent me this letter...I felt terrible; I guess because the Air Force didn't then recognize that situation.

I turned my back on the military and tried to walk away from my POW experiences; I could not do that. I then focused on getting an education. I used the GI Bill and received a degree in electrical engineering from the Indiana Institute of Technology. This degree led me to a position with the Southern New England Telephone Company from which I recently retired after 32 years of service.

What I can say for sure is that I loved my time in the U.S. Air Force and being with the people of the 13th Bomb Squadron who, night after night, were willing to put themselves in "harm's way" without hesitation, fully knowing the possible outcome.



Away From the Mall

If at all possible, spend some extra time in Washington to enjoy all the wonderful sites in our nation's capital.

R

I will try to recommend a few of our favorite sites which are not necessarily on the normal tours. One of our favorites is the National Building Museum. The building was constructed in the 1880s and was known as the Pension building. It was designed to honor veterans on both sides of the civil war and was where the veterans and dependents came to collect their pensions. Inside the Great Hall is a working fountain, surrounded by eight supporting columns, made to look like marble, which are 8 ft. across and rise more than 70 ft. high. Inside are various changing exhibits and displays, always something interesting about nation's history.

W

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THURSDAY 19 MAY
MONDAY 23 MAY 2011

S

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Union Station and the National Postal museum are across the street from each other and shouldn't be missed. The Postal museum is part of the Smithsonian and includes 16 million artifacts. It takes about 90 minutes to tour the museum which takes you from the original postal route from New York to Boston, thru the short Pony Express era, to modern era with Cliff Clavin's (Cheers) uniform.

H

I

Close to the Mall is the National Archives. The most important documents of our country are located here. You can view the original Declaration of Independence, Constitution and the Bill of Rights here. The National Portrait Gallery located at 8th and F Streets contains portraits of prominent Americans. The collection has more than four thousand images from every walk of life

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O

The Library of Congress is located in three buildings on the east side of the capital and houses more than 600 million items. There are usually traveling exhibits in some of the buildings which are free to attend. Several years ago we were fortunate to see the Dead Sea Scrolls when we just happened to go into one of the buildings. If possible, I would also recommend the National Cathedral. Hope to see you in DC

N

G

N

Jerry Dorwart
2nd Vice-President
Reunion Chairman

T

O

N

Details - Registration - Tours
In the next INVADER



In Memoriam

*Deaths Not Previously Reported
As of October 10, 2010*

Carroll C. Hicks
September 13, 2010
Pilot 1953

Reginald D. Kinsey
June 9, 1999
Armament 1953-54

Lyle F. Palmer
July 9, 1993
Pilot 1951

Donald R. Ryan
August 18, 2010
Navigator 1951

Norbert W. Kirkpatrick
January 24, 2009
Pilot 1951

Edgar L. Parish
June 2, 2003
Gunner 1943-45

John T. Allen
May 30, 2010
Personnel 1952-53

George O. Klein
July 30, 2008
Pilot 1954

Frank R. Passarelli
May 13, 2009
Aircraft Mech 1950

Neven Mote Jr
April 17, 2010
Crew Chief 1952-53

Julius R. Kroschewsky
December 4, 2007
Navigator 1952-53

Robert C. Perez
December 25, 2006
Nav-Bomb 1952-53

Norma L. Cates
April 7, 2010
1st Sgt 1938-44

Donald L. Soefker
April 13, 2010
Pilot 1952

Orville B. Jacobs
September 12, 1995
Electrician 1950

Alvinus P. Johnson
November 23, 2004
Pilot 1957-61

Griffis E. DeNeen
August 12, 2010
Pilot 1951

Morris W. James
February 25, 2008
Communications 1954

Bluitt M. Johnson
August 27, 2006
Crew Chief 1953-55

Aden A. Lambert
September 7, 2002
Crew Chief 1953

Randall L. Jones
May 3, 2003
Weapons Mech 1966-67

Francis P. Kelly
October 28, 2006
Engineer 1952-53

James J. Madison
April 26, 2010
Flt Engineer 1947-50

William G. Jones
October 20, 2007
Gunner 1951-52

William F. Kenick
September 23, 2009
Armament 1952

Jack A. Larkin
May 12, 2006
Pilot 1953-54

Alexander Bloom
March 30, 2010
Flt Eng 1954-56

Jack S. Kibbe
June 5, 2009
Engineer 1953

Victor H. Larsen
November 29, 2000
Navigator 1952

John L. Dodge
July 14, 2010
Navigator 1951-52



In Memoriam

*Deaths Not Previously Reported
As of October 10, 2010
Continued*

Matthew Ogozalek
January 23, 2010
Gunner 1949-50

Robert R. Glosup, Jr.
June 4, 2010
Gun NCO 1953-54

Billy L. Gilbert
February 25, 1997
First Sgt 1952-53

Joseph C. Garbenches
October 6, 2002
Engineer 1951

Macey J. Giannini
September 13, 2008
Pilot 1972

Benjamin D. Gilmore
November 30, 2000
1942-44

John B. Gardner, Jr.
September 9, 2008
Eng/Gunner 1951-52

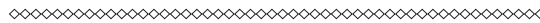
Howard M. Gibbs
January 25, 2005
Crew Chief 1952-53

John G. Giro
July 12, 2008
Gunner 1953

Richard A. Gerrity
September 20, 2005
Pilot 1951-52

Steven T. Krogh
July 2, 2009
1970-72

Maynard A. Glasscock
December 8, 1999
Crew Chief 1952-53



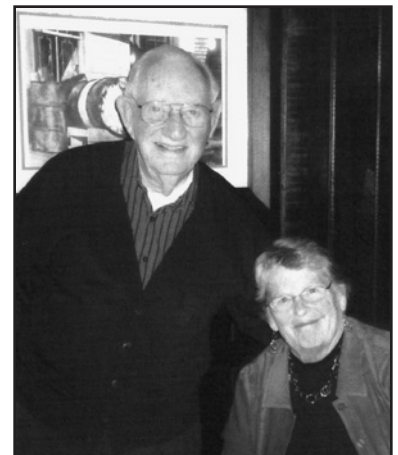
Correction



This picture was captioned Edward and Sarah Connor.

There was no picture of the Connors taken at the reunion, and I have no idea of the names of this couple.

HELP!



This is Edward and Sarah.

Ed sent this photo with a note of correction.

Ed is the WW II Board Member and was a gunner-radio operator. in 42-43. He later became a Navigator with Master Navigator wings.



Letters to Editor

See INVADER Cover

Charles Stroehl, Crestview FL, Feb. 2010

Dear Bud,

Am sending a picture that was taken shortly after our arrival at Ubon, don't have all identified, but maybe someone knows those that I didn't put a name to.

I read the 2008 Invader article by/on Dick Mackie. I thought I was reading about myself, as I too was transferred from the 465th to the 13th and knew I was headed back to SEA. I had just completed two years in the P.I. with most of that time being TDY to Vietnam and Thailand. At that time I was a F-102 chief coming off of F-101s and F-86s.

After I left the 13th at Ubon in Sept. 71, I went to Eglin AFB, FL. Did a tour on the IG at Andrews AFB (73-76), then back to Eglin. Got a line number for E-9 along with orders to a mountain top in Italy. I gave up both and retired as an E-8 in 79.

Laid around doing off jobs and "honey dos" until Sept.1980. Then went back to work as a civil servant, back in maintenance. I retired again on 3 Jan. 98 with a total of 42 years, 7 months and 3 days, working for Uncle Sam. I retired as a Maintenance Officer/tech Advisor for an Equipment Maint. Sqd.

Currently I have a small farm, raise a few cattle, do some fishing and just enjoy the heck out of life.

Glad to be a member of the 13th and let me know what is required of me.

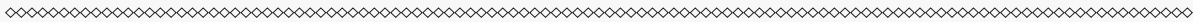
850-758-1279

S/s Charlie

P.S. I have the original "Oscar" patch.

I don't live far from Tom Beasley.

Don't have a computer.



Dear Bud,

Muskegon MT 49441 - June 19, 2010

Thought I would have more information for you, but I will share what Don has told me. These statements are his. 57th mission, a daylight mission. This is the only daylight raid I participated in. It was over Pyongyang. We were in the squad plane that had a large searchlight under the right wing. The light was so large it caused a lot of drag and made it very difficult to control. The pilot was Vinnie Mankowski. Vinnie was very muscular and had to hold the craft steady with his right arm, while he flew. I felt we would never have made it safely back without his great strength. We dropped a full bomb load at approximately 12,000 ft with results unknown.

A memory is of his friend going back to his roommate days at Ellington AFB. The friend a fellow navigator named David Sullivan. David was flying as navigator with "Mad Dog" Martin over Wanson Harbor. They hit the rim of the mountain. He remembers how the North Koreans would have lights up and down the mountains to look like trucks to confuse pilots. He wonders if that was what caused this accident.

I am enclosing a copy of a page taken from the magazine at the Grand Rapids Home for Veterans. This will give you an insight into his life. He suffered a stroke 3 years ago and is unable to walk or transfer himself I cannot begin to tell you how wonderful the home is. I read of all the horror stories regarding VA homes. There are countless activities and trips for the members. I am honored to be able to help him at this stage of his life. His spirits are great and he still has his dreams. He enjoys talking of his days with the 13th and if anything of interest comes up I will share it with you. The 13th is a very important time in his life.

Sincerely,

s/s Eilene Nelson (sister of Don Ryan, navigator 1951)





From the Editor



Suggestions for articles for the INVADER have been sparse since the last issue. Jim Pickles and Ralph Bowen organized a reunion of the 1970, B-57G members, which gave birth to research of other stories of that era, providing more

insight to our "Reaper" history.

In September, I attended the National POW meeting at Andersonville, Georgia, a National Historic Site, and location of an infamous Civil War prison camp, and the National Prisoners of War museum.

During the Civil War the Union held 194,743 and the Confederacy 214,865 captives.

Fort Sumter, (Andersonville, GA) one of many confinement areas, is an example of the horrible, conditions of internment during many conflicts. The union also had camps that were just as bad, an example is Johnson Island, Ohio, which can be viewed on the internet.

As a 6 month guest of Germany during WW II, having bailed out of a B-17 over Hungary, it is interesting to visit with other who had similar experiences in Korea, and Vietnam.

In 1988, at a convention in Niagara Falls, we required complete booking of three hotels. This year there were 121 former POW, and about seventy five guests.

The statistics for United States Prisoners of War from WW I to 2010 are:

Conflict	# Captured	Survivors	Alive 2010
WW I	7,754	3,973	0
WW II	124,079	116,129	15, 034
Korea	7,140	4,418	1,172
Vietnam	66	661	510
Post VN	121	?	(est.) 84

During the Korean conflict the 13th had to my knowledge only two crew members taken prisoner. The story by Robert Festa (deceased) was published in the

March 1999 INVADER, and is repeated in this issue.

I did not find out that former prisoners of war were not to be assigned to combat until after my missions were completed in Korea, and I had ten years of active duty. The clothing worn for those mission over Korea was predicated on my again being incarcerated.

In browsing the editor's column of past issues the prominent theme is stories.

Some have sent in hints that may be of interest to the members, which are appreciated. It would be better for me if you could try to put the information in story form. Every article will be researched and edited, pictures will be enhanced as much as possible, and other pictures, maps, and drawings will be used if located in my files .

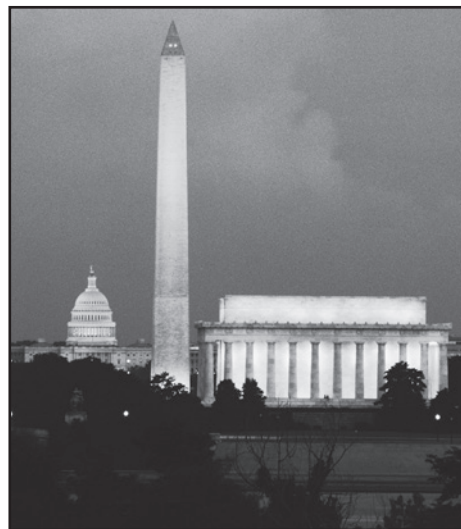
To put together the newsletter takes me about two days for each page printed. Many projects started, and when completed, rejected as not being of the quality I believe you want in your newsletter.

So once again the editor appeals for help. It is not only your 13th experiences that are great stories, but some other assignments that were unusual. In other veteran's publications, unusual personal experiences are printed that are funny or thought provoking. It brings to mind my CO in the 10th Rescue, Col Bernt Balchen. If there was a need his words were always "VE GO".

Make it your mission to send a story, cartoon, picture, or just a letter to the Editor in the next edition which with your help will be in the mail February 2011 with all the details for what will be a great reunion and tourist outing in the other Washington.

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INVADER

13th Bomb Squadron Association

Bob Parks
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San Antonio, TX 78247

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Thailand 1970