

INVADER Magazine



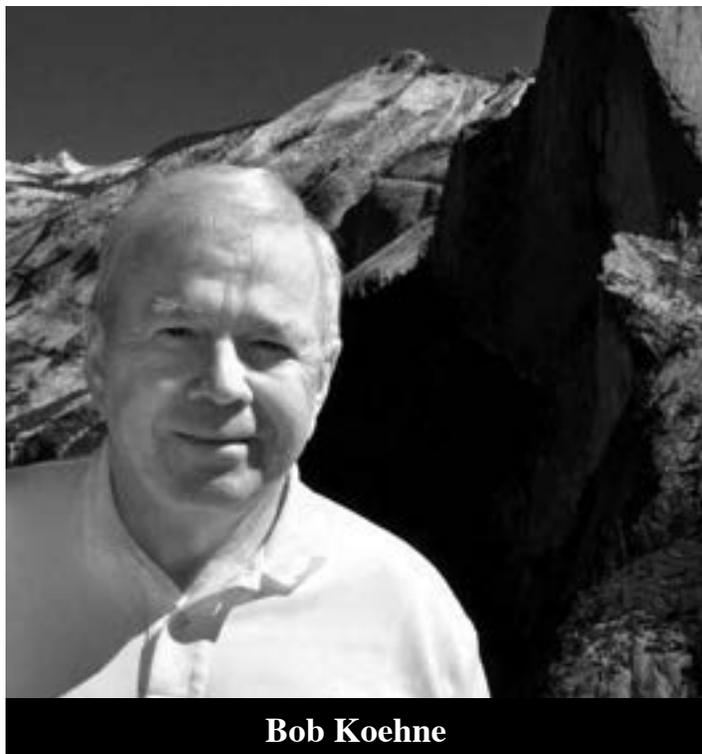
Official Publication of the 13th Bomb Squadron Association

*Golden Age Air
Museum and
Capt Biddle's SPAD*



San Antonio Reunion
Information in this issue

Capt. Charles J. Biddle

**Bob Koehne****President's Corner**

Hello fellow Reapers. As promised in the last Invader, this issue has all the information about our April 20-24 reunion in San Antonio. Bob and Myrtle Parks have spent a lot of time and effort putting it together and it should be a great get together for all who attend. It will be 31 months since our last reunion in Boise. If you haven't traveled much since then, you may get a case of sticker shock as you book air, rental cars, our hotel, etc. I know I have, but it's just unavoidable. We decided to book our hotel right down on the river walk to provide you with a first class experience. Check out the itinerary. If you have never taken the barge cruise on the San Antonio river before, you will be in for a real treat. So, register soon, book your hotel reservation and Carole and I will see you in April.

Since we have not had a reunion in so long, our treasury is in very good shape because the association always spends more money on the reunions than we take in with the registration. Also, it is difficult to say this,

but there is the possibility we may have to dissolve the association (I'll speak more about that in a moment) and it would be unfair to ask for donations only to shut down by mid-year. So, I've asked Charlie Breitzke not to send out locator cards this year. If any of you move this year drop Charlie a line so he can keep our data base correct.

I mentioned the possibility that we may have to dissolve the association. Our membership is shrinking, mostly due to age, but also a lack of current and recent active duty Reapers not signing up. Reunion attendance has continued downward to the point there just isn't anyone available to run for office. And speaking of office positions, the majority of your current board have served in various positions for ten years or more and need relief. In early January, I reached out to as many former 13th commanders and other distinguished members whose e-mail addresses I have and explained our circumstances, hoping some of them might start networking and get some interest going. While I have not given up yet, I regret to report that I have not heard back from any of them.

That's all I have on the association for now, but I do want to report on the progress of the B-21 bomber which may find a home in the 13th Bomb Squadron one day, possibly still at Whiteman. The Air Force is not only going to reveal the B-21 in 2022, but also actually fly it mid-year, likely a hop from the Northrup Grumman facilities in Palmdale, California to Edwards AFB. If any of you live nearby, the rollout will be a public event, but you won't see much, USAF is keeping the bomber under wraps! There are five B-21's under construction. The project is regarded as a well-run effort, unlike some recent DOD procurement's. It should shift from development to production in fiscal 2023.

See you in San Antonio!



Clifton E. Touramgeau
November 26, 2020
Nav/Bomb, 1957-59

Rest In Peace



Howard L. Johnson
January 9, 2022
Flt Eng, 1952-53



Capt Charles Biddle's SPAD #0, Canon SPAD S.XII at Toul Air Field, France, November 1918. See the exciting news on page 6 about the Golden Age Air Museum's latest project!



The INVADER is the official newsletter of the 13th Bomb Squadron Association, a non-profit organization. The INVADER 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 13th Bomb Squadron 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". Editor: Don Henderson, e-mail: Don@HendersonGDI.com

Cover Photo: Captain Biddle poses with his 5th victory. The flowers were from a French child and fearing she would be upset if he hid them for his "hero" photo, he posed with them, feeling, as he later related, "...like a June bride."

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Memories of Oliver Chadwick

by Charles J. Biddle

I wish you could have known Oliver Chadwick, as I am sure he would have appealed to you as he did to me. He was the kind of a man that it takes generations to make and then you only get them once in a thousand times. A man with a great deal of brains, he was also a very hard worker and had learned much about aviation and had made himself the best pilot I have ever seen for one of his experience.

He was one of the very few I have met over here who came over long before America entered the war, simply because he felt it was his duty to fight for what he knew was right. That was why he was fighting and what he was fully prepared to die for. His ideals were of the highest and he was morally the cleanest man I have ever known. Physically he had always been a splendid athlete and was a particularly fine specimen. Absolutely fearless and using his brains every minute, if he had only had a chance to really get started and to gain a little experience, he should have developed into the best of them all. The Boche that got him certainly did a good job from their point of view, for if he had lived long enough to become really proficient, they would have known it to their sorrow, and I doubt if they would ever have gotten him.

We were in the Law School together, but I never saw much of him there, as we lived far apart and had a different set of friends. Since I came over here, however, and went to the aviation schools, we had been almost constantly together. We had lived together, eaten together, flown together, and planned all our work together. Always a gentleman and thinking of the other fellow, he was the most congenial man to me that I had ever known. I had come to regard him as my best friend, and it is astonishing how well you can get to know one with whom you work in this business, whom you often rely on for your life and who you know relies on you in the same way.

There is nothing I would not have done for Oliver Chadwick and I know he would have done the same

for me. He was the finest man of his age that it has ever been my good fortune to meet and was my idea of what a gentleman should be. I am very glad to have known him, and I think it did me a great deal of good. When a man of this rare stamp goes down almost unnoticed, it



Oliver Moulton Chadwick
1888-1917

seems, it makes one appreciate what this war means. To me, personally, his death naturally leaves a pretty big hole, but I am glad that if he had to die, he died fighting, as he wanted to. I know he himself never expected to survive the war, but his only fear was that he might be killed in some miserable accident. He was a great favorite with all the instructors, both because of his amiability and because they could not help but admire his skill and his fearlessness. The Commander here regarded him as one of the most courageous men he had ever had, which is saying a great deal in this organization.

One of the officers tried to tell me that Oliver should not have left his patrol and gone to help out the other machine. I think he did exactly what he should have done. He could not well stand by when he saw a comrade in trouble and leave him to shift for himself. What one admires in a man more than anything else is this doing [what is necessary] regardless of the consequences to himself, and this was Oliver all over. As soon as I heard what had happened, I felt that it was he. My great regret is that I could not have been on the same patrol, as we usually stuck pretty close together and might have been able to help one another out.

Editor's Note: One of the enduring mysteries of the 13th Bomb Squadron has been the origin of the call sign "Chadwick" that the 13th Attack Squadron used during WWII. In this letter from Capt Biddle to his family, you can feel the admiration and respect Biddle had for his fallen comrade. Could this possibly be where Chadwick originated? At any rate the friendship benefitted Biddle, making him one of the finest pilots and commanders the 13th has ever had.

FIRST AIR WAR

by Michael O'Neal, Golden Age Air Museum Director

Summer 1918

On 16 August 1918, a lone American pilot flying a French-built SPAD XIII cruised in a clear cold sky at 18,000'. Having climbed to altitude before the sun was fully over the horizon, he was waiting for a particularly punctual German Rumpler two seater to arrive.

For some days before, the German crew had flown directly over the airfield of our American pilot and at more than 3 miles high, were well on their way home before anyone attempting to intercept them could reach their altitude. On this morning, our lone SPAD had climbed to altitude, hoping to catch the Rumpler before it could complete its photographic mission and turn for home.

Punctual as always, the high-flying Rumpler appeared in the distance. Piloted by seasoned veteran Vizefeldwebel (Sgt.) Johannes Eichner, in the rear cockpit that morning was 21 year old Lieutenant Max Groeschel, an infantry officer who had only recently transferred to aviation.

As the Rumpler approached, the SPAD carefully maneuvered to keep the sun at his back, effectively hiding him from the German crew. The Rumpler continued on and passed below him, never noticing the SPAD lingering above.

"...by diving I overhauled him quickly and went down under his tail with all the speed I could muster. The pilot maneuvered very well and I had a hard time to keep myself covered, but managed to get in close and gave him a burst until I had to turn away from running into



Capt Charles J. Biddle, 13th Aero Squadron Commander

him... The machine appeared hard hit and for a minute I thought he was going down, so I laid off and waited to see what would happen, as we were so far within our lines that I had ample time for another attack if necessary... I went after him once more and coming up under his tail, gave him a good burst at short range... this time I did better, for I got the observer in the stomach, shot the band of cartridges on his gun so it would not work, shot the synchronizing gear of the pilot's gun so that it was put out of commission, and another bullet stopped the motor."

With no defense, a dying observer in the rear cockpit, a wounded pilot and far from his lines, the Rumpler was forced to land on the Allied side. The

American pilot circled, then landed nearby to assist in the capture of the crew.

"I walked over to the German machine and they had just taken the observer out of the cockpit and laid him on



The captured Rumpler shot down by Capt. Biddle, Commander of the 13th Aero Squadron and the squadron's first ace.

the ground. He was a fine big strapping fellow, twenty one years old, and looked like a gentleman. It gave me a very odd feeling to stand there and look at that dead boy whom I had never seen before, stretched out with two or three of my bullets through his stomach, his fast-glazing eyes staring wide open.” It was the American pilot’s 5th victory.

Spring 2012

In the Spring of 2012, the volunteers and staff of the Golden Age Air Museum in Bethel, Pennsylvania began construction of a replica SPAD XIII. As a Pennsylvania museum and with an eye towards educating their visitors about Pennsylvania aviators, it was agreed the aircraft should be painted in the markings of 7-victory ace, Pennsylvania native and Commanding Officer of the 13th Aero Squadron during WWI, Captain Charles Biddle, our victorious SPAD pilot.

The museum is focused on restoring, building and flying aircraft from the Golden Age of aviation, from the 1920s through the late 1930s, and reaching back to World War One. They operate 17 flying aircraft, the majority of which have been restored or built from scratch at the museum. The WWI collection includes a part-scale German Rumpler two seater – the only one operating in the US – a full scale Sopwith Pup, a LeRhône rotary engine powered Fokker Triplane and an original Curtiss JN-4 “Jenny” one of only 4 or 5 flying in the US.

Because the museum is focused on presenting these aircraft in their element – not simply as static displays

- the aircraft are flown during the monthly events from June through October. Given the location of the museum in rural Bethel, Pennsylvania, whether watching the collection fly or taking an open-cockpit biplane ride in the museum’s 1929 WACO, visitors get a real sense of the pioneer aviation experience.

For the SPAD, a combination of original plans and a very detailed modern set developed by Jim Kiger at Replicraft were used to build the airplane. A complete scratch build, the staff started from nothing intending to produce a fully realized, flying airplane. What was hoped to be a 3 year project, has turned into a 9 year marathon – but there’s light at the end of the tunnel!

In spite of the desire to make this a very original build, some concessions were made. The original airplane would have been powered by a 220 HP geared-drive Hispano Suiza V-8 motor. Rare, expensive and because of the paucity of spare parts, they are also difficult to maintain. The museum decided on a 6-cylinder Continental O-470 which at 230 HP is a similar horsepower rating to the original power plant. It’s also close to the same weight as the original engine and just a few inches longer. The fuselage core, which on the original airplane was a wire-brace wood structure, was replaced with a steel tube framework. External to that, the wooden formers for the fuselage, the horizontal and vertical tail, the wings and virtually every other structure is the same as the original. Spruce, ash and birch plywood make up the majority of the airplane, just as on the original.

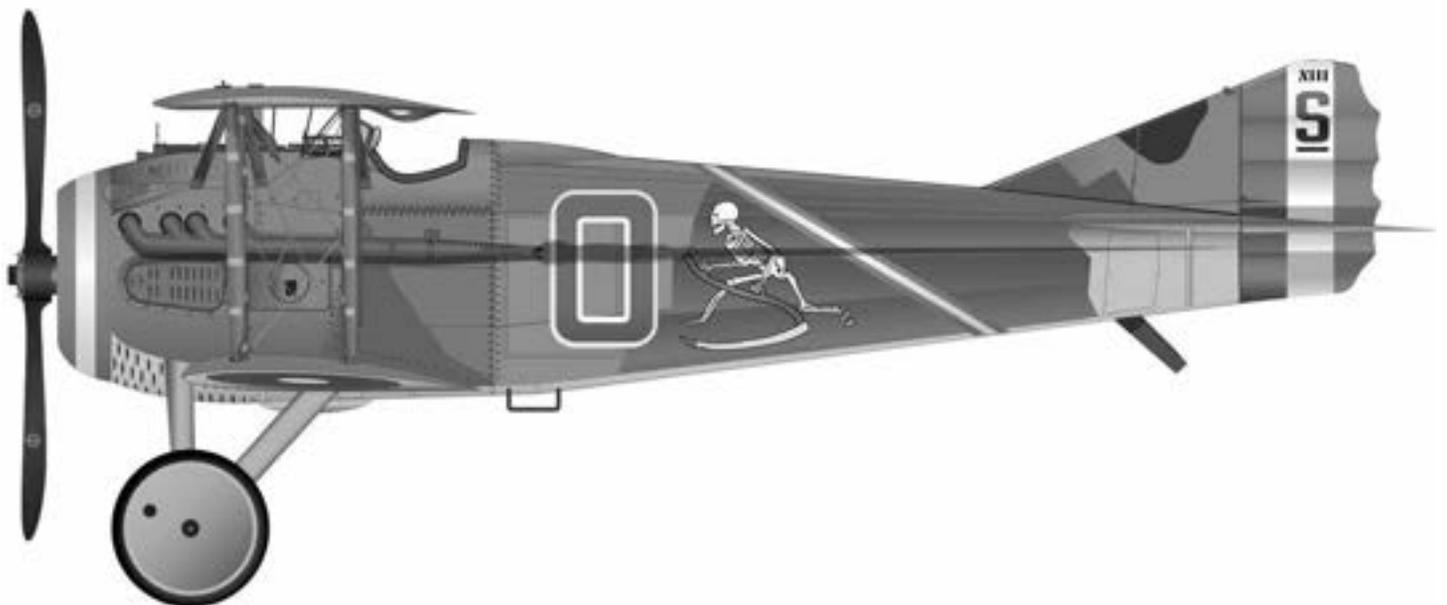


Illustration of Capt Biddle’s SPAD XIII, #0 by Don Henderson

Maintaining the museum's practice of staying close to the original design, the SPAD will have no brakes, a tail skid and original instruments. Because the airplane is about 4 inches longer than the original, Museum Director Paul Dougherty suggested a few minor design changes to improve the airplane's aesthetics. Just adding 4 inches to the nose would not be noticeable to the lay observer, but to the WWI "nerds" – a few who are on the GAAM staff – it would be a glaring feature. To mitigate that, Paul suggested we subtly stretch a few of the components to preserve the proportions of the nose. Access panels, blisters over the rocker covers and the length of the SPAD's signature exhaust stacks were all slightly changed. A dummy radiator, complete with shutters like the original, was fabricated to complete the effect.

Internally, the museum made few changes. The original SPAD had a complex fuel tank. Mounted on the belly of the airplane and pressurized, it even featured a "tear patch" with which the pilot could literally rip a hole in the fuel tank to dump fuel in an emergency. The GAAM staff decided to simplify the fuel system – starting with the tank. Originally armed with two .303 caliber Vickers machine guns, the ammo boxes for these were mounted directly below the guns. Since we do not have operable guns, we replaced the ammo boxes with a 22 gallon gravity-fed fuel tank. Externally, the belly fuel tank appears as it did on the original, complete with a faux fuel-sump.

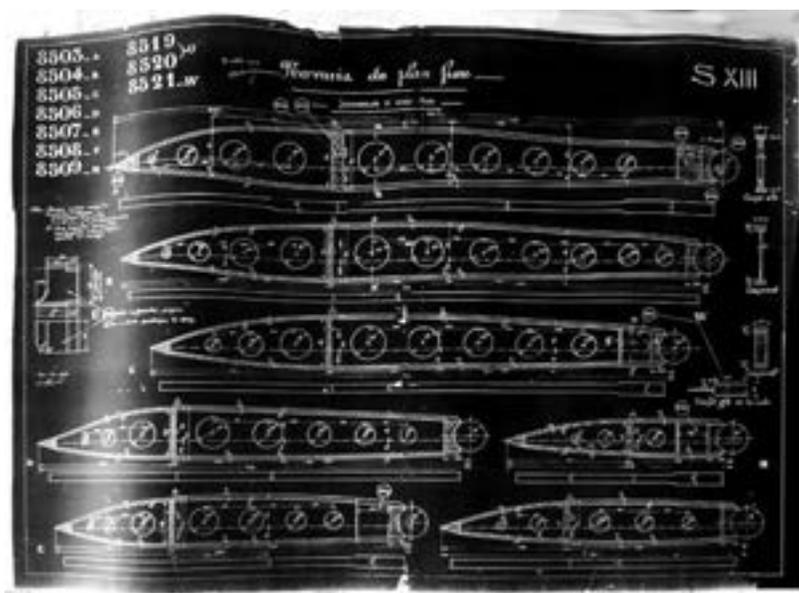
The Museum operates on a shoestring budget, everyone from the Director to the gift shop attendants are volunteers. The dedication of the volunteers is matched by their financial creativity. The SPAD is a complex airplane. Its wing panels contain 88 ribs which provide the aerodynamic profile and structural rigidity required. To help finance the SPAD, donors could "sponsor a rib" for a nominal donation and their name is inscribed on a rib that will fly along with the SPAD permanently. It was a popular fund-raiser which sold out within weeks and helped finance the project.

To tie together the modern and legacy, the names of the 13th Aero Squadrons pilots will also be inscribed on the ribs – a respectful acknowledgement by the museum of the service of these young aviators.

This winter, the staff began to cover the airplane in preparation for applying the iconic 5-color French camouflage and the US national and 13th Aero Squadron markings. The camouflage is being recreated using the original pigment formulations used in 1918. The research for these formulations was originally done by Alan Toelle back in the late 1960's. Using microscopic and spectral analysis Toelle determined that not only did the French use artists pigments to formulate the colors, but they also included aluminum flake in the mixture to provide UV protection, very much like modern fabric covered airplanes. The aluminum flake also affected the final color appearance and as a result, most modern replicas, even when using custom mixed colors, do not match the 1918 finish on the airplane.

Thanks to INVADER editor Don Henderson, the museum was able to locate the original brass template used in WWI to apply the squadron insignia "Oscar" to the 13th's SPAD. The museum hopes to use this template to apply the unit insignia and if successful, the Golden Age Air Museum SPAD will have the most accurate camouflage and markings possible.

Once covered, the airplane will be assembled and should be ready for the systems and flight test regime sometime in mid-2022, joining the Jenny, Pup, Rumpler and Triplane in our air shows.



Original blueprints were used to fabricate some components. These are the horizontal tail ribs. Note that they are all in French and all measurements are in metric.



The SPAD, minus its wings in the GAAM shop. The elevator rear spar is being glued together.



The number of clamps required to glue up the leading edge of the rudders is remarkable. The museum uses a two-part marine epoxy that forms a bond stronger than the material being glued together.



“Just like a big airplane model”. Waxed paper is used to keep the clamps from sticking to glued joints. This is the rudder leading edge.



The SPAD assembled – minus its ailerons – in the GAAM shop. The airplane is assembled and disassembled multiple times during the construction process to ensure accurate fit.



Details like this metal fitting with a small, sliding inspection door, are among the numerous details that make the replica look like the original airplane.



Rear view of the assembled SPAD. The blue elevator spar reflects the WWI French practice of painting metal parts and fittings blue.



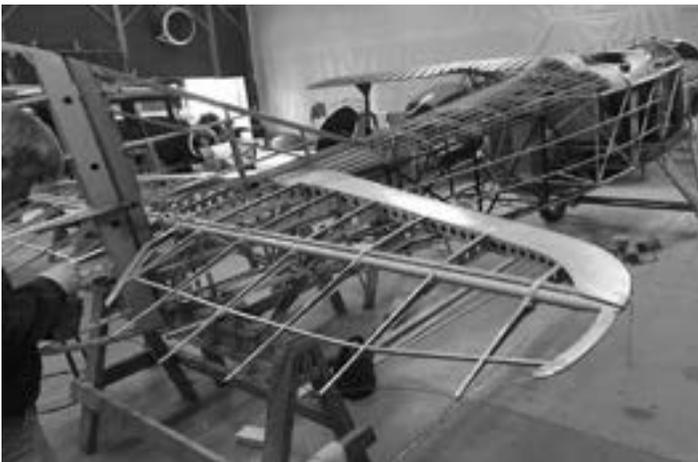
The vertical fin is a jigsaw puzzle of individual pieces – this component is composed of no fewer than 28 individual pieces.



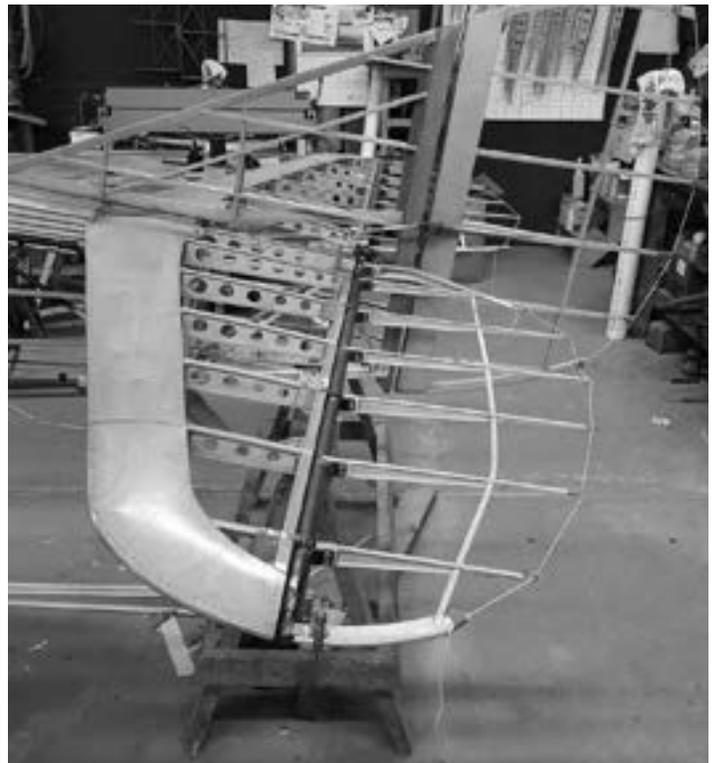
The trailing edges of all flight surfaces are formed with wire. The small, copper clips which secure the wire to the wooden structure are wrapped with fabric to prevent chafing.



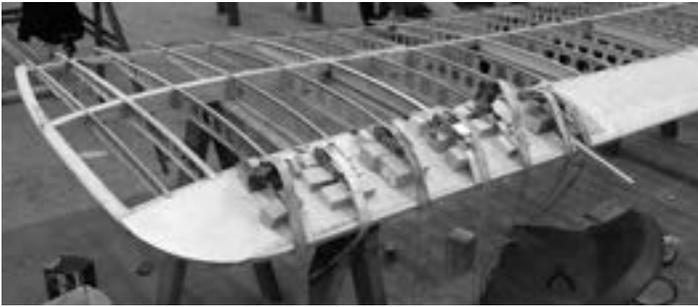
Museum director Gerry Wild lofts ribs for the horizontal tail. All of the individual components were drafted, hand cut and then fitted to form each component of the airplane. The process was repeated for the horizontal and vertical tails, wings and many individual fuselage components.



The complexity of the tail was just a preview of the complexity throughout the rest of the airplane. The woodwork on this airplane is the most challenging of any tackled by the GAAM volunteers.



The nearly completed tail. The elevator wood has yet to be varnished and the wire trailing edges are not yet built installed. In the background, wings ribs hang on the wall.



Like the horizontal tail, all of the wings have a birch plywood leading edge. Here, straps and wooden blocks provide the pressure to keep the plywood in place while the epoxy dries.

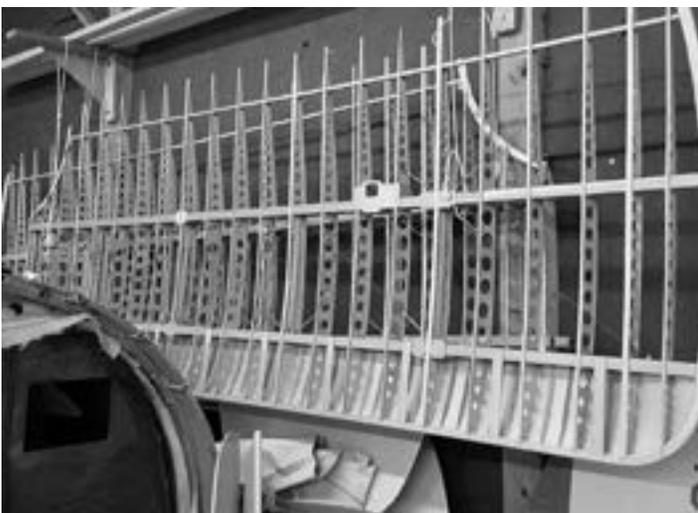


The start of the upper wing. Unlike the lower wings, the upper wing is a 28' single piece wing. The main spars were spliced mid-wing and the wing ribs slid onto them. Keeping the whole structure straight proved to be a challenge.

Most wing ribs could be constructed before installation. The wing tips were the exception, requiring the volunteers to build them in place. Similarly, the wing tip bow was patterned, but installed in place and sanded to the proper profile by hand.



The details of the wings are evident in this photo. The interplane struts are actually steel tubes which are covered with aerodynamic spruce fairings. The many brace wires were also individually sized and their ends hand formed and soldered.



The underside of the lower wings. Formed from 44 individual ribs, each panel took hundreds of hours of labor to complete.



The upper wings spars needed to be steam straightened. The improvised "Pierre Le Mer Spar Steamer" consists of a PVC tube and sealed bucket of water connected to the PVC by a rubber tube and a kerosene heater. The improvised steamer proved successful.

Cont. Pg 14

Curtiss

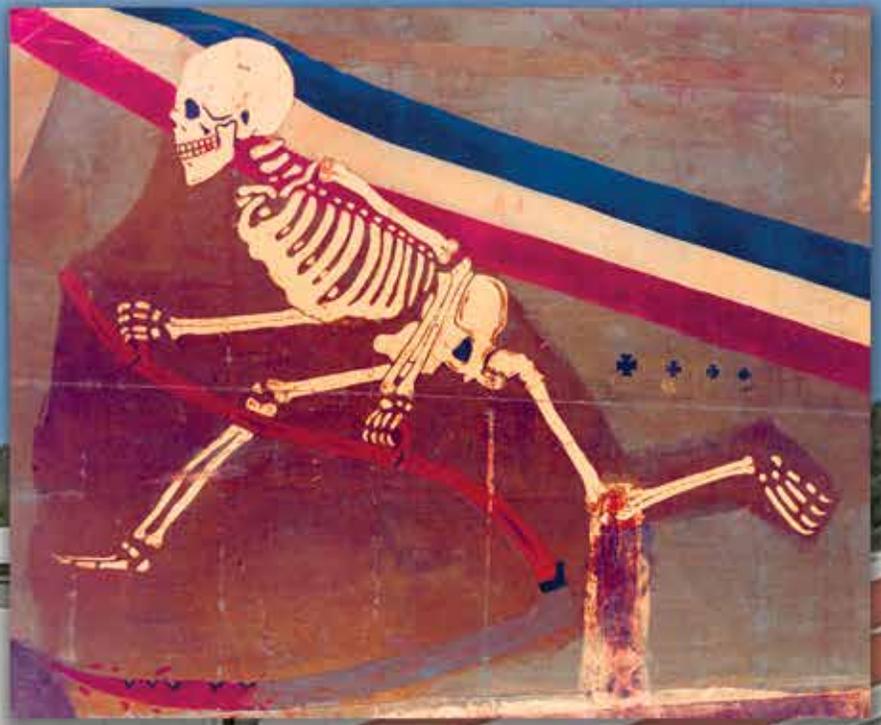
AEROPLANE and MOTOR WORKS



1917

15th Aero Squ







A prime example of the (mostly unnecessary) complicated design of this airplane. This detail is the mid-wing interplane struts, here without the aerodynamic spruce fairings. The wire bracing and complicated fittings replicate the original design exactly.



The aileron bellcrank assembly. This connected to a rod which runs vertically to actuate the ailerons on the upper wing. Two were required and of course, there is a left and right-handed version



Struts faired in, wing bracing in place and the complicated push-rod activated ailerons are all installed in this photo. With the combination of twin-bay interplane struts, plywood covered leading edges, steel tube struts and steel wire bracing, the SPAD was an enormously strong airplane. If you look closely, you can see individual sponsors names on the wing ribs.



One of the defining characteristics of the SPAD is the metal work from the cockpit forward. Here museum President Paul Dougherty and museum director Mike Cilurso are fitting the long exhaust pipes which are a SPAD hallmark.



Museum mascot Charley poses with the SPAD. Because the airplane is about 4" longer than the original, the exhaust pipe, the lowered access panels and the small blister over the engine rocker covers were all lengthened slightly to maintain the correct proportions and "hide" the extra length.



The SPAD cockpit under construction. Unlike modern airplanes, the SPAD cockpit looked like a random assembly of instruments. The tachometer – seen on a tilt at left, the clock in the center of the dashboard, and the leather rimmed altimeter at the far right – are all original 100 year old instruments.



The Continental O-470 motor which will power the GAAM SPAD was originally in a Cessna 182. One of the challenges to re-engineing the airplane was fitting this modern engine into the profile originally occupied by a V-8 220 HP Hispano-Suiza engine.



While the original SPAD had a water-cooled engine, the GAAM machine is air-cooled. To maintain the illusion of a radiator with operable cooling louvers, the SPAD had a faux-radiator and the louvers, though they appear to be operable, are actually welded fixed in place. The small pulley at the far right was added, though completely inoperable, to complete the illusion.



Paul Dougherty and Rob Waring transform metal plate into a SPAD cowling. The curved shape was formed by hammering and hand working on an English wheel. A liberal amount of colorful language was employed to complete the shaping. Paul Dougherty Sr. stands watch.



Metal landing gear components – all fabricated by volunteers – made to original specifications. Transferring these designs from the original prints to patterns to completed component requires extreme attention to detail. Any component not precisely to size was rejected.



The first weigh-in of the SPAD. Because the fuselage core was replaced with steel tube, the airplane has no brass radiator and a variety of smaller components were changed, the weigh-in was a nervous event. Estimating the fabric and paint weight at 150 pounds, the museum staff was delighted to find that their reproduction came three pounds heavier than the original. The propeller is a placeholder antique but weighs the same as the intended prop on the finished product.



The Museum's replica Rumpler, similar to the one Captain Biddle downed on 16 August 1918.



Assembled and in the sunlight at last, the SPAD looks like a thoroughbred in front of the GAAM shop in the Spring of 2021.



The rear view shows off the complexity of the wings and tail to good effect. All of the components not faired in with metal will be covered in fabric and painted using original methods.



Lieutenant Max Groeschel, the rear-seat gunner in Biddle's 5th victory. If you need proof that the early aviation community is interconnected – sometimes across generations - GAAM Museum director Michael O'Neal was friends with the late Dr. Dieter Groeschel – Max Groeschel's great nephew. Dr. Groeschel provided this photo.

The Golden Age Air Museum



At the foot of the Blue Mountain ridge in scenic Berks County, Pennsylvania, the hands of time have been turned back to the days of the Barnstormers. The Golden Age Air Museum is a living museum dedicated to preserving aviation’s golden past.

The “Golden Age of Aviation” is the two decades between the great world wars, the roaring 1920s and the fabulous 1930s. The museum’s concentration is this glorious time that included the birth of the barnstormer, airmail, flying circuses and the first airlines. The museum also features displays of automobiles and aircraft from man’s first desire to fly up through the 1940s. When you are in the Pennsylvania area, visit the museum and join them for a Step Back in Time!

The Golden Age Air Museum was established in 1997. Its mission is to entertain visitors and educate them about the early days of aviation, through its special events and daily operations. The museum offers the chance to explore the past, learn how the early aviators flew, what they flew and learn the lost art of early aircraft construction. Museum displays include full size operational aircraft and automobiles, as well as displays of artifacts from the Golden Age of Aviation. Craftsmen are continually working on restoring new additions for the collection. This work is done in view of visitors, where you can talk with the restoration volunteers and learn techniques and practices of early aircraft builders.

The Museum is a non-profit 501(c)(3) organization and receives its financial support through donations, admission fees and membership donations.

Grimes Airfield

371 Airport Road

Bethel, PA 19507

Telephone: (717) 933-9566

Website: www.goldenageair.org

E-mail: info@goldenageair.org

Airport Identifier: 8N1



The Golden Age Air Museum collection is available for photo shoots, advertising or production work. Please contact them for details.

13th Bomb Squadron Reunion 2022

Holiday Inn Riverwalk

217 N St Mary's St, San Antonio, Texas 78205

Phone: 210-224-2500 • Fax: 210-424-2449

*Make your arrangements now to join us at this year's
Reunion in Historic San Antonio, Texas*

Wednesday, 20 April 2022 – Sunday, 24 April 2022



Making Reservations

Call the hotel at 210-224-2500 or 877-424-2449

Ask for the 13th Bomb Squadron Association rate.

The special rates are available for nights of 20 April 2022 thru 24 April 2022.

Hotel Parking is discounted to \$15 per day for self-parking

**13th Bomb Squadron Reunion
April 20 – 24, 2022
Holiday Inn On The Riverwalk, San Antonio**

Wednesday, April 20

- 1000 Hospitality Room Opens, Bolera Room
- 1400-1700 Reunion Registration in Hotel Lobby
- 1500-1700 Board Meeting, Executive Conference Room
- 1730 Board River Barge for Cocktail Hour Tour of Sites the San Antonio River
(Barge will depart from the Hotel River Boarding Area)
- 1830 Return to Hotel for Ice Breaker Meal (Tango Room)

Thursday, April 21

- 0600-0800 Buffet Breakfast in the Hotel Riverview Dining Room
- 0830 Board Charter Bus for Lackland AFB
- 1000-1200 Attend Basic Training Graduation Ceremony
- 1200 Board Bus for travel to Gateway Club for Lunch
- 1400 Board Bus for Return to Holiday Inn
- 1430 Arrive Holiday Inn (at leisure)
- 1430-1730 Hospitality Room Open
- 1830-2100 Tour of and dinner at San Antonio’s oldest saloon “The Buckhorn Saloon”
- 2100 Return to Holiday Inn
- 2100-2200 Hospitality Room Open

Friday, April 22

- 0600-0830 Buffet Breakfast in the Hotel Riverview Dining Room
- 0830-2200 Hospitality Room Open
- 0830 Board Charter Bus for travel to Fredericksburg, TX
- 0945-1230 Tour of National Museum of the Pacific War
- 1230-1400 Lunch on your own in Historic German town of Fredericksburg
- 1430 Board Bus for Return to Holiday Inn
- 1600 Arrive at Holiday Inn
Remainder of day at leisure

Saturday, April 23

- 0600-1000 Buffet Breakfast in the Hotel Riverview Dining Room
- 0830-2200 Hospitality Suite Open
- 0930-1100 General Membership Meeting (Tango Room 1)
Ladies schedule free (See the other places of interest to visit on Page 21)
- 1130-1400 Lunch on your own
- 1800-1900 Cocktail Hour (Tango Room 1)
(INVADER Photos taken during this time)
- 1900-2100 Dinner and Program (Tango Room)

Sunday, April 24

- 0600-1000 Farewell Breakfast, at leisure in Riverview Dining Room



13th Bomb Squadron Reunion Activity Registration Form

Listed below is the registration, tours and meal costs for the 13th Bomb Squadron Association’s Reunion to be held in San Antonio, TX, 20-24 April 2022. Please enter the number of people participating in each event in the columns provided and total the amount. (Please note: Transportation costs for each of the events is included in the price per person). Send that amount payable to the 13th Bomb Squadron Association in the form of check or money order along with the registration form to the address below. All registration forms and payments must be received no later than March 20, 2022. Reservations received after this date will be accepted on a space available basis.

13th Bomb Squadron Association
Attn: Bob Parks
3219 Tavern Oaks St
San Antonio, TX 78247

	Price Per Person	# of people	Total
<u>ARRANGED-OPTIONAL-TOURS</u>			
Thursday, Lackland AFB Basic Training Graduation and lunch at the Lackland Gateway Club	\$55		
Friday, “National Museum of the Pacific War” Fredericksburg, TX (Lunch on your own)	\$65		
REGISTRATION PACKAGE COST IS \$235 (Includes) Wednesday Ice Breaker Reception, Thursday “Red Shirt Night” at the Buckhorn Saloon & Museum and Saturday Banquet	\$235		
Please select your Banquet Entrée below:			
Chicken Picatta			
Beef Wellington			
Seared Salmon			
Vegetarian upon Request			
Total amount due:			

PLEASE PRINT NAME AS YOU WANT IT TO APPEAR ON YOUR NAME TAG:
FIRST _____ **LAST** _____ **1st REUNION? YES** ___ **NO** ___
SPOUSE NAME (IF ATTENDING) _____
GUEST NAMES _____
PH. NUMBER (____) _____ - _____ **EMAIL ADDRESS** _____
DISABILITY/DIETARY RESTRICTIONS _____
MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? ___ **YES** ___ **NO** (PLEASE NOTE AVAILABLY CANNOT BE GUARANTEED)
EMERGENCY CONTACT _____ **PH. NUMBER** (____) _____ - _____

For refunds and/or cancellations please refer to the policy outlined at the bottom of the reunion program page.

Cultural Tours / Dining Arrangements

San Antonio, TX, Military City USA has so much history and varied cultures to make this a reunion for everyone's delight. We are certain the 2022 Reunion attendees will be captivated with the charm, history and unique culture of this very famous city! Remember the Alamo!!

THURSDAY, 21 April, Lackland AFB Basic Training Graduation Ceremony We will board our chartered bus for Lackland AFB, Gateway to the U.S. Air Force where we attend a Basic Training Graduation Ceremony. After the graduation ceremony we will have windshield tour of the Lackland AFB facilities followed by lunch in the Lackland Gateway Club. We will return to the hotel around 3 PM. The remainder of the afternoon will be free.

RED SHIRT NIGHT, Keep your Red Shirt close because this is sure to be a great Red Shirt Night at the famous Buckhorn and Texas Ranger Museums with our meal catered by no other than Dan Strange! The Buckhorn is the oldest running saloon in Texas. The Museums have an exotic animal collection featuring animals from every continent – and recognize and pay well deserved tribute to the proud history of the Texas Rangers. Where else can you have a drink where Teddy Roosevelt recruited the Rough Riders – and not to fail to mention, Poncho Villa is rumored to have planned the Mexican Revolution from here?

FRIDAY, 22 April, Fredericksburg, TX Tour, We will board our chartered bus to spend a day in one the Texas Hill Country's oldest German towns of Fredericksburg. Fredericksburg was the home of Admiral Nimitz, so here a tour will begin of the National Museum of the Pacific War. The town itself is filled with a full measure of German culture, as can be seen in the shops and restaurants. Some may opt out of the tour to spend more time visiting the many stores and shops within easy walking distance of the museum. Lunch will be on your own at any of the large number of restaurants within the area of the museum. We will board the bus for the return to San Antonio at 2:30 and will be back at the hotel NLT 4:00 PM. The remainder of the day will be free, with dinner being on your own.

San Antonio Places Of Interest

Jazz, TX

312 Pearl Parkway, Building 6, Suite 6001 San Antonio, TX 78232 (210) 332-9386, www.jazztx.com, Contact: Doc Watkins, info@jazztx.com
WELCOME TO JAZZ, TX Whether you're looking for a classy night out or a relaxing barstool to enjoy a drink, you'll have a comfortable place at Jazz, TX. For the last two years, it has been our pleasure to entertain our guests in the cellar of the Bottling House of the historic Pearl district here in San Antonio. We offer southern-style cuisine and bar food, speakeasy cocktails, and live swing jazz tunes late into the night. The Pearl District is packed with destination bars and restaurants, connected by beautiful footpaths and parks. Live music, dancing, and a cozy atmosphere set the stage for an evening at San Antonio's newest music venue – Jazz, TX. Created by local bandleader Doc Watkins, Jazz, TX combines the class of an upscale Jazz club with the grit of a Texas dance hall. Jazz, TX celebrates the broad spectrum of South Texas music, including Jazz, Blues, Texas Swing, and Salsa, featuring performances from many of the region's greatest musicians, including regular performances from Doc Watkins himself. We would be delighted to host your next event at Jazz, TX! Our team strives to provide the best entertainment experience and cater to your needs to create an amazing evening your guests will not forget. From banquet to buffet-style, Jazz, TX offers multiple food service options for any occasion, all inspired by a deep sense of professional Texas cuisine. Jazz, TX is proud to have a fully stocked bar with a special emphasis on pre-prohibition style cocktails and spirits.

The Alamo

300 Alamo Plaza, San Antonio, TX 78205, (210) 225-1391, www.thealamo.org, Contact: April Rosas, eventcoordinator@thealamo.org
 Centrally located on Alamo Plaza in downtown San Antonio, the Alamo features interactive tours and exhibits and hosts reenactments of the Texas Revolution. Founded in 1718 as the first mission in San Antonio, the Alamo served as a way station between east Texas and Mexico. In 1836, decades after the mission had closed, the Alamo became an inspiration and a motivation for liberty during the Texas Revolution. Today, visiting groups are invited to rediscover the gem of Texas history, stroll through the 4.2-acre complex, and Alamo Gardens, then head back down to the River Walk for local experiences in dining, shopping, and entertainment. Plan your next unique group adventure today!

Menger Hotel

204 Alamo Plaza, San Antonio, TX 78205.

Just steps away from the Alamo is the elegant Menger Hotel. Built in 1859, the Menger is the oldest continuously operating Hotel west of Mississippi. Its elegant lobby filled with vintage furniture welcomes guests with a nod to San Antonio's colorful past intermingled with its cosmopolitan present. Famous Actors and Presidents have stayed at the Menger. Known for its delicious "mango" ice cream, its rumored guests frequently asked to have it shipped to them.

Majestic Theatre

224 E. Houston, San Antonio, TX 78205, (210) 226-5700, www.majesticempire.com, Contact: Emily Smith, info@majesticempire.com

The Majestic Theatre takes center stage as one of the country's most ornate performing arts facilities. Built in 1929, the Majestic is one of San Antonio's premier live performing arts spaces and is located in the heart of downtown San Antonio on the iconic and booming Houston Street. A National Historic Landmark, the theater seats 2,264 guests and hosts more than 200 live events a year, including the Broadway in San Antonio series and a wide variety of concerts and performing arts attractions. Group ticket pricing is available as are private events.

Briscoe Western Art Museum (Jack Guenther Pavilion)

210 W Market St, San Antonio, TX 78205, (210) 299-4499

The Briscoe Western Art Museum and Jack Guenther Pavilion are located along the picturesque San Antonio River Walk in downtown San Antonio. Named for the late Texas Governor, Dolph Briscoe, Jr. and his wife, Janey Slaughter Briscoe, the museum is home to historic and contemporary western art and artifacts that tells the story of the American West. The award-winning Jack Guenther Pavilion and McNutt Sculpture Garden, located adjacent to the museum, hosts special events, meetings, and receptions curated to match each client's event preferences. The indoor/outdoor venue can accommodate both large and small events with advanced technical needs. Group ticket rates and private event opportunities are available.

City Sightseeing Double Decker San Antonio

16 East Crockett St, San Antonio, TX 78205, (210) 224-8687

Enjoy your Hop-On Hop-Off tour of San Antonio with City Sightseeing Tours. The authentic story of our charming, unique, and historic south Texas city starts with us. Your tour begins in Alamo Plaza, immediately giving you the fantastic 'double-decker' view of the beautiful Alamo - and then explores the River Walk district, the Cathedral, Mexican Market Square, and King William historic neighborhoods.



Charlie Breitzke, Locator

Locator's Radar

Are You on Our Radar?



Please contact
Charlie Breitzke at
info@13thbombsquadron.net

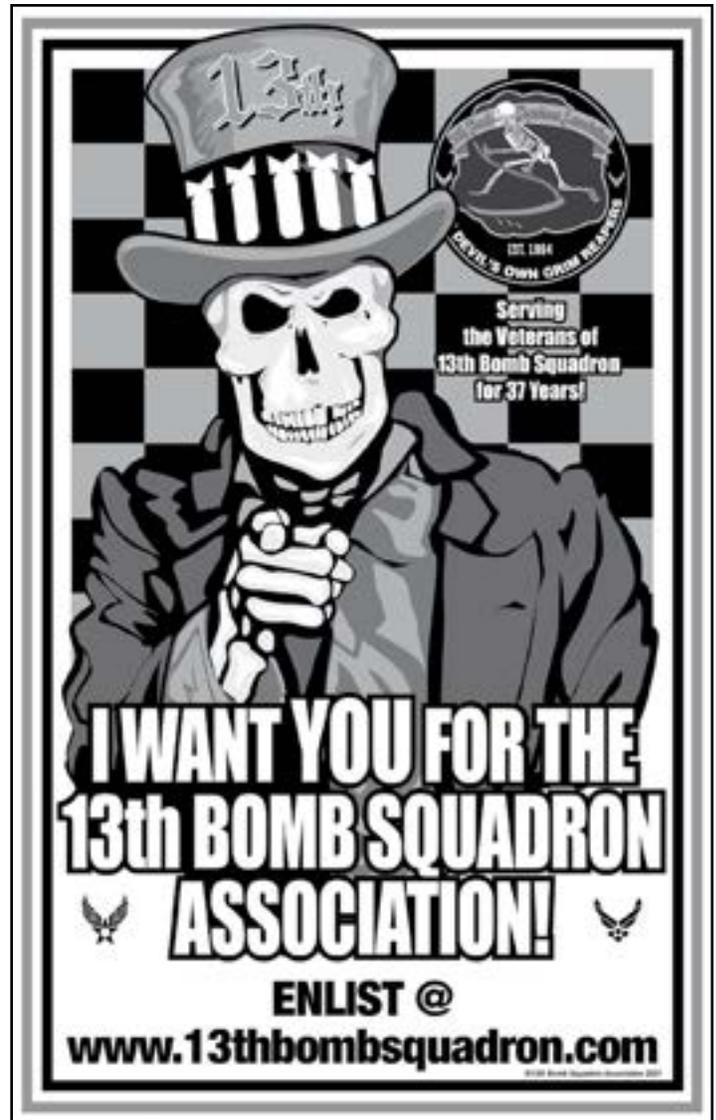
Fun with numbers.

I'm putting this together quickly, so there won't be much 'fun with numbers'. The most pertinent one is 349, which is the total number of Invaders going out in this issue. I don't remember exactly, but I when I took over this function at the 100th anniversary, I think that was more like 450. It's beginning to look more and more like San Antonio is going to be our last official reunion, and it wouldn't surprise me if you may be reading one of the last issues of the INVADER.

Being the keeper of the records has given me a greater feel for how much drive and effort the Korean War guys put into establishing and maintaining the Association. Just tracking down and confirming all the members back to 1917 would have been quite a challenge today, but with the technology available then, it would have required a supreme effort. Heck, my invitation to join is in my folder, written on a dot-matrix printer. But, as much as those guys had invested, they realized at some point that Father Time always wins, and us Vietnam types had to step in and begin lending a hand.

Now, we're facing the same problem. I'm coming up on 77, and I'm only aware of one pre-Big Bomber guy that's younger. So, we've been trying, for some time, to start handing off to the next generation, and that certainly doesn't appear like it's going to happen. I've got my own ideas of why, but the only thing that counts is that we seem to be looking at the demise of the organization and all that means to most who have served with it.

I sure hope I'm wrong.



Capt Biddle with SPAD #0, This and the photo on page 3 are actually photos of the Canon SPAD S.XII that was given to Capt Biddle after the original pilot it was intended for, David Putnam, was killed. Biddle's SPAD XIII also carried the number zero as well as the 13th Aero Squadron's insignia, Oscar, the Devil's Own Grim Reaper.

THE HOT SEAT

Editor's Comments

I first became aware of the SPAD XIII project at the Golden Age Air Museum, by accident, but it's been my experience, that nothing happens by accident with the 13th. I was researching and fact checking the Charlie Drew article in the last issue of the INVADER when I stumbled onto this project. Even though I live in Pennsylvania, I had never heard of the Golden Age Air Museum. I live in Western Pennsylvania on the other side of the commonwealth from the Museum which is about 40 miles east of Harrisburg, our state capitol. It's only a 3.5 hour drive, so I'm thinking a little field trip east to the GAAM is in order.

As many of you know, CMSGT Lucian Thomas was obsessed with Oscar and was the inspiration behind me documenting and illustrating every variation we could find of Oscar. Between Lucien, Charley Hinton and myself, we tried to document every version of Oscar ever created from WWI to the present. What was Lucian's obsession with Oscar was soon becoming mine, as Lucian and Charley passed the baton to me.

The WWI version, in my opinion as an artist, is the best example of Oscar and should be the one used by the USAF, not the standardized version adopted by the USAC in the 1920s that ended up on the current 13th Bomb Squadron shoulder patch. However, while working with "Nuke" Tibbets when he was DO with the 13th at Whiteman AFB, we incorporated the original WWI version of Oscar into both Friday Patches and Deployment Patches. When Charley had me design a logo for the 13th Bomb Squadron Association, we of course went with the original Oscar from WWI!

I remember talking with Bill Ricketts about Oscar. He said that some of the guys who painted Oscar on squadron aircraft "had no business picking up a paintbrush", but I find every version of Oscar to be fascinating. Of course, regardless of someone's artistic ability, each in its own way mark an era in the squadron's long and illustrious history. I can easily identify the era by how Oscar was painted on 13th aircraft simply by the style. WWI, was anatomically

correct, but the versions that followed became more stylized, simple and primitive looking. The 1920-1930's version which became the official and current version has an Art Deco style to it, the WWII version became even more simple and stylized. Throughout the war, Oscar became more tribal looking.

I often wondered if being based in Australia and New Guinea, contributed to that version of Oscar? That tribal style not only carried on into Korea, but to Vietnam as well.

Sometime during the Vietnam War, Oscar found his mojo again with a beautiful stylized version that I like to refer to as the "Jimi Hendrix" Oscar. It features Oscar leaning forward, holding his scythe as if he were Jimi Hendrix jammin' on his guitar like a rock star. I have to say, besides the original, this is surely my favorite Oscar. It's from an era that I can relate to. I was a high school student during the Vietnam War,

and this Oscar has the look of that era. It's very stylized, but there is a good understanding of anatomy and it is very well rendered. While this evolution of the squadron's insignia might not mean a lot to everyone, to someone like myself, who has a love for both history and graphic design, this is good stuff that I will continue to pursue.

As you probably noticed, the previous four pages were about the reunion in San Antonio, TX. San Antonio is a significant place for many reasons. The place has deep history, and not just Texas history, but 13th Bomb Squadron history too! On 14 June 1917, by order of the Adjutant General of the U.S. Army, at Kelly Field in San Antonio, TX, Major Maxwell Kirby formed the 13th Aero Squadron. Major Kirby didn't remain with the squadron long, but he did set the stage for everything that followed. Besides forming the 13th, Major Kirby is noted for having shot down one of the last German aircraft of the war on 10 November 1918 while flying with the 94th Aero Squadron. Once a Reaper, Always a Reaper!



Don Henderson, Editor



Vietnam era version of Oscar, the devil's Own Grim Reaper

Don



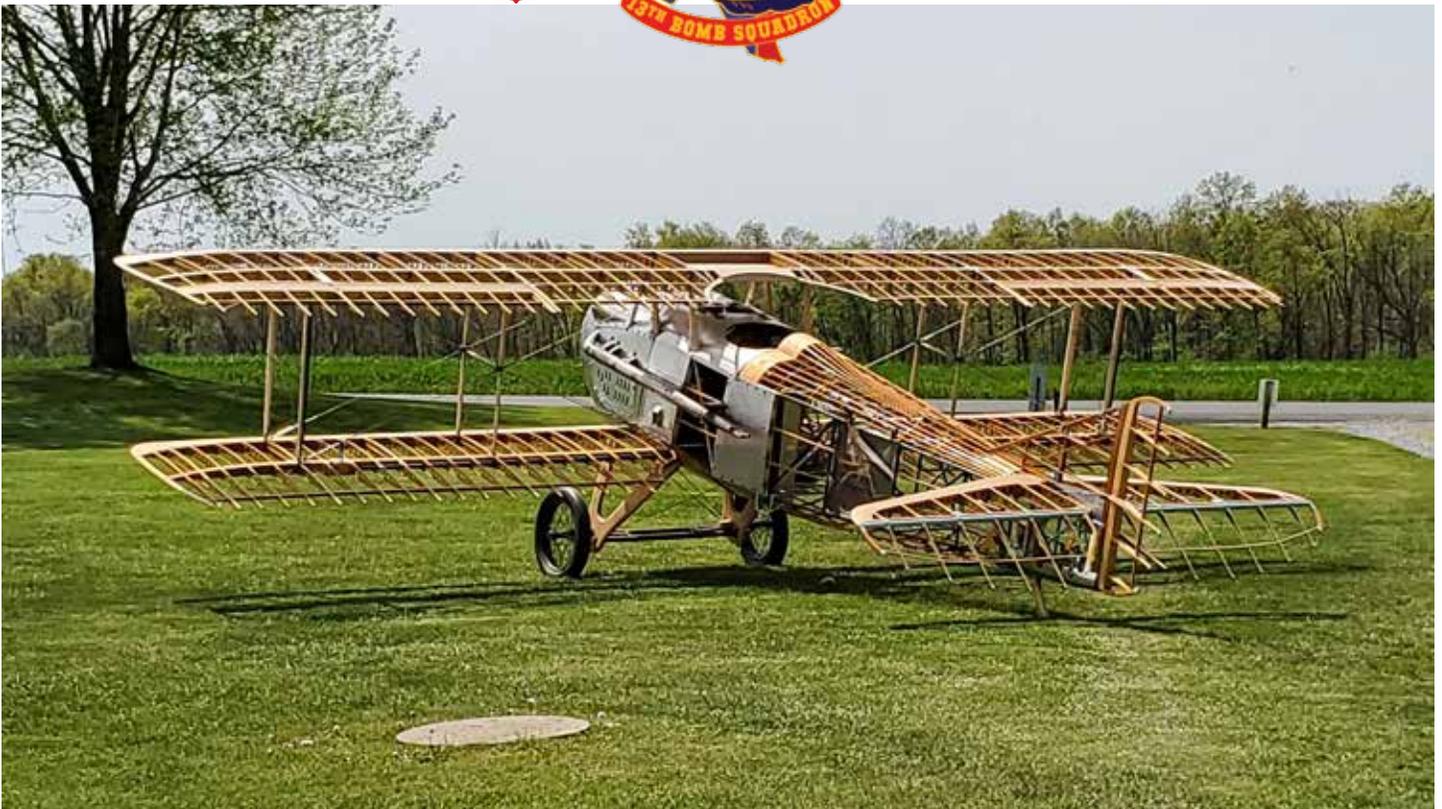
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A replica of Capt. Biddle's SPAD, No. 0 at the Golden Age Air Museum at Grimes Airfield 371 Airport Road Bethel, PA. Note Oscar and the command stripes on the fuselage!