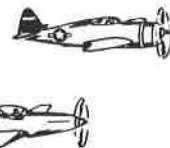


NEWSLETTER



VOL. X, NUMBER I

FEBRUARY 1966

PRESIDENT'S CORNER

Dear 2AD Members:

I imagine you all are interested in knowing the results of our recent poll with respect to the timing and location of our 1966 Reunion and interest in a 1967 charter flight. Out of a mailing list of over 500 members, 117 of you returned your cards. This, I am told, is a pretty good batting average. Out of these 117 returns, 114 expressed a specific preference with respect to the location of our next reunion, as follows. The cities are listed in descending order of preference.

Dayton (Air Force Museum)	-34	Washington, D. C.	-15
Omaha	-18	Atlanta	- 6
New York	-17	West Coast	- 4
Chicago	-16	All Other	- 4

Some 58 indicated a preference as to time and the last part of June won out hands down.

In view of the over-whelming preference for Dayton, Ohio and a visit to the Air Force Museum, I have made some checks with Colonel Curry, who is presently head of the museum, and various people who are aware of the things that Dayton has been doing the last few years with respect to promoting their city as "The Birth Place of Aviation". Although we have only one member living in Dayton, I find that it is strategically located travel-wise for the bulk of our membership and after discussing the situation with several people on the Executive Committee we made the decision to hold our 1966 Reunion in Dayton on June 24, 25, & 26, 1966.

Paul Trissel, who was with the 389th Bomb Group, lives in Dayton at 5609 Candlelight Lane, and has kindly agreed to act as Chairman for the Reunion. Since Paul is the only one who lives in Dayton, he will be looking for volunteers from some of the people in that area and some help from some of the old timers who have been attending reunions for years to handle the registration and other arrangements. We have already taken steps to block out hotel space and will be providing you with all the details with respect to registration in the next Newsletter.

Dayton and its Air Force Museum should provide an ideal place for the old timers and a lot of newcomers to gather and see some of the airplanes we flew during World War II and get an intimate view of the old aviation spectrum. Just imagine showing the wife and kids a B-24, a P-51, a P-47 or P-38, plus some of the German aircraft which were sent up against us. Included in this Newsletter is more about the Air Force Museum and Wright-Patterson Air Force Base.

As to interest in the charter flight, I am afraid that, based on replies, there is not too much enthusiasm. Only 41 indicated they were interested and of the 41, only 18 indicated availability with respect to timing.

There were several compliments on the November Newsletter, and I would like to pass on a bouquet to Hathy Veynar and Ray Strong.

Before closing this letter, I would like to make a personal request of each one of you, and that is, don't set this Newsletter aside without discussing your plans with respect to attending our 1966 Reunion in Dayton on June 24, 25 and 26. Mark your calendars now. We all will be looking forward to seeing you.

As ever,

/s/ /s/ Warren E. Alberts
President-
Second Air Division Association

AIR FORCE MUSEUM
Wright-Patterson Air Force Base
Ohio

The Air Force Museum, an activity of the Air University Command, contains thousands of items of historic and interesting equipment relating to the development of aviation. The Museum, which provides an authentic and illustrated story of flight from mythological times to the present, is located on the sprawling Wright-Patterson Air Force Base complex at Patterson Field in Fairborn, Ohio, approximately 11 miles east of Dayton on State Route 444.

The Museum is fittingly situated within sight of the "Birthplace of Aviation," being located on ground over which the Wright Brothers made many of their test flights after their return from Kitty Hawk. Because of this location it might be considered as a direct heir to both McCook Field and Wright Field, where so many of the advances in military aviation had their inception and initial tests.

This Museum was first organized in 1923 and located at Dayton's old McCook field, the Aircraft Engineering base established during World War I. The original mission of the Museum was to provide for the collection, preservation and display of the aircraft and accessories used during that War. The exhibits were all moved to Wright Field when that base replaced McCook in 1927. A special building was constructed to house the Museum and opened to the public in 1936. During World War II all the exhibits and equipment were packed and stored, since the field was closed to the public and all available space was needed for office use.

The numerous changes and rapid progress made during World War II, and the evident need to preserve the new types of equipment, revived interest in an air museum. Consequently, a large war-time engine overhaul shop, at Patterson Field, was made available for the stored equipment. At present, the Museum has approximately 98,000 sq ft of floor space available for its displays.

The exhibits at the Museum furnish an authentic, first-hand source of knowledge concerning the undreamed of changes in the aeronautical sciences during the last half century, from the days of the wire, wood, and fabric planes to the age of aerospace.

These exhibits include such items as aircraft, both old and recent, Wright-model engines to modern jets, propellers, gliders, helicopters, instruments, armament, radio, radar, experimental and test equipment, wind tunnels, scale models, and operating models of aircraft and equipment. German and Japanese aircraft, accessories, and paintings are among the World War II additions.

Following World War II, it was not until 1954 that the Museum reopened to the public. From a mere 10,000 visitors that year, attendance has steadily increased through the years reaching well over one-half million visitors in 1965, thus attesting to its popularity as one of the world's great museums.

The Air Force Museum is now the largest and most complete military aviation museum in the world. To maintain this position, the Museum staff has developed an exhibit redesign program and several of the new exhibit areas have been completed and others are now under construction.

The first area that the visitor enters is "Flight and Fantasy." It is an introduction to what follows, and presents man's fervent desire down through the ages to break the bonds of earth. In addition to photographic reproductions of mythological flight, there are full-scale reproductions of gliders and other types of aerial machines depicting man's attempts to fly prior to the Wright Brothers' era.

Following "Flight and Fantasy" is the Wright Brothers' Era. Complimenting the numerous and valuable items actually used by the Wright Brothers is a full-scale reproduction of the first military airplane, the Wright 1909 Flyer.

"Warriors with Wings" is devoted to the U. S. Army's aerial participation in World War I. Among the many items on display are a Thomas-Morse S-4B "Scout," a Curtiss JN4-D "Jenny" trainer, a Standard E-1 pursuit trainer, and a SPAD VII pursuit airplane.

The next area, devoted to the years 1919-1940 is entitled "Patience and Progress." It depicts that period between the two great wars in which the small air arm of the Army had to struggle for its existence against short-sightedness. In addition to aircraft exhibits such as the PT-1, Douglas World Cruiser, P-6E, P-26, and P-36, there will be numerous exhibits pertaining to the development of the parachute, the controllable pitch propeller, and the turbo-supercharger, and to various endurance and developmental flights.

The Second World War is where emphasis is to be placed upon precision daylight bombing from high altitude, long-range fighter escort, aircrew survival, evasion and escape, and American prisoners-of-war. Among the numerous exhibits in this area are items as a PT-13, P-40, P-51, Norden bombsight, and escape materials from Stalag Luft I, a Luftwaffe prisoner-of-war camp at Barth, Germany for captured Air Force officers.

Following World War II is "Our Independent Air Force in Action," the period of the Berlin Airlift and Korean conflict. In addition to an F-86A and a Russian-built MIG-15 aircraft, opponents in the skies over Korea, and the fuselage of the famous B-29 "Command Decision," there are exhibits to illustrate such tremendous technical advancement as breaking the sound barrier, the reversible propeller, and the ramjet engine.

The last, covering the period 1954 to the present, pertains to "Aerospace," mankind's latest frontier to be conquered. This period is illustrated by such exhibits as the X-1B supersonic research rocket and the IM-99 Bomarc, and the "Stargazer" gondola.

Outside, and adjacent to the Museum, is a four acre exhibit area of statically displayed aircraft. Included among these are the B-36, P-38, B-24, B-17, and the B-29 "Bock's Car," famous for its raid on Nagasaki, Japan, 9 August 1945.

The present museum is only a temporary home and present plans call for the construction of a new \$10 million facility.

AVIATION'S HALL OF FAME

Aviation's National Hall of Fame was established in Dayton

on October 6, 1962 to give recognition to those who have made or are making significant contribution to aviation.

The first two recipients were Orville and Wilbur Wright, and of this date, there are twenty men who have been honored. The National Hall of Fame is presently housed in the Air Force Museum at Wright-Patterson Air Force Base.

WRIGHT-PATTERSON AIR FORCE BASE

Wright-Patterson has appropriately been named "The Nerve Center of Military Aviation." It has rightfully earned the reputation as the nation's foremost aeronautical and research center. There are over 27,000 people employed at Wright-Patterson and its thousands of offices, laboratories, and other facilities cover some 8,242 acres. Wright-Patterson is the home of the Air Force Aeronautical Systems Division, the Research and Technology Division, the Air Force Logistics Command, and the Foreign Technology Division which is very much involved presently in the Viet Nam situation. We hope to draw on the tremendous talent at Wright-Patterson to make our program for the 1966 Reunion an intensely interesting one.

NORWICH LIBRARY COMMITTEE

General "Milt" Arnold wrote and reported on the activities of the Library Committee for the American Annex of the Norwich Public Library. Some of the books which have been sent recently include Harvard Guide to American History, Life/Times History of the United States done in 12 volumes, and Horizon's recent publication "The Great West". Milt would welcome any suggestions as to the kind of books we feel should become a part of the American Annex in Norwich. For those of you who are not aware of the Library Committee, it was formed in June of 1964 at the dedication and includes General Arnold, as Chairman, Honorable Frederick VP Bryan, General Kepner and Colonel Walker as members. General Arnold's address is Windfields, Middleburg, Va. 22117.

WEST COAST WING

President Alberts wrote Clayton Woodward, Secretary/Treasurer of the West Coast Wing, concerning its present status. Clayton wrote back and said that the Wing was, in effect, inactive and that they had held their last reunion in San Francisco in 1962. Clayton very nicely sent us a roster of members whom we will be contacting and hopefully renewing their interest in the Second Air Division Association. Somewhere along the line, we will have to give serious consideration to holding a reunion on the West Coast.

The West Coast Wing was established on September 26, 1959 in Sacramento, California. Their Wing Newsletter, Titled "Mild and Bitters", was first published in January, 1960.

DAYTON, OHIO - OUR REUNION CITY

Dayton, Ohio has been growing by leaps and bounds, and today numbers over 850,000 persons. It is one of the fastest growing metropolitan areas in the country and ranks tenth as a local service market in the nation. Probably one of the most impressive things about Dayton are the changes that have been made in the past few years. Those of you who have visited Dayton in the past or have been stationed at Wright-Patterson Field will be surprised over the improvements that have been made. Dayton makes no bones about the fact that they have been building for some time now to become one of the Middle West's leading recreation and convention centers. Much of this planning is centered around an aviation theme, and for those who will be interested in things other than the Air Force Museum and Wright-Patterson Air Force Base, we can assure you that Dayton has all the night life and other entertainment facilities that one would want for a three-day visit.

NEWS FOR THE NEWSLETTER

Hathy Veynar is preparing the copy now for our April newsletter. Please drop her a note on the attached form and give her information about people, places, or things that can be included.