



satan's angels

475th Reunion News

Chino in 1989; 'Unit' P-38 to Fly

Mark your calendars. The next reunion of members of the wartime 475th Fighter Group will be held October 12-15, 1989, at the Clarion Hotel in Ontario, Calif., just a short distance from Chino's "Planes-of-Fame" air museum, which includes the 475th's own museum of photographs, histories, and memorabilia from World War II.

'Renewing Friendships' Dallas Reunion Is Rated 'Tops'

Nearly a half-century ago, the men and machines of the 475th Fighter Group, or Satan's Angels, cemented a special niche in history — and the foundations for personal friendships that would last a lifetime.

In Dallas, May 12-15, 1988, the crew-chiefs, clerks, armorers, and pilots who

(Cont'd on page 2)

One of the prominent attractions at the Planes-of-Fame museum is a flyable P-38 Lightning, scheduled ultimately to be painted with the colors and insignia of one of the planes of the old 475th.

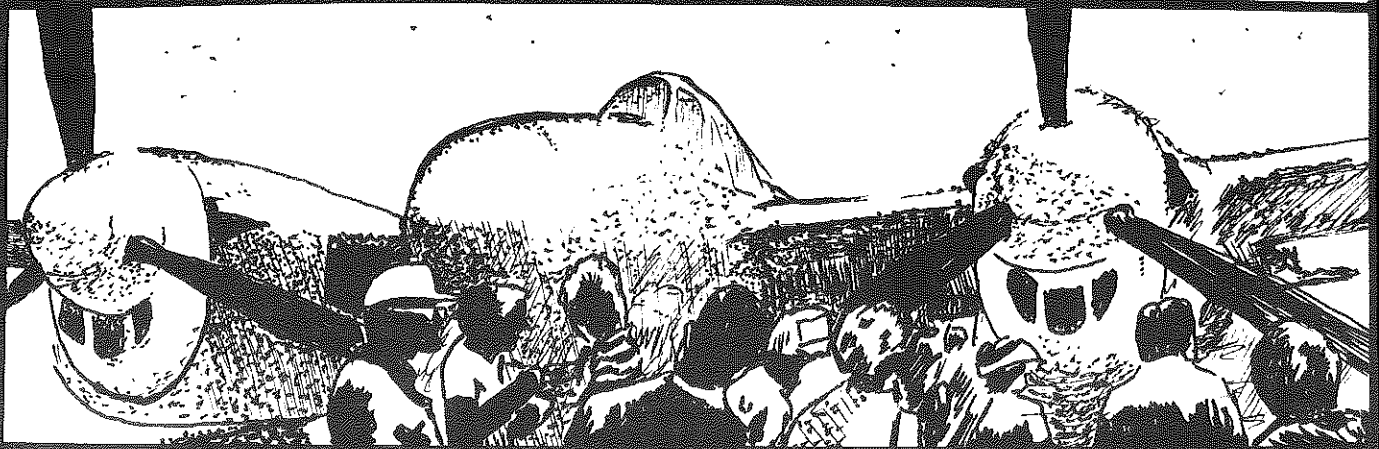
John and Alice Babel are serving as host-arrangers for the forthcoming reunion and promise that it "will be as relaxed and comfortable as an old shoe".

The Babels, along with a reunion committee, decided to hold the next get-together in 1989, after conducting a letter and telephone survey of a sampling of the former unit members and their wives.

Most of those contacted voted to move the meeting forward from its traditional

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It's happening AGAIN...in 1989!



A gathering of Angels...Oct. 12-15, 1989

Chino Will Feature USAF Band

(Cont'd from page 1)

every-other-year schedule of 1990, advancing both age and general health reasons.

As one individual pointed out, "Time's sweeping scythe is accomplishing what the Japanese military could not."

Babel said that the Ontario-Chino site is particularly appropriate. The Planes-of-Fame museum is home for one of the few remaining flyable P-38s (see related story in this issue).

The museum is also the location of the 475th's own growing museum of memorabilia. "A visit to Chino is like a trip down memory lane," Babel points out.

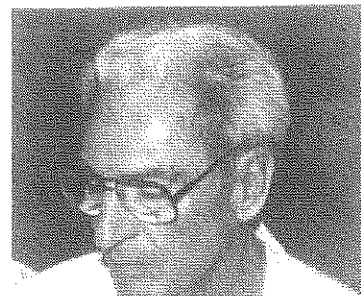
More than 175 rooms of the prestigious Clarion Hotel, in nearby Ontario, have been reserved, at a special convention rate of \$50 for single OR double occupancy, if the reservation is made at least 40 days prior to the reunion.

"Those interested in participating in the 475th golf tournament, a reunion fixture, must arrive on Oct. 11, since the tournament will be played on the 12th," Babel said. The special \$50 convention rate will be good also on Oct. 11, if reserved in advance.

Plans for the 1989 get-together, in addition to a visit to Chino, include a big Friday-night barbecue, and a special appearance for reunion members of the world-famous 15th Air Force concert band from March Air Force Base.

Dry-camp space near the hotel is available for attendees who will be arriving by recreational vehicles.

After close coordination with former reunion hosts-arrangers, the Babels have planned plenty of unstructured time for social gatherings and local attractions.



Dallas Marked by Friends, Events

(Cont'd from page 1)

wore the mantle of the World War II fighter unit briefly rededicated those friendships, in social events, scheduled tours and activities, and intimate meetings.

Many close relationships have been formed, during some of the past reunions. Not everyone knew one another from their days in the Pacific.

Host-arrangers for the Dallas get-together were John and Rae Loisel, aided by a working committee of family and local-area members.

Events for participants ticked off like clockwork, from opening of the registration desk to the Sunday-morning breakfast and business meeting.

There were just as many activities of interest to the women, as for the men. In addition to golf, there was a guided tour and lunch at Southfork, the setting for television's much acclaimed series, "Dallas".



And there were organized and individual tours of Dallas, as well as shopping.

The hospitality room seemed always to be open, and a favorite gathering place for plane talk and remembering.

The structured activities were popular, and many participants used the reunion, as in the past, as a launching point

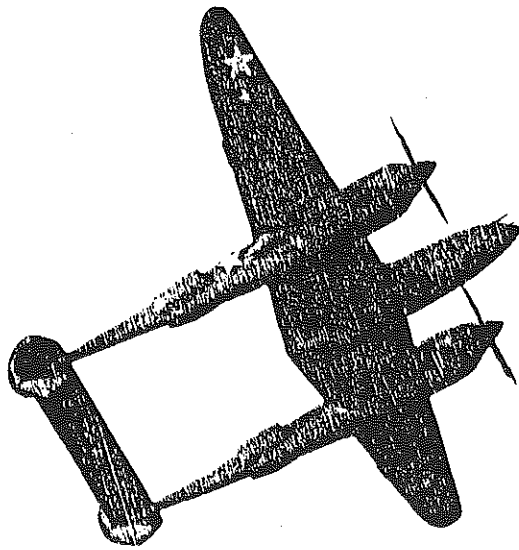
for a longer vacation or trip.

But, as might be expected where friendships and memories go back nearly a half-century, the informal and unplanned social gatherings seemed, at times, to have more meaning.

Men, once inseparable, found much to talk about at breakfasts, in the halls and lobby, and in corners of the hospitality room late at night.

P. J. Dahl, whose sure sense of humor is widely known, demonstrated his prowess as an after-dinner speaker, and H.N. "Pete" Madison chaired Sunday's parting brunch.

Into the Wild Blue... Again!



**LEADING
P-38 ACE**
OF 475TH FIGHTER GP.
MAJOR THOMAS B. MCGUIRE, JR.,
AWARDED CONGRESSIONAL
MEDAL OF HONOR,
WITH 38 AERIAL VICTORIES

At 8 p.m., on Friday, July 22, 1988, the Planes-of-Fame P-38 Lightning flew again, after sitting on the ground for 28 years.

Restoration of the sleek World War II fighter was a long-pursued dream of a great many individuals, including a number of former members of the 475th Fighter Group, which flew the P-38 exclusively throughout the war.

On hand to watch the memorable flight and representing the wartime group, H. N. "Pete" Madison said that, as the Lockheed fighter moved down the runway on its takeoff roll, "we all held our breath, crossed our fingers, and prayed".

Steve Hinton, chief of flying operations for the Planes-of-Fame organization, was in the cockpit. For its first, after-restoration flight, he tested controls, wheels, and flaps, made a low-level pass, and then brought it in for a smooth landing.

The group hopes that, ultimately, the aircraft will be striped with the distinctive colors of the 475th.

The Planes-of-Fame P-38 is one of a handful of the twin-engined fighters still in existence, much less flyable, Madison said.

Lost P-38s Found Deep Under Ice

Six P-38 fighter aircraft, along with two escorting B-17 bombers, that made emergency landings on the Greenland icecap during World War II have been discovered, after 46 years, buried under 260 feet of ice.

The discovery expedition used two forms of subsurface radar, a metal detector, and a steam probe to locate the aircraft.

The saga of Bolero Mission's Tomcat Blue and Tomcat Yellow flights began July 15, 1942, as the two B-17 bombers escorted the six fighter aircraft from Greenland to Reykjavik, Iceland.

The flight ran into bad weather enroute. A German submarine jammed their communications with Reykjavik, and the planes, low on fuel and unable to find their destination, returned to Greenland, where they landed on the ice.

The 25 fliers were rescued, but a, then, top-secret Norden bombsight was left on one of the B-17s.

The Air Force sent Maj. Norman Vaughan by dog sled to retrieve the bombsight, because it didn't want the device to fall into the hands of the Germans, who had a

number of weather stations in the area.

Vaughan, the last man to see the eight aircraft, more than 46 years ago, is part of the discovery expedition.

Over the years since the disappearance of the "lost squadron", more than a dozen expeditions and an assortment of supporters have sought the planes, but there have been no confirmed locations until now.

P-38 enthusiasts are watching the discovery efforts with interest. Only a very few of the sleek twin-boomed fighters remain in existence.

Most were destroyed in the years after the war, and cut up for scrap.

Of the few that still exist, there are only a handful that are flyable, according to a spokesman for a P-38 group.

The expedition plans to tunnel down into the ice and raise the eight airplanes to the surface.

If possible, the expedition plans to fly two of the aircraft off the ice. The others will be dismantled and returned to the United States for restoration. Some will be sold to pay for the expedition.





...you'll LOVE Chino. Be there!

On a [Small] Wing and a Prayer

John Wonderly (left below) and Gladstone Mortimer (right) were relatively young men when they met and formed a friendship in New Guinea and the Phillipines, as members of the 475th Fighter Group. At the time, they both were sergeants and they both were crewchiefs.

Their special friendship was one of many formed and strengthened during that period that was to last a lifetime. They stayed in touch following the war, and saw each other when the occasion allowed. Indeed, they both had hoped to attend the reunion in Dallas. Mortimer did, but Wonderly was ill with cancer, too ill to travel.

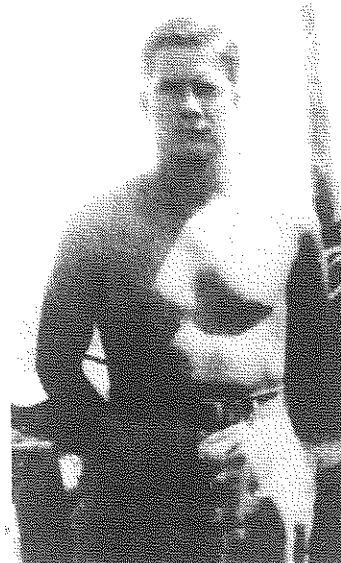
Mortimer exchanged anecdotes, soaked up conversations, and participated in events, so he could return and recreate it for Wonderly.

But it was not to be. Upon returning home, Mortimer was contacted by Wonderly's family, and told of his death.

He was asked to do the eulogy for his longtime friend, and with much sadness he agreed.

At the services, Mortimer wore the small, diamond-mounted P-38 pin given to each of the service personnel, at the Dallas reunion.

Then, in a final gesture of his friendship, he reached down and transferred the pin to Wonderly's lapel, his eulogy concluded. (Teddy Hanks has since sent Mortimer a second pin.)



475th Museum Needs Your Contributions

It's been described as a museum within a museum, and for hundreds of former members of the wartime fighter group known as Satan's Angels it's a repository of their history and memorabilia.

Located in the Planes-of-Fame air museum, Chino, Calif., the impressive 475th Fighter Group museum is growing, and a must attraction for former unit members.

H. N. "Pete" Madison, a motivating force behind the museum, urged members of the 475th to not let their photos and memorabilia be lost or destroyed.

"Send or will it to the museum," he said. For details write him at 150 N. Myers St., Los Angeles, Calif. 90033.

The museum includes histories, photos, uniforms and other items.

Straus First in '43, Still Sets Fast Pace

Vincent Straus was a name known to just about every pilot in the 431st Fighter Squadron at one point. He was the unit's record setting line chief.

And he has continued to set records since being the first sergeant assigned to the 475th Fighter Group on Special (475th) Order Number One, in 1943.

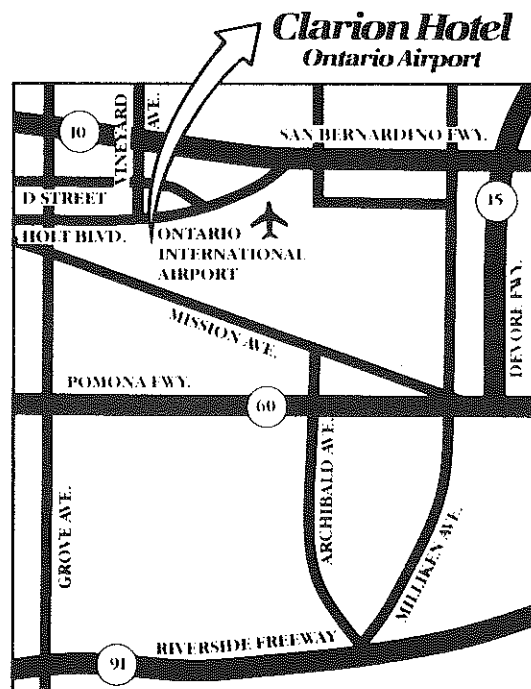
Straus was the first person to make a donation of \$100 to the Chino Planes-of-Fame museum to help restore its P-38 to flying status.

But he has led the way in other contributions and efforts, too. His latest was a contribution toward the purchase of 7500 BTU air conditioner for the 475th Fighter Group museum at Chino.

Former unit members who used to thank him for getting them back safely, have much reason to thank him still.

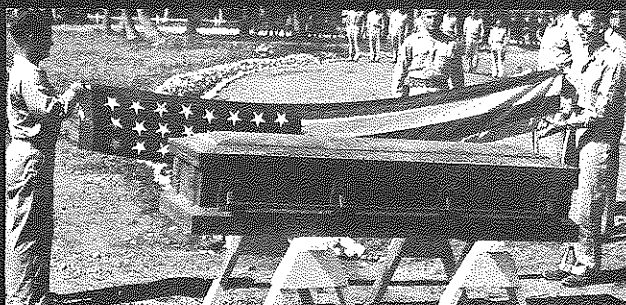
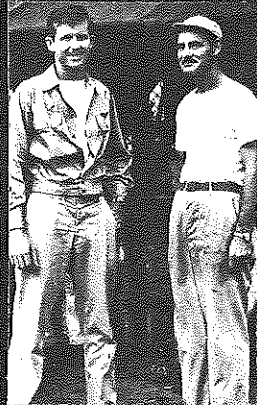
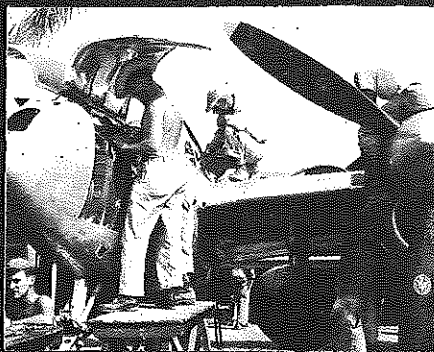
Make your reservation NOW

Make your plans now to attend the 475th Fighter Group's thirteenth reunion, Oct. 12-15, 1989, at the Clarion Hotel, Ontario, Calif. A block of 175 rooms have been set aside, with a special rate of \$50 for single OR double occupancy, but you MUST make an early reservation for that rate. The reunion hotel is close to Chino's Planes-of-Fame air museum, Hollywood, Disneyland, Knott's Berry Farm, and Southern California's many ocean and mountain recreational areas. See your friends... see the sights...ATTEND THE THIRTEENTH REUNION!



For more information or to make
reservations, call 800-CLARION.

2200 East Holt Boulevard
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1 (800) 284-8811



Donate YOUR memorabilia to the 475th museum at Chino...

John and Alice Babel
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