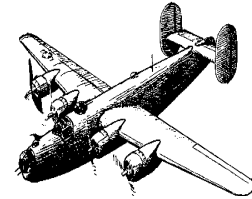


Plane Talk

The Eighth Air Force Historical Society
Virginia Chapter Newsletter



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Greetings From Your President:

On April 28th we had a meeting of the Chapter in Richmond at Stonehenge Country Club. At least seventeen folks know this because that many attended. Paul Adams displayed his collection of WWII uniforms and equipment. Melvin Hanes relayed interesting information on the mapping and planning for missions that took place at 8th Air Force Headquarters. (Mel is also Vice President of the National Capitol Chapter). Thanks to both of them.

Bob Noziglia was ill and could not attend. However, Bob's wife, May, made the arrangements with the club for our meeting and meal. The luncheon was super and the table arrangement encouraged more participation by all present in the camaraderie that took place during the meal and meeting. May deserves many thanks for her efforts on our behalf. Rob Gates took some pictures during the meeting. Some of them are included in this issue of *Plane Talk*. He is to be commended also.

Chris Bowers, our founding president, and Monique Pitts are working on plans for a bus trip for the scheduled August meeting. We will need to know if enough members are interested to make a bus charter feasible. You can read more details inside this newsletter.

If any of you members that have a story or comment about your service during the "Big War," the editors of *Plane Talk* want to hear from you so they can be included in future issues. Send them to either Ordway Gates or Rob Gates. Addresses and e-mail addresses for both are on page 2.

So in closing I'll just say "LET'S KEEP 'EM FLYING!"

Lew Burke

WE NEED YOUR STORIES AND PICTURES! WE WANT TO KEEP *PLANE TALK* INTERESTING AND NEED YOUR HELP. PLEASE SEND YOUR STORIES AND PICTURES TO THE EDITORS.

OFFICERS AND DIRECTORS

OFFICERS

Lewis E Burke, President
5287 Ellicott Drive
Centreville, Va. 20120
703-631-0510

John S. Pearson, Vice President
1900 Lauderdale Dr. #C315
Richmond, Va. 23238
804-740-2635

Paul L Adams, Treasurer
11813 Coolwind Lane
Richmond, Va. 23233
804-360-9620
padams@accubanc.com

Robert V, Gates, Secretary
P.O. Box 352
Dahlgren, Va. 22448
540-663-3068
rob gates@crosslink.net

DIRECTORS

A.J.Z. Firestone
5 Templewood Drive
Hampton, Va. 23666
757-826-1161
ernieabe@cox.net

Ordway B. Gates, Jr.
5109 Scarborough Mews
Williamsburg, Va. 23188
757-259-0865
ordwayg@aol.com

CDR Pat Grillo.
1330 Victorian Crescent
Virginia Beach, Va. 23454
757-481-5577

James E. Harvell, Jr.
11200 Misty Hollow Road
Midlothian, Va. 22901
804-744-1764

Monique B. Pitts
1311 Wimbledon Way
Charlottesville, Va. 23052
434-971-1707

Col. James E. Trask, President Emeritus
184 Jamestown Road, Apt 35
Williamsburg, Va. 23185
757-229-9453

CHAPTER MEETING – 28 APRIL 2006

President Lew Burke called the meeting to order at 1220. There were 15 members and guests in attendance. John Pearson led the group in the Pledge of Allegiance. Lew Burke offered a prayer. After introductory remarks by President Burke the group had lunch.

The meeting reconvened after lunch with reports from President Burke. The Program Committee reported on their examination of a Chapter bus trip to the National Air and Space Museum (Dulles Airport) and the Air Force Memorial. A firm commitment is required before arranging for a bus. Lew Burke will do a mailing to assess interest. The treasurer reported that there is approximately \$5000 in the chapter treasury (with \$670 collected in dues for 2007).

John Pearson reported that the 8th Air Force Historical Society is working to get next generation members involved at the national level and that seven of the ten board members are next generation. A general discussion of the future of the chapter, the 8th AFHS, and the museum followed. It is projected that the 8th AHFS could cease to exist by 2011.

Paul Adams brought a collection of memorabilia for display and described it as part of the program. He acquired the memorabilia from Lefty Nairn, Jerry Castle, James Harvell, and Jim Kelly. Mel Hanes described his experiences in London producing bomb, radar, and flak charts. He had some charts on display as well as a chart prepared for the Normandy invasion.

The meeting adjourned at 1355.



Paul Adams and his Memorabilia

THE LAST TIME YOU VISITED A WWII MEMORIAL OR MUSEUM WAS...?

Our Board is considering a trip for Virginia Chapter members to the Washington, D.C. area in August (18th or 25th) to visit the WWII Memorial and the UDVAR-HAZY Museum near Dulles, and wonder if you might be interested in this.

The Dulles museum has the Boeing Aviation Hanger (more than 100 aircraft including the B-29 *Enola Gay*, SR-71 *Blackbird*, the *Concorde*, and other WWII aircraft), McDonnell Space Hanger (shuttle *Enterprise*), observation tower, aviation wall of honor, IMAX Theatre, and museum gift shop among other things to see. The WWII Memorial is a must-see even if you have been there before.

The general plan about traveling for the day is to use a bus, possibly first loading in the Tidewater/Williamsburg area and then picking people up in Richmond. We can ride in a coach having 47 or 55 passenger capacity, depending on our response with reclining seats, restrooms, stereo/video systems, card table and maybe a DVD player. We can bring food and beverages on the bus (no alcohol or glass containers), and we can have a bus with a lift if we want. If you would like to see what the bus and interiors look like, try www.storylandtours.com/jrbl/motorcoaches.asp on the web. We would have to pay for the bus (of course) and the driver's tip (as we choose), meals with other incidentals we want. Travel to the D.C. area would be most of the morning, touring and viewing for the afternoon, and return toward the evening hours.

We need to hear your response about interest only at this time, so the Board decide on going ahead with working out a definite plan (or not). So call Rob Gates (540-663-3068) or Monique Pitts (434-971-1707) or Chris Bowers (804-677-4103) to let one of them know that you like the idea. These folks will then gather the responses and let everyone know if the trip is on or off (based on the number of people showing interest).

ROBERT E. SCATCHARD

Robert E. Scatchard, 83, of Lake of the Woods died Tuesday, January 23, 2007 at the University of Virginia Medical Center in Charlottesville.

Born in Morristown, N.J., Mr. Scatchard flew Army Air Force B-17s in England during World War II. He was a member of the Virginia Chapter of the 8th AFHS.

He earned a bachelor's degree from Rensselaer Polytechnic Institute in Troy, N.Y. on the G.I. Bill. As a member of the National Guard, he was called back

to serve in Korea as an aerial artillery observer and was discharged with the rank of captain.

He went to work for AT&T and became the building engineer for construction on the Mid-Atlantic states. In 1982, he was hired by Contel to build microwave towers in Egypt.

He is survived by his wife of 60 years, Doris M. Scatchard, a daughter, Sandra S. Scott, and two sons, Daniel R. Scatchard and Glenn P. Scatchard.

I REMEMBER LANGLEY FIELD

Bob Noziglia

I stopped by the Langley AFB History Office one day some time ago to see what kind of information they had about base activity in the latter stages of WWII. I was surprised to find that there was little or no accounting of the things going on during that period. There are no detailed descriptions of the missions or the personnel serving there.

But, I remember Langley Field in the years 1944 through 1948. These were my formative Air Force years. I had a good view of the manner in which the Army Air Corps went about its work in the relatively quiet times. The service we knew in the war years was characterized by high tension activity performed in temporary environments, hastily (but usually efficiently) constructed to meet crucial needs.

I arrived at Langley Field early in the evening in September 1944 with all of my possessions in a B-4 bag. I had completed my combat tour, 31 B-17 missions in the 379th Bomb Group, 8th Air Force, my 15 day leave at home in Brooklyn, N.Y., and had put in the required Rest and Recuperation at the splendid resort environment at Miami Beach.

My job was to serve as a B-17 pilot in a training program at Langley designed to familiarize Air Corps navigators and bombardiers with newly developed radar bombing and navigation systems. Some unfortunate returnees were assigned to personnel pools since air crew members were completing combat requirements in increasing numbers. They were not able to influence their assignment and were

eventually separated. The Langley assignment was my first important favorable break.

On arrival at Langley I thought that it was the most attractive place that I had ever seen. We were accustomed to temporary facilities in bare-boned settings. Here was a military installation with tree lined streets, neat lawns and fields, and well constructed brick quarters and office buildings. Of course there were some temporary wooden barracks and work places built in open areas to accommodate the expanded wartime missions of the field.

There was only one gate for access to the Field in those days. The entrance led to a bridge across the Back River parallel to a railroad bridge and tracks that serviced the base in most important ways. The tracks ran through the traffic circle and curved to the right down into the maintenance and supply complexes behind the rows of hangars on the flight line. Just inside the Field proper, to the right, was an Officer's Club. It was much smaller than the current facility, but, I submit, much more important than it is today. On a weekend evening, with good activity at the club, there would be a lot of people but few cars in the very small parking lot. Everyone walked or used the buses, trolleys, or taxis in those days.

With the exception of an old brick farmhouse and a small cluster of wooden buildings used as BOQs, Shellbank was nothing, although there were revetments, a firing range, and munitions storage facilities out there somewhere.

Activity, both Air Corps and that associated with the very important presence of the NACA, was centered on the main Base, particularly around the Base Exchange, Cafeteria, Base Theater, Gym, and the NACA offices and labs.

My first residence at Langley was in an open bay of one of the three story brick enlisted barracks that had been altered to accommodate the influx of officers who would be training B-17 and B-24 navigators and bombardiers. Later we were moved to a cluster of three wooden BOQs in Shellbank and then to an excellent accommodation in Dodd Hall.

In 1944 there were two senior officers assigned to Langley Field – the Installation Commander, Col. Mallory,

and his deputy, Col. Charles B. Overacker. Col. Richard Smith was soon assigned as Director of Operations. We had a few Lt. Colonels and a handful of Majors. Most of the activity was performed by company grade officers.

We were blessed with an outstanding complement of senior NCOs. We had a lot of Master Sergeants and Technical Sergeants who had requested assignment to Langley from their overseas postings.

I was assigned to Base Personnel when the flying mission was downsized. I stayed at Langley for four and a half years, married a Newport News girl, and had my first son there. I moved on in October 1948 to the Berlin Airlift.



Expansion of Langley Field – 1941

CHAPTER MEETING – 28 APRIL 2007



John Pearson, Dick McClune, Otis Ingerbritsen, and Paul Adams



Our Flags were flying at Stonehenge!



Lew Burke and Abe Firestone