

# THE INVADER

FEBRUARY 2002



**OFFICIAL NEWSLETTER OF THE HISTORICAL AIRCRAFT SQUADRON, INC.**

*An all-volunteer, non-profit organization dedicated to the restoration, display and operation of former military aircraft*



## MEMBERSHIP DUES WERE DUE ON JAN. 1st

If you haven't sent them, please do so now. A new Associate Membership is now available at \$25 which includes Membership Card, Sqd. Newsletter and admission to the museum. Full Executive Membership allows full voting rights for participation in the decisions of the squadron operations.

The Historical Aircraft Squadron is a non-profit organization, comprised entirely of volunteers who share a common interest. We're dedicated to the restoration, display and operation of former military aircraft and vehicles. If you share this interest, you are invited to join us!

We have the following aircraft: Douglas A-26 Invader, Folland Gnat Jet Fighter, Douglas C-47, Grumman S2F Tracker, Beech C-45, Vultee BT-13.

**This month's Invader has no sponsor. If you'd like to sponsor an issue so you can dedicate to someone or honor your old outfit call today. \$65 will do it. Two people may go together for this sponsorship**

**If you'd like to sponsor a newsletter call Bob at 614-846-2876.**

### INSIDE.....

President's Message.....	2
Squadron contacts.....	2
Mac's story- down in flames.....	3
New museum area.....	2
<b>Upcoming events.....</b>	<b>4</b>

Complete the following along with your check and mail to: **Historic Aircraft Squadron P.O. Box 156 Carroll, OH 43112** Questions? 614-855-2120

\_\_\_\_ Associate member \$25  
 \_\_\_\_ Executive member \$50

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ zip \_\_\_\_\_

Home phone \_\_\_\_\_

Business phone \_\_\_\_\_

E-mail address \_\_\_\_\_

Have you served in the Armed Forces? \_\_\_\_\_

\_\_\_\_yes \_\_\_\_No

Branch of services \_\_\_\_\_

Rank \_\_\_\_\_

Are you a pilot? \_\_\_\_yes \_\_\_\_no

total flying hours \_\_\_\_\_

Ratings \_\_\_\_\_

Types of aircraft flown \_\_\_\_\_

Certificate: \_\_\_\_ Student

\_\_\_\_ Private

\_\_\_\_ Commercial

\_\_\_\_ ATP Certificate No. \_\_\_\_\_

Are you a mechanic: \_\_\_\_yes \_\_\_\_no



7:00p.m. at the Squadron hanger at the Fairfield County Airport. Open Board/business meetings are held the 2nd Tuesday of each month. Regular Membership/Activity meetings are held the 4th Tuesday of each month. Stop by and see the new hanger. Airshow Pot-Lach meetings last Sun. 1pm

What aircraft/engine/instrument types have you worked on?

Please check areas of interest:

- \_\_\_\_ Aircraft Recovery/Restoration
- \_\_\_\_ Flight Ops (pilots/mechanics)
- \_\_\_\_ Hanger Operations
- \_\_\_\_ Museum Development/Display
- \_\_\_\_ Public Relations/Publicity
- \_\_\_\_ Fund Raising
- \_\_\_\_ Special Events Staff
- \_\_\_\_ Gift Shop (sales/cashier)
- \_\_\_\_ Membership Recruitment
- \_\_\_\_ Accounting/Bookkeeping
- \_\_\_\_ Records? Historical Info

Would you like to be notified when help is need for upcoming events?

\_\_\_\_yes \_\_\_\_no

## NOTES FROM THE PRESIDENT

The following are notes on activities the president wants to share:

The Saudron is now the proud owner of a Steward M-5 Light Tank thanks to Speedy who went to Louisville to get it. Hauling was donated by Brills Towing and crane lift by Company Wrench. Check it out.

Also Steve has been in conversation with the office of David Hobson to secure possession of the 7 aircraft at Rickenbacker Air Guard. Steve says

the prospects are looking good for us to become the custodian of the collocation. The planes are actually the property of the Air Force Museum. Since the museum doesn't have the space for housing them, it is not unusual for the mueueum to grant custodial rights to smaller museums. Thereby a win-win for all parties. Steve is hard at work completing the museum display area as well as the rest of our new hanger. If you can't



stop by to help be sure to let Steve know how much we appreciate his efforts. **THINGS ARE HAPPENING!!**

### VOLUNTEER REQUESTS

Still need volunteers to prep planes for the airshows next spring. Call NOW !! Art Moose740-454-7058 S2F Tracker Branson Rutherford 740-756-4136 A-26

Also still looking for a few good men or women to help with the grounds keeping next spring. We still need more help to keep the hanger in ship shape. Call Steve Clapper 877-9872

*Wings of Victory airshow Stearman PT-17 -photo courtesy Bob DeLay*

## AIR SHOW MEETINGS BEGIN -

The last sunday of each month at 1:00 p.m. It's a potluck so bring a dish. Wings of Victory airshow will be the second weekend of July.(13th and 14th) Call Steve to volunteer if you can't make it to the meetings.. It's time to get started. SEE YOU THERE.



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Haven't paid your dues yet? Now is the time to do so.

It's time to "thin the herd" and stop sending newsletters out to those who are no longer paid up members. Full membership is \$50 and Assoc. membership is \$25.

If you'd like to continue to receive the newsletter and be a member of the Squadron, please send your check or money order made payable to "Historical Aircraft Squadron, Inc.:" to our post office box address. That address is: PO Box 156, Carroll, OH 43112

Thanks for your continued support. *NOTE: without paid dues the newsletter will not continue to you.*

# ATTENTION

## Gun Show Schedule to date

Volunteers needed to work at the Squadron tables. Call Kathy Ridgeway 614-899-9690

All shows are 9 a.m. through 5 p.m. Saturdays and 9 a.m. through 4 p.m. Sundays  
Feb. 9 and 10 - Marion (2 tables)

We had to cancel 2 shows due to lack of volunteers. Please sign up to help !!

WMAA radio control swap shop and show March 2 9 am to 3 pm Shriner's Temple



## This Month in History

February 18, 1918- The 103rd Pursuit Squadron, AEF, was formed with members of the Lafayette Escadrille; it began operations at the front under

tactical control of the French.

February 23, 1912- The first official recognition of the rating "Military

Aviator" appeared in War Dept. Bulletin No. 2.

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*Address Correction Requested*



Dated Material Enclosed - Please deliver immediately

# Willard "Mac" Magee and his story part 4 of a series

as related to Bob DeLay

## STORY OF THE MISSIONS IN THE SOUTH PACIFIC

Mac began island hopping along with the rest of the military.

He flew from Manus in the Admiralty Islands at a base established by the Navy. The Navy really sets things up right. Lots of stores and good meals along with good quarters.

The real challenge was the fact that they nearly straddled the Equator and first challenge was dealing with the colliding storm fronts from north and south.

Mac's navigation skills were excellent and he always stayed focused on the job of getting the boys there and back. He could spot the base on return 15 or 20 miles out. However going to target he had to locate a small island or wauk, sticking out of the water 20 to 50 miles from target. Concern to save fuel kept things tense.

After a couple months, Mac's group moved to a small island called Wakde. Small is no exaggeration. There was barely enough room for the runway. Memories of Manus were delightful.

Finally they were given a 2 week R&R in Sydney, Australia. Mac loved Australia. The people were friendly and Mac had a chance to revisit roller skating which he had enjoyed while in the CCC camp. Mac had been so good while visiting a nearby town that he ended up being the floor manager. So obviously he jumped at the chance to skate in Australia.

### NOEMFOOR ISLAND

Upon return from R&R, Mac's group headed to Noemfoor Island. Bulldozers had cleaned the area with big 10 to 12 foot high piles of brush everywhere. One time in the middle of the night there was an air raid. Sirens

wailed and bombs screamed. They didn't have a slit trench yet so they hunkered down next to one of the piles of brush. Wham...right across the pile was a lot of noise that turned out to be an anti aircraft gun. It scared the heck out of Mac and his buddies.

They had one bad mission out of Noemfoor. They went out to bomb a refinery in Borneo called Balikpapan. The Japs defended this precious commodity heavily with fighters and anti aircraft fire. They lost 5 planes in his formation. Mac's plane wasn't hit. In all they lost 13 planes that day. It was a sad day.

### THE PHILIPPINES

Shortly after that, they started bombing the Philippines. There were big Naval battles and the B-24's attacked some Japanese big ships. No hits were recorded by Mac's plane.

Their first base in the Admiralty islands was Los Negros Island. They began bombing Negros Island in the middle of the Philippines during the landing of U.S. troops at Leyte. Negros had 5 Japanese airfields and was well defended with a new type of fighter which they hadn't dealt with before.

**Mac's own words-** "On this particular mission there was some kind of an explosion with glass flying everywhere.

*Down in flames, just like the vision.*

*-drawing by Bob DeLay*



None of it hit me but it backed me into my seat. The flight Engineer was the top turret gunner. He pulled the lever under his seat and the seat dropped. His eyes were open really big and he grabbed his chest pack, hooked it on."

"The bomb doors were still open and out he goes. I commenced to think something was wrong. To the point of being ridiculous I had always been very conscientious about emergency procedures. When I came back from missions, I would make a practice emergency exit from the airplane.

"I sat down in my seat hooked my life raft on and then realized that we were over land so I unhooked it. Then the plane gave a little shake like turbulence. That scared the hell out of me. I promptly stepped down to the cat walk and departed the plane. I went up above the plane but it wasn't me going up. It was the plane going down."

"They had shelled between the number three and number four engines. The wing fuel tanks had ignited and flames were shooting back for 300 ft. It was that fire that the Flight Engineer had seen."

"The chute flared and opened. There it was the flaming plane of my vision. Coming true just as it did when I was in the CCC."

-continued next month  
the final chapter....

**SURVIVING IN THE JUNGLE**