

THE INVADER

JANUARY 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



NEW MEMBERSHIP OPPORTUNITIES

The Historical Aircraft Squadron is offering membership opportunities so that more people can participate in supporting the organization.

The Historical Aircraft Squadron recognizes that there are several types of interested members. Current full members enjoy all membership benefits at \$50 per year. Some of these members consider their dues as financial support for the Squadron and that is appreciated. Keep up your support. We need the financial support.

However we feel that there are many out there who would like to be a member but are not able to be active. Due to this they sometimes do not sign up for membership. Now we are

going to offer a half price membership so that those people can be a part of our group at this discounted fee.

At the November meeting of the Board of Directors, it was voted to expand the membership choices for those who want to be a member.

Current full membership remains at \$50.00 per member per year. This provides these members with all of the member benefits.

Associate membership will be offered at \$25.00 per year. This will be able to participate in club activities but will not have voting privileges.



A-26 USAF photo

If you are not a member or if you know someone who would be interested in Full membership or perhaps an Associated membership contact:

Diane McDaniel at 614-885-2120
full membership \$50
assoc. member \$25

This Month in History

January 22, 1909- The Aeronautic Society of New York awarded a contract for \$5000 to Glenn Curtiss; this was for the first airplane built for sale by Curtiss.

January 23, 1918- The first American military balloon ascension in the AEF took place at the American Balloon School, Cuperly, Marne, France.

January 24, 1913- The first Curtiss tractor airplane (Signal Corps No. 21) was delivered to the Signal Corps Aviation School at San Diego.

MEETINGS TO BE HELD IN LANCASTER



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

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
3rd part of Mac Magee story.....	3
New museum area.....	2
Upcoming events.....	4

A NEW YEAR AND A NEW MUSEUM DISPLAY AREA IN THE WORKS

As the other areas of the hanger near completion and discussions about how to develop our display area are beginning, please bring your ideas to Steve Clapper. We need to organize the upper level into display areas. We will be considering putting individuals in charge of areas that they have expertise in or areas that they have enthusiasm for developing a first rate

display. This will no doubt be a crowd pleaser area and may well bring out work to the attention of people who otherwise would not know we exist.

museum standards. This will insure appropriate honor for each subject and theme.

Displays need to be well organized and should carry a theme for that particular type of display. We hope to develop guidelines and a committee to oversee that the displays are up to

This is an exciting time for the Historical Aircraft Squadron. 2002 will be the year that we ice the cake.

LET'S ROLL !!!!

REMEMBER-Next Year's Wings of Victory airshow will be the second weekend of July.(13th and 14th) Call Steve to volunteer. It's time to get started on this one.

VOLUNTEER REQUESTS

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

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

B-1B delivery to the Taliban in Afghanistan.

USAF photo



THE INVADER STAFF

Bob DeLay, Editor;
and GraphicDesign
5764 Hartford St.
Worthington, Ohio 43085
614-846-2876
CDelay12@aol.com

To contact us send mail to:
Invader, P.O Box 158
Carroll, OH 43112

Hanger Phone-740-653-4778
(answered only when someone is there)
A-26 project leader-
Branson Rutherford 740-756-4136

E-mail us at:
hasnews@aol.com

WEB SITE:
www.sqsystems.com/has/

SQUADRON CONTACTS

Steve Clapper, President

1805 Stahl Road
Orient, Oh 43146
(614) 877-9872

Melinda Rutherford, Treasurer

6830 Winchester Rd.
Carroll, OH 43112
(740) 756-4136

Sue Boden, Secretary

1166 Green Meadow Ave.
Lancaster, OH 43130
(740) 653-9169

Diane McDaniel, Membership

614-885-2120
Wayne Swisher-740-653-8593
Branson Rutherford-740-756-4136
Kathy Ridgeway 614-899-9690
Robert George-614-491-8916
Jim Belshe-614-833-9561



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

Jan 12 and 13 - Lancaster Fairgrounds (2 tables)

Feb. 2 and 3 - Hilliard (2 tables)

Feb. 9 and 10 - Marion (2 tables)

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

Support our troops by flying the flag. Let the world know that we are united !!



BOB-BOYD LINCOLN-MERCURY

1100 SOUTH HAMILTON RD.
COLUMBUS, OHIO

Planes - Airplane Prints - Dye Cast Airplane Toys

Wholesale and Retail

J & M NOVELTIES

351 Rocky Fork Dr. N.
Gahanna, OH 43230

LEWIS MAHR (614) 475-2500
JOYCE MAHR FAX (614) 475-0262

J.M.NOVELTIES@WORLDNET.ATT.NET

ABBOTT'S SUPER DUPER
Div. of Lancaster Enterprises, Inc.

523 SOUTH JAMES ROAD
COLUMBUS, OHIO

Grocery: (614) 321-7270



C/O INVADER
HISTORICAL AIRCRAFT SQUADRON
P.O. BOX 156
CARROLL, OHIO 43112

Address Correction Requested



Dated Material Enclosed - Please deliver immediately

Willard "Mac" Magee and his story part 3 of a series

as related to Bob DeLay



TRAINING FOR THE AAF

We went to Hondo which was about 40 miles west of San Antonio for navigation training. There was lots of Ground School, lots of math, and lots of good charts. The instructors were good. Working with AT7s, a twin-engine airplane, carrying four students and two pilots. We flew four hour missions, practicing dead reckoning, pilotage, and celestial navigation.

I thoroughly enjoyed the celestial. I soon proved to be better than the average student. One of our last missions was the first time that we had to fly in bad weather. It was one of the worst rides I ever had. Each student had a periodic compass. Everyone of the students got so sick that they were vomiting in the compass cover. It was awful.

Returning the instructor asked us for our work and starts down the line. Everyone replied that they were too sick to finish except me. I was the only one to graduate and the other guys were washed out of the navigation school. Once again the discipline of Mac's Scout days prevailed.

Off we went to Muroc (now called Edwards Air Force Base). We received heavy training for bombing and navigation.

After Muroc we headed to Hamilton field. This time it was Replacement Training Unit flying B-24's. Four people were formed up into units comprising of a Pilot, Copilot, Bombardier and Navigator.

Now flying became fun and we felt that we were in the "Big Time". Each plane had a crew of 10. This was in May. One day while about a hundred of us



Above- early version of the B-24 Liberator which was one of the largest and most lethal weapons to take to the skies when introduced to the United States arsenal.

left- Learning celestial navigation

USAAC and USAF photos

headed out to the tarmac. chatting and enjoying the days upcoming mission, a guard unit started to yell "Halt!". Most of the guys weren't paying attention until they leveled their guns and then things got tense. We quickly identified ourselves and all ended well. That sobered us up! Soon we were in our planes and headed to Hawaii. We overnights in Hawaii and then flew on to Canton Island.

Our next stop was Guadalcanal, and Henderson Field. We got a rude awakening when we got there. We arrived not too long after the Battle of Guadalcanal in late May. There was an awful smell everywhere we went. I soon realized that the bulldozers that were leveling the new runways were also hurriedly burying the enemy in the process. No time for niceties. I saw some arms, legs and bones protruding from the earth. You never get use to that.

At that time we made modifications to the planes. The navigator was down in the nose with the Bombardier. Obviously you couldn't shoot the horizon behind you with your sexton. Navigation was critical in the vast expanse of the Pacific so the navigator was

moved behind the pilot. Volunteers were called for to ride in a C-47 and that meant you'd learn to be a copilot. I volunteered So I spent the last of the training with a one-on-one training with a pilot who had flown fifty-three missions in B-24's. We were flying through the Solomon Islands, Admiralty Island and to the Manus Island. After this training we headed to the Admiralty Islands where living conditions were much better, except for the stench of the filled runways again. I flew my first missions as an extra person on other crews. Finally I returned to my crew and we started our typical 11 hour missions. During which we would "Throw a lot of lead".

Working our way up through the islands we eventually came within striking range of the Philippines. The squadron was flying everyday. Typically the 24 ship formation was four blocks of six airplanes in "V" formation. You may fly two or three missions without losing anybody and then lose three or four. Nothing compared to the slaughter that was going on in Europe. It was combat and the tension was felt by all.

-continued next month