

THE INVADER

October November 2007



An educational organization

<http://www.historicalaircraftsquadron.org>

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



Your Dues

If there is a red dot on your newsletter address on this issue it means your membership is due NOW !!

YOU CAN SPONSOR AN ISSUE OF THE INVADER.....

For only \$65 you can sponsor the newsletter and have the issue dedicated to a loved one or friend as a celebration of them.

Call Bob DeLay at 740-569-7841 or cdelay@verizon.net

NOW GET YOUR NEWSLETTER ON LINE

We are now offering the newsletter in digital format. Contact us at: info@historicalaircraftsquadron.com

The newsletter is published every other month. This will help us reduce costs and improve finances.

PLEASE UPDATE YOUR e-mail at historicalair@sbcglobal.net

MEETING TIMES

Membership meetings will be held on the 3rd Saturday at 10:00 am at the hangar. Open Board meetings are to follow the membership meetings or will be scheduled as circumstances require them for actions.

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WINGS OF VICTORY AIRSHOW WAS A SUCCESS



For the first time in the past three airshows, we have made a profit. Last year we lost \$9,398.02 and this year we made \$18,637.28. Luckily this gives us enough to operate for another year.

Nominations are now being accepted for Member of the Year award. Please let one of the officers know about your recommendation. Also we will need to make a selection for our Community Leader award for this year.

Contact the office to make your reservation for the Christmas dinner. Reservations are required.

The Hangar dance was enjoyed by all and it was a beautiful night for dancing. However attendance was down and so were profits.

The car show brought many new people to the hangar and museum so we hope to see this as an annual event and perhaps we can develop a way to make money for the squadron during the next one.

12th Annual Wings of Victory

photos



Opening Ceremony

Great Weather and Great Crowds made this year a profitable airshow. Many thanks to all who dogedly pursued getting the word out and this made a big difference. Hope you all saw the front page of the Dispatch and the channel 4 weather broadcast from the show. Great job by all volunteers and our officers.



A-10 Warthog from West Coast Demo team.

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there)

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www.HistoricalAircraftSquadron.org

MEETINGS-Open board meet
follows the membership meeting on 2nd
Saturday (2:00pm) of each month at
hangar. DON'T MISS THEM!!!

Museum Curators:
Don Bell 614-475-3345
Dick Debevoise 614-866-7715

SQUADRON CONTACTS

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DUES NOTICE.....

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due. A red dot indicates your
Membership is NOW DUE... \$40.00
Family membership is.....\$50.00

If you'd like to continue to receive the
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money order made payable to "Histori-
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PO Box 156, Carroll, OH 43112
Diane McDaniel, Membership chair.

Thanks for your continued support.
NOTE: without paid dues the newslet-
ter will not continue to you.

1945 THE JAPANESE SURRENDER

condensation of Fred Kiser's mission to Tokyo during the surrender in 1945 as published in his book 'A Teenager's view of World War II'.

Sept. 15, 1945- Fred Kiser and crew depart Tacloban, Leyte, Phillipine Islands after starting in Biak, Netherlands East Indies. They were headed for Tokyo to ferry officers to the Japanese mainland to assist with the surrender and occupation. The beautiful C-54 was one of the best and latest passenger planes to enter service in the last months of the war. It was used extensively in civilian air transport in the United States. For the guys flying the DC-3 or any other of the era, the C-54 was a dream. However Fred and crew had to make several stop overs to reach Japan.

Stop overs included Okinawa. Skirting a typhoon from there and fighting a 40 mile per hour cross wind on takeoff they arrived over Tokyo with thick cloud cover with Mount Fuji visible before let down to break through at 1500 feet to land at Atsugi airfield.

Fred had spent three years in a ferry squadron delivering aircraft to many sites around the world. Mostly they had worked the Pacific theatre with trips also to North Africa by way of the north Atlantic and South American southern route.

Now they were on one of the most interesting trips of Fred's service career. The surrender had taken place on September 2, 1945 on board the battleship Missouri in Tokyo bay. Fred described the eerie atmosphere in Japan.

"After we delivered our passengers, our pilot was able to borrow a jeep and the whole crew, along with another crew, headed for what we called a sight-seeing tour of Tokyo and Yokohama. Both cities were devastated, except for around the Emperor's palace."

Americans came to Japan with a

C-54 like the one that took Fred to Japan during the surrender in 1945



different attitude than conquers throughout history. There was no pilage nor raping. They were disciplined and kind in general. Americans gave new meaning to invading armies.

Yet the Japanese were a defeated people, fearful and desperate. Fred and his group was shocked to see the behavior of the very young children who even at the age of four would salute and bow as demonstration of their early training. It was a very moving experience.

Riding in a couple of jeeps on the way to the train station they came upon four small children playing along the road and tried to talk to them. Three ran off like scared rabbits but one (about 5 years old) stumbled and was unable to get away. He quickly bowed and saluted. When the Americans attempted to give him some candy it only confused him and he too ran off like a scared rabbit.

The Japanese exhibited no hostility towards the Americans, Only fear and respect.

Fred said "The P.M. had instructed us to make the Japs get up and give us their seats when we got on the train but we didn't have the heart to do it because most of the seats were taken by women. I felt sorry for the women and the children but when I looked at the men I could see our demolished ships at Pear Harbor and American cemeteries all over the Pacific."

The ride to Tokyo was about two

hours long. In Tokyo entire blocks were burned out and the devastation was of a country defeated long before the surrender. About fifty percent of the city was in ruins. At the Imperial Hotel no room was available. At the hotel restaurant they had sandwiches and tea. So after a good meal except for the lack of meat, they headed back to the base to once again sleep on the plane and eat their C-rations.

Fred states that their return mission was to evacuate prisoners of war. "Most of them had been in captivity for many years and were virtually slaves. They were all just skin and bones except for the children who seemed to be okay. But they had smiles on their faces. We flew them to Manila where they were later flown to their home countries. They were mostly Dutch and Australian

This proved to be Fred's last mission before ferry of a plane back to the states. Fred was a radio operator throughout the three years of his war service.

He was raised in Youngstown, Ohio and returned to Ohio where he worked as an engineer for the next 35 years.

In the summer of 2000 he finally put together his notes and log books to sit down and write the book that tells the full story of his war years. That book is available for purchase at the Historical Aircraft Squadrons Hangar. It is a fascinating account of a teenager's view of the war.

Fred is a member of HAS and has donated some of the profits to the squadron. If you don't have a copy, it is a good story.

ATTENTION



LAST MINUTE NOTES:

Wings of Victory Airshow made money for first time in 2 years
 Christmas dinner in December details to follow
 Get your nominations in for Member of the Year
 Hangar Dance was a great time but short on profits.
 check out this- ohioflagsofhonor.org
 October 6, Sea Scouts monthly drill with Young Eagle Flights and
 lunch with the HAS crew at the hangar.

THIS MONTH IN HISTORY

October 20, 1911

The original Army Wright plane was delivered to the Smithsonian Institution.

October 27, 1909

First woman airplane passenger in U.S.- Mrs Ralph H. Van Deman- made a four minute flight at College Park, Md., with Wilbur Wright at the controls.

November 27, 1912

First Army flying boat, Signal Corps No. 15, a Curtiss Model F, with 75 hp., 8-cylinder Curtiss "O" engine was accepted at the Curtiss factory.

Thanks to all of our volunteers who continue to make HAS

THE HISTORICAL AIRCRAFT SQUADRON IS DEDICATED TO THE RESTORATION, DISPLAY AND OPERATION OF FORMER MILITARY AIRCRAFT. JOIN US IN THIS EFFORT TO PRESERVE OUR HISTORY. STOP BY THE HANGAR ON WEDNESDAYS AND SATURDAYS. THERE IS A NEED FOR ALL SKILL LEVELS AND ANYTIME AVAILABLE FROM YOU.



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