

# SILENT WINGS MUSEUM: Newsletter

The Legacy of the World War II Glider Pilots



**Vol. 19 No. 1  
Fall 2019**

## GENERAL INFORMATION

6202 N. I- 27  
LUBBOCK, TEXAS 79403 - 9710

DIRECT LINE 806.775.3049  
INFORMATION 806.775.3796  
FAX 806.775.3337  
WEB [WWW.SILENTWINGSMUSEUM.COM](http://WWW.SILENTWINGSMUSEUM.COM)

### DIRECTIONS

DRIVING: NORTH LUBBOCK, I-27 AT EXIT 9. THE MUSEUM IS LOCATED IN THE HISTORIC OLD AIRPORT TERMINAL BUILDING JUST TWO BLOCKS EAST OF I-27. LOOK FOR THE SILVER "G" WINGS ON THE TOWER ABOVE THE ENTRANCE.

FLYING: THE MUSEUM IS ACCESSIBLE BY TAXI OR RENTAL CAR FROM THE AIRPORT TERMINAL. THE MUSEUM IS ADJACENT TO AND WITHIN EASY WALKING DISTANCE OF LUBBOCK AERO, FBO AT LUBBOCK PRESTON SMITH INTERNATIONAL AIRPORT. GPS COORDINATES FOR THE MUSEUM ARE: N 33° 39.467' W 101° 49.911'

### ADMISSION FEES

GENERAL ADMISSION	\$8.00
SENIOR CITIZENS (60+)	\$6.00
CHILDREN (AGES 7-17)	\$5.00
STUDENTS (w/ COLLEGE ID)	\$5.00
CHILDREN (6 & UNDER w/ FAMILY)	FREE
MUSEUM MEMBERS	FREE
ACTIVE DUTY MILITARY	FREE

### MUSEUM HOURS

TUESDAY - SATURDAY	10 AM - 5 PM
SUNDAY	1 PM - 5 PM

CALL FOR HOLIDAY HOURS



2019 Aviation Boot Camp

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# AROUND THE MUSEUM



## Silent Wings Museum Staff

**Director of the Municipal Museums**  
Jacqueline Bober

**Assistant Municipal Museums Manager**  
Eddy Grigsby

**Museum Curator**  
Sharon McCullar

**Marketing and Special Events Coordinator**  
Jacqueline Marchildon

**Education and Volunteer Coordinator**  
Sebastian Forbush

**Museums Store Manager**  
David Seitz

## Whisper SHIPS ROAR!

The gallery talk for Whisper Ships Roar! provided a closer look at the making of the exhibit. Curator Sharon McCullar highlighted several artifacts and shared how an exhibit is developed. She discussed the underlying curatorial goals for this and other exhibits at the Silent Wings Museum.

Attendees learned how “inspiration artifacts” drove the development of Whisper Ships Roar! and how

artifacts, archival material, and exhibit text carry out exhibit themes.

Whisper Ships Roar! is funded through a grant from the Helen Jones Foundation Inc. We were very happy to see that organization represented at the reception following the gallery talk. A portion of the grant funding purchased supplies to mount artwork and archival material in exhibition quality frames. The framing was done by our Silent Wings Museum Assistant Manager Eddy Grigsby, whose skills allowed some very delicate items to be safely and beautifully exhibited. The funding also enabled us to have oversized exhibit panels printed to showcase scanned materials and exhibit text.

Whisper Ships Roar! will run through January 2020.

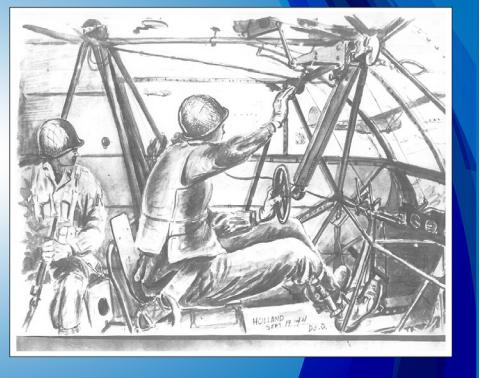


### This Is It

This sketch drawn from the perspective of the co-pilots seat captures the moment before tow rope release and descent to the landing zone.

Tension is evident in the Airborne troopers tightly grasped rifle and the attention of the pilot to the action around him.

The artist credited with this work is Dale Oliver.



# AVIATION BOOTCAMP 2019



We were thrilled to have another successful Aviation Boot Camp this summer. With two United States Marine volunteers and thirty-two kids who were eager to learn, we hosted our best camp yet. Everyone had a blast shooting off water bottle rockets, learning about the history of ciphers, and even learning to march. At the end of the week, the kids graduated from camp and were promoted from Cadets to Privates, ready to take on the rest of their summer.



*Cadets building their paper airplanes*



*Cadets learning how to heat up their MRE lunches*



*Forces of flight lesson*



*Cadets seeing whose paper airplane would fly the furthest*



*Preparing for Boot Camp Graduation Ceremony*

# **NATIONAL WWII GLIDER PILOTS COMMITTEE**

## **NEWS, RESEARCH AND HISTORY**

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### **REUNION CHAIR**

#### **49TH ANNUAL REUNION**

**NATIONAL WWII GLIDER PILOT COMMITTEE  
DOUBLETREE BY HILTON, FAYETTEVILLE, NC  
1965 CEDAR CREEK ROAD  
FAYETTEVILLE NC 28312 (910-323-8282)**

**&**

**RANDY & THERESA LEWIS FARM, SNOW CAMP,  
NC**

**OCTOBER 10-13, 2019**

**Online registration: [ww2gp.org/membership](http://ww2gp.org/membership)**

### **ACTIVITY SCHEDULE**

There will be no meetings on Thursday morning so there is no need to come Wednesday (unless you are a member of the Executive Council, a dinner meeting is scheduled for Wednesday evening.) If you intend to fly to North Carolina, it is suggested you fly into Raleigh Durham International (RDU) and rent a car. Fayetteville is @ 1 hour from RDU. Fayetteville Regional Airport (FAY) also offers connecting flights from Charlotte; Dallas & Atlanta.

Thursday, Oct. 10th Afternoon

3:00pm - Registration and Hospitality Room open.

3:00pm Research Team Meeting.

Thursday, Oct. 10th Evening

6:00pm - Buses depart for dinner, Iron Mike's on Ft.

Bragg, evening presentations to follow.

Friday, Oct. 11th Daytime

8:30am - Buses depart for an all day tour of Ft. Bragg, lunch included.

3:00-3:30pm - Buses depart Ft. Bragg and return to hotel for rest and refreshments in Hospitality Room.

Friday, Oct. 11th Evening

6:00pm - Buses depart for 6:30pm dinner, Iron Mike's on Ft. Bragg, evening presentations to follow.

Saturday, Oct. 12th Morning

9:00am - General Membership meeting, Doubletree Hotel.

Saturday, Oct. 12th Daytime

"On Your Own Day." We will have suggested military sights in the Fayetteville area to visit on your own.

Saturday, Oct. 12th Evening

6:00pm - Dinner banquet at the Doubletree Hotel, with keynote speaker and awards.

.....AND WAIT THERE'S MORE!

Sunday, Oct. 13th Evening

Make plans to stay through Sunday for a picnic dinner and barn dance at the Randy & Theresa Lewis Dairy Farm, Snow Camp, NC! The farm is located near Burlington, NC @ 50 minutes from Fayetteville. We are planning to arrange for a hotel block in Burlington for those who do not wish to travel back to Fayetteville that evening. Also, please note that the host hotel near Snow Camp is conveniently located @ 30 minutes from RDU for those folks traveling by air. Other than the cost for our members to stay an extra night, this celebration evening is a generous gift from Randy and Theresa. Please check our website [www.ww2gp.org](http://www.ww2gp.org) for information on booking the Snow Camp/Burlington hotel, or contact me via email at [roemerry@gmail.com](mailto:roemerry@gmail.com)

### **Hotel Reservation Information in Fayetteville**

The nightly rate is \$122.00 (two queens) or \$128.00 (one king) plus taxes and fees. This rate also includes a full breakfast for two. Please make your hotel reservations directly with the Doubletree by calling 910-323-8282 or Central Reservations 800-222-8733 (reference hotel block as "WGP").

**PLEASE NOTE THAT YOUR RESERVATION  
MUST BE MADE BY SEPTEMBER 8, 2019 IN  
ORDER FOR THIS RATE TO BE HONORED.**

### **Base Security**

Note that entry into Ft. Bragg requires presentation of a valid U.S. or government-issued photo identification card. If you wish to drive your own car to Ft. Bragg

# NATIONAL WWII GLIDER PILOTS COMMITTEE

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you must obtain a Visitor Pass, in advance, at the All American Visitor Control Center (910-907-5165).

This year we elected to bundle our expenses into one flat registration fee, which includes all dinners, Friday lunch; hospitality room snacks and beverages, hotel banquet facilities, taxes/fees and bus transportation. Our Executive Council made every effort to keep the registration fee to a minimum, especially since the past three reunions have been substantially less expensive to our members. We know you understand the complexity of holding an event such as ours, therefore we cannot offer a prorated fee.

You may either mail your registration form and check in the enclosed pre-addressed envelope to me no later than September 1, 2019. Or you may register online on our new payment system at <https://www.ww2gp.org/membership> (go directly to I am a member).

If you have any questions, please do not hesitate to contact me, and check our website for any late developments [www.ww2gp.org](http://www.ww2gp.org).  
See you in Fayetteville!

We are hoping to have our online system up and running for payment soon. Please check the website to see if it is available if you would like to pay your registration online.

Mary Roemer, National Reunion Chair  
<mailto:roemermary@gmail.com>

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### NATIONAL CHAIRMAN

With the passing of Otto Lyons, the Executive Council has asked me to serve as the interim Chair. A permanent Chair will be chosen at the General Membership Meeting in Fayetteville in October.

I can't replace Otto, he was irreplaceable. With his deep, melodic voice in his native Memphis drawl, I

could have listened to him read a phone book. It wasn't just how he spoke, though, that kept my interest, it was what he spoke. He was clear and direct and could be quite entertaining when he wanted to be, but there was never any doubt about his message. And that message was his regard for the Glider Pilots Association and everything that it stood for.

Otto didn't do email. So when the transition committee was studying alternatives and making proposals, it fell to me to call Otto on the phone and give him updates. I usually didn't get very far when Otto would stop me with a "Now hold on just a minute, here...", and make me explain a point to his satisfaction. Otto was going to make sure we got it right.

I think we have got it right. At the reunion, just over a year ago now, in Lubbock, which was the first reunion under our new banner, I saw a level of interest, engagement and enthusiasm that told me we were going to make it. Yes, it will be different without any WWII veterans on the Executive Council, but all of us will still feel their presence in everything we do going forward.

We hope we do sufficient honor to those, sadly now, few WWII veterans that still make it to the reunions. We also know that there are still many WWII glider pilots that, while they are unable to make the reunions, still read this newsletter and stay in touch as best they can. To you I would like to say that even though you may not be there in body, you are there in our hearts and always will be.

R. Bruce Overman, Interim  
Chairman Executive Council

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### NATIONAL SECRETARY

The last dues notices went out in March 2019.

# NATIONAL WWII GLIDER PILOTS COMMITTEE

## NEWS, RESEARCH AND HISTORY

We now have an online membership payment system. You may become a member, update your dues payment, donate, and register you and your guests for the reunion, all on our system at <https://www.ww2gp.org/membership>

Do not miss out on:

- THE REUNION - Your reunion registration packets
- VISITING THE SWM - Free entrance to the Silent Wings Museum
- THE NEWSLETTER – Published quarterly, containing Silent Wings Museum events, the news of the Association and well-researched Troop Carrier and Glider Pilot articles from our veterans and research team.
- GETTING RESEARCH HELP - Priority for research on WWII Troop Carrier veterans by our professional Team, the Leon B. Spencer Research Team.
- GETTING INVOLVED WITH THE 94TH TRAINING SQUADRON - Being with an organization that has ties to the Air Force Academy's 94th Flying Training Squadron
- VOLUNTEERING TO PRESERVE TROOP CARRIER HISTORY.

It is easier now to join the Committee. Our membership application is now online at <https://www.ww2gp.org/membership>

Let us know if you are not getting the newsletter. It comes out quarterly, and we post when it has been mailed on our Facebook page and will begin doing so on our website.

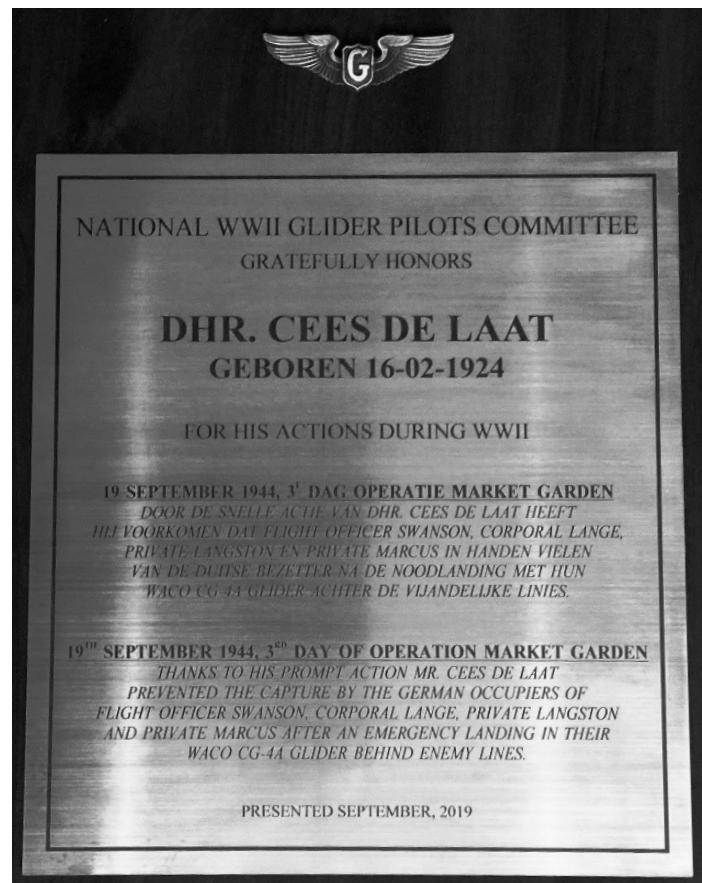
Charles Day, National Secretary

### NATIONAL WING COMMANDER

Hans den Brok contacted me suggesting we send a plaque of appreciation to a gentleman who helped save the lives of four Americans during the Market

Garden operation when their WACO CG-4A glider landed near German activity.

In a recent interview of Mr. Cees de Laat by Mr. Willem van der Steen, both from the Netherlands, it was found that Mr. de Laat's story matched the escape and evasion report given by then Flight Officer James W. Swanson as well as F/O Swanson's Interrogation Report given upon his return to base late in the afternoon on 28 October, 1944.



The Executive Council agreed that recognition should be given to Mr. de Laat. Hans sent the needed information to write up a citation and a plaque from our organization.

At the 75th Anniversary of Market Garden, Hans our International Director, will be presenting this plaque and citation on behalf of the Committee and the Silent Wings Museum Foundation to Mr. de Laat.

# **NATIONAL WWII GLIDER PILOTS COMMITTEE**

## **NEWS, RESEARCH AND HISTORY**

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The citation is in its entirety at the end of our section of this newsletter.

In recent newsletters I have mentioned families who have followed in their father's WWII footsteps. Recently Lt. Col. William Moline (ret.) became a member of our organization and the research team also helped with Lt. Col. Moline's research for his father. There are a lot of similarities that have been pointed out, and I would like to share his story.

### **Dad's Legacy**

#### **Following Leon William Moline, Lt. Col. USAF, WWII Veteran**

While shuffling through my father's papers years after his death I came upon the citation and award of the Bronze Star Medal. I vaguely remember that he told about his glider combat mission, Varsity. He seldom spoke of his escapades in combat so the specifics in the write-up were very interesting to me. In fact, I couldn't put it down. I went to the NWWIIGPA website and FB page. That's when I found my Dad's profile was not complete and I contacted the Research Team and met Patricia Overman, who introduced me to the Glider Pilots organization and gave me a wealth of information. With that info I noticed a trend. That trend was the similarity between my Dad's career and mine. As I traveled down that path, here's what I found.

We both:

- Entered the service at 18-19 years of age.
- Went through cadet programs ending in officer rank and pilot wings.
- Flew in combat prior to our 21st birthday.
- Flew in combat in non-traditional aircraft (him-gliders, me-helicopters).
- Were wounded in combat and awarded the Purple Heart.
- Were awarded the Air Medal (he the Basic Air Medal, me the Air Medal 41 times)
- Were awarded medals at or above the Bronze Star Medal ( he BSM me DFC)

- Flew in Europe and Asia during our careers.
- Were mentioned in non-fiction books (he in the "Battle of Burp Gun Corner" by Hans den Brok, me in "Returning Fire" by Col. (Ret) James W. Booth.
- Lived in Old French Villa's/Chateaux while flying in combat.
- Were awarded Senior and Command Pilot Wings.
- Spent time in 9th AF
- Retired as Lt. Col.

As I continue my quest for information concerning my Dad, I hope I find even more little nuggets of information that I wasn't aware. I am working to learn as much as possible regarding the 435th in order to become a viable member of the research team and I can help other family members discover, like I did, what amazing heroes our family members were.

By Bill Moline  
Lt. Col. USAF (Ret)

### **INTERNATIONAL DIRECTOR**

#### **NORMANDY 75 YEARS**

June 6th was the 75th anniversary of Operation Overlord, or simply the invasion. An Allied amphibious force stormed the coast of Normandy. However, the opening of the operation were the airborne missions flown by the British and Americans.

It had been about 17 years, or something like that, since I had visited Normandy. And that was during summer holiday. A special event this year made me make the trip to Normandy during the busiest weeks of the year. I could only plan to be there for a few days.

On the 6th I started my journey to Normandy. Before crossing the Dutch-Belgium border, I heard a news reporter on the radio saying he was at Omaha, putting the claim that this was 'probably the most

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## NEWS, RESEARCH AND HISTORY

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important beach' of the invasion. I am still puzzled how one of the five beaches could be singled out as 'the most important'.

My first visit in Normandy was to Vimoutiers. Along the roadside is a German Tiger 1 tank. It was left behind by the retreating German army in 1944. A genuine relic of the Falaise pocket. However, my main reason for the visit came the day after, June 7. The weeks before one could follow the movement of C-47 aircraft from the USA to Europe, the D-day Squadron. About 15 C-47s, some of which were active in June 1944 with the Troop Carrier forces. This group was invited by the Daks over Normandy organization. A number of C-47s from Europe were to be there as well.

For the 7 June event at Carpiquet/Caen airfield, Adam Berry and I were invited to sign and sell books. So I headed for the airfield, which is a running civilian airport. Small, but running.

At our arrival we faced some problems. The guy who organized things had been taken to the hospital. And from there on, things seem to have gotten worse. Adam and I could manage without delay of 'place/tent where we and other authors could have our stand'. Once there, the news of SNAFU on the organization came in. The parking spot was not marked, so people drove to the airfield. And those who made it to the parking lot were supposed to be carried by buses to the airfield. No buses. Again, they took the car towards the airfield, got stuck in traffic, parked alongside the road and walked the 3 miles.

Weather was terrible, with high winds blowing. And on that day, very little flying was done. Nevertheless, for me, seeing just more than 20 C-47/DC-3 aircraft at one place sure was special. Later on I had a pretty close look at one of them (That's All Brother).

At the field I met some friends, Jenny Nunn Brawley, Eileen Owsiany, Kerry Cummings Weaver, Neil Jones, Kees v.d. Loo, Arie-Jan van Hees, Patrick Elie, Paul

v.d. Berg, Paul van de Horst. Most of them briefly, or had left by dinner time. Except Jenny Nunn Brawley, with who I enjoyed dinner at some music cafe.

After that we headed back to the airfield for the evening photo shoot. Because of weather it was delayed, something we didn't wait for as we left the area before that.

Saturday the 8th was my day to visit the Ste. Mere Eglise area. That is the area where the American paratroopers were dropped and the gliders had landed. Thus...the area for Troop Carrier history. My first planned visit was the La Londe area, where 436th TCG gliders had landed on the evening of June 6, 1944, and which was where 436th flew glider resupply mission some days after the invasion. But Ste. Mere Eglise was blocked because of the festivities. I circled around the south side of the town, making Turqueville my first stop. That village is where Capt. Adams had been held as prisoner of war, and where he was involved in making the German troops there surrender to the prisoners. He was awarded the Silver Star for his actions. My goal was to find the farm where the American prisoners had been held. I do believe to have found the place, but at the time of writing, it needs a bit more research.

From there on I did go to the La Londe area. The 436th TCG landed in that general area. Well, it is known that two of the Group's Horsa gliders ended up there. Documents of the artillery unit flown in show the same information. Besides that, I visited the monument for the airfield that once was there.

Next stop was Ste. Mere Eglise, despite it being so crowded. I had two spots in town on my list. First was the Hospice, on the north of town along the main road. On the back of that a glider had crashed through a wall, killing the pilots. I wanted to visit the place, but it was not possible to get to the exact spot. The wall had moved as the yard of the Hospice had extended, and all is private property. With

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thousands of people in town, I felt it was not the best idea to try to gain access (my French speech is non-existing).

The other spot was where a 437th TCG Waco CG-4A glider had ended on top of a power house. The area had changed, but I was able to visit the spot.

Then I went on to visit a C-47 crash monument, the Pathfinder monument and Utah beach. From there I headed towards Dead Man's Corner museum. The que outside made me to drive on to Picauville and visit three C-47 monuments in that area.

One the way back, I visited the Pratt monument and then St. Come du Mont, where glider pilots had walked thru on their way back to the beach. From there, with an attempt to visit the Colleville cemetery, I ended up at Carpiquet/Caen airfield again. With access to the field, I was able to see some C-47s up close.

My last visit was before I left for home. The Merville battery was attacked by British paratroopers. A C-47 is on the museum grounds. That aircraft participated in the Normandy, Holland, Bastogne and Rhine missions.

From there I drove to Poix. The highway bisect the two old runways, and a large service point is there. So filled up the car and visited the old runways. Only the outline is visible by the trees or crop growing there. A short visit in town to picture a few places that I had seen in WW2 photos.

That ended my tour to Normandy. Would I visit again on or around June 6? Not likely. But I will visit again, as the area is great.

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### LEON B. SPENCER RESEARCH TEAM ARTICLES



The only thing I can say is that the 75th Anniversary has kept us tremendously busy! We have been adding so much information to the individual Glider pilot's records and the museum's archives. One of our newest researchers, Mark Vlahos, has contributed immensely to the depth of our knowledge. He is an expert in the 314th and has just finished uploading mission data from Varsity Serial A21, chalks 21-40 into the respective glider pilot records. For this serial only, he discovered ten Power Glider Pilots missing from our database. Mark spent 29 years in the Air Force and retired as a full colonel in 2011. He was the vice wing commander of the 314th Airlift Wing, retired as the 19 AF/DO at Randolph AFB. He was in the Corps of Cadets at Va Tech, 1982, and now lives in New Braunfels TX. Hans recommended approaching Mark as a member of our team. He has been invaluable in the information he has been giving families for the 314th and 313th. So nice to have him on board.

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### 75th Anniversary Invasion of Southern France



75 years ago on August 15th the Airborne operation was launched from Italy into southern France. The invasion of southern France included two glider missions, Bluebird and Dove, They consisted of nine serials split between two landing zones.

The glider pilots faced two major obstacles on this mission. The first was Rommel's Asparagus. They

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had been briefed that they would be landing in vineyards but found many of these fields also held 4 by 4 poles, 12 to 15 feet high with wire strung between them, ready to gut and destroy the gliders as they landed.

The other hazard was in the vineyards themselves which contained vines that, while pruned short,

had heavy, strong trunks that were much tougher than they anticipated.



Most of the casualties occurred during landing. Once they had their loads delivered, the glider pilots did their usual job of handling the prisoners.

The 62nd Troop

Carrier Group's Operational Orders for Southern France are now available on line to members. Make sure your credentials are up to date. To get to the orders log in with email, phone number, and member number which is checked against our database for entry. We will be adding more and more files accessible only to members. So for those of you who are researching your family member or WWII veterans who want to take a look at your unit's files we have them for you. If you information from a unit posted, and we have it, let us know.

I will be giving a presentation at the reunion about the work we are doing. Hope to see you there.

Gary Stripling  
Team Project Manager

### 94th Flying Training Squadron USAFA Carrying on the WWII Glider Pilot Legacy

Aerobatic Nationals Competition – 19-27 Sept 2019 – location TBD

Karilyn M. Wise, Capt, USAF  
Advanced Soaring Director  
United States Air Force Academy

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### ARTICLES

#### A GLIDER BOX STORY



My name is Peter McLaren. As a child I lived at 113 Palmer Dr. in North Syracuse, NY. One night, it must have been 1947 or 1948, I looked out our kitchen window and saw a line of tractor trailers trucks proceeding down Millen Dr. which is just south of Palmer Dr. and off Route 11.

I remember being fascinated by the different colored lights on the trucks. Shortly thereafter I saw a pile of what looked like airplane parts pushed up into a heap. While looking the pile over with my pals we climbed into one of them and manned the controls. At that age we became glider pilots, for us it was great fun.

After World War II there was a boom in home construction in the area for the returning veterans as they started families. While wandering through the

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neighborhood with my pals, we noticed carpenters were taking the wooden shipping containers and incorporating them into the walls of the homes they were building. I thought, man what a great idea.

The home I distinctly remember being built from them is at the corner of Coolidge Dr. and Millen Dr. in North Syracuse. Please refer to the map.

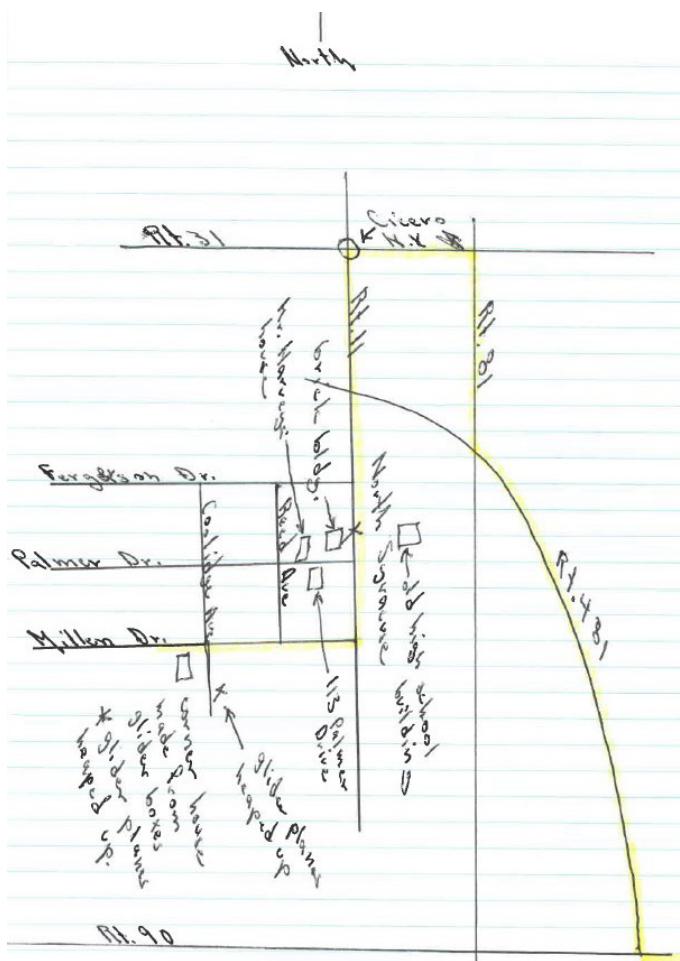
People in the neighborhood were free to take whatever parts they wanted. I remember the benches were light as a feather. As a kid I could pick one up and move it around. If my memory serves me right they were made of very thin plywood. The pulleys and cables were highly prized items. Mr. Harvey, who also lived on Palmer Dr., used the wheels of one glider to build his horse trailer (also on the map). As I sit here thinking back, it would have been better if we could have saved the gliders along with the

wooden boxes. I don't know of any existing parts as people move often and have to clean out their homes for the next owner. I think if any parts still exist it would be the benches, they were beautiful. When I run into my old pals, I'll inquire if any of them have parts or know of anyone that might still have parts.

As I think back, my thoughts go to the men who occupied those gliders. They survived the Great Depression only to be faced with fighting in WWII. They had to be a tough bunch. I remember the taverns were always busy. I could smell the beer and hear the din of conversation as I walked by. Well, we can't go back, and maybe that's a good thing, but I have good memories of that time.

Respectfully,  
Peter McLaren

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# **NATIONAL WWII GLIDER PILOTS COMMITTEE: SILENT WINGS MUSEUM FOUNDATION**

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## **Citation Presented to Mr. Cees de Laat, by the**

### **National WWII Glider Pilots Committee Silent Wings Museum Foundation**

*Mr. Cees de Laat  
Of Drunen, Holland*

*19th of September 1944, 3rd day of Operation Market Garden.*

*At about 16.15hr a Waco CG-4A glider landed in the hamlet of the Langenberg, (close to the village of Gemonde), opposite the farm of the de Laat family. On board were the pilot, F/O Swanson, four U.S. soldiers of the 101st Airborne Division, 907th Glider Field Artillery Battalion. These were Corporal Lange, Private Langston, Private Marcus and Private Brown. Pvt. Brown was, upon landing, already killed in action by German anti-aircraft fire. The American soldiers saw German soldiers coming towards them, so they ran in the direction of a farm.*

*Mr. Cees de Laat was at that time standing in a meadow, across from his farm, and saw a glider coming down for landing. As soon as the glider landed, four Americans jumped out of the glider. He immediately started waving at them, trying to get their attention, and quickly ran towards them. Cees said they should follow him. Together they ran towards a farm (family de Bresser) where the Americans quickly drank some milk. In the meantime, Mr. Cees was standing outside checking the surroundings.*

*Before they moved on, Cees quickly checked the area for German soldiers. He then took them towards a wood called the Geelders. While in the woods, together with the Americans, he met another farmer named van der Linden (from the Savendonkseweg). Cees passed the Americans to van der Linden then he himself went into hiding. The Germans were searching not only for the Americans but for Cees himself, who was a forced laborer that had escaped from a German factory.*

# **NATIONAL WWII GLIDER PILOTS COMMITTEE: SILENT WINGS MUSEUM FOUNDATION**

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*The farmer van der Linden kept these four American soldiers in a hiding place (chicken coop) for several days. After that he passed them over to some men from the resistance movement in Gemonde. They then brought them to another group consisting of eight American soldiers who were also in hiding in a wood called the Gasthuiskamp.*

*There they stayed until the 13th of October when they were brought to the St. Lidwina hospital in Schijndel. They were disguised as farmers and refugees while walking through occupied territory. They stayed in this hospital until the 23rd of October 1944 when they were liberated by soldiers of the British 51st Highland Division.*

*The story of the rescue of these four American servicemen by Cees de Laat is also documented in the Escape & Evasion (E&E) report 2601 by F/O James A. Swanson. It is dated the 2nd of November 1944. Mr. Willem van der Steen's interview with Mr. Cees de Laat, where he told about these events, is almost identical to the E&E report story of F/O Swanson. Mr. Swanson also told about these events in a NWIIIGPA documentary, from 1993. Here, Cees de Laat is called "a farmer from the Dutch Underground."*

*This prompt action of Cees de Laat prevented the capture of four American Servicemen by the German soldiers. All four returned safely to their units.*

*Richard B. Overman  
National Chairman  
National WWII Glider Pilots Committee*

*Hans den Brok  
International Director  
National WWII Glider Pilots Committee*



## MARK YOUR CALENDAR

**Veterans Day**  
*Honoring Those Who Served.*

Monday,  
November 11, 2019

10am-5pm  
FREE Admission

  
SILENT WINGS MUSEUM  
LUBBOCK, TEXAS

**10am**  
- Doors Open, FREE Admission All Day

**11am**  
- Presidential Proclamation  
- Presentation of Colors  
- Flag Folding Presentation  
- *Taps* performed by Jerry Serrano

**2-5pm**  
- Children's Activities

6202 N. I-27 • 806.775.3049  
[www.silentwingsmuseum.com](http://www.silentwingsmuseum.com)

Join us at the Silent Wings Museum on Monday, November 11, 2019 for our annual Veteran's Day Celebration! The event will take place from 10:00am-5:00pm with different activities scheduled throughout the day. For more information on the event, please call 806.775.3049.

## IN MEMORIAM

**Leonard Gumley** 6/7/1920 - 6/14/2019  
Sarasota, Florida  
1st Troop Carrier Command

**Curtis C. Fritchman** 12/30/1918 - 5/10/2019  
Little Rock, Arkansas  
434TCG, HQ

**Ronald Cary Slack** 11/16/1950 - 5/22/2019  
Texarkana, Texas  
439 TCG, 94 TCS

**Otto F. Lyons, Jr.** 10/21/1922 - 6/8/2019  
Germantown, Tennessee  
440 TCG, 98 TCS

**Edward J. McCague Jr.** 3/20/1924 - 2/25/2019  
Pittsburg, Pennsylvania  
437TCG, 86 TCS

**Peter Costos Paicos** 6/11/1919 - 5/29/2019  
Stoneham, Massachusetts  
305th TCS, 442 TCG



## BECOME A MEMBER OF THE SILENT WINGS MUSEUM

### Benefits available to all members

- Free Admission for one year
- 10% Discount in the Museum Gift Shop
- Discounts on Museum camps, classes and programs
- Invitations to member-only events
- Subscription to our newsletter
- Personalized membership card
- Silent Wings Museum members only decal

Fill-out and return this form for your membership.

To purchase a brick separately call: (806) 775-3046

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 \$20 Student  \$80 Individual Joint  \$230 Group Joint

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Mail to: Silent Wings Museum, 6202 N. I-27, Lubbock, Texas 79403



Did your glider pilot write anything down about his experience? Share that memory for his biographical file at the Silent Wings Museum by emailing it to [SMcCullar@mail.ci.lubbock.tx.us](mailto:SMcCullar@mail.ci.lubbock.tx.us)

We look forward to hearing from you!

*Flight Officer George L. Carver painted this squadron emblem on a scrap of glider fabric in early 1945.*

*Netherlands East Indies (New Guinea)*

**SILENT WINGS MUSEUM**  
**6202 N. I-27**  
**Lubbock, TX 79403-9710**

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## **CURRENT EXHIBIT:** ***Whisper Ships Roar!***

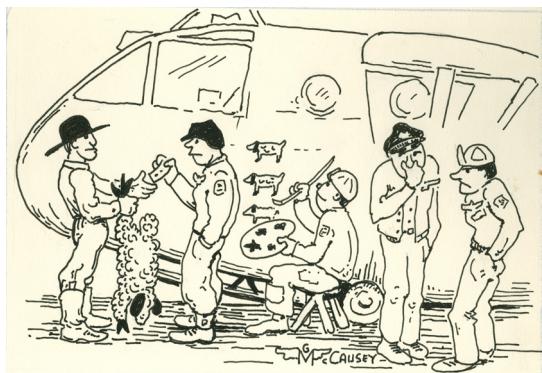
At the Silent Wings Museum through January 2020

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Many talented persons associated with the World War II glider program created artwork illustrating the glider experience. Some of these artists went on to distinguished post-war careers in the commercial art, film, and advertising industries. Other artists did not pursue formal careers in the art world. The work of all of these individuals, in a variety of mediums, provides the viewer with a window into the moment of action and insight into their unique experience.

Informal artwork depicts the training experience, the work of loading gliders and preparing for combat missions, tense moments in the combat zones, and moments of leisure.



These works on plain paper, the fabric of the glider itself, and a variety of other surfaces, convey the hopes, fears, and motivations experienced by glider pilots, mechanics, tow pilots, and glider infantry as they mustered their courage and steeled themselves for the work ahead.

Other artwork came later, after years or even decades, of time to process the experience and its meaning. Artwork of both types appears in this exhibit and throughout the Silent Wings Museum.