

1 November, 1992

Mr. Paul D. Schlundt
3149 N. Winfield Ave.
Indianapolis, IN.
46222-1953

Dear Paul:

I greatly appreciate your letter and telephone calls and I apologize for being so tardy with my answer. We were unable to go to the 63RD AAF-FTD REUNION since we have already been to two reunions this year and we were unable to handle another one quite so soon. We attended my 50th High School Class reunion in August and then the reunion of the fighter squadron I was with in Europe during WWII (10th Ftr 50th Grp) in September.

As for my experiences at Douglas I started out with Kenneth Landis but about halfway through I was changed to another instructor and I'm not sure of his name possibly Carter. It was a hectic time and everything moved mighty fast even for a 19 year old kid. From Douglas I went to Macon and the BT-13, then on to Marianna for advanced in the At-6 and 10 hours in the P-40. After graduation it was Richmond, VA for training in the P-47, then to Millville, NJ for gunnery and combat training. We headed for Europe as replacement pilots in March on one of the Queens and I must say it was a bit crowded with about 22,500 soldiers on board. After about a month's combat training in Northern England I was assigned to the 10th Fighter Squadron 50th Fighter Group located in Southern England. I arrived in the middle of May and flew 3 missions before D-day. The 10th was heavily involved in the D-day missions and all of the actions involving the liberation of France. In September the group was moved to Lyon, France to support the action in Southern France. We spent the winter at Ochy, France supporting the Battle of the Bulge and eventually moved into Geiblestat, Germany. I had completed 94 missions at the end of the war receiving the Air Medal with 12 clusters and the DFC along with the Victory Medal and the Service Medals

At the end of the European fracas the 50th was slated to return to the states, check out in the P-47N and head for the Pacific to escort B-29's during the actions planned over there. We never got there, so I elected to get out of the service and go to college under the GI-Bill. I studied Aeronautical Engineering at Rensselaer Polytechnic Institute, Troy, New York, graduating in June 1950. My first job was with Bell Aircraft Co. in Buffalo, NY as an Aeronautical Engineer working on Bell helicopters. I moved with the Bell Helicopter Division when it was moved to Texas.

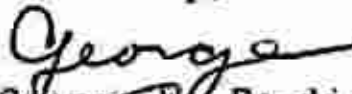
I still had the urge to fly so I joined the Tex-ANG at Hensley Field, Dallas. The unit at that time had the F-51; however since they were to get F-80's shortly I was unable to get a F-51 check out. I stayed with the Tex-ANG for about 4 years flying the F-80 and T-33. I then spent 4 years on active duty in the Air Force flying the F-86, F-100, T-33, and the C-47. After these years on active duty I returned to Aero. Engineering and worked for Kaman Aircraft Co., in Connecticut. Then after 3 years at Kaman I moved to Fort Eustis, VA and joined the Applied Technology Laboratory, as an Aerospace Engineer. This Laboratory handles research, development, and technology applications on Army Helicopters.

When I moved to VA I joined the VAANG in Richmond, VA and flew the T-33 and the F-84F until 1971, at which time it was necessary to retire. At this time I obtained my Certified Flight Instructor Certificate and eventually my Instrument Instructors and ATP Certificates, so as to continue flying. I have been flight instructing on a part time basis since 1973 and currently have a few students. During these years I did some Corporate flying (Beech Baron and Queenaire) for a NJ business which also did a lot of business in the Virginia area. This ended with the current business recession. During this time period I also obtained my helicopter pilots license along with helicopter instructors and helicopter instrument instructors certificate.

I have about 12,600 hours now and manage to fly a few more hours each year, but the recession has cut into the student pilots drastically.

I am very sorry to say that my memory completely fails me as to who the other 3 or 4 cadets were in the group. I can remember that several left before I was given a change of instructors and one got sick and went back a class. I have looked with no success, and will continue to look for a copy of the orders from Maxwell to Douglas.

Sincerely,


George W. Fosdick
8562 Merry Oaks Lane
Toano, VA. 23168