

CHARLES A. YOUNGS, JR.
1163 N.E. 88th Street
Miami, Florida 33138

March 27, 1989

Mr. Paul D. Schlundt
3149 Winfield Avenue
Indianapolis, Indiana 46222

Dear Paul:

Thank you for very much for your letter of December 2, 1988. Since your letter arrived, my wife, Lee, and I have been on one domestic and three overseas trips. So this is my excuse for not answering you sooner. Now I will try to cover some of the things that I have been involved in for the last 46 years.

I shall start just before the 46th year period. When World War II started for the U.S. on December 7, 1941, I was a flight engineer for Pan-Am. A short time later I enlisted in the U.S. Army Air Force as an Aviation Cadet. I was assigned to 43-J.

The first thing that I will say is that Kenneth Landis was a very fine instructor, he had to be as I being one of his student cadets, he got me through in good shape. He made it possible for me to start a wonderful aviation career. Since the Germans were unable to shoot me down, I was able to continue on with my flying and a wonderful life doing what I liked to do.

From Douglas, Georgia, I went to Bush Field, Georgia for basic training and then to Albany, Georgia for advanced twin-engine training. The next stop was at Rantoul Air Force Base, Illinois for B-17 training and then to Drew Field for training with my 10 man crew. All of these bases required a two month training period. The next step was at I believe Hunter Air Force Base Savannah, Georgia to pick up a brand new B-17G, which I named Miss Pan-Am, and flew it to Foggia, Italy and the 15th Air Force. My route to Foggia was as follows with one night at each place: West Palm Beach, Florida; Trinidad, Belem, Brazil; Fortaleza, Brazil; Dakar, Senegal; Marrakech, Morocco; Tunis, Tunisia and then Foggia, Italy where we were the first replacement crew the 463rd Bomb Group had received.

My crew and I successfully completed 50 combat missions over Europe. A few of these missions were considered double missions such as the Ploiesti, Romania Mission, etc. Colonel Kurtz was the Commanding Officer of the 463rd Bomb Group (Swoose Group) and Major General Twining was the Commanding Officer of the 15th Air Force. The 15th Air Force put up about 750 heavy bombers (B-17

G's and B-24's) everyday - seven days a week during the period required of them.

After finishing my combat duty over Europe, I returned home to Miami Beach, Florida and requested flying duty at Boca Raton Air Force Base, Florida, which I received. As I remember it, navigators and bombardiers were being trained there. I flew B-17 G's about five hours a day, seven days a week until transferred to Charleston Air Force Base, South Carolina to train on the C-54 transport aircraft. Somewhere along this period the war was over. I was transferred to Long Beach Air Force Base in California, where I was working on getting my ATR License as I was planning to go with the airlines as soon as I left the Air Force. This is where I met Captain Frank Young. The last time that I had seen him was when we were cadets. About two weeks later I was discharged as a captain from the service, I obtained my ATR license. I was discharged in August 1946 at Camp Beal, California. After about three or four years I was able to get hired by National Airlines as a co-pilot on December 20, 1950. I had about 2,000 hours of flying at that time. I flew 13 years as a co-pilot and 15 years as a captain with National Airlines. While I was with NAL, I flew the following aircraft as co-pilot: Lockheed Lodestar, DC-4, Convair 440, DC-6, DC-6B, DC-7, DC-7B, Lockheed Electra and DC-8 -- then as captain: Lockheed Electra, Boeing 727, DC-10-10 and DC-10-30.

The U.S. Government took my wonderful flying job away from me when I was 60 years old on December 7 (Pearl Harbor Day) 1978. The DC-10 was such a great flying machine. Lee told me I shouldn't feel too bad about retiring as I had completed over 25,000 hours without an accident or an incident (not counting the 50 missions). I have been a passenger for over 10 years now. Lee and I have become world travelers since my forced retirement and we have not quit yet.

I have not stayed in contact with any of the cadets, I am sorry to say. I have stayed in contact with my crew members. I do not have any information about Dayton C. Yeager. Thank you for the names and addresses of the cadets. Please give me Kenneth Landis' address.

My hobbies are traveling, guns and target shooting, listening to Swing, Jazz and Dixieland music, reading books and magazines (mostly military).

I do not know where we will be in October, 1990, but will keep the reunion in mind and on my calendar.

I do not live in Miami Beach anymore. It is Miami, but you did good, you got the s on my name (Youngs).

Sincerely,

Charles A. Youngs, Jr.

CHARLES A YOUNG
435

SECRET
HEADQUARTERS STATION #11
CARIBBEAN WING, ATC
MORRISON FIELD

SECRET
Auth: CO, Morrison Fld
Initials *RPS*
Date: 5/3/44
West Palm Beach, Florida
3 May 1944

OPERATIONS ORDER)
NUMBER 1326)

1. Under auth contained in ltr Hq AAF, 2 Mar 44, file AAF 370.5 (1 Mar 44) PUE-R-AF-M, subject: Movement Orders, Shipment FV-----the following named O and EM asd shipment as indicated. Project 90581R WP in acft as indicated fr Morrison Fld, West Palm Beach, Fla, via the South Atlantic Route to El Aouina, Tunisia routing upon arrival therest to the Responsible Representative, Fifteenth Air Force, for asgmt to the Fifteenth Air Force. Pers will use APO 12938-CQ31, c/o Postmaster New York, NY. This is a PCS.

B-17 42-97671 FV-----CQ31

- 2nd Lt Charles A Young Jr, 0815042 (P)
- 2nd Lt William F Riley, 0820063 (CP)
- 2nd Lt Henry H Wanble, 0706297 (W)
- 2nd Lt Ralph Siegel, 0757049 (B)
- S Sgt Donald M Heron, 32840400 (AMG)
- Sgt Anthony M Pacitti, 32380027 (AAMG)
- Sgt James L McKown, 13106379 (ROMG)
- Pvt Clinton J Smith Jr, 34382867 (AROMG)
- Sgt Homer E Terry Jr, 13015578 (AMG)
- Cpl Lester W Clark, 11038215 (AAG)

In lieu of subs a flat per diem of seven dollars (\$7.00) is atzd for travel and for periods of temp dy enroute to final destination, when necessary for officers, in accordance with existing law and regulations. Pmt of mileage is not atzd. Such time as the individual is billeted and subsisted, as outlined in WD Memo W35-2-42, 30 Sep 1942, his per diem will be susp.

A flat per diem of seven dollars (\$7.00) is atzd for EM for travel and for periods of temp dy enroute to final destination in accordance with existing law and regulations, if travel is performed by air. For travel by rail and for periods of delay enroute to final destination, monetary allowance, in lieu of rat and qrs, is prescribed in accordance with O 5, AR 35-4520, 21 Jan 44.

From time of departing fr the continental United States until arrival at port overseas etc, pnt of per diem is atzd for a maximum of forty-five (45) days.
TIM, 1-5250 P 431-02 A 0425-24.

By order of Lt. Colonel NIGHT:

OFFICIAL: *Ronald P Stewart*
RONALD P STEWART
1st Lt. Air Corps,
Asst. F/Opns. Officer

RONALD P STEWART
1st Lt., Air Corps,
Asst. F/Opns. Officer

Stencil out by az
Proof read by az

Made 50 bombing missions from Foggia, in Southern Italy. Some were double missions. His aircraft was "MISS PAN AM", a B-17G Boeing Flying Fortress with a 10 man crew and thirteen (13) 50 caliber machine guns.

List of Bombing Missions:

PLOESTI, ROMANIA, Oil Refinery - May 18, 1944

AVEYZANO, CENTRAL ITALY, concentration of German troops - May 22, 1944

ATZGERSDORF, AUSTRIA, Railroad Marshalling Yards - May 24, 1944

AVIGNON, FRANCE, Railroad Marshalling Yards - May 27, 1944

WIENER NEUSTAUT, AUSTRIA, Wallersdorf Air Field - May 29, 1944

ZAGREB, YUGOSLAVIA, Railroad Marshalling Yards - May 30, 1944

PLOESTI, ROMANIA, Industrial Section of City - May 31, 1944

GRADEA, ROMANIA, Railroad Marshalling Yards - June 2, 1944

RENO RIVER BRIDGE, NORTH CENTRAL ITALY - June 5, 1944

BELGRADE, YUGOSLAVIA, Railroad Bridge and Railroad Marshalling Yards -
June 6, 1944

POLA, NORTHERN ITALY, Submarine Base - June 8, 1944

Headed for MUNICH, GERMANY - June 9, 1944, but was hit by flak over Udine Valley, Italy. One wing gas tank was destroyed and gas was pouring out. I shut down the two engines on that side and feathered their props and flew down the middle of the Adriatic Sea to Foggia. I dropped the 6,000 lbs. of 30 lb. fragmentation bombs in the Adriatic Sea.

PORTO MARGHERA, NORTH ITALY, Railroad Marshalling Yards - June 10, 1944

SMEDEREVO, YUGOSLAVIA, Railroad Marshalling Yards - June 11, 1944

MUNICH, GERMANY, Oberfaffenhofen Air Drome - June 13, 1944

BUDAPEST, HUNGARY, Shell Koolagz Oil Refinery - June 14, 1944

VIENNA, AUSTRIA, Oil Refinery - June 16, 1944

PLOESTI, RUMANIA, Oil Refinery - June 23, 1944

SETE, France, Railroad Marshalling Yards - June 25, 1944

VIENNA, AUSTRIA, Oil Refinery - June 26, 1944

BANJULJICA, YUGOSLAVIA, Air Field - June 30, 1944

BOASOV, ROMANIA, Photogen Oil Refinery - July 4, 1944

MONTPELLIER, FRANCE, Railroad Marshalling Yards - July 5, 1944

BLECHHAMMER, GERMANY, Oil Refinery - July 7, 1944

VIENNA, AUSTRIA, Zwolfaxing Air Field - July 8, 1944

VERONA, NORTH ITALY, Railroad Marshalling Yards - July 13, 1944

LINZ, AUSTRIA, Herman Goeing Tank Works - July 25, 1944

BROD, YUGOSLAVIA, Railroad Marshalling Yards - July 30, 1944

PLOESTI, ROMANIA, Oil Refinery - July 31, 1944

LE POUZIN, FRANCE, Railroad Bridge - August 6, 1944

BLECHHAMER, GERMANY, Synthetic Oil Refinery - August 7, 1944

GYOR, HUNGARY, Airplane Factory - August 9, 1944

SAVONA, NORTH ITALY, Four Gun Coastal Battery - August 14, 1944

VALENCE, FRANCE, Highway Bridge, D Day of Southern France - August 15, 1944

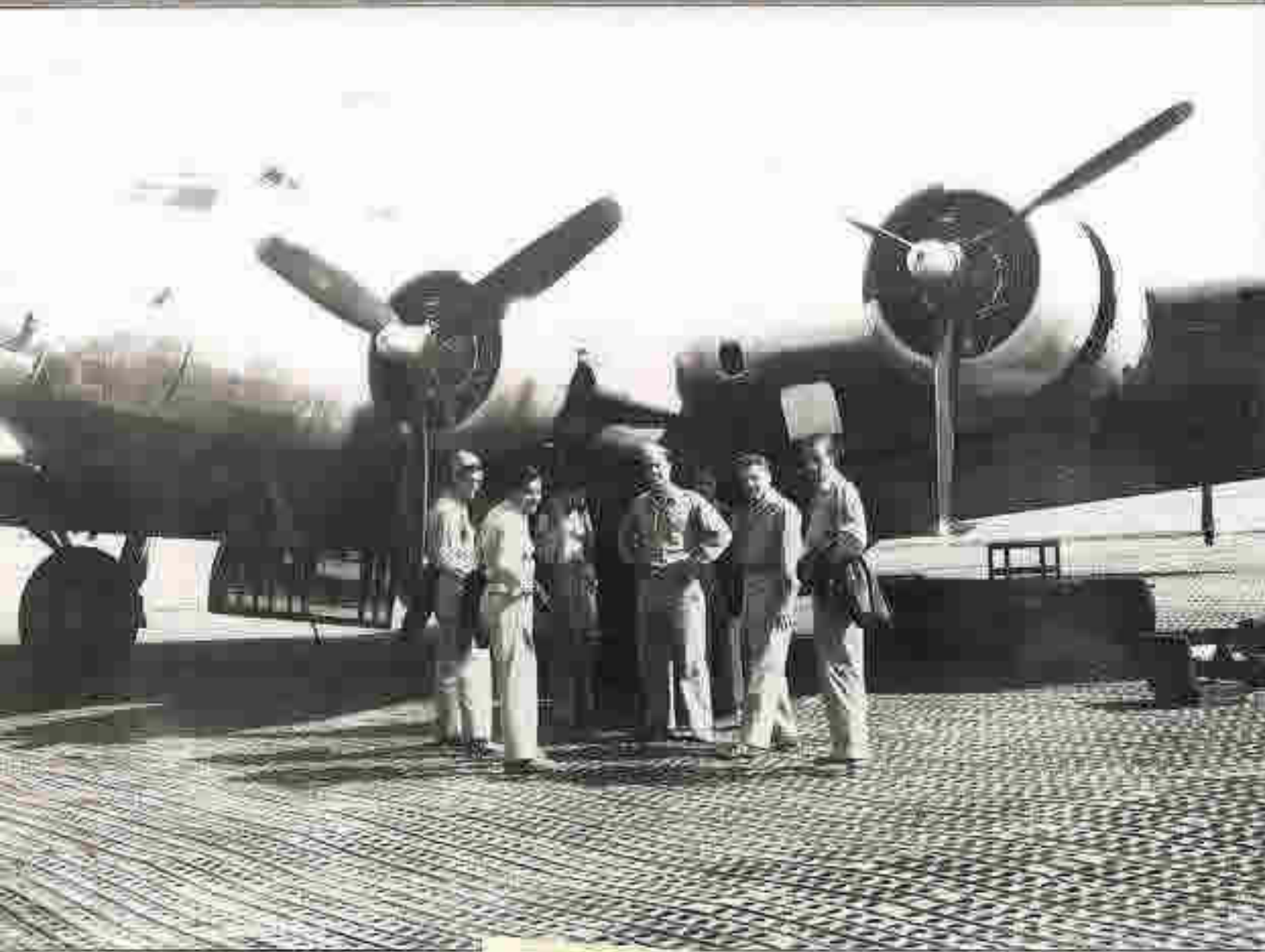
Completed the 50th combat mission with this one. Fifty (50) combat missions were required before one could be sent home.---PROVIDING ONE SURVIVED THAT LONG!



SAD-H CLASS-43J
5-20-43 DOUGLAS GA







Charles A. Young
Foggia, Italy 1944





CHAS YOUNGS IN ITALY



CHAS YOUNG'S WITH HIS BOMBER



