

# MISSION STATEMENT

The WWII Flight Training Museum is a non-profit organization that is entirely funded by donation, grants and contributions. It is dedicated to sharing the story of the courage and spirit of the American men and women who became pilots during the Second World War. Our primary mission is to preserve, protect, develop and advance the understanding of our nation's aviation training heritage through collections, research, exhibits and interpretation of the 63rd Flight Training Detachment. Our secondary mission is to try to maintain the heritage and as much of the historical integrity of the Raymond-Richardson Aviation School as possible.

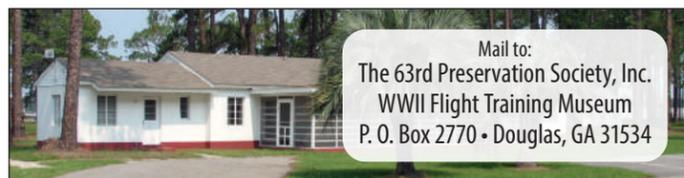
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3 Airport Circle  
Douglas, GA 31535  
RETURN SERVICE REQUESTED

## YOU CAN HELP!

**HOW YOU CAN HELP**

In December of 2003, a small group of local citizens interested in history, aviation and heritage preservation gathered together to both protect the site of the Raymond-Richardson Aviation School in Douglas, Georgia, and to create and operate a historical museum that would tell the story of not only our community's role in WWII, but also share the lives of the men and women who lived, worked and trained at the facility. Thus, the 63rd Preservation Society was formed.



Mail to:  
The 63rd Preservation Society, Inc.  
WWII Flight Training Museum  
P. O. Box 2770 • Douglas, GA 31534

The WWII Flight Training Museum is operated by this non-profit organization and is entirely funded by donations, gifts and grants. We believe that the museum can make a great contribution to the preservation of our heritage and to the education of both children and the public in general.

Is it a future worth securing? We think so. We hope you do, too. Become a friend of the museum through membership and help us preserve WWII aviation's beginnings.

cut along dotted lines

### 2022 63<sup>rd</sup> PRESERVATION SOCIETY MEMBERSHIP

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Phone number: \_\_\_\_\_

### \$50 ANNUAL MEMBERSHIP BENEFITS

- WWII Flight Training Museum card
- Quarterly museum newsletter
- Free visits to the museum for your family and guests
- Opportunity to help restore and maintain vintage aircraft
  - Honoring our veterans with your commitment
  - 10% discount on museum merchandise
  - Participation in special museum events

The 63rd Preservation Society is a 501c3 non-profit educational foundation.  
(Proceeds go toward museum maintenance)

# the Cadet Flyer

FALL • 2021



THE OFFICIAL NEWSLETTER OF THE 63RD PRESERVATION SOCIETY AND THE WWII FLIGHT TRAINING MUSEUM • DOUGLAS, GEORGIA

## We are excited to announce that our famous C-47 is in the process of being re-painted!

**HISTORIC SIGNIFICANCE**

Our famous C-47 N99FS is mostly known for her supporting role as the aircraft used during the **Greenland Expedition** and recovery of the P-38 "Glacier Girl". However, her real fame was earned during her WWII service assigned to the RAF as **Dakota III KG395** as part of the second Lend Lease allocation. As **Dakota III KG395**, C-47 A-10-DK Serial number 42-92606, manufacturer's serial number 12425, rolled out of the Douglas Oklahoma City plant in January 1944. She was flown to Dorval in Canada and turned over to RAF Ferry Command for delivery to the UK.

made near the mouth of the Caen Canal. KG395's glider was released at 21 :04. The Dakota made a right turn and flew a reciprocal course at 3,000ft (914m) back to base. Both heavy and light flak were encountered, but Able Baker returned unscathed from her combat debut. She continued to serve the RAF faithfully in several named Operations, including Market Garden and Varsity.

While we considered returning N99FS back into her original RAF paint and to tell her actual history, we are committed to participating with the WWII jump teams and to telling the US story of heroism.



Original artwork by Ron Cole

On the evening of D-Day 6 June, Operation Mallard was mounted to re-enforce the paratroops on the Normandy bridgehead. A total of 256 gliders and their tugs took-off from seven airfields in southern England, with men and equipment of the 6th Air Landing Brigade. For the first time in history, light tanks were flown into the battle zone, carried aboard giant Hamilcar gliders. The time had come for **KG395** to go to war. Her designation was 'I2-AB', the squadron code being 'I2' and **Able Baker**, the aircraft's individual call sign. At 18:52, she and her troop-laden Horsa glider took-off from Down Ampney. Landfall on the French coast was

It is for this reason we searched for a great paint scheme with a US history.

**C-47A "Skytrain" A.A.F. Serial Number 43-15137**  
After several submissions, we chose to re-paint our aircraft in the markings of **US Douglas C-47A "Skytrain" A.A.F. Serial Number 43-15137**. Our

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new paint will tell the story of "Chalk 40" as she deployed her paratroopers on 6 June 1944. This aircraft was assigned to the 306th Troop Carrier Squadron (TCS), 442nd Troop Carrier Group (TCG) and 50th Troop Carrier Wing. The squadron took off from Baer Field, Indiana for overseas movement on 10 March 1944. At this point, the squadron had thirteen aircraft assigned to it and can be recognized by the painted 7H Nose Code. The 306th TCS was responsible for carrying all of "B" Company, 507th Parachute Infantry Regiment, 82nd Airborne Division.

### So, why "Chalk 40"?

On D-Day C-47A 43-15137 was assigned the Airborne "Chalk" Number 40. The "Chalk" number was the number assigned to each aircraft during an operation and literally written on the side of the aircraft next to the jump door in white chalk. The temporary numbers were chalked on the sides of each C-47 to tell paratroopers which plane to get on. On D-Day, C-47A 43-15137's assigned chalk number was "40". The destination for her as well as the other 44 aircraft for Mission "Boston" was **Drop Zone T**, the Merderet Sector of the Cotentin Peninsula. The objective was **Amfreville**. The responsibility for this objective was trusted to the members of the 82nd Airborne Division, 507th Parachute Infantry Regiment (PIR). The order was to hold the La Fiere causeway in support of the 505th PIR (ordered to seize the town of Sainte-Mere-Eglise) and hold the defensive line between Gourbesville and Le-Hameau-Renouf.

At approximately 0244 hrs on 6 June, Chalk 40 dropped her paratroopers. Only a few missions of the actual C-47A 43-15137's wartime history are currently known. On 17 September 1944, she was again assigned the role of deploying paratroopers as "Chalk 76", but this time it was for **Operation Market Garden** - the Allied invasion of Holland.

After WWII, she was flown in hard civilian service over six long decades. In the fall of 2006, the decision was made to sell her at auction. At that time, her wartime service history was a complete mystery. The high bidder was a scrap dealer and C-47A 43-15137 was cut apart to reclaim her body for her precious aluminum. Her remains were dragged to a scrap field. Later, a careful eye would see the only significant section still intact - the cockpit. A deal was struck, and her cockpit was saved. The QuestMasters museum obtained this cockpit section during the summer of 2007. The C-47's original nose section of the actual aircraft is currently being restored for eventual display.

In August 2015, Christopher Van Valkenburgh with the QuestMasters museum commissioned a painting by aviation artist Ron Cole of C-47A 43-15137 as she deployed on D-Day. The painting is spectacular and after we talked with Van about his extensive research, he inspired us to tell the "Chalk 40" story with our aircraft for the next several years to come. We are excited to do so!

## Introducing our New Docent, Cheri' Krekel



We would like to introduce our new Thursday docent, Cheri' Krekel. She was born and raised in Southern California, spent 20 years in Florida, and has called Georgia home since 2014. She is the proud wife of Keith Krekel, one of our warbird restoration mechanics. Cheri' is the mother of three and has three beautiful granddaughters.

She was fortunate enough to be able to homeschool her children. One of them in particular fell in love with history, primarily WWII. Seeing his interest

and growing passion really made it come alive for Cheri; in ways it never had before.

The brave men and women of the "Greatest Generation" have her utmost respect and undying gratitude, and she feels honored to be able to share some of their stories and help keep their memories alive. Come by the Museum on Thursdays and meet Cheri'.



## Installation of Corner Markers and Signs



The city of Douglas completed the marking of the buildings that no longer stand on the Air Base with corner markers and signs at the building entrance. Corner markers are just below the grass level at each corner of the building.



## OPEN HOUSE

**Saturday Dec 4 9a-4p**

Glimpse back in time!  
Enjoy hot dogs and hamburgers!  
See where WWII pilots prepared for combat, Company C 63<sup>rd</sup> Signal Battalion WWII Reenactors, vehicles, and aircraft!  
Join the 63<sup>rd</sup> Preservation Society and receive a chance to win \$1000 cash prize!

## 80<sup>th</sup> Anniversary Pearl Harbor Attack December 7, 1941

Pearl Harbor Remembrance Day Event  
December 7, 2021, 10a  
Veterans Park  
Douglas Municipal Airport  
Douglas, Ga

**A program agenda will be announced on 17 November. Be sure to check our Facebook page for further information.**

### THE PERFECT GIFT!

A Membership to the WWII Flight Training Museum would make a great gift any time of year for those on your list that are interested in WWII aviation, history and historic preservation.

