

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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THE 63RD PRESERVATION SOCIETY WORLD WAR II MUSEUM

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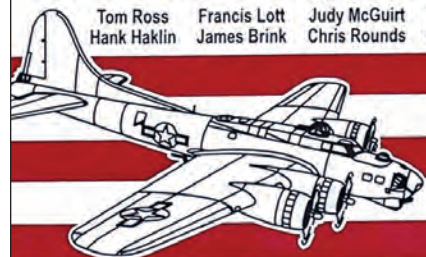
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Please visit our website and click on "About Us" for more information about becoming a member of the Douglas 63rd Preservation Society!

www.wwiiflighttraining.org

the Cadet Flyer

SUMMER • 2023



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

Brothers Edward M. Rex and John L. Rex, Jr., Class 1942-D



Edward M. Rex and his brother John L. Rex Jr. learned to fly at the WWII Flight Training Base - Douglas, GA with the 63rd Flying Training Detachment Class 1942D. They went to school together, served, and flew together.

Seventy-nine years ago on June 6th, D-Day, they were in the air together over France. The following account is from a newspaper article submitted by John L. Rex, Jr.

Brothers Flew Bombing Raid Together

"During World War II, my late brother (Edward M. Rex, Colonel, USAF, Ret.) and I were stationed in England with the Eighth Air Force. We both served in the same squadron.

Assignments for the following day missions were posted in the Orderly Room on the night before the mission. When we looked at the schedule for June 6, 1944, there was nothing unusual about the crew assignments except in the case of my crew. My brother Ed was assigned to my crew as command pilot (which means he sits in the right seat, maintains radio contact with our group leader, and checks our squadron relative to our position in the group.) I was assigned as the leader of the top squadron, which explained the need for a command pilot.

It was a 2:00 a.m. wake-up call that suggested to us that it might be a long mission. Upon arriving at the briefing room, we noticed an abundance of high-ranking officers present. Among them was Gen. Frederick Castle, commanding general of the Second Air Division, 8th Air Force.

When we were all seated and the meeting was called to attention, the briefing officer pulled away the curtain which covered the activity map. There on the map was the shortest mission flight we ever experienced. The route tape went from our base in East England to a French town named Caen. It was at this time that Gen. Castle was introduced. He very seriously informed us that this was "THE" D-Day mission.

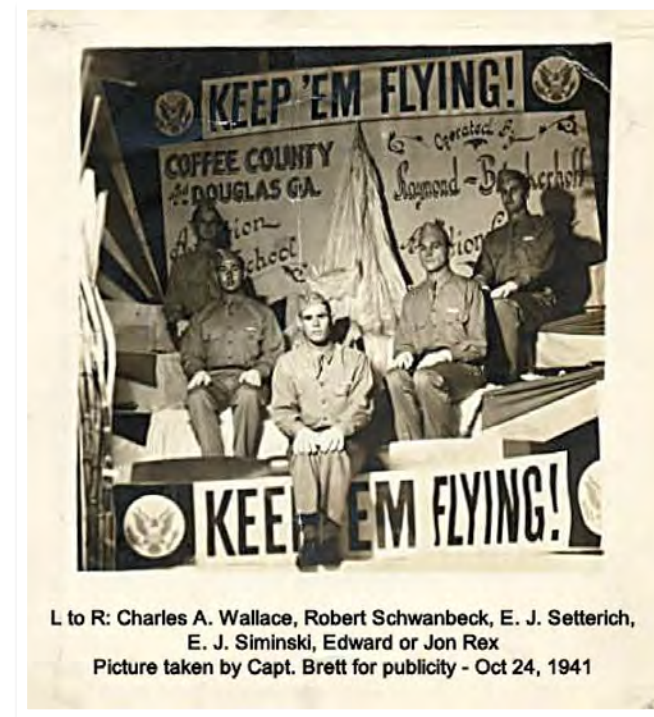
He told us that our group (486th Bomb Group) would be the first 8th Air Force group over the invasion beaches and that our target was Caen, an important rail supply for the Germans. He then asked Ed and me if we had any objections to flying together in the High Squadron lead aircraft. (Soon after D-Day, the Air Force issued regulations not allowing blood relatives to fly in the same aircraft.)

We were scheduled to be over the target (Caen) at H-Hour minus 30. H-Hour on D-Day was 7:30 a.m. We were also instructed that in the event of an emergency, we were not to consider turning around and heading back to base because there would be thousands behind us at all altitudes.

As we flew over the channel toward the invasion beaches, we looked down and observed thousands of surface vessels heading toward the invasion beach. My brother and I flew a second mission over the invasion beaches that day. On the second mission, however, we flew in separate aircraft." — John L. Rex Jr.

This 79th Anniversary of D-Day may we always remember the 153,110 invasion troops supported by 6,330 ships and 10,440 aircraft and crews.

The Allies suffered over 14,000 casualties on D-Day. Lest we forget.



L to R: Charles A. Wallace, Robert Schwanbeck, E. J. Setterich, E. J. Siminski, Edward or Jon Rex
Picture taken by Capt. Brett for publicity - Oct 24, 1941

Lincoln Delmar Bundy, Class 1943-D



Lincoln Delmar Bundy was born in St. George, Washington County, Utah to James Bundy and Chloe Geneva Van Leuven (Bundy) on 12 February 1918.

He was the 7th of 14 children. Lincoln graduated from the 63rd Army Air Forces Flying Training Detachment on 27 April 1943, Class 1943D, and sometime later was assigned to the 8th Air Force, 352nd Fighter Group, 486th Fighter Squadron flying P-51's over Europe in World War II. On 10 June 1944 just after completing a strafing attack on enemy trucks, he was shot down.

Excerpt from *Far From Cactus Flat: The 20th Century Story of a Harsh Land, a Proud Family, and a Lost Son* by Lyman Hafen.



He was shot down by one of the Luftwaffe's top aces, Lutz-Wilhelm Burkhardt. He evaded capture for some weeks and then joined with the British Special Air Service (SAS) who was working with French resistance to halt Germans from advancing on Normandy. They were discovered by the Germans, and he and the SAS members were executed on 7 July 1944 and buried in an unmarked grave. The grave was discovered in December 1944, leading to the eventual discovery of Bundy's death and burial in the village cemetery in Rom, France.

"In late June of 1944 Chloe Bundy received a letter at her homestead near the edge of the Grand Canyon on the Arizona Strip. Her heart broke when she opened it and learned that one of her 14 children, a dancing-eyed square-shouldered boy named Lincoln had been shot down in his P-51 Mustang fighter plane over Normandy just after D-Day. No more was known of his fate. The spiritually-rifted matriarch knew her son was alive. She was right. But she never knew it as a proven fact in her lifetime. Not until 1996 when a British historian happened upon lost information about a downed American flyer did Lincoln Bundy's full story come to light.



Lincoln Bundy was already a bright and promising rancher before he left for the war in the spring of 1942. He dreamed of coming home and specializing in raising fine horses. On little more than an eighth-grade education, most of it gained in the one-room school at Mt. Trumbull, he was able to wing his way through flight school and become a fighter pilot.

On 10 June 1944, he was shot down somewhere near La Mailleraye, France, after he and his squadron had just strafed a group of trucks. It was not until 1995 that the full story emerged.

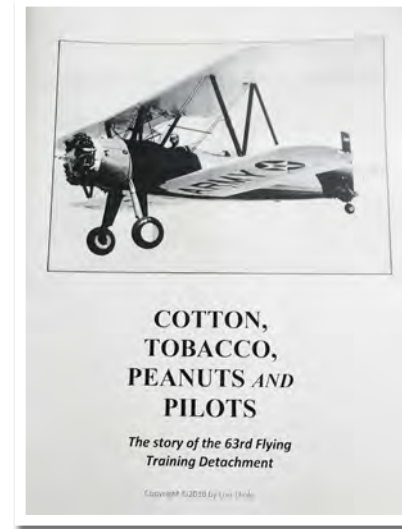


For more than a half-century it was assumed the boy from Bundyville was killed that day in June. Yet somehow his mother knew he was alive. It was more than a half-century later, long after Chloe Bundy was buried in the lonely cemetery at Mt. Trumbull that the family finally learned the rest of Lincoln's story."

For his service and ultimate sacrifice for his country during World War II, Lt. Lincoln Delmar Bundy was awarded a Purple Heart on 11 June 1945. He was one of 26,000 8th Air Force airmen who lost their lives fighting for our freedom. Let us not forget.

Lou Thole's *Cotton, Tobacco, Peanuts, and Pilots* on Sale at the Museum

From 1939 to late 1943, the U.S. Army Air Corps grew from just 17 air bases to 345 main bases, 116 sub-bases and 322 auxiliary fields.



Additionally, there were almost 500 bombing and gunnery ranges. The WWII Flight Training Base here in Douglas, GA and the nearby four auxiliary fields were part of those numbers.

Renowned author, Lou Thole wrote volumes about many of these airfields in his books entitled *Forgotten Fields of*

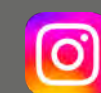
America: World War II Bases and Training Then and Now. He even wrote one about Douglas' 63rd Flying Training Detachment. In *Cotton, Tobacco, Peanuts, and Pilots*, Lou wrote about the community as well as those who worked on and flew from this South Georgia airfield.

Today, the WWII Flight Training Base - Douglas, GA and home to the WWII Flight Training Museum is the most intact WWII Contract Flying Training Base in Georgia and possibly the United States. The airbase is on the National Register of Historic Places - NPS. The Museum is part of the Georgia WWII Heritage Trail.

Cotton, Tobacco, Peanuts, and Pilots was reprinted with Lou's permission and is on sale at the Museum. Come by and see where aviation cadets learned to fly "before they were heroes".

The Link Trainer - An Important Piece of History is on Display at the Museum

An important tool used by our cadets to learn to fly was the Link Trainer. One used to train cadets is on display at the WWII Flight Training Museum on the WWII Flight Training Base - Douglas, GA. The Link Trainer was the forerunner of the modern flight simulators used to train future pilots. Link Trainers were produced from the early 1930's until the early 1950's.



The Georgia WWII Heritage Trail is now on both Instagram and Facebook.

Be sure to like and follow the Trail!!



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