



American Legion Post 1758 Newsletter

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American Legion Post 1758,
www.4ever66/legionpost1758

PO Box 92,

Hopewell Junction, NY 12533
email: ALPost1758@aol.com

Our next meeting will be May 13, 2014 at 7:00 PM at the **Old East Fishkill Town Hall**, Rte. 52, next to the Police Station. Please try to attend.

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Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do, so throw off the bowlines, sail away from safe harbor, catch the trade winds in your sails. Explore, Dream, Discover. –Mark Twain

Our May meeting will be **election night** for the 2014/2015 Officers. Please attend and help select officers for the coming year. This is one of the few elections where your vote actually counts!

Awards

At the March County Meeting our Post received 3 awards from the Department of New York.

- The first award was for reaching 100% of our 2014 Membership Goal prior to the end of 2013. Of the 17 posts in Dutchess County we were the only one to reach that goal.
- The 2nd award went to our Air Rifle Team
- The 3rd award was to Kassandra Lerman of our Air Rifle Team who took first place in the Individual Sporter Match.

Thank You's

We received a letter from Castle Point for our the \$200.00 worth of food we donated to the Food Pantry.

The "Friends of The Fishkill Supply Depot" also sent us a "Thank You" for the \$100 donation we made to them to help preserve the land and graves of Revolutionary Soldiers buried there. You can find out more information by visiting their web site at: <http://fishkillsupplydepot.org/>



Good of the Legion:

David Woods' name was pulled for Pot Of Gold Drawing at our February meeting. Unfortunately Dave was not in attendance so the money gets added to "the pot".

Wake Break

Our first Wake Break will be on **Saturday, April 26th**. We will be set up on the eastbound rest area of I-84 going up Stormville Mountain. Hours are 8:00 AM to 4:00 PM.

We can offer coffee, hot tea, hot chocolate, and doughnuts/baked goods.

If you, your significant other, or children like to bake we would appreciate donations. Each item must be individually wrapped (sandwich bags, etc). The goods are available for donations, no fees or charges are permitted. It would be best to avoid using any type of nuts in the baked items, otherwise please clearly label the item stating "contains nuts".

If you have baked goods and cannot bring them to the rest area you can drop them off at Jim Reynolds' house Friday evening (5/25/14). Call Jim at 221-7273 with any contributions you are making to the Wake Break event.

We cannot offer candy, soda, water, chips or anything that the vending machines offer.

Our other Wake Break dates are:

- May 10
- June 28

St. Jude's

The weather cooperated and we had a pretty good turnout for our St. Jude's solicitation on March 15th. Thanks to Neil Klock, Joe Green, Bob Logan, Jim Reynolds, Joe Ryan and Dan Brisco for manning Stewart's Shop on Lake Walton Road and to Dan Oberhauser, Kevin Hathorn, Marty Nolan and Cosimo Napolitano for handling the Convenient Mart on Rte. 52. Thanks to this group we were able to raise \$775.30 for St. Jude's.

Offered

If you know of a Veteran who could use one or more of the following items please contact the member listed. Items are **FREE**.

1. A walk-behind (powered) mower. Contact Norm Dauerer, 226-5128
2. Gas operated leaf blower with attachments. Contact Norm Dauerer, 226-5128
3. Almost new Men's Bicycle. Contact Neil Klock. 227-6091

From the NYT courtesy of Ralph Schwartz

EAST FARMINGDALE, N.Y. — On Monday morning, two [World War II](#) veterans held bouquets of roses and boarded an old warplane at Republic Airport here. Both men — Frank Kittle, 90, and Jack McMullen, 91 — narrowly escaped death while serving on such planes over Europe during the war.

And now, 70 years later, they were being pulled back into service, aboard this military transport plane built in the 1940s. Their mission this time was to honor 19 soldiers who most likely crashed into the Atlantic off the coast of eastern Long Island 70 years ago in two B-24 bombers running training missions before going overseas.

Neither plane was ever found; nor were the crews. Their stories were largely forgotten — at least until last May, when a clue to their disappearance emerged from the ocean.

A local fisherman off the East End of Long Island snagged his net on a 600-pound rusted piece of metal that resembled the landing gear of an airplane, some 250 feet underwater. A friend of the fisherman brought the piece to the American Airpower Museum, which has a space at this airport on Long Island.

“I knew right away it was a B-24 landing gear,” recalled Mr. Kittle, who volunteers at the museum. He was referring to a common type of bomber used by the United States in World War II. It is a type of plane he used to repair, and the type that Mr. McMullen flew on 32 missions during the war, including on D-Day.

By tracing the landing gear’s serial number, and checking military records, Mr. Kittle and fellow museum volunteers concluded that the landing gear was probably from a B-24 that, along with its 11-man crew, went missing off the coast of eastern Long Island on April 7, 1944 — 70 years ago Monday — just two months before D-Day.

“Back then, they didn’t have the technology to find it — it just disappeared,” said Mr. McMullen, adding that the crash did not generate the type of worldwide headlines that have resulted from the disappearance of a Malaysian commercial airliner last month.

Inside the plane on Monday, the two men sat on riveted steel seats, secured by simple seatbelts in the plane’s bare-bones interior. The roses bounced in their laps as the noisy old warplane rumbled down the runway and roared into the sky, heading out over the open ocean, just off Robert Moses State Park.

“There were a lot of planes that went down here in the States that need to be commemorated,” Mr. McMullen said over the roar of the twin engines during the flight, which was organized by the museum as a flyover memorial. The plane being used was a C-47 transport aircraft built in the 1940s that the

museum restored and uses for educational tours and flights.

“The B-24 was a hard plane to fly — it didn’t have power steering,” said Mr. McMullen, who flew for the Army’s Air Corps.

Mr. McMullen, who later became a commercial pilot and lives in Seaford, N.Y., noted that the two lost bombers were just two of thousands of military training flights that crashed in the United States during the Second World War.

The B-24’s disappearance 70 years ago was followed by a 10-day search by the military, from New Jersey to Canada, museum officials said, adding that it was also possible that the landing gear was from a B-24 that had taken off four months earlier — on Dec. 12, 1943 — with an eight-man crew bound for the same training area. It, too, disappeared without a trace, along with its crew. Both flights originated in Westover field in Massachusetts.

“There’s probably not much left of the plane down there to look for,” Mr. Kittle said as he ran his hand over the landing gear, displayed in the museum’s hangar. A piece of fishing net remained lodged near the wheel section, and a section of chromed steel was still shiny.

Mr. Kittle, a retired aircraft mechanic living in Deer Park, N.Y., was a Navy mechanic and flight engineer whose B-24 was on patrol off the coast of Spain when it crashed into the Atlantic in 1943. He and the nine other crew members spent several days in a life raft until rescue.

On Monday, the plane approached Fire Island Inlet, flying at about 1,400 feet. A crew member opened an emergency exit so that the old war veterans could drop the roses down. The flowers were sucked out the window and floated down to the wind-rippled waters below.

“This is for all the men who never came home,” Mr. McMullen said.