

# JET STREAM

VOLUME I — No. 4 NYANG

NIAGARA FALLS, N. Y.

12 DECEMBER 1953



How many Guardsmen can you name in this picture? It's a cross section of the CA Dance

## Olean Air Guard Officer Awarded DFC

First Lieutenant Thaddeus T. Giermek, 136th Ftr Intep Sq, NYANG, received the Distinguished Flying Cross from Colonel Robert J. Kirsch, commander of the 107th Ftr Intep Wg, NYANG, for extraordinary achievement while on active duty in Korea in February, 1952.

Lt Geirmeck's citation reads, "While flying his RF-51 type aircraft over enemy territory to intercept and escort a United Nation's pilot who had sustained battle damage. Lt Giermeck's plane was hit by a 37 mm projectile which took 3 feet off his left wing tip and prevented him from gaining altitude. Despite the difficulties of controlling his aircraft in concentrated areas of flack, through turbulent weather conditions, he was successful in directing the other pilot to a safe landing at their home field. The high courage and superior flying ability displayed by Lt Giermeck reflects great credit on himself and the United States Air Force."

After his discharge from USAF Lt Giermeck enlisted in the 136th Ftr Intep Sq, New York Air National Guard, to continue his flying. He resides at 1603 N. Union St., Olean, N. Y., and is a student at UB.

## Fifth Anniversary of the Forming of the Air Guard

Five years ago this week the first airman from this part of the state was sworn into the Air National Guard at Niagara Falls, N. Y. M/Sgt DiVito was sworn in 16 Nov 48 as First Sgt of the 136th Ftr Sq, NYANG, and was the only member up until the time the squadron was federally recognized on 8 Dec 48. At the time of the recognition there were 8 officers and 22 airmen in the squadron.

Both Sgt DiVito and the 136 have come a long way since that small beginning. The 136 grew up until the time it was inducted into federal service in Mar 1951 when it had 25 officers and over 300 men.

Three months before the induction DiVito was transferred to the HqSq, 107th Ftr Intep Wg as First Sgt and has remained in that position ever since.

It is appropriate that the first jet aircraft ever assigned to the Niagara Units of the Air National Guard should arrive on the anniversary of the forming of the Air Guard.

This year, domestic airlines will carry nearly 1,500,000,000 letters.

## 107th FIW Receives First Jet Aircraft

The first jet aircraft to be assigned to the New York Air National Guard arrived at the Niagara Falls Air National Guard Base last month.

It was flown from Van Nuys, California in 5 hours by an Air Force ferry pilot. The T-33 jet trainer has received its acceptance check and has been flying for some time.

The aircraft is a two-seater, with ejection seats, dropaway wing tanks, and can mount two 50-caliber machine guns. Speed of this craft is approximately 500 miles per hour.

A second T-33 is scheduled for delivery at a future date.

It is anticipated that these jet trainers are the forerunners of this unit receiving the latest jet all-weather interceptors, but that is still in the far distant future.

## Fifth Annual Officers Ball Held At Brookfield Country Club

The 5th Annual Ball for officers of the 107th Fighter Interceptor Wing, New York National Air Guard, was held on Saturday night, December 5, at the Brookfield Country Club in Clarence, New York.

Beginning with cocktails at 7:30, the affair lasted until 2:00 A.M. Prior to the dancing, a dinner featuring prime ribs of beef as the main course was served at eight to the officers and their guests who attended.

Among the prominent guests present was State Senator Earl W. Brydges, Republican of Niagara Falls, N. Y., who is quite regular in his attendance at this annual affair, which is celebrated on the closest convenient date of Federal Recognition of the Wing, which is Dec. 8, 1948.

Making up the receiving line were the Wing Commander, Col. Robert J. and Mrs. Kirsch, Col. and Mrs. Henry H. Harper, Col. Wade B. Ellis, Lt. Colonel and Mrs. Lawrence J. Dissette, Lt. Colonel and Mrs. Joseph W. Manske, and Major and Mrs. Niles C. Greer, USAF Air Instructor attached to the National Guard.

The general concensus of opinion was that a very pleasant evening was enjoyed by all who attended and that this was the best officer's ball held to date.



## AIR NATIONAL GUARD BASE Niagara Falls, New York

Commanding Officer  
COLONEL ROBERT J. KIRSCH

Editor-in-Chief ..... M/Sgt Daniel E. Reisch  
Managing Editor ..... A/1c Floyd H. Bach  
Assistant Editor ..... S/Sgt Donald Filer  
Staff Reporter ..... S/Sgt Seymour C. Pinch  
Staff Photographer ..... S/Sgt Steve Mitchel

This paper is printed through the co-operation of the Civil Association, New York Air National Guard, Niagara Falls, New York.

## EDITORIAL

### Your Civil Association

To promote the general welfare of the Air National Guard and to create a vehicle by which spirit, entertainment, and good fellowship may be transported to each and every member thereof.

#### TO ALL MEMBERS

The above would be a fair statement of the aims of the Civil Association. However, this article is to bring to light the history of the association and the results of its programs.

The Wing Commander is automatically the president. Vice-presidents and directors are elected by the members in January of each year. The Niagara Falls unit is entirely by itself but it has counterparts at each of the downstate bases, Syracuse, White Plains and Schenectady. Their purposes and functions are similar but have no connection with us. The only manner in which we deal with them is through activities such as the baseball league, which has functioned for two years now. One team travels to play the other.

In the five years that we have been in existence, our Vice-presidents have been S/Sgt Jimmy Gassman, who held two terms; M/Sgt Ed Hurley, who also served two terms. S/Sgt Tom McGee is our present sparkplug.

During 1949 thru 1950, the association held a car raffle which netted \$2800 for the club and the first military ball was sponsored at the Masten Street Armory in Buffalo. This was well attended and a very impressive affair.

The 136th FIS took a large number of members and a proportional amount in funds along with them on active duty when the Korean War started. The remaining personnel still carried on and two more full dress military balls were held in 1951 and 1952 at the Tonawanda Armory.

Also initiated were committees and in 1952 our first picnic was held at Beaver Island. The second in 1953 was at Cook's Paradise Grove and was a humdinger as far as the people who attended were con-

cerned. They still talk about that roast beef.

In late 1952 the 136th returned and and have taken a great interest in the activities of the club.

Missing from the doings of the association was a method of reaching its members. This has been remedied this year by introducing the newspaper "Jet Stream." This was decided upon in order to further the cause of the Association and also the Niagara Units of the Air Guard.

Among the many plans for this growing organization is the consideration and active research for a clubhouse, complete with sports and entertainment facilities for all members. There we will be able to hold our meetings, dances, offer an arena for sports, a space for hobbies and any other activities the members decide on.

Much has been accomplished by the Association in that they obtained all our candy, cigarette, and pop machines and the PX for the base, maintaining same and monitoring the funds.

### LET'S FORM A BAND

The Air Base Group has band instruments available for anyone's use. How about forming a band or at least a drum and bugle corps here at the base.

The following instruments are available: 3 snare drums, 1 base drum, tuba, bugles, and a glockenspiel. If more men come out than we have instruments for, we can purchase all we need to fill the gap.

Contact T/Sgt Willie (the actor) Sutton, 107th Maint Sq, NYANG.

In accordance with AFR 123-1 dated 13 Jan 53, the Wing Air Inspector will be available for personal conferences at the monthly drill periods.

All personnel at this base are reminded that matters discussed will be held in confidence and that permission is required from section supervisors to discuss personal or other problems with the Air Inspector.

### Highlights of the Dance

Many thanks to all the disc jockeys who plugged our dance, especially Bob Wells, Jimmy Keaton, and Tap Taplin.

The News, Courier, and Niagara Falls Gazette are also in our debt for their coverage.

Capt. Graf and Casey Maslanka seemed to be a little hemmed in that night.

Full figures are not available as yet but we think we broke even at least.

## To God And My Country

Lt Col J. W. Manske

Y'know, sometimes when I roll out of bed as the first ribbons of sunlight splash a golden-hued rainbow across the bedroom wall, I ask myself, "What's it all about? What's all this parade of blue and silver uniforms for? I ought to be a civilian. I've served my time and why can't some of the youngsters manage to get along without us has-been vets long enough to clean up this rheumatic old world" And along about the time I've spilled my first cup of coffee and buttered my wheaties, the dawn really breaks. I am a civilian, but a civilian with a little experience. It's always been said that "experience is the best teacher" and who ever saw a young teacher that couldn't learn after a few years of grey matter osmosis. This blue and silver uniform begins to glow with a significant iridescence symbolic of the country whose national insignia is embodied on it. Seems to me a few of these youngsters did a pretty good job in a place called "Korea," and I'll bet there were a few as I like to picture myself, teaching them the ropes. Experience is the best teacher and I am experience. If someone is on hand to show you the way the knob turns, why batter the door down with your head? Yes, now things begin to take shape as I back the car out of the garage. In fact those two objects, the garage and car themselves seem to remind me of a few places I've been where they were practically non-existent, and yet there seems to be a whole row of them up my street and yours. Sure, my head is high as I drive in the gate at the base. I'm doing exactly what every boy who has ever belonged to an organization known internationally as "The Boy Scouts of America" swears to: "To Do My Duty To God and My Country." Come now, didn't you swear to the same thing, whether it be in the BSA, church, or the service of this noble country? Sure you did. It's all of us, shouldering a rifle in war and with the Air National Guard in peace making up a country known and respected, imitated and envied the world over. Kind of like my job when I stop to figure the odds. Matter of fact, I wouldn't trade it for anyone's kingdom. How do you like yours?

### Congratulations on Promotions

S/Sgt Edward Mroz, Hq 107th Air Base Gp; S/Sgt Kenneth Loftstrand, 107th Air Police Sq! S/Sgt John L. Tabor, Wing Hq; Major Stanley Pearce, Wing Hq; Major George Williamson, Wing Hq; and Major Leonard Meka, Wing Hq.



## Inquiring Reporter

Question: "What did you think of the recent CA Dance?"

T/Sgt Joseph Makolinski, 107th Maint Sq, 1st Sgt. "I didn't like it. The only thing proven was that for all the good it is doing, the Civil Association should fold up. The people working behind the bar, taking tickets, and in the clothing



check room were the same ones who do it at every dance, Technicians, and married, too. The wives of these men were for the most part sitting around doing nothing. The man in the check room for instance, had two (2) dances with his wife during the entire evening. Where were all the officers? I only saw a handful, and for that matter the majority of the people present were non-guardsmen. How can the guardsmen profit by non-participation? They have defeated their purpose in belonging to the CA."

M/Sgt Ed Hurley, 107 Motor Vehicle Sq. "The cooperation seemed to me to be very poor. By this I mean that the cooperation offered by the guardsmen wasn't what it should have been. It seemed that the same people were carrying the load as always, technicians. The wives of these men, I know, spent their time in sitting and talking with each other, not their husbands. I know of several who did not dance with their husbands at all. One wife in particular that I know of, threatened never to go again. All in all, the handling of the dance was, in my opinion, excellent as it naturally should have been. After all, most of the technicians managing these affairs have had considerable experience by now. I do believe, however, that we could have had just as much, and possibly more, fun with a local band."

A/1C Edward Sniadecki, 136th FISq. "For my money the band was pretty good, but I had to look and look to find many guardsmen. There were a few helping out behind the bar but far short of the number who promised and were scheduled to help out but never showed up. Far as I could see it was handled mostly by technicians, as always. The technician in the checkroom and at least one behind the bar got stuck for duty all evening and never did get away. I think this is hardly fair but shows that at the present rate of progression the Civil Association might just as well give up, with only the technicians cooperating."

## Thousands of Lives Saved During War By Mercy Aircraft

Thousands of U. S. soldiers are alive today because the airplane and helicopter played a life-saving role in the Korean War.

The Commander of the Military Air Transport Service, Lt. Gen. Joseph Smith, recently reported that the fatality rates for battle casualties were cut in half during the Korean War by airlifting wounded soldiers to hospitals in the U. S. where they could receive specialized treatment. Fatality rate for wounded in World War II was 4.5 per cent, and in the Korean War 2 per cent.

Using helicopters and MATS' big transports, the men were in most cases returned to the U. S. in less than five days. If it had been necessary to use surface transportation for the trip, General Smith said 15 to 18 days would have been needed for the move.

More than 63,000 combat casualties and other military patients were airlifted during the conflict.

Capt. George Williamson, 107th Ftr-Intcp Wg. "The tremendous enthusiasm of the guardsmen was quite apparent by their absence, although the few there among all the civilians, did seem to enjoy themselves extensively. I hear the coat check room suffered somewhat due to lack of anticipated help and I did notice that mostly all of the refreshment control was maintained by technicians. I am very sorry that the airmen, and officers too for that matter, didn't support the Civil Association as anticipated, however, for the most part those who did attend had a very good time I am sure."



## Air Guard Receives New Automotive Equipment

The motor vehicle squadron recently received a 1953 5-ton truck tractor. It will be used to tow the F-6 refueling unit for the new jet aircraft.

First time in the history of the air guard we will have our own bus. Recently arrived was a new 1953 school bus manufactured by GMC. It has just received its coat of AF blue paint and is being readied for use at the Sunday drill. The bus can hold 29 passengers.

## Aircraft Producers' Spare Parts Service Keeps Planes Flying

After modern aircraft roll off the assembly line and go into service, aircraft manufacturers continue to supply the operators with the spare parts and technical assistance needed to keep the planes operating at the highest efficiency.

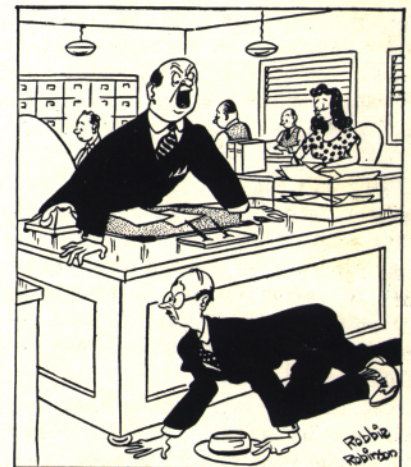
One manufacturer recently reported that representatives of its Commercial Spare Parts Department will travel a total of 65,000 miles this year, submitting proposals, providing technical assistance and seeing that inactive aircraft are returned to an available and paying status in the shortest possible time.

This company reports that during 1952, more than 32,400 individual parts "ranging in size from hair springs to entire wings" were delivered to airline operators all over the world. This year, the company expects to receive approximately 26,000 spare parts orders.

## Air Base Basketball Team Fights Hard Battle

The 107th Air Base Group Basketball team dropped a hard fought game to the Glowmeter Corporation, Thursday night, November 19, at the Gaskill Junior High School gymnasium. The score was 96-78. S/Sgt Richard Muscatello led the scoring for the Air National Guard team, sinking the ball through the net for a total of 18 points in a terrific effort to save the victory for the Air Base Group. G. Hubbell, son of the well known sports announcer, starred for the winners, swishing the net for 36 points to lead the Glowmeter team to a decisive victory.

Air Base Group sources report that interest in the team has been very light and the squad is of insufficient size to play a regular schedule. The team may be disbanded without further games.



"Coming in late Milton? The least you could do is hurry!"



## Personality of the Month . . .



On a memorable morning in 1942 when Jimmy Doolittle's valiant crew of raiders took off from the decks of the USS Hornet and winged their way toward Tokyo, the M & S Group Com-

mander, Lt. Colonel Joseph W. Manske was aboard one of those Billy Mitchell Bombers taking part in the history making raid.

While on duty as an airman at Columbia Air Force Base, S. C., Lt. Colonel Manske volunteered for a job—although not knowing what the mission was—in response to a call by General Doolittle (then Lt. Colonel) who came to the base in search of such personnel.

It all came about after the then Pvt. Joseph Manske enlisted in the Army Air Forces in 1939. He was trained as an aircraft mechanic at Chanute Field and was assigned to the 17th Bombardment Group, one of the oldest in the Air Force, as a crew chief and flight engineer on B-18 medium bombers. It was while with this outfit that he so patriotically offered to go along on that famous mission.

This small coterie of the brave was given special training at Eglin Field, Fla., and then shipped to the Naval Air Station at Alameda, Calif., where they boarded the aircraft carrier Hornet. On April 18, 1942, they sailed out from the Golden Gate and were one day at sea when they first learned that their mission was to bomb Tokyo. There were quite a number of ships in the task force, including the Enterprise, commanded by the famous Admiral "Bull" Halsey.

About 100 miles from the coast of Japan, they ran into some Jap fishing boats and because it was feared that these might be equipped with radio and might notify Japan and alert Tokyo's defenses, the raid was started twelve hours ahead of schedule and Col. Manske's plane was over Tokyo in the afternoon instead of at night, as originally slated. Dumping their full load of bombs with telling effect, they continued on to China, as pre-arranged, but ran into bad weather. As their fuel supply became exhausted they were forced to bail out at 4000 feet and afterwards discovered they were in a range of mountains of 6000 feet general height, flying right down a valley and not knowing it because of the weather. Luckily they landed in that small part of China that

was still in friendly hands. After three and a half weeks of mountain climbing, rickshaw riding, enemy strafing and monsoons, they somehow made their way to a town and from there were evacuated by air to Chunking, where they were given a hero's welcome, a real super celebration, and were received at the home of Generalissimo and Madame Chiang Kai-Shek.

After that S/Sgt Manske was transferred to a special detachment of the Army Air Forces at Calcutta, where B-25s were flying Recon missions under the RAF. He was then returned to the States where there were more parades and plaudits and a two months public relations tour around the country aiding War Bond drives.

In the fall of 1942 he entered Air Forces Officer Candidate School at Miami Beach, Florida, and before the end of the year was a second lieutenant. Shortly after he was assigned to the 86th Fighter Bomber Group at Key Field, Mississippi as maintenance engineering officer, working on A-36 Fighter Bombers. Promoted to first lieutenant just before going overseas again, he took part in the African Campaign, Southern France, Rome Arno Offensive, Po Valley, and finally the Brunner Pass battle which was the final affray of the war for the 321st Bombardment Group, to which he had been transferred while in Africa.

When the war was over, he held the rank of Captain and many decorations, among them the Distinguished Flying Cross, Presidential Unit Citation, both Pacific and European theater ribbons with five stars, and a prized medal pinned on by Madame Chiang personally at a party at her home with the Generalissimo and many distinguished guests.

Back in the United States after the war, he transferred into the AF Reserve as a major. On December 8, 1948, he joined the Air National Guard as one of it's first members and one of the original technicians at the field. He assumed command of the M & S Group when it was organized 1 November 1950 and was promoted to the rank of Lt. Col. in 1951.

Colonel Manske resides with his wife, Phillis and his two children, Pamela Jane, 5, and Mark Joseph, 2, at 142 Clark Street, Kenmore. He spends his leisure hours at woodworking, playing ping pong, tennis, and is a member of the Moose Lodge and American Legion Affairs.

## CLASSIFIED

FOR SALE

1952 Ford Victoria. Fully equipped, Fordomatic. DE 4006—Brown.

## Good Luck to . . .

Capt Robert Cooley on taking over Wing Hq Sq; Major Stanley Pearce on commanding Comm Sq.

## APOLOGY

Don Paretto:

Seems we misquoted a phrase of yours last month in Inquiring Reporter. Apologies to you, old boy.

## LETTERS TO THE EDITOR . . .



"Why don't you get fat, bald and prosperous like other men?"