



POST 90 GAZETTE

NOVEMBER 2019

EDITED BY AMY OSTLER AND HARVEY

UPCOMING EVENTS

3RD ANNUAL VETERAN'S HANGER PARTY

1200 KITTYHAWK DR
MESQUITE AIRPORT
NOVEMBER 2, 2019

AMERICAN LEGION COLOR GUARD

PRESENTING COLORS
2:00 PM SOUTHERN UTAH
VETERANS HOME
NOVEMBER 8TH, 2019

VETERAN'S DAY CONCERT

ST GEORGE TABERNACLE
NOVEMBER 9TH AT 7:00PM

MARINE CORP BALL

NOVEMBER 9TH 5-9 PM \$35.00

DIXIE STATE UNIVERSITY VETERANS DOCUMENTARY

"BROKEN TRAILS"
DUNFORD AUDITORIUM
NOVEMBER 12 AT 4 PM

HAPPY THANKSGIVING

NOVEMBER 28TH, 2019

NO GENERAL MEETING AND POTLUCK IN NOVEMBER

HAPPY THANKSGIVING



Meet our Legion Tom Lystrup

I was drafted by the Selective Service lottery in 1971. I received a low number and new I would probably be selected. After being drafted, I joined the US Navy as my father and my uncle did before me. The USN gave me my choice of "A" schools, Electrician's Mate or Sonar Technician.

I chose Electrician's Mate because I thought I could use the experience when I got out of the Navy. Boot camp came earlier than expected. I was married December 9th 1972 and started boot camp on the 13th.

Although boot camp was rough, Electricians Mate School was a relief. I did pretty well, third in my class of 20 something. After school, I took a jet from San Francisco to Alaska, to Japan and finally the Philippines to wait for my ship, the USS Peoria LST-1183.

Post 90 Field of Flags

Post 90 has quite a few flags available from the Field of Flags event. If you would like a flag, please contact Marti Bigbie.

Flag initiative from District 7

AMERICAN FLAG CERTIFICATE- A new program initiated by the American Legion District Seven. It will be an on-going program for all Post 90 members.

To honor your friends, family, neighbors this 8 x 10 AMERICAN FLAG CERTIFICATE is to be signed by you with "the person's" name on it and handed to that person for....flying the American Flag in front of their homes / businesses / etc. It is recognized by the AMERICAN LEGION for their patriotism of flying our flag. To get some blank certificates call TOM LYSTRUP (760) 677-1800 onto answer your questions.



Continued on page 3.



Commander's Column Marti Bigbie

I want to thank Paul and Peggy Cramer, Shanna Lystrup and Valorie King (DAR) for judging the TWO Chili dishes at the October meeting/dinner meeting on the 23rd. Thanks also to Mr. and Mrs. Roland Turnbow for collecting for the Raffle. And a special thanks to a new member to be James N Hester for calling off the numbers for the Raffle.

The Current By-Laws have been signed and copies being made for any member who wishes to have a copy. Please give me a call to make arrangements for you to pick one up.

With Veterans Day is fast approaching be sure that you attend one of the activities for November 11 and during the week. If you wish to ride in the Parade in Washington City give me a call and your name will be added to the list. (again, it will be a tractor/trailer ??)

Tom Lystrup has been appointed the new Sgt-at-Arms for Post 90. Thanks Tom. He also has on hand a new card that you can hand out to interested Veterans about the American Legion. Call him at 760-677-1800 to pick up some. Also, still has Flag Certificates that you can give out to homeowners who fly the American Flag in your neighborhoods.

To all the Post 90 members and their families who have been under the weather, in hospitals, in re-hab IF YOU NEE ANY HELP do not hesitate to call on fellow members who can come to help you.

There will be NO meeting/dinner meeting for November. Enjoy your day on the 11th with those business that are offering meals for you that day.

Commander Department of Utah Marti Bigbie

To District/Post Commanders, Legion members, Department and Speakers/Trainers who took the time to attend the American Legion Department of Utah Annual Training Conference held October 12th I thank you for attending and were able to take back to your Post members some information that was useful.

Our November 14th membership goal is 65% so asking everyone's help in obtaining this goal. Remember to send in the renewal dues as soon as received as this is the only way we can reach goals. JUST a note Utah HAS NOT made any goals this year yet. **Please help!!**



Meet our Legion
Tom Lystrup

I was drafted by the Selective Service lottery in 1971. I received a low number and new I would probably be selected. After being drafted, I joined the US Navy as my father and my uncle did before me. The USN gave me my choice of "A" schools, Electrician's Mate or Sonar Technician. I chose Electrician's Mate because I thought I could use the experience when I got out of the Navy. Boot camp came earlier than expected. I was married December 9th 1972 and started boot camp on the 13th. Not much time for a honeymoon.

Although boot camp was rough, Electricians Mate School was a relief. I did pretty well, third in my class of 20 something. After school, I took a jet from San Francisco to Alaska, to Japan and finally the Philippines to wait for my ship, the USS Peoria LST-1183.



The Peoria was an amphibious landing and tank transport ship. It could land on the beach. A ramp would roll out off the main deck onto the beach so tanks, trucks and troops could gain access to the ship. The big derek arm structure on the front of the ship supported the ramp. I was the bow ramp operator from below decks. There was another operator above decks. We held many landing operations in the short time I was on the ship. I was stationed on the USS Peoria until I got out of the Navy in April of 1975. This was just prior to Operation Frequent Wind where Saigon was overrun by the Viet Cong and refugees and loyal supporters of our troops were being quickly evacuated.



A Chinook helicopter landed on the helo deck of my ship and two friends and I were transported to back to the Philippines. From there we flew to Hawaii and then San Francisco where we said our goodbyes and went our separate ways never to see each other again. I finally made my way to John Wayne Airport in Orange County, CA where my family and a few friends were waiting for me. Finally, I got to see my wife again and hold my daughter for the first time since she was born four months earlier while I was in Hong Kong, China. I was happy to be home.

Overall, I enjoyed my time in the USN. It was hard being married and not able to see my wife for long periods of time. The whole time I was in the USN the Vietnam War was winding down, but it was not really over until the final campaign late April 1975. Since I didn't serve in any war campaigns, I am considered a Vietnam Era Veteran.

Just before I got out of the Navy, a friend told me to apply for a job at the Federal Job Information Center (FJIC). When I got out of the Navy I looked for the FJIC and signed up as an Electrician - journeyman level. Within a few weeks I got my first job at the shipyard in Long Beach. My career continued from that day, helped by the GI Bill, and the United States Navy until I made my way to China Lake in 1979. I retired after 35 years of service to the Department of Defense from the Naval Air Warfare Center, China Lake as an Electronic Technician, having worked on many aircraft and weapons programs including the A-4M Skyhawk, A-7E Corsair, AV-8B Harrier, AH-1W Cobra, and the F-35 Lightning II.

Currently I am the Judge Advocate and member of the Honor Guard/Ritual Team in The American Legion Post 90 and Judge Advocate for the American Legion Riders Chapter 100. The Ritual Team provides services for veterans and military at their final resting place. I am also involved in the Patriot Guard Riders of Southern Utah. We accompany military, veterans and community first responders to their final resting place.

There are many ways I can 'Pay It Forward' for what my country has done for me and I feel I am doing what I can. I love the United States of America and I am proud to have served and will continue to serve her.

B-17 RETURNS ON A WING AND A TAIL !

B-17 "All American" (414th Squadron, 97BG) Crew

Pilot- Ken Bragg Jr.

Co-pilot- G. Boyd Jr.

Navigator- Harry C. Nuessle

Bombardier- Ralph Burbridge

Engineer- Joe C. James

Radio Operator - Paul A. Galloway

Ball Turret Gunner- Elton Conda

Waist Gunner- Michael Zuk

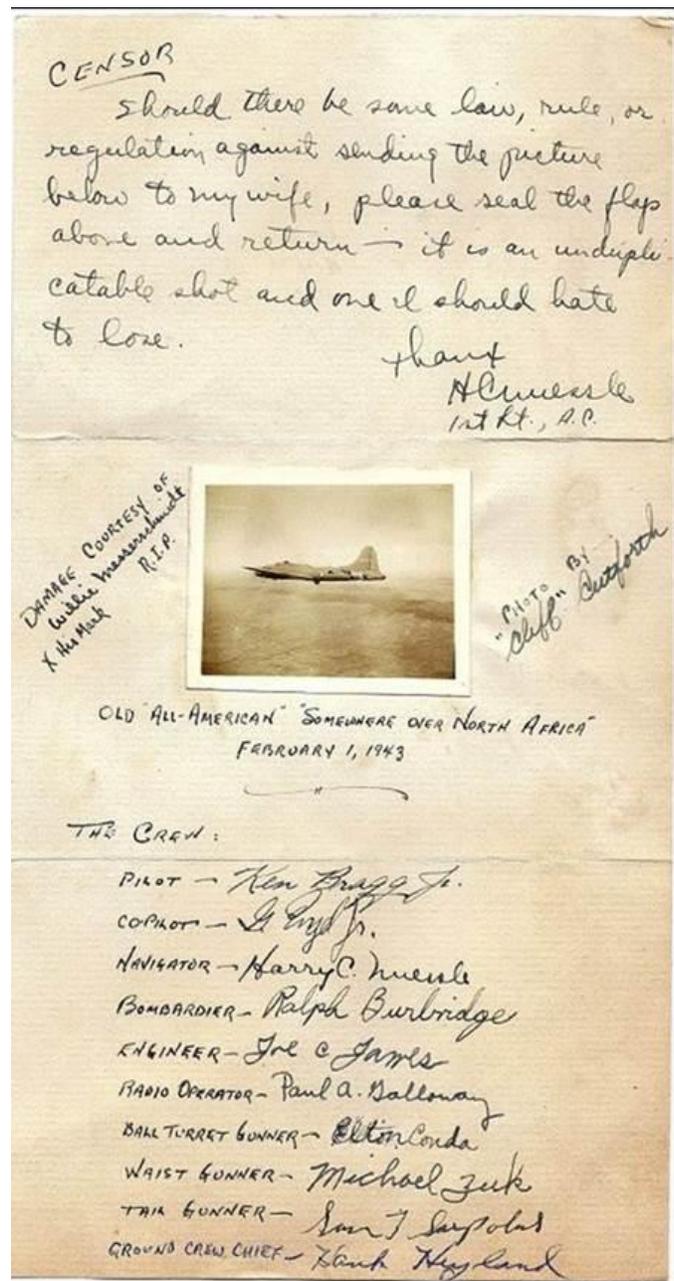
Tail Gunner- Sam T. Sarpolus

Ground Crew Chief- Hank Hyland

In 1943 a mid-air collision on February 1, 1943, Between a B-17 and a German fighter over the Tunis dock area, Became the subject of one of the most famous photographs of WW II.

An enemy fighter attacking a 97th Bomb Group formation went out of control, Probably with a wounded pilot, then continued its crashing descent Into the rear of the fuselage of a Flying Fortress named "All American ", Piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17.

The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, The fuselage had been cut almost completely through Connected only at two small parts of the frame, And the radios, electrical and oxygen systems were damaged.



There was also a hole in the top that was over 16-feet long and 4 feet wide at its widest; The split in the fuselage went all the way to the top gunner's turret.



Although the tail actually bounced and swayed in the wind And twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft miraculously still flew!

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses In an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, The pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, The wind turbulence was so great that it blew one of the waist gunners into the broken tail section It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane.

When they tried to do the same for the tail gunner, The tail began flapping so hard that it began to break off The weight of the gunner was adding some stability to the tail section, so he went back to his position. The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American.



Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown.



They also radioed to the base describing that the appendage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.

This old bird had done its job and brought the entire crew home uninjured.

