

THUNDER BUM ACE

Thunder Bum squadron leader Paul Douglas was credited with eight aerial victories, as well as two damaged, one probable and 27 destroyed on the ground. (Photo courtesy of author.)



Lt. Col. Paul P. Douglas Jr. was separated from his unit, having shot down at least three (possibly five) Fw 190Ds after

engaging a numerically superior enemy force. Out of ammunition and coaxing his damaged P-47 Thunderbolt “Jug” home, Douglas was bounced mercilessly by a German pilot, who emptied his 20mm cannon shells into the American’s plane. The shells blew his canopy away and ripped off his helmet, wounding the pilot in the head. Douglas was now an ace, but living to tell about it was no certainty. The German raked the stricken Jug from wingtip to wingtip with his 13mm MG 131 machine guns until he was out of ammunition. Only the armor behind his head

and back saved him from certain death. To his surprise, the German pilot, with no way to finish Douglas off, formed up on his wing and saluted before flying away.

P-47 PILOT STARES AT DEATH AND PREVAILS

BY DR. TIMOTHY M. GRACE

Such a chivalrous display by an enemy pilot who has just shot up your plane without being able to down you was an interesting ritual of WW II aerial warfare. Even though Douglas had broken up the German attack and destroyed several enemy aircraft, his foe deemed him worthy of such an honor. Somehow Douglas nursed his bullet-riddled Jug back to his base at Chièvres, Belgium (Strip A-84). His instrument panel and radio were destroyed and his hydraulic system was shot out, leaving Douglas without any flaps or brakes. Moreover, part of his wing was shot away, all of his tail surfaces were damaged, and both tires were flat. Despite the damage and wiping blood from his eyes, the weary pilot managed to land.

Douglas left Europe as one of the most decorated aces of WW II. He was recommended for the Medal of Honor and twice received the Distinguished Service Cross (DSC), the nation’s second highest military honor. He flew 136 combat missions totaling 337 combat hours in P-47s. During WW II, Douglas served as commanding officer (CO) of the 396th FS,

Deputy Group CO of the 368th FG and CO of the 36th FG. A veteran of air wing and air division commands, he commanded the 388th Fighter Wing and flew combat missions over North Vietnam in the F-105 Thunderchief. Douglas retired as a brigadier general on February 1, 1970, after almost 30 years of active duty.

Paul P. Douglas Jr. was born in 1919 in Paragould, Arkansas, where he graduated from high school in 1938. He attended Arkansas State Teachers College before enlisting as an aviation cadet in the spring of 1941. He received his pilots’ wings and commission as a second lieutenant in December 1941 at Victoria Field, Texas.

Douglas’ first assignment was as flight leader operating Republic P-35s and Curtiss P-36s with the 63rd Pursuit Squadron of the 56th Pursuit Group at Savannah, Georgia. First Lt. Gilbert L. Meyers commanded the squadron and the other flight leaders were 2nd Lts. Henry Quimby and John D. W. Haesler. On June 24, 1942, the 326th FG, an overseas train-



This photo has generated some controversy as to who the pilot was. We know this P-47D-30-RE is from the 397th FS, 368th FG, and it was photographed over the Alps some time in the first half of 1945, but an aviation historian has written us to say the pilot was 397th squadron leader Lt. Col. Thomas J. Carbine and that this actually was his plane. (Photo courtesy of Stan Piet.)

ing unit operating P-47s, was constituted and placed under the command of now Major. Meyers at Westover Field, Massachusetts. The trio of flight leaders, now captains, commanded the unit's three squadrons.

The 368th FG was activated on June 2, 1943, under the command of Lt. Col. Meyers, still operating P-47s. Once again the trio, now majors, commanded the three squadrons, with Douglas in charge of the 396th. The group trained at both Farmingdale and Mitchel Field on Long Island until departing for Europe on Christmas Day, 1943. Stationed at Greenham Common and later Chilbolton, England, the unit was assigned to the 9th Air Force (AF), specifically the 71st FW of IX Tactical Air Command (TAC). At the end of February 1944, the 368th flew combat introductory missions with its progenitor, the famed 56th FG.

Much to the dismay of Douglas and other 9th AF P-47 pilots, higher command made a decision that forever changed the nature of air warfare. With invasion plans finalized, the P-47's powerful radial engine, protective armor, eight .50-caliber machine guns and ability to carry eight rockets and 2,000 pounds of bombs was an ideal platform for armored column support in the forthcoming army sweeps across the continent. Opportunities for air-to-air combat and making ace became extremely rare.

In preparation for its new role, Douglas began detached service on February 21, taking pilots and crew from the three squadrons to the British School of Experimental Fighter-Bombing at Milfield, led by legendary RAF Group Captain A. G. "Sailor" Malan. Pilots learned basic tactics of bombing and strafing convoys refined in the Mediterranean as well as fighter-bomber tactics against bridges, locomotives, trucks and tanks. Practice attacks were made from different altitudes and dive angles. Douglas and Malan critiqued the missions.

The 368th went operational on March 14, 1944. Though preferring to mix it up in the air with the Luftwaffe, it assumed its new role with fervor. In fact, Col. Meyers was a true innovator, spearheading emerging fighter-bomber tactics, such as buzz bombing and refining armed-reconnaissance missions. Maj. Gen. Elwood, Quesada IX TAC commander, took notice and, in October, made Meyers his combat operations officer. By May 1, all P-47 units in the 9th AF were henceforth officially "fighter-bomber groups."

Douglas, like Meyers and the other squadron commanders, was a demanding perfectionist. Rigorous training and detailed briefings were the norm and a good way to increase survivability odds. Although not always appreciated by his pilots at the time, many acknowledged it later. Gerald J. Grace, the deceased father of this author, flew 92 missions for Douglas with the 396th FS and once said about him, "He was very tough. If you screwed up, he let you know it, and that included the

support staffs. You were doing well if he ordered the operations officer to schedule you for more difficult missions. That was the primary way he showed confidence in you."

June 7, 1944, D-Day plus-1, was an important day for the 368th. The invasion plan called for a fighter-bomber show almost entirely. All day long, pilots flew patrols up and down the beachhead, one squadron after another at 1½-hour intervals, beginning at 0549 and ending when the last plane was down at 2327. Throughout the day, headquarters was a madhouse as officers and enlisted men checked the S-2 intelligence office for updated information.

The 368th flew 11 missions, strafing countless trucks, tanks and other types of military vehicles and dropping bombs on gun emplacements, flak towers and enemy troop concentrations. Pilots observed streams of refugees with packs on their backs



The original 368th FG commanders gather for a quick photo-op. (Photo courtesy of author.)

evacuating the blazing towns and villages and making their way toward Allied lines. They reported miles of roads blocked by wrecked trucks and armored vehicles, smashed marshalling yards and wrecked locomotives. Germans leapt from staff cars and scrambled into woods, only to be strafed in their hiding places.

Maj. Douglas briefed IX TAC G-2 Intelligence that day, an account published in the military newspaper, Stars and Stripes:

"Where we found more enemy convoys and vehicles than we could hit this morning, we could find none on the roads tonight. Broken trucks are lining miles of roadway. Complete convoys have been destroyed and it seems that for the time being, we have prevented the enemy from bringing up any supplies. Gun emplacements, which had been giving trouble to some sections of the beach, have been knocked out and many A.A. [anti-aircraft] guns, which gave us a hot time in the early missions today, have also been knocked out. The beach-head now seems clear of enemy opposition. The Allies are just pulling in supplies and reinforcements. If we hadn't been out there hitting their troop concentrations, strafing their convoys, I'm convinced the roads would have been jammed tonight and our troops faced with much more mechanized equipment and troops than ever got up to the Omaha beach-head today. Instead of them, our boys are moving up."

Ninth AF commander Maj. Gen. Lewis H. Brereton issued a release to IX TAC expressing his sentiments regarding the success of the attacks that day:

"The situation on Omaha Beach, which was critical to the point of catastrophe yesterday, has materially improved. The rehabilitation of Omaha Beach was due almost entirely, according to Gen. Bernard Montgomery, who had overall command of the British and American landings, to the continuing close support given by three fighter-bomber groups of IX TAC, Lt. Col Harold M. Holt's 366th, Col. Gil Meyers' 368th and Col. Lance Call's 365th. The fighter-bombers maintained continuous armed reconnaissance over the beach until darkness yesterday with the specific mission of attacking enemy activity, particularly artillery, wherever seen. Inasmuch as a considerable number of the mortars were self-propelled mounts, well concealed, their positions changed frequently when detected, the operation was long, slow and exceedingly hazardous due to flak and incurred heavy losses. I sent the following commendation to Gen. Quesada: 'On June 7, groups of your command furnished close and continuous support to the

THUNDER BUM EXTRA

"How flier stared at death and won"

BY WILLIAM RANDOLPH HEARST JR.

Hearst Newspaper Series: at an advanced 9th U.S. Air Force fighter-bomber field, somewhere in Belgium, Nov. 27, 1944.



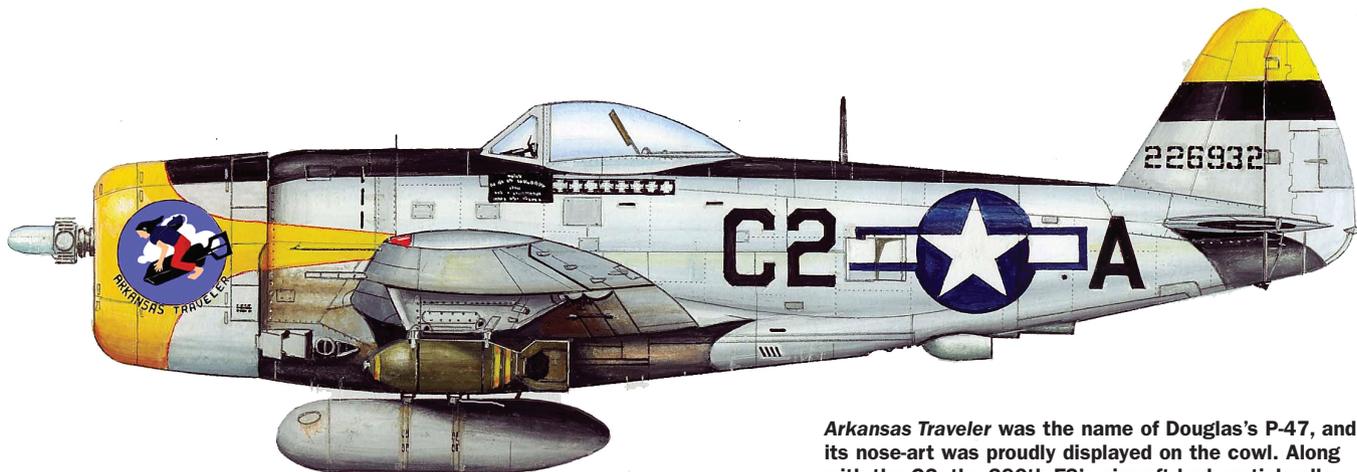
"I came up here for two reasons: first, to see Col. Paul P. Douglas Jr., who was squadron commander when last I saw him on a fighter strip in Normandy shortly after D-Day; and second, to get a ride in a Thunderbolt, which I was told Paul had rigged up to carry two persons.

"Douglas looked exactly the same as when I had seen him in Normandy. He is 25, short, well-built, his hair close-cropped and was very nattily dressed with the ever-present white parachute silk scarf around his neck and his little overseas cap perched jauntily over one ear. He is now deputy commander of the group.

"Paul was going out on another flight, so I sat with Maj. Sparks, 'Sparky' as he is known. Sparky was formerly Paul's second in command with the 'Thunder Bums,' but is now squadron commander of the 'Panzer Dusters.' Sparky told me Paul is the group's leading ace.

"The other day, Paul got three in the same aerial fight. Paul almost bought it himself. Coming home alone, his plane already damaged and out of ammunition, a Jerry jumped him and before running out of ammunition himself, riddled Paul's plane. Only the armor behind his head and back saved him from death. He landed with two flat tires and his hydraulic system shot out, so he didn't have any flaps or brakes, and most of his instrument panel shot away from the explosion of a 20mm shell in the cockpit, which incidentally tore off his helmet, blew off his canopy and knocked out his radio. Part of his wing was shot away and all of his tail surfaces were damaged. These are the kind of men I have been living with. It makes you awfully proud to come from the same piece of soil."

Omaha beachhead area. The situation was critical. The excellent attacks and continuous support rendered by you restored a delicate situation."



Arkansas Traveler was the name of Douglas's P-47, and its nose-art was proudly displayed on the cowl. Along with the C2, the 396th FS's aircraft had partial yellow cowls and stripes down their side for identification. (Illustration courtesy of author.)



THUNDER BUM ACE

Gen. Quesada wrote to Meyers, Holt and Call: "It is possible, if not probable, that your efforts were in a large part responsible for the attack on Omaha Beach continuing. History may show you saved the day."

June 22 was a productive day against the Luftwaffe, as the 368th bagged a total of six Bf 109s. On the way to bomb and strafe targets at St. Lo, Maj. Douglas spotted more than 20 Bf 109s and ordered his squadron to attack. Douglas dived on the tail of an unfortunate enemy pilot, recording his first air victory while dispersing the enemy formation. Also getting a victory that day was Maj. Randall W. Hendricks of the 397th FS, who became the first of the three 368th FG aces. Each of his five victories was recorded after the invasion began, which made him the first post-invasion Allied ace.

Douglas did not wait long for his second victory. The next afternoon, the 396th FS had just bombed railroad guns at Torigny-sur-Vire with excellent results, when they encountered two Fw 190s. Maj. Douglas destroyed the wingman when he got on his tail and recorded multiple strikes to the wings and fuselage. The pilot bailed out. He then fired upon the leader and observed numerous strikes on his fuselage and canopy. The damaged plane fell on its wing into a lower cloud layer, and Douglas was credited with a probable.

Since the beginning of the invasion, Allied forces focused on neutralizing strong enemy installations around the harbor at Cherbourg. The Allies were using temporary harbors at Normandy, called Mulberrys, and wanted to secure a permanent harbor for transporting men and supplies. Although considerable progress was made in weakening the enemy position, the Nazis still held the harbor and its surrounding fortress. Hitler believed that keeping the Cherbourg fort was crucial to defending against overwhelming superiority of Allied materiel. On June 29, Maj. Douglas led 12 396th FS aircraft on a special



The 396th FS's pilots pose for a group shot at their base in Laon, France, in 1944. Paul Douglas is located dead-center with the dark, non-leather jacket and white silk scarf, just in back of the front row. (Photo courtesy of author.)

request mission that took off at 1040 to dive-bomb the fort at Cherbourg harbor. By this time, everyone involved in the invasion effort hoped to see Cherbourg's last concrete fortifications fall and the city taken. Pilots dived from 6,500 feet at a 60-degree angle, releasing 24 500-pound bombs at 1,500 feet on the fort and scored four direct hits.

The results were excellent. The Army reported that the fortification was knocked out, and the Germans immediately surrendered. But the pilots already knew this because they saw the Germans raising white flags. They flew low over the Doughboys, who were jumping up and down in foxholes waving their arms in excitement, and waved back. The fall of Cherbourg came much sooner than Hitler anticipated and foreshadowed the evacuation of France and the loss of the War.

On July 26, the newly promoted Lt. Col. Douglas was leading his squadron on attacks against Tigers of the Panzer Lehr Division. He was hit by flak and lost oil pressure, forcing him to bail out. He landed in friendly territory three miles east of Saint-Jean-de-Daye. Douglas suffered an injury to his left hand

THUNDER BUM EXTRA

Nulli Secundus: Second to none

When Douglas was assigned to command the 396th FS, little did he know that with excellent commanders, the 368th would become one of the most productive fighter groups of WW II. Comprised of the 395th FS "Panzer Dusters", the 396th "Thunder Bums" (a nickname coined by Douglas) and the 397th "Jabo Angels," the 368th distinguished itself during six campaigns in Europe, receiving the Presidential Unit Citation. Before the D-Day invasion, it earned a stellar reputation operating fighter sweeps and attacks on marshalling yards, locomotives and rolling stock, road and rail bridges, key roads, submarine pens and rocket sites. After the invasion, it gained theater-wide respect and notoriety providing armored

column cover for First and Third Army sweeps across France, Belgium, Austria, Czechoslovakia and Germany.

Befitting its coat of arms, the 368th had many notable firsts. In May 1944, it was the first unit to dive-bomb the V-1 "buzz bomb" sites at Calais. Later that month, it was the first to drop experimental incendiary napalm bombs in combat. The 368th was the first fighter group to support the disembarking infantry storming the D-Day beaches on June 6, 1944. It was the first unit to operate missions from Advance Landing Grounds (ALGs) and the first to be permanently based on the continent (at Cardonville, A-3).



After the breakout, the 368th spearheaded the role of pilots as forward air controllers, placing them in frontline Sherman tanks to call in air strikes. Capt. John Baer of the 396th devised the tactic of ricocheting bullets under the bellies of Tiger tanks, a story publicized in *Collier's* magazine. The 368th led all Ninth Air Force P-47 units with 149 aerial victories against 26 losses. For information about Second To None: The History of the 368th Fighter Group, visit the award-winning website: 368thfightergroup.com

FACT

TOUGH BUT SHORT-LIVED

The P-47 served in postwar National Guard units until 1955, a total service life of 13 years.

and was awarded the Purple Heart. He became a member of the Caterpillar Club for surviving his bail-out.

Douglas shot down three enemy aircraft on two separate occasions. The first was the aforementioned dogfight that occurred on October 20. Douglas, flying *Arkansas Traveler*, led Serum Yellow flight to bomb a target marked by red smoke before strafing the town of Bergstein, Germany. Returning from the mission, ground control advised that enemy aircraft were nearby. They were vectored around but could not locate any bandits and headed home. Lt. Rupert Maxwell was on the mission. Interviewed for this story, he recalled, "My supercharger malfunctioned before we took off. Douglas said his brand-new bubble-canopy Jug was fueled and armed and to take it instead. When we headed home, he ordered us to lean the mixture out and pull the rpm down to conserve fuel." At 1500 hours, Douglas spotted the 20-plus bomb-carrying Fw 190 long-nose Doras just as they descended below a 12,000-foot cloud layer.

Douglas quickly assessed the fuel and ammo levels of his squadron. According to Maxwell, "He ordered all but five of us to return to Chièvres." Completely disregarding the odds against them, this small number unhesitatingly attacked the enemy formation and forced them to jettison their bombs directly over the heavily populated city of Koblenz. When the fight was over, the Luftwaffe was short six airplanes, courtesy of Douglas and his 396th. The squadron lost one pilot: Lt. Maxwell, who was shot down and bailed out from 9,000 feet while gallantly protecting his element leader. Maxwell sustained burns to his face, a back injury that still hampers him, and became German prisoner number 9441, first at Stalag Luft III, and later at Stalag Luft VIII.

Lt. Col. Douglas became the second of the group's three aces that day after he shot down three aircraft and damaged another. Douglas was certain he shot down two others. The IX TAC

Continued on page 71

PETE'S COLLECTIBLES



CONTACT INFO
 P.O. BOX 840543, HOUSTON, TEXAS 77284-0543
PH: (281)-858-6847, FAX: (281)-858-9508
WEB SITE: www.petescollectibles.com
E-MAIL: info@petescollectibles.com
SHIPPING REG. SIZE \$9.00 1ST. & \$1.00 Ea., OVERSIZE \$10.00 & \$5.00

HA-1110
1:72nd. SCALE HELLCATS
HA1108 --- Lt. William C. Moseley, VF-1, USS Yorktown, 1944\$25.95
HA1109 "US NAVY", (Blue Angels)---\$29.25
HA1110 USS Hornet (CV-12), 1945 Jolly Rogers.....\$29.95

HA-1509
1:72nd. SCALE T-6/SNJ/Harvard
HA1502 (German Technical School I)---\$22.50
HA1503 ---Aeronautica Militare, Accademia Napoli, 1955.....\$22.50
HA1505---172 T-6G Texan, Escadriere EALA 13/72, Armee de l'Air Am Cussera (Algeria), 1961.....\$24.95
HA1506---17-6G Mosquito, 6188 Tactical Control Squadron, Korea, 1953, Limited Stk.---\$25.95
HA1508---40 Sqn. Central Flying School, South Africa AF, Dunnottar Transvaal, 1980\$25.95
HA1509---Israeli AF T-6G Texan Heyl HaAvir.....\$26.95

HA-2103
F-100, 1:72nd. Scale
HA2102 Major Don Schmenk F-100D Super Sabre 31 TFW, 308 TFS, Tuy Hoa, RVN, late 1969\$CALL
HA2103 Triple Zebra 30 TFW, RAF Wetherfield, Essex, England Late 1957.....\$47.95

HA-1409
1:72nd. SCALE A-4 SKY HAWK
HA1401---The Last Skyhawk, A-4M Skyhawk Orders.....\$29.75
HA1404---A-4B C-207, Fuerza Aerea Argentina, May 1982, Orders.....\$29.75
HA1406---Top Gun, A-4M VMA-311.....\$29.75
HA1407---"The Flying Wing," 116 Sqn Israeli Air Force, Yom Kippur War.....\$29.75
HA1408---Lady Jesse, A-4F VA-164.....\$29.75
HA1409---US NAVY BLUE ANGELS---\$34.99

HA-2003
1:72nd. Nakajima Kate
HA-2001 "Ensign Kazumasa Kaneda", Nakajima B5N2 (Kate), Zuikaku second attack wave, Pearl Harbor, 8 Dec. 1941 Limited Stock.....\$CALL
HA-2002 Nakajima B5N2 Kate, Hiryu flagship 3rd attack wave, Commander's aircraft, Battle of Midway, June 4/5 1942. Limited Stock.....\$CALL
HA-2003 Nakajima B5N2 "Kate", Ensign Kazumasa Kaneda, IJN Carrier Zuikaku, Pearl Harbor Due October Pre-orders.....\$49.95

HA-1706 P-39D Airacobra, 350th Fighter Group, North Africa 1943\$29.95

HA-1706 P-39D Airacobra, 350th Fighter Group, North Africa 1943\$29.95

HA-1706 P-39D Airacobra, 350th Fighter Group, North Africa 1943\$29.95

HA-1706 P-39D Airacobra, 350th Fighter Group, North Africa 1943\$29.95

HA-1200 PB-3C-1 Helldiver VB-17, USS Burkett Hill, Rabaul, 11 Nov. 1943.....\$CALL
HA-2102 SB-3C-3 Halldiver VB-18, USS Intrepid, Oct. 1944, Sinking Museum.....\$47.95

HA-2301 BRISTOL BEAUFIGHTER, Mk-X No 236 Squadron.....\$49.95
HA-2302 BRISTOL BEAUFIGHTER, Mk-X No 236 Squadron.....\$49.95

HA-7201 "Paper Doll".....\$59.95
HA-7202 VC-61 "Look".....\$CALL
HA-7203 ATU-206 NAS Pensacola, 1956.....\$CALL
HA-7204 VC-61 Blue Angels.....\$CALL

HA-1806 BF-110 MEISSERSCHMITT
HA-1802 BF 110G-4U1, Maria Drowes, Pre-Orders.....\$37.95
HA-1803 BF 110G-4 "G9+EP", Major Heinz-Wolfgang Schnauffer, Pre-Orders.....\$36.95
HA-1804 Dubendorf, Switzerland, March 1944, Pre-Orders.....\$43.95
HA-1805 Willi Hergatz's Shark Mouth BF-110.....\$43.95
HA-1806 Wespe, BF-110G-2 89+EM, IJZG 1, Italy 1943.....\$43.95

HA-1806 Wespe, BF-110G-2 89+EM, IJZG 1, Italy 1943.....\$43.95

HA-1806 Wespe, BF-110G-2 89+EM, IJZG 1, Italy 1943.....\$43.95

HA-1806 Wespe, BF-110G-2 89+EM, IJZG 1, Italy 1943.....\$43.95

HA-7008
1/48th. BREWSTER BUFFALO
HA7004---Dutch East Indies.....\$42.95
HA7005---US Navy "F-2 3rd Section Leader", USS Lexington, 1940.....\$40.95
HA7006---US Navy "F-2", USS Lexington 1940, 2-F-1.....\$40.95
HA7008---339-23 A51-13, 25 Sqn RAAF, Dunreath, West Australia, 1942, Sergeant John Bailey.....\$40.95

HA-1308
1/72nd. SCALE Fairchild A-10A Thunderbolt II
HA1301---Play Time A-10A 78-2681 353rd TFS, 354th TFW Myrtle Beach AFB, SC 1991.....\$38.95
HA1303---"Peanut" A-10A, 917th TFG, 47th TFS 1990.....\$38.95
HA1304---48th TFS, Indiana ANG, Grissom AFB, May 1994 "D-Day Anniversary".....\$38.95
HA1307---52nd Fighter Wing, Spangdahlem, Germany.....\$40.95
HA1308---23rd TFW England AFB, 1990.....\$44.95

HA-1209
Grumman TBM Avenger
HA1202 "Flight 19 Squadron 794F".....\$32.95
HA1204 "Playboy" ENZAF.....\$32.95
HA1207---VC-94, USS Sharkrock Bay, April 1945.....\$34.95
HA1208 USS Hornet, Battle of the Philippines Sea.....\$34.95
HA1209 F2F-1 Atlantic coast scheme, Lt. McFaul first attack on a U-boat using rockets.....\$35.95

HA-1806 BF-110 MEISSERSCHMITT
HA-1802 BF 110G-4U1, Maria Drowes, Pre-Orders.....\$37.95
HA-1803 BF 110G-4 "G9+EP", Major Heinz-Wolfgang Schnauffer, Pre-Orders.....\$36.95
HA-1804 Dubendorf, Switzerland, March 1944, Pre-Orders.....\$43.95
HA-1805 Willi Hergatz's Shark Mouth BF-110.....\$43.95
HA-1806 Wespe, BF-110G-2 89+EM, IJZG 1, Italy 1943.....\$43.95

HA-7107
1:48th. Spitfire Mk. XIV
HA7101 "Johnnie Johnson", Ltd Stock,---\$CALL
HA7102 610 Sqn, Sgt Ldr R. Newbery June 1944. Limited Stock.....\$CALL
HA7103 "Jean-Marie Mandor", Spitfire Mk XIV RM856, No 91 Squadron, West Malling, 1944 Limited Stock.....\$CALL
HA7104 Ginger Lacey, Spitfire XIV RM135, 17 Sqn, RAF, Autumn 1945.....\$47.95
HA7107 Supermarine Spitfire Mk XIVe, Spitfire Mk XIV MV293/OI-C, post WWII silver paint scheme.....\$47.95

HA-1903 NEW 1:72nd. SCALE F-4 Phantom
HA-1903 USN Blue Angels Aerobatic Team, F-4J LIMITED STOCK---\$CALL
HA-1904 "Molders", F-4F Phantom II, JG 74 Due October 08.....\$49.95
HA-1905 VF-84 "Jolly Rogers," F-4J Phantom II, USS FD Roosevelt, 1971. Due October 08, Pre-Orders.....\$49.95

HA-1905 VF-84 "Jolly Rogers," F-4J Phantom II, USS FD Roosevelt, 1971. Due October 08, Pre-Orders.....\$49.95

HA-1905 VF-84 "Jolly Rogers," F-4J Phantom II, USS FD Roosevelt, 1971. Due October 08, Pre-Orders.....\$49.95

HA-1905 VF-84 "Jolly Rogers," F-4J Phantom II, USS FD Roosevelt, 1971. Due October 08, Pre-Orders.....\$49.95

Pre-Order Pricing Is Valid Only On Orders Placed Before Product Arrives. All Pricing & Information Is Subject To Change Without Notice. Actual Models & Colors May Vary. For Up To Date Info., Call Or Go On-Line to www.petescollectibles.com

FOR MORE INFORMATION CONTACT US BY PHONE, E-MAIL OR VISIT OUR NEW WEBSITE. www.petescollectibles.com
 Phone Orders Accepted Daily Until 9:30 Pm Central Time Fax & Secure Online Orders Anytime Texas Res. Add 8.25% Sales Tax.

THUNDER BUM ACE

Continued from page 69

Victory Credits Board placed them in the "unconfirmed" limbo category, which meant they were neither credited as damaged or probables. Col. Meyers recommended him for the Medal of Honor, later downgraded to the DSC. He was awarded a second Purple Heart for head injuries sustained when his canopy was blown away.

March 14, 1945, was a great way for the 368th to begin its second year of operations. Douglas was deputy group commander and about to be appointed commander of the 36th FG. Group pilots shot down 10 Luftwaffe aircraft that day without any losses. The highlight came when Douglas and 11 planes of the 395th FS were bounced by 50 Bf 109s and Fw 190s over Frankfurt, Germany. Fighting against overwhelming enemy numbers, Douglas claimed the lion's share of the bandits, shooting down three 190s and damaging another before running out of ammo.

With his victory total now at eight, Douglas not only surpassed the six victories of fellow 395th FS pilot William Garry, he became the leading 9th AF P-47 ace of the war. In response to his initiative in breaking up a numerically superior attacking force, Douglas was awarded his second DSC. Besides his victories, Douglas was credited with two damaged planes, one probable and 27 aircraft destroyed on the ground during his two combat tours.

Paul P. Douglas Jr. passed away after a brief illness on December 26, 2002. Though largely relegated to the role of a strafing dive-bomber, Douglas was the poster boy for many fighter-bomber pilots who were dogfighters at heart. He proved that given the chance, 9th AF P-47 pilots were as proficient as their P-51 Mustang bomber-escort brethren when mixing it up with the enemy in the air.

According to the U.S. Air Force Museum at Dayton, Ohio, Douglas' awards include: 2 Distinguished Service Crosses, 3 Silver Stars, 2 Legions of Merit, 3 Distinguished Flying Crosses, 38 Air Medals, 2 Purple Hearts, 4 Air Force Commendation Medals, the Army Commendation Medal, the French Croix de Guerre with Etoile de Vermeil, the British Distinguished Flying Cross, the Belgian Fouragere and the third order of the Sacred Treasure from Japan.



DR. WINNIFRED B. CUTLER
President of Athena Institute

- **Ph.D., U. Penn in biology; postdoctoral at Stanford**
- **Author of 6 books and 35+ scientific articles**
- **Co-discovered human pheromones in 1986 (Time 12/1/86; Newsweek 1/12/87)**

BIOLOGIST'S FORMULA GETS YOU MORE AFFECTION FROM WOMEN

Add to your cologne or aftershave. These odorless additives contain synthesized human male sex pheromones. Vials of 1/6 oz, added to 2-3 oz. of your fragrance, **should be a 4 to 6 months' supply, or use straight.** 10X increases your sexual attractiveness to women.

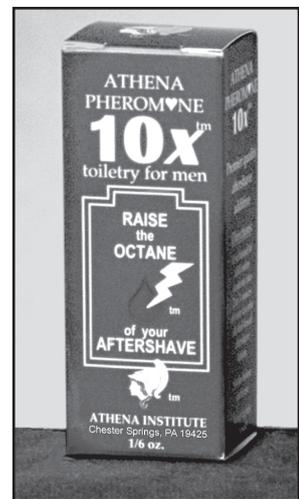


ATHENA PHEROMONE 10x™

unscented cosmetic aftershave/cologne additive for MEN

♥ **Jared (FL)** "I want to order another (3rd vial) of the 10X. Initially, I was skeptical about the potential effectiveness and the claims, **but I want you to know your product is incredible!** I am a retired physician. I found the woman of my dreams in the return-line of Walmart. **It's incredible. Your product is the one I had on and the attraction was immediate.** There were other women reacting to me the same way, but she was the person I felt attraction for.

I think your product really matches your own individual pheromonal chemistry. It is not separate from the person, but it matches the person. **I can go into a room where you can see a lot of women walking around and immediately, I see them move over to be around me.** I put a little on and it brings out deep feelings. **The 10X works not only to attract the woman, but it enhances intimacy."**



Not guaranteed to work for everyone: body chemistries differ. **Will work for most.** Cosmetics, not aphrodisiacs.

www.athenainstitute.com

Also: Athena Pheromone 10:13 for Women. **Not in Stores - Call 610-827-2200 - Order online.**
Or send to: Athena Institute, Dept FJfd, 1211 Braefield Road, Chester Spgs, PA 19425

PLEASE SEND ME _____ 10X VIALS @ US\$99.50 and/or _____ 10:13 Vials @ US\$98.50
and _____ empty blue bottle (2oz screw cap) @\$5.00 for a *total price of US\$ _____
Enclosed is a Check Money Order payable to "ATHENA INSTITUTE"
Charge my Visa/MC/Disc # _____ - _____ - _____ Exp _____
Name _____ Signature _____
Address _____ City _____ State _____
Zip _____ Email _____ Phone: (_____) _____ - _____
*PA add 6% tax. To Canada add US\$7.50 shipping surcharge per vial. Other countries, call. **FJfd**