



DNAS Museum News - AUGUST, 2019

In Memory of All Who Served



Final Flight DeLand NAS 1946

The DeLand Naval Air Station Museum recently received a donation of photos and information for our archives about Lt. Flavin who was stationed at NAS DeLand during WWII. As an Officer at NAS DeLand, he was allowed to move off base to make room for enlisted staff. Lt. Flavin rented a room from a former Mayor of DeLand, R.E. Lee with whom he enjoyed a lifetime friendship.

Following the end of World War II, the DeLand Naval Air Station base closed as an active naval installation on March 15, 1946. Before the control tower closed and ownership of the air station was returned to the City of DeLand as an uncontrolled civilian airport, Navy Lt. James P. Flavin was assigned to ferry out the final military aircraft in DeLand and deliver it to Miami, Florida. After training in DeLand, Florida Lt. Flavin served 14 years in the US Navy, both active and reserve.



WWII HISTORY DeLAND





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Dr. Harry Price Donates Cloud Mobile



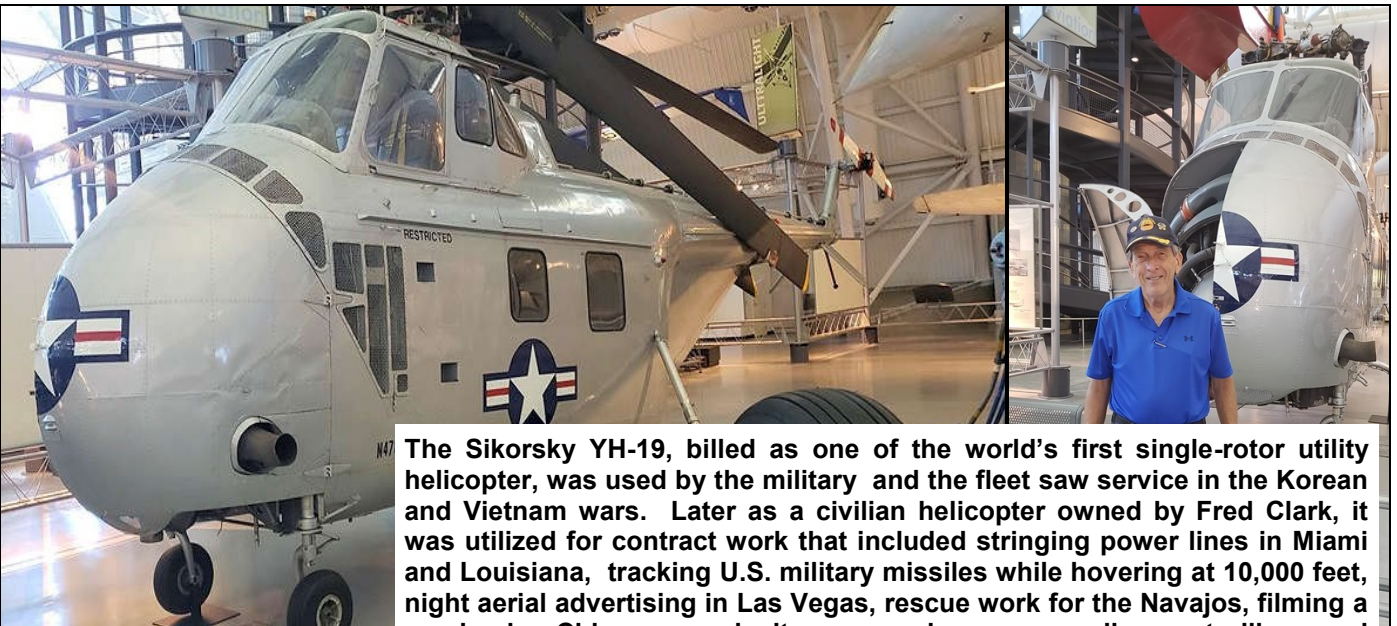
DNASM Board Members Thank Dr. Price

At a recent Board of Directors Meeting, WWII Veteran Dr. Harry Price announced that he will be donating one of his original art pieces, an 8' Cloud Mobile to display in the new annex building as a compliment to the model aircraft displays. Some of our Board Members were on hand to thank Dr. Price for his ongoing support of the museum with his video documentation and artwork. We look forward to hanging the mobile for public display.

CHRIS STUBBS VISITS SMITHSONIAN MUSEUM

Former DeLand Helicopters On Display In Washington D.C.

DNAS Museum Lifetime Member and supporter, Chris Stubbs, President of Link Staffing in Sanford, shared photos of his recent visit to the Smithsonian National Air & Space Museum in Washington D.C. Chris viewed two helicopters that were previously on display at the former DNAS Museum Annex. Both Korean War helicopters were owned and meticulously restored by DNASM Board Directors Fred and Nancy Clark who donated them to the Smithsonian Museum for public display. Fred and Nancy also donated to the DNAS Museum a Korean MASH helicopter that was flown by Marine Squadron VMO-6 and used to evacuate wounded troops. That MASH Helicopter continues to be on public display in the Ronald Herman Restoration Building at 910 Biscayne Boulevard in DeLand.



The Sikorsky YH-19, billed as one of the world's first single-rotor utility helicopter, was used by the military and the fleet saw service in the Korean and Vietnam wars. Later as a civilian helicopter owned by Fred Clark, it was utilized for contract work that included stringing power lines in Miami and Louisiana, tracking U.S. military missiles while hovering at 10,000 feet, night aerial advertising in Las Vegas, rescue work for the Navajos, filming a movie in Chicago, agriculture spraying, power line patrolling and skywriting.



Chris Stubbs

At Smithsonian National Air & Space
Museum Washington D.C. with WB46



Marine HO5S-1 Korean
War MASH Helicopter
Displayed At DNASM

DNAS MUSEUM SIKORSKY HO5S-1 (S-52) HELICOPTER

Fred Clark Shares Helicopter Service History



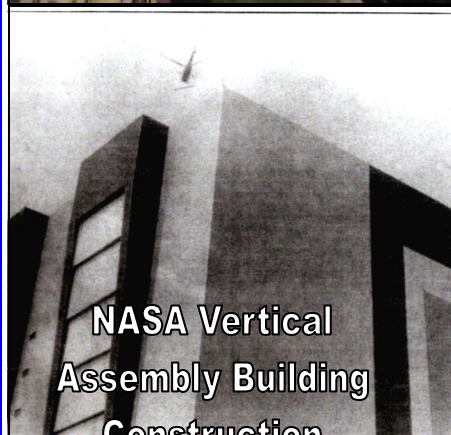
DNASM Board Members
Fred & Nancy Clark
Donated Helicopter to
DNASM In 1998



Marine Korean War MASH Helicopter WB41
Displayed In The Ronald Herman Restoration Building

The Sister Aircraft, Willy Baker 46, Is On

Display At The Smithsonian In Washington D.C.



NASA Vertical
Assembly Building
Construction



Transporting Wounded



To MASH Units &
Hospital Ship



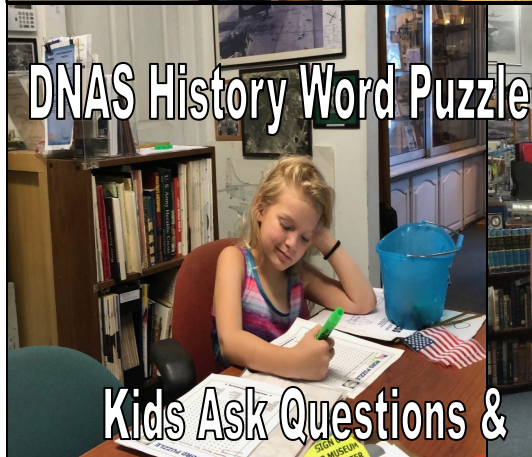
DNAS Museum Board Director, Fred Clark, graduated from University of Colorado. He served as a United States Air Force Pilot, flying single and multi-engine airplanes and helicopters. He owned a commercial helicopter business and specialized in the rebuilding, operation and sales of Sikorsky helicopters. His business, Orlando Helicopter Airways, Inc. included service to Cape Canaveral Air Force Station where he provided sightseeing flights, charters and work for NASA, including lifting steel beams to the roof of the Vertical Assembly Building during construction. During the moon launch and the early Mercury and Gemini programs their helicopters were on standby during major rocket launches, ready to rush the news film from CBS, NBC and ABC to McCoy airport for flights to New York City to hit the evening news. This was before the days of cell phones and computers when television and newspapers were the main source of the news. His shuttle service from the Cape to McCoy Airport included many famous passengers such as Warner Von Braun, Jules Bergman and Walter Cronkite.

The 1952 Sikorsky HO5S Helicopter, donated by Fred & Nancy in 1998 and now on display at the DNAS Museum, saw extensive action during the Korean War as an evacuation transport. The wounded troops from the front line were taken to MASH hospitals for stabilization prior to being flown to a hospital ship in Inchon Harbor. In the TV Series MASH, older bubble type Bell helicopters were used. The Bells could carry two wounded persons, however they had to be strapped to the skids outside of the helicopter. During the cold Korean winters, this was particularly hard on the wounded. The Sikorsky had a big advantage in that it was heated and carried two patients inside the helicopter. The front door could be opened for easy access plus the HO5S-1 was 20 mph faster than the Bells and could be flown at night. The call sign for this helicopter was WB41 or "Willy Baker 41" and it was flown over 974 hours in Korea. It was remarkable that it survived all of those hours in a combat situation without damage. More information and photos on the history of these helicopters are available at the DeLand Naval Air Station Museum.

Educational Museum Tours

Local, Statewide, National & International

Youth & Adult Visitors Tour DNASM



Learn History With "Hands On"



WWII Veteran Gene Storz welcomed many great visitors, including Conner & his Mom Amy from DeBary. Conner shared his knowledge of D-Day from a school essay and poster he completed and asked Gene questions about WWII. Conner, a Boy Scout, is in the 5th Grade at DeBary Elementary and wants to be an aircraft designer. He loves military books. We invited him to use our great Museum Research Library in the future and to join our new DeLand Naval Sea Cadet Unit.

WWII HISTORY - DeLand, Florida Hometown Memories

SANDS OF TIME: WWII UNITED & TRANSFORMED DeLAND, Florida

By: Sally Landis Bohon – Published by West Volusia Beacon beacononlinenews.com



For my generation, one of the dates you remember where you were when you got the word. It was the most gripping news we had heard since December 7, 1941 when Pearl Harbor was attacked thrusting our country into a world war that would shortly be fought on multiple fronts. D-Day was not an abstract point of history. We knew the boys involved. They were our brothers, our friends, some fathers, and young men who had delivered our papers and carried the ball on the DHS football field.

A Time Like No Other

Later generations may look to other events that changed our lovely town: the building of I-4; the organization of Main Street DeLand, the Walt Disney entertainment empire near Orlando. All were important influences on our town's development. But to my mind, it was World War II that started the ball rolling. Why? Because for the first time, a tide of folk flowed into our town who likely had never heard of DeLand, Florida and certainly never before had intended to come here. But they liked what they saw and many later returned to make this their home.

World War II brought us the Naval Air Station, along with Captain Turner and thousands of Naval personnel. Our streets were suddenly transformed with the appearance of sailors in their bell-bottomed uniforms and pilots—stunningly handsome to my young eyes—in their “pinks & greens” with those gold wings on their chests.

As citizens, our lives were upturned with new challenges. For the first time, and perhaps the last, cultural, racial, religious, gender, and economic hostilities or biases were sublimated to a mutual purpose with one goal: defeating a common enemy. Everyone from the smallest child to their grandparents were involved in some united capacity. Rationing was a great leveling device since no one got more than their allotted share of sugar, meat, or gasoline. To compensate for the meat shortage, Mr. Ziegler, who lived in back of us on S. Clara, built a chicken coop and the residents of West New York and Clara Avenue became used to waking to the crowing of a rooster at dawn. Even as a kid I was inspired to dig up a piece of the back yard and plant a “Victory Garden,” filling the rows with carrots, peas and radishes, as I recall. Mother raised chicks and Dad put in a crop of sugar cane in the grove. There was a farmer out on Hwy 11 with a stone grinding mill with a mule that would walk in circles, grinding the sugar cane until the juice poured out. That is how we got our syrup and I am still partial to cane syrup from that early experience.

Americans! SHARE THE MEAT as a wartime necessity

To meet the needs of our armed forces and fighting allies, a Government order limits the amount of meat delivered to stores and restaurants.

To share the supply fairly, all civilians are asked to limit their consumption of beef, veal, lamb, mutton and pork to 2½ lbs. per person per week.

YOUR FAIR WEEKLY SHARE

Men, women and children over 12 yrs. old	2½	Pounds per week
Children 6 to 12 yrs. old	1½	Pounds per week
Children under 6 yrs. old	¾	Pound per week

You can add these foods to your share: liver, sweetbreads, kidneys, brains and other variety meats; also poultry and fish.

HELP WIN THE WAR!

Keep within your share

FOODS REQUIREMENT COMMITTEE
War Production Board

Clara R. Rieker
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DNAS Sailor Downtown DeLand



Horse Grinding Sugar Cane





The war was the precursor to the woman's movement. As men left their jobs, studies, and offices to enlist, women filled the void, taking jobs never before deemed reasonable. "Rosie the Riveter" became a celebrated symbol. Mother and sister Patti became bus drivers taxiing the sailors back and forth from the Naval Air Station to town. Dad and his friends became air raid wardens; women became Red Cross volunteers working out of a room in the basement of a building on W. Indiana. Both men and women became air plane spotters, while the young danced the night away with the sailors at the USO which was in the Chamber of Commerce Building, now replaced by City Hall. Many a match was begun at the USO. Across the street the Cypress Room in the Putnam Hotel became all but an Officers Club as a place to relax from the stresses of training. We became used to seeing the Naval MPs walking Woodland Boulevard. Over at the beach, we clung to each other at night as we watched the flashes when a torpedo struck a ship. But nothing evoked a greater sense of community than the little red and white flags that began appearing in windows across town with a blue star for each member of that household serving in the military. If a star turned to gold, it was a community that grieved for the loss.

The elegant College Arms Hotel was turned into a rest and recovery facility and Pug Allen gave free golf lessons to the men recovering from the war. So did many of the women of DeLand, and there were more than a few who were outstanding golfers. We brought the sailors into our homes for a Sunday dinner and I can still see sister Patti jitterbugging with them to music on a record player in the living room. They sweetly tolerated me as a reminder of the kid sister back home. We clung to the news and each other like never before. Evenings were spent around the radio. President Roosevelt's voice was an important link to the war. Our movies at both the Athens and Dreka theatres were largely patriotic themes that ran the gamut: war bond musicals, Pacific island warfare, German spies, and heart-breaking dramas like "Mrs. Miniver." Weekly newsreels brought us films from the fronts.

Every child collected war bond stamps that we pasted into a booklet, ten cents a stamp, until we reached the sum of \$18.75 which could be turned into a bond worth \$25 in ten years. We got the stamps by collecting paper and metal and turning them into the drives. I turned mine in at Wisconsin Avenue School, toting my loot in a wagon from my home on the corner of S. Clara & W. New York. Needless to say, lifelong collections of Life Magazine and National Geographic, not to mention stacks of cherished comic and big-little books disappeared from homes into those drives.

All of what I have written is from the eyes of what was a very young girl. I was but nine when World War II broke out for the United States, but from 9 to 13 are very impressionable years. I was in Jacksonville in August the day the war ended. The streets of Jacksonville erupted into thousands of people streaming from the stores into the streets, all crying and shouting. **It was a time like no other.**



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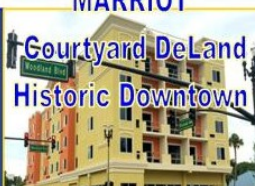


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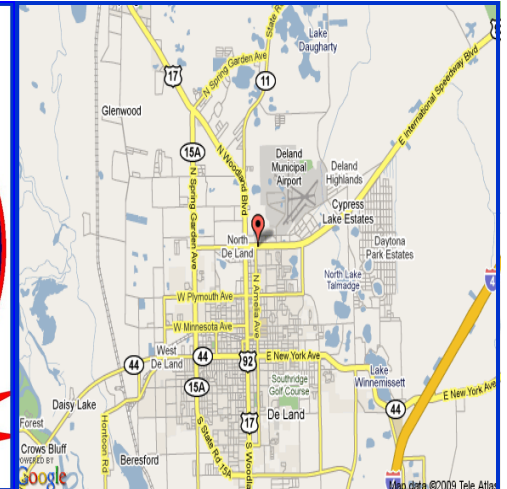
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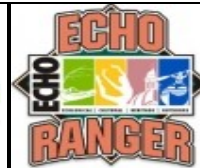
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