


The Avenger

7-2014

The Avenger - July 2014

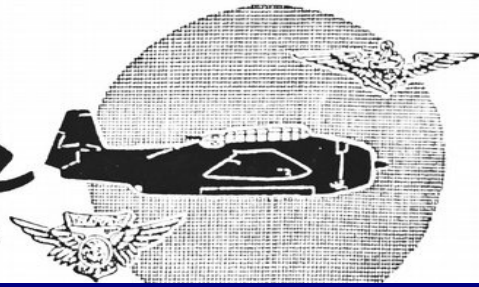
Naval Air Station Fort Lauderdale Museum

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The Avenger

U.S. NAVAL AIR STATION - FORT LAUDERDALE, FLORIDA
HISTORICAL ASSOCIATION



Educating . Preserving . Honoring the Heroes . National Register of Historic Places

Newsletter of the NAS Fort Lauderdale Museum

DIGITAL EDITION

July 2014

Website: www.nasflmuseum.com E-mail: nasflmuseum@yahoo.com By Appointment: (754) 300-9259 Editors: D. Hamilton & M. Bloom

IN MEMORIAM

Our deepest condolences to the families of the following NASFL Museum members: **Cliff Kimmel**, a ship-model builder; **Della Yoder**, wife of member Allan Yoder USN WWII; longtime member **David Flynn** USN WWII - POW who will be buried at Arlington Cemetery ([David Flynn](#) on our website); **Roy Rowland**, Project Manager at the Fort Lauderdale-Hollywood Airport who was always so helpful; and **Gunter Diehl**, a master carpenter and contractor that helped with the planning and re-construction of the Bush Room at the Museum.

WELCOME NEW MEMBERS

Tom Carney with Construction Consulting; Jerry Klein; USSV, Inc.; The Zuendt Family; Charles Curtis; Roseann Minnet (Mayor of Lauderdale-by-the-sea); William Warneke; Gary Adams; William Hardy; Dr. Jerry Klein; Nelson O. Heyer; Antonio Luiz Franca Lima (Brasil); WWII Veteran Dino Carpi (Brasil); Lifetime Members: Bob Morris, Andrew Marocco, and Jon Myhre. Welcome back members: Vern Lewis, and Audrey Lockard!

NEW BIOGRAPHIES - WWII VETERANS HISTORY PROJECT

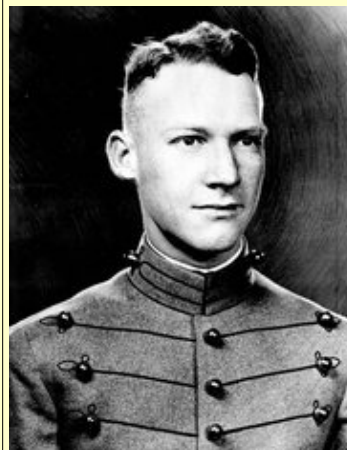
Thank you to volunteers Gary Adams, retired BCAD; Christy Marcroft Sophomore at UF, and Matthew J. Bloom FSU graduate, for their hard work with researching and curating artifacts, documents, and photos for our [Veterans History Project](#). The following biographies were recently completed and are available for viewing at our website:



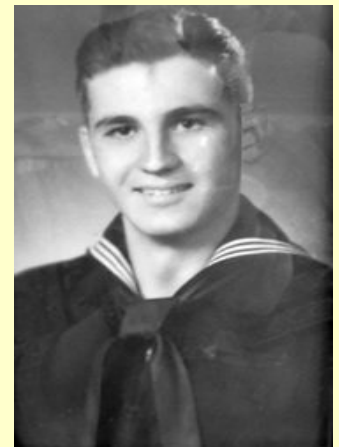
[Sara Lou \(Strader\) Lightfoot](#)
"A Rosie the Riveter" Story by
Mrs. Claudia Lightfoot-Doyle



On this newsletter:
Percy Paget, Army Air Corps
Toggleer (Bombardier), POW



[Lt. Alexander "Sandy" Nininger](#)
Hero of Bataan
Philippine Scouts



On this newsletter:
Anthony J. Cusolito, USNR
S1/C RdM 3/C USS Ordonaux

[Maurice J. Baird-Smith](#)
R.A.F. Aviator, Battle of Brittan, POW

[Rey Scott](#) Journalist/Photographer
Second Sino-Japanese War
1941 Honorary Academy Award

Biographies In The Works:

Ben Langley
John Kastaros

Floyd Johnson
R. Landers

Robert F. Cox
Harvey Hop

More Bios to Come:

Lloyd W. Moffit
Frank E. Dailey
Frederick Tomanek

Robert Moore
Bob Rawls
Bob Jenny

Joe Mackey
Robert & Lyndon Conlon

Flight 19 Crewmen
(with letters from friends and family)

FLIGHT 19: Artifacts Were Donated From Two More Families

New Artifacts Expand Profile of Flight 19 and Uncover One Family's Military Legacy

Pfc. William Earl Lightfoot, USMCR came from a long line of military men and women serving in every American war from the Revolutionary War to Vietnam. In 1943, William joined the Marine Corps in Lexington, Illinois. He continued with advanced training in TBM Avenger aircraft at the NAS Miami Gunners School, then at NAS Fort Lauderdale—just prior to his disappearance with Flight 19. William was the only crew member aboard FT-18 with Pilot Forrest J. Gerber. Our museum was contacted by William's niece, **Claudia Lightfoot-Doyle** who along with her brother **William Eugene** provided us with information and original artifacts pertaining to William and Flight 19 (on display now at the Museum). Claudia also donated artifacts from her mother Sara Lou (Strader) Lightfoot—who at 18, was a “*Rosie-the-Riveter*” working at Douglas Aircraft in Long Beach, California. View biography and slide-shows from the [Lightfoot Family Military Legacy](#).



The Lightfoot brothers: Eugene, William and Claude, participated in World War II.

Two disappeared never to be found in separate incidents: Eugene in his plane over the British Straits, and William with Flight 19.

Only Claude would come back alive.



Training Squadron at NAS Miami, 1945. William is bottom row 3rd from right.

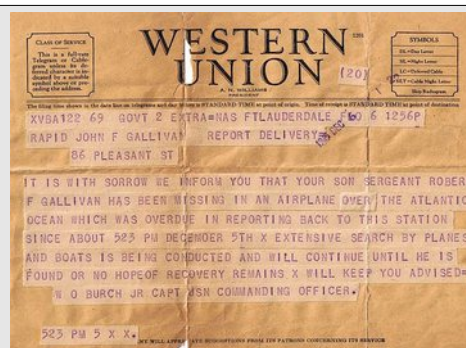


William at home, Clayton New Mexico prior to joining the Marines

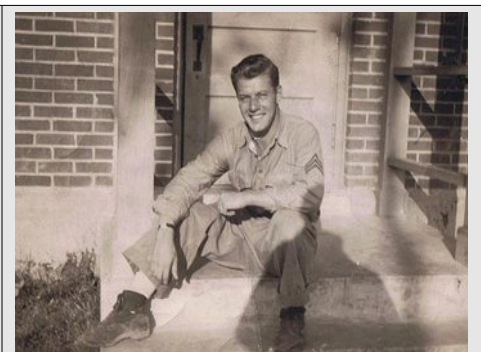
Sgt. Robert F. Gallivan, USMCR: information, cablegrams and photos were donated by Sgt. Gallivan's nephew, **Mr. Eric Lentner**. Sgt. Gallivan was a veteran of the WWII battles at Guadalcanal, Bougainville, and Tarawa, before arriving in Fort Lauderdale to train as a gunner on the Avenger. He was on FT-117 with pilot Captain George Stivers and radioman, Pvt. Robert Gruebel. All 3 men were Marines. Robert was going to be discharged and released December 6, 1945—the day after Flight 19 disappeared. He was looking forward to return to his family as a civilian in Massachusetts, in time for Christmas. In the spring and summer of 1946, Robert's father drove to the Fort Lauderdale area all the way from Massachusetts, tirelessly looking for his son at random spots, bars, restaurants, and hangouts that Robert wrote about in his letters to the family. View a slide-show: [Sgt. Robert F. Gallivan](#).



Robert with his father in Massachusetts



Cablegram notifying Robert's family of his loss



U.S. Marine Sgt. Robert F. Gallivan

MUSEUM BENEFACTORS

William Horvitz Family Fund in honor of Buddy Galvin (towards acquiring [Avenger Replica](#) for exhibit)

The Ken Steigelman Family Fund (towards acquiring Avenger Replica for exhibit).

SMART: Special Military Active and Retired Travel Club

The Qualey Family, Keith E. Mullaney, Ralph Flaherty,

Norene Keyser, Beverly Babcock, and Vern Lewis, Jr.

JUNE LUNCHEON at LAUDERDALE YACHT CLUB

Great Luncheon with our Guest Speaker! Brig. Gen. Keith W. Gallagher USA (Retired)
Former Pacific Regional Medical Commander and Tripler Army Medical Center.
FACHE, Current Chief Executive Officer at Memorial Hospital Pembroke.



WWII Red Tail pilot Leo Gray and wife Diane



Speaker: Keith W. Gallagher



B. Doyle & Eileen Bolton a *Rosie-the-Riveter*



Ann De-Padro Bloom with Dr. & Mrs. Perry



Rusty & Melinda Barnes



Fran Scheffler, Shelley Beck & Rudy Oetting

NEXT LUNCHEON

Scheduled for 11:30am, Sat August 23rd at Lauderdale Yacht Club, with TWO awesome Speakers: "*Piano Pilot*" **Woody Woodbury** WWII & Korea, and **Jules Harper** USN Vietnam. We'll be sending **Florida** members an invite.

THANK YOU TO OUR VOLUNTEERS !!

Many thanks to Ray & Larry Rivera, John Casey, Richard Haddad, Jordán Morgan, David Epstein, Gary Adams, Dorothy Riser, Debbie Hamilton, John & Minerva Bloom, Gary Kilbride, Bobbie Price, Matt Bloom, Christy Marcroft, Timothy Sivore with sons McKenna & Patrick, Don Fallon, Hank & Terri Thrift, Angela Piraino, Norene Keyser, and all the Navy's VTU-0808G NOSC Miami for their helpful support!

MEMORIAL BRICKS PROJECT



The Memorial Bricks Project is coming along great! Members of the Navy's VTU-0808G NOSC Miami volunteer to work on the temporary area for the pavers (front flag pole). If you purchased a brick, come visit the Museum to see it personally, or you can [view your Memorial Brick](#) on our website. The list updates (alphabetically) as more and more bricks are being completed. If you would like to [purchase a Memorial Brick](#) download the form online, complete, then send to:

NASFL Museum, 4000 W. Perimeter Rd., Ft. Lauderdale, FL 33315.
Or send us a completed form provided with this newsletter.

MEMBERSHIPS

We are a 501(c)(3) non-profit organization. All donations, memberships, NASFL merchandise, and/or event fees are tax deductible. All funds raised support your Museum. Receipt of Donation letter is available, please ask anytime!

Friendly Reminder: DUES were due on January 1st. If you have not paid, please do so: Individual \$35 (1 yr), Family \$60 (1 yr), Corporate \$100 (1 yr), Student \$15 (1 yr), Lifetime \$300 (One time charge).

NEWEST EXHIBIT DONATIONS

- **W. Julian** with a WWII Japanese Tanto sword, brought to the USA by Veteran Domingo Perera (Dec) as a souvenir of his service during the New Guinea Campaign.
- U.S Navy ship plaques by **Al Yoder**.
- **Kerry Raymer** with a center glass of a Mustang P51, manual for the Mustang P51, catalog and ammunition shell from a P51.
- A collection of WWII books in memory of Otakar Libansky, by **Mira Libansky**.
- Seven volumes of DVR's: "*World War II 360*" and "*The Air War*" from the History Channel, donated by **Ken Steigelman**. Donated also 3 model planes, and the memoirs of **Percy Paget**, an Army Air Corps Toggler (Bombardier), POW.
- **Donna Kotrady** with photos, newsletters from USS Ordranax, Christmas Menu 1942 aboard USS Roamer, radar manual, and personal journal from **Anthony J. Cusolito** USNR WWII, filled with descriptions of places, battles, and incidents.
- **Jon Myhre**: a TBM-1C Avenger's pilot's stick: part of the salvage operation by Project 19 from a WWII Avenger raised off Cape Canaveral Aug. 13, 1991. Also an original manual: "*Complete History of NAS Fort Lauderdale 1942-1946.*"
- **Marianne & Joe Giambrone** from the Navy League: in memory of member Don Bannister, donated a cache of vintage Commissioning Books.
- The Family of Robert L. Conlon: two books on ships, and a memoir written by **Robert L. Conlon**, USNR WWII – USS Pensacola.
- The Family of **Frederick Adolf Tomanek** USNR WWII with military records, newspaper articles, and photo-copies.
- **Bob Morris** with WWII Binoculars, vintage prints and books.
- **Claudia Lightfoot-Doyle** and her brother **William Eugene**: original newspaper articles, photographs, log book, manuals, military family history, Presidential Citation, and personal items of Pfc. William Lightfoot—crewmember of Flight 19.
- **Eric Lentner** family member of Sgt. Gallivan—crewmember of Flight 19, with copies of Western Union cablegrams and photographs.
- **CAP. Virginia Montalvo**, with the book *Vietnam: A History*, by Stanley Karno.
- **Harry Blake** with photographs of USS Lake Champlain at sea. Newsletters, history, patch, and metal signs from the USS Lake Champlain.
- A Vintage Stearman Wood Propeller was donated by **Charles and Andrea Mulin**. It was beautifully restored by NASFL member Peter Acconero.
- **Sandy Cypher**, Administrative Director at Holy Cross Hospital, in memory of Charles Fair a WWII veteran; and in memory of her friend Mrs. Deedee Fair (daughter of Charles), Navy wife of Wayne A. Roache Sr., who was aboard the USS Finback. Donated military collectibles, *Plank Owner*, correspondence, photographs, manuals, insignias, medals, and patches, a WWII *Snap Shots* leather album, and a Lone Sailor Navy blanket.
- **Gary Kilbride** with a US Navy/USMC Carrier Based airplanes poster, historical manuals, collectible pins, military memorabilia, books and videos.
- **Walter Morgenstein** with a Mission Bay "*Boxing Program aboard ship*" dated November 11, 1944.
- NASFL Director **John Casey** with American and POW flags* for our flag pole.
- **Ronald Wier** LCDR USN (Ret) past officer in charge of *Lauderdale Naval Surface Weapons Center* (1970-76), donated an original USS Canberra newsletter, with history of his ship.

* We are in need of large American Flags and POW flags for our flag pole as they get worn out quickly due to the elements. If you would like to donate a flag please contact us: nasflmuseum@yahoo.com

In The News: NASFL MUSEUM SHOWCASE



- **The ESPN Channel** featured the Naval Air Station Fort Lauderdale Museum in their 7:30 – 8:00 pm Memorial Day Special: *Indiana Pacers vs Miami Heat NBA game*. The film crew spent two hours at the Museum gathering information and filming for their nationally televised segment on Memorial Day.
- Writer **Joseph May** featured the Museum on his [Travel for Aircraft Website](#). Joe had visited in previous years when things were in a flux, and has written several posts of his visits to the Museum.

The NASFL Museum was featured in three articles by Ken Kaye from the Sun-Sentinel newspaper: [Mystery Solved?](#) | [Sleuths Solve a Mystery](#) | [Warplane Mystery Solved](#) “As a result of the quest to unravel the riddle of Flight 19”—aviation historian Jon Myhre and [Aeroquest](#) researcher Andy Marocco solved another mystery.

CONGRATULATIONS to CHARLES SCHAUS, USNR WWII for receiving the prestigious French Legion of Honor Medal

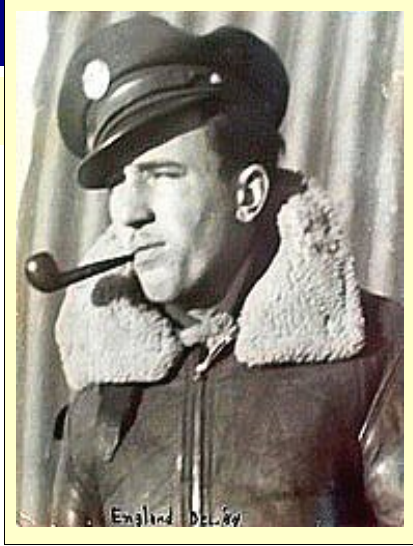
On May 2, on board the USS New York, the nation of France honored 22 men with the Legion of Honor medals. Among them was [WWII Veteran Charles Schaus](#), who was a sailor aboard the USS Barton DD-722—a distinguished fighting ship of World War II. From 1943 to Feb of 1946, Charles would participate in several battles: in D-Day Normandy and the bombardment of Cherbourg. And later invasions in the Pacific: Luzon, Philippines, including the battle of Ormac Bay, landings in Mindoro and Lingayen, Iwo Jima and Okinawa. He was also present aboard his ship upon the surrender of Japan. The USS Barton never lost a single man. With the *Ordre national de la Légion d'honneur* medal, the veterans now have the title *Knight in the National Order of the Legion of Honor*. This is an honor that was created by Napoleon in 1802. Notable Americans who have received the award include: Thomas Edison, Alexander Graham Bell, Dwight D. Eisenhower, and former Secretary of State Colin Powell.



CONGRATULATIONS
To David & Gloria Epstein who on
May 29 celebrated their 70th year
Wedding Anniversary!



Percy Paget, Army Air Corps WWII Toggliier (Bombardier), POW



Joining the Army Air Corps and into Nuthampstead, England, the base for the 398th Bomb Group: Related by Percy Paget (Short Version)

“On November 16, 1942, my 21st birthday, I received a notice from my draft board classifying me "1 A" for the draft. I was working at the time in a defense plant building airplanes for the Navy. My company tried to get me a deferment, but I ended

up in an induction center in March and was sworn-in to the Army. I did some basic training in Miami Beach, and then was shipped to Lincoln, Nebraska to attend aircraft mechanics school. One day I noticed a bulletin requesting applicants for special engineering courses. Those applicants with an IQ in excess of 120 were accepted for this program. I then was sent to the University of Minnesota.

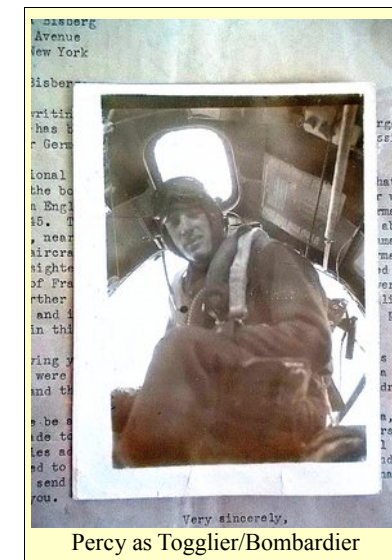
The Army desperately needed engineers so they started this program to graduate engineers in two years instead of the usual four. After about a year, the war was now going our way and the need for engineers no longer existed, so they broke up the program, and I was lucky enough to get back to the Air Corps. Most of the guys ended up in the infantry where they suffered severe casualties. Instead of sending me back to aircraft mechanics school, I was mistakenly sent to aircraft gunnery school in Las Vegas (I was actually too tall to be an air crew member, but I signed a waiver to stay on). From there we went back to Lincoln where we were assigned to bomber crews and then transferred to Alexandria, Louisiana for combat training. We then went to Kearney, Nebraska, where we picked up a brand new B-17 to ferry to Europe. We managed to get the airplane to Ireland where we left it for further modifications, and were taken to Nuthampstead, England, the base for the 398th Bomb Group. My pilot at this time was Lt. Hancock who was originally an instructor pilot on B-17's. The co-pilot was Lt. Comstock and he had trained on B-24s. He had never flown in a B-17 before joining our crew. Lt. Hancock did not want anyone as his co-pilot who hadn't been trained by him. And he saw to it that Lt. Comstock as co-pilot, became fully versed in the B-17 bomber well before we were sent into combat.

Into Combat:

Our first mission was to Mannheim, Germany, and I was assigned to fly as tail gunner replacing gunner Peterson, who was in the hospital. We were awakened before 4am,

and had breakfast, usually consisting of powdered eggs. We then proceeded to a briefing where a curtain covered a map. The curtain was drawn, and the map had ribbons showing our route to the target area. We then took off and gathered somewhere in the English skies and formed into formations. Each squadron was at slightly different altitude to avoid collision. Each bomb group entered the target area separately. When we neared the target, anti-aircraft was heavy and suddenly I felt like someone had kicked me in my backside. I reached behind with my gloved hand, and it came back with blood on it. I called the pilot on the intercom and he suggested that Davis come back to the tail to tend to my wound. Instead, I grabbed a portable oxygen bottle and crawled back to the radio room. Jack Davis met me there and cut open my flying suit, then put sulfa on the wound and some bandages. He asked me if I wanted a shot of morphine, but I declined. Ten minutes later I called him back to give me the shot. The pilot shot up a red flare when we returned over our airfield to signal we had wounded on board, and we received permission to land first. When we landed, an ambulance followed us down the runway, and I

was carried out on a stretcher. I was taken to a field hospital where all the other patients were infantrymen. I received quite a bit of ribbing from them, being the only airman in the ward. Lt. Hancock visited me while I was in the hospital. He told me that if I thought getting shot on the first mission was a bad omen, and with my background as a mechanic, he would probably be able to get me a job on the ground. It would have been a smart



thing to do, taking him up on his offer, but pride wouldn't let me quit. I stayed in the hospital more than 3 weeks and was not on flying status for at least another 3 weeks while I received individual training from the squadron lead bombardier. By this time I had missed many missions and Lt. Hancock had been promoted to Captain, and became a command pilot. His co-pilot Lt. Comstock became our pilot, and I became bombardier for our crew.

Togglers:

They referred to those of us who received training on the job as togglers. The only thing we did not learn was the use of the Norden bomb sight. Only the lead aircraft and his wingman had bomb sights. When they dropped a smoke marker, that was the signal for the rest of us to release our bombs. This was referred to as pattern bombing. When I was a prisoner later on, I marched through Nuremberg and I could tell where every airplane was in the formation from the bomb craters. The first two missions that I flew as bombardier were especially nerve racking. On both occasions, flak hit the Plexiglas nose cone, and from then on I was a nervous wreck. It was a rare occasion when we returned from a mission without holes in our airplane from the heavy flak over the targets. I flew 18 missions with Lt. Comstock, and by this time the crew had enough missions to go home, while I only had 19. I was then assigned to Lt. Jacobs's crew, and flew another 10 missions with them. We were shot down on what was for me my 29th mission. The target that day was the marshaling rail yard at Kassel. Over the target area we received a direct hit from an 88mm shell in one engine. The pilot was unable to feather the prop, and the engine vibrated so badly that eventually it shook itself out of its mount, and fell to earth. Another shell punctured our gas tank and we had gasoline pouring throughout the plane. When we were headed for a crash landing, we all thought that the plane would certainly blow up when we hit the ground. But miraculously, we belied in on a farm in Germany, and the plane finally skidded to a stop without blowing up.

Prisoner of War:

We all managed to get out of the plane except the navigator, Lt. Clinesmith. He had stayed up in the nose instead of following me out of there. We were never supposed to be in the nose of the airplane during takeoffs and landings, but he evidently froze. The crew dragged him out of the wreckage but he was unconscious and had evidently been crushed during the landing. We looked around and saw a town in the distance but no one in sight. Looking up we noticed two P-51 fighters had followed us down, and as soon as they flew away, a truck came along with soldiers and we were taken as prisoners. We were put into a local jail that night, where our navigator died from injuries he had sustained in the crash. The following day we were put on a train going to an interrogation center. We weren't on the train 10 minutes before the train was attacked and strafed by US fighters. We finally arrived at the interrogation center (Dulag Luft) where we were interrogated. After 10 days there, they assembled 200 prisoners and marched us into town where they loaded us into boxcars. Each end of the train had an 88mm anti-aircraft gun mounted on it. Ten P-47's with bombs under

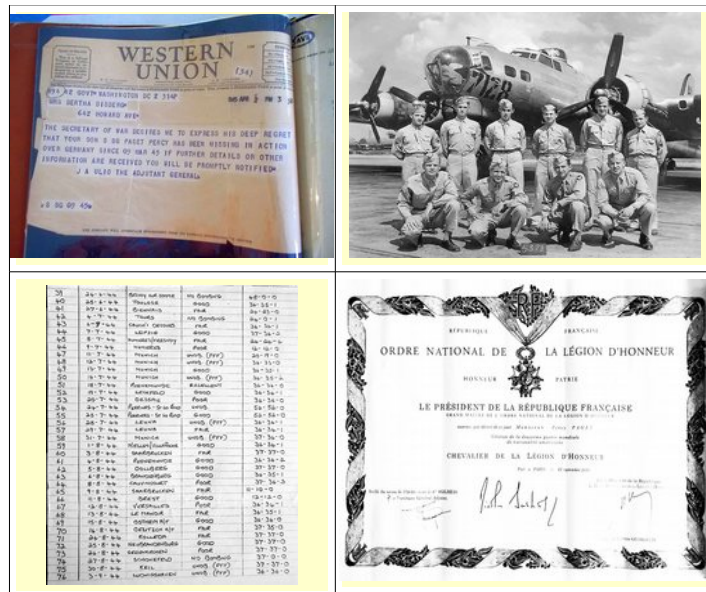
their wings were circling the next town when our German gunners started to fire at them. That's all our fighters needed. Five bombed their original target, and five bombed the hell out of our train. That was the end of our train ride.

Stalag 7A:

We now were on a forced march all through Germany to our permanent prison camp, Stalag 7A, Mooseberg, Germany. On the way we slept on the ground, relieved ourselves wherever we were, and had very little food. Every time we heard an airplane, we had to try to hide in a ditch or under trees so the airplanes would not strafe us. They had no way of knowing whether we were German troops or prisoners. At Stalag 7A, things were far from great. All we had to eat were a meager supply of Red Cross parcels which were soon gone. The Germans gave us a slice of bread and some soup each day, and that was it. The beds consisted of wooden bunks three or four layers high with mattresses of straw. There was one water spigot outside serving several barracks. Many of the men were infected with lice, because of their inability to shower and keep clean. We never knew what the next day would bring. There was always the possibility that we would be shot by Germans or killed during air raids. Finally, early in May, Gen. Patton's tanks came through and we were freed. I was only a prisoner for 60 days, and lost 35 pounds. Imagine the shape of those who were held prisoner for years..."

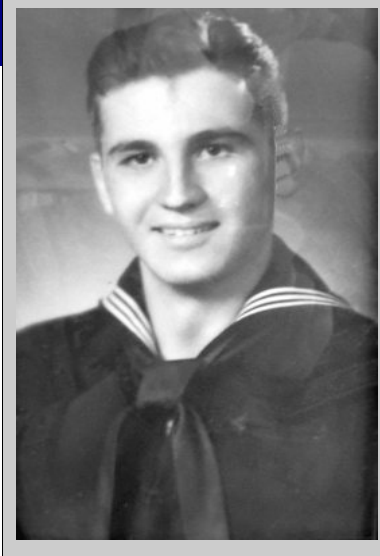
—Percy Paget

Awards: Percy Paget received the Purple Heart, European theater ribbon with 4 battle stars, Air Medal with 3 Oak leaf clusters, American theater ribbon, Victory ribbon, the New York State Conspicuous Service Medal, Prisoner of War Medal, Good Conduct Medal, and French Legion of Honor.



[Read Percy Paget's full Biography and slide-show](#)

**Anthony J. Cusolito, USNR WWII - S 1/C RdM 3/C
USS Ordranax DD-617 - Destroyer-class vessel (Tin Can)**



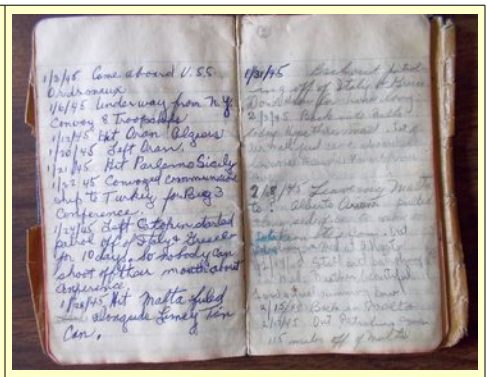
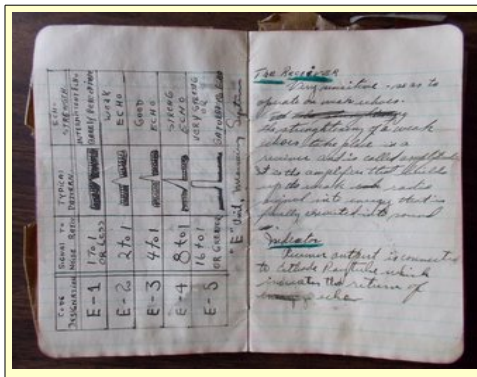
Born in Bronx, N.Y. 1924, Anthony J. Cusolito operated aboard the USS Ordranax S.A. Long Wave Search radar, as a RdM 3/C (Radarman) near the end of the war when the fate of Europe was being decided at Yalta, and the Pacific theater was reaching its finale—as Allied forces inched closer towards Berlin and Japan. A.J. Cusolito was aboard his ship on January 3rd, 1945, when it set sail across the Atlantic to London, then to Oran along the Algiers coast in the Mediterranean. In February, the Ordranax would escort a convoy bound for Yalta along the Crimean Black Sea coast, where the future of Europe was being decided by the “Big Three” Roosevelt, Churchill, and Stalin. After the conference, Cusolito's ship was tasked with making sure Churchill survived his return trip from Yalta by escorting his plane out of the Mediterranean, just in case the plane crashed and Churchill needed a pickup. The Ordranax also took part in extensive training exercises which to Cusolito this meant combat against the Germans or Italians was imminent. Cusolito would remark during these days:

“Went to mess today and got the funniest feeling, one I never got before in my life. The feeling I got was that I was going to die. It's a lousy thing to say but I was thinking about it all day.”

Despite his fears, Cusolito's ship would see no more combat until its later mission to the Pacific. Cusolito's feelings that day lend observers a very personal view of what goes through a soldier's mind during war-time, and addresses the nature of bravery, where obstacles are overcome despite personal fears and anxiety about what is to come. The Ordranax would continue patrol and convoy operations around the Mediterranean until April, where it was ordered West, towards the United States. After a brief stop in New York, the Ordranax once again set sail, but this time for the Pacific theater. Though the Third Reich was defeated by this time, the war against Japan was less clear cut. Despite losing virtually all naval and air capabilities, as well as millions of troops, the Japanese vowed to continue the fight until the last man, woman, and child. And so Cusolito, aboard the destroyer USS Ordranax, anxiously awaited what lay ahead as his ship's destination drew nearer.

Upon entering the Pacific, the Ordranax would stop at Pearl Harbor for more training, as they were expected to attack Wake Island and continue moving towards Japan. The Ordranax was part of a larger fleet consisting of four other destroyers (USS Boyle, USS Chaplain, USS Duncan, USS Chevalier), a Super-Dreadnaught Class Battleship (USS Pennsylvania BB-38), and the aircraft carrier USS Cabot (CVL.-28). On August 1st, the Ordranax moved with this fleet to support operations near Wake Island, where carrier-borne airplanes and warships relentlessly bombarded the island's Japanese defenders. Leaving behind Wake Island unscathed (the island was finally retaken September 4th 1945), Cusolito and the Ordranax reached Okinawa on August 12, 1945 along with the rest of its battle group. Here Cusolito would witness a night-time air raid, conducted by Japanese torpedo bombers, which crippled the battleship USS Pennsylvania and killed and wounded several dozen sailors. This would turn out to be one of the final battles of the war. Less than a month later, Cusolito was in Tokyo Bay, feeling happy as one can feel to be alive and well—when the Japanese finally surrendered—ending the bloodiest conflict mankind had seen before or since. After the war, Anthony Cusolito would move to Hollywood, Florida, where he opened a Butcher's shop named *The Ideal Meat Market*. He passed away in 2001 and is survived by his two children, who donated his original diary, photographs, and artifacts from the USS Ordranax.

[View Anthony J. Cusolito's Biography and a slide-show.](#)



**NAVAL AIR STATION FORT LAUDERDALE HISTORICAL ASSOCIATION (NASFLHA)
& NAVAL AIR STATION FORT LAUDERDALE MUSEUM (NASFL MUSEUM)
NEW BOARD OF DIRECTORS as of MAY 3, 2014**

DIRECTORS

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NASFLHA Founding Father
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POSITION

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Museum Coordinator / Website Manager

BRIEF BIOGRAPHIES – DIRECTORS & OFFICERS

<p>Allan McElhiney: President Emeritus. Founding Father. USNR WWII & Korea, Curator, Historian & Photographer.</p> <p>Dr. John D. Bloom, President. Broward County Historical Commissioner. FBI Citizens Academy. Local Board of the Selective Service. Physician.</p> <p>Sgt. Donald Prichard: Vice-President NASFL Museum FL Army National Guard 1998–2006. US Army 2003–2004 Iraq. BSO (Broward Sheriff’s Office) 2001–Present.</p> <p>Norene Keyser: Secretary Accountant and Tax specialist. Former Board member Navy League Fort Lauderdale Council.</p> <p>Nels Pearson: JAG (Judge Advocate General) U.S Army (Ret). Lawyer.</p> <p>John Casey: Exhibits & Restoration Director Museum volunteer since 2000. U.S Army (Ret).</p> <p>Ray Rivera: Sergeant at Arms. USNR, WWII & Korea. Frogman Trainee. USS Bunker Hill survivor. VFW past Cmdr.</p> <p>Rudy Oetting: Public Relations USMC 1954-59, Sgt. Marines Aviator. Flight Radio Operator. Board member, former Council President Navy League Ft. Laud.</p> <p>Gary Kilbride: Social Media Officer USN 1956-60, Gunner/Navigator, A3D Skywarrior. Broward Co. Permitting & Licensing Department at Ft. Lauderdale-Hollywood International Airport.</p>	<p>Ben Langley: Founding Father. USN Seabee (Ret). Curator, Collector, & Historian. 40 yrs with Ft. Laud. Police Dept. (Ret).</p> <p>Karl Bork: Vice-President NASFL Historical Association Naval Aviator, 1965-1970. Attorney (Ret).</p> <p>Dorothy Riser: Treasurer Business Owner. Former Board member Navy League Fort Lauderdale Council.</p> <p>Dr. Anthony Atwood: Historian Chief Warrant Officer USN (Ret). Professor at FIU. Founder & Director Military Museum of South Florida.</p> <p>David White: Media Liaison – Flight 19 USNR, WWII. NASFL Flight Instructor. Public Speaker.</p> <p>Virginia Montalvo: Education Director. Former NASFLHA Vice-President. CAP (Civil Air Patrol), Member Air Force Association Gold Coast Chapter.</p> <p>Buddy Galvin: Event Speaker Liaison USNR WWII. Instructor at NAS Opa-locka. Past Mayor of Hallandale. Past President Chamber of Commerce.</p> <p>David Epstein: Public Relations Officer. USNR WWII. Parachute Rigger w/ George H.W. Bush. Former business owner.</p> <p>Deborah (McElhiney) Hamilton: General Office Manager Navy daughter. Former Manager at Pearls Arts & Crafts Ft. Laud.</p> <p>Minerva Bloom: Museum Coordinator / Website Manager Editor, author, photographer, graphic design.</p>
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NAVAL AIR STATION MEMORIAL BRICKS PROGRAM



- Gift
- Sponsor
- Your Name
- Veteran's Name/Date
- Commemorative



4" x 8" Engraved Light-Gray Brick Paver - \$60 each

You can play an important role in preserving the Spirit of Naval Aviation by purchasing a personally engraved brick paver for the new area of the Flight 19 Memorial Monument. This monument will be relocated from Navy Park to the grounds of the Naval Air Station Fort Lauderdale Museum, where it will be displayed for all who pass through to see. The purchase of your paver will help to inspire and educate so that the Spirit of Naval Aviation remain alive for years to come. Whether celebrating a graduation, memorializing a loved one, or commemorating a retirement, we all have a story to tell. Keep the Spirit alive, with your Memorial Paver! Memorial Bricks are engraved with a personalized message. You will receive a certificate of ownership and location map when the brick is installed. All funds raised from Memorial Bricks sales support the Museum. Your personal message becomes a lasting gift and a piece of history at the Naval Air Station Fort Lauderdale Museum.

PLEASE PRINT CLEARLY AND BE SURE TO DOUBLE CHECK YOUR SPELLING

You can choose one, two, or three lines for your brick. Include spaces and punctuation.

Line 1																				
Line 2																				
Line 3																				

INFORMATION AND PAYMENT METHOD

YOUR NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

E-MAIL _____ PHONE _____ CELL PHONE _____

PAYMENT METHOD: CHECK ENCLOSED VISA MASTERCARD DISCOVER AMERICAN EXPRESS

CARD NUMBER _____ SECURITY CODE _____ EXP. DATE _____ SIGNATURE _____

Mail order form along with payment to:
NAS Fort Lauderdale Museum
4000 West Perimeter Road
Fort Lauderdale, FL 33315

Payments are non-refundable and will be treated as donations to the NAS Fort Lauderdale Museum.
 EIN-650353567. Certificate of Exemption: 85-8012740356c-1
 Individuals ordering pavers will receive a letter verifying the order which also serves as a receipt for the donation.