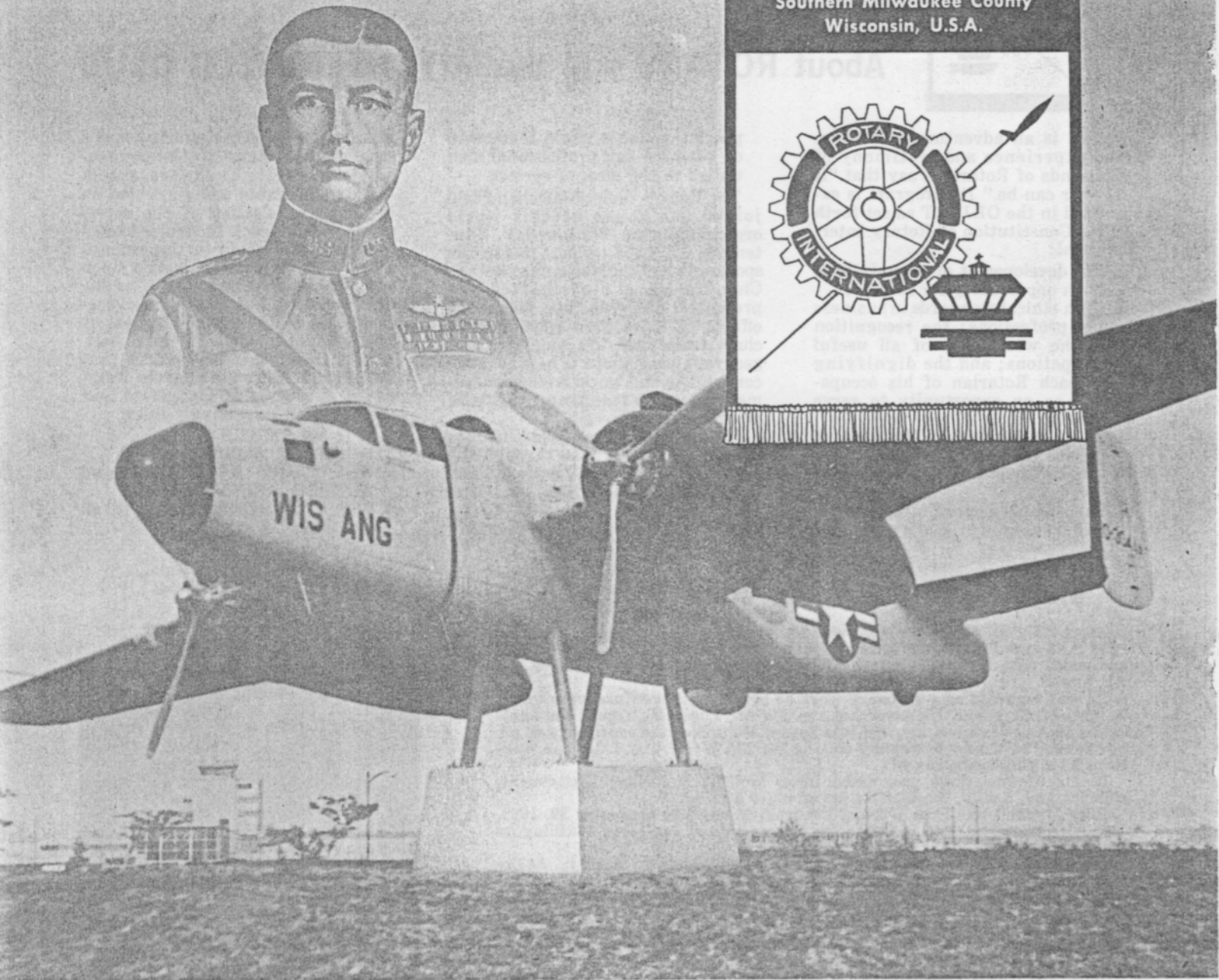
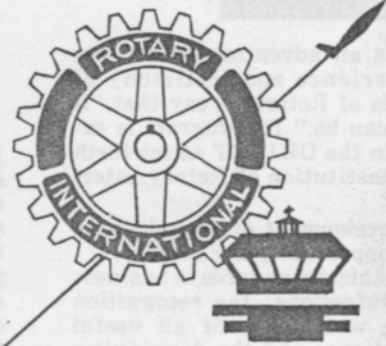


**MITCHELL FIELD
ROTARY CLUB**

Southern Milwaukee County
Wisconsin, U.S.A.



**General
Mitchell Memorial**

A Lasting Tribute to
General Mitchell by
The Rotary Club
of Mitchell Field...



About ROTARY and the MITCHELL FIELD CLUB

Rotary is an adventure in service. The experience and testimony of thousands of Rotarians say that "it is — or can be." Its program is expressed in the OBJECT as set forth in the Constitution of Rotary International:

1. The development of acquaintance as an opportunity for service;
2. High ethical standards in business and professions; the recognition of the worthiness of all useful occupations; and the dignifying by each Rotarian of his occupation as an opportunity to serve society.
3. The application of the ideal of service by every Rotarian to his personal, business and community life.
4. The advancement of international understanding, good will, and

peace through a world fellowship of business and professional men united in the ideal of service.

The Rotary Club of Mitchell Field joined the ranks of this world organization on Wednesday, September 17, 1958, when, under the sponsorship of the Milwaukee Rotary Club, the official club charter was presented. The club thus joined the efforts of more than 9,800 Rotary clubs from over 100 countries and geographical regions to help advance community and world wide advancement in understanding, good will, and peace.

Since its charter, the club has advanced its purpose through the support of many local, national, and international activities, and club membership has grown to forty. The unique Rotary membership

plan has aided these efforts since a true cross section of the community's interests are represented. With membership being selected on the basis of election of one active member from each recognized business and profession in the community, each member is looked upon not only as a representative of his own business, but also of his vocation; that is, the entire business or profession of which he is a part.

It is through these avenues that "He Profits Most Who Serves Best" and it is because of his beliefs that the Rotarian unceasingly asks:

1. Is it the TRUTH?
2. Is it FAIR to all concerned?
3. Will it build GOODWILL and BETTER FRIENDSHIPS?
4. Will it be BENEFICIAL to all concerned?

Major General W. L. "Billy" Mitchell

General Billy Mitchell's contributions to aviation history have been significant. Although his distinguished military career was filled with controversy and ended with his tragic court martial, he is remembered as a prophet for Air Power.

He was regarded as a visionary when he predicted that future wars would be wars of air power. He advocated a single Air Force. He argued for unification of America's sea, air, and land forces. He proved the supremacy of air power over battleship by rapidly sinking two old World War I German warships by aerial bombardment.

In his lifetime these progressive ideas brought him only chastisement, ridicule, and, finally, the humiliation of court martial.

Billy Mitchell was born William Lendrum Mitchell on December 29, 1879. He was educated at Racine College in Wisconsin and at George Washington University, Washington, D. C.

On May 14, 1898, he enlisted as a private in the Wisconsin infantry. At the outbreak of the Spanish-American War, he was offered and accepted a commission in the Signal Corps. He served on the staffs of General Fitzhugh Lee in Cuba and Gen. MacArthur in the Philippines.

In 1909 he was graduated from the Army Staff College. Four years later he was appointed to the Army General Staff — at 34, the youngest officer ever to receive such an appointment.

With war clouds gathering in Europe, Billy Mitchell served as a military observer for the French air arm. When hostilities finally broke out, he was the first American to fly over the front lines.

In 1920 he was promoted to Brigadier General and appointed Director of Military Aviation for the U. S. Army. From 1920-24, he served as Assistant Chief of the Army Air Services, Washington, D. C.

It was during this time that Mitchell became embroiled in controversy after controversy in his relentless crusade for higher quality equipment, personnel, and administration for the armed services, especially the Air Force. On October 25, 1925, after he had accused the Army and Navy of gross incompetence, Billy Mitchell was tried in a military court martial for insubordination.

On December 17, he was found guilty of these charges and was suspended from duty for five years.

He resigned from military service on February 1, 1926. When General Mitchell abandoned his military career and retreated to a Virginia farm where he spent the last ten years of his life, the growth of Air Power was stunted.

Atonement came late for him. He was restored to the rank of major general posthumously in 1942 — six years after his death, and 10 years after his forced retirement from the armed forces.

Billy Mitchell died on Feb. 19, 1936, unaware of the impact his pleadings would eventually have on the aerospace world. He is buried in Milwaukee, where the municipal airport — General Billy Mitchell Field — and hundreds of airplanes which fly in and out each day, are living monuments to his foresightedness.



Brigadier General
William Mitchell

the General Mitchell Memorial

Its Purpose... Its History

Memorial

To the crews who flew the B-25 medium bomber in the years 1942-45 of World War II in defense of their country and freedom.

The "Billy Mitchell Bomber" named for a native of Milwaukee, a pilot, and pioneer of modern military aviation and techniques, Brigadier General William Mitchell.

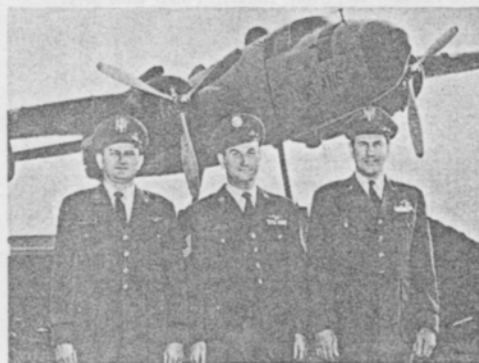
This memorial was conceived by Colonel Seymour M. Levenson of the Wisconsin Air National Guard, a charter member of the Mitchell Field Rotary Club, and completed by the members in his memory June, 1964.

U. S. Air Force Aircraft Number 44-30444N was used at one time by the Air National Guard as a Radar Observer trainer. The first B-25 assigned to the 126th Fighter Squadron was obtained in 1956 and was used to train Radar Observers and also as a support aircraft. When later models of the F-89, with a more modern fire control system, were put into operation Colonel Levenson and Colonel Bailey decided that a B-25 with these same capabilities for training newly-assigned Radar Observers should be obtained. Permission was granted by the National Guard Bureau and the Air Force, and Paul H. Poberezny proceeded to Davis Monthan Air Force Base, Tucson, Arizona, to select a B-25 that would suit the purpose. One B-25 was to be selected out of the hundreds of B-25's on the base. Upon arrival at Davis Monthan Air Force Base, Paul and a number of mechanics inspected many records and many aircraft, finally selecting "Triple 4". This B-25 had been used in 1945 in the South Pacific and, after hostilities ended, the aircraft was returned to the United States and placed in storage for a number of years. Later the aircraft was assigned to the Training Command and used for the twin engine advanced aviation cadet program. Then the craft transferred to Biloxi, Mississippi, and was used by a General officer for transportation to official functions. Later it was selected to be converted to a Radar Observer trainer and was modified and used at Keesler Field, Mississippi, for this purpose.

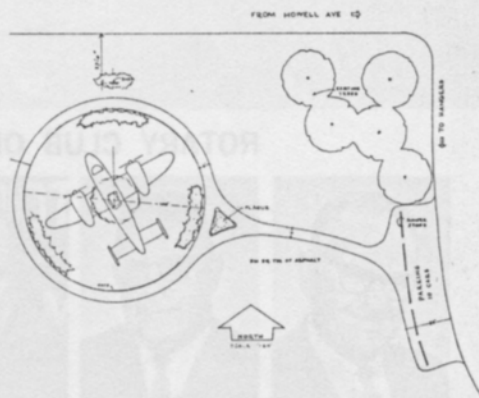
It was then placed on the inactive list and transferred to Davis Monthan Air Force Base, Tucson, Arizona, and placed in storage. The aircraft was delivered to Milwaukee by Paul H. Poberezny in June of 1958 and was flown extensively by Major Poberezny and Colonel Bailey at Squadron functions. It was on 20 March 1959 that Major Paul H. Poberezny, Captain Jarvis Rowland and MSgt. Anthony T. Wojnar were on a trip to St. Louis, Missouri, to pick up crew members. Some 150 miles southwest of Milwaukee, the number 1 engine failed and the propeller was feathered. The aircraft was returned to Milwaukee while flying on one engine and this was its last flight. Colonel Levenson, the Commander at that time, instructed Paul Poberezny to change engines and prepare the aircraft for a one-time flight to Davis Monthan Air Force Base for storage. However, Major Poberezny suggested that the aircraft be kept and made a memorial to General Mitchell. The Billy Mitchell Squadron of the Air Force Association was contacted and asked if they would be interested in sponsoring this. They were not. Colonel Levenson was then contacted to see if he were acquainted with an organization that would be interested in this project, and he approached the Mitchell Field Rotary Club in June of 1959. Today the aircraft rests at the entrance of General Mitchell Field's airline terminal.



ERECTING took place in the fall of 1963 and was witnessed by four Mitchell Field Rotarians. Reading from right to left are Architect A. Zarse; Col. T. Bailey; President W. Kuhn and First President D. Read.



ONE of the last crews to fly this particular B-25 are Left to right Capt. Jarvis Rolland, M/Sgt Anthony Wojnar and Major Paul H. Paberezny. All three are members of the 128th Air Refueler Group, based at Mitchell field.



GROUND lighting to dramatize the B-25 Mitchell bomber will be a major part of the over-all landscape plan shown here.