

Murrieta Valley Historical Society Newsletter

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January 2019

It is our mission to identify, preserve and promote the historic legacy of the Murrieta Valley and to educate the public about its historical significance.

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1st. Lt. David William Young

By Jeffery G. Harmon

David William Young grew up in Murrieta and became a fighter pilot during World War II. After the war he reenlisted and continued training in multiple aircrafts. As tensions mounted in the Korean Peninsula, he was deployed overseas. Tragically he lost his life in an airplane accident during a training mission in 1950 at an American air base in Japan. David's story, service and sacrifice should always be remembered.

David was the second child of Jerry and Margaret (Graham) Young. He was born on July 16, 1922 in Los Angeles County, and named after his uncle, David Young. His three siblings were Elizabeth, Richard and Daisy Mae. His father was a butcher, and moved the family wherever he could find work. By 1928, Jerry Young moved his family to Murrieta. The family stayed for a few years, but then in 1930, Jerry accepted a position at a large market in Los Angeles and they moved again.

Margaret Young contracted tuberculosis and Jerry took her to Arizona for treatment. The doctor stated there was no cure. The family moved back to Los Angeles



where Margaret died in 1931. A year later, Jerry married Alice Mosby. The Young family moved back to Murrieta in 1934. Jerry had accepted a position as a butcher at the Guenther's Murrieta Hot Springs Resort.

"David grew up in Murrieta, and worked on his father's farm, and was a handsome, outgoing young man. His uncle, Lewis Hodges, says that as a teenager David had a prosperous business going. He lined up jobs throughout the community, and filled them with his high school friends, taking a percentage of the wages. He kept



Brothers Richard and David Young at the Easter Sunrise Service at the Sykes Ranch (Source: The Young Family Collection)

many young people busy and made extra money himself.” (Becky Delissegues papers)

David attended the Murrieta Grammar School and the Elsinore Union High School. He excelled in his studies and played football. He graduated in 1940 and then moved to Santa Monica to work for the Douglas Aircraft Company.

“David joined the Army

Air Force in the fall of 1943, during World War II and was commissioned a 2nd Lieutenant (Lt) after completing pilot training. He served during the war and stayed on active duty after the end of the war. David completed primary flight training at Visalia, California in June 1944, Basic flight training at Merced, California from July to September 1944, and Advanced flight training at Luke Field, Arizona from September to December

1944.” (Becky Delissegues papers)

After receiving his wings, David was transferred to Yuma on January 7, 1945 to further train in the B-17. David returned to Murrieta in December 1947 for a short furlough before he was deployed overseas.

“Daisy and David’s parents took him to the train station at the end of his furlough. Daisy remembers him, dressed in his uniform, carrying his luggage. As they walked down a corridor, David all of a sudden said, “I’ve got to go catch my buddy before he gets on the train. Goodbye!” He then rushed off, avoiding the goodbyes and tears from everyone. That was the last time his family saw David.” (Becky Delissegues papers)

In April 1948, he was assigned to the Kimpo Air Force Base in Korea. He patrolled the Korean skies, but it is unknown if he had any enemy engagements. In July 1949, he was transferred to the Johnson Air Base, in Honshu, Japan. He was assigned to the 339th Fighter Squadron, 35th Fighter-Interceptor Group. David was scheduled to return to the United States in April 1950. He had written home and had requested that his family purchase a new car for him.

On the night of February 20, 1950, David was flying a North American F-82G Twin Mustang. The plane was designed at the height of World War II. Its purpose was to escort

bombers on long flights to Japan. The plane housed two cockpits in order for one pilot to continue flying, while the other pilot rested. The war ended before the plane's production. As the Cold War began, the plane was assigned patrol duty over the Korean peninsula. The second pilot was replaced with a radar operator.

"A childhood friend, Wylie Tarwater, also a military pilot and later an Air Force colonel, had met with David in Japan. Wylie mentioned that the plane David was flying, had a bad reputation and was tough to fly. David responded, "It's a good airplane, Wylie." (Becky Delissegues papers)

After completing his night training mission, David made his final approach towards the airstrip. Observers noted that his plane seemed to be coming in high and fast. David may have realized that he misjudged where to land. He then decided to pull up and make a second attempt at landing. Suddenly, the plane rose up sharply, and then nosed over to the left and plummet vertically into the field. Both David and his radar operator, 2nd Lt. William V. Schade, were killed in the accident.

"Observers stated that either the pilot momentarily lost the horizon due to strong lights beyond the field, and lost control of the aircraft or a second opinion by an observer, and the more probable cause of the accident, was that the engines did not equally respond to the applica-

tion of power, and if that were the case, the plane would have behaved in a wing-over to the left, exactly what happened. This aircraft had a history of control problems.

David had over 1,180 hours of flying time in various aircrafts, and over 82 in the P-51G (later F-82G) aircraft."

(Becky Delissegues papers)

David Young's body was shipped to Oakland, California where it was transferred to a train and escorted to Corona. A hearse transported him from the train station to Evans Mortuary in Elsinore. He then returned to Murrieta in a flag draped coffin. Murrieta's serviceman was brought back to his hometown and laid to rest in the Laurel Cemetery.

"The Air Force flew a "missing man" formation over the memorial service at Murri-

eta, and later a lone aircraft flew over the gravesite and tipped its wings in a farewell salute." (Becky Delissegues papers)

Later, his brother, Richard Young, married Jean McGee on December 21, 1950 in South Carolina. They named their second son, David, in remembrance of his brother. David D. Young grew up knowing he was named for a family war hero. When he visited his grandparents in Murrieta, he would also go to the cemetery and visit his uncle's grave.

David D. Young reflected, "I wanted to go into law enforcement and thought one day I could be a hero like my Uncle David. Though he was deceased, he served as a mentor in this manner. I often wonder how my life would be so different had he not died."



The North American F-82G Twin Mustang (Source: Wikipedia image)

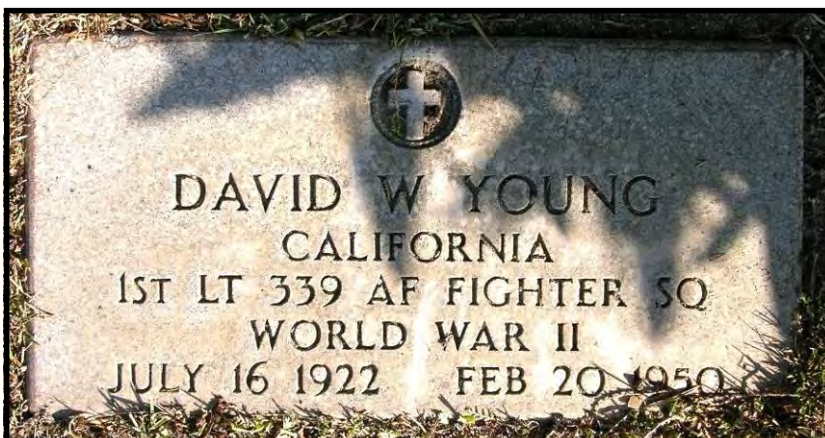


Graveside services at the Laurel Cemetery for David William Young, March 1950.
 (Source: The Young Family Collection)

Many young people in Murrieta have responded to the call and marched off to defend our country. The community has always honored the men and women who have served in the

military. However, as time passes, their names and faces may have slipped from memory. 1st Lt. David W. Young served his country and sacrificed his

life. It is important to remember his service and not to forget Murrieta's fallen airman.



Museum Update

By Annette Jennings, Museum Director

December 23, 2018

Wishing all of you
a Happy New Year!

We have set the date for the Museum's Grand Opening. Opening ceremony will be Sunday, April 28th at 10:30 am. We will be opening during the Annual Fireman's BBQ. We are so excited for this day.

The ADA Ramp has been completed. Annie Borel donated four file cabinets for us to store archives and special documents,

and the Eagles Scouts are working hard with our hands on displays. Special Thanks to Larry Cottingham, he and his associates helped raised money for the ADA Ramp and he has volunteered to repair the doors in the museum. Waste Management and Lowes have made donations to the museum, as well as many of our members and community.

The Murrieta Valley Historical Society has received several historic items for the Museum and we are excited for you to see.

If anyone would like to make a donation to help us purchase archival supplies and two more display cases, please send to: MVHS P.O. Box 1341 Murrieta, CA 92564. We will send you a donation receipt for your taxes.

Thank you,

Annette Jennings

Museum Director/

Vice President, MVHS

NOTE: This year the Society will only be publishing six newsletters in order to redirect funds to the museum. The next issue will be published in March. Thank you for your support



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Next Monthly Board Meeting:

Monday, January 7, 2019 at 5:30 p.m.

Murrieta Museum

41810 Juniper Street

(At Hunt Memorial Park)

All members welcome to attend

THE MURRIETA HISTORICAL SOCIETY PRESENTS,
IN PARTNERSHIP WITH THE MURRIETA PUBLIC LIBRARY:

CAMP PENDLETON: STORIES OF THE LAND & MARINES IN SOUTHERN CALIFORNIA



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