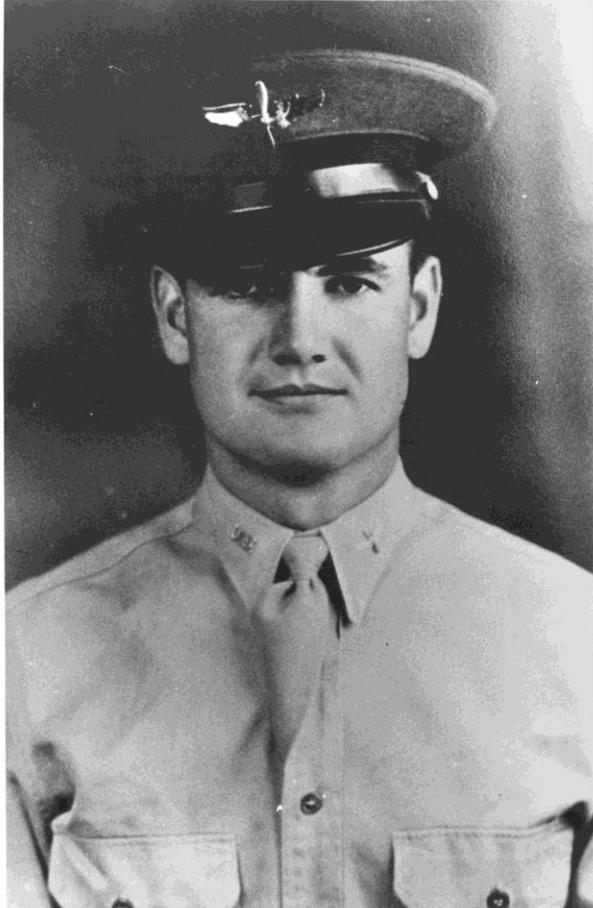


## STORY #4A SYNOPSIS

**1<sup>st</sup> Lt. George McGovern**



Born- South Dakota  
22 Years Old

**December 20, 1944**

**741<sup>st</sup> BS, 455<sup>th</sup> BG  
B-24J Liberator bomber**

- Bomber Pilot
- Bombing mission to Skoda Works in Pilsen, Czechoslovakia
- One engine gone then dropped bombs
- Second engine hit and on fire
- Barely made it to Vis island on return
- Landed successfully with no casualties
- Crew returned to base the next day by C-47 transport



# 455<sup>th</sup> Bomber Group

- San Giovanni, Italy - Feb 1944- April 1945
- Three bomber squadrons: 740<sup>th</sup>, 741<sup>st</sup>, 742<sup>nd</sup> and 743<sup>rd</sup>
- B-24 Liberator heavy bombers with 10-man crews: pilot, co-pilot, navigator, bombardier, radio operator/waist gunner, engineer/waist gunner, nose gunner, tail gunner, ball turret gunner, and top gunner
- Flew 255 combat missions to France, Italy, Germany, Poland, Austria, Hungary, Rumania, Czechoslovakia and the Balkans
- Dropped 13,250 tons of bombs – 118 aircraft lost in combat



#

# George Stanley McGovern

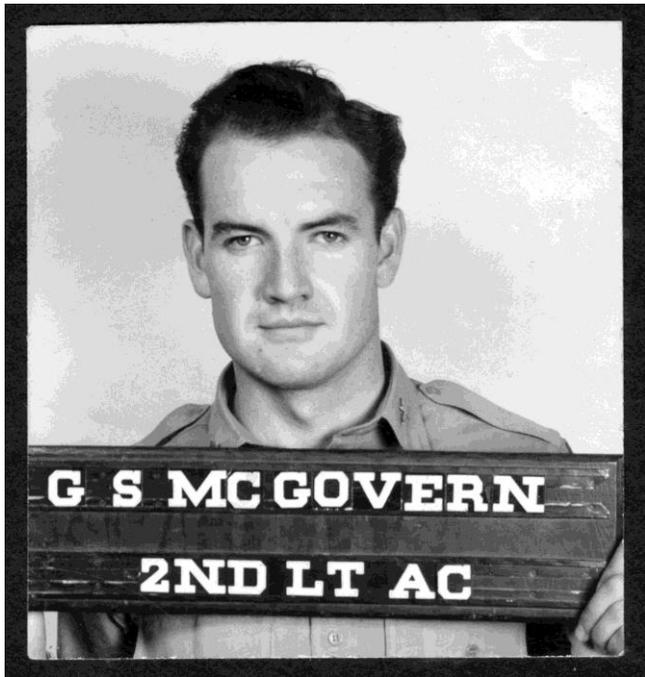
- Born on July 19, 1922 in Avon, South Dakota & grew up in small town of Mitchell, SD
- Son of Reverend Joseph C. McGovern & Frances McLean
- One brother & two sisters
- Family was very poor
- Graduated Mitchell H.S. in 1940- very skillful debater
- Civilian pilot's license in 1941
- Enlisted July 31, 1942, but no training yet available

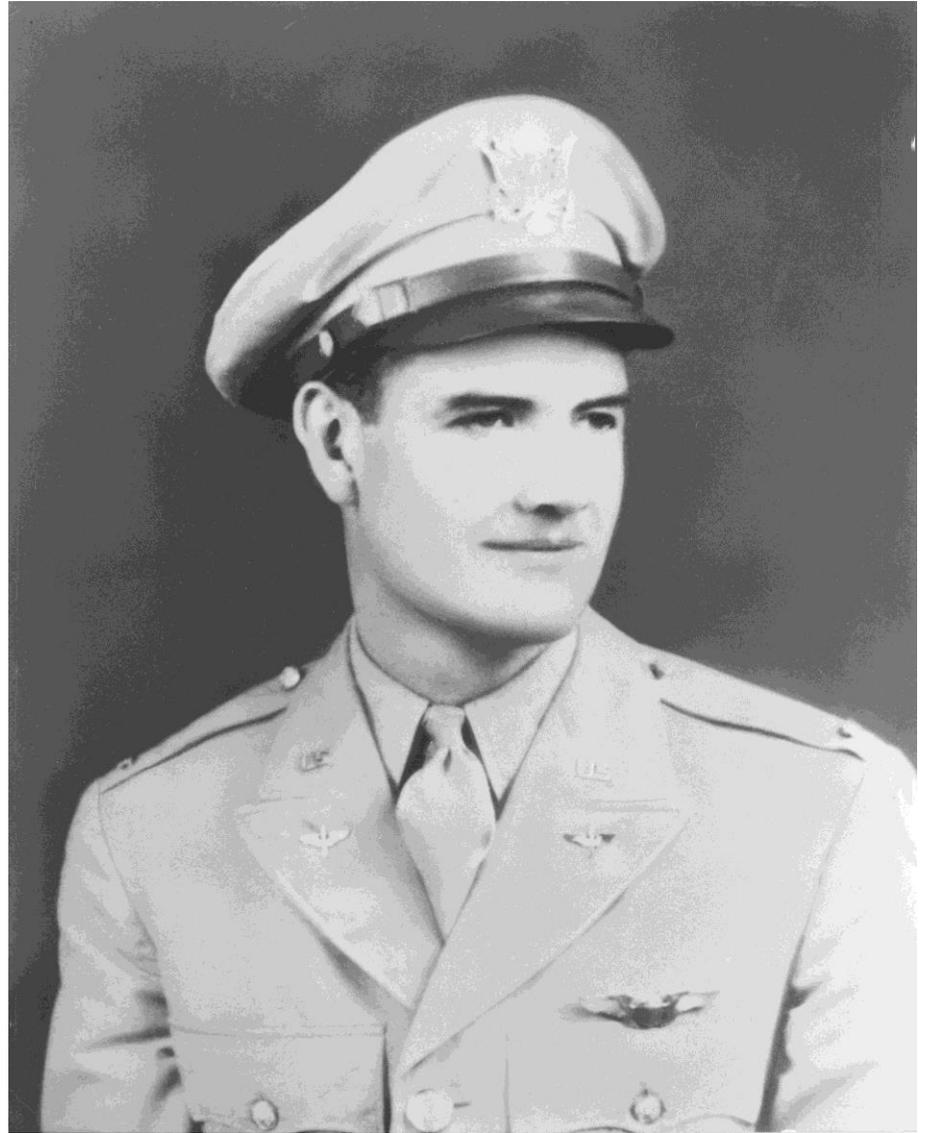


McGovern family, left to right:  
Eleanor, George, Mildred, Olive,  
Frances and Joseph

- Attended Dakota Wesleyan Univ. 3 years
- Called up in February 1943
- Married Eleanor Stegeberg Oct. 31, 1943
- Training in Texas, Kansas, Nebraska & Idaho
- "Learning how to fly the B-24 was the toughest part of the training. It was a difficult airplane to fly, physically, because in the early part of the war they didn't have hydraulic controls. If you can imagine driving a Mack truck without any power steering or power brakes, that's about what it was like at the controls."









# 741<sup>st</sup> Bomb Squadron

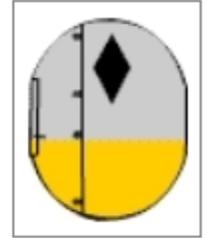
- Troop ship to Italy in September 1944
- Joined the 741<sup>st</sup> at San Giovanni Airfield
- First mission on November 11, 1944
- Flew on 35 credited missions
- All his bombers were called the “Dakota Queen” after his wife



#



## Vulgar Vultures



# San Giovanni airfield – home of the 455<sup>th</sup>

# McGovern's Missions – with his notes

DATE	COMBAT TIME	TARGET	REMARKS
11-11-44	6:40	ABORTIVE, YUGOSLAVIA	
11-17-44	7:25	GYOR, HUNGARY	
11-18-44	6:05	VICENZE, ITALY	
11-19-44	5:05	VIENNA, AUSTRIA	
11-20-44	7:10	ZLIN, CZECHOSLOVAKIA	
12-6-44	5:30	ABORTIVE, AUSTRIA	<p>- Dad died on Dec. 4 but due to mix-up in cable landing I did not learn until Dec. 14 afternoon. Captain asked me if I wanted to be offensed from Dec. 15 flight but I turned down the offense.</p>
12-15-44	7:30	LINZ, AUSTRIA	
12-16-44	8:00	BRUX, CZECHOSLOVAKIA	
12-17-44	7:30	ODERTAL, GERMANY	
12-18-44	6:40	SOPRON, HUNGARY	
12-20-44	5:40	PILSEN, CZECHOSLOVAKIA	
12-26-44	7:40	OSWIECIM, POLAND	
1-31-45	7:00	MOOSBIERBAUM, AUSTRIA	
2-5-45	8:05	REGENSBURG, GERMANY	
2-13-45	6:10	VIENNA, AUSTRIA	
2-18-45	4:00	ABORTIVE, YUGOSLAVIA	<p>Spoke ammunition works. Hit not target, lost 2 engines. Crash landed on side of river in Adriatic. Got 8 FC.</p>
2-21-45	6:00	VIENNA, AUSTRIA	
2-24-45	5:00	ABORTIVE, ITALY	
2-28-45	5:45	ISARCO ALBES, ITALY	
3-4-45	6:40	WIENER NEUSTADT, AUSTRIA	

3-14-45	6:05	WIENER NEUSTADT, AUSTRIA
3-16-45	7:20	AMSTETTIN, AUSTRIA
3-19-45	7:20	MUHLDOF, GERMANY
3-21-45	7:00	NEUBURG, GERMANY
3-22-45	8:20	KRALUPY, CZECHOSLOVAKIA
3-25-45	7:30	PRAGUE, CZECHOSLOVAKIA
4-1-45	7:00	KRIEGLACH, AUSTRIA
4-11-45	6:10	GOITO, ITALY
4-15-45	6:05	M.A.-10, ITALY
4-16-45	6:10	M.A.-10, ITALY
4-17-45	6:00	M.A.-20, ITALY
4-18-45	5:55	M.A.-20, ITALY
4-23-45	6:00	PADUA ROAD BRIDGE, ITALY
4-24-45	6:35	OSSOPO, ITALY
4-25-45	7:05	LINZ, AUSTRIA

*- and from 3-10 and I scanned upon return from this mission 3-14*

TOTALS 230:10

DOUBLE SORTIES \_\_\_\_\_  
 SINGLE SORTIES 35  
 TOTAL SORTIES 35

"CERTIFIED CORRECT"

NAME MC GOVERN, GEORGE S.  
 RANK 1ST. LT.  
 ASN 0-721153  
 DUTY 1092

ANDREW D GRAHAM  
 CAPT. AIR CORPS  
 ASS'T. OPNS. O.

McGovern: *“You just dropped those damn bombs where you could and got the hell out of there before they shot your ass off!”*



McGovern crew on base with “Dakota Queen” November 1944.

Top. Lt. McGovern, pilot, Lt. Bill Rounds, co-pilot, Lt. Sam Adams. Navigator/Bombardier.  
Kneeling: Sgt. Mike Valko, engineer, Sgt. Bill McAfee, ball turret gunner, Sgt. Bill Ashlock, waist gunner,  
Sgt. Ken Higgins, radio operator, Sgt. Robert O’Connell, nose gunner and Sgt. Isadore Siegel, tail gunner

LT McGovern with co-pilot LT Bill Rounds (left)  
and navigator LT Sam Adams at San Giovanni



# December 20, 1944 – 11<sup>th</sup> Mission

- Bombing mission to Skoda Ammunition Works in Pilsen, Czechoslovakia
- 400 bombers from 15<sup>th</sup> AF, 35 from 455<sup>th</sup> BG
- No. 2 engine quit an hour before the target, then No. 3 after bombs away
- Steadily lost altitude on return to base
- Navigator Adams plotted course east along Yugoslavian coast
- Forced to land on Vis- threw out everything they could – landed at very end

# McGovern's Crippled Plane And a Minor Miracle

By Fletcher Knebel

*(Top men of the Kennedy administration represent the full political flowering of the World War II veteran's generation. Almost all of the Kennedy officials fought against the Axis in 1942-45. Many had fine war records. Some looked at death more than once. These are the stories of what they did.)*

George S. McGovern, administrator of the  
food-for-peace program.

"Any time you lost an engine up there," recalled Rounds years later, "there was no trouble back at base if you dropped out and returned. A lot of guys did it. But George decided to go ahead.

" 'So we're minus an engine,' he said. 'Let's go.' And I agreed."

It was cold and it was five days before Christmas, 1944. A formation of double-tailed B-24 Liberator bombers, more than 400 strong, flew from Italy toward Pilsen in German-occupied Czechoslovakia.

Mission: Bomb and destroy the Skoda ammunition works.

Twenty-eight bombers of the 455th group, 15th air force, clung tight together as they rode at 25,000 feet. Sunlight streaked their wings as they flew above the undercast and the dirty weather below.

Piloting the "Dakota Queen" was 1st Lt. George S. McGovern of Mitchell, S. D., 22 years old, six feet and 170 pounds. He was a serious but easy-spoken lad and he chatted with his co-pilot, 2nd Lt. Ralph C. (Bill) Rounds, another 22-year-old fresh from the University of Wichita in Kansas.

Occasionally he twitted Rounds, for the co-pilot had taken to reading the New Testament in flight "to keep his mind off the mission," a practice McGovern himself followed at times when the plane droned on under automatic pilot.

#### Trouble

About one hour short of the target on the long haul to Pilsen, the No. 2 inboard engine stopped dead. McGovern feathered the prop and increased power on the other three



GEORGE MCGOVERN  
White House in background

engines to maintain his place in formation.

"Any time you lost an engine up there," recalled Rounds years later, "there was no trouble back at base if you dropped out and returned. A lot of guys did it. But George decided to go ahead.

" 'So we're minus an engine,' he said. 'Let's go.' And I agreed."

The formation sighted the Skoda works and be-

gan the bomb run, racing through a hail of flak. Several small pieces of shrapnel picked at the skin of McGovern's plane. Then, 30 seconds shy of the drop point, the No. 3 inboard engine cut out.

The big motor lost oil pressure so rapidly that McGovern was unable to feather the propeller. It became an ugly runaway windmill, creating enormous drag and reducing the effective power of the big bomber bird to about one and a half engines.

#### 600 Miles

McGovern's bombardier dropped the plane's stick of bombs on schedule, then the plane turned for home. It was more than 600 miles to the 455th's base south of Foggia in Italy and now McGovern and his crew of nine men were alone and unprotected.

The formation sped away as the cripple began limping home, mushing down about 100 feet every minute.

Sam Adams of Milwaukee, the navigator, urged that they should cut slightly east over Yugoslavia since the aerial chart showed fewer flak stations there. McGovern flew over Yugoslavia, heading toward the Adriatic Sea.

Down, down, down went the plane as the minutes dragged by.

When the plane came out over the Adriatic, it was down to 6,000 feet and now there began a frantic rush to lighten the plane. Overboard went nine heavy flak suits, long belts of machine

gun ammunition. Waist hatch guns, oxygen tanks, chart table, anything that could be yanked up and jettisoned was hurled through the hatches.

At this low altitude the late afternoon sky was dreary. A fine drizzle fell from the overcast and the sun was only a memory. But one bit of fortune, if it could be called that, had come the way of the limping plane.

No German fighter had tailed the cripple. It was that time of war when the Luftwaffe, short of planes, was desperately defending the German heartland.

Suddenly flames shot from the No. 3 engine with its windmilling prop. As though from a dream, a paragraph from an army air forces "tech order" on the B-24 swam through McGovern's mind: When an engine catches fire, it takes an average of five minutes to eat through the firewall and explode the gasoline wing tank.

And then a minor miracle.

Dead a head appeared the isle of Vis. If you look at a map of central Europe, you will see Vis as a dot off the coast of Yugoslavia. To McGovern and his crew, it appeared that minute as big as Sicily, for they had been briefed time and again about a British fighter air-strip on the island, a dirt runway that was used for Spitfires.

#### "Coming In"

Rounds raised the Vis tower by radio and announced that a B-24, with one engine afire and another dead, was coming in

And then a minor miracle.

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**"We've only got one try," thought every member of the crew. "We can't go around on this one."**

for an emergency landing. McGovern made a steep diving turn toward the 2,400-foot strip, a half mile shorter than any he had ever tried to land a four-engine plane on.

As the Dakota Queen staggered down in flames toward the runway, the crew could see the results of other attempted bomber landings. On a hill that rose steeply from the end of the air strip were the charred skeletons of big American warplanes that hadn't made it.

"We've only got one try," thought every member of the crew. "We can't go around on this one."

McGovern set the wheels down at the very end of the runway, using every inch of flaps. Then he slammed on the brakes. The tires screeched and smoked with the effort, but — another little miracle — the flames in No. 3 engine went out with the suddenly reduced flow of air.

With both McGovern and Rounds on the yoke, the big plane lurched to a halt only a few feet from the end of the cleared dirt. Dead ahead were rocks and the start of a sharp incline. A British foam truck was already spraying the smoldering engine.

#### **Kiss Ground**

Like schoolboys at recess, the ten men poured out of the bomb bay of the Dakota Queen and rushed off the runway. Half of them threw themselves on the ground and kissed it, while McGovern and Rounds hugged each other. Several hours later a two-engine transport from Italy came to pick them up and ten men



McGovern standing, second from left, with his crew after a tough mission.

laughed and sang in their bucket seats all the way back to Foggia.

For his handling of the distressed plane, the man who had left Dakota Wesleyan University in his junior year to fly for the army air forces got the Distinguished Flying Cross, but like many airmen, there were other missions he would never forget.

On his seventh bombing flight out of Italy, this one hitting an oil refinery near Vienna, Austria, he lost a right tire on take-off and had to jerk the big bomber off the ground.

The tower gave him the option of returning, but he pressed ahead on the 10-hour mission, bombed the target and returned to land the plane safely on one tire and one battered rim.

#### **Flak, Flak, Flak**

On his 35th mission in early May, 1945, McGovern flew with a formation which bombed the railroad yards at Linz, Austria. The Germans had pulled into the Austrian pocket, squeezed by the Americans from the west and the Russians from the east. They lugged all their anti-

aircraft guns with them and the American flight that day had to dance across what looked like a fiery pavement of flak.

McGovern's plane was pierced by chunks of shrapnel which tore gashes in the wings and fuselage, slit the leg of a crewman, Tex Ashlock, and burst through the windshield between McGovern and Rounds to slam against the steel overhang behind them. The A. A. fire knocked out the plane's hydraulic system, but did not hit an engine.

McGovern and Rounds brought the plane back to base near Foggia after cranking down the landing gear manually and getting some flap by manual operation.

The crew had tied parachutes to stanchions beside the waist hatch and tossed out one chute on either side to brake the plane as it roared down the runway with nothing else to slow its speed. The plane went over the end and wound up in a ditch with the B-24's double tail sticking up ingloriously to the sky. One man cracked an ankle in the jolting stop, but there were no other injuries.

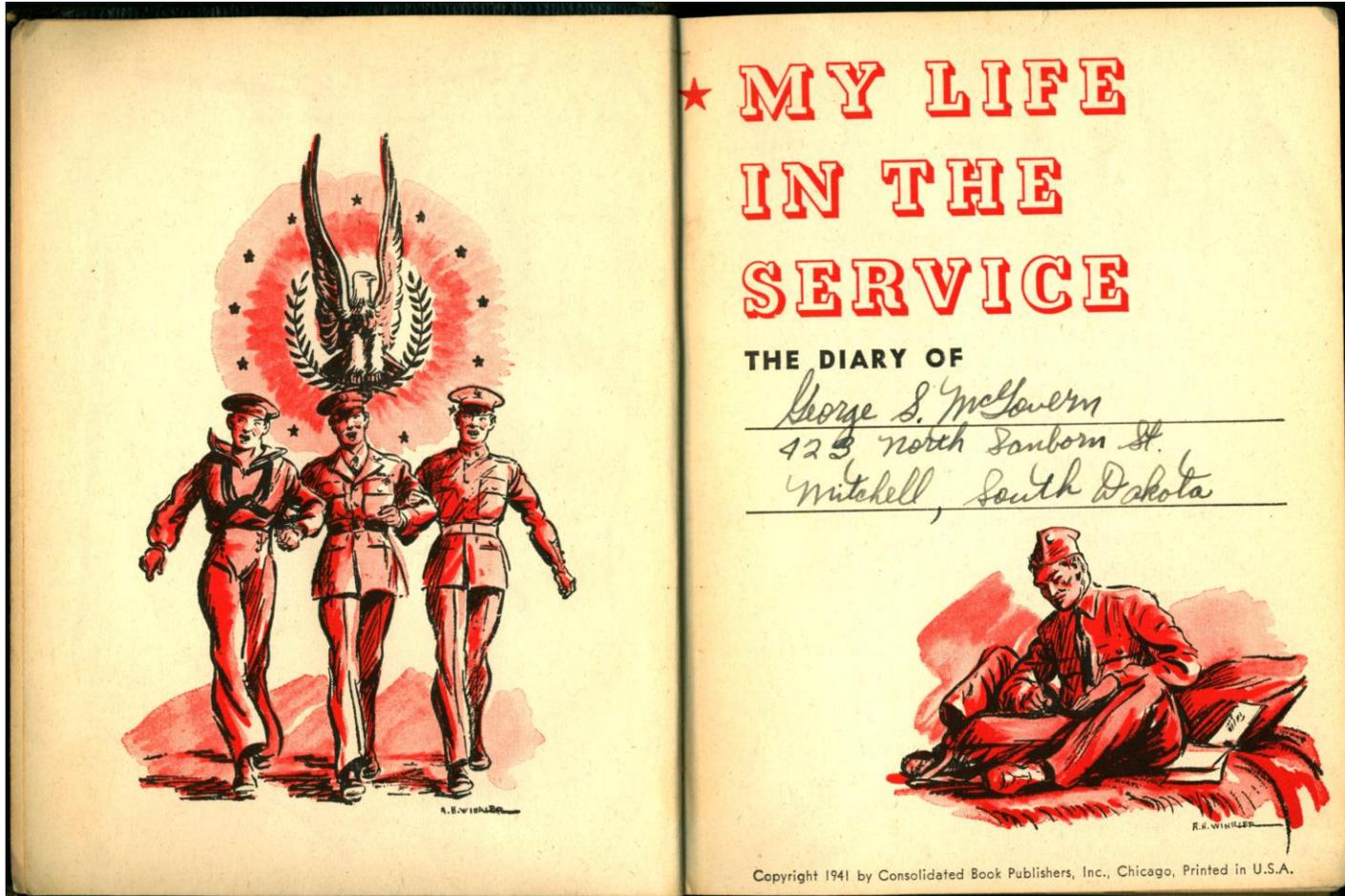
It was McGovern's last mission. Five days later Germany surrendered and the war in Europe was over.

(In later years, McGovern earned a Ph. D., taught history and political science at Dakota Wesleyan, was elected to congress, lost a race for the senate last fall and was named by President Kennedy to head the food-for-peace program in the Agriculture Department.)

McGovern set the wheels down at the very end of the runway, using every inch of flaps. Then he slammed on the brakes. The tires screeched and smoked with the effort, but — another little miracle — the flames in No. 3 engine went out with the suddenly reduced flow of air.

With both McGovern and Rounds on the yoke, the big plane lurched to a halt only a few feet from the end of the cleared dirt. Dead ahead were rocks and the start of a sharp incline. A British foam truck was already spraying the smoldering engine.

# In his own words- McGovern's Diary



**IDENTIFICATION**

Name George S. McGovern  
Rank \_\_\_\_\_ Serial Number 17098393  
Unit \_\_\_\_\_  
Stationed at \_\_\_\_\_  
Religion Wesleyan Meth. - Christian  
Date of Birth 7-19-1922 Weight 165  
Color White Color of Hair Brown  
Height 5'11½" Color of Eyes Blue  
Birthmarks or Other Distinguishing Features \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
NEAREST RELATIVE OR FRIEND  
Name Joseph C. McGovern (father)  
Address 423 North Sanborn St.  
City Mitchell State So. Dak.

Dec. 20, 1944  
I worked up a good sweat  
again today. We had another rough  
one - again in 279, the same  
ship that I landed  
on one wheel two days ago.



Ideals are the world's masters.

—J. G. Holland

Note: the original target was Brux, but it  
was changed to the alternate at Pilsen

Our target today was Brux, but  
I lost an engine short of  
the target. We had no sooner  
started for home than I lost  
no. 3 engine and could not  
push it. The first engine  
no. 2 came back in partially  
after we came down from  
altitude but in the meantime  
no. 3 had caught fire. It con-  
tinued to windmill until it  
froze up. I could hold altitude  
but couldn't depend on no. 2 which  
was running rough. In addition  
to that we were low on fuel  
and the weather was bad! We  
had a 1500 foot ceiling and  
it was so hazy that the  
navigator could hardly help  
me at all. Sam was not

With firmness in the right, as God gives us to see the  
right.—Abraham Lincoln

with me and the navigator  
Lt. Vince apparently was unable  
to do much of anything. Ralph  
contacted "Big Vince" and they  
gave us a heading to the  
~~Isle~~ of Viz - a little island  
near the Eastern side of the  
Adriatic. We finally found  
the island and located the  
landing strip. It is a British  
fighter strip and too short  
for a heavy bomber to land  
in, but we made it O.K. by  
the grace of God. A C-47  
which was taking off saw us  
coming in, so they waited for  
us to land and then brought  
us back to our base.

We lost several planes  
and crews today in crash  
landings due to the shortage

Note- There is some conflict as to who  
the navigator was. This diary says Lt  
Vince, but most other accounts say Lt.  
Adams. Both may have been on board as  
Adams was also a bombardier.

of fuel and bad weather. one  
of them is still unaccounted  
for. This makes No. 11 for me.

# George McGovern audio recording Recorded in 2006\*



CLICK on the arrow below the  
symbol above to listen

George McGovern recorded by Stephen P. Hall for the Split Rock Studios as part of their 2006 creation of the McGovern Legacy Museum at Dakota Wesleyan University



## Awarded the Distinguished Flying Cross on May 7, 1945

For extraordinary achievement while participating in aerial flight against the enemy in the Mediterranean Theater of Operations. Consistently, throughout many combat missions against highly important and strategic enemy installations, the personnel listed here below have demonstrated the highest order of professional skill, heroism, leadership and devotion to duty. Although regularly and frequently opposed by large numbers of enemy fighters, together with intense, accurate and heavy anti-aircraft fire during which their aircraft were at times seriously damaged, these men have fought through to their targets and aided in the destruction of these vital objectives. Despite severe and adverse weather conditions, rugged terrain and many other major obstacles and hazards, these men have gallantly engaged, fought and defeated the enemy without regard for their own personal safety and against great odds. Their conspicuous and extraordinary achievements throughout these many missions against the enemy have been of inestimable value to successful combat operations and have reflected great credit upon themselves and the Armed Forces of the United States of America.

Pilot, Czechoslovakia, 20 December 1944.





# Other medals



AIR MEDAL, 27 November 1944, while serving with the 741st Bomber Squadron, 455th Bomber Group, 15th Air Force, Mediterranean Theater of Operations, "For meritorious achievement in aerial flight while participating in sustained operational activities against the enemy from 11 to 20 November 1944."

FIRST OAK LEAF CLUSTER TO THE AIR MEDAL, 26 February 1945, while serving with the 741st Bomber Squadron, 455th Bomber Group, 15th Air Force, Mediterranean Theater of Operations, "For meritorious achievement in aerial flight while participation in sustained operational activities against the enemy from 6 December 1944 to 13 February 1945."

SECOND OAK LEAF CLUSTER TO THE AIR MEDAL, 29 March 1945, while serving with the 741st Bomber Squadron, 455th Bomber Group, Mediterranean Theater of Operations, "For meritorious achievement in aerial flight while participating in sustained operational activities against the enemy from 18 February to 22 March 1945."

THIRD OAK LEAF CLUSTER TO THE AIR MEDAL, 27 April 1945, while serving with the 741st Bomber Squadron, 455th Bomber Group, 15th Air Force, Mediterranean Theater of Operations, "For meritorious achievement in aerial flight while participating in sustained operational activities against the enemy from 25 March to 17 April 1945."

He was authorized the American Campaign Medal; European-African-Middle Eastern Campaign Medal with four bronze service stars for participation in Air Combat-Balkans, Northern Apennines, Po Valley and Rhineland Campaigns; and World War II Victory Medal.

# Nose art on B-1 Lancer in 2007 commemorating McGovern's service



Framed print of Vis Airstrip  
artist's signature illegible



This is the artist's rendition of  
the landing field which I made famous  
by safely landing a crippled B-24  
- Bomber here in 1944 on a runway  
2200 ft. long. A B-24 requires  
5000 ft. for a safe landing, my 10  
member crew and I walked away safely from  
this emergency landing for which I was  
awarded the Distinguished Flying Cross -  
this is the little island off the coast of  
Yugoslavia where Marshall Tito had  
his WW II headquarters. —

Dease McGovern, Pilot  
May 26, 2006 —

# RAF Sgt Anton Sever\*

- Born in Gorizia, Austrian Littoral annexed by Italy after WWI
- Italian subject of Slovene ethnicity
- Conscripted into Italian AF in 1942
- Deserted and taken POW then joined the NOVJ in 1944
- Assigned to 351<sup>st</sup> Squadron of the RAF – to Vis October 18, 1944

\* All material on Anton Sever courtesy of Niall Brannigan



#



# 22 year-old Anton Sever with RAF comrades on Vis, c 1944

While stationed on Vis, Anton's duties also entailed guiding aircraft onto, and around, the Plisko Polje runway, whose short strip, reinforced by perforated steel plate (PSP), was intended as a refueling point for fighters, and not quite long enough for use by heavy, 4-engine bombers. Hence, 20 December 1944 found Anton posted on the airstrip to guide-in a crippled B-24 bomber dubbed the *Dakota Queen*, of the 741<sup>st</sup> Bombardment Squadron, which was piloted by 1st Lieutenant George McGovern, the son of a Methodist Minister from South Dakota. Lieutenant McGovern's crew was returning from a bombing mission to the Škoda Works at Pilsen, Czechoslovakia, and was unable to make it back across the Adriatic, to their base at Cerignola, Italy, because two of their aircraft's four engines had malfunctioned, so they chose to make an emergency landing at the far closer airfield on Vis.

As the subsequent Senator McGovern (and unsuccessful candidate for President, against Richard Nixon, in 1972), often recalled with great zest, Corporal Sever guided their careening aircraft into an adjoining vineyard that day, so that they came to a halt without any serious injuries, amidst the charred wreckage of many far less successful bombers, and so Lieutenant McGovern and his crew greeted their savior with euphoric thanks.

As middle-aged men, Anton and Senator McGovern made several unsuccessful attempts at a reunion, to include the Senator's last trip to Europe in 1985, when Anton was invited to attend a lecture by the Senator at Innsbruck, but Javorka was ill at the time, which prevented Anton from attending. But the two war veterans did manage to correspond over the years. Over the ensuing decades, Anton would exhibit his RAF uniform with great pride.

In the summer of 2018, as the American and British Embassies in Zagreb joined forces to tidy up the ruins of the long-vacated Milna Allied Military Cemetery on Vis Island, and to unveil a memorial plaque for the 49 British Commonwealth and 29 American servicemen who had once been buried there, Anton Sever was the sole veteran of that era capable of attending that moving event.

In a most fitting fashion, the Croatian Navy provided one of Marshal Tito's former yachts, the *Učka*, to transport the dignitaries to and from Vis for that commemorative event in 2018, which included the Croatian Minister of Defense, the Minister of Veterans Affairs, and the Chief of Defense, as well as the US Ambassador, the UK Deputy Ambassador, and their respective Defense Attachés. As that noble vessel, that once hosted the likes of Elizabeth Taylor and Richard Burton, entered the harbor of Vis town on that sunny morning in June, Drug Anton stood atop the ship's forecastle, firmly erect, in his smart, navy-blue suit, taking in all the recognizable landmarks and surviving buildings that he had not seen since his departure from the island back in early 1945. For a few of the privileged at his side, Anton shared his incredibly moving recollections of wartime Vis Harbor and the nearby airfield.

At Milna, where Allied headstones once stood, tidy grapevines had replaced them, in a corresponding formation of sorts, within the unfinished and crumbling walls of the cemetery that was emptied and abandoned in 1949, its principal vestige being a pyramidal stone monument with FDR's "Four Freedoms" engraved on its four faces, and a stone Cross of Sacrifice perched atop it. For those assembled at that June ceremony in 2018, Anton provided not only a vibrant, inspirational link with that dramatic, fading past, but also proved a poignant tribute, with his palpable deference to long-departed comrades.



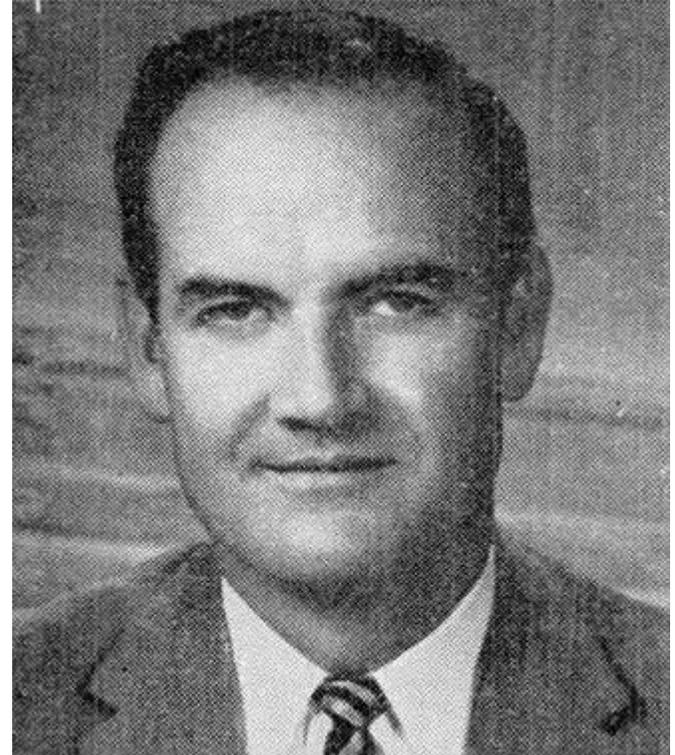
# Anton at Milne Cemetery with dignitaries  
2<sup>nd</sup> from right on June 19, 2018

# George McGovern - Post War

- Flew food & supply relief flights in May 7 June 1945
- Discharged July 1945
- Graduated magna cum laude from Dakota Wesleyan
- Briefly studied as a Methodist minister, then a history professor
- PHD Northwestern 1953
- Went into Democratic Party politics in 1953

# Political Career 1956-1981

- Elected US house of representatives from South Dakota in 1956- served 4 years
- Kennedy administration as Director of Food for Peace 1961-2
- Distinguished US Senator 1963-1981
- Strongly opposed the Viet Nam War
- Ran for President against Richard Nixon in 1972 but was soundly beaten



Freshman Representative 1957

# Visit to Vis on August 11, 1977

## McGovern Visit

### Split, Yugoslavia

Senator George McGovern yesterday visited the Dalmatian island of Vis where he once made an emergency landing as a bomber pilot in World War II.

*Reuters*

## *McGovern Makes Sentimental Trip*

SPLIT, Yugoslavia (UPI) — U.S. Sen. George McGovern Thursday took a nostalgic tour of the Adriatic island of Vis, where he crash-landed a B17 ("Flying Fortress") bomber in World War II.

The 1972 Democratic presidential candidate recalled he was piloting the plane in a bombing run over German-held Italy in 1944 when he was forced to land on the island, which then served as headquarters for Marshal Tito's Communist partisans.

The partisans' makeshift runway turned out to be too short for McGovern's bomber, but the South Dakotan and his 10-man crew were unharmed in the crash landing.

McGovern is in Yugoslavia on the first leg of a tour of eastern Europe.

## McGovern returns to crash site

BELGRADE — Sen. George McGovern, D-S.D., arrived in Yugoslavia Tuesday to begin a tour of Eastern Europe — and to take a nostalgic look at an Adriatic Sea island where he crash-landed a bomber in World War II. McGovern, the 1972 Democratic presidential candidate, was flying a bombing run over Nazi-occupied Italy in 1944 when he was forced to crash-land on the island of Vis off the central Yugoslav coast. He stayed for more than a month with Tito's partisan guerrillas, who held the island, before rejoining his unit. McGovern will meet with Prime Minister Veselin Djuranovic, foreign Minister Milos Minic and Federal Assembly President Kiro Gligorov during his five-day stay. He is scheduled to tour Vis on Thursday, visit the Adriatic resort city of Dubrovnik on Friday, and leave for the Hungarian capital of Budapest on Saturday. Later stops on his tour include Warsaw, Leningrad, Moscow, Kiev and Copenhagen.

Notes: His bomber was a B-24, not a B-17  
He left Vis after the crash the next day  
and didn't stay a month with the partisans

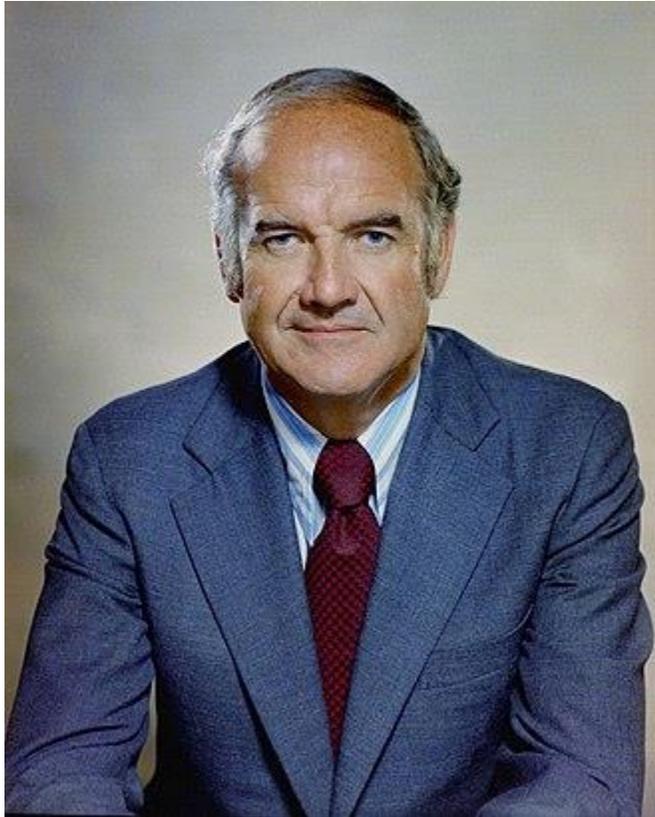
# Rest in Peace

- Lecturer and professor most of the rest of his life
- Many positions on world hunger including for the U.N. & Clinton administration
- Presidential Medal of Freedom in 2000 for his service in the effort to eradicate world hunger
- Died at age 90 in 2012



#

# War Hero –dedicated to eliminating world hunger



McGovern's book "The Third Freedom" proposed a plan whereby chronic world hunger could be eliminated within thirty years



Milne Cemetery on Vis – one of Roosevelt's Four Freedoms inscribed on the monument there