



Charles Carroll Blizzard World War II Veteran Post 200 Member

Charles “Blizz” Carroll Blizzard was born on June 28, 1927 in Carrollton, Maryland. His parents named him after Charles Carroll of Carrollton, the last living signer of the Declaration of Independence and the one for whom Carroll County is named. He is the youngest and last surviving of 5 children; two brothers and two sisters.

As a child he attended school for 3 years in Snydersburg, Maryland and later attended Hampstead School. His father was a jack of all trades and as early as 4 years old, he remembers helping his dad work on motors and handing him parts which helped him later in life as he worked on motors.

Blizz had to wait until he was drafted at age 18 to go into the Army Air Corps in 1945, although he quit school early wanting to go into the Air Force, but because he didn't have a diploma, they wouldn't take him. He was first sent to Camp Meade, Maryland, then to Sheppard Field, Texas and on to Spokane, Washington for training at 0-14 Mechanical School. He was to be shipped out to go overseas, headed to the other side of France, but during an eight hour layover in Iceland his commanding officer found out about his mechanical ability and set him to work there. There were 49 Jeeps there and 48 of them did not run. While there, Blizz got all but one repaired and back in service. There were 3 buses that were also not running until Blizz came on the scene. Fixed and running!

Needless to say, for the next 16 months he was stationed in Iceland at Keflavik Air Base which was the host command for all US defense activities in Iceland. He was the head of the base motor pool there. He worked on patching up planes too. They would ship damaged planes, some in pieces to Iceland to be repaired. Sometimes there were enough parts to fix other planes; some were shot up pretty bad, but he managed to get two good planes out of all that was shipped. In particular, he remembers working on big long dark brown English cargo planes that they called “Churchill Cigars”.

One time Blizz worked on the hydraulics of a British airplane and was required to go up in the plane to make sure everything was operating correctly. This particular flight was headed to France, so he got to go there for a few days before returning to Iceland.

Blizz didn't really like to fly. There was a lieutenant, a pilot that he remembers who always wanted him to go along when he flew his plane, knowing that Blizz had knowledge and had worked on planes and could fix anything. The plane was an AT-6; a single engine advanced trainer aircraft used to train pilots during WW II and on into the 1970's. It remains a popular aircraft used for air show demonstrations and has been used many times to simulate the Japanese Mitsubishi Zero in movies depicting WW II in the Pacific.

This particular lieutenant would go out on Saturday nights and have too much to drink and then on Sunday mornings would clear his mind by flying his plane. Blizz said they would make a couple of loops and the lieutenant would say, “I feel better now!” This happened on a regular basis. He remembers in particular, the last flight he took with this lieutenant. Blizz tells that they all knew there would be another war soon (Korea) and the instructors were told to train those who they thought would make good pilots. This lieutenant would say to Blizz when they were flying that he didn't have to be formal and call him “Sir”, but when they were on the ground, the formality would resume. While they were flying for last time, the pilot told Blizz that he didn't feel well and that he should take over flying the plane. At first, Blizz thought he was kidding. Then the pilot said, “Fly this airplane, Sir!” and reluctantly Blizz found himself in charge. He had watched pilots fly before but had never actually flown a plane. However on this flight, he piloted the plane and with a lot of luck and skill he managed to land the craft safely. Upon landing, the lieutenant had died. The war ended while Blizz was in Iceland.

After his discharge, he found work with Carroll Graham at the Ford Garage in Hampstead. He also worked at Trump's Garage in Hampstead, did construction work and joined the Carpenters Millwright Union. He worked at Lehigh Cement Company in Union Bridge where he set motors and welded. He retired from Black and Decker where he worked for 21 years.

Blizz met his wife, Dorothy Frances Johnson when he was 21 years old. Dorothy was from Hamden. He remembers they would see each other at dances at Goetze's Barn dance in Baltimore and also at the Coon Club near Hampstead. They were married for 48 years until Dorothy's passing in 2003.

For 12 years, Blizz raced and built his own stock cars at tracks in the area. He remembers having a 1936 Ford with a rumble seat, a 2 door 1937 flat back Ford and the last one he drove was a late model. He never won a race, mainly because he didn't have the backing that others did. He had some crashes and a rollover that broke his neck. Concussions for Blizz were a regular occurrence, and through it all he maintains that he had fun. With all the crashes, he said that he never thought he would live beyond 45 years old.

Blizz joined the Hampstead American Legion Post 200 in 1947. Meetings were held then in the old Fire Hall in Hampstead where Towne Pride Interiors is now located. The Post later bought the building at the corner of Rt. 88 and Rt. 30 where he remembers Bill Horn, the live-in bartender. Blizz has enjoyed reading as a pastime and has found that any time he didn't know how to do something, he would find a book that would tell him how to do it. Self-taught in many ways, he said that for the most part he has had a good life and is thankful for it. It was our pleasure to hear Blizz's story and we thank him for his service to our country.