

NEWS



392nd BG Memorial Association

VOLUME 12

AUGUST 1997

392nd MEMORIAL SET FOR SAVANNAH

LETTER FROM THE EDITOR

This issue of the NEWS is a little different. It's still printed on newsprint, tabloid size, but the size is a little larger.

There are Crusaders who aren't exactly thrilled with the newsprint format, because it's a little flimsy and doesn't travel the US Mails easily.

However, the newsprint format gives us some advantages: Use of modern newspaper technology, especially photos; large and readable type; plenty of space to print all the news that's fit to print; and last but not least, easier for the editor to get out the paper.

The NEWS comes out four times a year, on the first of February, May, August, and November. I usually get it into the mail by those deadlines. If

those dates go by and you haven't received your copy, call me and I'll send you a new copy. The phone number is 765-654-4456.

Jim Goar

392BGMA ANNUAL MEETING SET FOR 8AF MINNEAPOLIS

Col Lawrence Gilbert, 392BGMA CEO, has announced that the annual meeting of the Memorial Association will be held in conjunction with the 8AF Historical Society reunion at Minneapolis Sept. 9-14. (See other pages of this issue of the NEWS for complete information on the 8AF reunion.)

The annual membership meeting will be at 8:30 am Friday Sept. 12; and the Board of Directors will meet at 2:30 pm Thursday Sept. 11.

1/3 SCALE REPLICA OF WENDLING: DEDICATION NOV 7

The 392nd is joining other Groups of the 8AF in establishing a Group memorial at the Mighty Eighth AF Heritage Museum at Savannah, GA.

A 1/3 scale replica of the monument now at Wendling will be placed in the Memorial Garden there.

Col Lawrence Gilbert, 392BGMA CEO, announced that formal dedication would take place at 11 A. M. on November 7. Several motels are close by the Museum, including the Comfort Inn and an Econo Lodge.

Col Gilbert asked all Crusaders who plan to attend to inform him or Cliff Peterson at (Gilbert) 407 647 2623 or (Peterson) 407 647 7741.



Joe Whittaker, chairman of the Savannah Memorial project, is shown with the finished monument at the quarry.

B/GEN JIMMY STEWART-ONE OF OUR OWN

B/Gen James Stewart, USAF (Ret) died July 2. A famous and popular movie star, he nevertheless was known among USAAF veterans as one of our own, starting as a private, going through rigorous training as we all did, and distinguishing himself as a combat pilot in the 8AF. He was a squadron commander in the 445th, at Tibbenham.

Some Crusaders had brief contacts with him during and after the war.

Col Lawrence Gilbert, the last commander of the 392nd, had only one conversation with him. It was in combat, at altitude over Germany. Col Gilbert was the command pilot leading the 392nd and our combat wing, and Col Stewart was the command pilot of the 445th, leading its combat wing. They were withdrawing from a target deep in Germany and Col Gilbert relates that he knew Stewart's wing, some miles behind him, was under heavy enemy fighter attack. He called Stewart on the radio, asking how it was going. Stewart replied, "It's hot as hell back here".

Col Warren Polking, the first commander of the 578th, was a command pilot on one of the first missions to Berlin, and Stewart was also a command pilot on that mission. At the pre-briefing, Polking and Stewart together decided on a recall signal, and it was "Alamogordo". The mission was confronted with heavy clouds, and it was recalled.

Capt Cliff Peterson, a 578th pilot, was in the same training squadron as Stewart at Boise. Stewart, a 1/Lt at the time, was squadron operations officer and Cliff flew with him several times.

Cliff had another encounter with Stewart in 1953 during the filming of "Strategic Air Command". It was filmed at Carswell and McDill, and Cliff was Officers' mess officer at McDill at the time. The film makers needed two officers to be shown getting out of a staff car to greet Stewart at the flight line, and Cliff volunteered for this duty. Cliff says he had no speaking part, but he slammed the door of the staff car loudly enough to be heard on the sound track.

The Petersons have another link with Jimmy Stewart. The mother of Cliff's wife Mary was a teacher in Indiana, PA in 1915, and was Stewart's second-grade teacher.

M/Sgt Jack Stewart, 578th, was also at Boise when Jimmy Stewart was there, and Stewart signed his flight time record, shown at right.

INDIVIDUAL FLIGHT RECORD (..)

STEWART, Jack O. Sgt. 15335002
(Name) (Rank) (Serial No.)
52ND 29TH GOWEN FLD
(Organization) (Group) (Station)
Boise, Idaho

1943 Month & Date	Duty	Mission Symbol	Flight Time	Number Lcs	Type	Remarks
6-11	G	T	1:25	1	9021	R-28E
6-12	"	"	1:55	1	9021	"
6-13	"	"	1:00	1	9022	"
6-14	"	"	2:40	2	7164	"
6-9	"	"	3:20	3	9022	"
6-16	"	"	1:00	1	9021	"
6-16	"	"	2:16	1	9113	"
6-16	"	"	2:00	2	7120	"
6-17	"	"	1:00	1	7164	"
6-18	"	"	3:00	3	7116	"

I certify that I have made frequent checks of the method of preparation of light records, and have assured myself that the information contained on this form is an accurate summary of the individual's flying time, and that the symbols used correctly record the type of mission flown, and

For the Squadron Commander:

Signed: [Signature] Operations Officer.

AN ACCOMPLISHED JOURNALIST SAYS GOODBYE TO JIMMY STEWART

The following appeared in the *NEW YORK TIMES* on July 5, 1997, sent to the *NEWS* by Col Gilbert. Crusaders, especially pilots and other combat crewmen, will relate to it.

Goodbye, Mr. Stewart

By John Gregory Dunne

I met James Stewart on a number of occasions, but I could never bring myself to call him Jimmy, only Mr. Stewart. Calling him Jimmy would have been like calling Woodrow Wilson "Woodie."

He was deaf as a post, and a little distant because of it. His wife, Gloria, had to shout and repeat what people were saying to him. Even when he could not hear a word, he was always extremely polite.

Whenever we met, I could never think of anything to say to him, except "Hello, Mr. Stewart" at the beginning of the evening, and "Goodbye, Mr. Stewart, it was nice to see you again" at the end.

Then after dinner one night at someone's house in Beverly Hills, I found myself alone with him for a few moments. He was then in his mid-70's. He never wore his hair-

John Gregory Dunne is the author, most recently, of "Monster: Living Off the Big Screen."

A conversation with the pilot, not the actor.

piece when he was at a private social occasion. Not wearing the hairpiece made him look much younger.

I knew that during World War II, Mr. Stewart had been a heavy bomber pilot, and then operations officer, chief of staff and squadron commander for the Eighth Air Force.

Searching for something, anything, to say, I asked: "Mr. Stewart, when you were flying with the Eighth Air Force, what was the difference between the B-17 Flying Fortress and the B-24 Liberator? Which one was the better aircraft?"

The most amazing thing happened; 35 years just vanished from his demeanor, and his hearing seemed to return. He was a young colonel again, as he tried to explain to me which one was the easiest to

fly, and the difference in trim and configuration between the two planes. He held his hands out the way pilots do — and said, this one was more stable, you could not smoke in that one because fuel fumes built up in it.

I can't remember how he came down on the B-17 versus the B-24. But what was astonishing was his immediate and glowing transformation from an elderly gentleman and semi-retired motion picture star to a combat officer in his 30's.

I have always thought that most male American movie stars are slightly embarrassed by what they do, as if acting is an unmasculine profession, and that this is the reason so many become directors.

That night in a Beverly Hills living room some 15 years ago, Mr. Stewart was transported back not to when he was happiest (it would be presumptuous of me to say that) but to a time in his life when, I thought, he felt himself most useful and productive.

For me, it is a more enduring memory of Mr. Stewart than any of his pictures.

REPORT ON LIFE OF GRP BOMBARDIER "DOC" WEILAND

At many post-war Crusader gatherings, many have wondered what happened to the likable Maj Harold Weiland, the Group Bombardier in the latter part of the war.

Recently his son Kurt sent us the following:

Harold "Doc" Weiland rotated home to join his wife Myrna and his newborn son. They later had a daughter.

He left the Air Force in 1945 and went to work for the Veterans Administration as a fireman at Birmingham VA Hospital in Los Angeles.

From there he began working around the world. He was in Tripoli, Libya, when he joined the civil service as a fire chief for the US Army forces there. Political unrest forced them to evacuate.

He worked in Heidelberg, Germany, as Fire Prevention Engineer for US Army, Europe.

While he was working in Germany he'd take his family on vacations and visit the sites he'd bombed during the war. Since this was in the early 1950's, the bomb damage was still visible. The factories were blown out; the roadways and runways were bomb-cratered. He'd stand, look around, and nod his head.

From Europe, he and his family returned to Southern California where he worked at Vandenberg Air Force Base, again as a firefighter.

Vandenberg was the Pacific Missile Test Center, and when the Air Force activated a missile unit there in October of 1961, they designated the unit as the 4392nd Missile Wing, tracing heritage and lineage to the 392nd Bomb Group.

Doc retired from the civil service in 1965, but he couldn't stop working. He earned his real estate license and began selling real estate in California.

In May of 1973-on his way to the bank-his sixth heart attack killed him.

He's buried, under a VA headstone noting his WWII service, in the Evergreen Cemetery in Lompoc, California.

The rest of his family is well. His widow Myrna live in Lompoc. She raised their two children and worked as a secretary and administrative assistant at the air bases and army posts Doc worked at.

His son Kurt served in the Vietnam War and stayed to make the Army a career. He accepted a commission, served with the 82nd Airborne Division and taught at West Point. He and his wife have six children and live in Bountiful, Utah, which is just north of Salt Lake City.

His daughter Linda married an Air Force sergeant and they lived around the country. She now lives in Lompoc, near her mother, where she works for the local school district.

PROFILE

Cpl Michael Stepanovic was a bomb sight mechanic in the 577th, joining the Group in 1943 at El Paso.

Post-war, he was employed by Building Systems, Inc., a national heavy commercial construction company. He retired in 1989 as senior vice-president. He and spouse Corinne live at 8409 E. Dewey Robbins Rd., Howey-In-The-Hills, FL 34737. They have two children and five grandchildren.

Sergeant Coltran's Chicken

By Keith Roberts, 578th Navigator

M/Sgt John G. Coltran of Red Bank, NJ, a crew chief in the 578th, was a handsome, square-jawed man who took meticulous care of his airplanes.

He also had the distinction of owning a pet chicken.

The chicken was a hen who faithfully produced one egg a day. Coltran and his ground crew fried the egg with great ceremony on the home-made stove in their hand-crafted line shack. Eggs served in the Crusaders' Wendling mess halls were powdered eggs, always scrambled, and served in compact heaps on metal mess trays. So a real fried egg was a jewel to be treasured.



This high-school boy, name of Keith Roberts and the author of this article, evidently lied about his age and joined the Air Corps at about the age of 14. He became a navigator and flew a combat tour with the 392nd.

The Vickers crew flew a Coltran prepared airplane which they had named "Dugan". "Dugan" sported 4-leaf clovers painted on each side of her nose. On days that the Vickers crew flew in "Dugan", John Coltran donated a real fried egg to their diet, share and share alike. When Sgt Coltran and Pilot Bob Vickers did the preflight walk around "Dugan", the chicken followed in their footsteps.

One day in early 1945, the Vickers crew was assigned a practice flight. They decided that, since Sgt Coltran's chicken was in the Air Corps, she really should log some flight time.

So it came to be that the Vickers crew saved the chicken's life, twice. The first time was at about 2000 feet when the chicken tried to fly out the open waist window and gunners Bill Nock and Tom Damuth caught her in time. The second life-saving moment happened when the crew clapped on a oxygen mask when she began to turn blue from lack of oxygen. After such stress, the chicken lost some feathers and refused to lay an egg for a week or so, but her recovery was complete. The Vickers crew was mightily relieved.

Sgt Coltran's chicken was later to appear in a feature picture in *Yank Magazine* along with Sgt Coltran and his ground crew as they sweated out the return of a combat mission. Many years later, Sgt Coltran's chicken arose again when that *Yank Magazine* picture was reproduced as a giant mural on an interior wall of the Air Force Museum in Dayton, Ohio.



By Sgt. HILARY H. LYONS
YANK Staff Correspondent

The Vickers crew had been shot up, had parachuted to safety, and had returned to action before they acquired "Dugan" with the 4-leaf clovers and before they flew with Sgt Coltran's chicken. After that, they completed a combat tour over Germany with no insurmountable problems. Were the 4-leaf clovers, and Sgt Coltran's chicken, lucky charms?

As the navigator on the Vickers crew, I can tell you that those eggs were delicious. (Editor's note: the above story is just the thing Bob Vickers is looking for in his new book about the 392nd's ground crews. If you have a story about ground crews, send them to Bob at 10552 Montgomery, N. E., Albuquerque NM 87111-3854.)

HERE'S THE POOP FOR 8AF MINNEAPOLIS

If you need more information, contact Cliff Peterson at 2120 Woodcrest Dr., Winter Park, FL 32792, ph 407 647 7741

8th AIR FORCE HISTORICAL SOCIETY

INVITES YOU TO

REUNION '97

MINNEAPOLIS, MINNESOTA
SEPTEMBER 9 - 14, 1997

The 1997 annual reunion is just around the corner. Mark your calendars now for a great time in Bloomington, Minnesota, a suburb of Minneapolis. Being centrally located in the United States, we hope for a large turnout. With an average temperature of 71 degrees in September, the weather should be beautiful.

Bloomington, Minnesota (meaning "flowering field"), is a beautiful city with picturesque lakes, ponds, and parks combined with an exciting and healthy business and hospitality industry. In the past three decades, Bloomington has grown from a semi-rural village to its current status as Minnesota's third largest city. Most of you will recognize Bloomington's name from its recent claim to fame, the Mall of America. This mall brings new meaning to the motto, "Shop 'til you drop." Best of all, clothing purchases are free of sales tax!

You'll want to come early and stay late for this reunion. Not just for the tours and attractions, but for the camaraderie of your fellow members. Encourage your buddies to join the fun and reminiscing this year in the Minneapolis area. The Memorabilia Room will house one of our largest displays in recent years.

RADISSON HOTEL SOUTH & PLAZA TOWER

The Radisson Hotel South and Plaza Tower is located at 7800 Normandale Boulevard, Minneapolis, MN 55439-3145. The hotel is conveniently located at the intersections of I-495 and Highway 100. Downtown Minneapolis and downtown St. Paul are just 10 miles from the hotel. Valleyfair Amusement Park and the Minnesota Zoological Gardens are located close by. There are fabulous shopping opportunities in Southdale and the Mall of America--the nation's largest shopping and entertainment complex.

All 575 guest rooms are spacious, tastefully appointed, and soundproof. In-room amenities include complimentary HBO, CNN, and clock radios. Also, each room supplies a hairdryer, iron with ironing board, and coffee maker. A sky-lit garden atrium and pool area offer a relaxing atmosphere for guests. The hotel has a large, indoor swimming pool, whirlpool, sauna, and fully equipped exercise center. A gift shop is located within the hotel for the convenience of guests. Same day laundry service is available upon request Monday-Friday.

The group rate at the Radisson is \$85 (+tax) per night. Please use the enclosed reservation form to make your reservation. Handicapped accessible and non-smoking rooms are subject to availability. Please request these special accommodations when making your hotel reservation. Complimentary parking is provided for overnight guests. Check-in time is after 3pm; check-out is noon.

The hotel offers several types of suites and hospitality rooms. The set-ups are basically the same; the locations are different. The Cabana Suites are located around the pool (which offers extra "overflow" space). The South Tower Suites are located in the South Tower. Both of these types of suites offer a bedroom with a separate parlor equal to the size of two sleeping rooms. The parlors feature a sitting area and conference table. The Plaza Tower also has "executive suites," but they are basically an over-sized sleeping room with a sitting area. Unfortunately, none of the suites have refrigerators; however, you can rent small ones from the hotel during your stay for \$10. In addition to suites, the hotel also offers Cabana Rooms located around the pool. They do not connect to sleeping rooms, and they are equal to the size of one sleeping room.

Hospitality Prices:
One Bedroom Cabana Suites - 4 are blocked at \$185 each per night
One Bedroom South Tower Suites - \$250
Executive Suites - \$150
Cabana Rooms (no connecting sleeping room) - \$85

Dining facilities within the hotel:

-Kaffe Stuga, Scandinavian-type restaurant; open 7 days serving breakfast, lunch, and dinner. Hours are 6:30am-10pm weekdays, 7am-10pm Saturday/Sunday.
-Shipside, featuring fresh fish and seafood; open dinner. Hours are Monday-Saturday 5-10pm.
-Spectators, the hotel lounge, 4pm-1am weekdays; 11:30am-1am Saturday/Sunday.
-Plaza Java Coffee Bar is open from 6am-10pm everyday.
-Room service is available 6am-midnight.

TRAVEL INFORMATION

AIRPORT SHUTTLE

Airport Express is the only company authorized to provide shuttle transportation from the airport to the Radisson South and Plaza Tower. It leaves the airport on the half hour. The shuttle is available outside the baggage claim area of the airport. Look for Ground Transportation. Currently, the fare is \$8.50pp one way. If more than one, consider taking a taxi; it may be cheaper and quicker. Please give very specific instructions to the driver of the shuttle or taxi to the Radisson Hotel South in Minneapolis, not St. Paul. The day before your departure from the hotel, contact the Bell Captain to arrange the Airport Express shuttle service for you.

DRIVING DIRECTIONS

-From the North: Take Highway 100 South to 77th Street-Industrial Boulevard exit. The hotel is straight ahead at the light.
-From the South: 35W North to 494 West to Highway 100 North. Exit on 77th Street. Cross over Highway 100. At the light, take a left.
-From the East: 494 West to Highway 100 North. Exit on 77th Street. Cross over Highway 100. Take a left at the light.

NEARBY RV PARK

There is ample parking space at the hotel for RV's. However, should you desire full hookup services, call the Lebanon Hills Park & Campground, Apple Valley, MN at (612) 454-9211 for information, directions, and reservations. The campground is approximately 20 minutes from the Radisson Hotel South.

REGISTRATION INSTRUCTIONS

- See choices below and complete the Registration Form. Remit by check or money order made payable to 8AF Reunion by August 8, 1997 (no credit cards or phone reservations accepted). Forms received after this date will be accepted on a space available basis only. Please complete the entire form (Member number, WWII group, etc.).
- Canceled check will serve as your receipt, although you are not expected to present it at registration. Confirmations will not be sent.
- After you check into the hotel, report to our registration desk on the 1st floor to pick up your nametags, tickets, etc.
- Full refund for cancellations received by September 5, 1997, except for the Dinner Theatre. Notification must be made by August 18 for the Dinner Theatre refund. After this date, refund amount will depend on charges made for unused portion of services. Please call 757-625-6401 (9am-5pm EST) if you need to cancel.

MEALS / EVENTS CHOICES

CHOICE #1 TOTAL PACKAGE \$158

Package includes 7 food functions starting with breakfast on Thursday. The Thursday evening dinner outing is available only in this package. Options are separate.

CHOICE #2 PARTIAL PACKAGE \$111

Package includes 5 food functions starting with breakfast on Friday. Options are separate.

CHOICE #3 INDIVIDUAL EVENTS

Friday Rendezvous Dinner \$28 and Saturday Banquet \$33 can be purchased separately.

TOUR OPTIONS

Wednesday: City Tour \$24 and Dinner Theatre \$52. Thursday: Historic Stillwater \$42 or Military Museums \$25. Friday: Historic Stillwater \$42 or Mall of America Shuttle \$8. Saturday: Lunch Cruise \$29 or Abbreviated City Tour \$18.

EIGHTH AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION RADISSON HOTEL SOUTH AND PLAZA TOWER, MINNEAPOLIS

Tuesday, 9/9

2:00pm - 7:00pm Early Bird Registration

Wednesday, 9/10

8:00am - 10:00am Reunion Registration Open
9:00am - 3:45pm (Option) City Tour
9:00am - Gathering Room Open (in conjunction with the Memorabilia Room)
9:00am - 'Mighty Eighth' Theater open through Saturday evening
9:00am - Memorabilia Room open through Saturday evening
1:00pm - 5:00pm 'PX' open (finalized times will be posted at the reunion)
1:00pm - 5:00pm Reunion registration open
5:30pm - 11:00pm (Option) Dinner Theatre

Thursday, 9/11

7:00am - 8:30am Extended Continental Breakfast
8:00am - 10:00am Reunion Registration Open
9:00am - 10:00am Unit Advisory Meeting
9:15am - 3:15pm (Option) Historic Stillwater Tour
9:30am - 4:30pm 'PX' Open
10:00am - 10:45am Presentation by Dr. Brown, "Medical Problems & Solutions While Traveling"
10:30am - 11:30am Chapter & Unit Development Meeting
12:30pm - 5:00pm (Option) Military Museum Tour
1:00pm - 5:00pm Reunion Registration Open
6:00pm - 10:00pm German Theme Dinner at the Hotel with Entertainment

Friday, 9/12

7:00am - 8:30am Extended Continental Breakfast
8:00am - 10:00am Reunion Registration Open
9:00am - 10:30am Individual Group Meetings
9:15am - 3:15pm (Option) Historic Stillwater Tour
11:00am - 4:00pm (Option) Mall of America Shuttle
10:00am - 5:00pm 'PX' Open
2:00pm - 5:30pm Reunion Registration Open
6:00pm - 7:00pm 8AF Cash Bar Reception
7:00pm - Rendezvous Dinner and 'Hangar Flying'

Saturday, 9/13

7:00am - 8:30am Full Breakfast Buffet
9:00am - 11:00am General Membership Meeting
10:00am - 4:00pm 'PX' Open
11:15am - 2:00pm (Option) Lunch Cruise
1:00pm - 4:00pm (Option) City Tour
1:00pm - 4:00pm Annual 8AFMMF Symposium
5:30pm - 6:00pm Reunion Registration Open
6:00pm - 7:00pm 8AF Cash Bar Reception
7:00pm - 11:30pm 8AF Gala Banquet

Sunday, 9/14

7:00am - 8:30am Extended Continental Breakfast
8:30am - 9:00am Catholic and Protestant Services
9:00am - 9:30am Memorial Service
9:45am - 8th AFHS Annual Board Meeting

ACTIVITY REGISTRATION FORM

NAMES (for nametags) _____		ZIP _____			
ADDRESS _____		IF LIFE MEMBER _____			
PH NUMBER () _____		1st 8AFHS REUNION? yes or no _____			
8AFHS MEMBERSHIP # _____		WWII GROUP (for seating arrangements) _____			
DISABILITY/DIETARY RESTRICTIONS _____					
		PRICE PER	NO. OF PEOPLE	=	AMOUNT
Mandatory Registration Fee includes Unit Rebates, Symposium, 8AFMMF memorial plans, postage, etc.		\$31	x		=
Choice #1 Total Package (7 meals)		\$158	x		=
Choice #2 Partial Package (5 meals)		\$111	x		=
Please note Banquet Choice: Roast Prime Rib of Beef # _____ or Salmon Filet # _____					
Friday Rendezvous Dinner (Grilled Chicken Breast)		\$28	x		=
Saturday Banquet		\$33	x		=
Please note Banquet Choice: Roast Prime Rib of Beef # _____ or Salmon Filet # _____					
Wednesday					
City Tour		\$24	x		=
Chanhassen Dinner Theatre		\$52	x		=
Thursday					
Historic Stillwater Tour		\$42	x		=
Military Museums Tour		\$25	x		=
Friday					
Historic Stillwater Tour		\$42	x		=
Mall of America Shuttle		\$8	x		=
Saturday					
Lunch Cruise		\$29	x		=
Abbreviated City Tour		\$18	x		=
TOTAL AMOUNT PAYABLE TO 8AF REUNION					\$
MAIL TO: 8AF REUNION / PO BOX 11327 / NORFOLK, VA 23517 BY AUGUST 8, 1997					
CUT HERE AND MAIL BOTTOM PORTION TO HOTEL					

THE 8th AIR FORCE HISTORICAL SOCIETY HOTEL RESERVATION FORM - SEPT. 9 - 14, 1997

NAME _____		SHARING ROOM WITH: _____	
ADDRESS _____		ZIP _____	
ARRIVAL DATE _____	DEPARTURE DATE _____	1 KING _____ or 2 DOUBLES _____	
# OF ROOMS NEEDED _____	# OF PEOPLE IN ROOM _____	SPECIAL REQUESTS _____	
RATE: \$85 (up to four people in room) + tax (currently 12.5%)			
CUT OFF DATE: 8/11/97 - Reservations received after the cut off date will be processed on a space available basis.			
CANCELLATION POLICY: Deposit is refundable if reservation is canceled by 6pm on your arrival date. Be sure to record your cancellation number. Please call the hotel at (612) 835-7800.			
Please include first night's deposit by check (payable to Radisson Hotel South & Plaza Tower) or credit card to confirm your reservation.			
____ AMEX ____ DINERS ____ MASTER CARD ____ VISA ____ DISCOVER ____ CARTE BLANCHE			
CREDIT CARD NUMBER _____		EXP. DATE _____	
SIGNATURE (regardless of payment method) _____			
MAIL TO: RADISSON HOTEL SOUTH / 7800 NORMANDALE BLVD. / MINNEAPOLIS, MN 55439			

In the previous issue of the NEWS, May 1977, we printed about half of the Table of Contents of the 392nd Anthology, "20th Century Crusaders". Here are the rest of the Table of Contents. Each story was written by one of us or by someone in Britain who is knowledgeable about the 392nd. These stories capture the times that changed our lives. No Crusader family, especially children and grandchildren, should be without this book. The publisher is now telling us that he hopes to publish in 1977. Order the number you need to put this book into the library of each of your children and grandchildren. This could be the best legacy you could give them.

- | | |
|---|--|
| THE ROYAL AIR FORCE AT WENDLING
By E. G. "Ted" Parsons, RAF Detachment | MISSION TO SAARBRUCKEN MARSHALLING YARDS - 13 July 1944
Martin Nutman, Lincolnshire Aircraft Recovery Group |
| BORN IN BEESTON
Ernest Parke, Airfield Maintenance | A MOTHER'S QUESTIONS ANSWERED
Ian Blackamore, Lincolnshire Aircraft Recovery Group |
| I WAS IN MY EARLY THIRTIES WHEN THEY ARRIVED
By Olive Codling-Willis, Royal Navy Nurse | BETTER SAFE THAN SORRY
Birdie Schmidt Larrick, Director, ARC Aeroclub |
| HAULING BOMBS AND MAKING FRIENDS
By S. J. "Sandy" Elden, Ordnance Section, 577th Squadron | A VIEW FROM THE GROUND UP (Part II)
By Ernest Barber, Crew Chief, 578th Squadron |
| AT 15, I PICKED UP AND DELIVERED GI LAUNDRY
By Joy Leggett-Hawkins, Farm-girl, Manor farm, Wendling | A SPECIAL DAY
By Birdie Schmidt, Director, ARC Aeroclub |
| MEMORIES OF WENDLING AIRFIELD
By Daphne Webster-Duffield, English schoolgirl | THANKSGIVING - NOVEMBER 1944
By Birdie Schmidt-Larrick, Director, ARC Aeroclub . . |
| HOME AWAY FROM HOME
By Elsie Palmer, Landlady, "White Horse" Pub, Longham | A BRIGHT CHRISTMAS
By Birdie Schmidt Larrick ARC Aeroclub Director
and Jane Mallory, ARC Aeroclub Staff |
| WHEN IS A LOYAL FRIEND CALLED A FOE? ONLY BY ACCIDENT ! !
By Jim Goar, Transportation Officer | "THANK YOU, AMERICAN RED CROSS AERoclub"
Lorin L. Johnson, Commanding, 392nd Bomb Group (H) |
| MEMORIES OF WENDLING AIRFIELD
By Barbara Bishop, English schoolgirl | A CHRISTMAS FEAST AND FAREWELL TO WAR
By "Sandy" Elden, Ordnance Section, 577th Squadron |
| BELIEVE IT OR NOT, IT'S TRUE ! !
By Clifford Peterson, Pilot, 578th Squadron | ALMOST HOME
By Richard Spades, Radio Operator, 576th Squadron,
Denis Duffield, Norfolk schoolboy, and
Jim Goar, Editor, 392nd BGMA News |
| THE SONGS OF VERA LYNN
By Keith Roberts, Navigator, 578th Squadron | THE FORTUNES OF WAR
By Jim Goar, Editor, 392nd BGMA News |
| "BUZZ-BOMBS" OVER ENGLAND
By Tom Horn, HQ Inspector attached to 392nd Bomb Group | TROUBLED TIMES AND A HAPPY ENDING
By Denis Duffield, Norfolk schoolboy |
| ONLY ONE V-1 FLYING BOMB NEAR STATION 118
By Bob Collins, Historian, Norwich | 8 MAY 1945. . . V-E DAY ! !
Nora Norgate Canfield, English GI bride |
| HOW THE V-1S GOT INTO THE AIR
By Hans Hoehler, Luftwaffe veteran, Essen, Germany | RUSTY LUCK
Brian Buckenham, English schoolboy |
| LILI MARLENE
Words sent in by Hans Hoehler | LIBERATOR PRIDE
By Roger Freeman, Author |
| AIR TRAFFIC CONTROL AT WENDLING
By Captain Bernard "Barney" Glettler, Tower Officer | THE 392ND BOMB GROUP MEMORIAL
By Robert Vickers, Pilot, 578th Squadron |
| LIFE WAS HARD AND TOUGH ON THE GROUND
By John Matt (Matishowski), Navigator, 576th Squadron | TO AMERICANS IN AN ENGLISH VILLAGE
By A.B. Purdie, Author (1945) |
| A REPORT FROM A GROUND CREW CHIEF
By Ernest Barber, Crew Chief, 578th Squadron | JUST BEFORE THE INVASION
Supreme Headquarters, Allied Expeditionary Force . . |
| IMPACT ON THE ENGLISH COUNTRYSIDE AND STATION 118 OF THE
KIEL MISSION OF 4 JANUARY 1944
A Collective Recollection | THE LONGEST DAY
Jim Goar, Transportation Officer,
Birdie Schmidt, ARC Aeroclub Director, and
Lawrence Gilbert, Group Headquarters |
| LOADING THE BOMBS
By Charles Dye, Group Ordnance Section and
Guy Spinelli, 578th Squadron Armament Section | MESSAGE FROM GENERAL HODGES - 7 June 1944 |
| HANG THE EXPENSE
By Ted Parsons, RAF Detachment at Wendling | WHAT 25,000 AIRMEN PAID FOR
Published in a British newspaper on 9 July 1944 |
| LIVING ON THE AIR BASE
By John Gilbert, Norfolk schoolboy | THE EFFECTS OF ICING
By Mark Osmen, Waist-gunner, 579th Squadron . |
| | FROM THE ALEUTIANS TO WENDLING
By James McFarland, Co-pilot, 576th Squadron |
| | NOW COMES THE "GEE BOX"
By John Matt (Matishowski), Navigator, 576th Squadron |
| | PRAISE FOR THE GEE BOX
By Emmanuel Abrams, Navigator, 579th Squadron |

- TO HANNOVER - 11 SEPTEMBER 1944
Manny Abrams, Navigator, 579th Squadron
Robert Tichel, Pilot, 579th Squadron
- DEATH KEEPS A PROMISE
By James McFarland, Co-pilot, 576th Squadron
- MOONLIGHT SERENADE
By Keith Roberts, Navigator, 578th Squadron
- 1944 - A SIGNIFICANT YEAR
Lieut. General J. H. DOOLITTLE, USA Commanding
- TRIBUTE TO THE CONSOLIDATED B-24 LIBERATOR
By Myron Keilman, 579th Squadron Commander
- "MY PILOTS ARE READY TO FLY AT ANY TIME!"
Robert Berger, co-pilot, 576th Squadron
- MIXED NUTS?
LeRoy MacTavish, Communications Officer, 578th Squadron
- 9 MARCH 1944 - TO BERLIN
AND "CHEWED OUT" IN SUFFOLK BY U.S. CORPS OF ENGINEERS
By James Muldoon, Pilot, 578th Squadron
- ESCAPE & EVASION
By Harold Kornman, Navigator
- "BIG B": 29 APRIL 1944
Robert Vickers, Author;
James Buzick, Ball Turret Gunner, 577th Squadron;
Harry Thomas, Bombardier, 576th Squadron;
Roland Sabourin, Pilot, 578th Squadron;
Harry Thomas, Pilot, 576th Squadron;
James Buzick, Ball Gunner, 577th Squadron
- "DUNBAR WON'T GO OUT. . ."
By Harry White, Pilot, 578th Squadron
- WENDLING, LONDON, MUNICH, SWITZERLAND
AND ROW INTO FRANCE TO GET HOME
By George Michel, Radio Operator, 576th Squadron
- MAGDEBURG: 29 JUNE 1944
By Ross De Frates, Ball Turret Gunner, 579th Squadron
- 6 JULY 1944 - TO KIEL IN A WAR-WEARY JUNKER
By Willis Miller, Pilot, 577th Squadron
- THE LETTER
By Jim Goar, Editor, 392 BGMA News
- ONLY TWO LIVED TO BE PRISONERS - 9 September 1944 - June 1945
By Louis Stephens, Pilot and
Bill Riddleberger, Co-pilot, 578th Squadron
- RESCUED OFF GREAT YARMOUTH
By Robert Vickers and Sidney Harvey, Authors and
Edmund White, Pilot
- THE HOME GUARD AT WENDLING
By Walter "Sonny" Codling and Arthur Meen, County of Norfolk
- "FARMER" FROM LONDON BECOMES PART OF BOMBER INTERIOR CLEAR-OUT CREW
By David Ward, English schoolboy (evacuee)
- RADAR FIRST COMES TO THE GROUP AND WE LOSE TWO GALLANT WARRIORS
By Ben Alexander, Pilot, 578th Squadron
- LAST ATTACKS ON EAST ANGLIA
By Bob Collis, Historian, Norfolk and Suffolk Air Museum
- A SHORT WAR AND A LONG WALK HOME - 5 February 1945 to 8 April 1945
By John Kenyon, co-pilot, 576th Squadron
- 392ND BOMB GROUP B-24 LIBERATORS LOST OVER NORFOLK AND SUFFOLK
FROM OCTOBER 1943 TO APRIL 1945.
By Robert Collis, Norfolk & Suffolk Air Museum
- STAYING IN ONE PIECE
By Robert Tichel, Pilot, 579th Squadron
- FATE IS THE HUNTER
By Klaas Niemeijer of the Dutch Resistance Movement,
with excerpts from *"The Liberators from Wendling"*
- NORTH SEA DITCHING
By Robert Vickers, Pilot, 578th Squadron
- MID-AIR COLLISION
By Harold Hutchcroft, Co-pilot, 579th Squadron
and Charles Bird, English schoolboy
- LETTER TO ST. PETER
By Elma Dean, Author
- FLAK ENDED HIS COMBAT CAREER
HE CARRIED A REMINDER TO THE END
By John Carroll, Radio Operator, 579th Squadron
- TRUCKING MISSION TO EINDHOVEN - 18 September 1944
Robert Vickers in *"THE LIBERATORS FROM WENDLING"*;
Willis Miller, Pilot, 577th Squadron; Charles
Neundorf, Pilot, 579th Squadron; Manny Abrams,
Navigator, 579th Squadron; Alan Barber, Navigator,
577th Squadron; Ross De Frates, Nose-gunner, 579th
Squadron; Richard Wickham, Waist-gunner, 577th
Squadron
- HEAVY BOMBERS SUCCESSFUL IN CLOSE SUPPORT OF GROUND TROOPS!!
By Myron Keilman, 579th Squadron Commander
- FROM B-24s TO C-47s
By John Urban, Flight Engineer, 576th Squadron
- FERRY CREW
By Robert Tays, Pilot, 578th Squadron
- CROSSING THE RHINE
By Ian Hawkins, Anthologist
- "OPERATION VARSITY"
By John Matt, Navigator, 576th Squadron, Myron
Keilman, Command Pilot, 579th Squadron and Howard
Ebersole, Deputy Lead Pilot, 578th Squadron
- DO NOT CARRY YOUR PARACHUTE BY THE RED HANDLE
Ian Hawkins, Anthologist
- "SOME WILL DIE OR NOT COME BACK"
Robert Tays, Pilot, 578th Squadron
- A TRIBUTE TO THE CREW OF "ALFRED"
By Douglas Willies of Sheringham, Norfolk
- I REMEMBER 689
By Myron Keilman, Commander 579th Squadron
- ONE MAN'S SUMMARY OF WW II
By Patrick Burns, Radio Operator, 578th Squadron



PILOTLESS A/C LANDS IN DUTCH CANAL

GUNNERS DON'T HEAR BAIL-OUT, RIDE A/C DOWN—ONLY ONE HURT

The Sackman Marx crew was one of the early replacement crews in the 578th, arriving at Wendling in Sept. 1943.

Their second mission was to Bremen Nov. 13. Flak damage ruptured the fuel lines, and Marx knew that they could not make it back across the Channel, so he gave the bail-out order over Holland.

The six in the front of the plane exited by parachute, but the four gunners in the rear did not hear the bail-out signal and rode the plane down. The pilot had put it on automatic pilot, and when it neared the ground it pancaked, ending up in a canal right side up.

It landed at the outskirts of the Dutch village of Zwartsluis, and the villagers brought the crewmen to shore with

boats. They had no choice but to turn them over to the German occupying forces, and the four crewmen spent the rest of the war as POW.

The crewmen were T/Sgt Harold E. Posey, S/Sgt Mario Sanna, S/Sgt Richard S. Wright and S/Sgt (later M/Sgt) Jack Stewart. Sanna was the only one hurt. He survived the war and lives in Johnstown, PA. Stewart, who made the service a career, lives in Brookston, IN. There has been no contact since the war with Posey and Wright.

The six who parachuted out were 2/Lt Sackman Marx, pilot; 2/Lt James H. Chenet, co-pilot; 2/Lt Victor J. Ferrari, navigator; 2/Lt Omar E. Roberts, bombardier; T/Sgt Nicholas Mandell, radio operator; and S/Sgt Edgar B. Fletcher, engineer.

Ferrari and Roberts exited together and Roberts broke his shoulder on landing. Ferrari and Mandell were able to evade capture; Roberts evaded for some time but was eventually captured.

The rest of the crew were POW. All survived the war, but Nick Mandell is now deceased.

Ferrari and Roberts hid in the cold November waters of a pond until dark and were picked up by the Dutch resistance.

Then began a 3-month odyssey through Holland and Belgium and Toulouse, France by way of Paris. Most of the trip was by train with Ferrari disguised as a Flemish laborer and with many layovers in safe houses. On the way he was joined, separated, and joined again by Nick Mandell.

From Toulouse it was over the Pyrenees mountains by foot, at night and over the most difficult terrain, because the easy passes were guarded.

Arriving in Spain, Ferrari and the small party of evadees were passed to the Americans there. Ferrari was sent to Gibraltar where he boarded a C-47 for the flight to England. Even aboard the plane he could not heave a sigh of re-

lief, because the gooney bird developed engine trouble and barely made it to Land's End, England.

He was debriefed in London and returned to Wendling. Because of the Geneva convention rules regarding evadees he was taken off combat and returned to the States.

Ferrari held various navigation school assignments from 1944 to 1954. The rest of his military career was duty in Saudi Arabia, at the Air Force Academy, Deputy CO at Mather AF Base, and AFOTC at Notre Dame. He retired as Colonel in 1971.

After that and until retirement he was an executive in the United Services Automobile Association in San Antonio, where he lives at 3419 Hunters Wind with wife Doris Gene. They have three children and two grandchildren.

Sackman Marx lives at 2005 Stuart Ave., Monroe, LA 71201. He is still active in the mercantile business.



Two Dutch authors, Dirk Driessen and Dick van Eerde, have published a book about the November 13 incident at Zwartsluis. It is from them that the NEWS has obtained the above photo, showing the village as it exists today. The small dot in the upper right hand corner represents where the B-24 came to rest.

RESEARCHING LOSS OF GREAT-UNCLE, KIA BRUNSWICK

The NEWS has heard from Troy Allen, Greencastle, IN, inquiring into the events surrounding the loss of his great-uncle, 2/Lt Wilbur "Web" Thomas Reinoehl, the navigator of the 578th's a/c #42-95060, which went down May 19, 1944 on the Brunswick mission. 2/Lt Robert J. Lang was the pilot.



2/Lt Wilbur Thomas Reinoehl
(Editor's note: were we ever, ever, ever that young?)

The entire crew perished, and Allen's research so far has not been able to pinpoint all the particulars. Allen would welcome any Crusader's input. Allen's address is 506 East Hanna St., Greencastle, IN 46135. His telephone is (home) 765 653 1443, or (office) 765 232 1494.

Many others in addition to Allen are seeking information on WWII relatives. There is a growing body of research, and such organizations as the Mighty Eighth Heritage Museum are a part of the effort to make such research available. Our own memorabilia, soon to be deposited at the Museum, will aid future researchers.

PROFILE

S/Sgt Donald P. Penders was a gunner on the Frazer crew, arriving at Wendling Jan. 23, 1945. He flew 15 missions before the European war ended. In civilian life, he was a mechanic and sales manager for a GM dealership, retiring in 1990.

His wife is Jane, and they live at 66 Webster Manor, #5, Webster, NY 14580.

AIR ANNIVERSARY

Capt J. W. Kittinger parachuted from an altitude of 76,400 feet-1959.

PILOT OPTS TO SKIP FORM-UP PROCEDURES

The farther downstream the river of time takes us, the more apocryphal the stories become.

Here's one gleaned from Col Warren Polking, the first commander of the 578th:

The mission had taken off, and the colonel, who wasn't flying that day, noticed one of his squadron's aircraft still sitting on its hardstand. He got into his jeep and went out the the airplane, where he found the crew all suited up and ready to go, but the engines were not turning over.

When asked for an explanation, the pilot related that he saw no purpose in joining that great melee in the sky called form-up, it being a dangerous and time-consuming practice. He said he would just wait until the process was

over, and then he would take off and join the formation somewhere over the Channel.

Col Polking, a little taken aback by this logic, asked, "What if everybody

did that?"

The airplane commander thought a minute, said, "Oh", and the engines started and the B-24 took off.



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Book, "Remembrance of The Missing", by Col Bob Vickers, 578th, \$35.00 postpaid	\$	
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Book, "The Liberators From Wendling", by Col Bob Vickers, 578th, \$28.00 postpaid	\$	
Book, "Crew Dog", by Maj John Matt, 579th, \$28.95 postpaid	\$	
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Directory, May 1996, \$10 postpaid	\$	
Jacket, white nylon, w/392BG and Crusader patches, \$26 postpaid (Circle size wanted) M L XL XXL	\$	
Patch, 392nd Bomb Group logo, \$1.50 postpaid	\$	
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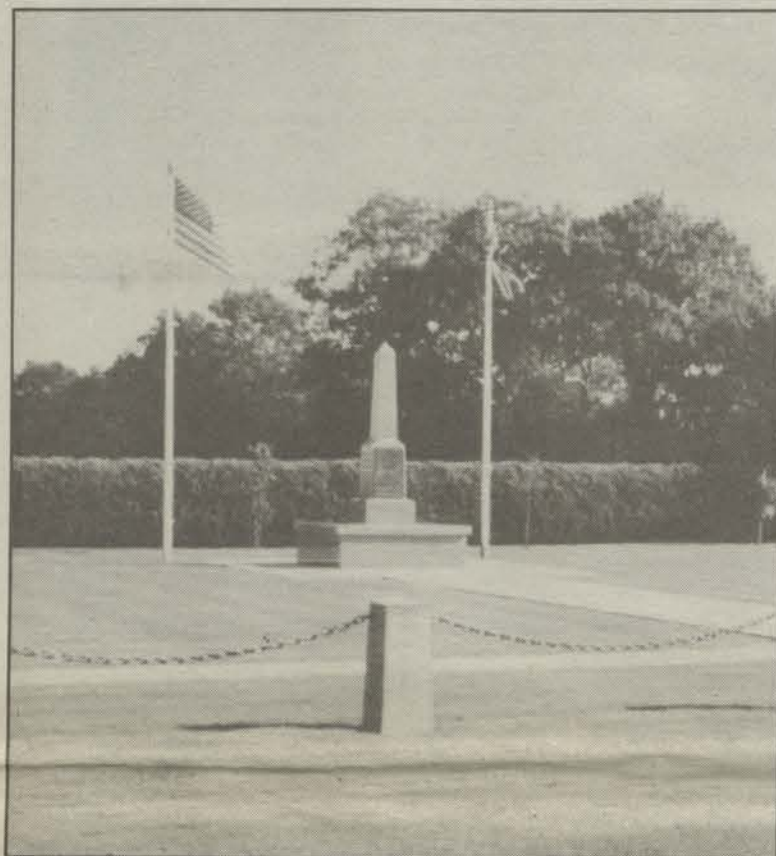
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THE 392nd MEMORIAL AT WENDLING

Almighty God, Who has blessed us with the will and courage to do our duty, we praise You for our comrades whose death kept freedom living. We praise You also for giving us the years we have lived since their departure. We pray that You will strengthen and sustain our devotion to truth and justice, so that we may be faithful beneficiaries of their sacrifice. Continue Your mercy to our comrades; keep them in Your care; and bring us all at last into Your presence there to rejoice eternally. Amen.

-Prayer composed by 576th pilot the Very Reverend Robert C. Martin, retired Dean of the Cathedral at Erie, Pa.

Chaplain's Corner

By George Barger, Chaplain

Isn't it disappointing how memories fade? I don't mean only the "curve of forgetting", lacking reinforcement impressions are poorly retained. It's something else I have in mind. Simply this: there aren't many months in succession that I don't learn of the death of a friend. When that happens I begin to recollect various thing we have done together, and somewhere in the midst of such rumination it will occur to me, "But, now I am the only one who can remember these things. I can't call (or write) X and relive and re-confirm this great fun we had, or that moment of importance we shared." It's sobering, the fact is, I am diminished by my friend's death. That part of my life is now irrecoverable.

Not quite, for our faith reminds us

that nothing is lost. We are remembered by One who is beyond forgetting; and in His own good time remembrance will be renewed.

PROFILE

T/Sgt Robert L. Strausbaugh was the radio operator on the Tom Sisson crew in the 578th. He joined the Group at Wendling May 31, 1944.

He graduated from Penn State, and was personnel manager and safety coordinator for Certain-Teed Roofing, a large national roofing manufacturer. He retired in 1981.

He is married to Thelma, and they reside at 735A Hardwick Place, York, PA 17404. They have one son.

AIR ANNIVERSARY

15th AF flew its first mission of WWII-1943

AIR ANNIVERSARY

First USAAF bombing attack made on Japanese held Thailand-1942.

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AIR ANNIVERSARY

First artillery adjustments made from a plane in U. S. -1912.

AIR ANNIVERSARY

Signal Corps allotted \$25,000 to procure an airplane-1907.

AIR ANNIVERSARY

9th Air Force established in Middle East-1942.

AIR ANNIVERSARY

Capt Edward V. Rickenbacker awarded Medal of Honor for WWI action-1930.

AIR ANNIVERSARY

First jet airplane aerial combat in history took place in Korea-1950.

AIR ANNIVERSARY

American fighters appear over Philippines for first time since 1942-1944.

But we..shall be remembered;

We few, we happy few, we band of brothers;

For he to-day that sheds his blood with me

Shall be my brother...

William Shakespeare
Henry V

Folded Wings

William T. Werner, 576, 12/22/96

Mervyn T. Johns, 576, 1996

Melvin W. Naylor, 577, Mar. 8, 1997

Susan Cheek Needler, June 13, 1997

(Dir of Carroll Cheek, 578)

Henry M. Hearn, 1977

Edward F. Wittel, 576, Jul 19, 1997

John W. Sullivan, 576, Oct. 13, 1995