

NEWS



DEC 1993



392nd BG Memorial Association

THE BIRDIE SCHMIDT ARC WILL FLY AGAIN

COMMEMORATIVE PLATE TO FEATURE B-24 FROM 392nd

The Duxford Air Museum in England will be offering a series of commemorative plates featuring WWII 8AF aircraft, and one of them will depict the 392nd's Birdie Schmidt ARC. It is expected that they will be ready for sale in 1994.

Present plans call for a series of four, each featuring a B-24, a B-17, a P-47, and a P-51. They will be produced by

the famous English Wedgwood firm, and the artist is John Batchelor. Batchelor is no stranger to the 392nd's a/c; he was the artist who did the illustration of the 577th's #42-94898, "Marion" (later "Terri Ann") which appeared in a reference book, "Air War in Europe". (See 392BGMA NEWS for Feb. 1993).

Birdie Schmidt Larrick, the Red Cross person (we used to call her a girl) who was director of the Aero Club at Wendling went to England this past June to participate in the kickoff of the project, which included a reception at St. James palace. The Duke of Kent was also in



Shown above at the Wedgwood factory in England are David Butler, project officer; John Batchelor, artist; and Birdie Larrick. Butler is pointing to a representative commemorative plate, such as the one planned for the B-24 Birdie Schmidt ARC.



THE ORIGINAL CREW OF THE BIRDIE SCHMIDT ARC

Standing, 2/Lt Donald C. Wise, bombardier; 1/Lt Henry W. Hoffman, pilot; 2/Lt James H. Randall, navigator; Birdie Schmidt (now Mrs. Birdie Larrick); 2/Lt Chester E. Gorton, co-pilot; Cpl William H. McNutt, radio operator; and S/Sgt Robert F. Goo, tail gunner. Front row: T/Sgt Robert E. Boney, engineer; S/Sgt Otto B. Sanders, ball turret gunner; S/Sgt John A. Kamacho, waist gunner; and S/Sgt Virgil H. Dopson, waist gunner. Boney, (see accompanying story, "Gunner on The Birdie Schmidt ARC Returns to School") Dopson, Kamacho, Sanders, and Wise are still alive.

The ground crew was M/Sgt Joseph Haluko, Sgt John E. Kappeler, and Sgt John J. McDonogh.

attendance. Our girl Birdie hobnobbing with royalty, no less.

John Batchelor is a technical artist with a special interest in military equipment. He is a collector and expert of antique and modern firearms, and has always had a deep appreciation of the combined technical and intuitive qualities that go into the creations of machines such as aircraft, and has been conscious of the expertise and artistic skill to produce them.

After service in the Royal Air Force he learned his profession in the technical publications departments of several British aircraft manufacturers before turning freelance to work on a number of technical and boys' papers and such books as "History of the First World War" and "History of the Second World

War", together with several Time-Life publications.

The Birdie Schmidt ARC was a/c #42-50387 and was flown by the 576th's Hoffman crew and they completed their tour in it.

The a/c went down on Feb. 15, 1945, in a mission to Magdeburg, having suffered flak damage over the target. Pilot was Hubbard, and the co-pilot was John C. Kenyon. The crew was on its first mission and had problems from the start with a faulty prop governor. They bailed out of the a/c at 5000 feet and all reached the ground and eventually made it back to the States.

(For the complete story of the Birdie Schmidt ARC see the Feb. 1991 issue of the 392BGMA NEWS.)



Joe Mason Photo

WHAT IT WAS ALL ABOUT

"Our job was to put the bombs on the target. That is what we went to the ETO for, and that's what we did".- Col Joe Whittaker, 392nd and later 2nd Air Division Bombardier, at the Symposium held at the 50th Reunion at Albuquerque.

' "The real importance of the air war, confirmed Albert Speer, German Economics Minister, "was that it created a Second Front long before the Allied invasion of Europe in June 1944. That front was the skies over Germany. Without this great drain on our logistics, weapons and

manpower we might well have knocked Russia out of the war before the Allied invasion." ' F/Lt William Reid, V.C., RAF, (Ret) in the foreward to the upcoming Ian Hawkins history of the 392nd.

The a/c shown at bombs away is, according to the Wedgeworth list, #42-50697, "We'll Get By", first assigned to the 579th, later to the 577th in February 1945. It was transferred in May 1945 to the 467th BG.

* * * *

PX ITEMS

Book, "392nd War Stories", by Col. Myron Keilman, 579th, \$20	
Book, "Country Boy Combat Pilot", by Col. Bob Tays, 578th, \$15	
Book, "The Liberators From Wendling", by Col. Bob Vickers, 578th, \$25	
Cap, black, 392nd BG w/gold braid, summer, \$9	
Cap, black, 392nd BG w/gold braid, winter, \$9	
Cap, blue, w/B-24 and 392nd Crusader logo, \$9	
Directory, new, \$10 postpaid	
Jacket, white nylon, w/392nd BG and Crusader patches, \$20	
Patch, 392nd BG logo, \$1.50 postpaid	
Print, "The Flying Crusader", by Frederick T. Searle, unsigned, reduced to \$10	
Print, "The Flying Crusader", by Frederick T. Searle, signed, reduced to \$15	
T-Shirt, 392nd BG, \$10	
Video, from Albuquerque Reunion Symposium, "The Early Days",	
Video, Symposium above, "The Ground Support Teams Prepare for a Mission",	
Video, Symposium above, "The Tough Missions, Pt. 1, Bremen, Keil, Gotha, Freidrichshafen	
Video, Symposium above, "The Tough Missions, Pt. 2, Politz, Berlin, Bernberg, Bingen, Wesel	
Video, from Albuquerque Reunion, general scenes from the reunion	
(EACH VIDEO IS \$23 POSTPAID)	
Add \$1.50 per item for shipping cost (except postpaid items)	
Total	

Send with check to Charles Dye, Treas., 7000 Louisiana Blvd., NE, Apt. 1601, Albuquerque, NM 87109

GUNNER ON THE BIRDIE SCHMIDT ARC RETURNS TO SCHOOL, COMPOSES POEM FOR ENGLISH CLASS

When T/Sgt Robert E. Boney was mustered out of the service, he returned to school to finish his education. Following is a poem he turned in for an English assignment, sometime in 1945-46. (See the February 1991 NEWS for Boney's Profile)

MISSION COMPLETE

Now the war is over.
There are many thoughts untold-
Like those of an air gunner
From the time his plane rolls down the runway
To Mission Complete.

Oh, God, lift my plane into the air;
Its load of bombs is heavy.
Help the pilot find the formation
That we may be on our way.
This may be my air road to death,
Be with me that I may be brave
And not afraid to die.

The flak is popping now;
It makes my heart beat fast.
I have to watch; I cannot hide my face.
The fighters are coming in now.

There's one high at nine o'clock.
If he weaves into my sight,
May God have mercy on his soul.
He's just a pilot following orders
Fighting for his nation.
A nation under wrong leadership.
If his projectiles find their mark
May I rest in peace
On foreign soil unknown to me.

The target is behind me now
The road home is easy.
I can relax a little, but I must be alert.
There's dear old England, my home for the time being.
I'll be asleep and resting in a hour or so.

Thanks, God, for another Mission Complete.

* * * *

577TH NAVIGATOR TURNED HISTORIAN FINDS WAY THROUGH PRE-CIVIL WAR EVENTS; WINS PULITZER

1/Lt Don E. Fehrenbacher was the navigator on the Anundson crew in the 577th, joining the 392nd at Wendling in May, 1944.

After the war, he joined academia with the B.A. from Cornell College and the M.A. and Ph.D. from the University of Chicago. He has been a lecturer and professor in the field of history at several colleges and universities in the US, Canada, and Europe. Since 1953 his base has been at Stanford and he retired as Coe Professor of History there in 1984.

He has been a prolific writer, winning the Pulitzer prize in 1979 with "The Dred Scott Case: Its Significance In

American Law and Politics."

Other historical topics he has written about include Chicago political figures, California, and forgery but most of his writings center around Lincoln and the events preceding the Civil War.

He has been a contributor to the Encyclopedia Britannica and like publications and was an advisor and contributor to the epic Ken Burns film series "The Civil War".

He and spouse Virginia live at 625 Salvatierra, Stanford, CA 94305. They have three children and eight grandchildren.

* * * *



A GI PHOTOGRAPHER IN ENGLAND, 1943-45



Pfc Joe Mason

Joe Mason, now deceased, was in the photography section and his collection was given by his widow to Ian Hawkins, the British historian who is writing the 392nd history.

Hawkins has passed the collection on to the 392nd, and it is now a part of the memorabilia that is under the care of Ernie Barber and is displayed at all 392nd reunions.

Several of the pictures have appeared in the NEWS in previous editions. Shown here are some more of the pictures that Joe Mason took during his tour of duty at Wendling.



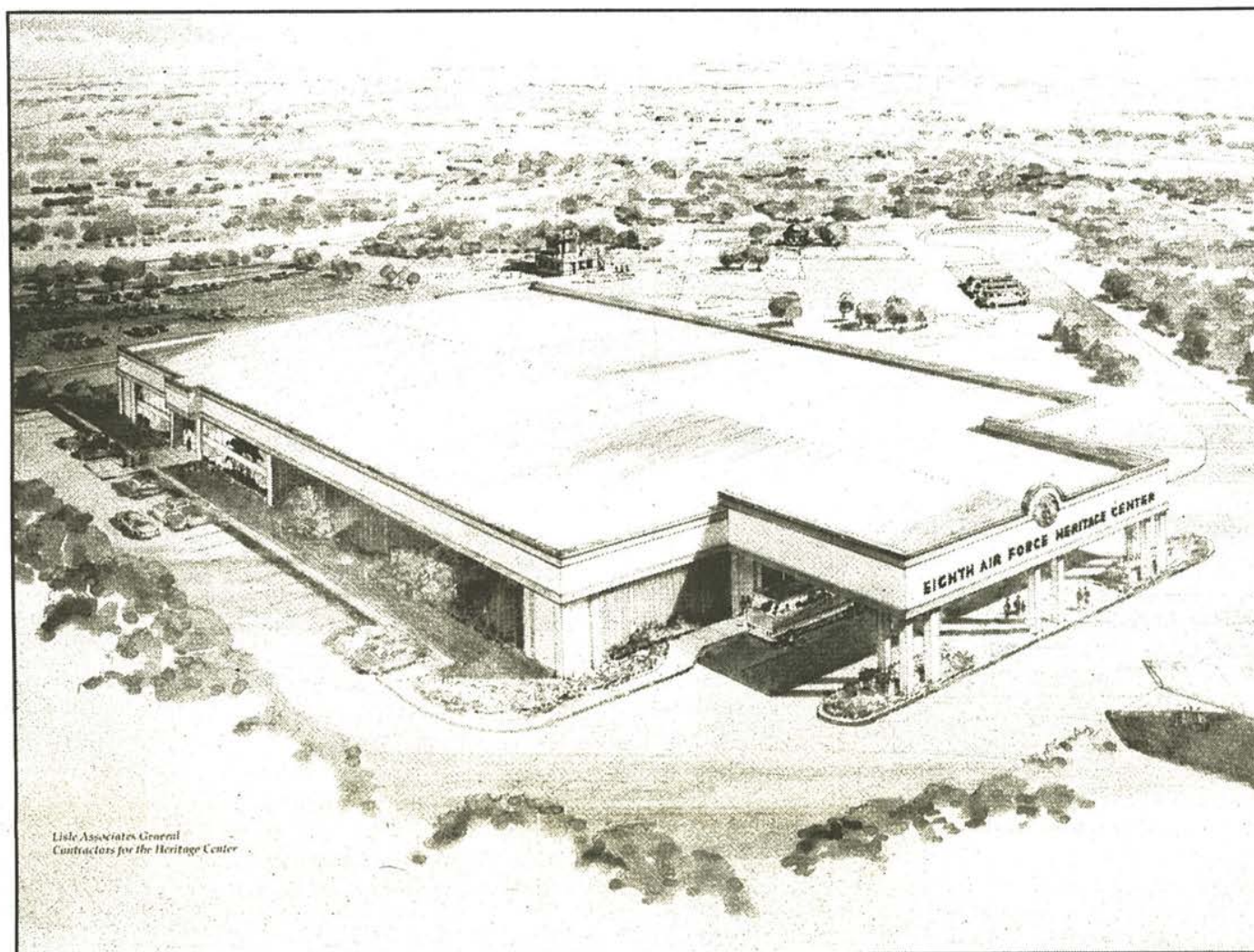
8AF MUSEUM SAVANNAH NEARLY A CERTAINTY

CHICAGO 8AF CONVENTION HEARS THAT DREAM OF A HERITAGE CENTER IS SOON TO BE A REALITY

Members of the 8AF Historical Society gathered at their annual convention at Chicago on Sept 28-Oct 2 heard Lt Gen E. G. Shuler, Jr., USAF (Ret) make the announcement that he hoped that actual construction of the Mighty 8th Heritage Center would begin in 1994.

Gen Shuler, a former commander of the 8AF, is chairman of the Heritage Center Board of Directors. He said that the building would be along Interstate 95 near Savannah, the birthplace of the 8AF in Feb 1942. The project was made possible by the involvement of the cities of Savannah and Pooler, the county of Chatham, and 8th Air Force veterans.

In addition to his present duties, Shuler will become the Center's Chief Executive Office and will manage its day to day activities. One of his first tasks will be to complete the raising of \$750,000 in good faith funds which Chatham County requires to be on deposit before it will issue the revenue bonds that will finance the construction. Shuler is soliciting the financial support of 8AF veteran unit organizations to bring the Center to completion as a nationally and internationally recognized facility. "We already have donations and pledges of \$630,000," said Shuler, "so we hope to get the total up to \$750,000 by Oct. 28. That would allow site preparation to begin as early as December this year with actual construction commencing in early 1994. With an 18 month construction period, opening the Heritage Center for visitors in 1996 is within reach".



The Proposed Mighty 8th Heritage Center

Shuler is also soliciting the involvement of 8AF veterans and units in the collection of materials, memorabilia, artifacts and archives that might be made available to The Heritage Center for display and preservation of 8AF

history. "We ask that you identify these items and hold them until The Heritage Center is prepared to receive them. You will be notified when The Center is ready to receive the materials."

The 95,000 sq. ft. Heritage Center will be built on a 13 acre tract of land provided by Chatham County and located at the intersection of I-95 and US 80, some five miles west of Savannah in the city of Pooler, Georgia. A major goal of The Heritage Center will be to provide a comprehensive education program for the youth of America and give them positive role models such as the thousands of 8AF veterans who served with distinction and then returned to become successful citizens and community leaders.

Joining Gen Shuler at Chicago was M/Gen Lewis E. Lyle, USAF (Ret) who was commander of the 303rd and

the 379th Bomb Groups and who was one of the early leaders of the drive to build a heritage center for the 8AF.

PLANNED CONTROL TOWER AT WRIGHT FIELD ON HOLD

Plans for the replica of a WWII control tower that was used on most US bases in England are going forward. It is hoped that it can be built at Wright Field in Dayton as a part of the Air Force Museum there.

However, it was announced at the 8AF meeting in Chicago that proceedings are presently on hold.

Translation: 8AF Historical Society doesn't yet have everything worked out with the bureaucrats, but hopes to be able to do so.

Lt Gen E. G. Shuler, Jr., USAF (Ret)
The Mighty Eighth Air Force Heritage Center
PO Box 1992, Savannah, GA 31402-1992

Dear General Shuler:

Congratulations and thanks to you and your associates who are making the Heritage Center dream come true. Here is my contribution to help put the project over the top, and to help fund its continued existence.

Signed _____, 392nd Bomb Group

Duty assignment in the 392nd _____

8AF HISTORICAL SOCIETY HONORS WWII POLISH AIR FORCE AT CHICAGO

A large group of WWII Polish Air Force veterans were honored at the Chicago meeting of the 8AF Historical Society at the Gala Reunion Banquet on Oct. 2. Among those present were two former squadron commanders, Col Wajcieck H. Koloczowski and another colonel whose name is too difficult to spell. One of the two colonels was 85 years old and had just married.

Most 8AF veterans are aware that there were Polish fighter squadrons operating with the RAF and flying Spitfires. However, not all are aware of the size of the Polish operation or of the facts surrounding the involvement of the Polish Air Force in the ETO.

World War II began Sept. 1, 1939 for the Polish Air Force with Germany attacking from the West and the Soviet invasion from the East on Sept. 17. The Poles were soon overwhelmed and the Air Force was instructed to make their way to France.

Almost all survivors arrived by way of Romania, Hungary, Yugoslavia, Italy, and Syria and by April 1940 8,678 had assembled in France and 2500 air and ground crews were sent to England. After the fall of France another 5,500 reached England, mostly by sea.

One of the most famous RAF Polish Fighter Squadrons was #303 Kosciuszko Fighter Squadron formed on Aug. 2, 1940. The next day on an interception mission they returned with four victories and no losses. The squadron was well known; the War Cabinet's congratulations had become a regular feature. They were honored by a visit from the King; however, the squadron was en route to fight a raid on Portsmouth.

The King asked for the results to be telephoned to the palace, and by the time he returned, a message was waiting: "Eleven enemy shot down, one probable, no losses." The original Number 7 Fighter Squadron Kosciuszko was formed in 1920 and consisted of nine American officers who joined Poland's fight for independence.

Squadron Leader Kellet, the RAF C. O. commended the air and ground crews: "I don't believe any squadron had better NCO's or better maintenance than the 303rd. It should be remembered that only 400 pilots of Group #11 (a Fighter Group heavily engaged in the Battle of Britain) were in action at any one time. Therefore, the participation of 20% Poles could

well have been a crucial factor."

The US 94th Fighter Squadron and the 303rd were stationed together at Kirtan in Lindsey, Lincolnshire. According to Jack Ilfrey, a pilot in the 94th: "The Poles were the wildest, flyingest, drinkingest bunch we had ever seen. They taught us many tools of our trade."

FORMER PILOT FINDS 392BGMA; NOTICES CRUSADER PATCH

This summer, the Jim Marsteller family hosted the Cliff Peterson family at the Marsteller home in Pennsylvania. Marsteller, a second generation Crusader, recently visited his uncle's crash site near Friedrichshafen (see Aug 1993 NEWS) and Cliff, who was shot down on that mission, was interested in Jim's findings.



Jim Marsteller photo
Bruce McClellan and Cliff Peterson

They visited the nearby historic town of York, where the Crusader patch on Jim's A-2 jacket attracted the attention of a passerby. The passerby turned out to be Bruce McClellan, a 578/9 pilot from New Hampshire who was also a visitor in the town. They exchanged cards and Bruce, who did not know of our organization, soon decided to become a member. (See Profile, this issue, for further information about Bruce.)

8AF HISTORICAL SOCIETY DOCUMENTARY WRITERS LOOKING FOR POW INFO

The 8AF is producing a documentary on Prisoners Of War and the writers are interested in interviewing any allied airmen who were at Buchenwald concentration camp during the period August-October 1994. They would also like to talk to any POW who was a

LETTER TO SQUADRON MATE FROM DOWNED PILOT- PLUS 48 YEARS

During WWII the War Department kept families of MIA airmen informed as well as they could, but news about MIAs seldom got back to Wendling. The reports of the returning crews to S-2 at the debriefing was about all the information that we had about aircraft and airmen who were lost on missions.

Lt Louis M. Stephens, 578th, finished one tour as a co-pilot and after leave in the States came back to Wendling as pilot. On Sept. 9, 1944 on a mission to Mainz, Stephens' a/c sustained a direct hit and blew up on the bomb run and Stephens and the co-pilot, Lt William Riddleberger, were thrown clear and reached the ground safely, although both were badly burned.

Following is a letter written in 1945 from Stephens to J. D. Long, a squadron mate. This is the first news that J. D. had about Lou's fate.

Turner Field
Albany, Ga.
Dec. 5, 1945

Dear J. D.,

There I was at 20,000 feet on my back and still climbing. That was always my version of the song, but in this case I happened to be on my back all right, but we were a little above 20,000 and the baby didn't feel like climbing. There was a swell fire on board, a fellow could have curled up in front of it with a good book and roasted a few hot dogs. Don't know all the freak circumstances that went into getting me out of that frying pan, but we went right through the canopy with an explosion behind us.

Really appreciated wearing a backpack. Incidentally, I was wearing yours that day-what a let-down. Either you should be smaller or I should be bigger. Anyway, the leg straps were a bit loose and my ride down wasn't too pleasant. Lost both boots when the chute opened, and that made the walk through Frankfort a lot of fun. They

should sweep the streets in that town once in a while.

I spent over a month in a hospital, part of the time with Riddleberger until they moved me to a skin grafting joint. My face was toasted. Riddleberger was quite a mess, too. He was out cold when I yanked him through the canopy, but he must have pulled his own ripcord. I tossed mine at a cloud, and the river below looked big and wide for awhile, but I landed in a small town instead. Some goons were waiting there; one joker chucked a rock but he had no more control than Johnny Vandermeer on a bad day.

Met a lot of the 392nd in Stalag Luft III at Sagan. Red Peterson, one of the Clifford brothers, Champion, Clover, Sooy, Mardis, Buschman, Walker, Peterson's co-pilot (Cliff something or other), Tiefenthal, and Jones' crew. Almost forgot Hammond and a fellow named Whitmore. I didn't know Whitmore but he was riding with Groper when they were shot down. It was almost old home week to see so many familiar faces.

Had a lovely march last Winter. The Russians got a little close so we had to hit the trail. The feet had to be argued with the whole ninety miles, then we got a train ride. Maybe those old French box cars were built to hold 40 men but we got over 50 in very nicely and still had room for a couple of pounds of straw. Some P-51's did their best to make the trip interesting. After a few passes I was beginning to wonder if it wouldn't be a good idea to accept the Germans' offer and fly against the Russians. Those fighters were lousy shots.

The Pullman rolled into Munich and then up to Mooseburg three days later. They seemed to have everyone there-English, Russians (men and women) Indians, French, Poles. and fleas. The fleas outnumbered anyone.

Enough of this sad tale. Thanks for sending everything home; the whole outfit arrived this summer. Wish you had used the money for a big blow in London. The only thing missing was a swell picture of my old girl friend, Deloris. That was mean, stealing the love of my life.

Let me hear from you soon, J. D.

Yours,

Louis Stephens

P. S. Did we hit the target that day? The last thing the bombardier said was "Bombs Away". I've always been curious. He and eight of the others were killed.

man of confidence or a code user.

If interested, contact Al Zimmerman, vice chairman History and Archives committee, DeVargas Center G-380, Santa Fe NM 87501; phone 505 438 0885.

NEW DIRECTORIES, NEW BLUE 392nd CAP WITH B-24 LOGO NOW AT PX

A complete new directory, containing about 1200 names and addresses of Crusaders is now available at the 392nd PX. Included now are the telephone numbers that we know about. The new directory is 8 1/2 by 11 inches and can be fitted into any standard notebook that takes that size paper.

Also new at the PX is a blue cap featuring the Crusader logo and a B-24 with the original D in a circle Group markings. The picture is the 576th's #42-109835 and for the complete story on that a/c see the May 1993 issue of the NEWS.

Cost of the directory is \$10 postpaid and the cap is \$9.00 plus \$1.50 postage charges. See the PX blank in this issue for directions for ordering.

DUKE UNIVERSITY DEDICATES MEMORIAL TO WWII CASUALTIES

Some 244 Duke University graduates and students lost their lives in the US armed services in WWII.

In September, a memorial on the Duke campus was dedicated. J. D. Long, 578th pilot and a '41 Duke graduate, took part in the ceremonies. J. D.'s local paper in Greensboro picked up the story and referred to him as a flying ace. Some wag at the Chicago 8AF meeting questioned the spelling.



From Aug. 6, 1944 YANK Magazine

Copy courtesy Charles Taylor, former 578th Ass't Engineering Officer

CRUSADERS HAVE LIGHT TURNOUT AT CHICAGO 8AF CONVENTION

Only a few 392nd hats were seen at the Chicago meeting of the 8AF, held at the Airport Hyatt Sept. 28- Oct. 2. Total attendance was about 1000.

It was thought that the all-out effort to attend the Albuquerque stand-alone last summer kept many 392nd members

away.

Those in attendance were Ernie Barber; Vern Baumgart; Charles Dye and Helen; Lawrence Gilbert and Marjorie; Jim Goar and Virginia; Birdie Larrick; J. D. Long and Emily; Cliff Peterson; Bob Vickers; and Stanley Zybort and Millie. Stopping by for a day's visit were Francis Nagle and John Rosenberg.

Charles Dye, the Treasurer of the

392nd BGMA, was re-elected to the post of Treasurer of the 8AF Historical Society.

PROFILE

Capt Bruce McClellan was a pilot in the 578/9, arriving at Wendling in July, 1944. (See story, this issue, "Former Pilot Finds 392BGMA")

The war interrupted his sophomore-junior years at Williams College, and he completed his undergraduate degree there in 1946. After a year in teaching he studied at Oxford as a Rhodes Scholar. After returning from Oxford he was at Williams as assistant Dean and then became a member of the faculty at The Lawrenceville School. The Lawrenceville School, founded in 1810, is a national, residential, independent secondary school with 740 students.

At Lawrenceville he progressed from English teacher to Headmaster, holding that position from 1959 to 1986.

He and wife Mary Elizabeth's address is PO Box 260, Dublin, NH 03444. They have three children and two grandchildren.

MEMBERSHIP DUES

GET A JUMP ON 1994 AND SEND IN YOUR DUES NOW; MAKE CHARLEY DYE'S DAY. You can tell where you stand with your dues by the code right after your name on the label. If is LM (for Life Membership) or 94 or higher, you're paid up. If there is an error, contact Charley Dye.

The Board of Directors has ruled that no Crusader will be denied membership because of financial difficulty, so if you are in straightened circumstances check the Hardship Waiver Box. Fill out the form below and send it in now!

Name _____ Ground [] Air [] Sqdn _____ Assoc []

Street _____

City _____ State _____ Zip _____

Dues for 1994, \$12 []

HARDSHIP WAIVER []

LIFE MEMBERSHIP:

Age 61-65 \$120 []

Age 66-70 \$96 []

Age 71 and over \$78 []

Send with check to Charles Dye, Treasurer, 7000 Louisiana Blvd, NE, Apt 1601, Albuquerque NM 87109

NOVEMBER AIR ANNIVERSARY
First artillery adjustments made from a plane in the US-1912.

FROM THE KEILMAN WWII NOTEBOOK

Col Myron Keilman, the commander of the 579th, has compiled accounts of events in 392nd history that he has named "Lest We Forget". Following are his notes on our attack on an airfield in France in December, 1943.

On 31 December 1943 the 392nd bombed an important airfield at St. Jean D'Angle, France, with excellent results. Twenty-seven airplanes took off and dropped 500 pound bombs. One airplane and crew was lost. General Hodges, commander of the 2nd Air Division sent this message:

"Congratulations on the splendid performance today of the 14th Combat Wing. The record of the 44th and 392nd putting 47 airplanes over the target out of 47 airborne is a glowing tribute to leadership and to the efficiency of combat and maintenance personnel. Also it gives me extreme satisfaction to tell you that your bombing today was the finest example of precision bombing yet accomplished by the Division. We are proud of all of you. Please pass this message to Fred Dent and Bull Rendle with my hearty if somewhat selfish wish for continued successes during the new year. Signed Hodges."

(Editor's note: The a/c lost was the 578th's #42-7605, Thomas R. McKee, pilot. All perished except the tail gunner, Anthony Malavasic, who became POW.)

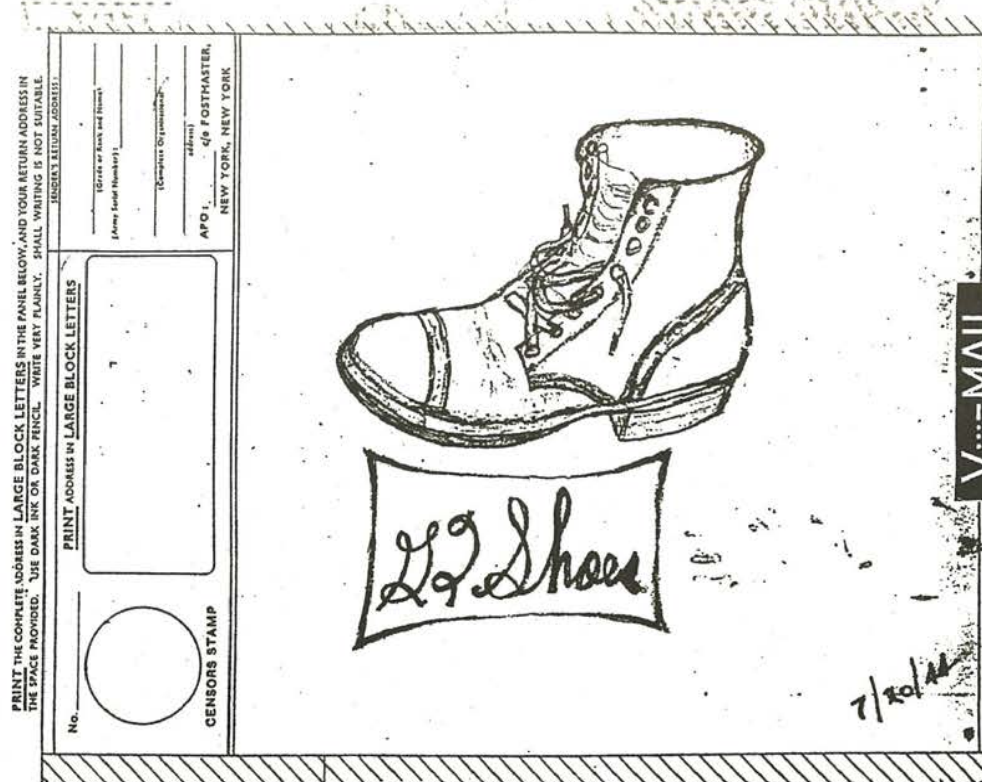
BARNEY GLETTLER IN THE LAND OF THE ARABIAN NIGHTS

Capt Barney Glettler was Flying Control Officer at Wendling. In 1947 he took a regular commission in the AF, and in the course of his AF career and later as a civilian employee of AT&T he had some interesting experiences in the Middle East.

His experience in the land of the Arabian Nights started in 1957 during the Lebanon crisis when he was sent to Turkey to take over the Communications Squadron as the previous commander was relieved on site. This got him involved in the U-2 program and electronic intelligence activity.

After some high-level work with the Turkish government he retired from the Air Force and entered the telephone industry as a civilian.

In 1975 AT&T got a communications contract with Iran, and Ma Bell sent Barney back to the Middle East be-



ONE GI'S SPARE TIME PURSUIT

The saying is often heard that the life of a soldier is periods of frantic activity interspersed with long intervals of boredom.

When S/Sgt Peter Baxter wasn't on duty at S-2, he often whiled away the time with drawing. Shown above is one of

them. Crusaders will remember not only the GI shoes but also the V-Mail paper that Baxter used.

(See Apr. 1993 NEWS for Baxter's profile)

cause of his previous military experience there.

He travelled the entire Iraq border in Blazers working on the Iran government's communications, some of it highly classified. (In the interview for this story, he didn't say anything about bedding down with Bedouins.)

Then came the revolution and AT&T sent all their employees home but eight, which included Barney. When it came time for Barney to go (after the

Revolutionary Guard took over the US Embassy) it was a hairy exit. A Pan-Am plane was sent to pick up 151 people, and Barney was questioned at the airport for some time until the Iranians finally let him board the plane. This day started at 5:00 AM and the plane finally took off at 2:30 PM.

(Editor's note: it was probably Barney's boyish charm that got him through all that).

PROFILE

F/O Howard E. Bjork (pronounce that with a y sound) was bombardier on the Feran crew in the 576th, arriving at Wendling in December 1943.

Picking up a Purple Heart over Brussels coming back from the Frankfort mission of March 2, he was knocked out of the war. Consequently, he was not with the Feran crew when it was lost on the Friedrichshafen mission.

He reenlisted in 1946 and spent 30 years in the service, active and inactive, retiring as WO1. After that he was in the bowling business for a short time and then went into industry, retiring for good in 1983.

He and wife Charlotte live at 2813 John Drive, Amarillo TX 79110. They have 1 daughter and 5 sons, and 13 grandchildren.

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

Robert R. Clutter, July 28, 1992
Bernard P. Healy, 577, July 23, 1993
John J. Kolodziejewski, 577, July 8, 1993
George O'Conner, July 16, 1993
Randell S. Mayer, 579, Sept. 12, 1993

FOLDED WINGS REPORT (PLEASE REPORT ANY DEATH OF SPOUSE AS WELL AS OF MEMBER)

Name of deceased _____ Sqdn. _____

Address _____ City _____ State _____ Zip _____

Date of death _____ Survivors: (Send copy of obit from newspaper if possible) _____

Reported by _____

Address _____ City _____ State _____ Zip _____

[] Record a memorial contribution to 392nd BGMA in my name, check made out to 392nd Bomb Group Memorial Ass'n., enclosed. Send this report to J. D. Long, Jr., 102 Kemp Road East, Greensboro, NC 27410.

392BGMA NEWS HAS RADICAL CHANGE; GETS NEW PUBLISHER

The firm that was printing the NEWS went out of business, and a new publisher had to be found. At the Chicago meeting in October, the Board of Directors authorized the hiring of the Frankfort TIMES. The TIMES is the home-town newspaper of the senior editor of the NEWS.

On the minus side of the change is the loss of the letter-sized product on the familiar yellow paper. On the plus side is more space for stories and pictures, and access to the technological advanc-

es in the newspaper publishing field. The greater space available also allows us to use a larger type face, which might be welcome to the eyes of the ageing warriors of the 392nd. And, incidentally, the cost is lower.

This issue is the first to be done on newsprint and the editors must become accustomed to a new way of doing things. Bear with us- we are committed to a program of constant improvement.

PROFILE

1/Lt Gerald E. Douglass was co-pilot on the Hoover crew in the 578-9 squadrons, joining the Group at Wendling in October 1944.

NEWS

392nd BG Memorial Association



President
Col. Lawrence G. Gilbert, USAF (Ret)

Vice-president - Memorial
Carroll W. Cheek

Secretary
David A. Greene

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Charles Dye

Editors
Birdie Larrick
Jim Goar

7000 Louisiana Blvd., NE, Apt. 1601, Albuquerque, NM 87109



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.

He stayed in the Reserves and retired as Lt/Col, holding such assignments as Squadron commander and Group operations and training officer.

In civilian life he was a teacher and coach, and ended up a school superintendent in the Hamilton, NY, schools.

He is married to Barbara and they live at 27 Madison St., Hamilton, NY 13346. They have 3 daughters and a son, Maj Mark Douglass, a career officer who was in Desert Storm. They have 3 grandchildren.

PROFILE

Pfc James R. Carlson was in the 10th Station Complement Sdqn., but later transferred to the 577th, where he was in S-2. Combat crewmen may remember him- he was in charge of giving out the medicinal alcohol.

He transferred to the Infantry in January 1945, and fought on the Continent with the 26th Division as a BAR man.

He returned to the States in December 1945, and then spent 33 years as a crane man for US Steel in Duluth, MN.

Now retired, he lives with wife Magdalene at 1322 W. Stone Lake Ln., Brimson, MN 55602. They have 6 children and 12 grandchildren.

PROFILE

S/Sgt Wallace F. Blackburn was a gunner on the Jack Ross crew in the 576th Sqdn. He arrived at Wendling in Sept. 1944 and flew 35 missions, the last being March 14, 1945.

After the war, he worked as a refrigeration and air conditioning specialist for Proctor and Gamble at Cincinnati, retiring in 1987.

He and spouse Loraine live at 829 W. Sharon Road, Cincinnati, OH 45240. They have 3 sons and 3 grandchildren.

BAMBAUERS HAVE MOVED; REPORT SITUATION FUBAR

Gil and Martha Bambauer's new address is 974 Fairway Dr., Dewey, AZ 86327-5825, phone 602 772 1728. Dewey is near Prescott.

They disposed of their long-time residence in Tucson and moved to their mountain-top retreat at Pinetop. Then they disposed of that; and the moves, together with some other complications forced them to cancel any reunion plans for this Fall. They send their regrets about that.

Gil was in the 10th Station Complement Squadron and was the non-com in charge of personal equipment at Wendling. He was also the glue that held the 392nd together in the sixties and seventies, when most of us weren't paying much attention.

NOVEMBER AIR ANNIVERSARY
Capt Edward V. Richenbacher awarded Medal of Honor for WWI action-1930.

PROFILE

1/Lt Gilbert Eisermann was a pilot in the 578th, arriving at Wendling in March 1944.

He retired from the service in 1963 as major, and was a banker in Phoenix for 23 years.

He is now recuperating from lung surgery.

He and wife Betty live at 6332 N 49th Drive, Phoenix, AZ 85019. They have 3 sons and 1 granddaughter.

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

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