

NEWS



392nd BG Memorial Association

VOLUME 14

DECEMBER 1999

INFUSION OF YOUTH IN 392BGMA

392nd's Second Generation



Books photo

Top row, l to r: Jane Morris, Karen Marsteller, Bernadette McGuire, Laurie Bedus, Joanne Rogers. Bottom row: Jeff Converse, Ben Jones, Jim Morris, Jim Marsteller, Dennis Rogers, Bob Books, Bill McGuire. Not shown: Greg Hatton.

NEW ASSOCIATE EDITOR FOR 392BGMA NEWS

Birdie Schmidt Larrick, ARC Director at Wendling, has been a long-time associate editor of the 392BGMA NEWS. She has resigned that post, citing heavy commitments to a Columbus, OH, theater group.

Her replacement will be Mary Beth Barnard, Savannah, GA. Mary Beth is a legacy member of the 445th, being the daughter of a combat crewman.

She brings many qualifications

to the job: past editor of the 2ADA Heritage League newsletter, experience in the graphics department of a large corporation, computer literacy.

She was one of the founding employees of the Mighty 8AF Heritage Museum and as its Director of History and Archives became familiar with the history of the 8AF and acquainted with its many related post-war organizations.

She recently resigned from the Heritage Museum and is now employed by a quasi-governmental agency.

13 OF SECOND GENERATION GROUP ATTEND 8AFHS MEETING AT SAVANNAH

Ben Jones and Jim Marsteller, long-time second generation associate members of 392BGMA, have been joined by other Crusader descendants.

Of the 42 Crusaders in attendance at the 8AFHS Reunion at Savannah Oct. 26-31, 13 of them were from the second generation. Their presence was welcomed by their older counterparts.

At the reunion they formed an organization, calling themselves SECOND GENERATION RESEARCH OF THE 392ND BOMB GROUP. They state that their purpose is "to continue and preserve the legacy and integrity of the 392nd and its archives, and to do our part in maintaining the authenticity of its history".

They elected officers as follows: President, Jim Marsteller; Vice-president, Ben Jones; Treasurer, Bob Books; Secretary, Greg Hatton and Laurie Bedus. Members of a Council at Large are Bill McGuire, Dennis Rogers, and Jim Morris.

Under the direction of Bob Books, a professional programmer, they have established a website on the internet called B24.net. They have already placed much of the core history of the 392nd on the website, and it is attracting much attention from web surfers, particularly 392nd descendants and other persons interested in the history of the 392nd.

They stated that it is their desire to become an official part of the 392BGMA, and that in the future they become caretakers of the 392BGMA archives.

Present at Savannah were: Bob Books, Laurie Bedus, Greg Hatton, Ben Jones, Bill and Bernadette McGuire, Jim and Karen Marsteller, Jim and Jane Morris, Dennis and Joanne Rogers, and Jeff Converse.

392ND GUNNERS: CAN YOU ANSWER THIS QUESTION?

Mike Hyde, a Friend of the 392nd, sent this query to our Website:

"I live in Beeston and in my house I have a door that is unlike any other in the house. It is obvious to me that it came from a building on the base. (The previous owners of the house used to farm land around the base.) The door has scratched on it the words "NO BALL KIDS." I wonder if you might throw some light on why that may have been written on the door."

The NEWS answered that probably the door came from a hut that was occupied by gunners who had been displaced owing to the elimination of the ball turret, and that those gunners were then used as substitutes. They could have been housed in one hut so that they could be found easily by Operations if a substitute gunner was needed for a crew. Thus the caption on the door of their hut.

If a reader has a comment on this, the NEWS would like to hear of it. Write us at 2201 Redbud Blvd., Frankfort, IN 46041 or e-mail: goar@netusa1.net.

COL KEILMAN'S PAPERS, INTERVIEWS WITH COMBAT CREWMEN FILL IN SOME GAPS IN 392ND MISSION HISTORIES

Shortly before his death in early 1998, Col Myron Keilman, 579th Commander, sent his personal papers for editing to Phyllis DuBois, retired 2ADA librarian in Norwich. They are very complete and extensive, and Phyllis has reported several instances of finding information that will enhance the Group's history.

One instance concerns the August 2, 1994 mission to Corbie. An abbreviated reference from Col. Bob Vickers' *LIBERATORS FROM WENDLING* says: "This raid was against a tactical target, a bridge across the Somme River four miles east of Amiens. No fighters were encountered but flak was moderate and accurate. The 579th Squadron took the brunt of the casualties suffered this day. In ship #107, 1/Lt R. V. Pardue was so badly injured and the ship so shot up that the entire crew bailed out safely near Lynth in Kent. Lieutenant W. P. Sewell in #990 was forced to crash land his ship near Manston, fatally injuring 2 crewmen. In aircraft # 897, Lt Tuchel's crew crash landed at Woodbridge, all crew members safe." A further reference from Vickers' second book, *REMEMBRANCE OF THE MISSING* concerns the death of S/Sgt H. L. Abshier, fatally injured in #990's crash landing at Manston.

The NEWS, acting on Phyllis' information, was able to find and interview by telephone representatives of all three crews mentioned above: The only two members of the Pardue crew who are still living, T/Sgt Vance Sibert, radio operator and S/Sgt E. G. Lanning, gunner; 2/Lt Wade Sewell, pilot of #990; and Capt Bob Tuchel, pilot of #897. Tuchel, Sibert, and Lanning were listed in the 392BGMA Directory, the linkup with Sewell was an internet miracle. The facts as reported by the interviewees presented below indicate that co-pilot Lt. Jernigan died in the Pardue crash; and that only one man, S/Sgt Abshier, was KIA in the Sewell crash.

(In no way are they intended to reflect upon Col Vickers' historical accuracy. Col Vickers obtained his information from official sources, and since these crashes occurred away from Wendling, our own S-2 was not there to verify the facts and the official source is probably flawed on account of that.)

PARDUE CREW

A/C # 107

P 1/Lt R. V. Pardue
CP 1/Lt W. R. Jernigan (KIA)
N 1/Lt R. E. Fitzsimmons
N 1/Lt R. E. Semler
B 1/Lt R. K. Crowell
E T/Sgt L. F. McCary
R T/Sgt V. L. Sibert
G S/Sgt E. G. Lanning
G S/Sgt R. A. White
G S/Sgt R. L. Reynolds
(Material below is from 392BGMA NEWS interviews in October 1999 with T/Sgt Vance Sibert, RO, and S/Sgt E. G. Lanning, gunner.)

We were hit with flak on the bomb run, losing two engines and a lot of altitude very quickly. We were not able to bomb the target, salvoing them in the Channel on the way home.

Over Calais, we took more AA hits. When we made the coast of England, it was bail-out time, because by that time the third engine had gone out.

All the crew reached the ground safely except the co-pilot, 1/Lt W. R. Jernigan, who was killed. He was wearing a back pack chute and it did not open. T/Sgt Sibert speculated that since Jernigan was left handed and the chute had a right-hand draw, he might have missed the handle.

The crew loading list above was taken from the 579th's Squadron Operations book that was among Col Keilman's papers. It shows

that two navigators were aboard, and further checking reveals that Lt Fitzsimmons was a Mickey navigator.

However, T/Sgt Sibert says that Lt Semler was the crew's regular navigator and further that he is sure that there were not two navigators aboard on this mission.

Since T/Sgt Sibert was the radio operator he would have known for sure if there were a second navigator aboard, because the second navigator's position would have been next to him.

The NEWS believes that the 579th's squadron operations clerk made an error and that only one navigator, Lt Semler, was aboard. The 392BGMA has no record of the present whereabouts of Lt Fitzsimmons, so we cannot check with him.

The abandoned a/c came to earth at Maxted Street, between Lymbridge Green and Elmsted Court, about 8 miles east of Ashford, Kent.

SEWELL CREW

A/C # 990

P 2/Lt W. P. Sewell
CP 2/Lt E. H. Weise
N 2/Lt W. J. Richards
B 2/Lt A. F. Bremer
E S/Sgt A. L. Abshier (KIA)
R Sgt L. R. Fulton
G Cpl. R. H. Leigh
G Sgt A. J. Coogan
G Cpl J. D. Negri

"We were the perfect example of the phrase 'If you see the flak, it

won't hurt you,' said 2/Lt Wade Sewell, pilot. "We were approaching the French coast on the return flight and thought we were clear of the flak areas that we had been briefed about when a burst went off under us and we lost three engines and 5000 feet of altitude before I could get the a/c under control.

"We went all the way back across the Channel on the one remaining engine. The navigator, 2/Lt W. J. Richards, gave us a heading for Manston, and when we broke out of the overcast at about 400 feet it was right in front of us. I was able to make a 180 degree turn, but with the one engine I could not line up with the runway, so we came down in a potato field about a fourth of a mile from the field. A hedge row finally stopped us.

"The first man on the scene was the owner of the potato patch, who demanded to know who would pay for his ruined potatoes.

Our only casualty was S/Sgt Abshier."

TUCHEL CREW

A/C # 897

P 2/Lt R. H. Tuchel
CP 2/Lt G. R. Hay
N 2/Lt F. P. Smith
B F/O A. J. Behr
E S/Sgt A. J. Tvergyak
R S/Sgt H. K. Johnson
G Sgt D. J. Carter
G Sgt J. W. Vincent
G Sgt R. L. O'Rourke
G Sgt H. E. Warrick

Capt Bob Tuchel, pilot, reported: "We received heavy damage from flak over the target. Our hydraulics were shot out, and Richard O'Rourke, the nose gunner, had face injuries from the shattered plexiglass in the nose.

"With the hydraulics gone we had no ailerons, so we flew back to Wendling on the autopilot. Over Wendling we radioed in to describe our condition and were instructed not to land at Wendling but to fly south to Woodbridge instead. I didn't know for sure where Woodbridge was and night was setting in quickly. Somewhere en route more of the nose turret came loose with a noise like a flak burst. I thought we were being shot at again.

"By that time it was completely dark. We were flying at 500 feet and spotted a B-17 base below us. We asked for directions to Woodbridge, and just as we got there the lights came on.

"We cranked down the landing gear by hand and lined up for a landing. We approached at 120 MPH, and upon touchdown we cut the power to all four engines and the landing was successful until the crew used parachutes to slow us down. One broke loose and the other started to pull us off the runway. To steer us back on path, we started number 3 and 4 engines.

"It took all 10,000 feet of the runway and the grass berm at the end to bring the a/c to a stop".

*

The burial sites of Jernigan and Abshier seem to be lost in the fog of post-war record keeping. One record shows them to be buried at Jefferson Barracks, near St. Louis. However, retired AF M/Sgt Allen Holtman, a 392nd associate member who lives near St. Louis and looks after 392nd graves at Jefferson Barracks, says that they are not there.

APT QUOTE FROM A CRUSADER PILOT

"I figured that if some idiot got me killed, I wanted to be that idiot"

1/Lt Wade P. Sewell, in 1944 a 20-year old first pilot in the 579th, on why he became an Air Corps cadet. (See accompanying story, this issue.)

AIR ANNIVERSARY

Dec. 17, 1903. Wright Brother's first sustained controlled flight in a powered aircraft.

392ND, 8AFHS MEET AT SAVANNAH

GROUND BROKEN FOR CHAPEL AT HERITAGE MUSEUM

The 8AF Historical Society held their annual reunion Oct. 26-31 at the Marriott Hotel in Savannah, Ga. Savannah is the home of the Mighty 8AF Heritage Museum. Some 660 members and guests of 8AFHS were in attendance.

The 392BGMA held their annual meeting Oct. 29. Two directors were re-elected, Lawrence Gilbert and Jim Goar; and Charles Dye and Lawrence Bachman were chosen to replace the deceased Cecil Rothrock and Herman Garner.

J. Fred Thomas, the 392nd's vice president for 2AD Association, reported that the next meeting of 2ADA would be at Tampa, Fl., Memorial Day weekend. He noted that membership in 2ADA is not a requirement for attending the reunion.

In a Directors' meeting following the Membership meeting the following officers were elected: President, Cliff Peterson; Vice-president, Memorial, Carroll Cheek; Secretary, David Greene; Recording Secretary, Howard Ebersole; and Treasurer, Charles Dye. (The office of CEO is not elective. It is held for life by Lawrence G. Gilbert)

In other matters, the Directors recognized the Website established by the Second Generation Researchers to be officially representing the 392BGMA; and considered the Bartsch proposal for an 8AF data base, with no decision made.

On Friday in an impressive ceremony at the Heritage Museum, ground was broken for the Chapel Of Fallen Eagles.

Crusaders present at the reunion were: Laurin Austin; Gil Bambauer and Martha; Ernie Barber; Luther Beddingfield; Wally Blackburn and Loraine; Charles Dye and Helen; Teddy Egan; Jim Goar; Burrell Ellison; Lawrence Gilbert and Marjie; David Greene and Renee; Joe McNeil and Ruth Newland; Priscilla Matt; Cliff Peterson and Mary; David Reid and Emily (Long); George Richner and Marjorie; Guy Spinelli and Madeline; J. Fred Thomas; and Bob Vickers.

(A list of Second Generation Researchers in attendance is to be found elsewhere in this issue.)



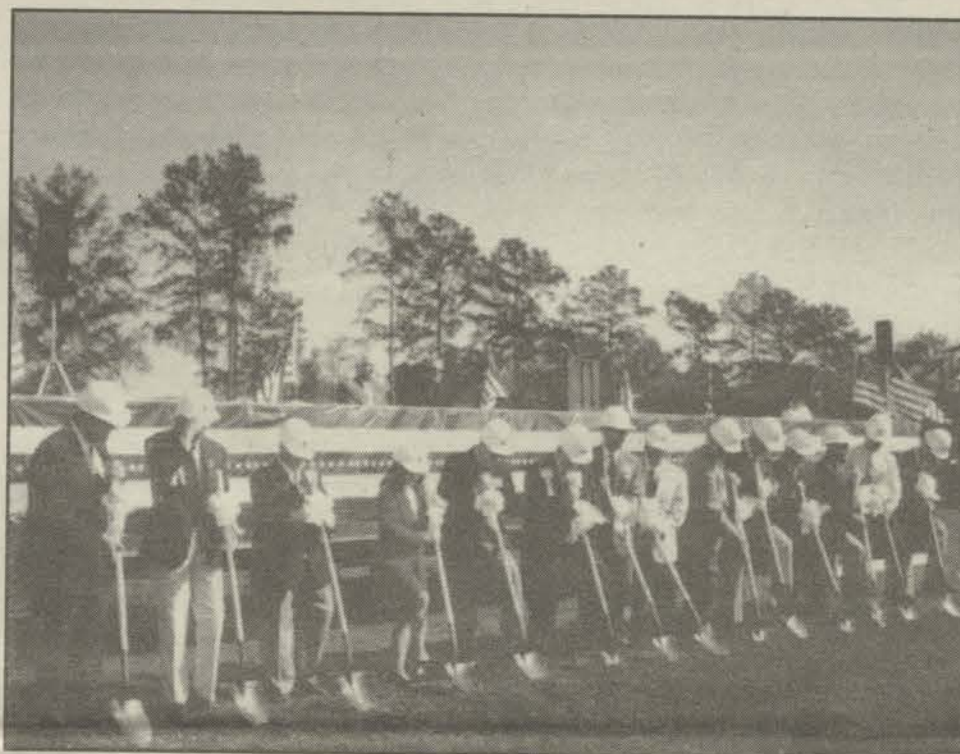
Teddy Egan photo

Luther Beddingfield, navigator on the 578th's Cheek crew.



Jim Marsteller photo

The 392nd made their presence known to all by hanging the Crusader banner from the balcony of their hospitality room, overlooking the hotel's atrium.



The dignitaries from the Mighty 8AF Heritage Museum turn the traditional first shovelful of dirt for construction of the new Chapel of the Fallen Eagles.



Wally Blackburn photo

The honor guard at the Chapel ground breaking ceremony.



Teddy Egan photo

George Richner, navigator on the John Ross crew, with Marjorie.



Jim Marsteller photo

Second generation researchers Dennis Rodgers, left, and Bill McGuire look on as Greg Hatton closely examines a photo. Ernie Barber, Group archivist, supervises the whole operation.



Teddy Egan photo

Wally Blackburn, gunner on the John Ross crew, with Loraine.

THE LIFE AND DEATH OF A B-24

THE 578TH'S "JAW-JA-JAW BOY" MARCH 19, 1944-SEPTEMBER 9, 1944

Mar. 19	Delivered to M/Sgt Ernest Barber's crew	
Mar. 21	Shake-down inspection	
Mar. 23	2/Lt R. E. Fletcher	Osnabruck
Mar. 24	1/Lt James Muldoon	St. Dozier
Mar. 26	"	Febvin Palfart #87, NoBall
Apr. 1	"	Shaffhausen (Bombed Switzerland)
Apr. 8	1/Lt J. Weinheimer	Brunswick
Apr. 9	"	Tutow
Apr. 11	1/Lt G. L. Bridson	Bernberg
Apr. 22	1/Lt James Muldoon	Hamm
Apr. 25	"	Wizernes, NoBall
Apr. 26	1/Lt G. L. Eiserman	Gutersloh
Apr. 29	1/Lt G. L. Bridson	Berlin
May 7	Unknown crew	Munster Flak damage, nose section
May 9	1/Lt James Muldoon	St. Trond
May 11	"	Mulhouse briefed, Belfort hit
May 15	2/Lt D. M. Fogarty	Siracourt, NoBall
May 28	2/Lt Paul Henderson	Zeitz
June 4	1/Lt Allen Alexander	St. Avord
June 6	1/Lt William Kohl	Vire (3 rd mission flown by Group on D- Day)
June 8	1/Lt James Muldoon Maj Player, Command P	Lemans
June 11	1/Lt R. E. Sabourin	La Possoniere
June 12	1/Lt James Maris	Dreux
June 14	1/Lt Louis Quinn	Emmerich
June 17	1/Lt William Smith	Tours
June 20	1/Lt William Kohl	Crepy, NoBall

THE GROUND CREW

The crew chief was M/Sgt Ernest H. Barber and the crew consisted of Sgt Clayton C. Whisman, Sgt. John Kallas, Cpl Robert Arpe, and Pvt Theron Harding. Sgt Whisman kept the diary that is reproduced above.

M/Sgt Barber, born and bred in Georgia, named the a/c according to the phonetic language spoken in those parts.

Jaw-Ja-Boy flew all of its assigned missions without a mechanical abort, indicating the expert care that the crew gave it.

M/Sgt Barber, now the 392nd's archivist, was awarded the Bronze Star medal for crewing 30 or more missions on the a/c assigned to him without a mechanical abort.

THE LAST MISSION

The target was Mainz and the loading list was:

P	1/Lt Louis Stephens
CP	2/Lt William Riddleberger
N	2/Lt French Wimer
B	F/O Clifford Smith
NG	S/Sgt Roy Bettis
RO	T/Sgt Garland Wright
ENG	T/Sgt Manuel Soda

WG S/Sgt Paul Johnson

WG S/Sgt Ernie Boyce

TG Sgt Robert Serrette

OBS S/Sgt Creighton Schaefer

S/Sgt Schaefer understood German and his task was to be a "listener", monitoring the radio voices of the German pilots and their controllers.

The a/c was flying deputy lead and just before reaching the target it was ordered to take over the lead because the lead a/c had experienced a malfunction. Just as Jaw-Ja-Boy slid into the lead position it received a direct hit from flak near the bomb bay and burst into flames. As it was going down there was another explosion and the pilot and co-pilot were blown clear, reached the ground safely and were POW. The rest of the crew were KIA.

In a 1945 letter to J. D. Long, a squadron mate, Lou Stephens wrote: "There was a swell fire on board. I 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. My face was

June 21	Crew unknown
July 7	2/Lt D. M. Fogarty
July 12	Crew unknown
July 18	1/Lt Charles Hamblen
July 29	2/Lt Edmund Twining
Aug 1	2/Lt D. E. Miller
Aug 2	1/Lt Charles Hamblen
Aug 4	1/Lt Carroll Cheek
Aug 11	1/Lt Louis Quinn
Aug 12	2/Lt John Eggleston
Aug 13	1/Lt William Smith
Aug 14	1/Lt Muldoon, L/C Gilbert, Capt. Paddock, Capt Weiland
Aug 16	1/Lt James Muldoon
Aug 24	2/Lt Edmund Twining
Aug 25	2/Lt Charles Rudd
Aug 26	1/Lt Carroll Cheek
Aug 27	"
Aug 30	2/Lt D. M. Fogarty
Sept 8	1/Lt Louis Stephens
Sept 9	1/Lt Louis Stephens

(A parenthetical note was added by Sgt Whisman that repairs had to made at one time on a de-icer boot on the right wing and the trailing antenna, caused by tree limbs. Knowledgeable people in the 578th say the responsible pilot was J. J. Otis, a hot pilot and Jim Muldoon's co-pilot. After the war word filtered back to the 392nd that Otis had been killed in a Western state. Crusaders were not surprised to learn that had been hunting coyotes- in an airplane.)

toasted, and 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 tossed a rock but he had no more control than Johnny Vandermeer on a bad day."

"P. S. Did we hit the target that day? The last thing the bombardier said was bombs away".

AS SEEN FROM THE GROUND

Nikolaus Theile lives near the German village of Diedenbergen, which is where the wreckage of the plane came down. When a boy of some 10 years of age, he played in and around the tail section, which, he says, "came down like a butterfly".

He says that he well remembers what happened that day, and reports that the plane was hit and caught

Berlin
Bernberg
Munich
Troarn
Bremen (shot up badly, a/c went to hanger for repairs)
Balbec
Corbie
Keil (20 holes, went to hang- er. Replaced engine.)
Pacy-Sur-Armancon (German fuel dump- destroyed)
Juivour
Pont-aude-mer
Lyon-Bron (A/F, target destroyed)
Kothen (Muldoon crew finishes tour)
Hanover (a/c badly shot up)
Schwerin
Salzbergen
Heligoland
Haut-Maisnil
Karlsruhe
Mainz (a/c destroyed by direct hit by flak)

fire at about 18,000 feet. It flew along with the other planes, but lost height very fast. It exploded at about 4000 feet above the village.

Theile said that the dead airmen were buried at the local cemetery, with 6 French POW's who were working on nearby farms digging the graves. One of the French grave diggers said a prayer, and the bells of a nearby Protestant church rang because it was the time for evening prayers. The German lady in charge of the cemetery provided a wreath. In a letter to the sister of Lt Wimer, he said: "So your brother's burial had French soldiers for an honor guard, the bells of a German protestant church, a prayer in French, and a German wreath."

Herr Theile has been in correspondence with Lou Stephens, Bill Riddleberger and Ernie Barber, as well as the families of the airmen who were KIA.

Recently he sent Stephens, Riddleberger and Barber a small piece of aluminum skin from the wreck of Jaw-Ja-Boy.



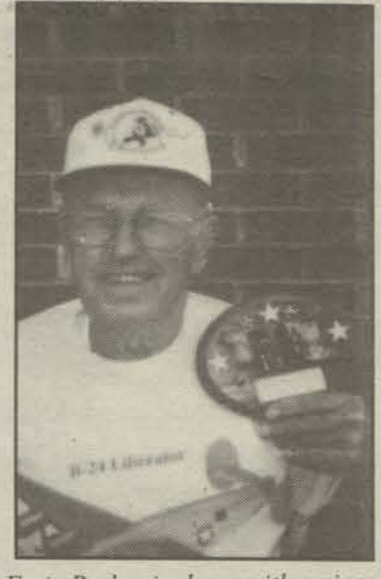
B/Gen Leon Johnson pins the Bronze Star on M/Sgt Ernest H. Barber



Louis M. Stephens



William I. Riddleberger



Ernie Barber is shown with a piece of "Jaw-Ja-Boy", sent to him by Nicholas Theile

AIR ANNIVERSARY

Dec. 20, 1941. Flying Tiger pilots went into action against Japanese for the first time.

AIR ANNIVERSARY

Dec. 24, 1943. 650 B-17's and B-24's made first major strike on German V-weapons sites.

392BGMA ELECTRONIC DIRECTORY

The Electronic Directory will be a regular feature in the NEWS; if you want to be listed please contact the editor by mail at 2201 Redbud Blvd., Frankfort, IN 46041, or at the E-mail or Fax addresses listed below.

E-MAIL

8AF Museum, Savannah
Barger, George
Barber, Ernie
Barnard, Mary Beth
Barry, Bill
Bartsch, Arlo
Books, Bob
Dewez, Luc
DuBois, Phyllis
Ehrlich, Lee D.
Garrett, Howard
Goar, Jim
Greene, David
Jones, Ben
Jones, Mervyn
Marsteller, Jim
Michel, George
Peterson, Cliff and Mary
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Gross, Earl
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773 774 4311
714 536 2184

WEBSITE

392 BGMA
8AF Museum, Savannah

www.b24.net
www.mighty8thmuseum.com

Now Available at 392nd PX At Reduced Price



The publisher has reduced his price to \$47.50, post paid.
Over 100 authors, including Ian Hawkins and Ernie Barber, have contributed to this new anthology, edited by Bill and Marge Braddock. There are personal stories of bombing missions, aerial dogfights, air-sea rescues, aircraft crashes, life-saving parachute bail-outs, captures by the enemy, evasions, escapes, resistance-fighters assistance to downed airmen and airmen returning to England.
\$47.50 postpaid, order from PX order blank contained in this paper.

Also, a new video containing all of 392nd's memorabilia photos.
\$17.50 postpaid, order from PX order blank in this paper.

DUES NOTICE - - - DUES NOTICE
CHECK THE MAILING LABEL, SEE IF YOU'VE PAID

REMEMBRANCE DAY: YANKS THERE

SERVICES HELD AT WENDLING MEMORIAL

Col Lawrence Gilbert, Group Commander, and Carroll Cheek, 578th pilot, were among the 50 or 60 worshipers at the Wendling Memorial on Nov. 14 for the annual Remembrance Day services.

Remembrance Day in Britain is like Veterans Day in the US, held on Nov. 11 of each year. The Wendling community also recognizes the event by a church service held at the Memorial on the following Sunday.

Phyllis DuBois commented, "As I drove through the countryside to get to Beeston every village seemed to be preparing for a ceremony at their war memorial: British Legion veterans with their flags, people with flowers, groups of people everywhere."

DYE IS RETREADED 392ND TREASURER

Charles Dye, former Treasurer of the 392BGMA, has agreed to return to those duties to take the place of Cecil "Rocky" Rothrock who died suddenly as a result of a fall.



Charles E. Dye

1/Lt Charles Dye was in the 1825th Ordnance Supply and Maintenance Company and was Station Ammunition Officer. As such he was in charge of the bomb dump.

The 1825th arrived at Wendling concurrently with the 392nd, and Charley was with the Service Group until both Groups came home in 1945.

After the war Charley stayed in the Reserves and retired as Lt Col. Among other assignments he was Armament Officer, Adjutant, and Squadron Commander.

A lawyer, he was connected with the trucking industry and also was an instructor at the University of



John Shakespeare (no kidding) photo

Shown with visiting Yanks Carrol Cheek and Lawrence Gilbert are Friends of the 392nd Rev. J. B. Boston, Rector of the Beeston church; Hilary Duffield, Jill Scott, Denis Duffied, Cheek, Phyllis DuBois, Gilbert, Tom Scott, Norman Wagg, Lay Reader at the Beeston Church, and the Right Reverend Anthony Footitt, Bishop of Lynn.

Wisconsin. He is now retired.

He is a past President and past Treasurer of the 8AF Historical Society.

Charley and wife Helen, a former Navy nurse, live at 4949 San Pedro NE, #87, Albuquerque, NM 87109-2483.

PAT ROBERTS

Pat Roberts, wife of Keith Roberts, 392BGMA Director and navigator on the 578th's Vickers crew, died August 22.

Pat was a true California Girl. A birthright Californian, in her lifetime she epitomized everything about that genre: good looking, athletic, intelligent, outgoing, possessing a tremendous work ethic, involved in community affairs, a loving wife and mother.

She was especially active in the 392nd. She was quick to lend a helping hand at all functions, and she organized and led three tours to the 392nd's old base in Norfolk.

She is survived by Keith, her son Jim and his wife Jana, by her daughter Katy and her husband Dale, twin grand-daughters Sara and Melissa, and by her sister Betty Dobler.

Present and accounted for at her Memorial Service at Laguna Hills were Crusaders J. Fred and Elva Thomas, Dick and Eleanor Hoover,

Willis and Dorothy Miller, Gil and Martha Bambauer, and Dan McGovern.

COPIES OF "WAR STORIES" BY COL KEILMAN FOUND

The late Col Myron Keilman, Commander of the 579th, wrote a series of articles which appeared in the 2ADA JOURNAL from 1974 to 1985. They were later copied and compiled in a book.

The 392BGMA PX exhausted their supply and the NEWS regretfully reported it. However, now some 25 more copies have been found, and can be ordered through the PX for \$21.50. An order blank can be found elsewhere in this issue.

BOOK REVIEW

*After the Liberators:
A Father's Last Mission,
A Son's Lifelong Journey*

By Jim Goar

392BGMA associate member Bill McGuire II has penned an absorbing autobiography-biography of him and his father, 579th navigator Bill McGuire Sr., who was KIA on the Friedrichshafen mission.

Utilizing untold hours of research including a visit to the scene of the crash in Germany, Bill tells of how his



John Shakespeare photo

Memories of 1943-45 are clearly etched on the faces of Lawrence Gilbert and Carroll Cheek as they salute their fallen comrades.

search gave him understanding of his and his father's life, although he never knew him.

McGuire also pens a gripping recounting of Friedrichshafen, the costliest 392nd mission.

Bill McGuire has over 30 years experience in the public relations field, including stints with ABC, CBS, Madison Square Garden, and major financial services companies.

The book can be ordered over the internet at Amazon.com or direct from the publisher, Parkway Publishers, PO Box 3678, Boone, NC 28607 for \$16.95 plus \$4.00 postage and handling. Mention 392BGMA newsletter in your order and you can take 10% off the total bill.

PROFILE

Capt Robert H. Tichel was a pilot first in the 579th then the 577th. He joined the 392nd at Wendling in June 1944.

He served in the Reserves until 1951. In civilian life, he spent 37 years in the insurance business and is a CLU. He is now retired and has been back to college to earn a degree in music. He plays piano in local music organizations.

He and wife Wanda live at 606 S. Draper, Champaign, IL 61821. They have four children and 10 grandchildren.

(See story, this issue, "Keilman papers")

ROCKY ROTHROCK

Cecil T. "Rocky" Rothrock, 392BGMA Treasurer, died Sept. 19 within a few hours after falling from a tree while helping a neighbor, Bill Cetin, the 579th Squadron Bombardier.



Cecil T. Rothrock

Rocky was an original member of the 392nd, having joined at Tucson while the Group was getting started. He was a gunner on the 579th's Cassell crew which became a lead crew. He flew only when the 392nd led the Group so he was a part of many of the Group's epic air battles.

Post war, he was in a naval ROTC unit and was called up for the Korean war. He was released from active duty to attend law school.

He graduated in 1951 from the University of Nebraska School of Law, and held several corporate legal positions before opening his own practice in Kenosha, WI in 1967. He was still actively practicing law at the time of his death.

He is survived by wife Mary, whom he met while both were students at Cornell University. They were married in 1946.

Children are Robert T., Richard E., and Roger, and daughter Barbara J. Kaufman. There are fifteen grandchildren.

The 392nd was represented at the memorial service by 579th squadron mates Bill Cetin and Vern Baumgart.

PROFILE

1/Lt Howard L. Garrett was the bombardier and pilotage navigator on the Proper crew in the 577/9. They joined the Group July 26,

1944.

After the war he attended the Colorado School of Mines, graduating with G. E. and M. S. degrees.

He spent his entire career with Shell Oil Company as an exploration geologist in Montana, California, Colorado, Wyoming, Idaho,

North Carolina, Syria, Paraguay, and Belize. He retired in 1984.

His wife Annabelle is deceased, and he lives at 12342 Whittington Dr., Houston, TX 77077. He has two children (one deceased) and three grandchildren.

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We don't send out dues notices, so you can help the news editor and the Treasurer if you will sit down right now and send in your 2000 dues. If you are paid ahead, you can check it by the code right after your name on the label of the newsletter. If it is LM (for Life Membership) or 00 or higher, you're paid up. If Frnd is after your name, you're our guest. If there is an error, contact Charles Dye.

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Book, "Crew Dog", by Maj John Matt, 579th, \$28.95 postpaid.....	\$	_____
Book, "Country Boy Combat Bomber Pilot", By Tays, \$13.50 postpaid.....	\$	_____
Book, "My Combat Diary", by Cranson, \$13.50 postpaid.....	\$	_____
Cap, black, 392nd Bomb Group w/gold braid, summer, \$10.50 pp.....	\$	_____
Cap, black, 392nd Bomb Group w/gold braid, winter, \$10.50 pp.....	\$	_____
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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Video, 392nd's memorabilia photos, \$17.50 postpaid.....	\$	_____
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Video, from Albuquerque Reunion Symposium, general scenes from the reunion, 2 parts, \$27.50 pp	
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NEWS

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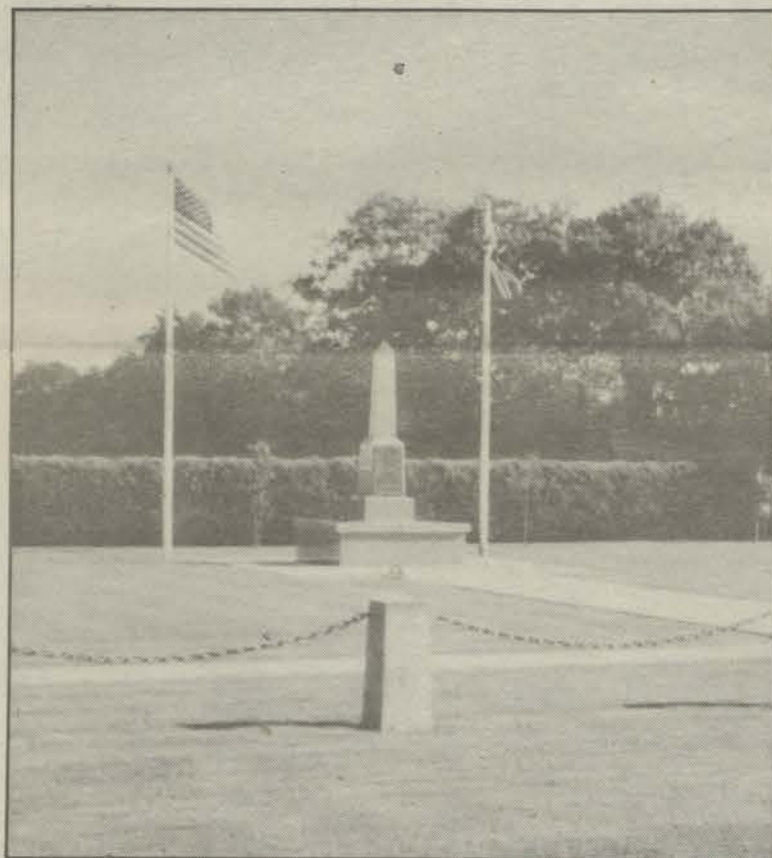
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THE 392nd MEMORIAL AT WENDLING

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

Where are they now? There are certain occasions which trigger the question, and we wonder about our 392nd comrades: our flight crews, ground crews, support personnel-faces once familiar, now difficult even to recall. And the snack bar girls,-- I can't even think of their names. I see only smiles and hear the echo of friendly greetings. Where are they now? Others ask this about us, and wonder where we may be. Our 392nd Memorial Association offers some ties, but for the most part the answer must be, as it will come to be for all of us, "They are in God's hands." Come to think of it, not a bad remembrance.

AIR ANNIVERSARY

Dec. 7, 1941. Japanese attack Pearl Harbor.

Folded Wings

Myra F. Holtzinger, Aug. 13, 1999
wife of John J. Holzinger, 578
Patti Roberts, Aug. 22, 1999
wife of Keith Roberts, 578
JoAnn Eddy, June 11, 1999
wife of Earl Eddy, 578
Ray Dunphy, 578, Aug. 26, 1999
Cecil "Rocky" Rothrock, 579, 9/19/99
Van B. Brooks, 576, Aug. 31, 1999
Harold Hutchcroft, 576, Sept. 17, 1999
Henry M. Propper, 577/9, June 23, '99
Gerald R. Smith, Feb. 5, 1999
Clayton Whisman, 578, Oct. 30, 1999
Luther E. Brown, Jr., 577/9, 9/30/99
Albert W. Evans, 576, May 21, 1987

AIR ANNIVERSARY

Dec. 9, 1941. B-17's bomb shipping near Philippines in first American bombing mission of WWII.

AIR ANNIVERSARY

Dec. 18, 1941. Lt "Buzz" Wagner became first American ace of WWII.

392nd Bomb Group Memorial Ass'n NEWS
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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 Jim Goar, 2201 Redbud Blvd., Frankfort, IN 46041.

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