



392nd Meets in St. Louis

Reunions this year were on the high seas with the 2nd Air Division Association and in St. Louis with the 8th AF Historical Society. Here are highlights from both.

2ADA

Oak and Maxine Mackey were the only Crusaders who sailed with the 2ADA in September. Oak says that being aboard the *Enchantment of the Seas* was a "great time to relax and let the cares of the world go by." He reports that the 2ADA currently has 1,586 members and all requirements to operate for another year have been met.

8th AFHS

A stalwart band of nine veterans and about thirty 2nd gens, friends, and relatives had a wonderful time in St. Louis.

Official Meeting

The meeting began with the Pledge of Allegiance and a reading of the 392nd Prayer by chaplain Tom Perry.

President Jim Goar noted that our officers have done "yeoman's work" in recent years as the Directors are now divided between veterans and second generation, the *News* has successfully transitioned to a new editor and a new format, we "got straight with the IRS," and "the books are in good shape."

President's Award

He then announced a new "President's Award" to recognize "extraordinarily meritorious achievement." The first recipients were Vice President Bob Books; Secretary/ *News* editor Annette Tison; Treasurer Bill McCutcheon; Bill and Marge Braddock, editors of our anthology; and John Gilbert, a Director and our representative in England.

Reports

VP Bob Books said it took hard work by many people

to have our tax-exempt status changed from a veterans organization to one whose purpose is educational. As a result, though, the 392nd BGMA is well-positioned for the future. Our website gets about 800 visitors a day; Bob thanked everyone who has donated to the Website Endowment Fund or contributed photos or information. All help perpetuate the legacy of the 392nd BG.

Secretary Annette Tison advised members of all the work John Gilbert has done in England on our behalf (see page 6). She then presented 392nd BGMA coins to 465th Sub

Depot machinist Aubrey Burke, the veteran who traveled the farthest to attend (from Apple Valley, CA); to the youngest veteran there, 579th gunnery instructor Jack Rotzien (born in November 1924); and to the oldest veteran present, Group Transportation Officer Jim Goar (born in December 1919).

To comply with IRS rules, Treasurer Bill McCutcheon said he will now keep the financial records on a calendar-year basis



Crusaders in St. Louis. Sitting L-R: Perry Onstot, Jim Goar, S.J. Elden, Tom Perry. Standing L-R: M/Sgt Allen Holtman, USAF (Ret.), Bob Harned, Jack Rotzien, Joe McNiel, Aubrey Burke. Not in photo, Red Sprowls. Jim and S.J. are holding the Crusader emblem that M/Sgt Holtman places on the grave of 1/Lt Charles Rudd and 2/Lts Robert J. Benson and William A. Spencer at Jefferson Barracks National Cemetery every Memorial Day.

rather than from reunion-to-reunion.

Members elected Oak Mackey, Jim Goar, Ben Jones, and Bill McCutcheon to another term as Directors.

The location of the 2012 reunion was discussed. The 2ADA is planning for Chicago in early October and the 8th AFHS will be in San Antonio from 3-7 October. The Board is leaning toward Chicago since we haven't met with the 2ADA for several years, but the 392nd's Executive Committee will decide after full details on costs, dates, and programs are available.

Jim Goar then introduced M/Sgt Allen Holtman, USAF

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FROM THE EDITOR

Coming Home. I continue to get responses to the article in the June 2011 issue about the 392nd's return to the US. Dick Giesing, an instrument repair technician in the 465th Sub Depot, writes that he was among those who returned on the Queen Mary. He said it took four days and he slept on deck each night. They had two meals per day; someone always escorted them to chow because it was served in different locations (once in the main dining room—he still remembers how beautiful it was). Upon arrival in New York, the ship's captain told the passengers that 4,000 tons of fuel oil had been used in the crossing. After disembarking, Dick went to Camp Shanks where he enjoyed a steak as his first meal in the US.

He has vivid memories of the last night he and his friends were allowed to leave Station 118 before their departure. They went to a nearby pub where the locals insisted on buying drinks for the Yanks. It was quite an evening! He says he rode his bike to the pub but had to walk back to the base.

Dick also sent a history of the USAAF that said "its peak size was over 2.4 million men and women in service and nearly 80,000 aircraft in 1944, and 783 domestic bases in December 1943. By VE Day it had 1.25 million men stationed overseas and operated from more than 1,600 airfields worldwide."

Stories from the Reunion. Aubrey Burke was a welder by military training but a machinist by inclination. Luckily, he was assigned to the 465th Sub Depot in January 1944 as a machinist, because he crafted two devices that probably affected everyone on the base. The first was for the mess halls. Loaves of English bread came unsliced with a hard crust, so he invented a bread slicer. It had eight reground hacksaw blades and was spring-loaded at the top with a crankshaft drive. Powered by a 250-volt British motor, it could make 17 slices at a time.

His second invention was for the dentist's office. Before his arrival, the dentist used a foot pump to power his drill. Aubrey figured out a way to connect the drill to an electric motor, making the process much easier for dentist and patient.

578th tail gunner Joe McNiel brought his escape photos. In one, a moustache and goatee have been carefully inked on to his face.

Robert W. "Red" Sprowls was one of the "other airmen" described in the last newsletter. As a Mickey or H2X Operator, he aided the lead navigator with location fixes when the ground was hidden by clouds and the pilotage navigator in the nose could not give visual input. He also did the bombing if the bombardier was unable to see the target in his bombsight. Red was given a set of H2X maps showing how the cities he was supposed to fly over would appear in the radar scope. He also attended parts of the navigator and bombardier briefings.

Red asked me to write an article about the mechanics of a mission, from receipt of the Field Order through take-off and interrogation on return. I will be happy to do that but need lots of help. Whether you were a combat airman or in ground support, please let me know what "your" part of the mission process involved. The more responses I get, the more thorough the article will be. My contact information is at the upper left of this page.

Photo IDs. Copilot Gerald E. Douglass identified two men from his crew in the middle photo on page 8 of the September 2011 issue. Nose gunner S/Sgt Thomas R. Fitzgerald is seated second from the left and waist gunner S/Sgt Frank M. Gayda is sitting at the far right. Another alert reader reported that navigator 2/Lt Donald J. Greening is in the back row, fifth man from the left, in the photo of 1/Lt Sisson's crew on page 9.

News via Email. If you have an email address, please consider getting the *News* by email. The 392nd saves money on postage and printing whenever someone switches from paper to an email version, especially critical with the price of stamps going up in January 2012. Other advantages of email: You can adjust the print size on your computer for easier reading. You save \$5 per year in dues. The email version is transmitted while the paper copies are being printed, so you get it a week sooner. Keep this in mind when you renew for 2012!

392nd BGMA Coins. A new shipment of 392nd BGMA coins has been received, just in time for your holiday shopping. They are 1¾ inches round, hand-painted in vivid color, gold-plated, in a clear plastic case. Cost is \$13 per coin for shipping in the US and \$15 per coin for international shipping. Please send a check, payable to Annette Tison, to me at 9107 Wood Pointe Way, Fairfax Station, VA 22039. You may also order using PayPal at <http://www.b24.net/coins>.



President's Message



As we leave the year, we can look back with satisfaction upon the 392nd's accomplishments:

1. We have changed from an exclusive veterans' organization to one that welcomes as members anyone who is interested in our goals.

2. We have established that fact with the Internal Revenue Service and have re-affirmed our tax-free

status.

3. Our website continues to prosper. We are a prime source of data pertaining to the 392nd in WWII and the website is visited from all over the world.

4. Our newsletter is outstanding among its contemporaries and continues to keep us informed.

5. Our financial situation is sound. We are able to meet our obligations and have sufficient reserves.

So now instead of being a WWII veterans organization teetering on oblivion, the 392nd is thriving and looking forward to the years ahead.

As your president I take no credit for the above. Our leadership team, working long hours in our behalf, did it all. Realizing this, I established a President's Award and they were presented at the annual reunion last October to Bob Books, Vice-president; Annette Tison, Secretary and newsletter editor; and Bill McCutcheon, Treasurer.

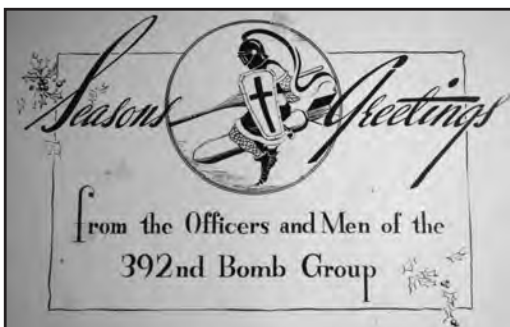
At the reunion I recognized other areas of accomplishment and the President's Award was also presented to Bill and Marge Braddock for their brilliant work editing our Anthology and to John Gilbert for his outstanding representation of us in England.

At the reunion we were graced with the attendance of a couple of Friends of whom we are justly proud: M/Sgt Allen Holtman, USAF (Ret), who lives in a suburb of St. Louis and made our acquaintance some years ago when we met in St. Louis. Since then he has taken an interest in the Crusaders who are buried in the U. S. cemetery at Jefferson Barracks and he annually decorates their graves on Memorial Day. During the reunion he led a contingent of members out to the cemetery to pay respects at their graves.

B/Gen Bobby Efferson, USAF (Ret), who also met us some time ago as a friend of Bob Vickers and Charley Dye. He is one of ours, having retired from the staff of 8AF. He and spouse Cindy have attended many of our reunions since and this year traveled all the way from Fort Worth to be with us.

Annabelle,
daughter
Debbie, and
I wish you
all a Merry
Christmas and
a Happy New
Year.

Blue Skies,
Jim Goar



FROM THE FILES

392nd history, Jan 1945. "During the middle of January, personnel on the station were called upon for donations to the blood bank. 536 pints were secured, a record for the station and a record for all stations in the 2nd Air Division."

The history of the 465th Sub Depot provides more details about the event: "The American 'doughs' on the continent maintained their standard brand of 'guts' but were running a bit short on blood. A campaign was inaugurated on this station and this unit contributed a total of thirty-seven pints. With the medics giving out with a double (and sometimes two) shots of American whiskey, it is rather amazing that some of the boys didn't institute a shuttle service to the hospital. Major remark during the blood donation period was 'I'll trade 'em, pint for pint.' Who wouldn't?"

Dick Giesing, 465th, donated blood and confirms that he got a shot of whiskey afterwards.

The 10th Station Complement Sqdn was rightly proud of its men: "Also during the month was another call for donation of blood (Type O) to be sent to the boys on the fighting fronts. Out of a possible 110 enlisted men and officers eligible to donate there were 97 men of the unit who reported to the hospital to watch their red blood flow into the large-appearing pint bottles. Many remarks were passed around good-natured like, that a pint for a shot of whiskey wasn't a fair bargain.



Top photo: Ground support personnel roll up their sleeves to give blood. Only Type O was requested since it could be given to anyone, regardless of his blood type. Bottom photo: This slip (the original shows a bright red drop of "blood") was given to 578th Sqdn Intelligence Clerk Bob Harned after he donated.

However all the men who donated felt much better for doing so. It was the least they thought they could do for their fellow Americans on the fronts. It seemed as if the same men who donated the previous time were among the first in line on the opening day around the 15th and 16th of January."

577th history, Feb 1945. "It is interesting to note that during the month there were only two visual targets, there were no attacks from fighter aircraft and the flak ranged from nil to moderately inaccurate. At no time was the flak intense and accurate."

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(Ret). For many years, he has placed flowers on the graves of 392nd airmen at Jefferson Barracks National Cemetery in St. Louis on Memorial Day. His interest began in 1993 when he escorted a woman to the Rudd/Benson/Spencer grave there. As a teenager, she saw the two survivors bail out of their crippled a/c. S/Sgt Odell F. Dobson landed nearby and she kept some angry Germans from killing him.

Allen displayed the emblem he attaches to their headstone every Memorial Day. Shaped like a B-24 tail stabilizer (white, with a black horizontal band for the 392nd), it includes patches of the American flag, the 392nd BG, the WWII Army Air Corps, the modern USAF, and the 8th AF; and purple streamers symbolizing the Purple Hearts awarded to the three men.

Joining the 392nd at the Group dinner and the Gala Banquet were B/Gen and Mrs. Bobby Efferson, USAF (Ret). When he left active duty in 2003, the General was a command pilot with over 5,500 hours of flying time, 4,200 of them in fighter aircraft and more than 324 hours of combat time. He's been a Friend of the 392nd BGMA since speaking at the 8th AFHS reunion in Salt Lake City in 2000.

During the candle-lighting ceremony at the Gala Banquet, Bob Books lit a candle in honor of all those who died in battle while serving in the 8th AF. His father, 579th pilot 1/Lt Dallas O. Books, was killed on 18 Mar 1944. Other candles were lit for 8th AF veterans who have died since WWII, our allies, our living veterans, and all those currently serving in the military.

Visitors

Several members who live in St. Louis dropped by. Sharon Lane Marcrander is the daughter of 578th Adjutant and Executive Officer Maj Robert E. Lane. Besides talking to Jim Goar, one of her dad's best friends at Wendling, Sharon

brought her father's scrapbooks which she allowed to be scanned. Not only were there lots of photos, but Bob had neatly labeled most of the events and men portrayed. As a result, we now have many new photos plus names and dates for several photos already in our archives.

Joy Martin had lots of information about her father but needed help to decipher it. F/O Arliss V. Martin was the navigator on 1/Lt Wesley A. Schafer's crew, 579th. On 20 Jun 1944, they had just dropped their bombs on Politz. While the bomb bay doors were still open, a flak shell exploded in the bomb bay, causing loss of oxygen and hydraulics. They had to manually crank the bomb bay doors shut.

As a result of the damage, they didn't have enough fuel to reach England. Martin plotted a course to Sweden while Schafer dipped the wings from side to side to help drain fuel from one tank to another. By the time they got to Sweden, they were down to two engines. The crew bailed out near North Marieholm and were immediately captured. Their plane crashed near Hjortshog. They were interned in Sweden until October 1944, when they were allowed to return to England.

After the war, Arliss was assigned to the Air Transport Command and flew around the world delivering planes or passengers. Joy had all his military orders but didn't understand their format or the acronyms and abbreviations used. After a tutorial, Joy is not only more knowledgeable about her father's time with the 392nd but also better able to understand what he did the rest of his military career.

Editor's note: Since the reunion, I've heard from several members who said they were older or younger than those veterans recognized at this year's reunion. I hope you'll attend the reunion in 2012; maybe your age will earn you a 392nd BGMA coin. If you don't want to take any chances, see page 3 for information on how to buy one today!

392nd BGMA MEMBERSHIP FORM

Please look at the mailing label. Your membership status is shown directly after your name. "11" means your membership will **expire THIS MONTH** and you need to renew **promptly**. LM means Life Member and FRND means that you receive the *News* with compliments of the 392nd BGMA. Send this form and your check (payable to 392nd BGMA) to Bill McCutcheon, 20620 Milton Ct., Brookfield, WI 53045. You may also join or renew on-line at <http://www.b24.net/392nd/join.htm>.

The Board of Directors has ruled that no Crusader will be denied membership because of financial difficulty, so if you're in straitened circumstances, check the Hardship Waiver box. If you feel that you can help the 392nd BGMA treasury with a donation, there is a provision for it below.

Name _____ Ground [] Air [] Sqdn/Unit _____

Mailing address _____

Email address _____ Telephone number _____

If a spouse, friend, or relative served in the 392nd, please give us his name and unit: _____

Dues: [] \$25/year if you wish to receive the *News* by postal mail OR [] \$20/year for receipt by email
Please feel free to renew for multiple years! Just let us know what your wishes are.

Hardship Waiver []

DONATION \$ _____

TOTAL ENCLOSED \$ _____

BISHOP CREW LAID TO REST

On 26 Oct 2011, 2/Lt Robert R. Bishop and crew, 578th Sqdn, were laid to rest in Arlington National Cemetery.

On 29 Apr 1944, they departed Wendling on a bombing mission to Berlin. They never got there.

While passing north of Hanover, Germany, the 392nd was attacked by 24 fighters in a good formation, coming in at 11 o'clock. Bishop's B-24 was seen pulling away from the formation with its right elevator badly shot up. No chutes were seen. The plane impacted in a horse pasture; about an hour later, one or more bombs exploded.

Germans recovered the bodies of bombardier 2/Lt Thomas Digman Jr. and engineer Sgt James T. Blong from the wreckage. Names of the other eight crewmen were later listed on the Tablets of the Missing at the Netherlands American Cemetery.

In 2003, German researcher Enrico Schwartz began a careful investigation of the crash site. He located an engine data plate that matched an engine on Bishop's plane. He uncovered the leather name patch from ball turret gunner Sgt John P. Bonnassiolle's flight jacket. Most important of all, he found human remains, "enough to hold in two hands."

The Joint POW/MIA Accounting Command conducted its own investigations in 2005 and 2007 and found additional remains. DNA analysis later identified remains belonging to pilot 2/Lt Bishop, Sgt Bonnassiolle, waist gunner Sgt Michael A. Chiodo, and tail gunner S/Sgt Ralph L. McDonald. They were buried in their home towns in late 2010 and early 2011

with full military honors.

The October ceremony was to inter the identified remains of navigator 2/Lt Donald W. Hess and radio operator S/Sgt Joseph J. Karaso in individual caskets. A third casket would be buried with the identified remains of copilot 2/Lt Arthur W. Luce and all other crew remains that could not be individually identified.

Over 80 relatives traveled to Virginia for the event. At the funeral home visitation, Mr. Kenneth J. Washington, Director of Human Resources at Ft Myer, VA, honored the crew for their military service and their selfless sacrifice. He said they represented the very best of their generation and the best our nation had to offer. According to Washington, they lived and died while serving as examples of Gen Douglas MacArthur's noble ideals: "Duty, Honor, Country."

At the Ft Myer chapel service, Army chaplains Capt Regino Hernandez and Capt John Gabriel reminded the families that the ten men trained together, laughed together, lived together, and went into combat together. They were together in England, in Germany, and now, back home in America. Their souls are certainly with God.

Soldiers from the 3rd US Infantry Regiment (The Old Guard) simultaneously folded the three American flags that had draped the caskets. The families of 2/Lt Hess and S/Sgt Karaso were presented the flag that had covered their loved one; the families of 2/Lt Luce and waist gunner Sgt John J.

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Top photo: Army chaplains, preceded by an Army band and rifle platoon, begin their procession to the gravesite. The caisson carrying the casket with the crew remains and those of 2/Lt Luce will follow. Bottom photo: Soldiers from the 3rd US Infantry Regiment (The Old Guard) prepare to fold three American flags.

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Harringer Jr. were also presented folded American flags.

The flag that draped the casket with the group remains will be archived as directed by the Secretary of the Army since it represents the entire crew.

It took 67 years, but 2/Lt Robert R. Bishop's crew is no longer missing in action.

The Mission

On 29 Apr 1944, the 8th Air Force dispatched 679 bombers to the Friedrichstrasse Railroad Station in Berlin. Over 800 fighters were scheduled to provide protection.

Due to an unexpected wind shift, the 2AD's planes were behind schedule and therefore unescorted from west of Berlin on the route in and for more than 200 miles on the withdrawal. Many fell prey to 60-80 enemy aircraft near the Initial Point and to 100 German fighters on the return route.

In its Tactical Mission Report, the 8th AF noted that "This operation was marked by the skillful manner in which the [German Air Force] controller handled the forces at his disposal, particularly in the exploitation of

temporary advantages."

The 8th AF lost 26 Liberators, 38 Fortresses, and 14 fighters.

In the 392nd, eight planes crashed, 44 men were killed in action, and 27 were taken prisoner. Simply put, 71 of the 181 men who left Wendling that morning did not return.

Editor's note: 576th Sqdn pilot 2/Lt William T. Kamenitsa and crew were among those that crashed in Germany. As he was being taken prisoner, waist gunner Sgt Oliver R. "Bud" Guillot saw the smoke and flames rising from Bishop's crash site. Many relatives of the Bishop crew have contacted Bud to find out what it was like in the sky that day. Bud has learned that Bishop crew left waist gunner Sgt Chiodo went to school with his own radio operator, S/Sgt Joseph R. Trivison. Bud is amazed that two men from the same community and Catholic parish in Cleveland went to school together, enlisted within two months of each other, were assigned to the same bomb group, and were killed within minutes of each other when their planes crashed about 200 yards apart.



A final salute to 2/Lt Robert R. Bishop and crew.

OVERSEAS ALLIES

The last issue of the *News* highlighted what Crusaders and relatives are doing to perpetuate the legacy of the 392nd BG. We have many friends overseas who are doing the same thing. Here are three of their stories.

England

392nd BGMA Director John Gilbert was one of the first "President's Award" recipients in recognition of his hard work on our behalf.

John is regularly invited to put up his display of 392nd BG photos and artifacts at sites ranging from North Elmham and East Dereham to the Theatre Royal in Norwich to Sandringham, the Queen's Estate. He estimates that over 1,500 people have seen his 392nd collection this year.

He was invited to the Gallipoli Memorial Service for "All the King's Men" (the 5th Battalion, Norfolk Regiment) by John Crow, secretary of the Gallipoli Association in London and Sir Michael and Lady Angela Oswald (the late Queen Mother's Lady in Waiting). They asked him to display his memorabilia and photos on 17 Sep 2011 at St. Nicholas Church, Dersingham, Norfolk, just a mile from Sandringham House. John showed photos of the 10th Station Complement Sqdn's visit to Sandringham House in August 1944 and the VE Day Parade at Kings Lynn when the 392nd contingent marched before King George VI and the Queen Mother. They were seen by military personnel from the United



John Gilbert and Matthew Crisp, Marketing and Education Assistant, look over John's memorabilia prior to the play *Goodnight Mr. Tom* at the Theatre Royal in Norwich in March 2011. It tells the story of a young boy evacuated from London to the country in WWII, especially pertinent since John was evacuated from Norwich City to Wendling after the German bombing raids there in April 1942.

Kingdom, Australia, New Zealand, and Turkey. The display was so interesting that John has been invited to return to Sandringham on 15 Sep 2012 and show his memorabilia during the next ceremony in honor of the King's Men.

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In 2009, he gave relatives of 577th radio operator T/Sgt Norman J. Lancy (KIA 4 Aug 1944) a tour of the base. It was such a wonderful experience for them that they returned in November 2011, this time with Lancy's sister June and family. He also gave tours this year to the daughter of Group Radio Counter Measures Officer 1/Lt Weems Estelle and the grandson of 577/9th Sqdn waist gunner S/Sgt Cyrus M. Chapman.

Belgium

Philippe Vanderdonckt was intrigued by the grave of an American airman in his hometown of Ronse, Belgium.

His research revealed that navigator 2/Lt Gilbert Malrait was born in Rhode Island in 1919, but lived in Ronse, his father's hometown, from 1928 to 1939. Then, Gilbert returned to the US and joined the Army in 1940. Two years later, he transferred to the Army Air Corps and was commissioned as a navigator in April 1943. That summer,



Philippe Vanderdonckt at 2/Lt Gilbert Malrait's grave.

he was assigned to the 449th BG and later flew missions from Grottaglie, Italy. He was killed in action on 4 Apr 1944 while on a bombing mission to Bucharest, Rumania. After the war, he was buried in Ronse at his father's request.

Philippe was puzzled by dental records that said Gilbert was a member of the 392nd BG. Our researchers found that he was originally the navigator on 2/Lt Henry P. Bolick's crew; they joined the 577th Sqdn on 4 May 1943. Gilbert was hospitalized from 17-31 July and was therefore left behind when the Bolick crew went to Topeka to pick up a plane and begin their trip to England. After his recovery, he was assigned to the 449th BG, which was also at Alamogordo.

The Bolick crew was killed in action on 26 Nov 1943. Navigator 2/Lt Robert J. Beatson shared a room at Wendling with their navigator, 2/Lt Jesse Maupin. After finishing his combat tour, Bob wrote 2/Lt Maupin's sister that they were heading to Bremen and "went into the target way up over the North Sea and turned into the target near Wilhelmshaven... I was flying right behind Bolick's ship. I could see he was having trouble with his engines, as he kept dropping back and coming back up again to join the formation. We were having lots of trouble ourselves, as it was a bitterly cold day... I definitely saw Pete's ship for the last time just as we approached the German coast and made landfall."

The plane crashed 2-3km offshore near Kronprinzenkoog, Germany. The bodies of 2/Lt Bolick and radio operator S/Sgt George L. Campbell were never found; their names are on the Tablets of the Missing at the Netherlands American Cemetery

On all 14 of their missions and diversions, the Bolick crew was aboard a/c #42-7493, Gregory the Great. Philippe has learned that the plane was named for bombardier 2/Lt William L. Yarbrough Jr's infant son.

To see all of Philippe's information on both of 2/Lt Malrait's crews, visit <http://www.2ltmalrait-gilbert.net>.

The Netherlands

During WWII, Piet van den Dries was a member of a Dutch resistance group. Educated at Oxford, he taught English to resistance personnel and served as interpreter for Allied air crews they helped.

On 18 Sep 1944, his life intersected with 1/Lt James A. Gerow's crew, 579th. Grandson Mark van den Dries is now trying to find out all he can about what Piet and the Americans experienced together.

During that low-level resupply mission to Holland, plane #42-94886 got hit by flak and the #2 engine had to be feathered. Small arms fire created leaks in the fuel lines. After dropping its load of supplies, the plane was hit again and the #3 prop began windmilling. The rudder cable wasn't working so Gerow sent engineer T/Sgt Eugene J. Kieras back to investigate. Near Heinkenszand, flak exploded in the bomb bay and started an enormous fire. Gerow ordered the crew to bail out.



Mark van den Dries discusses #886's name. Borrowed from the 466th BG, it was originally called "No Feathered Injun" but at some point the "No" was crossed out—perhaps because an engine *had* been feathered.

Trapped in the back of the ship without his parachute, T/Sgt Kieras jumped while clinging to the back of waist gunner S/Sgt Benjamin E. Brink. When Brink's chute deployed, Kieras was flung off and fell to his death. Dropmaster Pvt Edward Yensho went down with the plane.

Taken prisoner were 1/Lt Gerow, copilot 2/Lt Frederick J.

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Vallarelli, navigator 2/Lt David P. Grandon, radio operator S/Sgt Elton E. Southwell, and gunners S/Sgt Brink and S/Sgt Normand B. Hebert. Bombardier 2/Lt Joseph T. Sulkowski and gunner S/Sgt Loyce E. Ely successfully evaded, thanks to the Dutch resistance.

Piet van den Dries was among those who carried the coffins of the two casualties to the cemetery; he also helped 2/Lt Sulkowski get through two roadblocks as he was moved from one safe house to another. This took particular courage, as a German officer was quartered in Piet's house and a troop of German soldiers lived next door to him.

This year, Mark introduced relatives of S/Sgt Ely and 2/Lt Sulkowski to the sons and daughters of the Dutch resistance workers who had helped them evade capture. He showed them where the men were hidden until the area was liberated in October 1944. He also took them to a local museum where a propeller from #886 is on display. As a special gift, he gave them small pieces from the plane that he had unearthed at its crash site.

Mark has located relatives of eight of the ten men aboard #886 on 18 Sep 1944, told them all that he's learned, and especially how their relatives are being remembered in the Netherlands.

In November 2011, Mark spoke to an audience of over 120 Dutch people about his research. After the lecture, some attendees who had seen the plane crash told their eyewitness accounts. Mark's work has helped people of two nations and three generations learn about their shared past.

Many thanks to these and all the other "overseas allies" who keep the legacy of the 392nd BG alive.

392nd Burials at Jefferson Barracks National Cemetery

During the reunion, retired USAF M/Sgt Allen P. Holtman led a pilgrimage to Jefferson Barracks National Cemetery (JBNC) where 43 Crusaders are buried in 11 graves.

Group graves occur when remains can be identified collectively—for example, as belonging to the crew that crashed at the site where the remains were recovered—but not individually. As the Cemetery is centrally located in the US, it is often used as the burial site for group graves since it would be convenient for all the next of kin.

The Men

On the way to Friedrichshafen on 18 Mar 1944, the planes piloted by 2/Lt Gerald M. Dalton, 577th, and 1/Lt John E. Feran, 576th, collided. The 19 casualties were buried near the French village of Le Ployren. The four who could not be individually identified (navigators 2/Lt Francis J. Cummings and 2/Lt Philip Sherman, bombardier 2/Lt Donald R. Greene, and radio operator T/Sgt Thaddeus S. Dmoch) are buried in a group grave.

Four other 392nd planes crashed near Locherhof, Germany, that day. Men from three crews are buried together: 578th pilot 1/Lt Rex L. Johnson; 578th gunner Pvt Fred Gyure from 1/Lt Walter C. Raschke's crew; and

579th gunners S/Sgt Clifford T. Porter and Sgt Robert G. Hampton from 1/Lt Dallas O. Books' crew.

1/Lt James W. Dickson's crew, 579th, was shot down by enemy fighters on 8 Apr 1944 just before bomb drop on Brunswick. Nine of the ten men killed are buried together: pilot 1/Lt James Dickson, copilot 1/Lt Edward W. Kubale, navigator 1/Lt John J. McDade Jr., bombardier 1/Lt Edward I. White, engineer T/Sgt Roy M. York, and gunners S/Sgt Bernard A. Reilly, S/Sgt Clifford W. Erickson, S/Sgt Samuel L. Cooper Jr. and S/Sgt Francis L. O'Neill.

1/Lt Dexter E. Tiefenthal's crew, 577th, was shot down ten days later. At 25,000 feet, their plane went into a spin. The bail-out signal rang three times, after which 1/Lt Tiefenthal, copilot 2/Lt Richard R. Clifford, radio operator T/Sgt Walter R. Sichau, and engineer T/Sgt Anthony Wright bailed out. It was thought that the remaining six men were pinned in the plane by centrifugal force. Buried in a single grave at Jefferson Barracks are bombardier 2/Lt Archie M. Gordon and gunners S/Sgt Elmer Brown, Sgt James R. Castor, S/Sgt Donald W. Roper, and Sgt Edward Sullivan Jr.

This was Sgt Sullivan's second mission. He was hurt on 8 April when his crew crashed at Sidestrand, Norfolk, with five men killed. He was flying for the first time since recovering from his injuries.

On 7 Jul 1944, the 392nd and 492nd BGs took off for Bernberg, Germany. About 175 German single-engine fighters and 125 twin-engine fighters attacked at a time when they were completely without US fighter escort. As a result, the 492nd lost 12 ships and the 392nd lost six a/c.

Two Libs from the 392nd and three from the 492nd were shot down at about the same time in the vicinity of Egel, Germany. There were 23 casualties. 579th copilot 2/Lt Frank A. Fisher is interred in Jefferson Barracks with four men from two 492nd BG crews.

While assembling for the mission to Saarbrücken, Germany, on 13 Jul 1944, 1/Lt Norman J. Hunt's plane iced up and the props ran away. The B-24 then spun in and crashed at Wrangle Common, Lincolnshire. Left waist gunner S/Sgt Mark Osment was the only survivor. He later said, "I tried to leave through the waist window but was caught half in and half out and was semi-conscious from striking the side of the aircraft. A few seconds later I was thrown clear, pulled the ripcord and then lost consciousness. I regained consciousness on the ground... I was placed on an ironing board and was transported to an RAF hospital." Casualties buried in a single grave are pilot Hunt, navigator 2/Lt William J. Hession, engineer T/Sgt Walter L. McKinzie Jr., and radio operator T/Sgt Harold C. Wilkinson.

Not much is known of the circumstances affecting 576th Sqdn pilot 2/Lt Henry F. Telken on 21 Jul 1944. His plane crashed in the Ammersee, a lake in upper Bavaria, Germany, about 15 feet from the shore with eight men killed. 1/Lt Telken, copilot 2/Lt Bonnie R. Puryear, bombardier 1/Lt Evan E. Tschudy, navigator 2/Lt James W. Bond, engineer S/Sgt John E. Hahn Jr., and gunners Sgt George W. Lindley, Sgt Harold J. Board, and Sgt John P. Higgins are buried together in a group grave.

During a mission to Hanover on 11 Sep 1944, an eyewitness saw a 392nd plane "hit by enemy A/C after which fire broke

See JEFFERSON BARRACKS on page 9

JEFFERSON BARRACKS from page 8

out in #3 engine; following which the whole plane burst into flames and peeled over, spun in and crashed.” 578th Sqdn casualties buried together are pilot 1/Lt Charles R. Rudd, copilot 2/Lt Robert J. Benson, and bombardier 2/Lt William A. Spencer.

On the 2 Dec 1944 mission to Bingen, the 577th Sqdn was hit by 50 German fighters in a concentrated attack that downed six of its crews. Aboard Capt Howard D. Watkins’ plane, sole survivor tail gunner Sgt Charles L. Williams later said that the interphone was shot out and the a/c very badly damaged. Not hearing any order or seeing anyone else bail out, Sgt Williams then abandoned the plane and was captured on landing. Three of the crew’s casualties are in a group grave at Jefferson Barracks—nose gunner S/Sgt Carl C. Lousha, left waist gunner S/Sgt Robert L. Saltzman, and engineer S/Sgt James L. Williams Jr.

Two Crusaders, both from Missouri, are buried in individual graves. Engineer S/Sgt Arthur L. Abshier was the only casualty on 2 Aug 1944 when flak exploded directly under 579th pilot 2/Lt Wade P. Sewell’s ship. Three engines were lost. Sewell nursed the plane across the Channel on one engine and crashed near Manston. Ironically, Abshier had enlisted at Jefferson Barracks on 13 Oct 1942.

579th waist gunner S/Sgt Lowell I. Quick became a POW on 7 Jul 1944 when his plane was hit by an enemy fighter. He died of bronchial pneumonia in a German hospital on 3 Aug 1944. His pilot, 1/Lt Harold W. Prouse, was allowed to attend his funeral and said Quick was “cheerful to the very last.” According to his headstone, Quick would have turned 44 in December.

The Eggleston Crew

Remembrance Day is commemorated every year at Wendling on the Sunday closest to 11 November. Villagers met at the 392nd BG Memorial on 13 Nov 2011 to remember and honor all the Crusaders who lost their lives during WWII. It was also a time to reflect on how much the 392nd had been a part of the local community.

This anthem to 577th Sqdn 1/Lt John W. Eggleston’s crew and their plane, #41-28875, Heavenly Body, was written by Jean and Lorraine Sandford on 20 Aug 1944.

The “Heavenly Body” is a mighty ship
Manned by a gallant crew,
Soaring ’mid darkest war clouds,
Their hearts are staunch and true.
Eggleston and Wilson at the controls
To pilot her through the skies

Into the thickest storm and shell,
Where hidden horror lies.
Navigation is Zamor’s job.
His brain guides ship and crew
To a point where freedom’s light is out,
Where it must glow anew.
Wilfahrt is the bombardier.
He waits for “Bombs Away!”
The order comes, he drops his death
And makes the Germans pay.
Smith keeps the engines purring.
He knows each sound in flight.
A performance of perfection
Is this engineer’s delight.
Nika is a handsome lad,
The radio is his chore.
He keeps them tuned to Victory
While all four motors roar.
Mitchell covers the nose gunner’s spot
And does his job so well
That Nazis venturing close enough
Are sure to go to H---.
Schnitzer has a gunner’s post
On this deadly “24”
The deck defense is his to watch
As this stalwart crew makes war.
Murray and the Ball Turret
Are partners in the fray
Against the rocket onslaught
He fights the American Way.
Mortimer keeps the Jerries down
When they gather all around.
His aim is true, he misses none
And sends them to the ground.
You boys are doing a wonderful job
For freedom and lasting peace
With each passing day—each week to come
Your glory will increase.
In a little house by the side of the road
When the nightly shadows fall
There are special prayers in a special way
For safety and luck to you all.

FOLDED WINGS REPORT

Please report the death of a member or spouse and provide a copy of the newspaper obituary if possible.

Name of deceased _____ Unit/Sqdn _____

Address _____ City _____ State _____ Zip _____

Date of death _____ Survivors _____

Reported by _____

Address _____ City _____ State _____ Zip _____

The 392nd BGMA is engaged in a fund-raising effort to financially support our website, www.b24.net. It contains the history of the 392nd Bomb Group. You could make no greater tribute to your loved one than a donation for this living and ongoing memorial to the 392nd. Please send this report, hopefully with your check payable to the 392nd BGMA-Website, but send it with or without it, to: Annette Tison, 9107 Wood Pointe Way, Fairfax Station, VA 22039

PHOTOS FROM



B/Gen Bobby Efferson and Jim Goar share after-dinner laughs.



Bob, Robert G., and Jim Harned



Bob and Carol Books



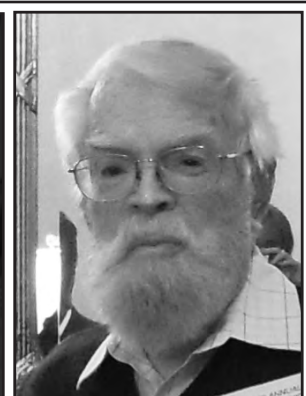
At Jefferson Barracks National Cemetery, Laurie Bedus, Ben Jones and Jim Marsteller pay their respects at the grave of 578th pilot 1/Lt Rex L. Johnson, 578th tail gunner Pvt Fred Gyure, and 579th gunners S/Sgt Clifford T. Porter and S/Sgt Robert G. Hampton. Laurie's great-uncle, navigator 1/Lt John E. Slowik, and Jim's uncle, engineer S/Sgt Everett N. Morris, were members of the same crew as Porter and Hampton. They, and pilot 1/Lt Dallas O. Books, father of webmaster Bob Books, were killed in action on 18 Mar 1944.



Jon and Perry Onstot



Debby and Martha Bambauer



Tom Perry, Aubrey Burke, and Joe McNiel

ST. LOUIS



Judge S.J. "Sandy" and Odie Elden



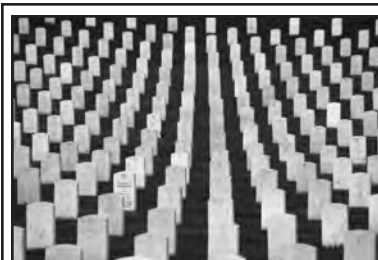
Left to right: Jim Goar describes life at Wendling to daughter Debbie Goar Beigh, CWO William Marcrander, USA (Ret) and his wife Sharon, daughter of 578th Sqdn Adjutant/ Executive Officer Robert E. Lane.



Top photo: Dave and Lois Nowack.
Bottom photo: Rosalie and Ed Zobac.



Jeffrey Kreif and Red Sprowls



Headstones in the WWII section of Jefferson Barracks National Cemetery.



Clockwise from top left: Dennis Rogers, Brian Mahoney, Bill McCutcheon, Jack Rotzien (at Jefferson Barracks National Cemetery), Annette Tison, and Ben Jones.



M/Sgt Allen Holtman and his 392nd BG emblem.

CHAPLAIN'S CORNER

by Tom Perry, 576th Sqdn Armorer

We recently celebrated Thanksgiving in the United States and in many parts of the World. Some of the activities in celebration were watching parades and football games. Others were gathering together with family for great Thanksgiving dinners. Some families had each person at the table name something they were thankful for. Others attended Thanksgiving religious services. My thoughts turn to a few portions of the Bible. Psalms, chapter 100, says, "Make a joyful shout unto the Lord, all Ye Lands. Serve The Lord with gladness. Come before His presence with singing. Know that the Lord, He is God, it is He who hath made us and not we ourselves. We are His people and the sheep of His pasture. Enter into His gates with thanksgiving and into His courts with praise. Be thankful to Him and bless His Name. For The Lord is good and His mercy is everlasting and His truth endures to all generations." 1st Chronicles 16:34 says, "Oh give thanks to The Lord for He is good, for His mercy endures forever."



**THE 392ND MEMORIAL
AT WENDLING**

But we...shall be remember'd;



**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**

392nd Bomb Group Memorial Association
9107 Wood Pointe Way
Fairfax Station, VA 22039
USA

ADDRESS SERVICE REQUESTED

First Class Mail

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. — Composed by 576th pilot the Very Reverend Robert C. Martin, retired Dean of the Cathedral at Erie, Pennsylvania.

∞FOLDED WINGS∞

Donald C. Gephard, 578, May 12, 2011
David S. Rubin, 1217th QM, July 28, 2011
*Rodney P. Proveaux, spouse of Frederica, Assoc, and
brother-in-law of Myrle R. Petty, Assoc, Sept. 18, 2011*
Michael A. Mancuso Sr., 578, Sept. 10, 2011
Harold L. Bandelier, HQ, Sept. 1, 2011
Ina Ruth Spades, spouse of Richard, 576, Oct. 22, 2011
Lloyd N. Blackford, 579, Nov. 20, 2011
James A. McGregor, 579, Oct. 29, 2011