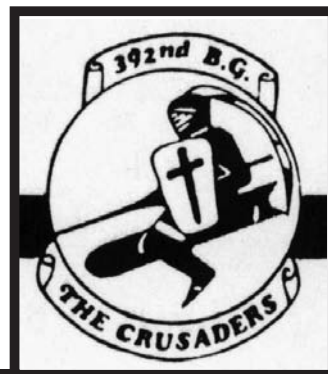




PERSONAL AWARDS

Airmen were often awarded the Distinguished Flying Cross (DFC) after completing a combat tour. The DFC and other medals were also presented for acts of personal bravery or exceptional skill. In italics below are some of those medal citations, from records obtained by David and Sylvia Strahan from the Air Force Historical Research Office at Maxwell Air Force Base.

The file only includes awards from September 1944 on. If you or a loved one received an award for personal bravery or exceptional skill while serving with the 392nd BG, please send Annette a copy of the citation as well as any details about the incident you remember. She will include them in the March 2014 News.

The Distinguished Flying Cross

1/Lt Wade P. Sewell, 579th. *"For extraordinary achievement, while serving as Pilot of a B-24 aircraft on a low level supply mission to Holland, 18 Sep 1944. Lt Sewell's aircraft was severely damaged by small arms and light anti-aircraft fire as they approached the drop zone at a low altitude. Two engines were knocked out and the right wing tanks set afire. Lt Sewell displayed superior airmanship and flying skill in maneuvering his crippled aircraft to a safe parachuting altitude. Maintaining level flight until all of the crew had safely left the crippled bomber, Lt Sewell, unable to parachute himself, skillfully crash landed, demolishing the aircraft but escaping without injury to himself. The courage, sound judgment and skill displayed by Lt Sewell on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."*

1/Lt Denver L. Walker's crew, 577th

In December 1944, there were many heroes in 1/Lt Walker's crew.

T/Sgt Allen E. Lane. *"For extraordinary achievement, while serving as Radio Operator of a B-24 aircraft on a bombing mission to Germany, 2 Dec 1944. Sgt Lane's aircraft was badly damaged by enemy anti-aircraft fire as they approached the target. Two engines were rendered inoperative and a serious fire ignited beneath the flight deck. Sgt Lane immediately left his position and with a musette bag succeeded in extinguishing the fire extending from the nose of the aircraft to the gas fume filled bomb bay. The aggressiveness, sound judgment and courage displayed by Sgt Lane on this occasion reflect high credit upon himself and the Armed Forces of the United States."*

Wounded were crewmen S/Sgt Thomas M. Bradford, S/Sgt

Peter T. Ballas, S/Sgt Stratis J. Maloukas, and German Voice Interpreter (S-27) S/Sgt Ralph W. Kieffer.

T/Sgt Albin A. Gusciora. *"For extraordinary achievement and heroism, while serving as Waist Gunner of a B-24 aircraft on a bombing mission to Germany, 29 Dec 1944. After bombing the target, Sgt Gusciora's aircraft was severely damaged by flak. The damaged aircraft lost altitude rapidly as each engine quit successively. When at a minimum altitude the order was given to abandon ship, Sgt Gusciora observed another crew member having considerable difficulty in securing his parachute. With utter disregard for his personal safety or the consequences in delay, Sgt Gusciora went to the aid of and successfully enabled his fellow crew member to parachute from the crippled aircraft. The determination, presence of mind and voluntary action as exhibited by Sgt Gusciora on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."*

Waist gunner **S/Sgt Raymond H. Postema** was also awarded the DFC with an identical citation.

Navigator 2/Lt Cletus P. Bedore and waist gunner S/Sgt Thomas M. Bradford were killed in action.

2/Lt Alex E. Majesky, 577th. *"For extraordinary achievement, while serving as Pilot on a heavy bombardment mission to Germany, 31 Dec 1944. Over the target enemy aircraft attacked Lt Majesky's aircraft, wounding two of the gunners and knocking out one of the engines. Lt Majesky brought his crippled aircraft back across the lines and attempted to find a field in France at which to land. Before the field was reached, however, another engine failed. Just as he was starting to make the approach, a third engine quit. Stretching his glide and chopping number four engine [reducing its power to engine idle speed], Lt Majesky made a dead-stick landing without mishap. The courage, coolness and skill exhibited by Lt Majesky on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."*

The bomber crash-landed in Belgium at Field A-80 near Brussels with the #1, 2 and 3 engines out; #4 turbo shot; right aileron shot out; hydraulic system out; tail turret and top turret dome out; and there were holes along the waist. Both rudders needed to be replaced and all props had holes except #1. In short, the plane was in a "generally beat-up condition" per the crew's Interrogation Form.

See AWARDS on page 4



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FROM THE EDITOR

Follow Ups. The last issue detailed the return of the remains of Sgt Charles R. Marshall and Sgt Jerome E. Kiger from their crash site in Germany to their home towns. Their names are still on the Tablets of the Missing at Epinal American Cemetery in France but brass rosettes have been placed next to their names to show they are no longer missing. 2/Lt Robert M. Rumsby, US Army, recently visited the Cemetery and placed a rose by their names. He provided these photos showing the brass rosettes.

KIGER, JEROME E •
SGT • 579 BOMB SQ • 392 BOMB GP(H) • WEST VIRGINIA

MARSHALL CHARLES R •
SGT • 579 BOMB SQ • 392 BOMB GP(H) • KENTUCKY
MARTIN FRANCIS P
PFC • 157 INF • 5 DIV • PENNSYLVANIA
MARTINEZ JOSE V
PVT • 315 INF • 9 DIV • COLORADO

Also in the September issue was the story of how Bert Prost and the Wittel crew's bombardier worked to release some hung up bombs. 392nd BGMA member Christina Supp reported that her father, 2/Lt Joseph W. Supp, was that bombardier and she remembers him telling the same story. I put her in touch with Bert and they enjoyed the resulting conversation very much.

Financial Report. In the September issue, I gave a financial summary that included the statement, "Of concern for our fiscal health, though, is that about 36 percent of our group pay no dues because they are Life Members." Soon after, I received a letter from 578th copilot Bill Jurczyn, a Life Member. He wrote, "While I feel you did not intend to specifically place Life Members as the problem, it does read that way as you read the report. I think *since* would have been a better choice than *because*. I consider my Life Membership as an honor—not a stigma..."

Bill's point is well taken and I regret my unfortunate word choice. I was focusing on what Life Members don't pay in dues and not on what they provide via donations.

To clarify further: We currently have about \$22,000 in unrestricted assets. Income (from dues, donations, and PX sales) has exceeded expenses since 2009. However, we face an uncertain future.

We have 72 fewer members now than at the end of 2009. Sadly, that trend will continue. Yet, huge expenses are expected in the next few years. Vice President and Webmaster Bob Books says, "The Second Generation members of the 392nd BGMA are fully committed to preserving the history and legacy of our veterans and ensuring

it is readily accessible. Our website, www.b24.net, accomplishes both purposes. Many of our newest members found us while searching the internet for information about a relative.

"But, technology is rapidly changing and we anticipate that we will soon be forced to upgrade our current digital archives, website and developmental software to stay viable. We've done that in our personal lives when we had to replace TVs that used rabbit ears or outside antennas with digital TVs. We'll have to do the same thing to keep our website going. It was created and runs using technology from the 1980s. Since our current website is massive (over 335 million bytes of information), re-inventing it to even current standards could eliminate our current reserves and more.

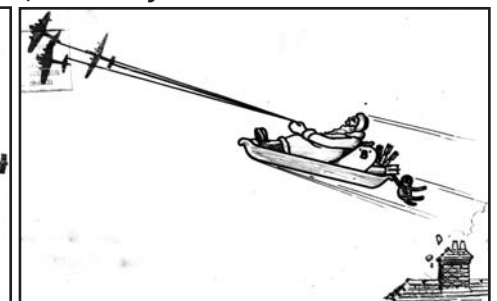
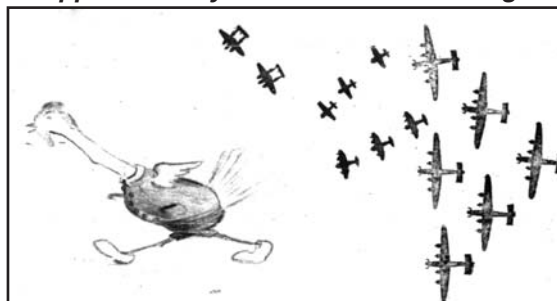
"We would also like to create an endowment fund to ensure www.b24.net stays on the internet for decades to come."

It's up to *all* of us to do what we can to position the 392nd BGMA for the future.

PX Note. 392nd BGMA white, short-sleeve polo shirts are still available in sizes M, L, XL, and 2XL. Cost is \$30 for US shipping and \$40 for overseas mailing. Complete your outfit with a khaki 392nd BGMA ball cap, perfect to wear year-round. Cost is \$25 for US mail or \$35 for international shipment. Send your check payable to "392nd BGMA" to Annette Tison (address above on left) or order online at <http://www.b24.net/392nd/lit.htm>. They're perfect Christmas gifts!

****Dues are due! If the number 13 appears after your name on the mailing label, it means you need to renew for 2014! Please see page 4.****

WWII sketches. 392nd BGMA member David Strahan got the November and December 1944 Airborne Y Intercept Logs from Maxwell Air Force Base. On their front covers were these drawings, likely made by a bored airman tired of filing!



President's Message

The tremendous reach of our website, www.b24.net, has been again realized. Through it, Tina Wall Spriggs, the daughter of Col James Wall, the commander of the 465th Sub Depot and later the 403rd Service Group, became acquainted with her father's service at Wendling.

The members of our organization are scattered, we get together physically only once a year, and it's been 7 decades since we were at Wendling. So it occurred to me to conduct a sort of mini-roll call and get a report therefrom. The results:

Joe Ortiz. A 576th ball turret gunner with Alamogordo credentials, he was shot down in November 1943 and spent the rest of the war as a POW. He's 91 and in good health.

George Michel. Keeps busy playing his horn and the piano and makes WWII presentations three or four times a month to schools, churches, service clubs, and other like organizations. He's 89.

Dennis Rogers. A second generation living in northern Idaho, he reported sunny and cold at 15 degrees, but no snow yet. He says he's hanging in there at 70.

Greg Hatton. Another second generation. I was unable to reach Greg by phone. However, Bob Books got an e-mail that indicated that, although experiencing a serious illness, Greg is coping with it. He was expecting to host the family Thanksgiving and after Christmas to spend a week in Florida.

Jim Marsteller. I was blessed with Jim's charming wife Karen answering the phone. Jim, a second generation icon, reported an accident that left him on a cane and taking therapy. He also mentioned a surprise visit from Ben Jones, who we remember as the kid from Litcham.

Al Lester. A pilot on the 578th's original crew list, we knew him as Al Lishka. I spoke to a family member, who reported that Al passed away just the other day on November 12. My call, sadly, was too late.

Neely Young. I was held spellbound as this voluble Southern gentleman reminisced about his WWII career as a pilot in the 578th, first as one of the first replacements and later, having finished his tour, as the pilot of a war bond tour in the States. Admittedly, quite often he was at odds with his superior officers. In his exit interview he remarked to the interviewer, "You took me out of civilian life, but not the civilian out of me" and left. Without a salute. A sentiment quite probably felt by a lot of us.

Tom Perry. Now our Chaplain, Tom was in 576th Ordnance. He reported spending time in the local Senior Citizen Center five days a week. He remarked that he has just learned that the incoming president of his college alma mater grew up in King's Lynn. He plans to contact him about it.

Oak Mackey. A co-pilot in the 578th, an airline pilot in civilian life and past president of the 2nd Air Division Ass'n, Oak reported "feeling good." The patriarch of a large family, he's expecting 20 at the family Thanksgiving gathering.

Bill Jurczyn. 578th and retired USAF colonel, Bill said when I called him, "It's my 91st birthday tomorrow." He also reported the first day of winter in San Antonio—45 degrees.

Bob Books. 392BGMA vice-president and legacy second generation, Bob reported an upcoming 28th wedding anniversary Caribbean cruise followed by Christmas with family in Wisconsin.

Allen Duff. 578th pilot and Sqdn Operations Officer reported that he and Elizabeth have moved into a retirement home with the address of 1299 Briarwood, Apt. 328, San Luis Obispo, CA 93401. At 96, Allen may be one of our oldest. I didn't ask how old Elizabeth is.

On my list were these members whom I was unable to reach: **Joe McNeil**, 578th combat crewman; **Martha Bambauer**, widow of Gil, 10th Station Complement; **Olen Levell**, 576th commander; and **Charles Dye**, 1825th Ordnance and past president of 392BGMA and 8AF Historical Society.

Remember December 7th. It changed our lives.

Blue Skies, Jim Goar

A VETERANS DAY TRIBUTE

by Hugh Gross

Earl Gross, my father, served as a bombardier in combat from 2 Oct 1944 until 31 May 1945.

I heard many stories about his experiences. Because he has passed away, it's difficult sometimes to know to what degree my memory might have embellished or filled-in facts. Still, when I read his mission summaries on www.b24.net, they are very consistent with the stories I recall.

The main thing I remember my dad telling me is that it was dangerous—in training, taking off, flying to the intended target, attacking the target, and flying home. I think of my father and his fellow airmen as being very courageous because they stepped forward at a time when almost every airman who had previously served in the positions for which they were volunteering had died.

My father felt fortunate to have flown almost all his missions with the same crew in the 576th. He had great respect for his pilot, Richard O. Steck. Piloting the B-24 Liberator was difficult and Steck was extremely strong, mentally and physically. Dad also credited the base commander for insisting the bombers fly very tight formations. Although it was impossible for a bomber to compete with an enemy fighter one-on-one, a formation of bombers could create a wall of gunfire that a fighter might not overcome.

In general, my dad believed it was America's industrial might, its ability to out-produce the Germans, and especially the development of long-range fighter planes, that won the war.

My father said the Germans had outstanding intelligence; their radio transmissions would taunt flight crews with specific and correct information about missions that were organizing but hadn't launched.

Of course there was humor, too. My father had a friend whose crew was forced to abandon its plane as they neared the base. The plane was so close to the ground that parachutes barely opened. My father's friend hit the ground and immediately passed out. When he woke up, he was in a graveyard and wondered if he had died.

A story like that is meaningful because reality was so stark. There were planes that took off for training missions that were never heard from again. Of course these were men everyone knew. They were allies.

I know my father considered his time in WWII as one of the most important, if not the most important, experiences of his life. But it was certainly not something he wished for anyone else. He served in the hope that others wouldn't need to.

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Right waist gunner Sgt Richard Esenwein recalled, "We were trying to bomb a bridge but we got hit by ME-109 German fighters. They shot out three of our engines. As this happened, I was in the bomb bay trying to drop the bombs. They didn't want to fall from the bombardier position so I had to use a screwdriver to get them loose.

"The fighters hit us while I was there. I was standing on a metal track, six inches wide, with the bomb bay doors open and only the sky and earth below. It was just like the Fourth of July with the cannon shells going off.

"When I got back in the waist of the plane, I found that Sgt Seymour Adelman, the other waist gunner, had been wounded and that Sgt Joseph F. Martin Jr., the tail gunner, had glass in his eyes. I told him to keep moving his guns so the Germans would know we were still alive. I called the radio operator, Sgt Melvin A. Ivey, to bring back morphine. He was to keep it warm and from freezing. I put it in Adelman's leg and the morphine went crunch—it was frozen. Then I put a bandage on his leg.

"We were very lucky. We landed just after that on an old fighter runway near Reims, France. It turned out to be the 101st Parachute reserve base. There was a field hospital there. I took Adelman and Sgt Francis M. 'Pat' Patton, our engineer, took Joe.

"Pat and I were both asked if we wanted a Purple Heart for our scratches, and we both said no. I knew Dad would get a notice of it at the newspaper before I could write a letter explaining it. We didn't know it was worth five points toward discharge.

"We stayed with the 101st paratroopers that night. We saw our plane the next day. In the seven feet between my waist position and the tail were 126 holes."

The next day, a C-53 took the crew to Redding, England (Station 467, home of the 434th Troop Carrier Group), where

Adelman was left at the 98th General Hospital. The other men were returned to Wendling in a C-47.

1/Lt Rodger M. Brandt, 577th. *"For extraordinary achievement, while serving as Pilot of a B-24 aircraft on a bombing mission to Germany, 1 Jan 1945. Lt Brandt encountered strong head winds and engine trouble on approaching his target; nevertheless, he aggressively continued on with the formation and dropped his bombs. Returning to the United Kingdom, fuel shortages rendered all four engines inoperative as they descended through the overcast. Preparing to execute an emergency landing in a plowed field, Lt Brandt displayed superior flying skill and cool courage in successfully maneuvering beneath high tension wires, bringing the crippled aircraft to a halt without injury to the crew or further damage to the aircraft. The sound judgment, presence of mind and flying skill exhibited by Lt Brandt on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."*

Radio operator T/Sgt Louis J. Abraham wrote in his journal, "After being briefed, we took off at 9:30a.m., 4:30 in the States. We were carrying a bomb load of eight one thousand pound bombs—it was maximum load. We assembled at 17,000 feet due to bad weather and then left the English coast for Germany. All the way into the target we had heavy flak and damn accurate too. Our Squadron got lost and it took us 1 hour 25 minutes to find the target. After bombs away we headed for home.

"By this time my ship was very low on gas and we had to drop out of formation and head for an emergency airfield near Paris. We were still in Germany at the time, alone and unescorted. Our eyes were scanning the skies for enemy fighters. We were at an altitude of 1,000 feet when my pilot took another gas reading. We were on the border of Belgium and France at this time when our four engines

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392nd BGMA MEMBERSHIP FORM

Please look at the mailing label. Your membership status is shown directly after your name. "13" means your membership expires **THIS MONTH!** Please renew now! 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 Annette Tison, 9107 Wood Pointe Way, Fairfax Station, VA 22039. 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 want 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 \$ _____

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began to sputter. My pilot told us over the interphone to prepare for a crash landing and we all acknowledged his request. He spotted a cornfield in Belgium and headed for it. By this time the propellers were just windmilling and [we] knew they would stop in a few seconds.

"The ground became closer and closer to us, then my pilot spotted these high tension wires directly in front of us. He tried pulling the plane up but there was no power so he took a chance and nosed it down and at the same time leveling it off. We then hit the ground, once, twice and then we stopped. The engineer opened up the top hatch and we all scrambled out shaking like leaves. It was by the grace of God that the nine of us walked away from the plane uninjured. We spent five days in Brussels and finally got transportation back to England."

Engineer T/Sgt John Chelenyak recalls that when the plane ran short of gas, he transferred all available fuel to keep the two inboard engines running as long as possible. When the third engine stopped, there was only enough gas to get down to 1,000 feet—and then that engine died too. 1/Lt Brandt "mushed" the air to try and slow down their descent. According to Chelenyak, it was due to Brandt's "superior flying ability and experience" that "he was able to crash land the plane wheels up all intact without any injuries to his crew. Roger Brandt had asked the crew to bail out if they wanted to—but after he said he was going to try to take it down, we all agreed to go with him."

1/Lt Ralph B. Linzmeier, 576th. *"For extraordinary achievement, while serving as Pilot of a B-24 aircraft on a bombing mission to Germany, 1 Jan 1945. Returning from the target area, Lt Linzmeier's aircraft developed engine trouble and became separated from the formation. At an altitude of 8,000 feet, two engines failed completely, necessitating the immediate salvo of the bomb load. On the final approach for an emergency landing at a small snow covered field, Lt Linzmeier's runway was blocked by another aircraft taxiing. In order to avoid crashing into this aircraft, he swerved to one side, narrowly missing a flying control vehicle, to successfully land within the perimeter of the airfield. Lt Linzmeier displayed exceptional flying skill and presence of mind in landing his aircraft without damage to civilian homes or other installations at the crowded emergency field. His actions on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."*

2/Lt Robert E. Vickers Jr, 578th. *"For extraordinary achievement, while serving as Pilot of a B-24 aircraft on a bombing mission to Germany, 16 Jan 1945. Lt Vickers' aircraft developed mechanical difficulties at the initial point. However, he aggressively continued on to bomb his assigned target. Immediately after 'bombs away' Lt Vickers' aircraft was severely damaged by anti-aircraft fire knocking out a second engine. Displaying superior airmanship and sound judgment, Lt Vickers successfully maneuvered his crippled aircraft back to allied lines where the crew safely abandoned ship. The presence of mind and devotion to duty displayed by Lt Vickers on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."*

On the bomb run, the plane's #4 engine was feathered

and flak hit the #2 engine. After bombs away, smoke was coming out from under the left wing. The a/c was last seen losing altitude and trailing beneath the formation, under control with two engines feathered and no chutes observed. Two P-51 fighters escorted the crippled Liberator out of the target area. On January 22, the 392nd learned that all members had bailed out safely, southwest of Metz toward Conflans-en-Jarny after the ship had lost a third engine by AA fire on the route out just south of Frankfurt.

Two crewmen, engineer Sgt Edward H. Markham and radio operator Sgt Russ Moore, suffered severe leg injuries during the bailout and were placed in the 106th U.S. Army Field Hospital near Metz and, with lesser injuries, copilot 2/Lt Donald E. Schwarzer and waist gunner Sgt Thomas A. Damuth. The superior actions of the engineer in splicing and rerouting damaged fuel lines and navigator 2/Lt Keith E. Roberts' skill in routing the crippled aircraft around heavy enemy defenses to a safe bailout point within friendly lines were later recognized.

1/Lt Richard W. Alexander, 579th. *"For extraordinary achievement and heroism, while serving as Navigator of a B-24 aircraft on a bombing mission to Germany, 28 Jan 1945. Lt Alexander's right arm, collar bone and shoulder blade were broken as his aircraft encountered intense enemy flak prior to 'bombs away.' With utter disregard for his severe and painful injuries, Lt Alexander withheld notification of those injuries until he had successfully released his bombs in coordination with the lead aircraft. The heroic actions of Lt Alexander on this mission contributed to the excellent results achieved and reflect the highest credit upon himself and the Armed Forces of the United States."*

1/Lt Albert J. Novik, 576th. *"For extraordinary achievement, while serving as Pilot of a B-24 aircraft on a bombing mission to Germany, 16 Feb 1945. The left empennage of his aircraft was severed when bombs of a high squadron were released above his aircraft over the target. Displaying superior airmanship and flying skill, Lt Novik successfully returned his crippled aircraft to the United*



The damage to 1/Lt Novik's plane is obvious. Meanwhile, the two 392nd planes to his left are tucked in tight.

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Kingdom. After several attempts to land at emergency fields, and prevented by weather from landing at his home base, Lt Novik ordered his crew to bail out. In an attempt to parachute, Lt Novik was held against the ceiling of the flight deck by centrifugal force. At 1,000 feet of altitude, one of the wings disintegrated, throwing Lt Novik to the floor of the aircraft. He then crawled to the bomb bay and as he was leaving the aircraft it exploded over his head. The presence of mind, tenacity of purpose and flying skill displayed by Lt Novik on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."

An article by Cpl Edmund Antrobus in the 13 April 1945 issue of *Yank* magazine gives more details.

"On January 16, [1945], 1/Lt Albert J. Novik dived from the flight deck of his fuel-less Liberator headfirst through the bomb bay and saved his life. His leap gave him enough speed to clear the plane while it was still gliding.

"On February 16, a month later to the day, he had to bail out again and tried to maneuver a second time. But the plane nose-dived before he could make it, throwing him up against a ceiling, where he stuck, looking down at a fire sweeping through the fuselage and thinking that at any moment he would be dead.

"This was the climax of four and a half bad hours for Lt Novik. He had been flying with a squadron in the 392nd Bomb Group when, a few seconds after dropping his bombs, another Liberator in a higher formation had moved in on top to obtain a more compact bomb pattern. It came too close and dropped six bombs through Novik's left rudder.

"Minus a huge chunk of its tail assembly, Novik's Liberator dropped 500 feet, becoming so nose-heavy that it took all of Novik's strength at the wheel to keep it from diving.

"Novik, however, decided to continue over the target so that he could stay in formation as protection against enemy fighters. In this way he managed to struggle back to England, but was unable to land because clouds had closed in over the home base and emergency landing fields. Together with the rest of his group, Novik was ordered to go back and land in France. Realizing that his ship would never make it, he decided to land in England if he could.

"It was getting harder and harder to hold the ship in the air. Novik was under a tremendous strain, and the back of his neck was ridged like a weight lifter's. 'It was a good thing,' says the navigator, F/O Wade Hampton, 'that we had a strong, as well as a good, pilot.'

"For two hours they looked for a suitable field but all were fogged in, and at last they decided to head towards The Wash and bail out.

"It was a painful decision. The ship [#42-95031, Mary Louise] had flown 70 missions without an abort. Everyone knew that it was in fine mechanical condition; the fact that it could fly without a left rudder was proof of that. Someone recalled that the crew chief, S/Sgt Eugene S. Goldsby, was up for an award for the way he'd taken care of his ship.

"The gunners bailed out first, then the navigator, radio operator and engineer.

"After that Novik climbed out of his seat while the co-pilot, 1st Lt. Jack H. Graves, hung on the controls. Then, standing, Novik took over, holding the plane steady while Graves

jumped. The elevator trim tabs, which normally keep the plane in level flight, were not working, and the automatic pilot could not be used because the slight shake it would cause when it went into control would probably be enough to crash the plane. Novik found that even a 10 degree turn made the ship shudder as if its tail were breaking.

"When the co-pilot hit the silk, Novik gave him 30 seconds to clear the ship and then prepared to jump from the flight deck through the bomb bay... But the second he let go of the wheel, the plane dived like a thunderbolt. Novik was thrown against the ceiling and pinned there while the plane dived 7,000 feet.

" 'My first impulse,' Novik said, 'was to try and beat my way out through the fuselage. I thumped with the sides of my fists, but the air pressure was so strong it was an effort even to move my arms. It was the sensation you have in a dream when you are running from something and your feet get bogged down in quicksand.'

"Dying did not occur to him—just then. 'And yet,' he says, 'just about this time a guy gets very religious. You start praying to something super-human because you know nothing human can help you.'

"It was fire that made Novik give up hope. Spread-eagled against the ceiling, he saw flames sucked in from a burning engine, spread through the fuselage, and fan up towards him as if he were on a spit, being grilled alive. At that moment he lost his fear because he no longer thought he was going to live. He smelt his hair being singed. He felt, as he now put it, 'eccentric and carefree.' He was not delirious or suffering pain.

"Then, suddenly, he was dropped from the ceiling, as a wing, or something came off, changing the direction of the plane. He began to claw his way through the fire up to the bomb bay. He says he didn't feel that he was escaping from death, but from death in a particularly violent form.

"Somehow he dragged himself to the bomb bay and fell through, and just as he cleared the bomber it exploded over his head. He pulled his rip cord but only two feet of chute came out. He pulled again, this time with both hands, and the chute opened. He was now about 700 feet from the ground.

"Looking up, Novik saw burning pieces of the plane floating down like enormous flaming leaves. He put a hand to one eye and when he took it away it was covered with blood. He thought he had lost the eye, but that did not seem important. All around him burning debris was falling, great chunks of it catching up with him and passing within a few feet of his parachute.

"But, looking down, Novik saw that the real danger was on the ground, for parts of the burning plane had landed on the spot he was headed for. Only by luck he landed in a tree, which saved him from being roasted in the wreckage of the plane.

"Men have been hurt more turning over in bed than Novik was during his seemingly interminable brush with death. His face had been burned and his hair singed, and it was the hand he put to his eye, and not the eye itself, that had been cut. As a matter of fact, his fingers hurt more than anything else; they were numb for three days after from straining on

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the wheel during the four and a half hours he had struggled to keep his plane in the air.

"All in all, it had been a happier landing than the one Novik had made a month before. On that occasion two of his men [navigator 2/Lt Robert M. Fife and nose gunner S/Sgt Richard D. Glass] had jumped through the nose wheel hatch, hit something, and been killed. This time they all landed safely and were in good condition to stand by when the colonel presented Novik with the DFC."

2/Lt Herchel E. Proctor, 576th. *"For extraordinary achievement while serving as Pilot of a B-24 aircraft on a low level supply mission to Germany, 24 Mar 1945. After dropping his supplies, Lt Proctor's aircraft encountered an intense barrage of enemy light anti-aircraft fire. His bomber was hit in 200 places, two engines being knocked out, fuselage sieved, gas tanks pierced, and right wing tip blown off. Lt Proctor tried to pull his aircraft up but after doing so had to lose altitude when he noticed another formation coming into the area to drop supplies. Unable to regain altitude Lt Proctor observed an open field through the artificial fog, where he skilfully crash landed without injury to his crew. Lt Proctor's coolness, courage, and superior airmanship reflect the highest credit upon himself and the Armed Forces of the United States."*

For more details, see the awards to gunners S/Sgt Jessie B. Gill Jr and S/Sgt George Kouzes in the column at right.

The extraordinary skill of pilot **1/Lt Kenneth A. Smith** on 21 Jul 1944 when he got his badly damaged plane and severely injured crew back to England was described in the September 2013 *News*. He was subsequently awarded the DFC in recognition of his "determination, superior airmanship and devotion to duty."

Bronze Star

1/Lt Dick Hickson Jr, 577th. *"For meritorious achievement while serving as Navigator on a heavy bombardment mission to Germany, 4 Jan 1944. After his formation encountered enemy fighters at the target, Lt Hickson's aircraft had to leave the force with two engines out. After losing considerable altitude, Lt Hickson advised his pilot to head the crippled bomber towards Sweden. Without maps or navigational equipment Lt Hickson efficiently improvised, and over ten-tenths clouds did superior dead-reckoning navigation. Through his efforts his aircraft and crew reached neutral territory. The courage, skill, attention and devotion to duty displayed by Lt Hickson on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."*

Per pilot 1/Lt Leander Page Jr's Internee Report: "About a half-hour before we reached the target, the German fighters were on us. But they never touched us. We didn't have a hole in the plane. There was plenty of flak, too, especially over the target. But we weren't touched by it, either. I don't know what went wrong, but about ten seconds after we'd dropped our bombs on the target, I lost all four engines. They would come in for about five minutes, and then go out again. One engine finally came in and seemed to run steadily. We lost a lot of altitude immediately, I should judge about 3,000 feet. As I had only one engine now that wasn't cutting out, I knew I'd never make it home. At first I started

for England, but the navigator said he knew generally where Sweden was, although he had no maps of that section. So I swung the plane round and followed the navigator's directions, staying in the clouds all the time to avoid the fighters we knew were around. When we were over the Baltic, we threw the bombsight overboard, along with all our papers and the IFF, as well as everything else to lighten the ship. We crash-landed in a plowed field at Skona, near Simrishamn. The nose wheel broke when we hit, and our B-24 stood on her nose. No one was injured, but tail gunner Sgt Willard O. Axvig's fingers were badly frost-bitten."

Oak Leaf Clusters to the Air Medal

S/Sgt Jessie B. Gill Jr and **S/Sgt George Kouzes**, waist gunners on 2/Lt Herchel Proctor's crew, 576th. Their identical citations say, "For meritorious achievement while serving as gunner[s] on a low level supply mission to Germany, 24 Mar 1945. [Their] aircraft sustained battle damage after turning away from the target. Incendiary shells bursting in the bomb bay set the door between it and the waist afire. The first aid kit, on the other side of the door, fell into the open well of the ball turret, and continued burning. [They] had just received the order to take a crash landing position when [they] noticed the fire, and also smelled gas fumes from leaking tanks. Leaving [their] comparatively safe position [they] attempted to put out the fire. Only when the fire was out did [they] throw [themselves] on the floor, just as the bomber crash landed. [Their] courage, tenacity of purpose, and presence of mind reflect the highest credit upon [themselves] and the Armed Forces of the United States."

In Peter Loncke's book, *The Liberators Who Never Returned 24 March 1945*, copilot 2/Lt Carroll Russell said, "Our B-24 had been altered by removing the floor panel where the belly gun turret would have been. This left a gaping hole just back of the bomb bay section of the plane. Around this hole were the crates of supplies. George and his partner (Jessie Gill from Texas) were to push them out over the target area.

"When our group was assembled after take off, we made a low level flight over the North Sea to the drop zone. I remember the scene clearly because we were so low. It was much like a scene in the movies with much smoke and with the ground littered with parachutes and gliders askew. Some gliders were upside down, others were missing wings. With our load out, we turned back immediately, but one doesn't turn a B-24 around quickly. The beachhead was small and we necessarily flew over German held territory as we turned. At our low altitude we were an easy mark for German ground fire and we were hit immediately. One engine quit and as soon as I could feather the propeller, we were hit again back in George's area of the plane. I called back for a damage report but received no answer. I feared everyone was dead. I tried several times before Jessie answered and reported that they had been fighting fires—too busy to answer. There were no injuries. The fires were likely burning hydraulic fluids from lines pierced by the shots.

"Meanwhile Proctor had asked the navigator (Stanley Plagenhoef) for a heading to the nearest airstrip. Stan found one some twenty minutes away. Just then a second engine died from fuel starvation due to the ruptured lines

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from the shots. We could not gain altitude with one engine gone, and with two out we were not able to maintain what we had. Proctor called for more power and I shoved the throttles through the safety wire into and past the red line. It didn't help.

"Obviously, we were not going to reach the airstrip, so we both began searching the ground for an opening—any clearing in the woods. Mind you we were just a hundred meters or so above the trees. I notified the crew to assume their crash positions. None of them, other than the flight engineer on the deck with us, had any idea of our situation. Our radio operator (Denver Kerfoot) was on his radio and had not heard my order to prepare for a crash. He was also on the flight deck directly behind me, but he was totally unaware of the situation. After I realized he was still on deck, I ordered him to his station. By then it was too late, as I will explain later. Proctor spotted a field just ahead and ordered the wheels down. I questioned him, believing a belly landing might be safer. He repeated his order and down went the landing gear and then the flaps. In this entire low-level ride, perhaps thirty minutes in all, I don't remember seeing a town or even a house. But then we were pretty busy and not sightseeing.

"As we came to a clearing I spotted a rock wall we had to clear before reaching the field. I used that wall as my benchmark to pass over before I threw the crash bar (a switch to kill all circuits to lessen the chance of fire). Once over the wall we touched down with as nice a landing as Proctor ever made. The ground was soft which slowed and shortened our roll. I remember a brick house at the far end of the field, which was looming larger by the second. Then the nose wheel broke back and we stopped abruptly, some good distance from the house...

"On the ground we gathered away from the plane and ministered to Kerfoot who suffered a broken leg when he was thrown out through the cargo hole. He didn't quite make it to his position in time."

George Kouzes recalled that they "did manage to get out, and two of our crew were hurt badly and as best as we could we got them out because we were sure the plane was going to explode or start on fire. But we were saved of that possible problem." Thankfully, Proctor and their plane had gotten them as far as Allied-controlled Belgium.

T/Sgt Edward J. Connor Jr, engineer on the Linzmeier crew. On 25 Apr 1945 (the last mission flown by the 8th Air Force in WWII), he *"effected emergency repairs to his badly damaged aircraft which enabled his Pilot to return his crew and plane to home base. The initiative, courage and skill exhibited by Sgt Connor on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."*

Mickey navigator R.W. Sprowls recalls, "We lost one engine on the bomb run and then the second over the target. We could not keep up with the group but thankfully did not encounter any enemy fighters. Our manual flight control cables had been severed by flak but luckily, being a lead crew, the autopilot was used on the bomb run and it was still engaged and functioning. So, even with two engines dead, the a/c was being flown on autopilot.

Unfortunately, you can't land the plane on autopilot; you must use the manual controls.

"It was initially felt we could get back to England and bail out. However, as we slowly made our way back to England and kept losing altitude, it became apparent to Lt Linzmeier that our chances of getting back to England were very slim.

"On his own initiative T/Sgt Connor took some of our head sets and removed the wire from each. He strung them together in one strong strand which he then joined to the severed manual controls. This made the manual controls operative but the question unanswered was—would it hold up to the rigors of landing?

"Lt Linzmeier explained our situation and asked each crew member to vote either to bail out or stay with the plane. It was unanimous, all voted to stay with the plane. At that time he wasn't sure if we would find an airfield or come down in a field. Since our altitude kept dropping, decision time soon arrived. Luckily, a small abandoned airstrip was spotted. That looked great compared to the surrounding terrain.

The Lieutenant made the decision to go in. He lined up the plane on this small runway using the autopilot and with everyone holding their breath he switched over to manual controls—and they held. He made a beautiful landing and was even able to stop on this short runway.

"By the ingenuity of T/Sgt Connor and the leadership and skill of 1/Lt Linzmeier the entire crew survived without injury."

They had landed at airfield B-53 near Merville, France. Sprowls notes that the crew flew back to Station 118 on a different plane while theirs was being repaired. It got back to Wendling in time to carry a 392nd BG crew and five passengers home to the USA in June 1945.

Soldier's Medal

Maj George C. Player Jr, 578th Sqdn CO. *"For heroism displayed at the scene of an airplane crash in England, 14 Apr 1945."* That day, the two left engines on 2/Lt Charles W. Warner's plane failed just after it lifted off the runway at 4:45am. In the resulting crash, eight men were killed outright. As the remaining ships took off over the burning wreckage, nose gunner S/Sgt Donald A. Kight was pulled from the plane, perhaps by Maj Player. He died on 29 May 1945, the last 392nd BG casualty of the war.

Citations Awarded by the 2nd Air Division

Headquarters Chief Intelligence Clerk **T/Sgt John I. Onyon**. Cited for *"outstanding and heroic performance of duty on 23 Jan 1945. On this date, a Fortress crashed at AAF Station 118. After skidding along for more than 100 yards, the bomber crashed into a parked car and then continued on, finally coming to a halt after ploughing into the rear of the Intelligence Briefing Room in the Headquarters area. Sgt Onyon was in his office when he heard the sound of the Fortress as it hit the ground and crashed into the building nearby. When Sgt Onyon arrived on the scene, there were others who had arrived there earlier, but who were just standing by, doing nothing in spite of the appearance of a small flame in the wreckage. Realizing the damage which would be done to the crowd, plane, and site if the Fortress's gas tanks were to explode, he ran back to the Intelligence Building and obtained a fire extinguisher. Then, standing*

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almost on top of the tongue of flame, he brought the streams of the extinguisher to bear on the fire, controlling the blaze and finally putting it out. Sgt Onyon remained at his post, ready to act in the event of the fire breaking out again, until he was relieved by the Station Fire Department. The quick actions and superior presence of mind displayed by Sgt Onyon on this occasion prevented the fire from spreading and reflects the highest credit upon himself and the Armed Forces of the United States."



2/Lt Hathaway's B-17 and the vehicle it demolished. The water tower can be seen in the background.

The pilot, 2/Lt Carl C. Hathaway from the 379th BG at Kimbolton, had aborted his mission when the #1 engine failed. With his own field socked in by bad weather, he was diverted to Wendling. He descended slowly through the clouds, realizing at the last minute that he was almost on top of, but not centered on, the runway.

He applied full power to go around again, but the #2 engine blew a cylinder. With both left engines out and both right engines on full power, the plane went into a 45 degree bank, with the water tower dead ahead.

In *379th Bombardment Group (H) Anthology, November 1942–July 1945 (Vol. I)*, Hathaway recalled, "With the left wing tip practically on the ground we found ourselves over the drill field with no buildings and no people! It was 'now or never!' Such a landing! Simultaneously, as power was

chopped, altitude was retained and we 'pancaked' in with a respectable 3-point landing!"

Then, his ship began sliding on the snow and ice. "We proceeded diagonally across the open area, chopped our way through the typical English hedge row about five feet thick and ten feet high, bounced across a wide drain ditch paralleling the hedge row and observed the typical H-shape building directly in the path of our right wing, and I'm thinking: 'Gee Whiz! What have I done to deserve all of this?' My brakes were completely ineffective on all the snow and ice, and to add insult to injury there was a huge truck backed up to the segment of the building that my right wing was headed for. That meant the truck was destined for my nose—broad sided! Yes, it was—yes, we did—and yes, we stopped, minus one huge truck rolled up under our nose and minus one magnificent Flying Fortress #213 with the yellow K triangle on her tail.

"Absolutely shocked that we were on the ground and stopped, I called out, 'Is everyone O.K.?' No reply! Expecting the worse, I looked out the cockpit window and observed 6 crew members, leaving the wreckage, who would have qualified for the Olympics in the 100-yard dash. With me in the cockpit area were the co-pilot and engineer—safe and sound. No one seriously hurt. Will miracles never cease? So relieved that all were safe, I was routinely removing my headset and throat mike when a booming voice rang out near the right wing position: 'Get the hell out of there—this thing's on fire!' With #1 and #2 out, #4 had caught on fire and some alert Samaritan had the fire extinguisher on it at that very moment.

"The portion of the building destroyed by my right wing housed all the link trainer equipment for the Wendling air base! The opposite side of the H-shaped building was base headquarters, which would have been the next encounter with my right wing. I was instantaneously 'greeted' by most of the 'top brass' at Wendling, although I can honestly say that it was not the warmest reception that I have ever received.

"Our crew remained at Wendling for three days.... We took a lot of good-natured kidding and met a lot of wonderful folks."

Cpl Donald W. Cooper, 577th Sqdn airplane armorer. Cited "for outstanding and heroic performance of duty on

See AWARDS on page 10

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

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20 Mar 1945. At 2100 hours on this date, AAF Station 118 was strafed by a twin engine enemy night fighter. As the enemy intruder made his first pass at the field, Cpl Cooper, along with other personnel in the area, jumped into an air raid ditch. The fighter sprayed the runway and adjacent area with 20-mm fire. One shell hit some bomb bay tanks which were set afire and another hit a large gasoline truck in the area. Gasoline poured out of the truck from the large hole caused by the shell. Cpl Cooper sensed the danger which might result if the leaking truck were to catch fire from the flaming tanks nearby or be hit by an incendiary bullet on subsequent attacks by the enemy. Although he had never driven a truck of this type before, he immediately left his shelter and jumped into the cab of the leaking gas truck. Starting up the vehicle's engine, he proceeded to back it out of the area. The enemy came in for another attack, and Cpl Cooper, after he had driven the truck safely out of the area, stopped and jumped into a nearby ditch. As soon as the attacker had flown on, Cpl Cooper again jumped into the cab of the truck and backed it well out of range of personnel, buildings, and aircraft. The quick actions and superior presence of mind displayed by Cpl Cooper on this occasion prevented further damage to Government property, reflecting great credit upon himself and the Armed Forces of the United States."

Updates from England

The 392nd BGMA extends its deepest thanks and appreciation to our friends in England who keep the memory of the 392nd BG alive and those who permit visitors to walk around their property to see what remains of Station 118: Tom and Jill Scott, who maintain the Memorial and grounds; Ernie Parke, who worked on the base as a lad and still drives to the Memorial to welcome US visitors; Edor Rowland (Site 8); Guy and Margaret Littleproud (Site 10); Billy Butcher's daughter Jill Jenness and husband Chris (Manor House Farm and Home Farm); Doreen Gilbert (Wendling Village Hall); Walter "Chummy" Hammond (Site 4); James Wiseman (perimeter runway and firing butts); John Rupp (director of the Ben Burgess John Deere dealership, built over and around the Operations Building); and David Coleman (director of Jagspares International at the former Combat Officers Mess).

Wendling

As always, friends of the 392nd BG gathered on Remembrance Sunday at the Memorial in Beeston that honors "the 747 airmen who gave their lives and all who served with them at this base July 1943-June 1945."

Jill Scott writes, "The procession up to the Memorial from the gate was led by the Standard Bearer of the British Legion Litcham Branch, followed by the Rainbows and Brownies with their flag. They were followed by the wreath layers and then the Reverend Martin Joyce who took the Service which was attended by a good number of people of all ages.

"The 392nd wreath was laid by Andrew Lawrence, a Churchwarden in Beeston Church. He'd had a wisdom tooth out the day before, in hospital, but was determined to lay the wreath on behalf of the 392. Another wreath was laid by the

local branch of the Rainbows and Brownies (the junior Girl Guides) and another by a young boy accompanied by an adult on behalf of Beeston Parish Council.

"For once the weather was kind. Sunny, dry, and the wind not too cold.

"Afterwards we all went to the village hall for refreshments and a good 'chat.' It rounds off the occasion very well.

"Incidentally, the 392 wreath of red, white and blue flowers and a card saying '392nd B.G.M.A.' drew many comments from people about how nice it was. It is exactly the same as has been laid on behalf of the 392 at Beeston and at Madingley since the beginning. The original one cost £30 and the florist still charges that. It is, he says, his contribution. I do thank him."

David Gurney, a Governor of the 2nd Air Division Memorial Library in Norwich, emailed, "The Parishes of the Upper Nar Group conducted four services of Remembrance at the Churches of Beeston, Little Dunham, Litcham, and Tittleshall, gathering just before 11.00 a.m. on Sunday 10th of November. After these services some 60 people representing the 10 Churches in the Benefice joined at midday for a short service of Remembrance, led by their Rector, the Reverend Martin Joyce, at the American War Memorial for the 392nd Bomb Group on the edge of Beeston Village.

"Wreaths were placed on the Memorial by Church Warden Andrew Lawrence on behalf of the 392nd, by the Rainbows and Brownie Pack who have laid a wreath for many years, and by a small boy, accompanied by Brian Potter, on behalf of the Parish of Beeston as the Flags of the United States and the United Kingdom were lowered and raised again. The wreaths were laid in memory of the American Allies who did not return. We will not forget them."

See page 12 for photos from this ceremony.

John Gilbert

In late August, 392nd BGMA Director (and our man in Wendling) John Gilbert was in North Elmham for a three-day festival. Thousands of people attended; many made their way to John's display tables where they looked at his 392nd BG memorabilia, leafed through his photo albums and scrapbooks and reminisced about wartime England.

On 12-13 September, he showed Ron and Barbara Pierre around Wendling and Beeston. Ron's uncle, 579th Sqdn gunner S/Sgt Martin C. Egler, was killed in action on 22 Mar 1945.

On 15-16 Sep 2013, John escorted Ron Rogers and wife Mary Scott through Station 118. Ron is the son of 578th pilot 2/Lt Gerald E. Rogers, killed in action on 29 Apr 1944.

On 9 October, Paul Trusten and friend Danny Lowry came for a tour. Paul's uncle, Sam Trusten, was the tail gunner on Capt Olen F. Levell Jr's crew, 576th. Paul had planned to telephone his uncle from Wendling but sadly, Sam passed away on 24 September at age 90.

Paul will be forever grateful to John. He wrote the 392nd BGMA, "I cannot thank you enough for the miracle you performed! Your putting me in touch with John Gilbert was as if I was supposed to have a predetermined clear pathway to honor my uncle hero. John is a big-hearted gentleman who welcomed me with such instant friendship and passion that it was as if we were speaking of *his* uncle. His house is

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The top two murals are at Jagspares, once the Combat Officers Mess. All that's still visible of the gorgeous pin-up girl is her face, martini glass, and legs. The bottom mural is in the Wendling Village Hall.

a monument to America's World War II airmen.

"John showed me not only the basic outlay of the runways at the base, but also the inner treasures including the briefing room where a John Deere dealership is now and the combat officers mess, current location of a Jaguar parts office. We can thank the John Deere folks for constructing their building AROUND the briefing room, sheltering it like a cocoon. One can stand on the second floor and look into its windows.

"That would have been enough to see. But the sight that reduced me to tears was at the Wendling Village Hall. The hall has a small stage, and behind the stage was a deep blue mural, erected in 2005, memorializing the 392nd BG. It consisted of drawings of B24s flying in formation, and drawings of such things as the control tower which were signed by the children of the village, who are learning about the 392nd in school. Every time the people of Wendling gather for an event, they do so in the presence of the memory of the American boys who fought there against evil.

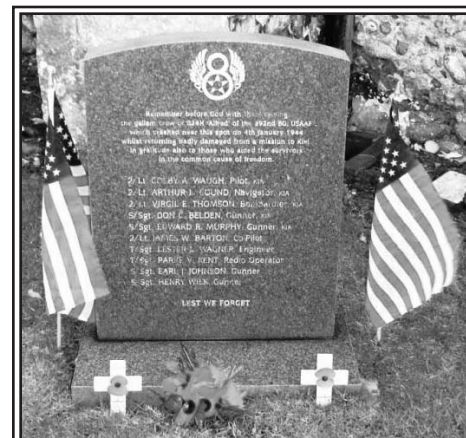
"At the close of the day, I had the chance to lay a bouquet of flowers at the U.S. Memorial to the Bomb Group. I offered thanks and prayers for my uncle and all those who were killed

while serving our country. Now, they are flying together. Such brave and strong men! God bless their flights."

Paul emailed Mr. Rupp to thank him. He replied, "It is kind of you to write. We have had many hundreds of visitors during the 30 years that I have worked here. It is always a pleasure to be able to accommodate someone who has connections with the young men who were stationed here during the war... You and your fellow relations and friends are welcome back at any time."

Doug and Celia Willies

Doug Willies emailed from Sheringham, Norfolk, "to let you know that we recently laid a posy of poppies on the Waugh crew Memorial, British Legion crosses, two fresh Stars & Stripes & read out their names during the Remembrance



The memorial to 2/Lt Colby Waugh's crew

Day Service. So rest assured, they are NOT Forgotten."

On 4 Jan 1994, the monument to the Waugh crew, near the front door of All Saints Church in Upper Sheringham, Norfolk, was dedicated. The engraving says, "Remember before God with

thanksgiving the gallant crew of B24H 'Alfred' of the 392nd BG, USAAF which crashed near this spot on 4th January 1944 whilst returning badly damaged from a mission to Kiel. In gratitude also to those who aided the survivors in the common cause of freedom." The memorial then lists the ten men in the crew with a notation "KIA" next to the five casualties. It concludes simply, "Lest we forget."

David Parnell

David Parnell is a Trustee of the Liberator Memorial in Cheshunt, Hertfordshire, which honors 2/Lt John D. Ellis and crew who crashed nearby on 12 Aug 1944. He reports, "Peter Headington of the Hertfordshire Lodge of the Legion arranged an official Remembrance Day observance at the Memorial. An impressive Honour Guard from RAF Mildenhall's 100th Air Refuelling Wing rendered honors to the Ellis crew. Senior members of the Lodge recited prayers and elements from the order of service before reading out the names of the crew. Bugler Martin James played *The Last Post* followed by two minutes silence in honour and remembrance of the boys and then *Reveille*. Four riflemen of the Honour Guard presented arms and fired a volley of three shots before the laying of wreaths by Mayoress Cllr Bren Perryman, local MP Charles Walker, the Provincial Grand Master of the Hertfordshire Lodge of the Legion Paul Gower, Mr. and Mrs. Jack Pugsley on behalf of the Royal Naval Association, and myself on behalf of the 392nd BGMA. The Memorial is situated just outside Goffs School, and sixth form student Amber Walker laid a wreath on behalf of the people of Broxbourne. Light refreshments followed at Halsey Hall, the Cheshunt Lodge."

CHAPLAIN'S CORNER

by Tom Perry, 576th Sqdn Armorer

In the New Testament, 2nd Timothy Chapter 3, verse 16 states that "All scripture is given by inspiration of God, and is profitable for doctrine, for correction, for instruction in righteousness." It therefore is very important that we become familiar with what the scripture says to us. If you are not in the practice of reading The Bible, I urge you to develop the practice of reading the scriptures. A very good place to start is in The New Testament, the book of John.

Jesus has the words of life. Read John Chapter 3, verses 16 and 17.

Blessings!

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

ADDRESS SERVICE REQUESTED

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Top photo: Andrew Lawrence lays a wreath at the 392nd BG Memorial on behalf of the Group. Middle: Ernie Parke (left) and David Gurney (right). Bottom: Wreaths honor the 392nd BG's fallen and all who served with them from 1943 through 1945.

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 late Very Reverend Robert C. Martin, former Dean of the Cathedral at Erie, Pennsylvania.

∞FOLDED WINGS∞

Larry Bachman, 577, September 22, 2013
Margaret Hoyle Prost, wife of Bert, 576, May 20, 2012
Norma Canfield, wife of Herman, 577, May 31, 2013
Genevieve Sabourin, wife of Roland, 578, August 14, 2013
Sam Trusten, 576, September 24, 2013
James R. Tudor, 576, August 26, 2013
Roland E. Sabourin, 578, October 19, 2013
Duane E. Mallery, 10th SCS/465th Sub Depot, January 6, 2007
Harold E. Christman, 578, October 15, 2013
Albert (Liska) Lester, 578, November 12, 2013
Viola Guillot, wife of Oliver R., 576, December 2, 2013