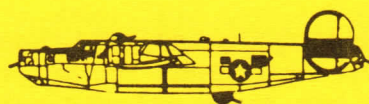


NEWS

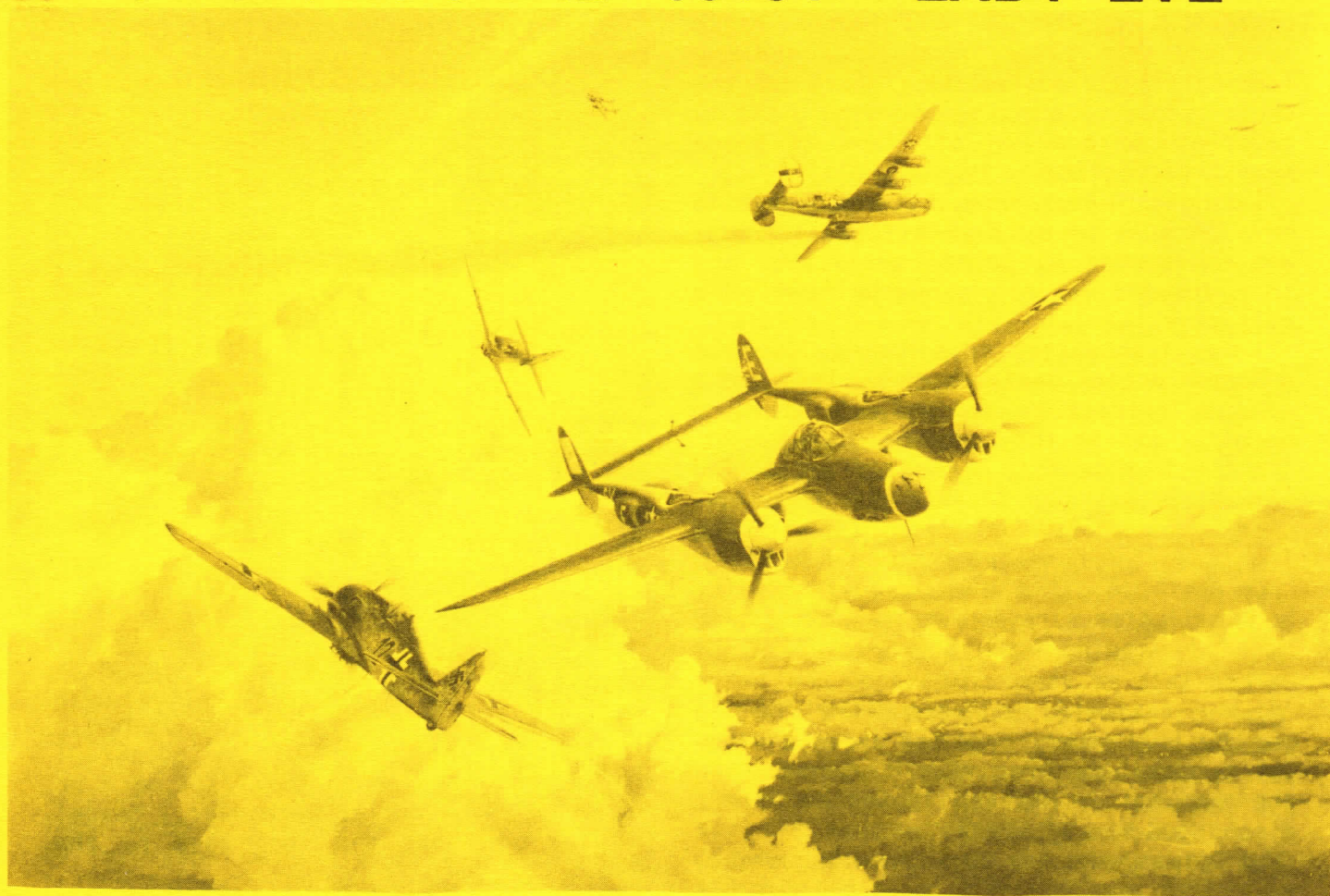


392nd BG Memorial Association

VOLUME 7

FEBRUARY, 1992

577th's A / C # 42 - 95164 - LADY EVE



"Hostile Sky" print by Robert Taylor. 1250 signed and numbered. 34 1/2" x 25". Available from Wings Fine Arts, 7216 Buffalo Ave., Niagara Falls, NY 14304, telephone toll free 1 (800) 545 9464. \$300 including shipping costs.

Another artist has honored the 392nd by depicting the Group's markings on a subject. The B-24 in the Robert Taylor print shown above carries the markings of a/c 42-95164, "Lady Eve", belonging to the 577th squadron.

In Taylor's painting, aptly named Hostile Sky, we see a P-38 coming to the aid

of the B-24 by making a head-on attack on the two German Fw190s and thwarting their attack on the bomber.

The real Lady Eve, with Lt. James R. Dodd as pilot, was on her 26th sortie when she went down over Dortmund on Jan. 28, 1945. Hit by AA fire in the wing, the a/c swerved into # 868 flown by Lt. William

(CONTINUED ON PAGE TWO)

(CONTINUED FROM PAGE ONE)

Schuster, and both planes went out of control.

Two gunners, both from the Lady Eve crew, parachuted out and were taken prisoner. They were Sgts. John Muka and Maclovius (Mac) Olivas. The mission de-briefing reported four chutes egressing the two aircraft, but information from John Muka indicates that he and Olivas were the only survivors.

Both Muka and Olivas are alive and members of the Memorial Association.

Muka lives in Harwood Heights, Ill., and still carries the effects of two broken legs suffered when blown out of the a/c.

John reports, "When the plane went out of control, I remember getting the rear hatch open and then I was blown clear and was free falling. I pulled the ripcord and the chute opened. The air was very cold and my gauntlets were blown off, and my hands were frostbitten.

"I landed in deep snow, but was unable to move because of my broken legs. Soon I was surrounded by German civilians, and they dragged me into a nearby town on a pair of skis.

"I was transported to a hospital, where a German doctor operated on my legs and I woke up in traction. I found out later the hospital was in the Ludensheid area.

"While in hospital, I sweated out Allied air raids. Although I could hear bombs exploding and machine-gun fire from strafing fighters, the hospital was never hit.

"On April 14, 1945 I could hear shelling and small arms fire and on the next day an American medic from the 8th Division walked into my room.

"I was evacuated to England and then to the US. I'll never forget my parents' facial expressions when they first came to the hospital in Chicago to see me. I was discharged Nov. 1, 1945."

Mac Olivas, who now lives in Albuquerque, says that the Dortmund mission was his third. He was unconscious for about 48 hours after the crash, and then was transported to a prison camp and was liberated by American forces on April 29, 1945. He was evacuated first to England and then to the US.

Another crewman who served in Lady Eve was Herman Garner, who flew most of his tour in her. He arrived at Wendling in May 1944 and finished Oct. 25, 1944, before Lady Eve went down. Herman was an armorer-gunner, occupying the nose and

waist positions.

The 392nd BGMA News was alerted to this painting by Joe Welsh-Snopek, the son of S/Sgt. Roy E. Welch who was killed on Feb. 20, 1944 when the a/c he was a waist gunner aboard crashed and exploded at Manston RAF while returning from a bombing mission.

Joe has been indefatigable in researching his father's connections with the 392nd.

(See also Profile on John Muka and Mac Olivas, this issue; and Herman Garner's Profile in the Feb. 1989 issue.)

* * * *

THE LEADERSHIP QUALITIES OF COL. RENDLE-CONTINUED

Many stories have appeared here about the legendary Col. Irvine Rendle, the 392nd's much revered first commander. Here is another one, from Col. Robert Berger, pilot in the 576th (See Profile, Nov. 1989 issue)

"I was Don Clover's co-pilot and joined the crew in the States straight out of a P-51 outfit. Our crew had just finished a mission to Helmstedt, our 14th, that day and I was at the Officers' club that evening letting off a little steam. We were not expected to fly the next day and there were only a couple of others at the club. It was about ready to close when Col. Rendle walked through. He could see that I was having a good time.

"The next morning at about 0430 the orderly woke me up to tell me that I was flying co-pilot with Col. Rendle. It was his practice, when not on a mission himself, to go up and stay with the guys until they started out over the channel.

"I went to the plane, did my check-out and we took off. When the flaps were up and my co-pilot duties were over I headed for the bomb bay and then back to the oxygen.

"After the Group was formed we headed back for Wendling. I shot five landings for him. When we shut it down he handed me one of those famous cigars, grinned at me and said, 'Lieutenant, always remember that my pilots are ready to fly at any time'. He never mentioned the night before at the club, but I always remembered it and have even used the same procedure myself.

"P. S. After the flight my log book showed Qualified Dual."

* * * *

CREWMAN BAILS OUT OVER BELGIUM: EVADES CAPTURE

Capt. Harold Kornman was navigator on the Everhart crew that went down on the return from the Hamm mission Apr. 22, 1944. (See related story this issue, Everhart obituary.)

They were a lead crew and on this mission they had 12 men aboard; an extra bombardier and an observer fresh from the States who was along to find out what this combat flying was all about.

But let Kornman tell the story in his own words:

"We had located our target and dropped the bombs on target when an ME-190 came in on a frontal attack. He hit us and started a fire in the #4 engine area.

"Four men in the rear bailed out when they saw the flames. We headed back and had crossed the Belgian border, but the fire spread across the wing and Everhart told the rest of the crew to bail out whenever they were ready. Hammond and I stayed with the plane till it got pretty bad and then we bailed out.

"Everhart was the last guy out and I saw the plane blow up in the sky. We were within sight of the coastline when we had to jump.

"That part of Belgium was saturated with Germans, I learned later. One of the things that helped me was that I recalled that one of our briefings advised us to free fall to about 2000 feet and then open the chute. When you are floating down from altitude you normally will find a welcoming committee of Germans waiting.

"I landed without injury in a field outside a small town. I had noted that there were soldiers coming down the road to intercept me. I had also spotted a triangular patch of woods across the road as I came down. I ditched the chute, ran across the road and the soldiers saw me running into the woods. I continued through the woods and out the far side and bellied my way out into a weed field. I lay in the field in a depression with high weeds around me and watched them search the woods after posting men around the perimeter.

"They combed the woods till it got dark and then left. I waited another hour before leaving, assuming that they had posted somebody to watch after the main

body headed back to town.

"I then left and using my illuminated compass from the escape kit walked all night in a southwesterly direction. I was able to contact the Belgian underground late the next day after a couple of close calls.

"The Belgian underground got me to France and into the hands of the the French underground, and then held up any further traveling because of the invasion activity.

"I met the British army when they came through that portion of France. They flew me back to England.

"Since the war, I have visited Belgium and met several of the people that helped me move through Belgium."

* * * *

WYETH EVERHART

Col. Wyeth Everhart, USAF (Ret) died Apr. 8, 1991 at his residence in Reno, NV of natural causes. He was 71.

He retired in 1963, after duty with NATO, Fairchild AFB, Nevada ANG, and in the Training Command. After retirement, he was a floor manager for various casinos.

He was a world-class trapshooter, establishing a world record in 1958 when he averaged 99.5 out of 100 in national competition for an entire year.

As Capt. Everhart he was a pilot in the 579th squadron Nov. 1943 through April 1944. He was a lead crew pilot. Among the targets he attacked were Munster; Kjeller, Norway; Bremen (3 times); Solingen; Emden; Kiel; Ludwigshaven; Brandenburg; Brunswick; and Osnabruch.

On his 25th and final mission to Hamm, the Group was hit by fighters and AA fire was intense. Hit and with one wing afire, Everhart nursed his heavily damaged a/c all the way to the Belgian coast, with crewmen parachuting out along the way. Among those were S/Sgt. Alfred Rinke and Lt. Harold Kornman, the navigator. Rinke was taken prisoner and Kornman evaded capture. (See related stories, this issue). The last man out of the doomed a/c, Everhart was taken prisoner and spent the rest of the war as a POW.

The following comments have been made about Everhart from fellow Crusaders:

From Col. Myron Keilman, 579th Squadron Commander: "I remember him as a pleasant person, a fine competent officer, and an excellent pilot and lead crew commander.

(Continued on page 7)

PLOUGHSHARE AGAIN TO HOST YANKEES AT JUNE REUNION

The Ploughshare, a centuries-old pub in Beeston, was a watering hole well frequented by Crusaders in 1943-45.

The pub was bought two years ago by Bill Johnson, a semi-retired architect and his son Andrew who is experienced the the restaurant field.



The new owners redesigned the building, creating a restaurant in the building some parts of which date to the 16th century.

The addition of the restaurant has not taken away from the pub atmosphere, because the bar which once resounded with the voices of many young Yankees, remains.

The restaurant is presided over by a chef trained in Belfast, who also is interested in pop music.

The Wendling Reunion group is scheduled to have lunch at the Ploughshare on Wednesday, June 10.

* * * *

AIR ANNIVERSARY

Feb. 6, 1908: Bids for Army's first airplane considered by Board of Ordnance and Fortification.

FOLDED WINGS

John Bertoli, 578
Boleslaw S. Gusciora, 578
Paul Henderson, 578
Frank H. McGuire, 578
Samson Miller, 579
John W. Smith, 576

SAMSON MILLER

S/Sgt. Samson Miller, the ball turret gunner on the Wesley Schafer crew in the 579th, died Nov. 20, 1989 at Alamogordo, NM. His widow is Ouida G. Miller, who is a grand-daughter of the famous Apache Chief Geronimo.

He was recalled to service in 1950 and served over a year in this "hitch".

He was a full blood Mescalero Apache, and served as vice-president of the Tribal Council for 22 years.

He earned a degree in engineering from the University of New Mexico at Las Cruces in 1964 and served a lifetime with the Bureau of Indian Affairs, retiring as Natural Resources Manager.

Mrs. Miller's address is PO Box 11, Mescalero, NM 88340.

* * * *

STILL TIME TO SIGN UP FOR WENDLING '92

Keith and Patty Roberts, who head up the Wendling Reunion committee, report that as of this date 32 Crusaders are signed up for the Reunion, 16 of them going over on the QE2.

The Roberts visited the QE2 in January when she passed through Los Angeles on a world cruise. They were greatly impressed by the famous Cunard liner.

In order to insure space, deposits should be made by Feb. 15. (See Registration Form, center page this issue for complete information.) The Roberts stressed that singles can be accommodated.

* * * *

EARLY ABORTS

Verse 2

My sister's name is Mary Ann
She plots the Yankee flights
She plots them in the daytime
And well into the night
She's listened to their quibbling
Until she's nearly deaf
She's even been propositioned
Over Yankee VHF
Early aborts, etc

Verse 3

Now Hitler says he'll win the war
And maybe he is right
But when the B-24's are up
He sure stays out of sight
You will have to stop them
Way up there in the sky
You will have to do it boys
For I'm too young to die
Early Aborts, etc

Contributed by Bob Tays, 578th pilot)

* * * *

392nd BG WENDLING REUNION, JUNE 1-13, 1992

REGISTRATION FORM

To avoid any delay in processing your reservation, please complete in full. Then mail this form together with your deposit (check or money order made payable to "392BG Wendling Reunion") and address as follows: 392BG Wendling Reunion, 26631 Dorothea, Mission Viejo CA 92691. Telephone number: 714-582-0687.

PLEASE PRINT OR TYPE

Name (s) _____
(Include first and last name of each person)

Address (include zip) _____

Telephone (include area code) _____

Check your desires: QE2 1st _____ QE2 Trans _____ Air pkg _____
Concorde option _____ Norwich boat trip _____ or 2AD Library _____

DEPOSITS: QE2 First Class-\$916, QE2 Transatlantic-\$626 Air pkg -\$300
(Deposits are quoted per person)

SIGNATURE _____ DATE _____

TOTAL REUNION PRICES (All prices quoted are per person)

QUEEN ELIZABETH 2 PACKAGE: Includes QE2 passage New York to Southampton, return air ticket economy class British Airways to any one of 72 U.S. cities, and the land tour as detailed in the itinerary. Also includes cancellation and travel insurance on QE2 and return air ticket (not the land tour).

QE2 PRICES: First Class (F) Deluxe Outside Cabin - \$4820.00
Transatlantic Class (J) Outside Cabin - \$3290.00
Optional return air on Concorde - \$1095.00

AIR PACKAGE PRICES*: Include the land tour as detailed in the itinerary and round trip air tickets via British Airways economy class from the following gateway cities: Los Angeles - \$1590.00* Chicago - \$1910.00*
Miami - \$1570.00* NY(JFK) - \$1440.00*

*Volatile US-London air prices may cause these to vary. We might beat them.

* \$125 penalty if changes to air tickets are made in England.

* Prices are per person double occupancy; single occupancy add \$100.00.

PAYMENT DATES: DEPOSITS due at the time you send the above registration form.
FINAL PAYMENTS due by 14 MAR 92.

CANCELLATION FEES: Prior to 15 APR 92 = \$10.00 Service Charge
From 16 APR 92 to 11 MAY 92 = 20%
From 12 MAY 92 to 31 MAY 92 = 50%
From 1 JUN 92 = 100%

(Because of these cancellation fees we recommend travel and cancellation insurance)

We can help you with transportation from your hometown to your departure point but we've found that most people prefer to do their own local scheduling. The QE2 prices above do not include transportation from your home to New York.

If you have other transportation to and from England, we'll be happy to tailor the land portion of the reunion to your needs.

Your family and friends are welcome. Space is limited. We recommend that you reserve early in order to avoid disappointment. All reservations will be acknowledged as soon as possible. Additional pertinent information will be forthcoming such as travel memos, insurance information, baggage tags, name badges, air tickets, last minute reminders, and other necessary data.

QE2. Yacht Club is reserved for our cocktail party. First Class: larger cabins, more return air turnaround time (see itinerary), dining in Columbia Restaurant. Transatlantic Class: Mauretania Restaurant. Five days of leisurely ocean travel, all gourmet dining included, on the finest ship afloat.



392nd BG WENDLING REUNION
ITINERARY, June 1 - 13, 1992



DAYS 1 thru 6 Monday, June 1 thru Saturday, June 6

The QUEEN ELIZABETH 2 group departs the Ocean Passenger Terminal in New York at 4:00 PM, June 1, and arrives in Southampton, England, at 5:00 PM, June 6. A chartered coach meets the ship and takes us to the Park Court Hotel, London. The BRITISH AIRWAYS group departs gateway cities on Saturday, June 6.

DAY 7 Sunday, June 7 - LONDON TO KING'S LYNN

Chartered coach takes the QE2 group from the Park Court to King's Lynn. Another chartered bus meets the air group at the British Airways terminal in Heathrow and departs to King's Lynn. We stay at The Duke's Head Hotel on Tuesday Market Square where our "liberty runs" used to take us. One of Norfolk's classic buildings, this is a well-run Trust House Forte hotel. Cocktail reception at 7:00 PM (cash bar). Welcome dinner at 8:00 PM. (Dinner incl.)

DAY 8 Monday, June 8 - KING'S LYNN

In the morning, the historic Town Hall has been reserved for a Mayor's reception. Lunch at The Duke's Head. Then we take a slow tour of our old air base with plenty of time for photos. (B, L incl.)

DAY 9 Tuesday, June 9 - KING'S LYNN AND NORWICH

This morning the market sets up in Tuesday Market Square as it has for centuries. We'll have time to enjoy it. Coaches depart at 12:30 PM for Norwich where you will have a choice: the 2nd Air Division Library or a boat trip on the Wensum and Yare Rivers. (B incl)

DAY 10 Wednesday, June 10 - WENDLING MEMORIAL DAY

Coaches depart at 9:00 AM for Wendling where we join the villagers in a Memorial Ceremony honoring our 392nd fallen and held at our refurbished Memorial Obelisk which the villagers have taken care of for us ever since 1945. Next, the villagers hold a "homecoming" reception for us. Late lunch at our former local pub - The Ploughshare - which holds a 392nd display by Ben Jones. Tonight, the Reunion Banquet preceded by a no-host cocktail hour. Reception at 7:00 and dinner at 8:00 PM. (B, L, and D incl.)

DAY 11 Thursday, June 11 - KING'S LYNN, CAMBRIDGE, LONDON

Today we end in London so bags must be packed. Coaches depart at 8:30 AM for the American Cemetery at Madingley, near Cambridge, where so many of our 392nd men remain. A memorial service will be held in their honor, hopefully supported by our present Third Air Force - we're asking for their help. Luncheon in a private room at the University Arms Hotel. Roger Freeman has promised to speak if he is in the country. On to London for our stay at the Park Court Hotel, one that is used by many of the best tour companies. (B, L incl)

DAY 12 Friday, June 12 - LONDON

Your day at leisure to revisit this wonderful, old city. We heartily recommend the Churchill War Rooms. (B incl)

DAY 13 Saturday, June 13 - TOUR'S END

Enjoy English breakfast. Farewell and safe journeys until we meet again. If you are on the air package, you have 180 days to use your return air ticket, plenty of time for other travels which we can help you arrange. If you are on the QE2 package, First Class has 35 and Transatlantic Class has 15 days before your return air tickets must be used. There is a charge for extending that time.

BON VOYAGE!

(Continued from page 3)

He instructed many new Squadron pilots, especially in landing approaches; a vital skill in the poor visibility often experienced in returning from missions."

From Major (then 1st Lt) Burrell Ellison, 576th pilot: "I considered Wyeth Everhart to be one of the two best combat pilots in the 392nd."

From Capt. J. D. Long, 578th pilot: "We were on the Hamm mission and were also hit. We flew a loose formation with Everhart all the way to the Belgian coast. Just as he crossed the coast the wing burst into a bright yellow flame, and he patiently turned the B-24 around and came back over land."

Everhart is survived by his widow, Jackie, and two brothers. Jackie lives at 445 Plum Lane, Reno, NV 89509.

* * * *

EDITORIAL

Your editor promised you once he wouldn't write editorials, but we're in a situation.

The situation is that Father Time is staring us in the eye. We've tried to get around the Group with the Profiles, but some of us go before a Profile can be written.

For that reason there are two stories in this issue about Crusaders who have passed on. One was an airplane commander and one was a gunner, a Native American. Both of them stood tall, not only in 43-45, but also in the post-war years.

* * * *

AIR ANNIVERSARY

Feb. 19, 1908: First Army airplane contract signed with Wright Brothers.

PROFILE

1st Lt. Burrell M. Ellison, Jr. was a pilot in the 576th, joining the Group at Wendling Dec. 4, 1943. Rotating home after his tour, he was assigned to the Air Inspector, Hq. AAF, and left the service as Major.

He took degrees at The Citadel and Winthrop College; and studied toward the Ph.D at the University of South Carolina. He was an engineer at Rust Engineering in Pittsburgh for 20 years, and then took up teaching in high school and later at the University of South Carolina, retiring in 1988.

His wife Carolyn is a retired music teacher and they breed Boxers. They live at 601 Marion Sims Drive, Lancaster, SC 29720.

They have a son and two daughters; and two grandchildren.

* * * *

A-2 JACKETS

Stan Zybort reports that regulation leather A-2 jackets are still available. They should be ordered through him to get favorable prices, which are:

Size 36 to 46 regular \$130.00

Size 48 to 52 regular 137.50

Size 54 to 60 regular 147.50

Size 38 to 46 long \$137.50

UPS extra

Contact Stan this winter at 314 NW 50th St., Pompano Beach, FL 33064.

* * * *

PROFILE

Sgt. Maclovio (Mac) Olivas was a waist gunner on the J. R. Dodd crew in the 577th, joining the 392nd at Wendling on Nov. 24, 1944. He was shot down Jan. 28, 1945, and was a POW. He was liberated April 29, 1945.

He was born and raised near Cuba, NM and is now retired from the Fire Department of Albuquerque. He still runs a few cattle on a ranch near Cuba.

He and wife Mary Elva live at 4120 7th St. NW, Albuquerque, NM 87107. They have 4 boys, 3 girls, and "24 or 25" grandchildren.

(See story this issue, "Lady Eve")

* * * *

BRIDGE, ANYONE?

Tony Marcelli, 578/9, recently achieved the rank of Life Master in bridge, and is looking for bridge partners from the 392nd for coming national events. If interested, contact Tony at PO Box 2653, Carson City, NV 89702.

* * * *

PROFILE

T/Sgt. Joseph C. Bonanno was the radio operator on the Don Scharf crew in the 579th. He joined the Group at Wendling in June 1944 and completed 33 missions.

After graduating from Northeast University, he worked as an electronics engineer on atom bomb tests until 1962. He then was employed by the military working on electronic counter measures, spending some time in Vietnam as a civilian advisor on electronics. For the past 21 years he has been production manager for an electronics firm and is still employed there.

He is married to Anne and they live at 46 Cordis St., Wakefield, MA 01880. They have two daughters.

* * * *

AIR ANNIVERSARY

Feb. 19, 1936: Brig Gen William Mitchell died in New York City.

AIR ANNIVERSARY

Feb. 20, 1944: 8th and 15th AF's began six day strikes against Germany.

THE STARS AND STRIPES



"TAXI!"

Courtesy of The Sunday Express

PROFILE

1st Lt. Anthony F. (Tony) Marcelli was the bombardier on the Ceiply crew and the navigator on the Cerrato crew in the 578th and 579th squadrons. He joined the Group at Wendling in Sept. 1944.

After taking his BS degree from the University of San Francisco and the MBA from Stanford, he taught accounting at the University of Nevada at Reno and the University of San Francisco and later filled various management positions in accounting and finance with Kaiser Aluminum. He took early retirement and returned to teaching in Bay Area colleges. He recently became a Life Master in bridge. (See story, this issue.)

He is married to Marie and their address is PO Box 2653, Carson City, NV 89702-2653. They have 3 children and 3 grandchildren.

AIR ANNIVERSARY

Feb. 21, 1945: P-47 Thunderbolts attack Berchtesgaden, Germany, for the first time.

AIR ANNIVERSARY

Feb. 22, 1942: First American Air Headquarters in Europe during World War II established.

PROFILE

Capt. Harold C. Kornman was navigator on the Everhart crew in the 579th, joining the Group at Wendling Oct. 18, 1943.

Post-war, he joined the Townsend Company, a multi-division company that manufactures industrial fasteners. Starting in 1946 as a junior industrial engineer, he retired in 1980 after having served as the company's president for 13 years and chairman for one year.

He is married to Eva Mae and they have a son and a daughter. They live at 106 Duncan Circle, Beaver, PA 15009.

(See related story this issue, "Crewman Bails Out Over Belgium")

PROFILE

Sgt. John Muka was in the 577th, a waist gunner on the Lt. J. R. Dodd crew. Flying in Lady Eve, the crew was shot down Jan. 28, 1945, but Sgt. Muka parachuted out and became a POW. He was liberated and returned to the US May 26, 1945, and was given a medical discharge Nov. 1, 1945.

He married June on May 8, 1948, and they have five children.

He is a retired Mechanical Design Engineer, and lives at 4996 N. Oconto Ave., Chicago, IL 60656.

(See story this issue, "Lady Eve")

TIME TO ANTE UP

IF AN LM (FOR LIFE MEMBER) OR AT LEAST A 92 DOES NOT APPEAR AFTER YOUR NAME ON THE ADDRESS LABEL, YOUR DUES ARE NOT PAID UP.

(IF YOU SENT IN YOUR DUES AFTER JAN 10, 1992 AND THE LABEL DOESN'T SHOW IT, THAT'S BECAUSE OF THE TIME LAG BETWEEN CHARLEY DYE'S COMPUTER IN NEW MEXICO AND JIM GOAR'S COMPUTER IN INDIANA)

Name _____ Sqdn _____ Assoc _____

Street _____

City _____ State _____ Zip _____

☐ Check if this is a gift membership

Dues for 1992, \$12 _____ ☐

HARDSHIP WAIVER ☐

Life Membership:

Age 61-65 \$120 _____ ☐

Age 66-70 \$ 96 _____ ☐

Age 71 and over \$78 _____ ☐

The Board of Directors has voted that no Crusader shall be denied membership because of financial hardship. If such is your case, mark the Hardship Waiver.

Send with check to Charles Dye, Treasurer, 7217 Leslynne Dr. NE,
Albuquerque, NM 87109

FOLDED WINGS REPORT

Name of deceased _____ Sqdn. _____

Address _____ City _____ State _____ Zip _____

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

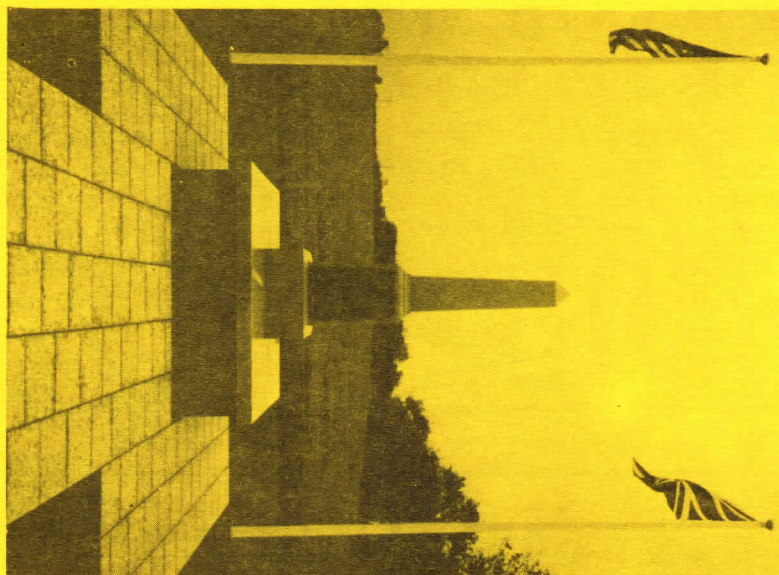
Reported by _____

Address _____ City _____ State _____ Zip _____

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

NEWS

392nd BG Memorial Association



THE REFURBISHED MEMORIAL AT WENDLING

392nd Bomb Group Memorial Association NEWS
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Frankfort, IN 46041

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