

NEWS



392nd BG Memorial Association

VOLUME 9

FEBRUARY 1994

IN EAST ANGLIA, THEY REMEMBER US

PLACING OF MEMORIAL IN VILLAGE CHURCHYARD INDICATIVE OF BRITS' REGARD FOR YANK AIRMEN

On Jan. 4, 1994, a simple blessing service was held in a churchyard at Upper Sheringham, near Cromer, honoring the crew of the 392nd a/c that crashed near there 50 years earlier.

The parishioners heard the priest bless the monument which bears the names of the crew of the 578th's "Alfred II". The a/c, badly damaged by enemy action, was returning from a mission to Kiel. Five crewmen perished, five lived. (For the complete story of Alfred II, see the Aug. 1993 issue of the 392 BGMA NEWS.)

The citizens of Upper Sheringham who established the memorial were led by Mrs. May Ayers, whose father was the

first on the scene of the crash half a century ago, and Mr. and Mrs. Doug Willies.

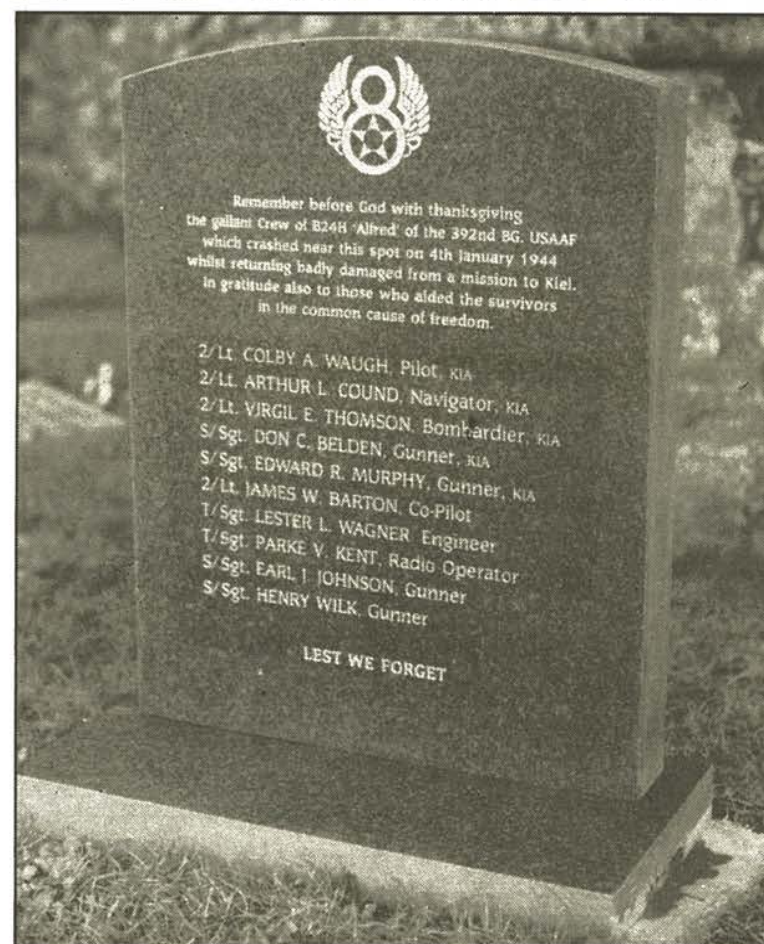
A formal dedication of the Memorial is planned for Saturday, May 7, 1994, at 2.30 p.m. and it is hoped that a Crusader will be in the area to represent the Memorial Association.

East Anglicans in WW II were very much aware of the efforts of the 8th Air Force, since many of the 50-odd fighter and bomber bases were there.

They watched the trickle of US servicemen and aircraft that began arriving in 1942 become a torrent as finally some 350,000 airmen of the 8th filled their roads, cities, and pubs. By 1944,



Shown above is a typical bomb damage scene in the city of Norwich, which was heavily damaged by German bombing. Most of the damage occurred in 1940-43, before the 392nd arrived at Wendling in 1943. There were 340 people killed and 1,092 injured during the course of the war, with the heaviest casualties coming in 1942 with 258 killed and 784 injured. With such first-hand experience of the German bombings, Norwich citizens were doubly aware that the 8th Air Force was wreaking the same havoc on the Germans. (Photo and information from "Norwich at War", by Joan Banger, Poppyland Publishing. Used by permission.)



The monument that has been placed in the All Saints Churchyard in Upper Sheringham. Five of the crew were KIA. Barton, Wagner, Johnson, and Kent survived the war but are now deceased. The 392BGMA has been unable to trace Wilk, but the widows of Barton, Wagner, and Kent have been found and notified of the event.

the 8th could mount 1000-plane attacks on the Third Reich.

They heard the engines as they were run up and saw and heard the formations as they massed overhead readying their penetration of German air space. And many saw battle-damaged aircraft desperately making their way back to their bases, some crashing and some making it.

Relationships were not always easy,

but bonds were made between the US airmen and the East Anglicans that have lasted into the half-century mark.

Any identifiable 8th AF veteran walking the byways and streets of East Anglia nowadays (and most of us stick out like sore thumbs) is apt to be approached by a usually reserved Englishman with a proffered hand and expressions of thanks for having been there in 42-45.

Second Air Division Association 47th Annual Convention • May 28-31, 1994

Hyatt Regency Hotel, Crown Center, 2345 McGee Street,
Kansas City, Missouri • Telephone (816) 421-1234

FRIDAY, MAY 27	SATURDAY, MAY 28	SUNDAY, MAY 29	MONDAY, MAY 30	TUESDAY, MAY 31
Registration	Registration	Buffet Breakfast	Buffet Breakfast	Buffet Breakfast
Golf Tournament	Cocktail Party	Group Day	Fashion Show and	
(see page 20 for details)	Buffet Dinner	Tours (see reverse	Luncheon (see	
Early Bird Party	Awards Ceremony	for details)	reverse for details)	
(Cash Bar and		Cocktail Party	Cocktail Party	
Complimentary Buffet)		Group Dinners	Banquet and Dance	

The costs listed below are for the entire package (5/28 - 5/31) listed above, including hotel room for three nights, 5/28-29-30. For special requirements, drop me a line and I will advise costs.

COSTS PER PERSON

Single Occupancy	\$455.00
Double Occupancy	\$335.00 each
Triple Occupancy	\$290.00 each

DEPOSIT WITH RESERVATION — \$50.00 PER PERSON — FULL PAYMENT BY APRIL 1st.

In all future conventions, an advance deposit of \$50.00 per person attending will be required, which will be non-refundable if cancellation request is not received before 90 days of the convention starting date or by due date of the entire payment. Confirmations will be mailed prior to convention start.

All extra nights and incidental charges must be paid upon check out, directly to the hotel.

The cost for extra nights is \$76.00 per room + 11.975% tax.

Reservation Cut Off Date Is April 28 — after this date only if rooms available.

GOLF TOURNAMENT: Contact Pete Henry, 164B Portland Lane, Jamesburg, NJ 08831. Phone 609-655-0982.

NON-SMOKING ROOMS: 300 • HANDICAPPED ROOMS: 15

PARKING: FREE. Garage will issue in and out tickets for 2ADA attendees.

LIMO SERVICE: KCI Shuttle, \$18.00 round trip, \$11.00 one way. Tickets can be purchased from KCI driver, or call 1-800-243-6383.

GROUP VICE PRESIDENTS: Please send a postcard advising them of your plans to attend or if you must cancel.

CAMPGROUNDS: Contact has been made with K.O.A., Kansas City East, MO for our 1994 reunion. Early campers' get-together will be the day prior to reunion activities. Full hook-up is \$21.00 (\$15.00 deposit will be required). If 10 or more attend all will receive 15% discount. All reservations MUST be in by April 10, 1994 along with your deposit check made payable to Kansas City East K.O.A. Fill out the form below and send to Roberta & Floyd Bull, Box 30, Circleville, NY 10919. Phone 914-361-2632.

Name: _____ Group: _____ Phone: _____
 Address _____
 Arrival Date: _____ Departure Date: _____
 No. In Party: _____ Children: _____ Pets: _____
 Type of Unit: _____ Length: _____
 Type of Hook Up: W _____ E _____ S _____ Location of Sewer: _____

47TH ANNUAL 2ADA CONVENTION RESERVATION FORM

Name _____ Spouse _____ Phone _____
 Address _____
 Group for Group Dinner Seating _____ Group for Banquet Seating _____
 Sgl. _____ Dbl. _____ Trip. _____ Will Share _____ Arrive _____ Depart _____
 First Convention _____ Deposit _____ Payment in Full _____ Nicknames _____
 Names of other parties in room if triple occupancy _____

DO NOT CALL HOTEL FOR RESERVATIONS, CANCELLATIONS, CHANGES, ETC. All these should be sent to:

Evelyn Cohen
 06-410 Delaire Landing Road, Philadelphia, PA 19114
 Telephone (215) 632-3992

REUNION NEWS

"Old soldiers never die, they just go to reunions"

2AD HILTON HEAD, NOV. 3-7, 1993

John Conrad, 579th navigator, was elected to a second term as president of the 2AD Association at the Hilton Head meeting, and Oak Mackey, 578th pilot, was also re-elected to be Group vice-president.



John Conrad

The 392 BGMA held their annual meeting there and elected as directors Jim Goar, Herman Garner, and J. D. Long. Officers named were Col. Lawrence Gilbert, president; Carol Cheek, vice-president, Memorial; Charles Dye, Treasurer; and David Greene, secretary. Crusaders in attendance were: Ernie Barber; Vernon Baumgart; Joe Bonnano and Anne; Floyd Bull and Roberta; Carroll Cheek and Mabel; Jack Clarke and Mary; Jim Conley and Jeanette; John Conrad and Wanda; Douglas Stephen; John Delach and Marilyn; Arnold Dovey and Cleome; Art Egan and Teddy; Burrell Ellison; J. B. Freeman and Lena; Herman Garner and Annette; Lawrence Gilbert and Margie; Dave Greene and Renee; Bob Gries; Harold Hutchcroft and Mary Esther; Bob Lane and Marilyn; J. D. Long and Emily; Oak Mackey and Maxine; John Matt and Priscilla; Cliff Peterson and Mary; Milt Planche and Bunny; Warren Polking and Dette; Bert Prost and Margaret; Bill Riddleberger and Kathryn; Lou Stephens and Delores; J. Fred Thomas; and Joe Westbrook and Mary.

2AD KANSAS CITY, MAY 28-31, 1994

See the material on the left side of this page for information regarding the annual 2AD reunion, its 47th.

2AD SOUTHWEST REGION DALLAS, TX., MAR. 19, 1994

The 10th annual Southwest reunion will be held at the Marriott Park Central, the same site as last year.

The details have been mailed to 2AD members in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas. All members, however, are welcome. Information may be obtained from the chairman, David Nathanson (44th, Hq) 6417 Joyce Way, Dallas, TX., 75225, telephone 214 361 7695.

2AD MIDWEST REGION DAYTON, OHIO, MAY 20-21, 1994

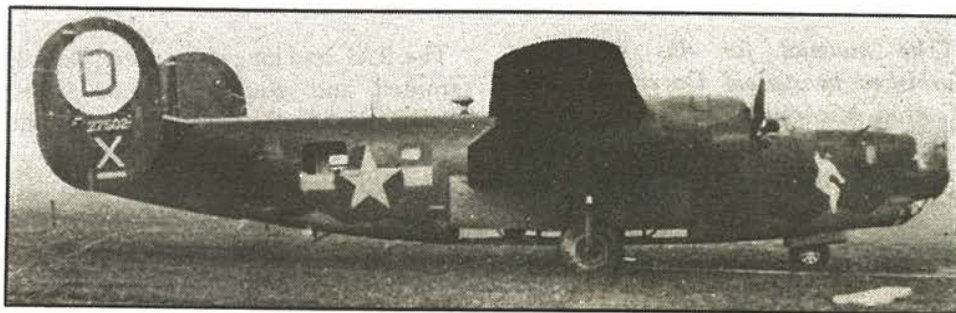
The Midwest mini reunion is scheduled at the Marriott Hotel, Dayton, Ohio. If any Crusader wishes to attend and did not receive information in the mail, please contact the reunion chairman, Harold C. "Eck" Eckelberry, at 24 S. Twp. Rd. 15, Tiffin, OH 44883, telephone 419 447 9302.

8AF SAN DIEGO, OCT. 4-9, 1994

The Town & Country Resort will be the headquarters. Watch these pages and the 8AF NEWS for further information.

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A SAFE HARBOR IN SWEDEN



Swiss AF photo. From "The B-24 Liberator", by Steve Birdsall. Courtesy John Barber.

Shown above is the 578th's a/c #42-7502, Bakadori, which landed safely at Orebro, Sweden, on Nov. 18, 1943.

It was piloted by Lt. David M. Fogarty, and it had encountered difficulties on the way home from a mission to Kjeller, Norway. This was an early mission of the 392nd, being #10 of 282.

None of the crew was injured, but they were interned. The last of them were repatriated in November, 1944.

Only two members of the crew are still living, Lt Fogarty and S/Sgt Gus C. Kurkomelis. Fogarty lives at 1001 W. Church St., Belle Plaine, MN 56011; and Kurkomelis resides at 3202 Key Ave., Sarasota, FL 34239. (See Profile, this issue.)

The crew was originally assigned to the 93rd Bomb Group and was in Africa

preparing for the Ploesti mission. However, they became surplus and were transferred back to England and the 392nd in October 1943.

After repatriation four members of the crew were KIA in a mid-air collision on board the Kaiser a/c on Mar. 25, 1945. They were Lt John K. Parrish; Lt John W. Ott; T/Sgt Solomon Louizides; and T/Sgt Alex R. Slama. Slama's widow, now Mrs. Ruth Krumm, is an associate member of the 392BGMA.

The other members of the crew survived the war but are now deceased, except Fogarty and Kurkomelis.

Other casualties from the Kjeller mission were the entire 578th's Dudziak crew, whose a/c went down in the North Sea.

"CREW DOG", BOOK BY 579th NAVIGATOR JOHN MATT WINS CRITICAL PRAISE FROM BRITISH PROFESSOR

(The following was copied from the Winter 1993 issue of the 2AD Journal)

Editor's Note: Howard Temperley is a professor in the School of English at the University of East Anglia in Norwich. He is a published author himself, and a member of the Board of Governors of the Memorial Trust of the 2AD. While visiting in the United States this past summer he came across John Matt's book and was so favorably impressed he wanted to share his reactions with the 2ADA membership. His review:

John Matt has produced a marvelously readable account of his war years in England and subsequent career in the US Air Force. Born in Yonkers, NY, he was inducted in the USAAF in 1943, trained as a navigator and arrived at Wendling in time to start flying missions with the 392nd Bomb Group shortly after D-Day. Matt is not a professional writer, which is perhaps just as well because it is unlikely that a professional would have been able to capture quite that same sense of naive wonder at all the extraordinary things that went on around him that Matt does. Some things about England, not surprisingly, he gets wrong. Back benchers are members of Parliament, not people who keep to the back of the crowd at Speakers Corner, Hyde Park. But such slips merely add to the overall picture of what it was like to be a lonely wide-eyed young American far

from home, enjoying the hospitality of the toy-town English part of the time and being shot to hell in the stratosphere by Germans much of the rest. The unreality of external events contrasts with the sense of comradeship that binds his own Liberator crew together and the technical problems of navigation. Pilots merely fly planes; navigators need to know where they are and where they are going, which can be much more tricky. Those who themselves experienced these events will want to compare their reactions with John Matt's; those who didn't will find out what it was like to be there. Either way, it makes for a riveting read. The book is handsomely printed and illustrated.

It can be ordered from the 392nd PX for \$28.95, postpaid. See the order blank, this issue.

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THIS ISSUE A LITTLE LATE- EDITOR SWEATS OUT KNEE OPERATION

The NEWS is scheduled for publication the first of February, May, August, and November.

In November, Jim Goar underwent the operation for total knee replacement, and found out that recovery is a long and slow process.

Consequently, the February issue is a couple of weeks late.

Apologies are offered and also thanks for the many expressions of goodwill that were forthcoming from Crusaders.

ANY PHILATELISTS IN THE 392BGMA?

If you're into stamp collecting and want a source of British current issue stamps, write the British Philatelic Bureau, 20 Brandon St., Edinburgh EH3 5 TT. They are a part of the Royal Mail, and will furnish you with a catalog and a price list.

* * * *

FEBRUARY AIR ANNIVERSARY
P-47 Thunderbolts attack Berchtesgaden, Germany in 1945

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

MEMBERSHIP DUES

DON'T LET THIS BE THE LAST COPY OF THE 392BGMA NEWS THAT YOU RECEIVE. IF YOU HAVEN'T SENT IN YOUR DUES YET, DO IT NOW. You can tell where you stand with your dues by the code right after your name on the label. If is LM (for Life Membership) or 94 or higher, you're paid up. If there is an error, contact Charley Dye.

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

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

Street _____

City _____ State _____ Zip _____

Dues for 1994, \$12 []

HARDSHIP WAIVER []

LIFE MEMBERSHIP:

Age 61-65 \$120 []

Age 66-70 \$96 []

Age 71 and over \$78 []

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

392nd BOMB GROUP MEMORIAL ASSOCIATION FINANCIAL REPORT, JAN. 1, 1993 TO JAN. 1, 1994

<u>INCOME</u>		
Dues Income	6914.00	
Less: Set aside for life memberships	<u>1301.00</u>	
Net available for current use		5612.00
Donations and Memorial gifts	403.00	
Less: Set aside	<u>403.00</u>	
Net available for current use		0.00
PX Sales	3257.91	
Less: PX purchases	1469.52	
Supplies and mailing expense	<u>1383.68</u>	
Net from PX		404.71
Albuquerque Reunion video sales	791.00	
Less expense	<u>714.00</u>	
Net from Albuquerque videos		77.00
Sales of 8AF plates	1917.00	
Less: cost of 8AF plates	<u>1557.00</u>	
Net from 8AF Plates		360.00
Rebate from 8AF Historical Society convention		559.00
Interest		362.28
Check voided		<u>150.00</u>

TOTAL INCOME AVAILABLE FOR CURRENT USE 7524.99

<u>EXPENSE</u>		
Supplies, printing, postage	380.91	
Telephone	107.01	
Newsletter	4669.91	
Video transcribed for History	432.00	
Birdie Larrick, expenses for plate promotion	400.00	
Expense reimbursements, English Friends of the 392nd	523.00	
Plaque at old Operations Room- Wendling	31.00	
Donation to 8AF Heritage Museum	<u>1000.00</u>	
TOTAL EXPENSES		7543.83

EXCESS OF EXPENSE OVER INCOME 18.84

<u>RECAPITULATION</u>	
Beginning cash balance	9278.41
Deduct excess of expense over income	<u>18.84</u>
Ending cash balance	9259.57
Add: Set-aside income (Cert of Dep)	<u>10014.07</u>
TOTAL RESOURCES	19273.64

Note: Wendling Memorial funds are not included in the above, and are accounted for separately.

Respectfully submitted:

/S/ Charles Dye
Charles Dye, Treasurer

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

ACCURACY WHEN BOMBING THROUGH THE CLOUDS WAS IMPROVED BY USING PATHFINDER CREWS

(The material for this story was furnished by Arnold Dovey and John Conrad, Mickey navigators.)

During the bombing offensive against Germany, the target was many times obscured by clouds.

Both the RAF and the USAAF tried to overcome this by electronic devices that would "see through" the clouds, and different types of equipment were developed. By 1944, the US felt that the system called H2X, developed by the British and improved upon by the US, was the most promising.

Accordingly, the equipment was installed in the a/c and navigators were trained to use the equipment, called "Mickey" by the airmen.

The RAF had long since used specially trained and equipped crews called Pathfinders to fly ahead and mark the target for the following aircraft.

The US adopted the same procedure, and lead crews were chosen to be the Pathfinders. They would take position at the head of the formation, find the target and the rest of the formation would release their bombs at their signal.

By the Spring of 1944, the system had evolved to where there were usually three navigators in the Pathfinder a/c; pilotage, dead reckoning, and Mickey. The navigators fed their information to the bombardier who used it to set his bombsight.

Not only did the Pathfinder concept improve bombing accuracy; it also allowed the formations to identify and avoid enemy anti-aircraft positions.

(For a more complete and accurate exposition of Pathfinders, see "The Mighty Eighth War Manual", by Roger Freeman.)

**But we..shall be
remembered:**

**We few,
we happy few,
we band of
brothers:**

**For he to-day
that sheds his
blood with me**

**Shall be
my brother...**

William Shakespeare
Henry V

FOLDED WINGS

Carrol W. King, 578, Aug 24, 1989

William Whiteaker, Nov. 3, 1993

Charles Taylor, 576/8, Sept. 29, 1993

W. J. Dorgan, 578

H. S. McArn, 578

Billy D. Haskins, 578, 1992

Clyde G. Williams, 579, Jan. 25, 1994

Other events scheduled at the same time at the Eisenhower Library are: the opening of a new museum exhibition, "From D-Day to VE Day"; a display of WWII military vehicles and a living history encampment representing the 82nd Airborne, 101st Airborne, 1st Infantry Division, and British Airborne; and a SHAEF reunion.

FEBRUARY AIR ANNIVERSARY
First American Air Headquarters in
Europe established in 1942

THE PATHFINDERS



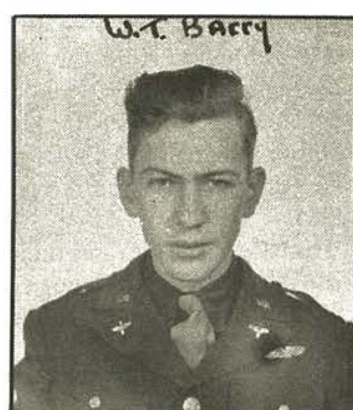
Adelstein



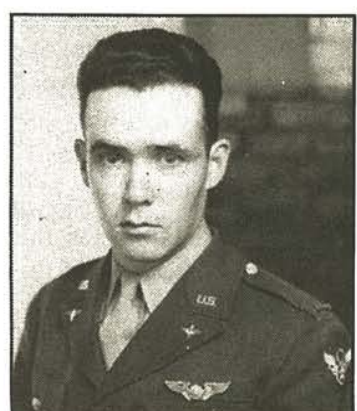
Bader



Bailey



Barry



Conrad



Dovey



Fowler



Kennedy



Kopecky



McDevitt



Milrod



Morris



Paul



Sprowls



Van Pelt



Vasconcellos

The following list of Pathfinder navigators and bombardiers was furnished to the NEWS by Arnold Dovey. Regrettably, pictures, which were furnished by Group Navigator Ken Paddock, were not available for all of them.

Robert E. Adelstein, nav.

392 BGMA has no record

Harold R. Augustenson

392 BGMA has no record

Charles H. Bader, nav. 1903 Donald Rd, Effort PA 18330

Theodore Balides, 7511 Berwick Ct., Alexandria, VA 22310

Donald C. Bailey, nav. 6260 Able St. NE, Fridley, MN 55432

George W. Barger, nav. 508 S. 67th St., Omaha, NE 68106

William T. Barry, nav. 719 Traci St., Hemet, CA 92343

John B. Conrad, nav. 2981 Four Pines Dr.#1, Lexington, KY 40502

Arnold J. Dovey, nav. 208 Via Ithaca, Newport Beach, CA 92663

Roy H. Edmundson. 5107 Kinglet, Houston, TX 77035

Robert T. Fowler, nav. 221 16th St., Schenectady, NY 12306

Joseph A. S. Hinson

392 BGMA has no record

Norman J. Johnson

392 BGMA has no record

John L. Kennedy, nav. 5436 N 78th St., Scottsdale, AZ 85250

Raymond H. Kopecky, bomb. 210 Sky lark, Pasadena, TX 77502

Jack P. McDevitt, nav. Deceased.

Murray Milrod, nav. 82315 Whitewood Cove E, Lake Worth, FL 33467

Joseph E. Morris, bomb.

392 BGMA has no record

Robert Paul, bomb.

392 BGMA has no record

William R. Sincok

392 BGMA has no record

Robert Bruce Slagle. 56 Driftway Lane, New Canaan, CT 06840

Robert W. Sprowls. 336 Babler Rd., St. Louis, MO 63141

Thomas E. Tager

392 BGMA has no record

John D. Thompson

392 BGMA has no record

William L. Tucker

392 BGMA has no record

Warren W. Van Pelt, nav.

392 BGMA has no record

Harry M. Vasconcellos, nav. 1955 W. Greenbrier Dr., Phoenix, AZ 85203

* * * *

PROFILE

During WWII, the Air Corps was part of the Army, and most Crusaders entered and left the Service in the Army Air Corps.

However, there was some migration in and out of the Air Corps by members of the 392nd.

One of those was Cpl Earl D. Bishop. He arrived in England Dec. 20, 1943 and landed in France as an infantryman with the 1st Army on D+6 in June 1944. He was with them through Belgium and Germany. He became a casualty in Nov. 1944 and was shipped back to England and wound up assigned to Hq 392nd with duty in the treatment room at the base hospital.

After discharge he went back to the family farm in Maine and in 1948 moved to Connecticut and worked as a dispatcher for an electric company for 37 years.

He and spouse Marjorie live at 250 Belden Rd., Hamden, CT 06514. They have a daughter and a son who is deceased.

PROFILE

S/Sgt Gus C. Kurkomelis, 578th, was a gunner on the Fogarty crew that was interned in Sweden after the Nov. 18, 1943 mission to Kjeller, Norway. (See story, this issue "A Safe Haven in Sweden".)

Gus arrived at Wendling in October 1943 after spending some time in Africa. He arrived back at Wendling after repatriation in November 1944 and finished his missions flying with Joyce, George, and Tays.

In civilian life he was a maintenance executive with several airlines and aircraft maintenance companies.

His connections with the air lines gave him opportunities to visit Europe, and he has been back to Wendling three times and has visited Sweden.

Now retired, he lives with wife Connie at 3202 Key Ave., Sarasota, FL 34239. They have a son, two daughters, and a grandson.

PROFILE

T/Sgt Henry K. Johnson was the radio operator on the 579th's Tichel crew. He got to Wendling June 14, 1944.

After the war, he worked for the Post Office, becoming Postmaster. He retired in 1983.

He and wife Miriam have one son. They live at 78 Highland St., Townsend, MA 01469.

PROFILE

2/Lt Eldon A. Lindahl was the navigator on the 578th's D-Bar, Miss Minnie II. He arrived at Wendling in January 1945.

He graduated from the University of Minnesota in 1949 and taught and coached in Minnesota high schools before moving to Los Angeles in 1956. He taught there until retirement in 1984.

His wife is Bernita and their address is 22854 Baltar St., Canoga Park, CA 91304. They have 3 children and 8 grandchildren.

PROFILE

S/Sgt Michael A. Mancuso was on one of the original crews, the Fletcher crew in the 578th. He joined the Group at Tucson before the 392nd went overseas. He was the ball turret gunner and assistant radio operator.

After he finished his tour and returned to the States, he was stationed at Fort Dix.

He spent his civilian working life employed by the Department of Defense. He was in many areas, but finished his career in the Navy's nuclear propulsion program.

He lives with spouse Margaret at 108 Hollowcrest Rd., Syracuse, NY 13219. They have 2 children and 2 grandchildren.

PROFILE

Cpl. Francis Nashwinter was an aviation mechanic in the 578th. He joined the Group at Alamogordo just before we left for England in June, 1943.

In civilian life he was an auto mechanic, retiring as Mr. Goodwrench in a Chevrolet dealership.

He is married to Erna and they live at 3332 Upper Mountain Rd., Sanborn, NY 14132. Sanborn is about 10 miles from Niagra Falls. He and Erna have one daughter and one granddaughter.

PROFILE

1/Lt Elmer E. Havel was the navigator on the McClellan crew in the 579th. He joined the Group at Wendling in May 1944.

After the war he worked for Coty, Inc. in Cleveland and later formed his own food distributing company. He has now sold the company and has retired.

He lives with wife Ruth at 7585 N. Linden Lane, Parma, OH 44130. They have one son and one daughter and 3 grandchildren.

PROFILE

1/Lt John J. Holzinger was the navigator on the Tays crew in the 578th. He arrived at Wendling in Aug. 1944.

He remained in the Reserves until 1964, retiring as Major.

He was a police captain in Bethlehem, Pa. until 1966 and then worked for Bethlehem Steel in personnel until 1982.

He married Myra Mason of Kings' Lynn on Dec. 22, 1944 after what must have been a whirlwind courtship.

He and Myra live at 2024 Renwick St., Bethlehem, PA 18017. They have one son and 2 grandchildren.

PROFILE

1/Lt Louis Quinn was a pilot in the 578th. He arrived at Wendling in late May 1944 and flew his tour of 30 missions in 80 days.

He has spent his civilian life also as a pilot, in agricultural application work. He just retired, after a heart attack, with 46 years in the business.

He and wife Alice live at 1935 River St., Carthage, MO 64836. They have 5 children.

PROFILE

1/Lt Bill Richeson was a pilot in the 576th. His tour of 35 missions was from May to Nov., 1944.

He remained in the Air Force, with SAC, seeing duty at MacDill AFB, England, Dow AFB, and Spain. His last tour was at Hq. SAC, and he retired from there in 1963 as Lt/Col.

After retirement from the service, he

was in civil service at Randolph AFB, retiring from there in 1982.

His spouse is Virginia and their residence is 641 Weatherly, San Antonio, TX 78239. They have 2 daughters and 2 grandchildren.

PROFILE

S/Sgt Carmelo Cosentino was a gunner in the 576th, first on the Barnes crew and later on the Kenneth Smith crew. He joined the 392nd at Wendling in August 1944.

In civilian life he was a railway mail clerk and later became the mail foreman at Buffalo International Airport.

He is married to Marilyn Joy, and they live at 271 Ellen Drive, Cheektowaga, NY 14225. They have 2 children, one of whom is deceased. They have 3 grandchildren.

PROFILE

1/Lt William S. "Bill" Long was the navigator on the Ed White crew in the 579th. He arrived at Wendling in June 1944 and survived a ditching in the North Sea on his 19th mission.

He remained in the Reserves with duties in Personnel, retiring as Lt/Col.

He graduated from the University of California with a Master's degree and spent his entire life in the mental health field. He has now retired.

He and wife Viola live at 3509 Morrow St., Sacramento, CA 95821. They have 2 children and 3 grandchildren.

PX ITEMS

Book, "392nd War Stories", by Col. Myron Keilman, 579th, \$20	
Book, "Country Boy Combat Pilot", by Col. Bob Tays, 578th, \$15	
Book, "The Liberators From Wendling", by Col. Bob Vickers, 578th, \$25	
Book, "Crew Dog", by Maj. John Matt, 579th, \$28.95, postpaid	
Cap, black, 392nd BG w/gold braid, summer, \$9	
Cap, black, 392nd BG w/gold braid, winter, \$9	
Cap, blue, w/B-24 and 392nd Crusader logo, \$9	
Directory, new, \$10 postpaid	
Jacket, white nylon, w/392nd BG and Crusader patches, \$20	
Patch, 392nd BG logo, \$1.50 postpaid	
Print, "The Flying Crusader", by Frederick T. Searle, unsigned, reduced to \$10	
Print, "The Flying Crusader", by Frederick T. Searle, signed, reduced to \$15	
T-Shirt, 392nd BG, \$10	
Video, from Albuquerque Reunion Symposium, "The Early Days",	
Video, Symposium above, "The Ground Support Teams Prepare for a Mission",	
Video, Symposium above, "The Tough Missions, Pt. 1, Bremen, Keil, Gotha, Freidrichshafen"	
Video, Symposium above, "The Tough Missions, Pt. 2, Politz, Berlin, Bernberg, Bingen, Wesel"	
Video, from Albuquerque Reunion, general scenes from the reunion	
(EACH VIDEO IS \$23 POSTPAID)	
Add \$1.50 per item for shipping cost (except postpaid items)	
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WORD FROM WENDLING

Most Crusaders know Denis Duffield and his wife, Hilary. For those who don't, they live at East Dereham, are vitally interested in the 392nd, and for years have served as guides for Crusaders who return to Wendling.

Many returnees contact him direct and some get in touch with the Memorial Library in Norwich who then call him. Denis reports that during 1993 he welcomed the following returnees:

Larry and Joyce Stupski. Larry is the son of Stan Stupski, 579th.

Carl Glover, 577th, cook at the ground officers' mess.

Howard D. Landers, Hq., Group Ordnance.

Rev. Robert B. Martin, 576th pilot and author of the prayer that is read at all 392nd gatherings.

Margie and Ronny White, daughter and son-in-law of John and Wanda Conrad, 579th.

Rev. Frank and Donna Whitt. Rev. Whitt is the brother of Clyde Gregory Whitt, 577th, KIA June 23, 1944.

Ernie and Rusty Fleck. Ernie was a bombardier in the 579th.

George Michel and son Bruce. George was a radio operator and gunner in the 576th.

Geary and Laurie Keilman, son and daughter-in-law of Myron and Blanche Keilman. Myron was commander of the 579th.

Widow and son of S/Sgt George Mosteka, 577th.

John DeLach, navigator in the 577th.

Bob and Shirley Bullard. Bob was a flight engineer in the 576th.

THE 392ND IS LOOKING FOR A FEW GOOD MEN-OR EVEN JUST ONE

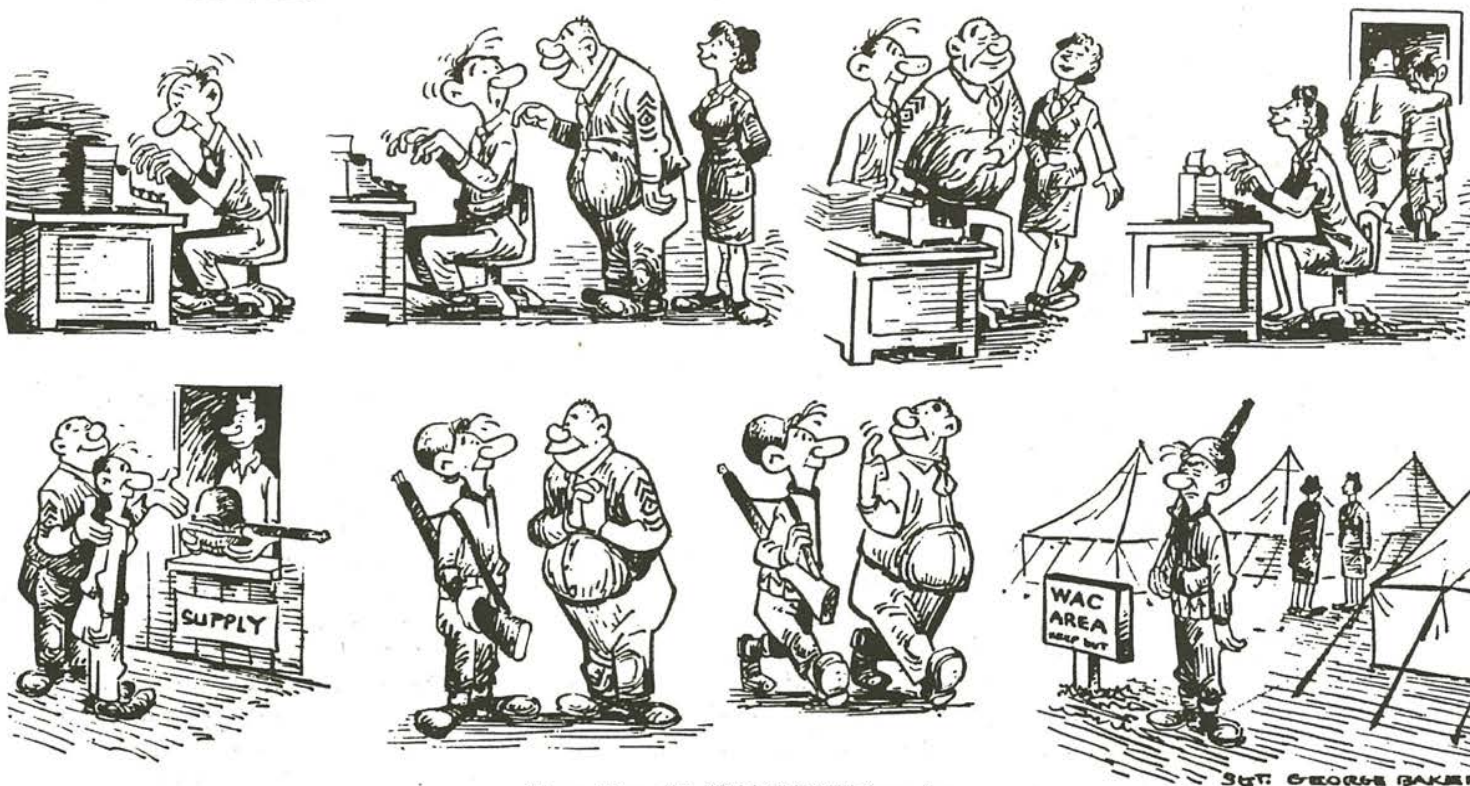
A group of Brits living in Upper Sheringham, near Cromer, has researched the crash of a 578th a/c near there on Jan. 4, 1944, and have placed a monument to the crew's honor in All Saints Churchyard. (See the lead story on Page 1 of this issue.)

A formal dedication is planned for May 7, 1994, and it hoped that someone from the 392nd could be there to represent the Memorial Association at the ceremony.

If any Crusader will be in the area and able to attend, please contact Jim Goar or Col. Gilbert.

FEBRUARY AIR ANNIVERSARY
Official world altitude record of 33,113 ft. set at McCook Field in 1920

THE SAD SACK



From Dec. 17, 1944 YANK Magazine

Copy courtesy the late Charles Taylor, former 576/8 Ass't Engineering Officer

FROM THE KEILMAN WWII NOTEBOOK

Col Myron Keilman, the commander of the 579th, has compiled accounts of events in 392nd history that he has named "Lest We Forget". Following are his notes on what happened in April, 1944.

The week of 8 through 13 April 1944 the 2AD flew every day. Some crews flew five of the six days, and eight a/c and crews were lost to enemy action. The weather was generally poor. Only one primary target, an airfield at Lechfeld, Germany, was bombed visually and with excellent results. Here is what General Hodges, commanding the 2AD, said:

"The strenuous operations of the past week have been a severe test of courage and endurance of combat and ground crews. Their splendid response to this effort has excited the whole hearted praise of General Spaatz who has asked that I pass on to you his sincere admiration and appreciation. You have displayed the highest order of courage and determination in pressing forward in the face of exceptionally difficult enemy opposition and weather conditions. We in the Division are proud of you."

KEILMAN ISSUES LAST CALL FOR WWII MANUSCRIPTS

The history of the 392nd based on individual manuscripts is nearing completion. It is being edited by Ian Hawkins, the British writer and historian.

Myron Keilman, who is in charge of getting the manuscripts to Hawkins, urges all who wish to contribute an account of their experiences in the 392nd to mail them at once to Hawkins at 29 Birch Ave., Backton, Stowmarket, Suffolk IP14 4NT, England.

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

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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.

FLORIDA 2AD REGIONAL MEET WELL ATTENDED

Some 227 2AD members and guests attended the second annual Florida district meeting at Orlando on Feb. 6.

Six members of the 578th's Bruce Sooy crew were in attendance: Bruce Sooy, pilot; Ken Mardis, co-pilot; Ed Schwartz, bombardier; Orley Jones, navigator; Paul Terrell, radio operator; and H. G. McBrayer, gunner. This was the first meeting of the crew in 50 years.

They were shot down on the notorious Freidrichshafen mission March 18, 1944.

Other attendees from the 392nd were: Harold Bandelier; Charles Buckley; Carroll Cheek and Mabel; John Conrad and Wanda; Frank Cummings and Betty; John Delach and Marilyn; Art Egan and Teddy; Lawrence Gilbert and Margie; Jack Graves and Evelyn; Robert Gries; Wil Hart and Gerry; Ken Healing and Elinor; Harry Kruse; J. D. Long and Emily; Leroy MacTavish and Mary; James Muldoon and Ann; Cliff Peterson and Mary; Charles Piper; Toni Robinson; Maltby Watkins; Joe Whittaker and Erika; Norbert Wick; and Stanley Zybort and Mildred.

NEWS

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578th CREW CHIEF SEARCHING FOR PILOTS OF FLIGHT FROM ALAMOGORDO TO SALINAS IN SUMMER OF 1943

Not all of the thousands of flights made by 392nd aircraft during WWII were in combat. Many were in training, and many training flights were used for practical (and admittedly sometimes impractical) purposes.

Not all were hairy, and some were even a piece of cake, to use an RAF term. But all were inherently dangerous, with sometimes partially trained but determined airmen having to cope with the complicated 4-engine B-24.

M/Sgt Cleon Barber remembers such a flight. He was original cadre of the 392nd and was a crew chief in the 578th. He was known as "CM" to avoid confusion with another 578th crew chief, M/Sgt Ernie Barber.

It happened in the summer of 1943 at Alamogordo. Cleon was tapped, unexpectedly to him, to be the engineer on a flight to Salinas, Calif., to pick up some bomb racks.

As is often the case in such matters, the bomb racks were not ready when the a/c arrived at Salinas and a two-day layover was envisioned. But the pilots found a mission to March Field to be necessary and on that flight #2 engine flashed a warning light. On arrival at March Field, Barber determined that there was serious trouble with the engine, finding metal particles in the oil filter. An engine change was indicated, but the flight personnel determined that there was no time for such a complicated procedure and they flew back to Salinas with no trouble from the engine, picked up the bomb bay racks, and took off for Alamogordo.

But they were not long into the flight to Alamogordo when the errant #2 en-

gine quit and the pilot feathered the propeller. The co-pilot started calling the fields in the area for a landing, but they were all socked in except Victoria Field in Texas, and the pilot said if we have to go that far we might as well go home.

The bomb racks they were carrying made quite a load so there was a lot of pull on the remaining engines. The pilot asked Barber to transfer fuel out of #2 to the other tanks, and when he went to the transfer station to do it he found the system was not the U-hose type of system that he was familiar with, and worse yet the snap pouch with the directions in it did not match the system.

He reported this to the pilot and got the reply, "Well, Sergeant, you'd better go back and figure it out, because if you don't we will all have to float down to the ground."

Barber sat and looked at the panel for some time and then it came to him: Put all the valves on crossfeed and it will make one big tank out of all the individual ones. Having done that, he went back to the flight deck and found that the sight gauges showed the fuel was leveling out, and the pilot reported that the plane was now handling better. They got back to Alamogordo on the remaining three engines and made their landing without incident.

Barber has asked that if any Crusader reading this account remembers being involved, he would like to hear from him. His address is RR 1, Box 331, Townville, PA 16360, telephone 814 967 4116.

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Almighty God, Who has blessed us with the will and courage to do our duty, we praise You for our comrades whose death kept freedom living. We praise You also for giving us the years we have lived since their departure. We pray that You will strengthen and sustain our devotion to truth and justice, so that we may be faithful beneficiaries of their sacrifice. Continue Your mercy to our comrades; keep them in Your care; and bring us all at last into Your presence there to rejoice eternally. Amen.

-Prayer composed by 576th pilot the Very Reverend Robert C. Martin, retired Dean of the Cathedral at Erie, Pa.