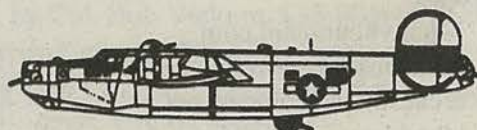


NEWS



392nd BG Memorial Association

VOLUME 19

February, 2004

GOTHA: 392ND WINS PRESIDENTIAL UNIT CITATION

It was on 24 February 1944 that the 392nd led six of the 2nd Air Division Groups to the correct target when the leading Combat Wing turned to an incorrect attack heading. Bombing was extremely accurate and the target, which accounted for one third of the enemy's twin-engine aircraft production, was never to recover fully.

The 579th's McGregor crew was leading, and it was pilotage navigator Thomas Kennedy and navigator R. Swangren who convinced L/Col Lorin Johnson, Command Pilot, to take the correct heading. Bombardier R. E. Good's aim resulted in the Group's placing 64% of their bombs within 1000 feet of the aiming point and 97% within 2000 feet.

This outstandingly successful mission, pressed home against determined opposition, earned the

Presidential Unit Citation for the 392nd.

Fighter opposition was fierce, both before and after the target. Lost crews were Johns, Patterson, and Cox from the 576th; Barnett, Johnston and Schlossberg from the 577th; and White from the 578th. Lt. Wittel, 578th, landed in southern England with two dead aboard: T/Sgt J. Polonchan and S/Sgt Donald D. Miller.

However, post-war reports reveal that not all of the MIA crews perished, as reported below:

578	577
White, POW	Barnett, KIA
Cheairs, POW	Doyle, KIA
Bennett, POW	Kaplan, POW
Fross, POW	Argast, POW
Wenslauff, KIA	Vesey, POW
Martin, POW	Payton, KIA
Baldwin, POW	Lankford, POW
Jackson, POW	Bucholz, POW
Kost, POW	Archibald, POW

THIRD OF GERMAN TWIN-ENGINE A/C PRODUCTION DESTROYED; 392ND LOSES 7 OF 31 AIRCRAFT DISPATCHED

Burns, POW 576	DeLaughter, POW 576	Brown, POW	Helbing, KIA 577
Johns, POW	Patterson, POW	Schlossberg, POW	
Henderson, POW	Shelton, KIA	Blake, POW	
Silvasy, POW	Henderson, KIA	Bender, POW	
Sriver, POW	Feldman, KIA	Ranta, POW	
Gressler, POW	Connelly, KIA	Williams, POW	
Indahl, KIA	Peterson, KIA	Cooke, POW	
Kenyon, POW	Jackson, POW	Bailey, POW	
Zerangue, KIA	Nelson, POW	Overton, POW	
Przeniczny, POW	McNamara, POW	Allen, POW	
Sanchez, POW 577	Luciano, POW 576	Sexton, POW	
Johnston, KIA	Cox, POW		
Kelleher, KIA	Halsworth, POW		
Leidl, POW	Stankan, KIA		
Cihon, POW	Haglund, KIA		
Hight, KIA	Mitchell, POW		
Rodewicz, POW	Martin, POW		
Kelly, POW	Sicard, POW		
Hausmann, POW	Pryce, POW		
Walla, KIA	Meshon, KIA		

(The NEWS thanks these authors for the material used in the above story: Bob Vickers, *Liberators From Wendling and Remembrance of the Missing*; the late Myron Keilman, *392nd War Stories*; and Jim McGregor, *Don't Call Me A Hero*.

DECORATED PILOT WRITES "DON'T CALL ME HERO"

He was original crew in the 579th, did 25 missions starting with the Diversion. Has 4 DFC's, Air Medal with 5 oak leaf clusters, can wear the Presidential Unit Citation.

But Jim McGregor titled his autobiography "Don't Call Me Hero".

In his book he covers his early life in a family that bred Angus cattle; his Air Corps training, his combat tour, and his post-war life which in his words were filled with tribula-

tion.

And now the sunset years of his life are filled with, again his words, tranquility.

If you want to read this book, which really covers the gritty and deadly early history of the 392nd in the ETO, see the PX section of this issue of the 392BGMA NEWS.

392ND FRIENDS SEND CHRISTMAS GREETINGS

From Denis Duffield, "Our Man

At Wendling": "Hilary and I are both OK except for a few creaking joints. But they say 'A creaking joint will sometimes go a long way'".

From Ernest Parke: "I worked on the base all the time that it was operational. There weren't many buildings I didn't work in or mess halls I didn't have chow in."

Ian Blackamore, a member of an aircraft recovery group that also helps maintain a museum at the former East Kirkby RAF base (including a display of 392nd memorabilia) says that their recovery group

has been very active, including investigation of wreckage in the Wash that could be American.

Also cards were received from Peter and Wendy Carter; Leonard and Lorna Alsford; Mervyn Jones, father of Ben Jones and host to many a visiting Crusader; and John and Doris Gilbert.

And by electronic mail from Pavel Turk in Czechoslovakia: "Received the Anthology and it is a very nice book. I wish the 392nd Bomb Group members a Merry Christmas and a Happy New Year."

392BGMA ELECTRONIC DIRECTORY

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

E-MAIL

8AF Museum, Savannah
Anstey, Milton P.
Arch, Bette Gray
Badders, Karen L.
Bambauer, Gilbert
Barger, George
Barber, Ernie
Bailey, Don
Barnard, Mary Beth
Barnes, Joe
Barry, Bill
Bartsch, Arlo
Bilz, Jack
Books, Bob
Braddock, Bill
Brent, Landon H.
Bullard, Robert E.
Canonne, Philippe
Case, Bill
Conrad, John
Damerst, William A.
Desario, Joseph L.
Dewez, Luc
Ebersole, Howard ("Ebe")
Egan, Thomas J.
Ehrlich, Lee D.
Elston, Robert C.
Evans, Theodore
Garrett, Howard
Gilbert, John
Gilbert, Lawrence
Glettler, Barney
Goar, Jim

Greene, David
Grimm, Roy
Gross, Earl
Hagopian, Hal
Harned, Bob
Hart, Wildrick
Hatton, Greg
Hawkins, Ian
Hinckley, Burt
Hutchcroft, Mary Esther
Hyde, Mike
Jones, Ben
Jones, Mervyn
Jordan, Thomas J.
Kaplan, Jacob (Jack)
Kreisman, Irving
Long, William
Lory, Bob
McGregor, Jim
McGuire, Bill, Jr.
Mackey, Oak
Marcelli, Anthony F.
Maris, James P.
Marsteller, Jim

Mighty8cur@aol.com
mikeanstey@earthlink.net
archesinov@comcast.net
klbadders@yahoo.com
gbamba@comcast.net
GWBARGER@email.msn.com
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Waring248@Juno.com
JDESAR@AOL.COM
Luc.Dewez@skynet.BE
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tjegan.@sihope.com
RKSIN600@aol.com
Rcwhelston@aol.com
theodore120@yahoo.com
havepick@email.msn.com
adrian@gilberta.freemove.co.uk
LGILBERT4@cfl.rr.com
b.glettler@att.net
goar@netusa1.net
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rgrimm1@nc.rr.com
EGB880@aol.com
halaps@aol.com
BJSpringdell@aol.com
bandsaw@penn.com
gregoryhatton@earthlink.net
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hinckleyburtjean@hotmail.com
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B24MJH@aol.com
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MervynJones@btinternet.com
TJJ43@aol.com
demarcin@aol.com
ri.kreisman@verizon.net
longtimelong@email.msn.com
Rbooblory@msn.com
jmcg100@comcast.net
A43fool@aol.com
oakmackey@msm.com
t_uomo@juno.com
JMaris1766@aol.com
jim@b24.net

Matelski, Lorn W.
Matt, Priscilla
Michel, George
Micksch, Joe
Neustadt, Walter
Onstot, Perry
Oppenheim, Alfred M.
Phillips, Ann Long
Pearson, George E.
Perry, Tom
Peterson, Mary
Planche, Milton
Popek, Erma
Polking, Dette
Richeson, W. H.
Roberts, Keith
Rosenberg, John
Rothrock, Mary
Russell, Carroll E.
Sassaman, Michael K.
Sabourin, Roland
Satterly, Everett F.
Smith, Franklin D.
Stephens, Lou

Stockman, Harry
Szenegeto, Joe
Thomas, J. Fred
Thomason, Henriette
Tison, Annette
Trigilio, George
Tuchel, Robert H.
Tyler, Bob
Vassey, Emuel
Weed, Oscar and Toni
Westbrook, Joe
Willies, Doug
Zybort, Stanley

lorn-n-duste@elknet.net
crewdog9@cs.com
gmichel@milwpc.com
Joe@micksch.com
neuwalter@aol.com
ponstot@aol.com
HammerO@aol.com
annfromnc@aol.com
GEORGE@EROLS.COM
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fsmith4@satx.rr.com
lStephens5@woh.rr.com
(that's a lower case alphabetical l)
Stockman1@cox.net
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Henriette@pronet.net
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gjtsr@ix.netcom.com
rhtuchel@soltec.net
Bobalice2r@aol.com
evassey@acadia.net
anoweed@bellsouth.net
JWESTBR432@aol.com
doug&celia@g3hrk.freemove.co.uk
szybort@aol.com & sczybort@cs.com

FAX

8AF Museum, Savannah 912 748 0209
Abrams, Manny CORRECTION 508 651 3460
Conrad, John 859 268 0514
Gilbert, Lawrence 407 647 7402
Glettler, Barney 231 334 4440
Goar, Jim 765 654 4457 or 765 654 4253
Greene, David 631 205 1301
Gross, Earl 310 652 9307
Jones, Mervin +44 (0) 1328 701 262
Ehrlich, Lee D. 773 774 4311
Onstot, Perry 816 363 7054
Peterson, Mary 407 647 7766
Thomas, J. Fred 714 536 2184
Wear, Harold (Hal) 909 381 2491

WEBSITE

392 BGMA www.b24.net
8AF Museum, Savannah www.mighty8th.org

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PERSONALS

Old-time small town newspapers carried a feature called "Personals" in which the every day goings on of its readers were recorded. If you have anything to contribute to subsequent editions, let us know.

Priscilla Matt, widow of John Matt, 576/9 navigator, was stricken Thanksgiving at her daughter's home in Vermont with a brain tumor. She returned home the day before New Years and reports that the surgery was successful and she's ok.

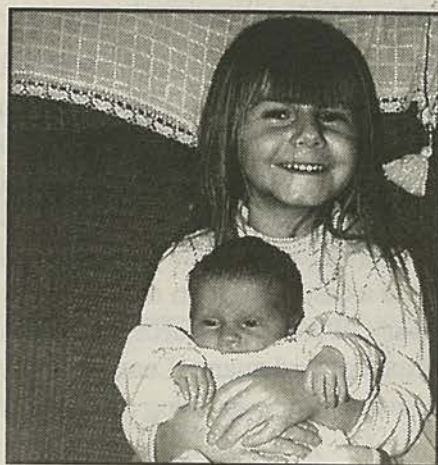
If you haven't read John's book, "Crew Dog", you're missing one of the best mission narratives ever. Being a navigator, he reports the missions from point to point, through take-off, assembly, IP, target, and withdrawal. You can order the book from the 392nd's PX. It has been reduced from \$28.95 to \$18.00, post paid.

M/Sgt Hoyt Barfield

Many Crusaders will remember M/Sgt Barfield as Maj Pappy Cornelius' trusted deputy in Group Engineering. He passed away on March 12, 2003 in Decatur, GA, leaving wife Carolyn.

Overheard in the line waiting for an available teller at The Farmers Bank in Frankfort, IN: "Old age is like a roll of toilet paper. The closer to the end, the faster it unrolls."

Shown here with her older sister Marie is Lisa Dewez, daughters of Luc and Sophie Dewez. Lisa was born Dec. 26, almost making her a New Years baby. Luc is the 392nd's friend in Belgium.



* * * *

PX ITEMS

Anthology, "20 th Century Crusaders.(Hard cover book)	\$36.50 postpaid	\$
Anthology, "20 th Century Crusaders (CD)	\$15.00 postpaid	\$
Book, "Remembrance of the Missing", by Col. Bob Vickers,	\$35.00 postpaid	\$
Book, "392 nd War Stories", by Col. Myron Keilman,	\$21.50 postpaid	\$
Book, "The Liberators From Wendling", by Col. Bob Vickers,	\$28.00 postpaid	\$
Book, "Crew Dog", by Maj. John Matt, 579 th ,	\$28.95 postpaid	\$
Book, "Country Boy Combat Bomber Pilot", by Col. Bob Tays,	\$13.50 postpaid	\$
Book, "My Combat Diary", by Walt Cranson,	\$13.50 postpaid	\$
Cap, black, 392 nd Bomb Group w/gold braid, summer,	\$10.50 postpaid	\$
Cap, black, 392 nd Bomb Group w/gold braid, winter,	\$10.50 postpaid	\$
Directory, \$10.00 postpaid (ALL DIRECTORIES ARE NOW WITH CURRENT DATA)		\$
Jacket, white nylon, w/ 392 Bomb Group and Crusader patches,	\$29.00 postpaid	
(Circle size wanted) M L XL XXL		\$
Patch, 392 nd Bomb Group logo,	\$1.50 postpaid	\$
Print, "The Flying Crusader", reduced to	\$16.50 postpaid	\$
Video, 392nd's memorabilia photos,	\$17.50 postpaid	\$
Total (Send with check to Charles Dye, 4949 San Pedro NE, #87, Albuquerque, NM 87109).		\$

Book, "After The Liberators, A Father's Last Mission, A Son's Lifelong Journey", by Bill McGuire, son of 579th navigator Bill McGuire Sr., KIA Friedrichshafen mission.

Order direct from publisher, Parkway Publishers: PO Box 3678, Boone, NC 28607, \$20.95 postpaid (Mention 392BGMA newsletter in your letter and you can take 10% off the total bill)

Book, "Joey, Joe, and Joseph" by William A. Damerst, 576th navigator.

Order direct from publisher, Publish America: PO Box 151, Frederick, MD 21705-0151. \$21.95 postpaid

Book, "Stalag 17B, Prisoner of War", by L/C (USAF, Ret) Richard H. Hoffman, ball turret gunner, 579th.

Order from publisher, Xlibris Corp, phone 888 795 4274, or on line at www.xlibris.com/html/bookstores. Also at Amazon.com. No cost figures furnished.

Video, from Albuquerque Reunion Symposium, "The Early Days", \$17.50 postpaid

Video, Symposium above, "The Ground Support Teams Prepare For A Mission", \$17.50 postpaid

Video, Symposium above, "The Tough Missions, Pt. 1: Bremen, Keil, Gotha, Friedrichshafen both parts \$27.50 pp

Video, Symposium above, "Tough Missions, Pt. 2: Politz, Berlin, Bernberg, Bingen, Wesel, both parts \$27.50 pp

Video, Symposium above, general scenes from the reunion, 2 parts, \$27.50 postpaid

Order videos direct from Dan McGovern productions, 5307 Cantante, Laguna Hills, CA 92653

IT'S TIME TO SEND IN DUES FOR 2004

The Board of Directors, faced with declining membership, increased the dues last year by a modest \$3, to \$15. They remain the same for 2004. Also, if you feel that you are in a position to help the Treasury with an extra donation, there is a provision for it below. It is possible that Life Members might feel that the Lord has been good to them and that they have lived beyond their actuarial years and an extra payment might be in order.

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

Name _____ Ground ☐ Air ☐ Sqdn _____ Assoc ☐

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Age 66-70 \$96 ☐

Age 71 and over \$78 ☐

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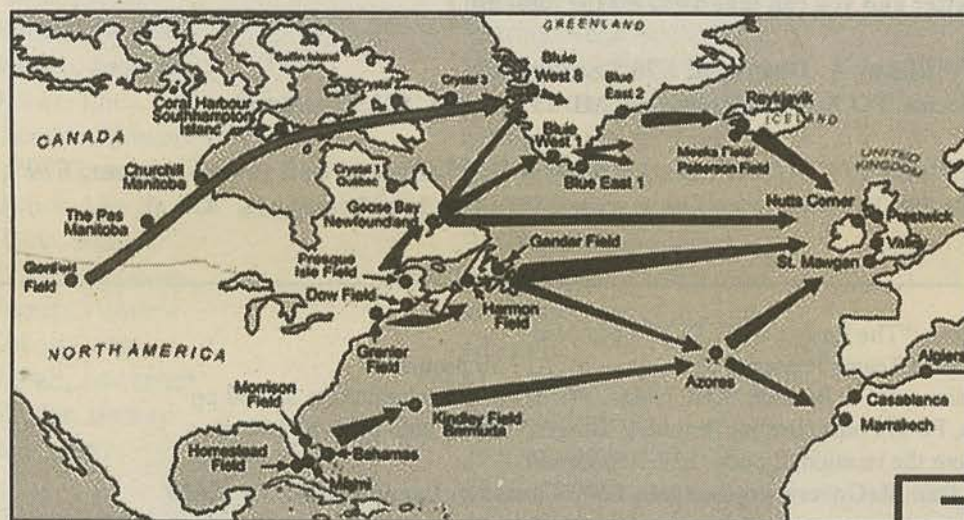
INTERESTING FACTS ABOUT THE ATLANTIC AIR ROUTES OF WW II

By Kelsey McMillan

The Luftwaffe onslaught against England in the summer of 1940 alarmed Americans who feared that England might fall, bringing the Nazis one step closer west to the United States. Americans continued to eschew direct involvement in the war, however. The Roosevelt Administration devised several creative and covert means for aiding our allies and taking steps to prepare the U. S. for entry into the war while maintaining a facade of neutrality. One step was to establish numerous defensive positions outside the Continental U. S. and its territories, including the construction of airfields throughout the North and South Atlantic.

After the U. S. joined the fight, these airfields formed the backbone of America's military air routes to theaters of operations in the western hemisphere. Most were in regions alien and exotic to Americans.

On the Northern Route, the stopovers in Canada were surrounded by coniferous forests, lakes and rocky terrain, or they skirted the Arctic Ocean within glacier-covered valleys and mountains. Airfields on the sub-arctic coasts of Greenland were secreted away within crooked, glacial fiords with dicey approaches. The mild, yet changeable climate of Iceland's coasts were a surprising contrast to the inland ice fields. Reykjavic, the capital of Iceland, means "Smoky Bay", so named by the first settler in the 9th century because of steam rising from geothermal hot springs.



THE NORTH ATLANTIC AIR ROUTES OF WORLD WAR II

Stopovers on the Southern Route included tropical paradises of the Caribbean, and the steamy, exotic area around the mouth of the Amazon River. From bleak tiny volcanic islands in the middle of the Atlantic to the primitive grasslands and deserts on the west African coast, and the exotic Casbahs of the northwest African cities, this route offered infinite cultural variety. Many of the airfields doubled as weather stations or bases for air squadrons assigned to hunt U-boats or to escort and protect Allied shipping convoys across the Atlantic.

Gaining a Foothold

In September 1940, President Roosevelt traded 50 aging destroyers for the right to establish American air and naval bases in seven British possessions in the western hemisphere. In November the War Department secretly contracted with Pan American Airways to build or expand commercial airfields in Central and South America and the Caribbean with the understanding they would be designed to accommodate future military conversion. The U. S. government fully funded all construction, but as far as the host nations knew, they were fully commercial enterprises. This covert plan precluded any appearance of U. S. mobilization and obviated the need for any formal military accords with those countries. In cooperation with the Army Corps of Engineers, Pan Am built several of the Brazilian airfields on the Southern

Route including Amapa, Sao Luis, Natal, Recife, and Belem. In April 1941 the U. S. entered into an agreement with the Free Danish authorities whereby the U. S. would provide defense of Greenland in exchange for the right to construct air bases and other facilities on the subcontinent. The U. S. also took over defense of Iceland in July 1941 in a similar agreement with Britain, releasing His Majesty's forces there for more essential military operations elsewhere.

The Northern Route- Red, White, and Blue

The U. S. War Department originally conceived a plan to build secret AAF bases on the subcontinent of Greenland as a forward defense, and from which a bombing campaign could be conducted against the Nazis in the event that Great Britain was conquered. Code named "Blue" by Secretary of War Harry Stimson, there were eventually nine bases on the west side of Greenland commonly used on the ferry route: Blue West 1 through 9, and five bases on the east side known as Blue East 1 through 5.

Blue West 1, or BW-1, stands out in the memories of many Air Transport Command pilots and combat replacement crews that landed there en route to the United Kingdom. It was primarily used by these ferrying groups in the events of emergency or bad weather on the leg from Newfoundland to Iceland. The landing strip, which was located inside and inverted L-shaped fjord, was carved into the base of a mountain at sea level. A comparatively short runway ran uphill from the water's edge and ended at the foot of the mountain. Large chunks of ice floating in the azure blue waters were visible from the air. Not your typical approach! Most of the BW and BE air bases also included weather stations, artillery emplacements, rescue support sites, and navigation aids. Weather fronts, sweeping down from the arctic toward the European continent encountered Greenland first, enabling meteorologists at Blue and other Greenland stations to provide fairly reliable forecasts to Headquarters 8th AF where bombing targets were selected each day.

The Crimson Route- Short-lived

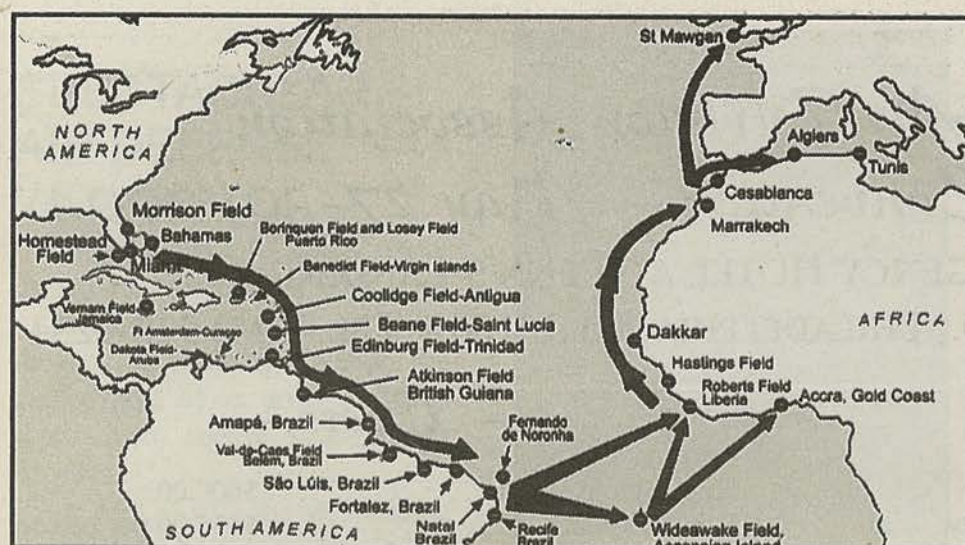
As deployments of AAF combat units to Great Britain were planned, it was anticipated that the airfields of New England and Labrador would be unable to handle an ever-increasing volume of overseas movements and ferry traffic. Thus, an alternate route from the western states to the British Isles was devised. The AAF first began using this route in the summer of 1942. Code named the Crimson Route, it included bases in Manitoba, Southhampton Island, and Baffin Island, the Canadian jumping-off point to Greenland. Two of the bases, code named Crystal 2 and Crystal 3, were also weather stations. The AAF's use of the Crimson Route tapered off and eventually was discarded in late 1943 as additional airfields built or enlarged in New England and Newfoundland proved capable of handling the increasing traffic.

The Southern Route- The Looooooooong Way

The Southern Atlantic Route covered roughly 10,000 miles. Despite being almost four times longer than the Northern Route at 2,700 miles, its superior weather made it generally safer, especially in the winter months. President Roosevelt used this route when traveling to and from the Casablanca and Teheran conferences in January and November 1943.

Fliers of this route likely hoped to bypass Wideawake Field and fly direct from South America to Africa. This dismal and isolated airfield was on Ascension Island, a 34 square mile volcanic rock about midway between Brazil and Africa. When the landing strip was first opened, huge flocks of birds on the island posed a serious danger to air traffic as they swarmed into the flight path during airplane take-offs. The birds were finally persuaded to relocate to another part of the island with the assistance of an ornithologist from the American Museum of Natural History. Water was scarce, amenities nonexistent. Everything was in short supply except bird guano. Leave it to the Army Corps of Engineers to find a use for this resource....housing on the post was constructed of guano bricks. Lovely.

From intriguing to boring, beautiful to dreary, freezing to boiling, heavenly



THE SOUTH ATLANTIC AIR ROUTES OF WORLD WAR II

to hellish, it is not surprising that 60-year-old memories of these way stations have not faded, and are often vividly recounted in veterans' articles and letters. Their fascinating stories inspired this writer to learn more and share this article.

BOB TAYS SAYS, "AFTER SURVIVING WWII, EACH DAY IS EXTRA"



Bob's home-town paper at New Braunfels, TX, recently ran a story and this picture of Bob, surrounded by WWII memorabilia and the jetsam and flotsam of a typical South Texas residence.

Bob was in his second year of college when Pearl Harbor occurred and he soon volunteered and found himself in the Air Corps air mechanics school. He then became a cadet and earned his pilot's wings.

Taking his crew to England, he was first assigned to the 492nd. That Group was soon disbanded and Bob and his crew came to Wendling and the 578th. They finished 35 missions.

He stayed in the Reserves after the War, retiring as Col. He taught school at New Braunfels for 35 years before he retired.

The local paper quoted him as saying, "There have been three things in my life that have been important to me. My wife wanting to spend her life with me, flying, and the children in Comal County I taught."

WHO'S KELSEY MCMILLAN?

The author of the accompanying deeply researched, well presented story about WWII air routes is the daughter of the late Bill Beard, a tail gunner who flew 35 missions with the 389th. Her father was very reticent about his experiences in WWII, so Kelsey knew little about it.

Reading Stephen Ambrose' *The Wild Blue* "ignited a passionate quest for knowledge as I have never had before", she said. Her study and research has led her to knowledge of not only her Dad's service, but also of the 389th and as the air route story demonstrates, a deep understanding of many things about the 8th Air Force.

This story appeared in the last issue of the 389th's newsletter, and the NEWS editor hastened to secure approval for reprint from Gene Hartley, its editor, and from Kelsey.

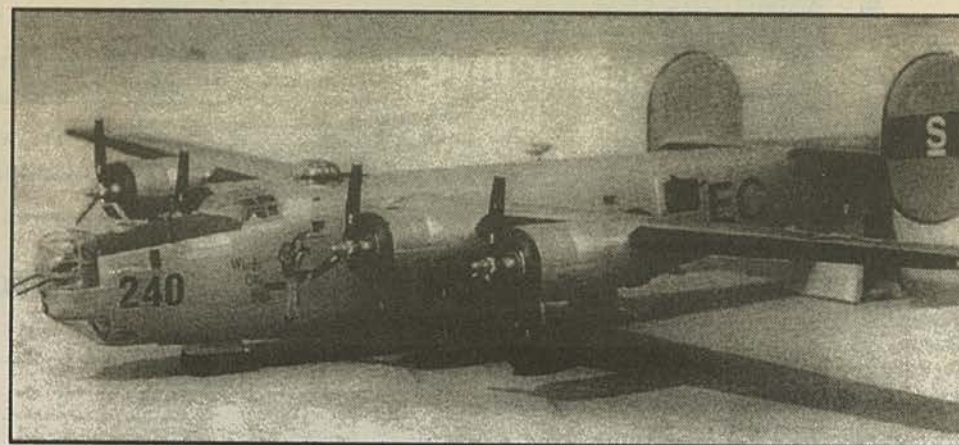
More about Kelsey: She's a native Texan, living in Katy. Her career encompasses being a sportswriter/photojournalist; bank clerk; field bank examiner for the State of Texas; staffer at two large banks in Texas. For the past 10 years she's been a free-lance artist.

She has a connection with the 392nd: one of her best friends is a niece of Bob Tays, 578th pilot.

A quote from her: "There are millions of people in the world that go about their business every day without giving a second's thought to WWII and appreciating how the Allied victory has shaped their lives."

The NEWS thanks and salutes Kelsey McMillan, a remarkable woman.

75 MISSIONS WITHOUT AN ABORT



This picture of a model of Windy City Belle, 578th a/c crewed by Ernie Barber, appeared on the back page of the latest edition of the Second Air Division Journal. Navigator Donald R. Satterthwait flew several missions in Windy City Belle and had the model made. The photo was sent in to the 2ADA Journal by Lorn Matelski.

Ernie and his faithful pick-up truck traveled all over the country, hauling our memorabilia to reunions. He's now more or less house bound at his home near Augusta, Georgia, with heart and breathing problems. But those problems don't keep him from still serving faithfully, helping to answer questions that come to the 392nd's web site, b24.net. The pilots of the a/c that he crewed, along with their families, stay in touch with him.

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PROFILE

Sgt Regge Minnitte was assistant crew chief on the Carmen Moro crew in the 577th.

After WWII, he served as a public school educator.

His address is 1447 W. Princeton St., Fresno, CA 93705.

Maintenance crews spent their time on the line at all hours and during all kinds of weather. Many built shacks out of bomb crates to accommodate that kind of duty. Shown below is Regge during the construction of their crew's line shack.



AIR ANNIVERSARY

Lt Col Robert Olds lead six B-17 Flying Fortresses on a goodwill flight to Argentina-Feb. 17, 1938.

AIR ANNIVERSARY

103rd Pursuit Squadron, AEF, formed with members of Lafayette Escadrille-Feb. 18, 1918.

AIR ANNIVERSARY

8th and 15th AF's began six day strikes against Germany (Big Week) Feb. 20, 1944.

AIR ANNIVERSARY

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

AIR ANNIVERSARY

First American Air Headquarters in Europe during WWII established-Feb. 22, 1942.

Second Air Division Association 57th Annual Convention - May 27-30, 2004

HYATT REGENCY HOTEL AT PENN'S LANDING
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- Program -

Wednesday, May 26	Registration Early Bird Party
Thursday, May 27	Registration Cocktail Party - Cash Bar Group Dinners
Friday, May 28	Buffet Breakfast Tour - Atlantic City * Cocktail Party - Cash Bar Buffet Dinner Film
Saturday, May 29	Buffet Breakfast Business Meeting Tour of Philadelphia † Cocktail Party - Cash Bar Banquet
Sunday, May 30	Buffet Breakfast

- Costs -

Single Room	\$600.00
Double Room	\$455.00 per person
Triple Room	\$400.00 per person
Quad Room	\$370.00 per person

The above costs include hotel for 3 nights (May 27-28-29) and all events listed. All extra nights: \$99.00 + 14% tax = \$112.86 per room per night. All extra nights and incidentals must be paid to the hotel on check out.

DEPOSIT OF \$50.00 PER PERSON REQUIRED.

• BALANCE DUE BY APRIL 15, 2004 •

REFUND POLICY:

60 days prior to convention - \$15.00 chg each

30 days prior to convention - \$25.00 chg each

IF FUNDS ARE AVAILABLE - FULL REFUND

* Atlantic City - Bus \$15.00 per person - lunch on your own

† Philadelphia - \$32.00 per person - lunch on your own

PARKING: Self - \$12.00 per day - 1/2 paid by 2ADA. Valet - \$15.00 per day - 1/2 paid by 2ADA.
Directions will be sent with confirmation.

LIMO SERVICE: Lady Liberty Limo - Philadelphia Airport Term. B & C - Ground Transportation Desk
Pickup phone and dial #27 to arrange pickup or 215-724-8888. Cost: \$8.00 per person each way.

CONSTITUTION CENTER: We will have 25 timed tickets each day (Tuesday through Saturday) for those wishing to attend the new Constitution Center.

- 57th Annual Convention Reservation Form -

Name: _____ Spouse: _____

Phone Number: (_____) _____ Group: _____

Address: _____

Single _____ Double (D/D or King) _____ Triple _____ Quad _____

Non-Smoking _____ Handicapped - 5 rooms with walk-in showers and 6 with tubs _____

Arrive: _____ Depart: _____

Names of 3rd or 4th person in triple or quad: _____

PAYMENT ENCLOSED: Deposit - \$50.00 per person _____ Paid in Full _____

SEND THIS FORM AND ALL CORRESPONDENCE TO:

EVELYN COHEN • 06-410 DELAIRE LANDING ROAD • PHILADELPHIA, PA 19114
TEL. (215) 632-3992 • FAX (215) 632-8319

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

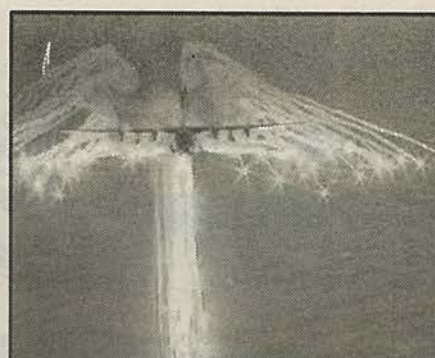
SPECTACULAR AIR DEFENSE WEAPON

We used chaff to defeat radar directed anti-aircraft artillery.

Modern AF aircraft use such devices as illustrated below: the deployment of an array of flares that divert enemy heat-seeking missiles.

This AF C-130 is shown releasing the flares. The pattern formed by the decoys is how they got their name: Angel decoys.

The NEWS is indebted to George Michel, 576th RO, for these photos.



PROFILE

1/Lt Donovan R. Williamson was a pilot and Operations Officer in the 577th. He arrived at Wendling in August of 1943.

Post war, he was a flying instructor at Vandalia and Sidney (OH) airports and a corporate pilot. He soloed 2600 students and logged 17,000 hours.

Now in failing health, he is cared for by wife Inez in an assisted living facility at 2500 Kuther Rd, Apt. 22, Sidney, OH 45365.

They have one daughter and one son, and five grandchildren.

AIR ANNIVERSARY

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

392nd SECOND GENERATION CAN SUPPLY YOU WITH THESE ITEMS

LEATHER PATCH



5" circular leather patch, as used on A-2 jackets. Cost \$20 plus shipping and handling from Ben Jones, 15115 Jones Beach Rd., Kent NY 14477-9780

COASTER



4", hand painted and gold plated. Cost \$23, pp. Order from Bob Books, 1432 Little Creek Dr., Pensacola, FL 32506

Sorry, sold out of Challenge Coins.

We Bought Out The Publisher And Have Further Reduced the Price: Now only \$36.50, postpaid



All copies will be autographed by Col. Lawrence G. Gilbert, our final Commander.

Order from the PX order blank contained in this newsletter.

Over 100 authors, including Ian Hawkins and Ernie Barber, have contributed to this anthology, edited by Bill and Marge Braddock. There are personal stories of bombing missions, aerial dogfights, air-sea rescues, aircraft crashes, life-saving parachute bail-outs, captures by the enemy, evasions, escapes, resistance-fighters assistance to downed airmen and airmen returning to England.

NEWS



392nd BG Memorial Association

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Col. Lawrence G. Gilbert, USAF (Ret)

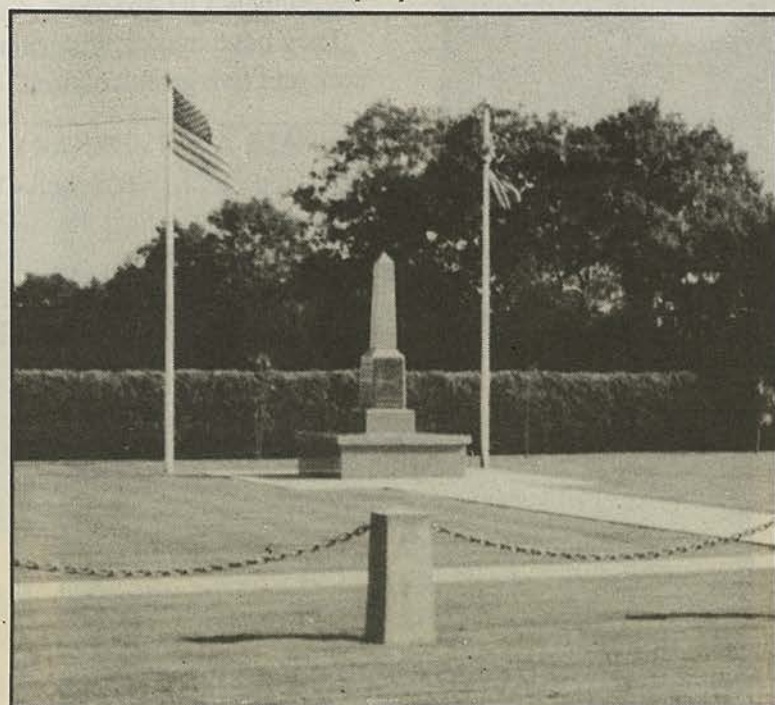
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THE 392nd MEMORIAL AT WENDLING

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

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

Chaplain's Corner

By George Barger, Ph. D.
(aka navigator, 576/7)

Lent begins February 25th. It is a time when we make special efforts to have a regular regimen of Bible study, prayer, and/or devotional reading as we use the 40 days to prepare for Easter. A suggestion: make Luke/Acts your Lenten focus. Luke's two volume account of "how we became what we are" is a rich resource for renewing commitment. And that's what Lent was intended to do. It's a matter not for what we give up but what we undertake for the welfare of the soul.

Folded Wings

Merle Hasenfratz, 579, Sept. 22, 2003
George R. Fetter, 578, Nov., 2003
Helen Alexander, Nov. 25, 2003
wife of Tom Alexander, 578
Albert Morse, 578, Nov. 15, 2003
Grant Oasheim, 577, October 2003
Marge Longacre, May 2003
wife of Harold Longacre, 577
Wm. Hoyt Barfield, Hq., Mar. 12, 2003



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

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

Name of deceased _____ Sqdn _____

Address _____ City _____ State _____ Zip _____

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

Reported by _____

Address _____ City _____ State _____ Zip _____

[] Record a memorial contribution to 392nd BGMA in my name, check made out to 392nd Bomb Group Memorial Ass'n., enclosed. Send this report to Jim Goar, 2201 Redbud Blvd., Frankfort, IN 46041.

But we...shall be
remembered:

We few,
we happy few,
we band of
brothers;

For he to-day
that sheds his
blood with me

Shall be
my brother...

William Shakespeare
Henry V