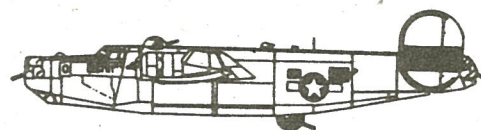


NEWS



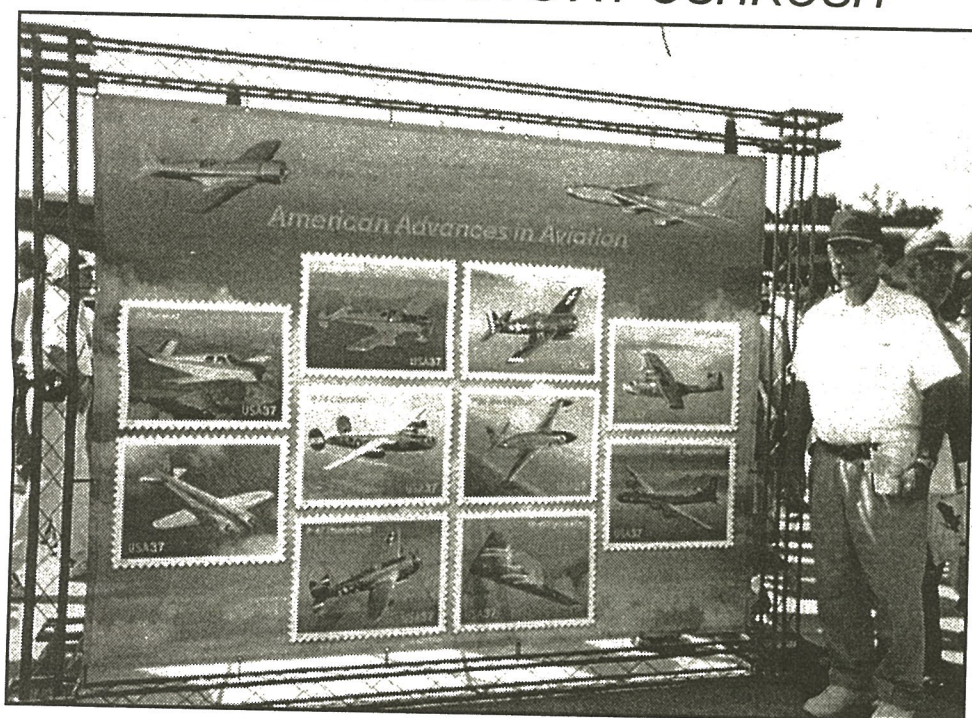
392nd BG Memorial Association

VOLUME 21

February, 2006

392ND'S LOSSES NOT ALL FROM COMBAT

POSTAL SERVICE PICKS BOB TUCHEL
TO REPRESENT B-24'S AT OSHKOSH



Bob Tuchel at the Postal Service's stamp display at Oshkosh.

The U. S. Postal Service needed a B-24 pilot to represent the B-24 at the unveiling ceremonies for their American Advances in Aviation issue. It was held at the monster annual air show put on each summer by the Experimental Aircraft Association at Oshkosh, Wis.

They dipped into the reservoir of Liberator pilots still standing and came up with Bob Tuchel, 577/9. And Bob did well represent the B-24's in general and the 392nd in particular as shown in the above photo, taken July 29, 2005.

For those Crusaders who haven't had the opportunity to know Bob, here's the Profile that appeared in the 392BGMA NEWS in November 1999.

Capt Robert H. Tuchel was a pilot first in the 579th and then the 577th. He joined the 392nd at Wendling in June 1944.

He served in the Reserves until 1951. In civilian life, he spent 37 years in the insurance business and is a CLU. He is now retired and has been back to college to earn a degree in music. He plays piano in local musical organizations.

He and wife Wanda live at 606 W. Draper, Champaign, IL 61821.

Bob, in his letter to the NEWS, said he wondered how the Postal Service

Continued on page 2

TRAINING ACCIDENT AT ALAMOGORDO TAKES 19 LIVES; ONLY ONE SURVIVOR

By Annette Tison, Assistant Editor

The worst single accident in 392nd history, a collision between two planes that resulted in 19 deaths, occurred not under combat conditions but while the Group was in training at Alamogordo, New Mexico. Because the disaster took place shortly before the Group departed for England and while many key personnel were on pre-deployment leave, it has been a largely forgotten part of the Group's history.

Thanks to information recently provided by Dan Patrick, whose father-in-law S/Sgt Julius Robison was the only survivor; and Donna Sue Sweet, daughter of pilot 1/Lt Donald Kaspervik, this article will correct that omission.

On June 15, 1943, nine planes took off at 0630 hours on a practice navigation, formation, and bombing mission. Among them were two 576th Squadron a/c, #146 piloted by 1/Lt Kasperik and #071 piloted by 2/Lt Donald R. Lembright. Kasperik was leading the first element of the formation and Lembright was in the No. 3 position.

Twenty minutes later, the Group was headed due north and had leveled off at 12,000 feet, about 3,000 feet above the mountains. Lembright was dealing with turbulence caused by the up- and down- drafts from the mountains and engineer T/Sgt Robison heard him tell the co-pilot that the plane was trying to skid to the right. To keep his position on #146, Lembright had to look due East, directly into the rising sun. Robison got the pilot's sunglasses from storage and was ready to hand them to him when the flight smoothed out.

Without any warning, #071 slid toward the lead ship and one propeller hit the lower part of #146's tail surface. Then #071 moved slightly forward, causing even more damage to #146. The collision knocked the left bomb bay door from Lembright's plane and tore the entire tail section from Kasperik's.

Both ships veered to the left. 1/Lt Alfred Scarlata, flying lead ship in the No. 3 element, saw Kasperik head down in a glide and Lembright pull his ship up in a steep climb that resulted in a stall. From that point on, he told the Board of Inquiry, "I don't think they had a Chinaman's chance of getting out of that plane. They didn't have enough altitude and the violent action of the ship just held them in the airplane."

1/Lt James H. Roper, flying directly behind Kasperik, said debris from the collision broke his windshield, made a hole in the leading edge of his right wing, and punctured his cowl flaps.

Robison's plane was down to 1,000 feet before he was able to push himself

Continued on page 2

out the hole left by the missing bomb bay door, only to discover that his chute was on backward. When he finally pulled the ripcord with his left hand, he was at about 500 feet. He landed hard and by the time he recovered both planes had crashed. He got to the crash site as fast as he could but found no other survivors. Robison was later diagnosed with a fractured spine. After an extended hospital stay, he was medically discharged from the Service in 1944. He died in 1971.

Both crews were on their last flight before starting their pre-deployment leave. The training had been grueling. In an unmailed letter to his wife and 2-year old daughter written the day before he died, 1/Lt Kasperik said he had spent over eight hours in the air on June 13 and had arisen at 3:30 a.m. for the mission on the 14th. He commented that "we're getting awfully close to that pushing off date." He wrote, "I know I'll be back but it will probably be quite awhile. If it were only a month it would be too darn long!" The letter was mailed to the Kasperiks by the officers of crew 6-7, Flight B, because they knew it would be a "cherished treasure" for the family.

1/Lt Kasperik's death was just the first his mother had to face. In his 1989 Memorial Day speech at the Sicily-Rome American Cemetery, President George Bush spoke about brothers Donald, Preston, and William Kasperik, all of whom joined the Army Air Corps and died in service to their country. While Donald is buried in their hometown of Quincy, Illinois, William and Preston are buried side by side in the Sicily-Rome American Cemetery. They died ten days apart in January, 1944. As President Bush put it, they are "buried here in soil that they helped free. Brothers in life, brothers in arms, brothers in eternity."

392nd Commander Lt/Col Irvine Rendle sent a letter to Mrs. Kasperik on June 16, 1943. His words are a fitting tribute to each man killed in that tragic accident: "He did not lay down his life upon the field of battle, but his sacrifice is the same. He was preparing himself to defend those liberties and principles which had been taught to him from his early youth and which were a part of his very being. This may be small consolation to you in your bereavement, but you may well be proud both of his life and of his death."

Listed below are the men in the two crews. The names of the 19 casualties have been added to the Group's Roll of Honor at our website, www.b24.net.

#146

1/Lt Donald W. Kasperik, p
2/Lt Ray E. Ward, cp
2/Lt John W. Andrews, nav
2/Lt Bruce G. Ellis, bomb
2/Lt Edward V. Handy, Jr., observer
S/Sgt Eldon P. Ressler, eng
S/Sgt Arthur P. Wikle, ass't eng
Sgt Allen Chamovitz, ro
S/Sgt George L. Scott, g
S/Sgt Andrew J. Alexander, g

#071

2/Lt Donald R. Lembright, p
2/Lt Harold E. Simmons, cp
2/Lt Vernon E. Laschankzy, nav
2/Lt Michael Iwaszuk, bomb
S/Sgt Julius G. Robison, eng
Sgt Raymond B. Post, ass't eng
S/Sgt Leo F. Sheehan, ro
Sgt. Richard M. Gray, ass't ro
Sgt Harold Gollin, tail g
Sgt Joseph J. Huddy, g

* * * *

happened to choose him from the thousands of WWII B-24 pilots. Then he remembered that his aviation career is on file with the Timeless Voices of Aviation located in the EAA library at Oshkosh.

* * * *

PROFILE

1/Lt Frank A. Gillett was the navigator on the Willis Miller crew in the 579th.

After the war he graduated from the University of Iowa with a de-

gree in law. His law practice was in Muscatine, IA.

He has been retired for some 22 years and lives with wife Phyllis at 10607 Rosemont Court, Fort Myers, FL 33908. They have two sons.

* * * *

392BGMA ELECTRONIC DIRECTORY

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
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.
DeVoe, Harvey
Dewez, Luc
Egan, Thomas J.
Ehrlich, Lee D.
Elston, Robert C.
Evans, Theodore
Garrett, Howard
Gilbert, John
Gilbert, Lawrence
Glettler, Barney
Goar, Jim
Gorback, Burton
Greene, David
Grimm, Roy
Gross, Earl
Hagopian, Hal
Hammond, James G.
Hammond, John
Harned, Bob
Hart, Wildrick
Hatton, Greg
Hawkins, Ian
Hinckley, Burt
Hutchcroft, Mary Esther
Hyde, Mike
Jones, Ben
Jones, Mervyn
Jordan, Thomas J.
Leach, Terry
Long, William
Lory, Bob
McGregor, Jim
McGuire, Bill, Jr.
Mackey, Oak
Marcelli, Anthony F.
Maris, James P.
Marsteller, Jim
Matelski, Lorn W.
Michel, George

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Neustadt, Walter
Onstot, Perry
Oppenheim, Alfred M.
Ortiz, David

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.
Schafer, Wes
Smith, Franklin D.
Sooy, Bruce
Stephens, Lou

Stockman, Harry
Szenegeto, Joe
Thomas, J. Fred
Thomason, Henriette
Tison, Annette
Trigilio, George
Tuchel, Robert H.
Tyler, Bob
Van Pelt, Warren W.
Weed, Oscar and Toni
Westbrook, Joe
Willies, Doug
Wright, James
Zybort, Stanley

8AF Museum, Savannah
Abrams, Manny
Conrad, John
Gilbert, Lawrence
Glettler, Barney
Goar, Jim
Greene, David
Gross, Earl
Jones, Mervin
Erhlich, Lee D.
Onstot, Perry
Peterson, Mary
Thomas, J. Fred
Wear, Harold (Hal)

392 BGMA
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crew@mounet.com
mikes@dialmaine.com
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mjwschafer@juno.com
fsmith4@satx.rr.com
p6ljock@sbcglobal.net
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773 774 4311
816 363 7054
407 647 7766
714 536 2184
909 381 2491

WEBSITE

www.b24.net
www.mighty8th.org

THE MIRACLE AND MYSTERY OF THE 579TH 'S 12-MAN EVERHART CREW ON THE HAMM MISSION OF APR. 22, 1944

They were hit right after bombs away by enemy fighter attack, causing a fire in the #4 engine. They headed for home, trailing smoke and fire, and made it to the coast before the a/c exploded. All 12 men parachuted out along the way and all survived. That's the miracle. Here's the loading list:

P	Capt	Everhart, Wyeth C.	POW
CP	1/Lt	Hammond, Gordon L.	POW
N	1/Lt	Kornman, Harold C.	EVD
B	2/Lt	Sands, John E.	POW
RO	T/Sgt	Beard, James W.	POW
ENG	T/Sgt	Rinke, Alfred P.	POW
BT	T/Sgt	Ross, Jack R.	POW
WG	T/Sgt	Andrews, William E.	POW
WG	S/Sgt	Fowler, Robert G.	POW
TG	S/Sgt	Beseda, John F.	POW
B/N	2/Lt	Weber, Fred J.	POW
P/OBS Maj		Cox, Robert L.	POW

Lt (later Capt) Kornman, the evadee, furnished the NEWS with his story, which was printed in the February 1992 issue. We re-print it here:

"We had located our target and dropped the bombs on target when an ME-109 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 until 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 coast line when we had to jump.

"That part of Belgium was saturated with Germans, I heard 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. (*Editor's note: Bob Vickers' book, Remembrance of the Missing, suggests that the town was Oostkerke or Wevelghen*) 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 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 by 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 French underground, and then held any further action 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."

AIR ANNIVERSARY

Lt Col Robert Olds leads 6 B-17 Flying Fortresses on a goodwill flight to Argentina- 1938.

AIR ANNIVERSARY

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

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.

We last reported here that Birdie Schmidt Larrick, (all Crusaders know that Birdie was our beloved Red Cross Club Director at Wendling, but there may be some readers who don't know that) fell at home last year. She has been afflicted with mobility problems for some time.

So now she reports, much to the relief of her brother and two sons, not to mention her many friends in the 392nd, that she has entered an assisted living facility.

Her new address is First Community Village, Burkhart Center, 1800 Riverside Drive, Room 319-321, Columbus, OH 43212-1899. Her phone number is 614 487 9442.

Col. Gilbert, our last commander and CEO of 392BGMA, has been having trouble with a back ailment since last summer. Your editor is in touch with him every couple of weeks, and is pleased to report that his condition is improving. He even got to his computer and sent us an e-mail, the first time that he has ventured that task since his trouble started.

Charley Dye, our Treasurer who is also holding the President's chair, had some health problems early this winter. He is recovering well and back to work processing member's dues payments. He and Helen are following the course of a lot of us, "executing a strategic retreat to a previously prepared position", and are entering a retirement facility in Albuquerque, their present city of residence. Their new address and phone number will be furnished here after they move, sometime in February.

It has been reported that J. Fred Thomas, 579th pilot and past president of 2nd Air Division Association, has suffered a stroke. He is at

St. Elizabeth Health Care, 2800 N. Harbor Blvd., #8A, Fullerton CA 92835.

Ben Jones, the kid from Litcham who met us at Wendling at one of our early returns there, has morph-

ed into a U. S. citizen and career U. S. Air Force. He is also a Director of the 392BGMA.

J. D. Long, Jim Marsteller, and your editor, among others, hosted him on his trips to the U. S. until he found true love and married

Barbara, a school teacher.

Now they announce their second child, born Jan. 19, 2006. Bronte Jeanne Jones joins brother Brayden.

We've heard from Dette Polking,

Second Air Division Association 59th Annual Convention ~ October 13-16, 2006

FAIRVIEW PARK MARRIOTT, 3111 FAIRVIEW PARK DRIVE,
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- Program -

FRIDAY, OCTOBER 13

Registration
Hospitality Room
Cocktail Party - Cash Bar
Group Dinners

SATURDAY, OCTOBER 14

Buffet Breakfast
Business Meeting
Lunch on your own*
Dinner on your own*
*Food Court, Park Bistro, Club Lounge
Buses to Air Force Memorial
Buses to Air Force Memorial Concert

SUNDAY, OCTOBER 15

Buffet Breakfast
Special Options**
(Aero Space Museum, Tour of Washington, D.C.,
Memorial Service at Air Force Memorial)
Cocktail Party - Cash Bar
Banquet

MONDAY, OCTOBER 16

Buffet Breakfast

** SPECIAL OPTIONS - SUNDAY, OCTOBER 15 **

- Buses to AeroSpace Museum (\$17.00 per person)
- Tour of Washington, D.C. (\$37.50 per person)
- Memorial Service at Air Force Memorial, 10-11 a.m.
(We will not provide bus service for this occasion)

- Costs -

Single Room \$692.00
Double Room \$542.00 per person
Triple Room \$492.00 per person
These costs include hotel room for 3 nights and all events listed except AeroSpace Museum & Tour of Washington DC.
Extra nights: \$92.00 per room + 9% tax.

DEPOSIT: \$50 per person (balance due by August 1st).

REFUND POLICY: 60 days prior to convention - \$15 chg per person. 30 days prior to convention - \$25 chg per person.

PARKING AT HOTEL: Free

DIRECTIONS: From Washington National Airport - Take I-66 West to I-495 South to Exit 50B. Follow signs to Fairview Park South - Hotel is on the left.
From Dulles Airport - Take Dulles Access Road East to I-495 South to Exit 50B East. Follow signs to Fairview Park South - Hotel is on the left.

TAXI SERVICE: RED TOP, (703) 522-3333

- 59th Annual Convention Reservation Form -

Name: _____ Spouse: _____ Group: _____

Address: _____ Phone No: () _____

Hotel Room: Single _____ D/D _____ King _____ Non-Smoking _____ Handicapped _____

Arrive: _____ Depart: _____

Sunday 10/15: AeroSpace Museum, Chantilly, VA \$17.00 per person Yes _____ No _____ # _____ \$ _____

Sunday 10/15: Tour of Washington, D.C. \$37.50 per person Yes _____ No _____ # _____ \$ _____

DEPOSIT - \$50.00 per person (balance due by August 1st): \$ _____ PAID IN FULL: \$ _____

Send this form and all correspondence to:

EVELYN COHEN • 06-410 DELAIRE LANDING ROAD • PHILADELPHIA, PA 19114
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widow of Col Warren Polking, 578th commander. A resident of New Orleans, she fled hurricane Katrina to safety in Montana.

Back in New Orleans now, she says that most of the damage to her condo has been repaired except the air conditioning.

When asked how she was feeling, she replied with the graciousness and candor that marks her as the

epitome of The Southern Belle, "I'm O.K. I'm draggin' my wagon."

George Michel, reporting the death of Joe Burdette, assistant engineer on George's crew: "I'm glad at times that we don't know just how long the mission is going to be."

FRENCH VILLAGERS STILL REMEMBER MCKEE CREW, SHOT DOWN 12/31/43

By Annette Tison, Ass't Editor, with Bernard Ballanger

On Dec. 31, 2005, residents of the French villages of Montlieu-la-Garde and Montendre gathered to remember the 578th's 1/Lt Thomas R. McKee and his crew, as they have for almost 60 years. That crew was the 392nd's only loss on a mission against the German airfield at St. Jean d'Angeley, France, on Dec. 31, 1943.



French veterans' groups at the Memorial near Montlieu-la-Garde

photo by Bernard Ballanger

General Hodges, commander of the 2nd Air Division, was extremely pleased with the effort, calling it "the finest example of precision bombing yet accomplished by the Division."

According to French researcher Bernard Ballanger, McKee was flying near the end of the 445th Bomb Group formation when they were attacked by a band of German fighters coming in from all directions. Eyewitnesses saw his B-24 start to smoke and then leave the formation. It exploded into several pieces. One large section, a burning wing with an engine still attached, fell on the home of Mrs. Yvonne Bourdejeau. She died on Jan. 20, 1944 from the burns she received on that fateful day.

A few hundred meters from the house, one of the B-24's turrets came to rest. The dead crewman was still inside, held in place by his safety harness and seemingly asleep at his guns.

Only two parachutes were seen. Several observers watched in horror as one of the men was killed by a machine gun burst from a German fighter when he was just a few hundred meters from the ground. The other parachutist was tail gunner Sgt Anthony Malavasic, the sole survivor. He was captured within a hour of landing and spent the next 17 months in Stalag 17B.

Malavasic was originally a member of 1/Lt Steinmetz' crew and flew his first mission with them on Sept. 6, 1943. Two weeks later he went into the hospital for an appendectomy. By the time he was released most of his crew had been killed in action on Nov. 4. Malavasic then flew two missions with 1/Lt Reade's crew before being permanently assigned to the McKee crew. He

died in 1986.

The Memorial to the McKee crew, erected near the crash site, was unveiled on Dec. 31, 1947 by the organization French Memory. (See the May 1998 392BGMA NEWS) Each anniversary since then, flowers have been laid at the memorial and at Mrs. Boudejeau's grave. Over 50 people attended the most recent ceremony, including the American Consul in Bordeaux, Mr. J. Brinton Rowdybush.

In another tribute to the McKee crew, a street in Montieu-la-Garde was renamed "Rue du 31 Decembre 1943."

The loading list for the McKee crew for this mission was:

1/Lt Thomas R. McKee, pilot
2/Lt Thomas G. Walker, co-pilot
2/Lt Robert S. Dinsmore, navigator
2/Lt Lee Simons, bombardier
T/Sgt Thomas F. Morrison, radio operator
T/Sgt Ward M. Sackal, engineer
S/Sgt Horace G. Murphy, Jr., waist gunner
Sgt Marion E. Nuzum, waist gunner
S/Sgt Richard E. Painter, ball turret gunner
S/Sgt Anthony F. Malavasic, tail gunner

CARROLL AND MABLE CHEEK NAMED MR. AND MS. CLEARWATER



Photo courtesy of BILL TWYMAN

Recently the Clearwater (Florida) Regional Chamber of Commerce chose the Cheeks to be Mr. and Ms. Clearwater for 2006.

The couple was honored for their time and monetary contributions to Ruth Eckerd Hall, the Florida Orchestra, the Hunter Blood Bank, the United Way, the Long Center, the Upper Pinellas Association for Retarded Citizens, Morton Plant Mease Hospital Foundation and the Florida Geriatric Research Foundation, among others.

In accepting the honor, Carroll noted that he and Mable had been blessed "to have accumulated a dollar or two", but he considers themselves to be only custodians of wealth, not owners.

Carroll is the retired chairman and chief executive officer of CWC Companies, Inc., a financial and management company that owns supermarket chains and other investments in Ohio and Florida.

(Editor's note: The above was gleaned from the pages of the St. Petersburg Times. The 392nd salutes Carroll for his business success and his philanthropy. But more importantly we salute him as a courageous pilot and air craft commander in the 578th Squadron, and his leadership and financial support of the 392nd's magnificent Memorial at Wendling.)

GOT UNIFORM? HERE'S A GREAT PLACE FOR IT

Bob Books, son of Dallas Books, 579th pilot KIA on the infamous Friedrichshafen mission, is in need of a WWII officer's uniform. If you have same occupying space in a closet, you would be doing a good deed for the Group and for Bob if you sent it to him.

Bob has been largely responsible for the tremendous success of our web site, b24.net. Now posted on it are the loading lists for every mission flown by the 392nd, along with about all the other information any researcher, descendant, or other interested person would need in an inquiry about the 392nd.

Bob's address is 1432 Little Creek Drive, Pensacola, FL 32506. His phone number is 850 458 0777.

WE HEAR FROM OUR FRIENDS IN ENGLAND

Every Christmas the 392BGMA NEWS receives cards from our many friends in the "Old Country". We publish the names of the senders in the NEWS because we believe that the greetings are addressed to all Crusaders.

From: Mervyn Jones, father of Ben Jones and host of many a visiting Crusader.

Doug and Celia Willies, who established the memorial of the crash of the Colby Waugh crew near Sheringham, which took the lives of five of the crew.

Pete Wood, from Nottingham, who is involved in WWII aircraft crash investigations.

Ernest Parke, who worked as a civilian on the base.

Al Enlow, 10th Station Complement now living in Wales.

John Gilbert, who lived on the base after we left.

And Hilary Duffield, widow of that great Friend and "Our Man At Wendling", Denis Duffield.

TIME TO SEND IN DUES FOR 2006

The Board of Directors, faced with declining membership, increased the dues in 2003 by a modest \$3, to \$15. They remain the same for 2006. 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. Your dues status can be found right after your name on the mailing list. If the number is 06 or higher, you're current. LM means Life Member, and Frnd means that you are our guest.

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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	LIFE MEMBERSHIP	DONATION
Dues for 2006, \$15	Age 61-65 \$120 []	
	Age 66-70 \$96 []	\$ _____
Hardship Waiver []	Age 71 and over \$78 []	

Send with check to Charles Dye, 300 Valencia Drive, SE, Apt. 101, Albuquerque, NM 87108

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, \$37.00 postpaid	\$ _____
Book, "The Liberators From Wendling", by Col. Bob Vickers, \$35.00 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, 392 nd 's memorabilia photos, \$15.00 postpaid	\$ _____
DVD, 392 nd 's memorabilia photos, \$25.00 postpaid	\$ _____
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 \$27.50pp	\$ _____
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	\$ _____

Total (Send with check to Charles Dye, 300 Valencia Dr., SE, Apt 101 Albuquerque NM 87108) \$ _____

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.

Book, "Don't Call Me A Hero", by Jim McGregor, pilot, 579th.
Order from Publisher, Willeo Publishing, 702 Foxborough Sq. W, Brentwood, TN 37027. \$19.95 postpaid.

The Mystery

Why a 12-man crew? And who was Major Cox, the "observer"? The Memorial Association never made contact with 2/Lt Fred Weber, the second bombardier/navigator, so we can only guess that since this crew was leading the squadron they wanted extra help in that position.

The Cox quandary was solved by 392BGMA associate member James Hammond, son of Gordon Hammond, the co-pilot of the Everhart crew. James Hammond found after much research that Major Cox had been his father's CO at Gowen Field, Idaho, and that they were friends. James Hammond's research also leads him to believe that Major Cox was en route to the 484th Bomb Group, 15th AF, at Torretto, Italy. Cox evidently looked up his friend Hammond while he was in England, and hitched a ride. His first combat mission was a hairy one and he spent the rest of the war in a POW camp, but he survived..

FAMILIAR NAME NOW HEADS UP SAVANNAH

By Jim Goar, Editor

Dr. Walter Brown, a familiar face at 8AF Historical Society reunions and editor of the 8AFHS NEWS is the new CEO of the Mighty 8AF Museum at Savannah.

It must have been a volcanic upheaval of the leadership at the museum, with the No. 2 and then the No. 1 man leaving, more or less precipitously.

Your editor does not have a lot of information about it, but (1) personal confidence in Dr. Brown and

(2) conversations with a museum trustee that I trust leads me to believe that we can breathe easy about the situation. At least for now.

Dr. Brown is a retired AF Flight Surgeon. Hopefully he can find time to run the museum, edit the 8AFHS NEWS and practice a little medicine, perhaps on his lunch hour.

All levity aside, the 392nd wishes Dr. Brown and the Mighty 8AF Museum the best wishes for continued success.

AIR ANNIVERSARY

Navy and Air Force transport systems consolidated forming MATS-1948.

A FUNNY THING HAPPENED TO ME AT THE DOCTOR'S OFFICE

By Jim Goar

A fellow patient inquired of me in the doctor's waiting room about the 8AF insignia that is on the rear of my car. He said he was not former 8AF, but former AF and would like to have an AF insignia. I volunteered that I subscribed to AF magazines and probably could direct him to where he could purchase one and asked him for his card so that I could get in touch with him.

He gave me the card shown below. I left the doctor's office thinking, "This man is a card."

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MIRACLES A LITTLE LONGER

2ND GENERATION STEPS UP- AGAIN

Henriette Thomason, widow of Carwin Thomason, 10th Station Complement Squadron, has managed our PX for lo these many years. As she is now moving to smaller retirement quarters and will not have the space necessary, she is regretfully resigning that post.

Stepping into her shoes will be Bill McCutcheon, son of 1/Lt (later Major) James McCutcheon, 578th navigator.

He took the B.E. degree from The Cooper Union, and was awarded M. S. and Ph.D degrees from the Uni-

versity of Illinois.

He retired from the U. S. Forest Service, where he was a research engineer in their Forest Products Laboratory at Madison, WI.

He also was an officer in the National Federation of Federal Employees.

He is married to Gloria, and they have two daughters.

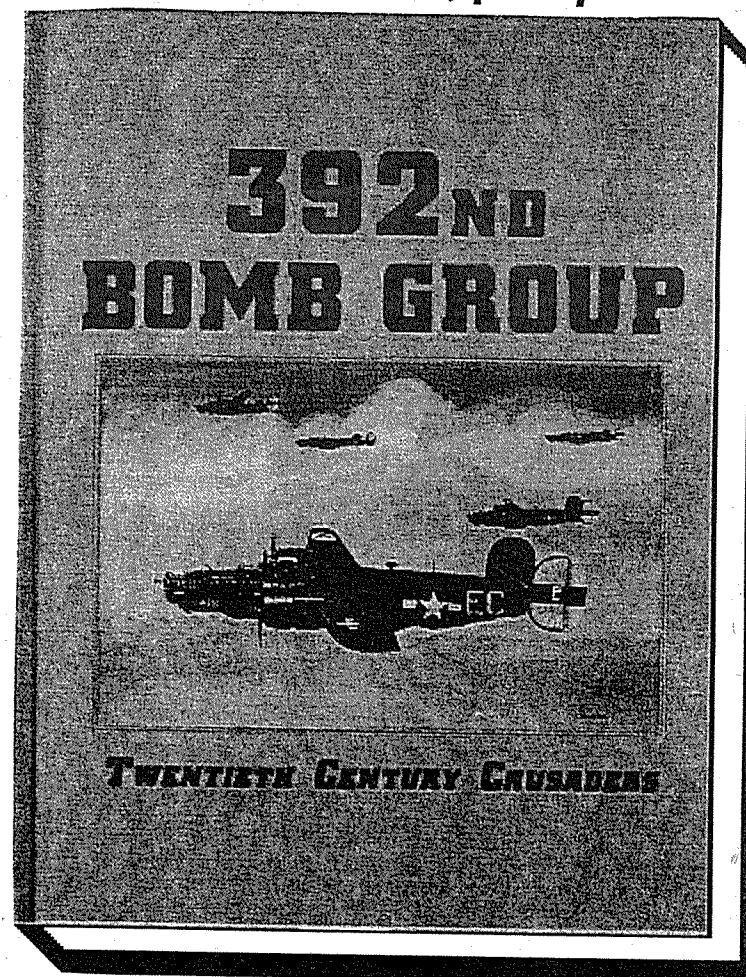
AIR ANNIVERSARY

Three bids for Army's first plane approved by Secretary of War-1908.

AIR ANNIVERSARY

All domestic airmail contracts cancelled and Army ordered to fly mail-1934.

**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



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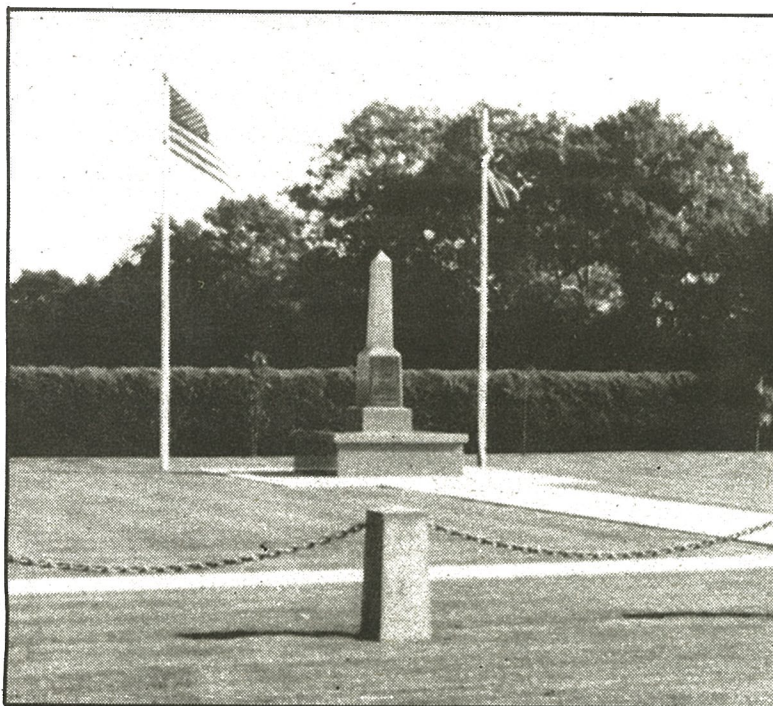
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THE 392nd MEMORIAL AT WENDLING

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.

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, 1555 N. Main St., #106, Frankfort, IN 46041.

Folded Wings

John D. Negri, 579, Nov. 27, 2005
August C. Vetrano, 578, Nov. 25, 2005
Fredrick V. Rodgers, 579, June 3, 2004
George Kouzes, 576, Nov. 15, 2005
Harold Davey, 577, March 2005
Dan McGovern, Assoc, Dec. 14, 2005
Raymond D. Ross, 579, May 7, 2002
Frank J. Ferenc, 577, Dec. 6, 2005
Flord A. George, 578



Jack Bode, 576, Aug. 23, 2004
G. P. Gordon, 576, Oct. 1, 2005
James A. Hoover, 578, Oct. 9, 2005
Earl Gross, 576/9, Dec. 22, 2005
Joe Burdette, 576, Feb. 3, 2006
Gordon L. Hammond, 579, Feb. 13, 2003

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...**

392nd Bomb Group Memorial Ass'n NEWS
1555 N. Main St., #106
Frankfort, IN 46041

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Chaplain's Corner

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

We're well into the new year, and not surprisingly it seems much like the old one. We need continuity as well as change. *The heavens are the work of Your hands. Even they will perish, but You will endure,* sang the Psalmist. (102:25-25) Mutability is the lot of humankind; nothing lasts. But we have a place prepared for us, eternal in the heavens. (2 Cor:5:1) It is that hope which sustains us through change for it rests on the foundation of the Eternal.
