

392nd Bomb Group Memorial Association

NEWS

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CAPT EMMETT W. FORE: CRUSADER AND OLYMPIAN

When Annette ran this story by me pre-publication she had Emmett Fore's rank as 1/Lt, which is what her data told her, as revealed by the single bar on his hat in the photo. His rank eventually became Capt, and thereby hangs a tale:

The Group's Table of Organization (T/O) showed the position of Special Services Officer ranked as 1/Lt. In time, Headquarters, realizing the tremendous contribution Emmett was making to the Group's morale, found a way to promote him. But before that happened Emmett, watching brother officers with less seniority achieve their captaincies, well, languished.

A phone call to the Special Services Office to find out if there was to be a show at the base movie theater that night would get this answer: "S.S.O., no show, no dough, no T/O, no promotion." —Jim Goar

A baseball uniform worn by 392nd BG Special Services Officer Capt Emmett W. Fore Jr. is on display in the Legends of the Game Baseball Museum in Arlington, TX. Nearly 70,000 visitors see it every year.

Capt Fore wore the uniform while he played baseball at the 1936 Olympics in Berlin.

A brief summary of Capt Fore's baseball career appears in the 392nd BG Narrative History file. It says that Fore, "of Houston, Texas, was a member of all-American baseball team touring Honolulu and

Japan in 1935. Was also a member of US Olympic team in 1936, participating in sports events held in Germany, France, the Netherlands, and England. Played professional baseball in 1937 in spring training with the Washington Senators in the American League. Also played in the Piedmont League. In Japan, he played at Meiji Shrine Field before 125,000 people, the largest crowd ever to witness a baseball game."

At the 1936 Olympics, baseball was a demonstration sport exhibited by Americans. Training for the squad was held in Baltimore, MD, from 1-12 July. The entire US delegation then set sail from

New York on 15 July 1936 aboard the S.S. Manhattan.

According to the *American Olympic Committee Report* on these Games, "The most remarkable feature of the Baseball troupe was the perfect harmony and gentlemanly conduct of the players on the boat, in the Village, and during the game. They made history for our American Game of Baseball by their excellent character and ability, that will long be remembered. They were a credit to our Country and Baseball."

The Americans were split into two teams, the World Amateurs and the U.S.A. Olympics. Fore, number 16, played left field for the Olympics. The two teams practiced daily before hundreds of Germans and people from around the world who were interested in baseball.



Emmett W. Fore Jr. in his military and Olympic baseball uniforms. (left photo from 392nd BG archives; right photo from the *American Olympic Committee Report*)

The *Report* says that when the 384 US athletes passed before Adolf Hitler's reviewing stand during the opening ceremonies on 1 Aug 1936, they "turned eyes right and placed their straw hats over their hearts." They no doubt executed this maneuver as a contrast to the hated Nazi up-raised arm salute.

More than 100,000 spectators crowded the Olympic Stadium on 12 August 1936 to watch baseball. The game was played on the grass where the high jump competition had been held. The foul lines and base paths were marked with two-inch white

tape. There were no outfield walls.

The *Report* describes the teams' dramatic entrance: "... the stadium was darkened and two huge search lights spotted one team at one end of the stadium entering the field in a military single file column and at the same time the other team entering from the other end of the stadium under another huge searchlight. The white uniforms loomed up like diamonds—and as both teams proceeded to the center of the field where two American flags had been erected on

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FROM THE EDITOR

Many thanks to all who wrote or called with comments about the News, and especially for your words of encouragement.

Get your News by email. You now have the option of getting the News via email in pdf format. I will transmit the email version while the paper edition is being printed; the format and content will be identical. When you receive the News, you can read it on your computer or print it out for perusal at your leisure. Bottom line: you get it faster and the 392nd BGMA saves on postage and printing costs. Send me an email if you'd like to try it; I'll email you *this* issue so you can compare the two versions. I'll send future issues of the News to you via email only unless you tell me otherwise.

Reunions. We're hoping for a good turn-out at the 392nd BG/8th AF Historical Society reunion in Savannah from August 3-8. Don't forget that registration forms and payments must be received by Armed Forces Reunions, Inc. no later than 2 July and that hotel reservations must be made separately.

Former Second Air Division Assn president Oak Mackey has sent details about that reunion. It will be at the Gaylord Texan Resort in Grapevine, TX, just a few minutes from the Dallas-Fort Worth Airport, on October 17-19, 2008. Conventions Chairperson Evelyn Cohen will be handling all reservations.

Hotel rates for three nights: Single Room—\$675; Double Room—\$515 per person; and Triple Room—\$465 per person. These prices include buffet breakfast on Friday, Saturday, and Sunday; buffet lunch on Saturday; buffet dinner on Friday and Saturday; and the Banquet on Sunday. There will be entertainment at the Saturday lunch and dinner and the Sunday Banquet.

The Summer edition of the *Second Air Division Association Journal* will have full information and forms for making your reservations with Evelyn. They will also be printed in the September News.

The hotel website is www.gaylordhotels.com. It is a fully-equipped resort hotel on the shores of Lake Grapevine. The rates are very reasonable and airline rates in October are favorable. This is a GREAT OPPORTUNITY for all 392nd BG folks to attend one of the last Second Air Division Association Conventions. See you there!!

Website fundraiser. The 392nd BGMA has recently undertaken a fund drive to support our website. We are not creating a legal endowment but rather setting up an endowment-type fund to ensure that www.b24.net never goes "off the air." The annual interest on the capital will pay recurring expenses for the website name, internet access fees, website maintenance, and necessary software updates. So far,

\$10,205 has been contributed by 111 donors. Many thanks to all!!

Memorials come in different shapes, sizes, and materials; examples are shown throughout this issue. Our website is also a memorial. Case in point: www.b24.net was used as a resource for the 2002 Bruce Willis movie, "Hart's War," and the recent PBS television documentary, "The Price of Freedom" (where our own Greg Hatton was listed in the credits). PBS's website says that "www.b24.net includes photos and information about WWII Prisoners of War held in German POW camps, and offers original research to help visitors track missing WWII personnel."

As a tribute to the 392nd BG, www.b24.net provides several benefits. 1) It can be easily updated as new information and photos are discovered. What was begun as a simple website in 1999 has grown to include reports of all our missions and diversions; many photos of Station 118, planes, and missions; photos of 1,574 identified combat airmen; a roster of over 2,523 ground support personnel; plus stories written and provided by Crusaders who saw it first-hand.

2) It's available to anyone in the world at any time; all that's needed is a computer. In the last 12 months, 342,000 people from 21 countries visited www.b24.net. Some were looking for general information about B-24s or POW camps while others sought specific data about the air war over Europe. Especially poignant were those trying to find out what their father, or uncle, or cousin, or brother did in the 392nd BG because "he never talked about it and now it's too late."

3) The internet is the primary means of communication and information today, far surpassing television, radio, newspapers and magazines. To ensure that future generations can learn about the 392nd, the data must be presented in the format they use.

Please act now to preserve the history and legacy of the 392nd Bomb Group. A donation is also a wonderful remembrance for loved ones who served our country and the Group. Please send your check (payable to "392nd BGMA—Website") to Bill McCutcheon, 20620 Milton Ct., Brookfield, WI 53045.

OLYMPICS, continued from page 1

poles, the officials came up from the rear and as each team stopped at their respective flag, the officials stood between the two flags—all players and officials gave the official Olympic salute. [Both the Olympic and Nazi salutes feature an upraised arm; in the Olympic salute, however, the arm extends to the side instead of to the front.] This salute was executed with military precision. It was truly a picture. The lights of the entire stadium were then turned on and the players divided and went to their respective sides and the warming up and infield practice was gone through. All the time a German announcer was giving a detailed description



While serving as the 392nd's Special Services Officer, Capt Emmett Fore displays the athletic ability that brought him to the 1936 Olympics in Berlin.

of what was going on, over a loud speaking system reaching every one in the stadium."

Conditions were not ideal; Peter Cava in *Citius, Altius, Fortius* (the journal of Olympic history) writes, "The game was played at night on a makeshift diamond with no mound and bad lighting." A player later said, "I think they had one 20-watt bulb in centerfield."

Cava reports that "German fans, seeing baseball for the first time, loved it—but for the wrong reasons." He quotes a team member who told how the fans cheered wildly as a man ran down to first base on a pop-up, but "Belt one out beyond second base and go for extra bases and there was no reaction at all."

An inside-the-park home run in the first inning put Fore's team ahead 2-0. "After the homer," Cava wrote, "there was a big pause. Then there was an announcement in German that ... hitting a home run was a big deal. So, everybody cheered."

Fore's team scored in the top of the seventh (and last) inning to tie the game 5-5. The World Amateurs then got a home run and won 6-5.

At the end of the game, the World Amateurs went to third base and cheered for their opponents while the U.S.A. Olympics did the same from first base. Then, said the *Report*, "both teams went to the center of the field and gave a cheer ending their nine RaHS with 'Germany, Germany, Germany.'"

Dr. Carl Diem, Secretary General of the German Organizing Committee, met with both teams. He told them, "I have come officially to advise you that this has been the finest demonstration of any sport that any nation has ever put on at any Olympic Games. We congratulate you—and speaking for my people, you have made over 100,000 friends here tonight and as they go home America's baseball players' praises will be sung by all."

Baseball became an official Olympic sport in 1992. Sadly, Emmett Fore didn't live to see it happen. His 1936 Olympic memorabilia (including his uniform jersey, cap, glove, bat,

straw hat, and participant medallion) are a reminder of an era when baseball was still a uniquely American sport. And when that sport brought a future Crusader closer to Hitler than our planes would.

Another Potential Olympian

392nd airman John E. Slowik would undoubtedly have competed for a spot on the 1940 Olympic swim team. He had broken records for the back and breast strokes in high school and then at Trinity College in Hartford, CT. In 1938, he was Trinity's most prolific scorer in relays, backstroke, breast stroke and distance events; he was also elected team captain.

Slowik's Olympic chance never came. The 1940 Games were cancelled; by the time the 1944 Olympics should have been held, 579th Sqdn navigator Capt Slowik was dead, killed in action on 18 March 1944 during the infamous Friedrichshafen mission.

After the war, fellow Trinity swimmer (and B-17 airman) David Tyler established the John E. Slowik Most Valuable Swimmer Award. Before naming the recipient each year, head swimming and diving coach Kristen Noone reads this statement: "This award is made annually in memory of John E. Slowik, Class of 1939, Captain of the U.S. Army Air Corps who was killed in action over Germany. The award is made to the most valuable member of the varsity men's swimming and diving team considering ability, conscientiousness in the observance of all rules of practice and training, and qualities of leadership. The first award was made in 1950. The most valuable swimmer or diver is chosen by his teammates and coach." His name is also inscribed on a wooden plaque in Trinity's Ferris Athletic Center.

Great-niece and 3rd-generation member Laurie Bedus says, "Thanks to David Tyler, outstanding swimmer, world-class friend and fellow airman, John's talents will be forever memorialized on the walls of Trinity College."

The 1996 Olympics



In 1996, then 74-year old Joe Maloy was chosen by sponsor Coca-Cola to carry the Olympic torch in honor of World War II veterans. A ball turret gunner in the 577th Sqdn, he became a POW on 29 April 1944.

His plane was hit by flak over Berlin and then damaged still more by an enemy fighter. Another attack by an Me-109 finished them off. After his capture, Maloy used a small knife to dig 20mm shrapnel from his side.

On that mission, the 392nd lost 8 planes, with 44 men killed in action and 27 taken prisoner. Among those killed were Maloy's pilot, 2/Lt Fred C. Shere Jr.; his copilot, F/O Milan R. Zeman; and the crew's radio operator, S/Sgt Fonzy M. Wilson.

In this photo, Maloy is preparing to light the Olympic torch in Peachtree City, GA, as it neared Atlanta. Before this momentous event, Maloy had taped to his right hand a list of his crew members, boyhood friends who served in the military, some POW pals, and four men from his home town who were with him in Stalag 17B.

The Olympic torch relay, now an integral part of the Games, was originated by Dr. Carl Diem and first performed as part of the 1936 Olympics. (Photo from Joe Maloy)

QUESTIONS AND ANSWERS

How long a runway does a B-24 need to take-off? 576th ship #42-7491, Pregnant Peg, proved that 841 feet is enough.

Details are from the Stars & Stripes newspaper for 21 Dec 1943; the article was imaginatively titled "How Pregnant Peg was Delivered of a New Life." It reported that the ship "had come home from Europe low on gas. The weather was bad and her crew were tired. They had been looking for an air-drome and hadn't found one. Then her engines sputtered and quit. It was any field now. So, barely clearing high-tension wires and a clump of trees, Lt Robert Copp brought her in to a belly landing in a plowed field."

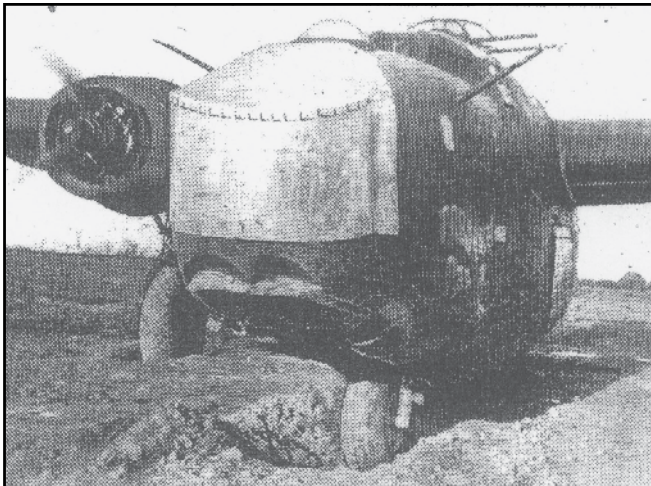
Maj Allen G. Russell, chief of operations for 8th Air Force Service Command's Ferry and Transport Service, was asked to fly Pregnant Peg out. His first job was to build a runway. A B-24 normally needs a hard-surfaced runway about 2,000 feet long and 150 feet wide. Because of the location, all he could manage was 1,500 feet long and 40 feet wide. As soon as it was built, the runway "became a sea of mud."

To lighten the a/c, he took out all the guns and the nose turret. "The next job," the article said, "was to move the mired ship to level ground next to the runway. To lessen the weight on the half-buried nose wheel, Russell placed ten men in the tail and gunned his engines hard. That, plus helpful tugs from a tractor, snaked the big bomber out of the mud and she lurched forward to the desired location."

Stars & Stripes continued, "To get the traction required for acceleration and take-off, he placed the ship at right angles to the runway, applied the brakes, and revved up the engines. The big moment had arrived.

"Russell released the brakes and swerved the ship into the makeshift runway with a thundering roar.... The wheels skidded round the turn in eight inches of mud. There was a breathless moment as the Lib rolled forward faster and faster and then its silhouette rose against the twilight sky. Pregnant Peg was airborne again."

Long-time Beeston resident Ernie Parke met Robert Copp in the late 1970s. In a letter in the Spring 2008 issue of the



After her "nose job," Pregnant Peg is readied for take-off. (Photo from Stars & Stripes)

Second Air Division Association Journal, he wrote that Copp told him they had to abort the mission because of dense fog. They couldn't see the base, fuel was running low, and they were too close to the ground to bail out. In fact, when there was a break in the fog they saw a church—and they were below the steeple! Then, Copp found an empty field near the village of Ashill and set Pregnant Peg down. The nose wheel broke when it hit the bank at the side of the road. Electric poles were strapped in to strengthen the fuselage. Copp went out twice to fly Peg off but the wind wasn't right. Eventually, the a/c was flown away by Maj. Russell.

Note: The date of this accident is not known, but 1/Lt Robert D. Copp (577th Sqdn) last flew Pregnant Peg on 20 Oct 1943. After repairs by the 3rd Strategic Air Depot at Watton, #491 was transferred to the 578th Sqdn. She flew again on 29 Feb 1944 and then was MIA on 3 Mar 1944 with 1/Lt Richard E. Smith's crew aboard.



How many people can fit into a B-24? 577th Sqdn pilot 1/Lt Charles Jackson says a Liberator can hold about 90 people and still fly.

Flak had damaged the fuel cells on #42-95151, Monotonous Maggie, and she was "losing gas bad." Jackson landed at an air strip in France. While engineer S/Sgt James H. Jenkins Jr. used wooden plugs to seal the holes in the fuel cells, Jackson went begging for gas. He eventually scrounged up about 700 gallons.

Meanwhile, more bombers from several different Groups landed at the same field, also low on gas. No one wanted to be stuck in France, so the men asked Jackson if they could hitch a ride back to England with him. He readily agreed, as long as there was no "back seat driving" from the pilots and copilots.

Crews from eight planes boarded. The officers were jammed on the flight deck. Jackson told the enlisted men to go to their normal stations, or as close as they could get. Men were literally spread from nose to tail, even lying down in the tunnel under the flight deck and standing along the bomb bay catwalk. Conditions were especially crowded for S/Sgt Paul Wolfe in the nose turret.

Of course, the a/c was extremely tail heavy. Jackson used a delicate combination of throttle and brake to keep the tail up as he taxied into position.

Once aloft, he had the trim tabs most of the way forward and the yoke pushed in all the way to compensate for the weight in the back of the plane. Copilot 1/Lt Carl Parish had to push on the yoke with his feet to relieve the heavy arm pressure necessary to maintain control.

As he neared the base, Jackson called Flying Control to get trucks for his passengers. Sure, we'll send out a truck, came the reply. No, you don't understand, he said, I need nine trucks. A stunned silence followed.

Jackson circled the field while the trucks were assembled. He still remembers the convoy heading out to pick them up. "It looked like a little train," he said, "as they were all nose-to-tail."

Editor's note: If anyone has more information about this flight, please let us know.

A PRESS RELEASE FILED FROM AAF STATION 118 IN 1944

Foreward by Jim Goar

Capt Don McCammond was a journalist turned soldier; he was on the staff of Boston's prestigious Christian Science Monitor both before and after WWII.

He was the 578th Squadron's Intelligence (S-2) Officer, with additional duty as Group Public Relations Officer. It was his responsibility to write articles about 392nd personnel and send them to the person's home-town newspaper.

The Army knew what it was doing when it authorized such articles. The information coming to the home front was heavy with casualty lists and other bad news, and stories like this leavened the news. And of course the Air Corps was happy to have its equipment bragged about.

Don is now evidently deceased, because I have heard nothing from him since I visited him in Boston in 1947 or 1948.

Editor Annette Tison unearthed the following from Government archives, and it could only have been written by Capt McCammond.



Capt Gilbert at the controls of a B-24. The photo had to be taken in the States because of his rank and the khaki uniform. (Photo from Jim Goar)

AN EIGHTH AAF LIBERATOR STATION, ENGLAND:—Promotion of Major Lawrence G. Gilbert of Pleasant Lake, Indiana (no street address) to Lieutenant-Colonel and his appointment as Air Executive of his Liberator Group were announced simultaneously by Lt.-Gen. James A. Doolittle, Commanding General, VIII AAF, recently.

At 25, he is one of the youngest Lt.-Col's in the bomber division. Formerly Group Operations Officer, Colonel Gilbert's new post ranks him as second in command of his unit.

A student of aeronautical engineering at Tri-State College, Angola, Ind., Colonel Gilbert left school for the Army, serving a year and nine months as an aircraft mechanic. Returning to Tri-State to complete his schooling, he received advanced flying training under the Civil Aeronautic Authority's program at Tri-State Airport.

Despite his college training, Colonel Gilbert went through the required primary, basic and advanced stages of an Army cadet when he re-enlisted in 1941.

After graduation, the mature-looking second lieutenant was stationed at various posts throughout the West and Southwest as a flying instructor on heavy bombers. Quiet, soft-spoken

and unruffled, he rose quickly to the rank of Captain and the post of Operations Officer with his present unit.

Occasionally, he lets down. With a mawkish blurt from an automobile horn, he breaks the intensity of an early morning briefing. Or in the informality of a dance at the Officer's Club, by taking over the leadership of the G.I. band with a fluid trombone. Capable, well-grounded in all things aeronautical, Colonel Gilbert is one of the best liked men on the Base.

Ordered overseas early last year with his unit, Colonel Gilbert has 1,200 hours of four-engine flying time and about 400 in other craft. A convinced believer in the adequacy of the Liberator for its job, he has several times led his Group on bombing missions into Continental Europe.

"Liberators have the range, speed and load," he stated. "In other words, they are capable of practically anything that is required for heavy bombardment's contribution to successful prosecution of the war in this theater.

"The Libs have proved themselves. Their bombing of Germany's twin-engine aircraft factories at Gotha and Furth, and many an airfield, is proof enough.

"Tough and enduring, they have weathered the worst that Germany can produce and returned to Base."

Editor's note: The reason Capt McCammond could find no home-town street address for Col Gilbert is because Pleasant Lake is so small that it has no street addresses. Being a fellow Hoosier of Col Gilbert's, I can locate Pleasant Lake in the extreme north-east corner of Indiana.

OUR VETS IN ACTION

Several Crusaders recently made time to spread the word about the 392nd BG and the heritage of the Mighty Eighth.

David J. Purner

576th Sqdn navigator 2/Lt David J. Purner was shot down on the same mission as Sgt Joe Maloy (page 3). Now 88 years old, he has spoken about his experiences, especially as a POW, to hundreds of school, church, and veterans groups in the Johnson City, TN, area. He gave what was probably his last talk on May 22. He had one rule: No American flag, no talk.

The presentations were emotionally exhausting, but they gave him a chance to testify about his faith. He says the Lord opened his chute and saved his life. Five of his crew were killed (pilot 2/Lt Leo E. Ofenstein, copilot 2/Lt John J. Wall, bombardier 2/Lt Harold G. Buzzi, ball turret gunner Sgt Oliver G. Schmelzle, and tail gunner Sgt Robert W. Rowlett) and his talks also ensured they are not forgotten.

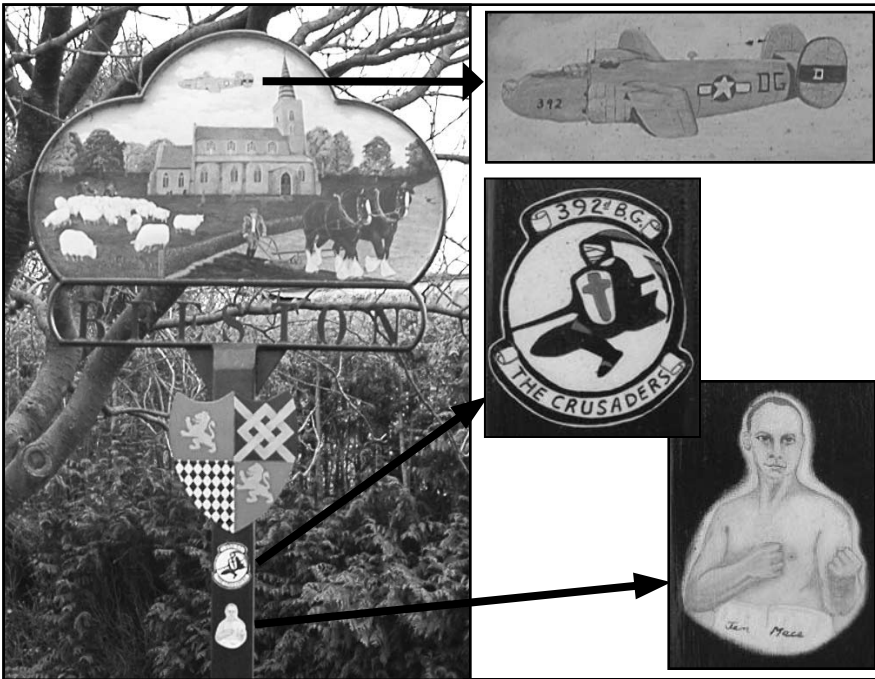
Robert G. Harned

As it has for the last six years, the Cooperative Extension Service of Bullitt County, KY, held a WWII Remembrance Day event, on May 8. 578th Sqdn Intelligence Clerk Robert G. Harned was among about 30 members of the greatest generation who met with the 5th grade students from Overdale Elementary School in Shepherdsville.

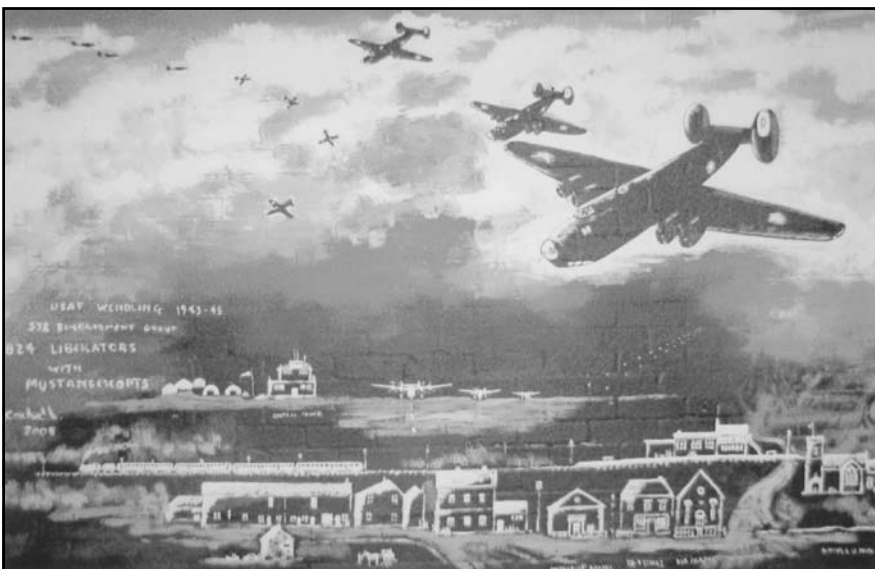
Harned told the students that when the 392nd BG was alerted for a mission, he went to the War Room and assembled the data used to brief the air crews: the route, anticipated flak and enemy fighter opposition, importance of the target, etc.

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MEMORIALS IN NORFOLK TO THE 392ND BG



This sign, in the center of Beeston village opposite the primary school, was designed by residents Sue Skipper, Brian Potter and Trish Burton and crafted by Rodney Skipper. All the items reflect Beeston's history. The B-24 and Crusader patch represent the 392nd BG's presence in WWII. The area's farming heritage is shown by the sheep and the horses and plough (hence the name of the local pub, the Ploughshare Inn). The church at Beeston, erected in the 1300s, was a welcome sight to returning airmen. The shield symbolizes the Lord of the manor centuries ago. The bottom figure is bare-knuckle boxer Jem Mace (1831-1910) who was born in Beeston near the site of the Ploughshare. He is generally considered the father of modern boxing and has been inducted into the International Boxing Hall of Fame. His renown extends to this country; a life-size bronze statue of Mace and opponent Tom Allen is on the spot near Kenner, LA, where Mace won the first Heavyweight Championship prize fight ever held in the United States, on 10 May 1870. (Photos from Richard E. Flagg, www.airfields.fotopic.net; information about the sign is from John Gilbert)



This mural is on the back of the stage wall in Wendling's Village Hall. It was painted by artist Malcolm Cockell and local school children in 2006. (Photo from John Gilbert)



Above and at right: Col Everett W. Stewart, commander of the US 4th Fighter Group, and RAF Squadron-Leader H. Bowman unveil the 392nd's Memorial at Wendling on 2 Sept 1945.

According to an account in the *Eastern Daily Press* the next day, "The memorial was erected by officers and men of the 392 Bombardment Group in tribute to their comrades who had lost their lives while operating from this area. As they had recently left this country, the ceremony was performed by Colonel Stewart, on behalf of Col. I.R. Rendle and Col. L.L. Johnson, former commanders of the Group.

The R.A.F., who have taken over the aerodrome once more, provided the guard of honour, and a large crowd of villagers joined in the simple yet moving memorial service conducted by the Rev. G.E. Gale, Rector of Beeston, assisted by the Rev. S.M. Farrant (Vicar of Longham) and the Rev. A.M. Pryde (Rector of Fransham).

After the formal unveiling, Col. Stewart recalled that it was just three years ago that the first Liberators of the 392 Bombardment Group flew into Wendling, and how, in 285

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operational missions, they had made 8015 sorties dropping over 17,000 tons of bombs on enemy territory. This had only been achieved at a price, and it was to the memory of the fallen from 184 bombers shot down, and also to the group's happy associations with the friendly Norfolk countryfolk, that this monument had been erected.

Squadron-Leader H. Bowman, who spoke for the R.A.F., thanked Colonel Stewart for his generous words, and [said that] ... Only by a renewed and continuing friendship between the two nations could the sacrifice of so many lives be made worth while.

After a hymn, the Rev. G.E. Gale gave a short address, in which he recalled his own happy associations with America and its people, and then asked that a minute's silence be devoted to thoughts for the friends and relatives of those who had lost their lives.

At the conclusion of the ceremony, a wreath of flowers was placed at the foot of the monument by Mrs. Littleproud, a cafe proprietress in Little Fransham, as a tribute representative of the friendship felt by local people."

(Photos above are from John Gilbert. Photo above left, showing the station hospital in the background, is from Ernie Parke.)

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While his wife looks on, 578th Sqdn Intel Clerk Robert Harned shows the 392nd BGMA News to a 5th grade student. (Photo from Robert Harned)

As the combat airmen got ready for the mission, they turned in personal items such as wallets and photos to Harned. When the crews came back, he returned the items as the men went to be debriefed.

Harned displayed a photo of 392nd aircrews being interrogated and talked about his duties during that process. He sometimes helped Red Cross personnel give coffee or a shot of whiskey to the returning flyers.

He says the school children always ask the veterans if they had been wounded. Harned reports that the closest he ever came to injury was when he was riding a bicycle with a shaving kit in his left hand and then had to let go of the handlebar with his right hand in order to salute an officer.

Darold Akridge, who helped coordinate the program, thanked Harned for "teaching our youth the meaning of Remembrance Day."

William Bergner, George Michel, and John Rosenberg

On May 2, the Star of Bethlehem Lutheran Church in New Berlin, WI, held a program called "The Mighty 8th Air Force: Remember Their Sacrifice." Guest speakers were 92nd BG/327th Sqdn radar operator William Bergner and from our 392nd BG/576th Sqdn, radio operator George Michel and tail gunner John Rosenberg.

The church's extensive publicity resulted in an audience of about 290 people ranging from families with young children to senior citizens. There were many WWII vets in attendance, including both air and ground crew members.

Rosenberg opened the program with a short history of the 8th AF, emphasizing that it was the largest air force ever assembled. Despite about 26,000 airmen killed, almost an equal number wounded, and many more imprisoned or interned, the 8th was never turned back by enemy action.

Rosenberg commented that "We were privileged to have England as our base, especially as we could come home from a mission, *most of the time*, to a bed in a weather-tight shelter. And especially, the wonderful, friendly citizens of East Anglia with whom we still share mutual respect and communication." (He added that he met the "love of his life" at a London dance hall and they were married in July 1949, about six months after she arrived in Milwaukee.)

Rosenberg showed a video of the 8th AF from WWII to present and said that he flew 34 missions with the Marcus crew.

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DETACHMENT "A" 1287th MILITARY POLICE CO. (AVN):

More than Gate Guards

The 1287th Military Police Company (Aviation) was activated 20 April 1943 at Fort Custer near Battle Creek, MI. Upon arrival in England, Headquarters and the HQ Company were located at Shipdham; Detachment "A" was established at Wendling in late August 1943.

The Det.'s commander also served as station Provost Marshal. With only about 52 men on the roster, Det. A was often augmented by men on detached service from other base units.

Det. A's main responsibility was to ensure station safety and security. There were two mobile patrols. The perimeter patrol carried the Officer of the Day on his rounds. It also assisted the plane guards in case of disturbance or fire.

The outer circle patrol covered the villages in an eight mile radius of the base. Duties included checking pubs for disturbances of any sort and ensuring that all military personnel were in proper uniform.

In the event of plane crashes, the 1287th established a safety and security perimeter around the wreck.

The MPs served as sentries at every entrance to the station. Each post had its own special orders, based on location and importance to overall base security. In general, the sentry was required to check the passes of all personnel entering and leaving the base; ensure that departing military trucks had proper trip tickets; check that all civilians had proper identification and authorization; and serve as a fire watch and gas guard.

A/c security was provided by the four bomb squadrons. Each squadron guarded its own planes under the jurisdiction of Det. A's plane sergeant and corporal. The plane guards' main duty was to allow no one, regardless of rank, to approach a ship without proper identification. (A memo from 392nd Executive Officer LtCol Bush dated 10 March 1944 said personnel should "keep on the alert at all times so as to hear the guards' challenge. On failure to halt or be identified, the guards will fire upon all personnel who disobey these orders.")

OFFICE OF THE PROVOST OFFICER STA. 118 A.P.O. 558	
This is to identify: No. 29	
Bloomfield, Sidney J.	
Name	Near Sawmill, Gt. Fransham, Nix
Street Address	City County
Whose signature and photograph appear hereon, as having permission to enter and leave Station by way of Post No. 1 and 5, only for the purpose of	
visiting relatives. This pass does NOT authorize the bearer to enter any restricted areas or sites on this Station. Bearer will travel, while on Station, at his/her own risk, and only between the hours of at any time	
Signature of Bearer <i>[Signature]</i> Written, Not typed or printed	
Validating Officer <i>[Signature]</i> Rank Branch Title	
1st. Lieut. CMP, Provost Officer	
Birthdate 20-4-1896 Height 5 Ft 10 In. Weight 145 Lbs. Color Hair Grey Color Eyes Brown Date Issued July 28, 44	
BLUMFIELD SIDNEY J. British Identity Card No. TRTH 46/1	

British civilian Sidney Bloomfield had to show this pass whenever he visited his parents, as their house was within the base perimeter. It was signed by then Provost Marshal 1/Lt Peter C. Constance. (Photo from John Gilbert)

Det. A also investigated crimes and accidents, including stolen vehicles and bicycles; improper discharge of firearms; unauthorized use of government vehicles; thefts; and assaults.

There was a guardhouse for prisoners. The Provost Sergeant was in charge of these men, outlining their work program from day to day and looking after their general welfare. Det. A's history said that between August 1943 and November 1944, the MPs handled approximately 80 prisoners, 29 of whom were later transferred to Disciplinary Training Centers.

What kind of infractions landed a man in the guardhouse? The 392nd BG history has the results of several Courts Martial. Men charged with "failure to report for KP" and "refusal to get up" were fined and sentenced to hard labor for 30 days. A soldier who "did guard duty in a careless manner" got hard labor for 3 months and a fine. Other punishments included a \$2 fine for "failure to salute"; a \$40 fine and restriction for 90 days for "striking a soldier with a beer mug"; and a \$5 fine for "blouse not buttoned." "Careless discharge of firearms" caused a reduction in rank from S/Sgt to Pvt as well as a fine.

See MPs on page 9

FOLDED WINGS REPORT

Please report the death of a member or spouse and provide a copy of the newspaper obituary if possible.

Name of deceased _____ Unit/Sqdn _____

Address _____ City _____ State _____ Zip _____

Date of death _____ Survivors _____

Reported by _____

Address _____ City _____ State _____ Zip _____

The 392BGMA is presently engaged in a fund-raising effort to financially support our website, www.b24.net. The website contains the history of the 392nd Bomb Group. It is full of statistics, stories, facts and photos. You could make no greater memorial to your loved one than a donation for this living and ongoing memorial to the 392nd. Please send this report, hopefully with your check payable to the 392nd BGMA-Website, but send it with or without it to: Jim Goar, 1555 N. Main St. #106, Frankfort, IN 46041

MPs, continued from page 8

Station personnel were warned of the severe consequences for bicycle theft. The Daily Bulletin for 21 Aug 1944 noted that "the unexplained possession of another's bicycle will be considered evidence of larceny and the user will be punished in the maximum manner provided by the Manual of Courts-Martial." A soldier who "took another's bicycle" after that warning got hard labor for 6 months and a fine.

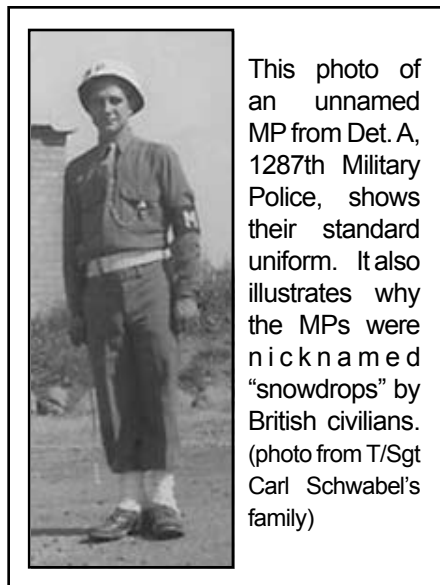
Most violations, however, were relatively minor. In December 1944, Det. A reported 73 violations in three main groups: "traffic, out of uniform, and late passes." In February 1945, there were 50 violations with most "being late on pass, no rear light on bicycle, no registration card, and one violation for drunkenness."

The Provost Sergeant was also in charge of registering the 2,300 bicycles on base, almost a full-time job in itself.

Ernie Parke's home was so near to an MP station that he could open his bedroom window and talk to the man on guard. He recalls that one MP would sometimes drive by in the evenings

and take him to the guardhouse. There, "he would get me the Provost's great coat, white helmet and gunbelt with a .45 pistol in it. He would take me round on patrol of the Bomb Dump and sometimes into the nearest town of East Dereham to check on the guys that were in there on patrol."

On 15 Apr 1945, Det. A was deactivated and the men transferred into the



This photo of an unnamed MP from Det. A, 1287th Military Police, shows their standard uniform. It also illustrates why the MPs were nicknamed "snowdrops" by British civilians. (photo from T/Sgt Carl Schwabel's family)

403rd Air Service Group. At the time, Provost Marshal 1/Lt George B. Willis and 48 men were on the roster.

ERNIE BARBER: 1921-2008

We regret to report that 578th Sqdn crew chief M/Sgt Ernie Barber passed away on 2 May 2008.

Ernie's service to the 392nd BG in war and peace was so noteworthy that we decided to publish two of the tributes that we received. The first is from Oak Mackey, who wrote that Ernie's death "was not unexpected but it is so sad to have him go. As co-pilot on the Jack Clarke crew, we flew Windy City Belle [a/c #42-51240] on several missions. She was always ready to fly, never an abort. Ernie served the 392nd BG so well during the war, and continued serving the 392nd BGMA and the Second Air Division Association for the rest of his life. Until he was unable he brought a pick-up truck load of photo albums, Yank magazines, crew records, and no telling what all else, to every 2ADA Convention. Ernie never coveted riches, he lived to serve. Goodbye Ernie, thank you so much."

Ben Jones, a 2nd-generation member, says that current and future generations benefited greatly from Ernie's efforts to document the history of the 392nd BG. "Ernie will always hold a special place in our hearts for being instrumental in preserving so much of the history of the 392nd BG; without him, www.b24.net would not be the site it is today! He worked tirelessly, from the early days of the 392nd BGMA to the day he died, in collecting and documenting the archives that he has passed onto us 2nd Gener's. He will be sorely missed! God bless you Ernie, Rest in Peace."

Heartfelt tributes to a good-hearted Crusader.



Ernie Barber—serving the 392nd BG in uniform and at his computer. (photo at left from Ben Jones; at right from Jim Goar)

VETS, continued from page 7

Bergner, president of the Wisconsin chapter of the 8th AF Historical Society, described a mission in detail.

Michel told how he was shot down on his 10th mission, interned in Switzerland, and escaped six months later.



From left to right: John Rosenberg, William (Bill) Bergner, George Michel (Photo from George Michel)

After the two-hour presentation ended, the three men answered questions for another 1½ hours, proof of the interest in the Mighty Eighth.

A theme of this issue has been memorials—of different materials, shapes, and formats—but all intended to preserve the legacy of the 392nd BG. Without question, the greatest testimony is when Crusaders tell their own stories. Some jobs were more mundane than others, some experiences more exciting than others, but every man was necessary for the 392nd's success in combat and every account should be told. As Michel says, it is important to "make the history that we saw come alive for people of all ages."

WHILE AT THE MIGHTY EIGHTH MUSEUM...

If you're attending the 392nd BG reunion in Savannah in August, there are some "must see" sights in the Memorial Gardens of the Mighty Eighth Air Force Museum:

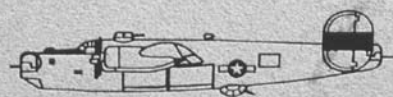
●576th Sqdn pilot 2/Lt Robert C. Martin's prayer on the narthex wall in the Chapel of the Fallen. This prayer is printed on the back page of the News near the names of Crusaders who have folded their wings since the previous issue.

●The scale model replica of the 392nd BG Memorial at Wendling.

●Plaques purchased by individuals and crews in commemoration of their service with the Mighty Eighth. Among them are the crews of Philip F. Anundson, John W. Bell, Burrell M. Ellison Jr., William F. Kohl, Leo Ruvolis, Wes Schafer, and Neely Young. Directories are available to help you locate specific plaques. If you're interested in purchasing a plaque for yourself or your crew, call Peggy Harden at (912) 748-8888, extension 103. (Photo of Anundson crew plaque from Les Hadley; photos of Ruvolis, Schafer, and Bell crew plaques from Peggy Harden)

1ST MONOTONOUS MAGGIE CREW
392ND BOMB GROUP 577 SQUADRON
WENDLING
1944

P	PHILIP F. ANUNDSON
CP	LESLIE R. HADLEY
N	DON E. FEHRENBACHER
B	WILLIAM J. SCOTT
E	WAYNE B. COOKE
R	ROGER D. CLENDENING
BT	ROBERT E. FARRAR KIA
LW	ROBERT N. SCHLIESMAYER
RW	HULTZ F. BERRY
TG	WILLIAM M. KLEBER

392 BG 579 SQ

"RAP 'EM PAPPY"

LEO RUVOLIS	P	JAMES A. GARVEY	R
CARL F. WUNDERLIN	C-P	JACOB SCHENKENBERGER	TG
EDWARD YOUNG	B	THEODORE V. SHERIDAN	RG
RANDELL S. MAYER	N	GERALD E. BELTZ	WG
JOHN C. COWLEY	E	ROBERT A. WHITE	BG




Plaques visible include: "ROC", "PALLAS ATHENE THE G. JANE", "DAY AND NIGHT", "MISS WING DING", "MADAME X", "YUKIE'S CREW".

578th Sqdn pilot Neely Young stands in front of the plaque to his crew and Pallas Athene (a/c 42-100187) in the Museum's Memorial Gardens. (Photo from Neely Young)

★ DUES, DUES, DUES ★

Annual dues are just \$20. Look right after your name on the mailing label: If the number is 08 or higher, you're current; 07 means you need to renew ASAP. LM means Life Member and Frnd means that you receive the News with compliments of the 392nd BGMA. No Crusader will be denied membership because of financial difficulty, so if you're in straitened circumstances check the Hardship Waiver box.

Name _____ Ground ☐ Air ☐
 Unit or Sqdn _____ Assoc ☐ If you're a member because a relative or friend served in the 392nd, please give us his name and unit _____

Address _____
 Email address _____

Hardship Waiver ☐ DONATION \$ _____

Send this form and your check (payable to 392nd BGMA) to:

Bill McCutcheon
 20620 Milton Ct.
 Brookfield, WI 53045

LIFE MEMBERSHIP

Age 61-65 \$120 ☐
 Age 66-70 \$96 ☐
 Age 71 up \$78 ☐

MERRY MAC I & II

392ND BG 579TH SQ

P	WES SCHAFFER	G	EUSEVIO RAZO
CP	GEO WINANS	G	SAMSON MILLER
B	ART JAFFEE	G	JIMMIE PITTS
N	ARLISS MARTIN	E	HENRY REID
		R	RAY WARD




392 BG 579 SQ
WENDLING ENGLAND

BELL'S CREW
1944-1945

2ND LT	BELL, JOHN W.	P
2ND LT	GUEGOLD, ROBERT L.	CP
2ND LT	FORBES, DEXTER R.	N
2ND LT	WILSON, HAROLD W.	B
S/SGT	RADZIKOWSKI, LEON S.	E
T/SGT	CHESHIRE, WILLIAM T. JR.	R
S/SGT	SOUTHWELL, ELTON E.	G
T/SGT	NOLTKAMPER, ALAN A.	G
SGT	ZWOLINSKI, VINCENT W.	AG
SGT	GERON, HARRY E. JR.	G




D-Day From Two Perspectives

This teletype was in Col Gilbert's personal file for the 392nd's first mission on 6 June 1944; he was a command pilot on that historic sortie.

FROM PNT 051730B JUNE 44
TO BMP
KHI
THE
SECRET BT

D-69470

THE FOLLOWING MESSAGE WILL BE READ TO ALL CREWS AT NEXT BRIEFING AFTER RECEIPT: THE EIGHTH AIR FORCE IS CURRENTLY CHARGED WITH A MOST SOLEMN OBLIGATION IN SUPPORT OF THE MOST VITAL OPERATION EVER UNDERTAKEN BY OUR ARMED FORCES. IT WILL BE NECESSARY DURING CERTAIN STAGES TO ATTACK WITH TREMENDOUS INTENSITY THE AREA IMMEDIATELY IN FRONT OF OUR ADVANCING TROOPS. BECAUSE OF THE INTENSITY REQUIRED, NO OTHER AGENCY EXCEPT THE EIGHTH AIR FORCE CAN UNDERTAKE THIS TASK. THE REQUIRED MATERIALS AND SKILL ARE OURS, YET IT MUST BE RECOGNIZED THAT BOMBARDMENT ACCURACY HAS NEVER FACED A MORE SEVERE TEST. EVERY INDIVIDUAL KEENNESS, EVERY REFINEMENT OF TECHNIQUE, AND EVERY AID TO ACCURACY MUST BE EXPLOITED SO THAT THE PATTERN OF OUR ATTACK IS EXACTLY AS ORDERED, AND THAT THERE ARE NO GROSS OR AVOIDABLE ERRORS TO BRING DISASTER TO OUR TROOPS ON THE GROUND. THE NECESSARY HAZARDS HAVE BEEN ACCEPTED. THEY CAN BE MINIMIZED ONLY THROUGH EXALTED PERFORMANCE ON THE PART OF OUR AIR LEADERS AND BOMBARDIERS. I HAVE EVERY CONFIDENCE IN YOU.

DOOLITTLE

The following article was taken from the 10th Station Complement Squadron history. Names of the author and the unit historian are not known.

"As part of the closing of the history of the 10th Station Complement Squadron the following excerpt of one of the men is printed to show the feeling of loyalty and unity the men of the outfit had and that good old never-say-die spirit of American patriotism. This fellow was a plane guard on the memorable night of 5 June 1944 when the boys were on their way to hitting the Normandy beach the next early morning - "D" Day, 6 June 1944.

Probably the third most important date that will be remembered in connection with World War 2 is 6 June 1944, the other two being of course 7 December 1941 and the great day of peace to come.

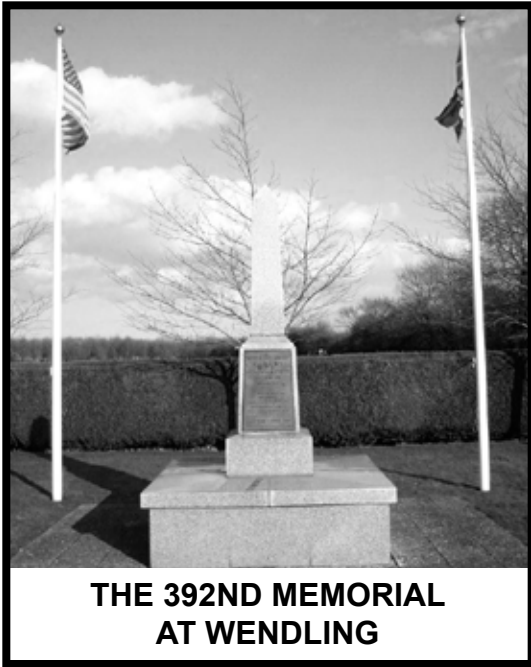
I was on plane guard on the night of the 5th of June and although I've never enjoyed pulling guard duty, I'm glad that I was picked for that detail on that particular night. We hadn't been told, but as is usually the case, you can feel when the 'big' thing is at hand.

The crew gunners came out to their ships from briefing at about midnight, knowing fully well that this was the mission.

They checked, double-checked and then rechecked again all armament and other necessary equipment. About 0200 hours the ships' Officers, pilots, co-pilots, navigators and bombardiers came out. Each man had that certain tenseness about him, that extra something that showed that this was not just 'another one'. Finally all crew members got into their ships. Motors purred then vibrated to a deafening crescendo. At 0300 hours the first ship started down the runway. At assigned intervals one after another seemingly flapped its wings in the night and headed for the dark uninviting skies above.

There they were, going to join the mighty air armada that was to cover the greatest landing feat in the history of warfare. For months, they had been dropping tons of havoc in preparation for this day. Many of the airmen were up there doing their best to provide a cover for their brothers and friends that might be below.

Stories of the invasion will be reread and retold for years and years to come, but nothing will ever erase that thrill, as I stood there that night, watching, praying, that those big planes, whose bomb bays would soon be opening on their greatest endeavor, would save the lives of countless of my unknown buddies in khaki."



**THE 392ND MEMORIAL
AT WENDLING**

But we...shall be remember'd;

~

**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 VI**

**THOUGHTS from Tom Perry
576th Sqdn Armorer**

"Amazing Grace how sweet the sound,
That saved a wretch like me,
I once was lost, but now am found,
Was blind but now I see."

How often we have heard this sung on different occasions, perhaps even sung along with the performer, or with only the music. I enjoy hearing it played on bagpipes. Have we ever stopped to consider the meaning or reality of these words: Lost, Found, Blind, See? And especially Amazing Grace? Here is the amazing thing, the forgiveness of sin. God says in the Bible, "If we confess our sin, He is faithful and just to forgive us our sin and to cleanse us from all unrighteousness".
1 John 1:9 GOD IS LOVE!

Almighty God, Who has blessed us with the will and courage to do our duty, we praise You for our comrades whose death kept freedom living. We praise You also for giving us the years we have lived since their departure. We pray that You will strengthen and sustain our devotion to truth and justice, so that we may be faithful beneficiaries of their sacrifice. Continue Your mercy to our comrades; keep them in Your care; and bring us all at last into Your presence there to rejoice Eternally. Amen. — Composed by 576th pilot the Very Reverend Robert C. Martin, retired Dean of the Cathedral at Erie, Pennsylvania.

∞FOLDED WINGS∞

Wilbur S. Stanford, 10SC, Feb. 16, 2008

Leonard E. Price, 576, Dec. 2, 2007

Emily Long Reid, widow of

J. D. Long, 578, Apr. 28, 2008

Ernest Barber, 578, May 2, 2008

George Judd, 576, Sept. 2, 2007

Wesley Schafer, 579, 2008

Paul J. Terrell, 578, April 6, 2008

George C. Schutze, 576/9, May 2001

Claude O. Specht, 576/9, Nov. 12, 2007

Ralph B. Linzmeier, 576/9, Apr. 24, 2008

C. Rodney Farrow, 578, Jan. 24, 2008

Jack J. Krejci, 576, May 30, 2008

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

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First Class Mail