



NEW MEMORIALS IN ENGLAND

Two memorials to 392nd BG crews were recently dedicated in England.

27 April 1944: Weinheimer crew

This was the first time—but not the last—that the 392nd flew more than one mission on the same day. In the morning, 18 crews were briefed at 4:30am for a target southwest of Abbeville, France. They returned about noon. At 2pm, 28 crews were briefed and then departed to bomb the marshalling yards at Chalons-sur-Marne, France.

Nine crews flew both missions. (One of them was 2/Lt Herbert F. Morefield's in the 578th. When interrogated after they landed at 8:56pm, they griped, "NO Scotch!!!! NO Scotch!! Two missions and still no Scotch!")

Also in the 578th, 2/Lt Jacob Weinheimer's crew flew the afternoon mission aboard #41-29509, Knuckle Head. The 392nd's bombs generally hit within 2,000 feet of the target.

There was an enormous explosion just after bombs away; crews reported flames up to 2,000 feet with the concussion affecting planes at 18,000 feet.

Flak that was "intense and accurate" damaged Weinheimer's plane. He later said that three engines were knocked out. After he regained control from the resulting spin, the plane continued in a slow, descending glide.

When he realized he couldn't nurse the plane to the emergency landing field at Manston, Weinheimer set it down 100 yards off the beach at St. Margaret's Bay near Margate, Kent, hoping that sand would make the landing a bit smoother. Instead, the area was covered with limestone rock that ripped the bottom of the plane to shreds.

Copilot 2/Lt George C. Marshall was the only one not hurt; four of the crew were killed. Weinheimer, whose back and

pelvis were broken as well as several ribs, was not expected to live. Tail gunner Sgt Robert Duffy also suffered a broken back while navigator 2/Lt Marvin L. Gurwit's injuries were less severe. The three men were taken to an English hospital in Ramsgate; as soon as their condition was stabilized, they were transferred to a military hospital.

Weinheimer fully recovered and was awarded the Distinguished Flying Cross in recognition of his extraordinary piloting. He served 26 years in the Air Force.

The 30 Sep 1944 issue of *Target Victory* ("a report of, by and for combat flying personnel" of the 2nd Bombardment Division) had an article about the afternoon mission on 27 April. It said, "Chalons-sur-Marne contained one of the most vital marshalling centers between Paris and Germany. Perhaps no better example can be produced of the paralyzing military value of well-placed bombing.

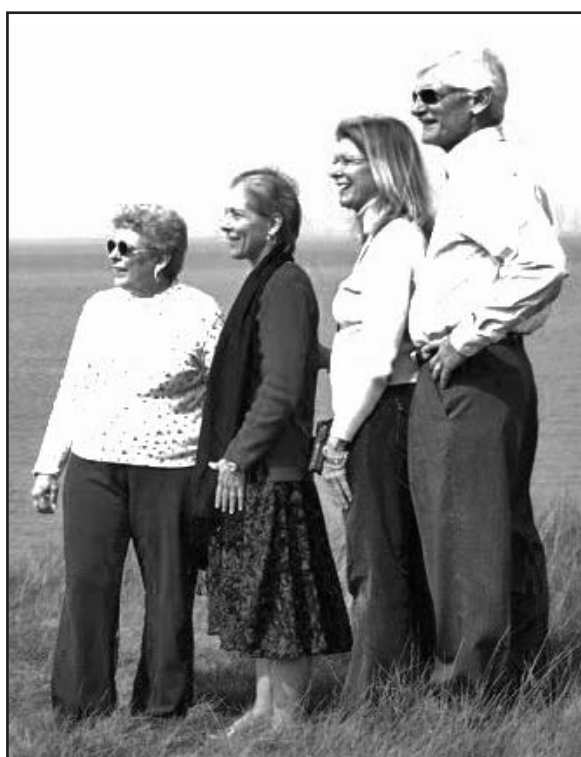
"Just 72 aircraft attacked, from the 44th, 392nd, and 445th Groups. By all indications, Intelligence had reported a loaded ammunition train here, and the 392nd, first Group to cross the target, made direct hits on the assigned MPI and its last strike photo showed a white flash as the ammunition train was blown up.

"In the attack, 600 railroad cars were destroyed, and the tracks in an area of a mile in length and 200 yards wide were torn from the earth. Not a train moved through this yard for two months. By that time, it was D-Day plus 21!"

27 April 2010

Under a brilliant blue sky, hundreds of spectators gathered at the War Memorial in Margate, Kent, England, for a Service of Remembrance for two B-24 crews who crashed nearby. One

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2/Lt Jacob Weinheimer's children look at their father's crash site. L-R: Anne Keese, Dona Cox, Joan Ries, and Mark Weinheimer. (photo from Dr. R. John Pritchard)



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Jim Goar

FROM THE EDITOR

Sentimental Journey. My husband and I took a wonderful trip in May. Our first stop was in Dinklage, Germany, to visit the memorial to 579th pilot 2/Lt Bert W. Wyatt and crew who crashed there on 29 Apr 1944. All were killed. My uncle, 2/Lt Douglas Franke, was the navigator. (See <http://www.b24.net/stories/annette.htm> for more information about that mission and the memorial dedication in 2004.)

Our German friend, Markus Graw, had arranged for us to take a Cessna ride that retraced the last moments of their flight. We saw Dummer Lake (a landmark known to every Allied flier!) and lots of old German airfields—Diepholz and Damme, to name a few—where fighters undoubtedly took off to face the 392nd. The pilot was Jens Schaper, who has done extensive research on 1/Lt Joseph A. Higgins' crew. They flew 21 missions and diversions with the 392nd before becoming a PFF crew with the 389th. They were also shot down on 29 Apr 1944, not far from my uncle (9 POW, 2 KIA).

Then, to Norwich, Norfolk, England, where John Gilbert met us. We had a whirlwind tour of Station 118, including Ben Burgess, Beeston, which is built over the former Operations Building. Director John Rupp, whose office is in the original structure, showed us throughout the building. Then on to JagSpares, housed in what was the Combat Officers Mess. Much of the wall art is still visible. We saw Dykewood Farm, located near the hangar where Glenn Miller performed. We met Ernest Parke—"Ernie the Limey"—at the 392nd BG Memorial. He was literally wearing his allegiance, sporting a 392nd BG ball cap and a B-24 Liberator tie. Doreen Gilbert opened the Wendling Village Hall just so we could see the mural painted on the stage wall in honor of the 392nd.

Peter Bailey graciously let us tour his farm, where he has a memorial to a 578th Sqdn crew (pilot 1/Lt Herbert F. Morefield) and a 389th BG crew who collided during assembly on 9 Apr 1944. Casualties were high—17 of the 21 men were killed.

A visit to Keith and Edor Rowland's farm on Site 8 had been scheduled, but we simply ran out of time. We were greatly disappointed, as their farm has some of the few Nissen huts still standing. Keith's father generously supplied fresh eggs and milk to the Crusaders who were fortunate to live nearby.

We also stopped by the 2nd Air Division Memorial Library in Norwich. What a magnificent structure! What dedicated employees!

On 18 May, we drove to North Tuddenham for a ceremony in honor of the Bass crew; see the detailed article in this issue. Then Don and I braved the English roads and drove to Cheshunt, northeast of London, where 2/Lt John D. Ellis and crew (577th Sqdn) crashed on 12 Aug 1944. David Parnell has researched the incident thoroughly and was a splendid tour guide.

Then to Margate, where Dr. R. John Pritchard and John Williams gave us a complete understanding of two B-24 crashes there on 27 Apr 1944 and the memorial service that was recently held in their honor (see the complete story on page 1).

We returned to the Wendling area for one last treat—John Gilbert had arranged for us to be driven in a WWII jeep to the site of RAF Oulton, near Aylsham. As we drove through the quiet country roads, it was easy to imagine the noise of military vehicles, the roar of planes overhead, and several thousand Americans doing what their country asked of them.

From start to finish, the trip was sensational. I highly recommend that anyone planning their own sentimental journey to Wendling contact John Gilbert first. You'll need an experienced escort to make the most of your visit!

41-29448, Carol Ann. We have an answer to the question posed in the March 2010 News. Ira Greenwood, waist gunner on the Niederriter crew, says Carol Ann was named after the crew chief's niece.

Renew Your Membership on-line by visiting <http://www.b24.net/392nd/join.htm>

Cemeteries in Europe. Relatives of many of the 125,000 Americans interred in US cemeteries overseas or the 94,000 whose names are on a Wall of the Missing will probably never be able to visit their loved one's grave. However, many people who *do* live near these cemeteries have "adopted" the graves or names of these fallen Americans. They are a visible reminder that they and their country have not forgotten what American soldiers, sailors, airmen, and Marines did to liberate them in WWII. One such grateful person is Jarno Derix, who has adopted the names of 579th Sqdn pilot 1/Lt Wallace W. D'Aoust and bombardier 2/Lt Mart T. Etheridge on the Wall of the Missing at the Netherlands American Cemetery. He regularly visits the Cemetery to "honour the men who gave their lives for our freedom." When their plane wreckage was found (see story in the March 2008 News), he collected newspaper articles from the local papers, translated them into English, and mailed them to relatives of the two men. On behalf of the 392nd Bomb Group Memorial Association, many thanks.

President's Message



M/Sgt Allen Holtman, USAF (Ret), met up with us at a reunion in St. Louis many years ago, and has been a staunch member since then. He lives near St. Louis and faithfully decorates the 392nd graves at Jefferson Barracks National Cemetery every Memorial Day.

He recently sent us the Memorial Day program from his church, Hope United Church of Christ. Displayed in it was the 392nd Prayer, and Allen said that it has appeared in the program every Memorial Day for some years.

The 392nd lost two staunch members, both long-time Directors, simultaneously on April 22. Both were steady attenders at our reunions.

Gil Bambauer was in charge of personal flying equipment at Wendling. (Those pesky electrically warmed coveralls which didn't always work were one of his worries.) In the early days of our organization, before we became an official Memorial Association, he kept things together as secretary when the rest of us weren't paying much attention.

Stanley Zybert was one of our true heroes. He parachuted out of a burning plane over Germany, injuring his leg during the exit. He was POW and in a German hospital when it became necessary to amputate. His life was saved when some early penicillin became available. He spent the rest of his productive life with an artificial limb and later, a wheelchair.

I spoke to Willard Pennington in Houston recently. 96 and going on 97, he might be our oldest member. He still has all his Southern charm and regularly makes his way from his apartment in a retirement home to the "mess hall" in his motorized chair. He was the Executive Officer of the 577th, one of the older and more experienced officers plucked out of other Services and sent to us younger Air Corps organizations.

THIS JUST IN: 578th pilot Neely Young was interviewed for a D-Day story by his home-town newspaper, the Richmond (Virginia) TIMES-DISPATCH.

Neely described his D-Day mission, which came in the afternoon and was not to the beaches but to Caen, about 20 miles inland. During the early missions that day cloud cover obliterated the ground, but by the afternoon the weather cleared. Flying at a relatively low altitude, he said that he could see the ground and the hellishness that was going on below.

Neely's crew's tour was from late Fall 1943 to shortly after D-Day in the middle of 1944 and this period was the grittiest part of the 392nd's war, when casualties were the highest. Their a/c was named "Pallas Athene, the GI Jane," in honor of the Wacs that were on duty at Division headquarters. We grunts down in the combat Groups were not allowed such administrative frills.

Neely is a free spirit and as such was not always hitched four-square with his superior officers at Squadron and Group headquarters. However, he was a valiant and capable pilot and the respected leader of his crew. Those characteristics

always forgave any of the slight transgressions resulting from Neely's freedom-loving personality.

Readers may view Neely's story by visiting http://www2.timesdispatch.com/rtd/news/columnists_news/article/BILL02_20100601-222603/348390/ on-line. And we are asking the Richmond TIMES-DISPATCH for permission to post the story on our web site, www.b24.net.

Blue Skies,
Jim Goar

IMPORTANT INFO ABOUT DETROIT REUNION

The Gala Banquet on Sunday was inadvertently left off the original registration form provided by the 8th Air Force Historical Society (8AFHS); only the Saturday banquet at Willow Run was included. If you have already signed up, please double-check your confirmation form to ensure you are correctly registered for the banquet(s) of your choice. If you have questions or need to make changes, contact Catherine Rice at (912) 748-8884 or membershipmanager@8thafhs.org.

The Detroit reunion is attracting many Crusaders. Even if there is only a slight chance you will make the reunion, please secure your room and register now. Details are at <http://8thafhs.org/detroit.htm>. The registration fee, meals and tours can be cancelled before July 31st with full refund and with a penalty of \$25 after that.

To make a room reservation, call the hotel at 1-734-729-2600; tell them you are with the 8th Air Force Historical Society to get the rate of \$89/night plus tax.

Tentative 392nd BGMA activities

Thursday, 5 Aug: Board members will have dinner together to discuss the agenda for the general membership meeting.

Friday, 6 Aug: The 392nd BG Hospitality Suite opens. General membership meeting at 3:30pm, followed by a Board meeting. If we cannot secure a separate room at the hotel for our group dinner, we will join the Society buffet that night with a reception following in our hospitality suite.

Saturday, 7 Aug: The 8AFHS reunion agenda for Saturday calls for the air show and box lunch from 10am-4:30pm followed by a symposium and dinner at Willow Run from 5:15-8pm. Please think long and hard about whether you are up to this schedule. 392nd members not staying for the symposium and dinner are invited to join other Crusaders at Leonardo's Italian Grille (next door to the hotel).

Please let Annette know if you'll be joining us at Leonardo's so we can make reservations accordingly.

Sunday, 8 Aug: Tours and air show. 8AFHS Gala Banquet in the evening. The 392nd's hospitality suite will be open throughout the day and after the Gala Banquet.

All Crusaders attending the reunion are urged to bring their WWII photos and official 392nd BG documents with them. 2nd-generation members will scan the items and return them to you promptly. This process ensures your photos and documentation become part of the 392nd's archives. Remember—YOUR photos may be the only ones that show a crew member or buddy.

MEMORIALS from page 1

was Weinheimer's; the other was 1/Lt Harold J. Larson's from the 446th BG. Thirteen men from their crews were killed in the crashes, which occurred within minutes of each other and just three miles apart.

Present at the ceremony were Weinheimer's four children—son Mark and daughters Joan Ries, Dona Cox and Anne Keese. Dona noted that “our father considered himself a failure for not bringing everyone in his crew back alive and in perfect health. The people of Margate consider him a success because he didn't crash into their town and kill everyone else. If he had known the way the people of Margate felt about him, he would have felt much better about this episode in his life.”

The program opened with a processional of Margate Charter Trustees, dignitaries, honored guests, and standards (flags). A US Air Force honor guard from RAF Lakenheath presented US and USAF flags. After the Rev Brian Sharp gave words of welcome, the audience was invited to sing the US Air Force Hymn, followed by the reading of Micah 4:3-5, prayers, and a minute of silence.

LTC Jeffrey Price, USAF, Asst. Air Attache at the American Embassy in London, then read the poem “For Johnny” followed by Paddy Wakerell reciting the Kohima, Burma, Epitaph: “When you go home tell them of us and say; for your tomorrow we gave our today.”

Wreaths were laid at the War Memorial, followed by the singing of the British and American national anthems.

A “missing man” flyover of F-15s from Lakenheath had been scheduled, but it was cancelled due to extensive air traffic congestion over England after flight restrictions caused by volcanic ash were lifted. Two days later, however, two F-15s did execute a low-level pass over the area.

A great number of standards were carried on behalf of various regimental associations, including the Royal British Legion, the St. John's Ambulance Brigade, the Kent Constabulary, the RAF and Royal Naval Associations, and

the Royal National Lifeboat Institution.

(The last standard was especially meaningful. RAF Air Sea Rescue Launch No. 127 assisted at the Weinheimer rescue and was returning to station when summoned to Larson's crash. It picked up one survivor and Launch No. 169 picked up the other.)

During a reception after the ceremony, a 1:48 scale diecast model of a B-24H, expertly painted by Brian Canell as Weinheimer's plane, was presented to the Margate Charter Trustees. It will be used to support fundraising efforts for a scholarship that organizers hope will “keep alive the memory of those who fell on 27 April 1944.”

The Plaque

A plaque honoring the two crews was also unveiled during the ceremony. Overlooking Weinheimer's crash site, it notes that on 27 Apr 1944, two “mission-damaged” Liberators “attempted to make emergency landings at RAF Manston, but crashed as night fell along the Thanet Coast in the same hour. This memorial serves as a tribute to all allied pilots and crew, who gave their lives in the Second World War in the struggle against fascism. The pilots of both aircraft were recognized for their bravery and skill in avoiding the towns of Margate and Westgate.”

Erected by the Margate Charter Trustees, the plaque includes this promise: “At the going down of the sun and in the morning, we will remember them.”

Greatly involved in researching the two crashes, creating the memorial plaque, and planning the ceremony were Dr. R. John Pritchard, Cllr. Simon Moores, and John T. Williams, a gifted local air historian. During the process, Margate had three different mayors. Their personal assistant, Cheryl Ezekiel, provided much-needed continuity and administrative support.

The organizing committee hopes to erect memorials at the sites of other WWII crashes in the area and include their crews in the annual Service of Remembrance on 27 April.

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392nd BGMA MEMBERSHIP FORM

Please take a look at the mailing label on this issue. Your membership status can be found right after your name. LM means Life Member and FRND means that you receive the News with compliments of the 392nd BGMA. If the number is 10 or higher, your dues are current; **if the number is 09, please renew ASAP. Otherwise, this will be your last issue!!**

If you feel that you can help the 392nd BGMA treasury with a donation, there is a provision for it below. The Board of Directors has ruled that no Crusader will be denied membership because of financial difficulty, so if you're in straitened circumstances, check the Hardship Waiver box.

Send this form and your check (payable to 392nd BGMA) to Bill McCutcheon, 20620 Milton Ct., Brookfield, WI 53045, or join/renew on-line at <http://www.b24.net/392nd/join.htm>.

Name _____ Ground [] Air [] Sqdn/Unit _____

Associate [] If you're joining or a member because a spouse, friend, or relative served in the 392nd, please give us his name and unit: _____

Mailing address _____

Email address _____ Telephone number _____

Dues:

[] \$25 if you wish to receive the News by postal mail OR [] \$20 if you wish to receive the News by email
Life Membership: age 61-65, \$120 []; age 66-70, \$96 []; age 71 and up, \$78 []

Hardship Waiver [] DONATION \$ _____ TOTAL ENCLOSED \$ _____

MEMORIALS from page 4

Weinheimer Family

Mark Weinheimer noted that the ceremony was held on a "beautiful sunny day to be alive but a sad day to remember those men who died. Everyone involved in this dedication did a wonderful and inspiring job. My family was very pleased and honored to attend. It's great the people of England are thankful and the more memorials erected the better for the coming generations to remember prior sacrifices."

21 April 1944: Bass Crew

The aircraft repair factory at Zwickau, Germany, was the target for 28 planes from the 392nd.

Take-offs began at 1:30pm. An account by 579th Sqdn pilot 2/Lt Robert V. Pardue describes the terrible conditions in the sky. "We took off with an overcast and were to form at 15,000 feet, but the clouds were much thicker than anticipated, and there were severe icing conditions; therefore the assembly was raised to about 20,000 feet. We loaded up with ice and stalled out in the clouds. It was a close call. Copilot 2/Lt William R. Jernigen and I had a very hard time getting the plane level.

"We thought we were in a spin once. The plane stalled at 158 mph. By using full rated power we were able to finally get out of the clouds. There was no formation. Planes were everywhere. It was terribly dangerous in the clouds."

The entire 8th AF was finally recalled, but it was too late for 577th Sqdn 2/Lt Louis F. Bass's crew. Their a/c, #42-99979, crashed near North Tuddenham (eight miles east of Wendling) at about 2:17pm. Its left wing had broken off at the outer panel, perhaps due to icing. The only survivors were engineer S/Sgt Gerald A. Knettel and waist gunner Sgt John J. Brzostowski.

Knettel rarely talked about the incident, but did tell son Michael that the air was colder than normal that day and they were flying at a higher altitude than usual. He heard a tremendous noise and then he and Brzostowski just fell from the plane. As his chute deployed, the plane exploded and debris showered down. His parachute was damaged, causing him to descend too fast. He was severely injured; a metal plate had to be placed in his head and a rod in his leg. These injuries pained him until his death at age 47.

The worst thing, he said repeatedly, was that the men who were killed were all married while the survivors were single.

Neither Knettel nor Brzostowski ever flew a combat mission again. Instead, both were transferred to the 577th's ground crew and finished the war with that unit.

Weather

Bad weather plagued the Bass crew during their short time at Wendling. Of six missions they started between 8 and 20 April, three were aborted due to bad weather. (On the 9th, 21 of 34 a/c aborted; on the 10th, 5 of 12 a/c turned back; and on the 12th, 5 of 21 a/c aborted, all due to weather.)

The Memorial

Pat Baldwin, who lives near the crash site, decided that there should be a memorial because "the sacrifice made by these men should always be remembered, not only by me when I look from my home across the field to the crash site but by future generations."

Creating the memorial became a project embraced by the entire village of North Tuddenham. A bench for the memorial

site was crafted by Jonathan Stapleton out of an old English oak tree. Daphne Blyth made a wreath for the ceremony with eight red roses for those killed and two white roses for the survivors. The local blacksmith, Nigel Barnett, made a replica pilot's wheel, the idea being that children could play with the wheel until they were old enough to understand what the memorial represents.

Geoff Baldwin and a group of men cleared brambles from the site and then built the memorial. John Dann arranged for the Norfolk Vehicle Preservation Group to transport attendees in three WWII jeeps and a WWII Military Police vehicle. Geoffrey Dann, owner of the farm where the plane crashed, allowed attendees to walk across his planted field as eyewitnesses described what they had seen.

A location was chosen on the village common so that when sitting on the bench, one can see the memorial and past it to the crash site.

18 May 2010

Over 100 people were present when the memorial commemorating 2/Lt Bass and his crew was dedicated.

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At left, the memorial to the Bass crew. The plaque says "In honour of the crew of a B24 bomber who were killed on 21st April 1944 at North Tuddenham" and then gives the names of the eight casualties. The card on the wreath says, "Remembering the sacrifice of our American cousins from the parishioners of North Tuddenham." Below, Pat and Geoff Baldwin and the bench that overlooks the memorial and crash site.



MISSIONS AND MEDEVACS

Some missions resulted in injuries too severe for proper medical treatment in England. Many of those men were returned to the US on medical evacuation flights.

Medical Evacuation

The earliest known use of an airplane to carry a medical patient was in Florida in 1910. During WWI, patients were transported via a/c but on a small scale due to the limited space in the aircraft of the day. As early as 1922, though, Army doctors envisioned a fleet of "airplane ambulances" to serve wounded personnel.

On 18 Jun 1942, the AAF was tasked to develop an air evacuation system. The shortage of a/c made it impractical to have a fleet of planes solely to transport the wounded. Instead, it was decided that after their men and materiel were off-loaded, troop and cargo planes would be re-rigged to carry patients. Because of this dual use, the a/c (usually C-46, C-47 or C-54 planes) were not marked with a Red Cross or other non-combatant symbol and faced the same risks of being shot down as any other military plane.

After establishment of a curriculum in January 1943, the AAF School of Air Evacuation (SAE) opened at Bowman Field, near Louisville, Kentucky.

The SAE taught four groups of personnel: medical officers, who decided which personnel needed to be transported via air (but rarely accompanied them on the flight); medical administrative officers, who processed all the paperwork; flight nurses; and enlisted male medical technicians, who re-rigged the a/c for patients, moved patients on and off the plane, and helped the flight nurse while airborne.

Medical treatment in the air was the flight nurse's responsibility. Graduate nurses who were commissioned in the Army Nurse Corps and had six months' experience in an Army or AAF hospital could apply for the SAE. After six weeks of training on the intricacies of medical treatment at altitude (and ditching procedures), the nursing students spent three weeks doing medical evacuations within the US. Upon graduation, they were sent to all theaters of the war.

Between D-Day and V-E Day, more than 350,000 sick and wounded patients were flown from the front lines to general hospitals in England and France. In the 17 months between January 1943 and May 1945, the AAF evacuated more than 1,172,000 patients world-wide.

Medical Evacuation Process

A plane would deliver its load of cargo or troops to a combat theater and then be re-configured to carry canvas litters for the wounded and seats for ambulatory patients. Personnel selected for medical evacuation generally needed immediate treatment of a type not available in theater, were ambulatory but required extensive convalescence, or were expected to die but whose condition was such that they could be sent home.

They were flown to stateside Air Debarkation Hospitals in Maine, New Hampshire, Connecticut, Montana, Massachusetts, California, New York, or Florida, depending on which war theater they came from.

In-processing took just 24 to 48 hours. Each patient selected the area in the US where he preferred to get treatment or convalescent care. If the nearest military hospital could perform the needed treatment and had

available bed space, he would be transferred there, usually by plane. This system got the wounded man as close as possible to the comfort his family could provide while ensuring he got the medical care he needed to recover.

29 April 1944: Berlin

One beneficiary of the medical evacuation system was 2/Lt Richard R. Sandoz, copilot on 1/Lt George Jones' crew in the 576th.

They dropped their bombs while under attack by about 50 enemy fighters. During the melee, a 20mm cannon shell came through the left side of the nose turret between the neck and shoulder of bombardier 2/Lt Harry S. Thomas, passed by navigator 2/Lt Jack C. Morris's head, and then hit Sandoz in the ankle, nearly severing his leg.

Radio operator T/Sgt Ralph E. McAdams maneuvered Sandoz onto the flight deck, cut away his flying suit and applied a tourniquet to the mangled leg. He sprinkled sulfa powder, the only antibiotic available, onto the wound and tended to Sandoz for the rest of the mission.

After fending off German fighters all the way to the Dutch coast, the crew finally got back to Wendling. Thomas fired three red flares, signifying wounded on board, and they landed without flying the traffic pattern.

Sandoz was taken away by ambulance as soon as they pulled into a revetment. A doctor later said Sandoz would have died had it taken even 15 minutes longer to get him medical attention.

2/Lt Sandoz had to be returned to the US for further treatment. He was transported to an AAF hospital in Arizona to complete his medical care and rehabilitation. He was

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Copilot 2/Lt Richard R. Sandoz, in the lowest litter on the right, is on his way home. Photo reprinted by permission from Air Force Magazine, published by the Air Force Association.

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eventually discharged with the rank of Captain.

Son Rick says his father never talked much about his military experiences or medevac except to say how ecstatic he was that he got to fly to and from England.

Flight Nurse 1/Lt Marilyn Haglund

1/Lt Marilyn Haglund was an Air Evacuation Flight Nurse with the 31st Air Transport Group, based at Grove, Berkshire, England. During her two years overseas, Marilyn made 120 hops between England and the Continent and five transatlantic trips with wounded personnel.

She married 578th Sqdn Ground Executive Officer Maj Robert E. Lane in Beeston Church on 11 May 1945.

Editor's note: Three men on the Jones crew (bombardier 2/Lt Harry E. Thomas Jr., right waist gunner S/Sgt Henry E. Marvin, and ball turret gunner S/Sgt William C. Surber) were each credited with destroying an enemy fighter during the 29 Apr 1944 mission to Berlin.

Details about that mission are from Thomas's book "33 and then 10." The Jones crew was shot down on 7 Jul 1944; the title refers to 33 missions followed by 10 months as a POW. Specifics on the medical evacuation process are from "GI Airline for the wounded" by S/Sgt E.T. Wallace, published in the September 1944 issue of Air Force Magazine, and "Medical Support of the Army Air Forces in World War II" by Mae Mills Link and Hubert A. Coleman.

T/SGT NORMAN J. LANCY

A few months ago, Englishman Gary Gould contacted our website. After his father died, his mother revealed for the first time that she had once been engaged to T/Sgt Norman J. Lancy, radio operator on 1/Lt Donald E. Monroe's crew in the 577th. Gary wanted to know if any members of the Monroe crew might remember his mother, Hester Mary Frost (known as "Jackie").

Research reveals a story of young love, a grieving fiancée and mother, and a connection between the 392nd BG Memorial in Wendling and the WWII Memorial in Washington, DC.

Between April and July 1944, Norman completed 24 missions. When he had time off, he rented a room above the post office in Litcham from proprietor Mrs. Edith Watts. On weekends, Jackie rode her bike from South Raynham to meet her friend Mrs. Watts at the Litcham post office. It was there that the romance undoubtedly blossomed.

As was required, Norman requested permission from his pilot and military supervisors to marry Jackie. Once approval was granted, the two became engaged. Norman sent her photo home to his parents.

Their future was bright until 4 Aug 1944. The miniature submarine manufacturing plant at Kiel was the target for 29 crews. Extremely accurate flak damaged 19 ships and killed two men, T/Sgt Lancy and 578th Sqdn pilot 2/Lt Paul F. Barton.

Lancy's mother and his fiancée exchanged many letters as they tried to comfort each other. When the 392nd BG Memorial was dedicated on 2 Sep 1945, Jackie was in the front row.

Winifred Lancy

Winifred Lancy was 45 years old when her son Norman was killed. She joined the Gold Star Mothers, a group for women who had lost a son or daughter in military service. She found a reason to live, and spent the rest of her life helping with fund-raisers for veterans, lobbying politicians on military issues, and supporting the building of war monuments.

In 1999, she met actor Tom Hanks and director Steven Spielberg at an event in Florida. In 2000, she participated in the

ground-breaking ceremony for the World War II Memorial in Washington, DC. She was flanked by Pres. Bill Clinton and Tom Hanks while grandson Senior Master Sgt Christopher Quinn provided physical and emotional support.

Winifred died in November 2001 at the age of 102. In her obituary, the South Florida Sun-Sentinel wrote that the "loss of a son in World War II kindled a lifetime of fervent patriotism." The paper revealed that "it was the memory of Norman that drove her, friends say. She kept two books full of the letters her son sent home, a record of times stretching from his first months of boot camp to his excitement at picking up a flight jacket."

Soon after Norman's death, Winifred wrote the Army about getting his personal effects. "His things are very precious to us; they are all we have left of a fine son."

Two women who loved him, two memorials to honor him. T/Sgt Norman J. Lancy must have been a fine man indeed.

If you remember Norman or Jackie, please contact the editor.



This photo shows the dedication of the 392nd BG Memorial on 2 Sep 1945. The arrow shows where Hester Mary "Jackie" Frost is standing. (Photo from Mighty Eighth Air Force Museum)

FROM THE HISTORIES

A party took careful planning, attention to detail, and sometimes intense negotiations. As this excerpt from the history of the 2974th Finance Detachment shows, party organizers approached these events with the same energy and focus as a combat mission.

During the month of July 1944 the social life of the 2974th Finance Detachment improved immeasurably. As a result of long drawn-out negotiations between this Detachment and the 586th Army Postal unit, located at AAF Station 118, it was decided that certain vital social needs of the two units (total combined personnel: 23 good men and stalwart... albeit slightly aged around the edges!) had, in the past, been ignored. It was suggested that this distressing lack could be remedied by a party. A meeting of all personnel of both units was called in the Finance office, and details were arranged as to the nature, scope, emphasis, and expenses of such an ambitious affair. The necessary committees were appointed and the date set.

The dance was held on a Friday evening, the 14th of July. Women were obtained from the government Post Office in Dereham (through the professional activities of the Army Postal Unit) and additional females were borrowed from Barclay's Bank (contact having been made through the financial activities of the 2974th Finance Detachment).

There were a few members of other squadrons and female staff of the Red Cross Club to provide a broad representation, and the two base Chaplains to provide (but not necessarily promote) dignity. Total women present: 21; total men: 26.

Knowing that man does not live by dancing alone, arrangements were made to feed the "inner man." 27 gallons of ale in kegs, bolstered by sandwiches and cake provided by the mess hall, grapefruit juice for the tee-totalers, and miscellaneous other refreshments calculated to put all the company in merry mood, were obtained. Cpl Morris D. Glickfeld of the Finance Detachment did the honors as bartender, and all later admitted that he acquitted himself with discretion, efficiency and great dignity in the tradition of that ancient profession.

Music was provided by a radio-phonograph combination furnished, complete with records ranging from sweet to hot, by Chaplain Clark. The dance itself was held in the Finance Detachment barracks which, for the occasion, had been stripped of clothes and equipment and was suitably decorated.

Without question, the party was a great social success. The achievement was hailed as such by authorities as widely separated as (1) the men who attended, (2) the women who attended, and (3) the Chaplains who attended.

Plans are already under way for a repetition of this magnificent success. One thing must be pointed out: that the success of this affair has a deeper significance than merely that of social success itself. To the dance came young women of a class rarely seen or met by the American soldiery in the course of their normal operations in the neighborhood. As a result of this party it can confidently be said that Anglo-American relations have been established satisfactorily on a new level and with a new group, and the implications for the future are no less than profound.

MEMORIALS from page 5

Since the village of North Tuddenham only has about 215 adult residents, the large number of attendees showed their depth of feeling for what the memorial embodied.

The Rev Robert Marsden, Rector of Wendling, presided at the dedication. Annette Tison, *News* editor, and John Gilbert, our "man in England," represented the 392nd BG. A USAF Honor Guard from RAF Lakenheath presented the US and USAF flags. The local RAF Association and the Royal British Legion also provided standard bearers.

Annette read the names of those killed and unveiled the memorial. Rev Marsden then offered this prayer of dedication: "We offer to you this memorial to young lives lost in the cause of peace and freedom. We remember with thanksgiving all those who made, and make, the supreme sacrifice for us in time of war. By your grace enable us this day to dedicate ourselves anew to the cause of justice, freedom and peace; and give us the wisdom and strength to build a better world."

After the national anthems of Great Britain and America were played, retired USAF Senior Master Sgt John McAlister laid a wreath at the memorial.

At the ceremony, Roger Howard gave Annette a bullet he had found at the crash site. Ronald Nelson gave a small motor from #979 to John Gilbert. On the day of the crash, a rubber dinghy and a glove had landed in his garden.

63rd ANNUAL CONVENTION SECOND AIR DIVISION ASSOCIATION

SEPTEMBER 10-13, 2010

OMNI ROYAL ORLEANS HOTEL

621 ST. LOUIS STREET, NEW ORLEANS, LA 70140

Why come to New Orleans September 10-13, 2010?

Why **NOT** come to New Orleans? We have the best food, nicest people, unique culture, World War II Museum, as well as plans for a great convention. We want to show you a bit of Southern hospitality and a bit of our entertainment. We intend to wine and dine you, and share the flavor of the Cajun French for a weekend of memories. You will surely leave here with a return visit in your future plans. *Like we always say, "Let the Good Times Roll."*—Gwen Robert, Convention Co-Chair

Wednesday, September 8

Early Convention Arrivals; Hospitality Room Open for Duration of Convention. Informal games available throughout the convention.

Thursday, September 9

2:00pm – 6:00pm. Convention Registration Open. A Group Welcome Desk with local attraction information will be available throughout the convention. Evening on own.

Friday, September 10

8:30am – 9:30am. Convention Registration Open

10:00am – 3:00pm. CITY TOUR

3:30pm – 5:30pm. Convention Registration Open. Additional hours will be posted at the convention, if necessary.

6:00pm – 7:00pm. Cocktail Party—Cash Bar

7:00pm – 9:00pm. Dinner

See SCHEDULE on page 9

SCHEDULE from page 8**Saturday, September 11**

7:00am – 9:00am. Buffet Breakfast
 9:30am – 11:00am. Business Meeting
 11:15am – 12:15pm. Heritage League Meeting
 2:00pm – 4:15pm. Informal Heritage League Round Table Discussion
 6:00pm – 7:00pm. Cocktail Party—Cash Bar
 7:00pm – 9:00pm. Cajun Dinner Buffet; Entertainment & Dancing

Sunday, September 12

7:00am – 9:00am. Buffet Breakfast
 10:00am – 3:00pm. NATIONAL WWII MUSEUM
 6:00pm – 7:00pm. Cocktail Party—Cash Bar
 7:00pm – 9:00pm. Banquet Dinner with Entertainment and Dancing

Monday, September 13

7:00am – 9:00am. Buffet Breakfast; Farewells and Departures

TOUR DESCRIPTIONS

CITY TOUR, Friday, September 10. Your tour of the Crescent City will include a drive through the Central Business District, the Garden District, and the Warehouse/Arts District. A trip down historical St. Charles Avenue is complete with universities, parks, old oaks, stately charm, and an operational streetcar line. View the lovely antebellum homes and Lake Pontchartrain, where some of New Orleans' finest newer homes are located, and stop at one of the city's unique above-ground cemeteries. Learn the history of the city's famous French Quarter (the "Vieux Carre"), where a blend of French and Spanish cultures intermingles with a modern lifestyle. Also witness the bustling seaport activities, which are such an important aspect of the city's economy. Enjoy free time at Jackson Square, the focal point of activity in the French Quarter. Explore the area with its gracious iron balconies and lovely courtyards. Lunch is on your own in Jax Brewery, an old landmark transformed into a modern complex of shops and eateries, or at one of the many fine restaurants in the Quarter. The bus will provide a shuttle back to the hotel. Shuttle schedule TBD. 10:00am, board bus, 3:00pm back at hotel. \$35/person includes bus and guide. Lunch on your own.

NATIONAL WORLD WAR II MUSEUM, Sunday, September 12. Dedicated in 2000 as the National D-Day Museum and now designated by Congress as the country's official WWII Museum, this remarkable attraction illuminates the American experience during the WWII era. From the Normandy invasion to the sands of the Pacific Islands and the Home Front, you will see the courage, teamwork and sacrifice of the men and women who won the war that changed the world. Explore moving personal stories and powerful interactive displays. Dining options include P.J.'s Coffee Shop as well as The American Sector, a full-service restaurant. The museum suggests making a lunch reservation with the hostess upon arrival for a time that best suits your needs. For an additional cost view the powerfully authentic 4-D cinematic experience, Beyond All Boundaries, narrated and executively produced by Tom Hanks, in the Solomon Victory Theater. The bus will do shuttles back to the hotel. Shuttle schedule TBD. 10:00am board bus, 3:00pm back at hotel. \$39/Person includes bus, escort, and admission. Movies and Lunch are not included.

Driver and Guide gratuities are not included in the tour prices. Please plan to be at the bus boarding area at least five minutes prior to the scheduled time. All trips require a minimum of thirty people, unless otherwise stated.

CANCELLATION AND REFUND POLICY FOR ARMED FORCES REUNIONS, INC.

For attendees canceling convention activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less the non-refundable AFR registration fee (\$10 per person). Attendees canceling convention activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less the non-refundable AFR registration fee. Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Standard time, excluding holidays. Please call (757) 625-6401 to cancel convention activities and obtain a cancellation code. Refunds processed 4-6 weeks after convention. Canceling your hotel reservation does not cancel your convention activities.

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 392nd BGMA is engaged in a fund-raising effort to financially support our website, www.b24.net. It contains the history of the 392nd Bomb Group. You could make no greater tribute 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: Annette Tison, 9107 Wood Pointe Way, Fairfax Station, VA 22039

OMNI ROYAL ORLEANS HOTEL—NEW ORLEANS, LA
800-843-6664 504-529-5333

The Omni Royal Orleans Hotel is located at 621 St. Louis St, New Orleans, LA 70140. The hotel is just 15 miles away from the Louis Armstrong New Orleans International Airport (MSY). The hotel is located on the most fashionable corner, St. Louis at Royal. Many attractions like Bourbon St., Louisiana Superdome, and Emerils Cooking empire are only a couple of miles away. Contact the hotel for accurate driving directions.

The hotel has 346 accommodating guestrooms and suites. Handicapped rooms and smoking rooms are subject to availability. Please request this special accommodation when making your hotel reservations. Each room features wireless high speed internet for \$9.95/day, hairdryer, iron/ironing board, coffeemaker, umbrella, in-room safe and complimentary USA Today delivered to your room daily. Guests may also enjoy access to the rooftop outdoor heated pool and observation deck (seasonal), and rooftop fitness center featuring state-of-the-art equipment. Overnight valet parking with unlimited in and out privileges is available for registered Second Air Division attendees at 50% off of current parking rate (currently \$32 + tax per vehicle). Check-in is at 4:00pm and check-out is at 12 noon.

Guests that choose to join the hotel's industry-leading loyalty program, Omni Select Guest Membership, will receive complimentary wireless internet, bottled water upon arrival, and a complimentary in-room hot + cold beverage every morning of their stay. Enroll at www.omniselectguest.com.

Winner of the prestigious Zagat Award, the Rib Room serves prime rib, beef specialties, fowl and seafood prepared on giant French rotisseries and mesquite grills. Serving breakfast, brunch, lunch and dinner, the Rib Room is open 6:30am-10:00pm daily. Touche Bar, open from 11:00am-midnight Sunday-Thursday & 11:00am-1:00am Friday-Saturday, is a popular French quarter bar serving the "locals" of New Orleans. Salads, sandwiches and light entrees are also available. La Riviera is a delightful oasis of poolside refreshments. Continental breakfast, light lunches and delectable frozen daiquiris are served from 11:30am-2:00pm daily; cocktails served until dusk.

The Omni Royal Orleans Hotel does not provide a complimentary shuttle to and from the Louis Armstrong New Orleans International Airport (MSY). The hotel suggests using Airport Shuttle New Orleans. Currently, their rates are \$38 round trip per person or \$20 one-way per person. For more information, reservations, or questions, please contact them at 504-522-3500. Upon arrival, proceed to the baggage claim area on the ground level. After you have retrieved your luggage, proceed to the Airport Shuttle Ticket Desk, located across from baggage claim areas 3, 6 & 12. These desks are staffed for sales by cash or credit card daily from 8:00am-11:00pm. Following 11:00pm daily you can purchase a one-way cash ticket from any driver on the loading dock outside of baggage claim area 6 and the driver will provide you with a cash receipt, if needed. The hotel has parking for guests staying at the hotel with RVs about 10 blocks away from the hotel. Should electrical hookups be required, please call New Orleans West at 800-562-5110 or 504-467-1792. The park is located at 11129 Jefferson Highway, River Ridge, LA 70123, which is approximately 12 miles away from the hotel. Call the park for information, directions, and reservations.

Should you need to rent a wheelchair for the convention, ScootAround rents both manual and power wheelchairs by the day and week. Please call their toll-free number at 888-441-7575.

Vendors, Schedules, and Prices are subject to change.

-----CUT HERE AND MAIL TO THE HOTEL -----

63rd ANNUAL CONVENTION OF THE SECOND AIR DIVISION ASSOCIATION - HOTEL RESERVATIONS
CONVENTION: SEPTEMBER 7-13, 2010

NAME _____ SHARING ROOM W/ _____

ADDRESS _____ ZIP _____

TEL. NUMBER (_____) _____ EMAIL _____

ARRIVAL DATE _____ APPROX. TIME _____ DEP. DATE _____

_____ # OF ROOMS NEEDED _____ # OF PEOPLE IN ROOM _____ HANDICAP ACCESS
_____ SMOKING _____ NON-SMOKING _____ KING BED _____ 2 DOUBLE BEDS
In the event room type requested is not available, nearest room type will be assigned.

RATE: \$119 + tax (currently 13% + \$2 occupancy tax) Rate will be offered 3 days before and after convention dates.

CUT OFF DATE: 08/05/2010. Late reservations will be processed based on space availability at a higher rate.

CANCELLATION POLICY: Deposit is refundable if reservation is cancelled 24 hours prior to your date of arrival. To avoid an early departure fee of 1 night room + tax, please advise hotel when checking in. You will not be charged the fee if departure is due to family or medical emergency.

_____ AMEX _____ DINERS _____ VISA _____ MASTER CARD _____ DISCOVER
All reservations must be guaranteed by credit card or first night's deposit, enclosed.

NAME ON CREDIT CARD AS IT APPEARS _____

CREDIT CARD NUMBER _____ EXP. DATE _____

SIGNATURE (regardless of payment method) _____

MAIL TO: OMNI ROYAL ORLEANS HOTEL * 621 ST. LOUIS STREET, NEW ORLEANS, LOUISIANA 70140 *
FAX: 847-698-5483 * ATTN: RESERVATIONS

63rd ANNUAL CONVENTION OF THE SECOND AIR DIVISION ASSOCIATION ACTIVITY REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the convention. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order or register online at www.afr-reg.com/2ndAir. Your cancelled check will serve as your confirmation. Checks returned for insufficient funds will be charged a \$20 fee. All registration forms and payments must be received on or before August 5, 2010. After that date, reservations will be accepted on a space available basis. All new registrations accepted at the convention will be charged a \$10 onsite processing fee. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form.

Armed Forces Reunions, Inc.
322 Madison Mews
Norfolk, VA 23510
ATTN: 2nd AIR DIVISION

OFFICE USE ONLY	
Check # _____	Date Received _____
Inputted _____	Nametag Completed _____

	Price Per Person	# of People	Total
CUT-OFF DATE IS 8/5/2010			
REGISTRATION PACKAGE			
Includes Breakfast Buffet on Saturday, Sunday and Monday; Dinner on Friday, Cajun Dinner Buffet on Saturday and Banquet on Sunday; Hospitality Room, Entertainment, Administrative and additional convention expenses including a \$10 AFR registration fee.			
Please indicate the total number of people/packages	Package Price		
	\$310		\$
Please select your entrée choice(s) below:			
FRIDAY DINNER:	Herb Panko Crusted Redfish		
	Lemon Rosemary Chicken Breast		
	Vegetarian		
SATURDAY: CAJUN DINNER BUFFET	Indicate number of people attending		
SUNDAY BANQUET:	Prime Rib		
	Roasted Sea Bass		
	Vegetarian		
TOURS			
FRIDAY: CITY TOUR	\$ 35		\$
SUNDAY: NATIONAL WWII MUSEUM	\$ 39		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

Please write your name as you would like it to appear on your nametag.

FIRST _____ LAST _____ BOMB GROUP _____

SPOUSE AND GUEST NAMES _____

EMAIL ADDRESS _____ PH. NUMBER (____) _____ - _____

STREET ADDRESS _____ CITY, ST, ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____
(Sleeping room requirements must be conveyed by attendee directly with hotel)

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? ☐ YES ☐ NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

EMERGENCY CONTACT _____ PH. NUMBER (____) _____ - _____

ARRIVAL DATE _____ DEPARTURE DATE _____

ARE YOU STAYING AT THE HOTEL? YES ☐ NO ☐ ARE YOU FLYING? ☐ DRIVING? ☐ RV? ☐

For refunds and cancellations please refer to our policies outlined at the bottom of the convention program. **CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9:00am-5:00pm EASTERN TIME (excluding holidays).** Call (757) 625-6401 to cancel convention activities and obtain a cancellation code. Refunds processed 4-6 weeks after convention.

REGISTER ONLINE AND PAY BY CREDIT CARD!
www.afr-reg.com/2ndAir

CHAPLAIN'S CORNER

by Tom Perry, 576th Sqdn Armorer

I have been thinking recently of the stress and pressures of life because of the economic conditions in the world, let alone those closer to home in the USA.

I have found comfort in the Bible. Proverbs 3:5-6 says, "Trust in The Lord with all your heart, and do not lean on your own understanding, In all your ways acknowledge Him and He will direct your path."

With the depressed economy, bank failures, rising unemployment, home foreclosures, natural and man-made disasters abounding, one can easily give up hope, but remember to Trust in The Lord. God certainly is faithful and He loves us. Why else would He send His only begotten Son, in whom He is well pleased, to die on the cross for us? In 2nd Peter 3:9, He tells us that He is not willing that anyone should perish, but that all of us should come to repentance.

I encourage you to seek The Lord in times of turmoil and stress because He is able.

Blessings, Peace and the Love of The Father be with you.



**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**

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

ADDRESS SERVICE REQUESTED

First Class Mail

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∞

Dorothy Miller, widow of Willis I. Miller, 577, Dec. 5, 2009

John J. Mall, 465thSD, Mar. 28, 2009

George E. Chenail, 576, Feb. 17, 2010

Stanley C. Zybort, 577, Apr. 22, 2010

Gil Bambauer, 10SCS, Apr. 22, 2010

Jay D. Mitchell, 578, Apr. 29, 2010

Joseph H. Cronin, 578, Apr. 14, 2010

Weems E. Estelle Sr., 577, Jan. 31, 2009

Donald M. Musselman, 576, May 11, 2010

Killed in Action 21 April 1944:

2/Lt Louis F. Bass, P

2/Lt Kenneth L. Gahm, CP

2/Lt Wayne M. Steele, N

2/Lt Arthur R. Stover Jr., B

T/Sgt James W. Thomas, R/O

Sgt Walter E. Reeves, WG

Sgt Warren H. Burnett, BT

Sgt Robert E. Norrell, TG

Killed in Action 27 April 1944:

2/Lt John A. Ross, B

S/Sgt Clayton L. Aughinbaugh, E

Sgt Bernard Fink, BT

Sgt Nicolas P. Rich, WG

Sgt Ben Munford, WG