



29 MAY 1944: POLITZ

The Eighth Air Force battle plan called for 993 bombers to attack aircraft manufacturing facilities and synthetic oil production plants in the Third Reich. The Second Air Division dispatched 339 B-24s. The 20th and 96th Combat Wings were sent to the aircraft assembly plant at Tutow, Germany. The 14th CW (the 392nd, 44th and 492nd BGs) and the 2nd CW (453rd, 445th and 389th) were focused on the synthetic oil refinery at Pölitz, 68 miles southeast of Tutow on the western edge of German-occupied Poland.

In its Resume of Mission, 2AD noted, "Just before the target, the 2nd and 14th CWs were hit by 30-40 fighters on a head on attack. Attacks were also made on the 14th CW from 6 o'clock. One Ju-88 lobbed rockets into the formation from behind. The 2nd CW lost 2 aircraft and the 14th, 9. The flak was moderate and accurate in the target area."

Per the Tactical Report, "Estimated sightings of E/A [enemy aircraft] on this mission total 130. Possible duplicate sightings have been taken into account. SE [single engine] E/A numbered about 90. Me-410s, 20, and Ju-88s, 15.

A few Me-110s were also seen. SE E/A were encountered before the target and in the target area. TE [twin engine] E/A were encountered in the target area only. The Division was furnished escort by five fighter Groups, only two of which report an extensive enemy reaction. One fighter Group bounced 40-50 FW-190s at 12:00 in the Malchin area [southwest of Tutow] and were themselves bounced by 20 top cover E/A. This action tied up the Group until the bombers had proceeded through the target...

"The overall tactics of the enemy on this mission seemed to be as follows: he was able to concentrate along the route a number of fighters larger than our escort with which he tied up our fighters from a point [near Malchin] on the way in to past the target. Thus he was able to attack us with the remainder of his SE fighters and with a sizeable number of TE. Since he had effectively tied up our fighters, he probably felt that the twins were safe and attacked us with that knowledge. The tactics worked out well for the enemy.

Our fighters made no claims for TE E/A and reported no sightings of them, an indication of the effectiveness of the enemy's technique.

"Six Groups attacked the Pölitz Oil Refinery with fair to good results. In spite of smoke screen, considerable damage was sustained...

"Intense accurate predictor control fire was encountered over Pölitz... Friendly fighter support was good. Thirteen aircraft were lost: eight to enemy aircraft [all from the 14th CW], two to flak and three to unknown causes. Claims were sixteen enemy aircraft destroyed, three probables and three damaged."

392nd BG Briefing

Crews were told that the plant at Pölitz had a capacity of 600,000 tons per year, equivalent to about 10 percent of Germany's synthetic oil production. It had been previously bombed by 8AF on 11 Apr 1944 but no damage was caused.

Airmen were advised they'd be above 12,000 feet, and therefore on oxygen, for six hours; time

over enemy territory was three hours; and the temperature at altitude was -20°F. In what was later proved to be a grossly inaccurate statement, crews were also told that fighters "were probably not equal in numbers and skill to rest of German Air Force."

Each Lib carried ten 500-pound General Purpose bombs.

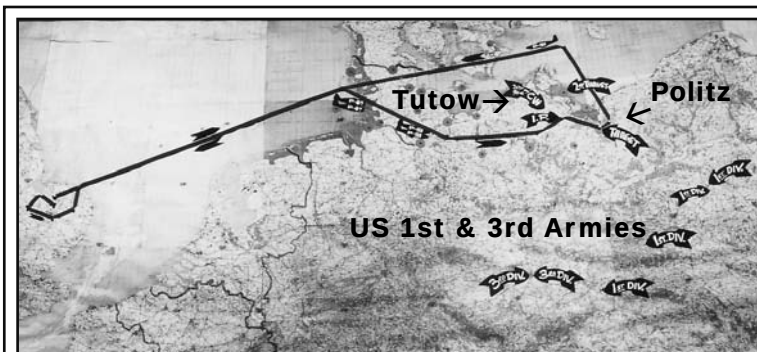
En Route

The first 392nd plane, #42-7466, took off at 7:59am with 578th Sqdn pilot **Capt Cliff E. Edwards** and crew, Command Pilot Maj Malcolm Martin, and lead navigators Capt Leonard F. Untiedt and 2/Lt Ray Dunphy. The last of the 27 ships was airborne at 8:20. Pathfinder Force (PFF) radar service was provided by the 578th's 1/Lt **Louis E. Zweig Jr.** and crew aboard #42-50338.

1/Lt **George E. Jones**, 576, aborted #42-110027 over the North Sea due to oil pressure problems in two engines.

Strong tail winds pushed the B-24s faster than planned,

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The 392nd's mission map for 29 May 1944 shows targets for 2AD Liberators and the locations of US ground troops.



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FROM THE EDITOR

Remembrance Day 2014. The last issue provided some information about Remembrance Day activities at the Wendling Memorial. There was not enough space to provide complete details and photos, though, so they are included here.

392nd BG Memorial Trustee Jill Scott says Remembrance Day activities began in the churchyard at Beeston Church. There, a two-minute silence was held and Brian Potter read the names on the memorial there prior to the laying of several wreaths. Brownies and Rainbow scouts then led the congregation back into the church.

Beeston Primary School children had researched the fates of village residents who were killed during WWI and their findings were read during the church service. It was a poignant moment for all present. Fortunately, no villagers were killed during WWII.

The ceremony then reconvened at the 392nd's Memorial. This may be the last time a Royal British Legion standard will be paraded there. With declining members, the Litcham Branch is to be closed; Dereham and Fakenham, which have the next nearest branches of the Legion, are too far away to participate in their own services and then travel to Wendling. Jill says, "We shall rely on the Rainbows and Brownies! While we are delighted that they take such an active part, it is also an opportunity for them to broaden their experiences in many ways."

Jill asked local resident Henry Dennett to lay the wreath on behalf of the 392nd BGMA. He was proud to do so in memory of his father, who also flew B-24s during WWII. He explains, "Father forged his birth certificate to add a year so that he could join the RAF aged 18. After basic training and selection as a bomb aimer navigator he was posted to 196 Squadron at Leconfield in Yorkshire. From there he flew in Wellington MK1 and MK2 bombers from late 1940 to March 1943. He took part in the famous '1,000 bomber raid' on Cologne in March 1941. He completed his first tour with 196 Squadron.

"In the spring of 1943, 196 was disbanded as a Wellington squadron and was merged with a Lancaster squadron at Witchford near Ely.

"Father was transferred to RAF South East Asia Command (SEAC) and posted to India to join 355 Squadron. He flew in B-24 Liberators from RAF Salbani near Chittagong [in British India]. I believe he flew another complete tour with 355 and was airborne on the day before Hiroshima. The majority of these missions were long range (up to 20 hours) against Japanese forces.

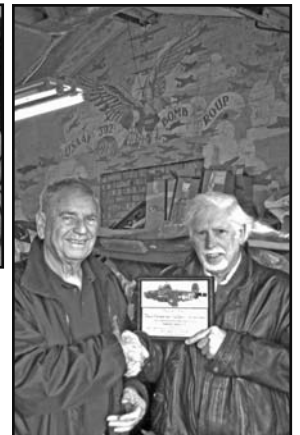
"Knowing Father flew in Liberators similar to the B-24s at Wendling is very poignant."

Mr. Dennett notes that SEAC was known as the "forgotten RAF." (US airmen who flew military transport planes over "the Hump" (the eastern end of the Himalayan Mountains) with the 10th Air Force or otherwise served in the China-India-Burma Theater undoubtedly felt they were the forgotten USAF.)

See page 12 for photos from the Remembrance Day ceremony at the 392nd BG Memorial.

President's Award Recipients. On behalf of 392nd President Jim Goar, Director John Gilbert delivered the President's

Award plaques to three English recipients. Their willingness to allow visitors on their property and into their businesses so they can see remnants of the 392nd BG's time in Wendling is greatly appreciated! From L-R: John Gilbert with John Rupp, Branch Director of Ben Burgess Beeston, site of the Operations building; Edor Rowland, whose farm includes an original Nissen hut; and David Coleman, owner of JagSpares International, which was originally the Combat Officers Mess. Behind John and David is a magnificent mural of flying 392nd BG Liberators.



Follow Up. The December 2014 *News* recounted how, on 29 Apr 1944, 2/Lt John W. Reed IV's crew had to bail out over England due to extensive battle damage. Nine men landed successfully but Reed was killed, exact cause unknown. The plane crashed at Walcott, Norfolk.

Soon after that issue was published, I received an email from Roger C. Bean, who is researching the three WWII crashes near Walcott. He asked for more information about 2/Lt Reed, with the intention of having a plaque in his honor placed in the local church or at the crash site.

Mr. Bean has interviewed a witness who saw Reed's plane pass overhead with its engines still running. It eventually crashed in a field off Rookery Farm Road, Walcott. When he got to the crash site (within an hour), 2/Lt Reed's body had already been pulled from the plane and was partially covered. It appears then, that he **See REMEMBRANCE on page 3**

President's Message

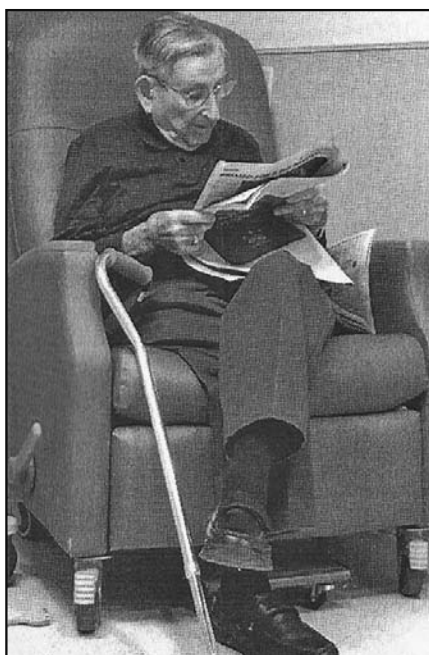


We've had a long and hard winter, all over the country. March is coming in like a lion. Let's hope it goes out like a lamb.

Speaking of winter, I once had a friend who had the belief that if he could make it to April first, he would survive the summer and beyond. It worked for him;

he checked out at 98.

We veterans are all oldsters, and it's probable that some of the second generation are sensing the onset of it. As such, we all have something in common—health problems. Annabelle and I have had our share, and to illustrate it I submit this photo. It shows me in the hospital waiting for her return from surgery. (After a somewhat rocky recovery period, she's now doing well.)



In spite of the trials that come with old age, we have many blessings. As a WWII association, we are blessed to have reorganized it to accommodate the second generation. Thanks to their superlative leadership segment we have a viable organization and a great newsletter and website. The spirit of the 392nd will live on after all of us veterans have reported to that great airbase in the sky.

Elsewhere in this edition is information about the 8AF Historical Society's reunion in Omaha, October 14 to 18. As we have usually done in the past, we will join them and have a well organized reunion of our own, complete with a hospitality room. We hope that you West Coast members can arrange to meet us there. And to all of us: If you can make it past April first, make your plans to be present and accounted for at Omaha.

Blue Skies,
Jim Goar

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was not killed while bailing out, as previously thought, but went down with the plane.

With scant information about 2/Lt Reed in my 392nd BG files, I turned to the internet. I learned that the airman left behind a widow and a 13-month old daughter. Per the Benton Harbor, Michigan, *News-Palladium* for 2 Dec 1944, Reed was "awarded the Silver Star posthumously for risking his life that the crew of a B-24 that he was piloting on a

bombardment mission might be saved."

Those nine survivors continued flying combat missions. One, copilot 2/Lt Harry C. Bate Jr., survived the war. Navigator 2/Lt Stanford Birnbaum and bombardier S/Sgt Clyde G.

Whitt were killed in action on 23 June 1944. The others, engineer S/Sgt Stanley Jankowski, radio operator S/Sgt John H. Holling, and gunners Sgt William C. McGinley, Sgt Clare W. Hultengren, Sgt Frank Minick Jr., and S/Sgt Jack O. Shaeffer, were killed on 12 Aug 1944 when they crashed

near Cheshunt, Hertfordshire, while flying with pilot 2/Lt John D. Ellis. A memorial to everyone on the Ellis crew that day was dedicated in 2010.



392nd BGMA member David Parnell reflects on the sacrifice of the men on 2/Lt John Ellis's crew, including the six who originally served with 2/Lt John W. Reed IV.

The Netherlands American Cemetery. In this cemetery are buried 8,301 US casualties with another 1,722 names engraved on the Tablets of the Missing.

In May 2004, Peter Adriaans and his wife Ton adopted the grave of 579th Sqdn engineer S/Sgt Amos E. Doty, whose entire crew was killed in action on 19 May 1944.

Peter says, "The reason why we adopted this grave was quite simple. We have a strong opinion that we never should forget our American liberators. A few times per year we visit Margraten Memorial Centre and put flowers on the grave of Amos. The surrounding is so quiet and peaceful and when we drive home we have a good feeling.

"Every year we also try to visit the graves during Memorial Day. Thousands of people come to gather to celebrate this special day. The American flag and the Dutch flags are put on the graves and an enormous mound of flowers are placed by all kind of organizations like the Dutch and local governments. We are happy that we can take care of the grave of Amos."



Left: Peter and Ton Adriaans and some of the floral tributes to the fallen during a recent Memorial Day ceremony at the Netherlands American Cemetery. Right: S/Sgt Amos E. Doty's grave, with US and Dutch flags and flowers brought by the Adriaans.

2015 Reunion. Information and registration forms for the Omaha reunion are on pages 9-11. I hope you can join us!

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despite their making "s" turns to kill time. Copilot 1/Lt J.D. Long was flying with **Capt John J. Reade** and Command Pilot Maj George C. Player, all 578th. He recalls, "We were crossing the German coast when our navigator called in saying we were on course and were 10 minutes ahead of schedule which scared the hell out of me because our fighter escorts were 10 minutes behind..."

"Eventually we got to where we could just about see our target, but I also saw about 100 German fighters flying parallel to us off to our left. So we made a gradual turn to the right and they started to pull up on us to get up in front of us so they could turn and come back down through our lead. We then made a turn to the left which put the German fighters too far forward. They dived under us and attacked the 492nd Group's formation, shooting down three airplanes on that one pass, which we avoided. And it was Capt Cliff Edwards who made those turns which allowed us to do it."

Politz

In its Narrative of Mission, the 392nd reported that the enemy fighters came in three waves, two before the target and one after. The first attack was at 11:50am "when about 75 S/E planes (Me-109s and FW-190s) attacked from 11 to 12 o'clock, high, going through the formation in a massed dive." Then, at about 11:54, "evidently the same group of S/E fighters made another head-on attack, this time from about one o'clock, again coming through the formation in a dive."

Lead Bombardiers and Navigators

In his Lead Navigator's report, Capt Untiedt stated that "Control Point 3 was made 4 minutes early at 11:56 at which point we were maneuvering out of the lead Combat Wing's course and at the same time attacked by a wave of 25 enemy fighters. Up to this time until almost over the

target, our gunners did not see any fighter escort to report. At 11:58, I personally saw two B-24s go down behind us."

2/Lt Dunphy later wrote in his journal, "The Luftwaffe met us in force by Tutow and swept through four times from front to rear of formation. Nose turret was out in elevation and I was cranking and shooting—swearing and praying all in the same breath. Estimate of 100 S/E & 50 T/E fighters. Our escort finally caught up (we were 8 minutes early) and drove them off. Target was bombed through smoke screen and column of smoke 20,000 ft. high could be seen for 100 miles on the way home."

Lead Bombardier 1/Lt Walter F. Joachim reported that he "made a normal run... but due to a very good smoke screen which obscured 8 to 10/10 of the target, I did not pick my M.P.I. [Mean Point of Impact, where the bombs were supposed to hit] up. I synchronized [the bombsight] on the spot I thought was the M.P.I. but must have used the top of the smoke as my bombs dropped short. Results were fair to poor. From the I.P. [Initial Point, where the planes make their final turn to the target] we had several severe fighter attacks.... Bombs were away at 12:13."

Lead Bombardier Capt Richard F. Colburn, 577, was flying with **Capt Robert D. Copp**'s crew aboard #42-52415. "The target was obscured by 8/10 smoke screen coverage. From check points around the target, I was able to establish the location of the M.P.I. and the main pattern of bombs were seen to hit on or near the briefed M.P.I. through the smoke screen... Bombs were away at 12:14...."

2/Lt Alfred F. Leghorn, 579th, dropped bombs and flew back with the 389th BG. Bombing with the 492nd BG were **2/Lt Norman J. Hunt**, **2/Lt Hubert L. McMillan**, **2/Lt Robert A. Neideritter** (all 579th) and **2/Lt Donald E. Monroe** (577th).

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392nd BGMA MEMBERSHIP FORM

Please look at the mailing label. Your membership status is shown directly after your name. **"15" or higher means your membership is current. Thank you!** LM means Life Member and FRND means that you receive the News with compliments of the 392nd BGMA. Send this form and your check (payable to 392nd BGMA) to Annette Tison, 9107 Wood Pointe Way, Fairfax Station, VA 22039. You may also join or renew on-line at <http://www.b24.net/392nd/join.htm>.

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. If you feel that you can help the 392nd BGMA treasury with a donation, there is a provision for it below.

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

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If a spouse, friend, or relative served in the 392nd, please give us his name and unit: _____

Dues: [] \$25/year if you want to receive the News by postal mail OR [] \$20/year for receipt by email
Please feel free to renew for multiple years! Just let us know what your wishes are.

Hardship Waiver []

DONATION \$ _____

TOTAL ENCLOSED \$ _____

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Per the Narrative, the third attack occurred about 12:25pm when "20-30 T/E planes (either Me-410s or Ju-88s) attacked from the tail bearing rockets, lobbing them into the formation. The enemy a/c followed our formation from the target for about 30 minutes out into the Baltic. The first attack was the most severe."

When his crew was interrogated upon their return to Wendling, 576th pilot **1/Lt Joseph R. Demers** reported, "Formation very good during fighter attack."

Losses

As a result of flak and enemy fighters, four 392nd Libs and crews were lost in the target area; upon reaching England, one crew crash landed and one was forced to bail out.

#42-95243, with 577th pilot **2/Lt Lawrence E. Larson**, was hit by a German fighter. It was last seen at 11:54 making a slow turn, while seven chutes were counted. These chutes must have come from a different ship, however, as 2/Lt Larson's plane ultimately crashed at 1pm about 90 miles west, near the town of Kittendorf, Germany. Seven bodies were found near the wreckage. The other three crewmen—2/Lt Larson, engineer S/Sgt Henry C. Carter, and waist gunner Sgt Frederick Selden—successfully bailed out but were killed by German home guard and police after they landed while "attempting to escape."

2/Lt Gilbert O. Eisermann's crew, 578th Sqdn

#42-52604 was damaged by fighters just before bombs away. 392nd crews saw it turn and head out over the bay, apparently under control; eight chutes were spotted.

Radio operator Robert D. Davis writes extensively about this mission in his book, *Before I Forget* (available at www.amazon.com). But first, he notes that he was promoted to Technical Sergeant in early May. "Base pay—\$114.00/month plus \$57.00 extra for flying and getting shot at."

"Not that I was superstitious, but I did have some pre-flight rituals, and they got a little off kilter before this mission. Not a good omen. For instance, I usually walked or biked to the mess hall with two men from the Bridson crew, gunner George Powers and radio operator Umberto Paolucci... since we had flown so many missions together, but this day, they had already left. There were some others—not big—just little things...

"The clergyman—whether a priest, pastor or rabbi—was always welcome, at least to me, when he would pull up in front of the ship in his jeep to give his blessing before you taxied out for take-off. Somehow—unlike all of our previous missions—he didn't quite manage to get to us before we started to move out. Only enough time for him to wave.

"I, for one—I don't know, always felt a little relieved? calmer?—after he had been to our ship. I think it was Ernie Pyle who said, 'There are no atheists in foxholes.' I would never argue with that.

"Forming up seemed to go ok, and then for some reason the lead navigator decided to take us across the European coast ten minutes ahead of time. This meant we were well ahead of our fighter escort. This also meant they had to leave us ten minutes early, and the US fighters scheduled for the second leg of the escort would be late—so that when we started our bomb run, we would be without fighter escort.

"And that's just what happened... The German fighters

bounced us just as we started our bomb run. They came in waves from head on—109s, 190s, Ju-88s—and without escort, we were sitting ducks.

"On one of the passes, a 20 millimeter came in just past the top turret, down through the area over the bomb bay, severed some fuel lines that cross the up-side of the bay, into the afterdeck in the waist where it hit an oxygen bottle and started a fire.

"Someone reported the fire over the intercom. I grabbed a fire extinguisher, gave bombardier 2/Lt John P. Yacavone the extinguisher and his chute, and told him to get back to the waist and help with the fire. He did.

"Soon after that, it was time to release the bombs. I was glad to get rid of them, for by now the fire had spread, and long streamers of burning gasoline were dripping on the ones in the back bays. Once they were gone, I closed the doors again and got back up on the flight deck.

"About then S/Sgt Ervan J. Cook, the flight engineer in the top turret, started yelling at me that his guns were jammed.

"There was a cable that ran under the turret seat that unlocked the seat so you could drop out. I reached up, pulled the cable, and dumped him out onto the flight deck. I got into the turret, cleared the guns, got back out, and got him back into the turret.

"Now, the first fighters that had passed through had turned and climbed back up level with us on the left hand side and started coming at us from about the ten o'clock position.

"A 20 millimeter hit the armored glass window right next to Eisermann's head. Six inches further back and I wouldn't be writing this. It made a tiny hole in the glass when it exploded. A very loud sound.

"Now the flight engineer starts yelling to me that the life raft is on fire. I grab the release handle and jettison the life raft.

"I take another look into the bomb bay, and the fire is really getting serious—larger streamers of flames from the ruptured fuel lines were now covering the back of the bomb bay—and no possible way to put it out. Eisermann turns and looks at me, and I just shook my head no.

"He hits the alarm bell and I drop down and re-open the bomb bay doors. Before I can stand back up, someone jumps right onto my back and dives out the bomb bay. It was Pappy [copilot 2/Lt Clarence E. Fothergill].

"The flight engineer is next to go, and then I put on my chest chute. I'm now squatting on the catwalk looking at Gil. He waves for me to go, but I motioned for him to come on. He put the ship on autopilot, and when he got from his seat to the flight deck, I waved a quick good-bye, wrapped my arms around my legs, and rolled headfirst out of the plane.

"What kept that airplane from exploding is anyone's guess."

Davis notes that "If I had known and had looked to the northeast eighty miles or so, I probably could have seen Stalag Luft IV, the prison camp I was soon to visit."

All members of the crew became POWs. Tail gunner S/Sgt Edward B. Coleman died of abdominal problems on 15 Apr 1945 during the Death March.

1/Lt Ace Tyler and Crew, 576th

392nd airmen reported seeing two Libs go down at 12:12pm. #42-95136, flown by 1/Lt Tyler, was seen to turn

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over at 21,000 feet with two engines out. Navigator 1/Lt Earl F. Bassett was the only survivor.

German records say the plane crashed at 11:45, so it must have left the formation earlier than 392nd crews thought.

After the war, 1/Lt Bassett wrote a letter to Ace's widow. "There isn't much I can add to what you already know. First of all, we were headed for Stettin and underwent an attack of enemy fighters, possibly forty or fifty. They had already gone through us once and were returning from the rear, when we were hit by a 20 millimeter shell on the right side of the ship between the nose and the leading edge of the wing, very close to the co-pilot's seat. This hit shot out our oxygen lines and started a blazing inferno, fed by oxygen.

"The co-pilot, 2/Lt Joseph A. Ricci, and your husband must have been wounded, possibly fatally, and must have been straining to keep the ship at a level keel. At this time my clothing was burning furiously. I had no actual contact with the rest of the crew for our communication system was also shot away, so I had to abandon the ship.

"From my personal experience with the crew you can rest assured that no cowardly action was taken by any of them. They all died a hero's death, and nothing can be said in their behalf which would over-rate their deeds. I was lucky in escaping their fate, merely lucky."

392nd BGMA member Robert Tyler has extensively researched the fate of his older brother. He has a letter Ace wrote from pilot training after he got his initial glimpse of a B-24 cockpit. "The first time I looked at the instrument panel, I almost fell backwards. Ha. Ye gods, and little fishes! You never saw so many instruments in your life."

He soon mastered them all and told his family that each time he took the ship up he liked it better.

The mission to Politz was his 17th. Despite the loss of two engines and a fire onboard, Tyler was able to regain some control of the plane. He nursed it westward for over an hour. In a 2003 letter, a German eyewitness even told Bob that the B-24 appeared to be on a "glide path" in its final moments. Seven bodies were recovered from the wreckage; per German records, three other men had bailed out, but two were killed when their chutes did not open.

The nine men were carefully buried by Italian POWs. One later wrote that "For each grave was put a little cross, and on it the identification tag belonging to each, later on some plates were placed on the graves. French and Italian prisoners took care of these heroes in a furtive way."

2/Lt Clarence W. Stoltz and crew, 576th

#42-95045, in the same four plane section as 2/Lt Tyler, was last seen in the target area. It is not known what problems the plane had; 392nd eyewitnesses said it just seemed to "slip down" and "everything seemed to be under control." All aboard were killed in the crash.

Returning to England

#42-95137, Merry Mac I, flown by 2/Lt Wesley A. Schafer, suffered severe damage in the fighter attacks just before the target. Per their Interrogation Form, this 579th crew did not bomb the target because a "20mm shell hit ship; couldn't get bomb bay doors open." Bombs were jettisoned in the Baltic Sea on the way back.

Schafer reported his plane had a large hole in the tip and

aileron of the right wing; the #4 engine had a hole in the cowl and a piece knocked out of its prop; the #2 engine had received a direct hit and had to be feathered; there was a hole in the bomb bay just above the auxiliary pump; the right side of the radio compartment had been hit; there were two holes in the #3 engine plus a hole in its cowl; the hydraulic system had been knocked out; the governors on the #1 and #4 engines had been cut; the electric system for the #1 prop was out; and "the #4 gas tank probably had a hit since it ran out of gas."

He later wrote, "[We] fell behind the group and headed for England alone. Our engineer T/Sgt Henry R. Reid Jr. saved us from the North Sea by draining fuel from outboard to inboard tanks (by tilting the plane). COLGATE gave us the heading home. As we passed over the coast, all engines failed. We all jumped [over Thorpe St. Andrew, Norfolk] and returned to base the next day."

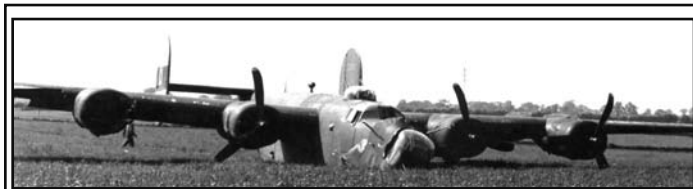
Left waist gunner Sgt Eusevio G. Razo was credited with destroying an Me-109.

2/Lt Robert W. Shoenberger was navigator on 2/Lt **Albert W. Evans'** crew in the 576th. He recalled that #41-29433 was strafed by a German fighter and apparently its fuel tanks were hit. The ball turret gunner's oxygen mask hose was cut by a bullet and he thought he'd been hit as he couldn't breathe. They broke from formation and turned toward England, leaking fuel the whole way. They still had a load of bombs on board so their first step was to release the bombs. The bomb bay doors wouldn't open so bombardier 2/Lt James K. Conner secured the firing pins in the bombs and released them through the doors as they went over a field in England. The doors broke away from the plane and were later used to help locate where the bombs had fallen (as the bombs had buried themselves in the ground). Evans then killed all power to the plane and they belly landed into a field at Sporle, just west of the base near Swaffham.

When Shoenberger helped to find the bombs, he discovered that a farmer had already used the bomb bay doors to make a roof for his chicken coop. The farmer was quite upset about the 500 pound bombs in his field!

The only men injured in the crash landing were radio operator S/Sgt Gerald A. Glowienke, who hurt his ankle, and Conner, who wrenched his back.

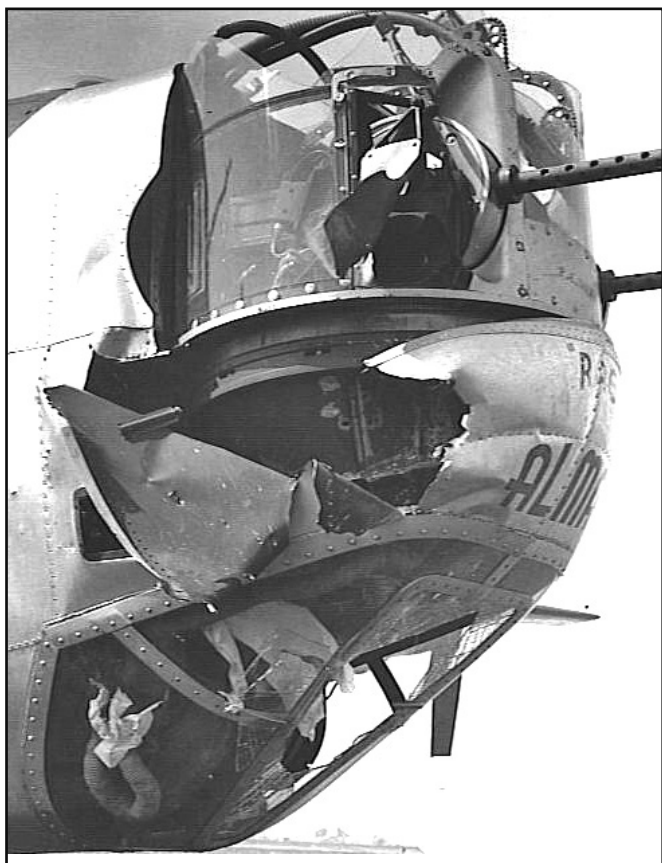
Tail gunner Sgt William L. Altschaft was credited with destroying an FW-190.



After this crash landing at Sporle, #41-29433 had to be salvaged.

2/Lt Leghorn and crew, aboard #42-95037, Sally, were on their first mission. They landed safely at Wendling with two engines shot out and the nose turret blasted apart; bombardier F/O Melvin Rothman had been knocked out by the explosion, lost his oxygen mask, and passed out.

See POLITZ on page 7



This photo shows the blast to #42-95037, Sally, that knocked out bombardier F/O Melvin Rothman.

2/Lt Leslie R. Hadley, copilot on **2/Lt Philip F. Anundson's** 577th crew, remembers that "Politz was a nasty area to go into. They had Me-109s, FW-190s, and Me-210s plus an amazing number of 88mm flak guns."

2/Lt Burrell M. Ellison's crew

In his manuscript, 392nd BG Squadron 576, pilot Burrell M. Ellison wrote, "We flew this one with two of our old crew missing, 2/Lt Quitman C. Hurdle and 2/Lt Earl F. Bassett. Hurdle, having flown as squadron bombardier on several previous missions, had completed his tour and was being transferred. Bassett had been assigned to Lt. Tyler's crew for this mission. I had a replacement enlisted man in the nose turret and he was scared almost to death.

"The timing must have been off for we missed our fighter

escort and it is just what the Luftwaffe had been waiting for. About 15 minutes from the target and for approximately 30 minutes thereafter, we were under attack by 100 to 150 FW-190s, Ju-88s and Me-109s. During the first three attacks the Me-109s and FW-190s went through the formation and between the B-24s, thereby creating havoc. They literally shot the 392nd to pieces. German pilots came so close that I felt I would recognize them if I met them on the street.

"We lost six to eight of the 27 planes we started with and I thought that we would be among the missing that night. One 20mm came through the front windshield and missed my head by a small fraction of an inch, went on back and ripped some clothing from T/Sgt Howard F. Samples in the top turret. We also had 20mm shells in both spars which buckled the wings, but by the grace of God, did not ignite the fuel. Also, we had a cylinder shot out of our number two engine which made it inoperable. Number three engine was hit and running rough but I could use it about half of the time. I could not feather the propeller on the number two engine at all.

"The enemy fighters must have run low on gas because they withdrew. We were deep in Germany, plane shot up and no friendly fighters in sight. The situation did not look good. I ordered everything that wasn't nailed or welded down thrown overboard and this included bombsight, flak vests, guns, ammunition—everything! I tried to snuggle up to another group as they passed but couldn't maintain enough speed or altitude. Even the B-17s were passing us. I was resigned to the fact that we would be guests of Mr. Hitler that night.

"I flew all the way back with my hand on the landing gear lever... if an enemy fighter showed up, down would come the landing gear. And to think that we were so close to finishing 30 missions, too. We lost altitude gradually all the way toward the English Channel, but we stayed in the air and no enemy fighter appeared. Finally, at about 4,000 feet we crossed the English Channel and started looking for someplace to land. We had gas and no field was in sight so we made it back to Wendling.

"...we were the only ship in the traffic pattern and the ground crew had given us up for lost. Our airplane was so badly damaged that it never flew again. The mission was not a total loss however; the bombing was good and nose gunner S/Sgt Clyde S. Anderson got credit for one fighter.

"After briefing, ball turret gunner S/Sgt Jackson A. Tupper and waist gunner S/Sgt Edmund J. Patnaude both gave me their shot of whiskey. I needed it. Not one man on the aircraft was wounded. That was a miracle."

2/Lt Neil R. Larsen's crew, 577th

Tail gunner S/Sgt Stanley J. Prazak's Combat Form shows the severity of the final attack. At 12:20, "Three of the e/a, Ju-88s, came in one at a time, the first from 7 o'clock, the second from 6 and the 3rd from 5 o'clock. The first started firing at 900 yards and the tail gunner returned fire, a few rounds at 699 yards. He fired 150 or 200 rounds, about 7 or 8 bursts. The ball turret gunner saw the tracers go into the e/a and smoke start coming out, so he watched it and it apparently tried to peel off to go under the formation but was not able to pull out. It was seen going straight [down] to

See POLITZ on page 8



This photo shows what a narrow escape 2/Lt Ellison and his crew had in #42-94772.

POLITZ from page 7

about 5,000 feet, at which point it exploded.” He got credit for destroying that plane.

Right waist gunner S/Sgt Clyde G. Whitt wrote in his diary, “Briefing at 4:30. Takeoff at 8 o’clock. Lot of flak on way to target and a lot over target. Hit about 30 Ju-88s and Me-109s just before and after the IP. Lucky they didn’t hit our ship. The fight was plenty hot. We made a good hit on target. A B-24 was on top of us on the bombing run and we thought his bombs were going to hit us. They missed us by a hair.”

Tail gunner Sgt Donald G. Barker was given credit for the probable destruction of an Me-109.

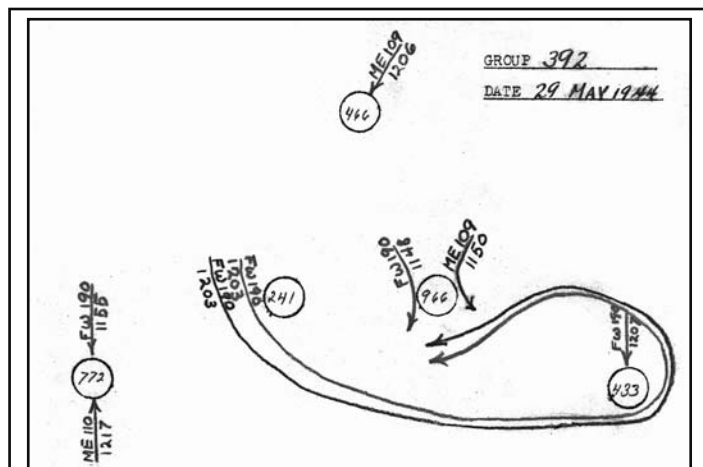
392nd BG Gunners

Capt Copp’s engineer/top turret gunner, T/Sgt Gilbert L. Hodge, was credited with destroying an FW-190.

Two gunners on **2/Lt George L. Bridson’s** crew, 578th, reported firing at enemy ships. A Combat Form for tail gunner S/Sgt George L. Tatelbaum says that at 11:48, “First fleet of FW-190s came in from nose, attacking, called out over interphone by copilot. As ships came past the tail turret, gunner was able to get some good shots in at range of 100-150 yards. This FW-190 was about the 5th or 6th of a group of about 30 which went thru the formation. E/A blew up and a portion of his tail assembly flew into another FW-190.”

Right waist gunner S/Sgt James B. Seery’s Combat Form says, “E/A attacking from high at 1 o’clock. 2 came in side by side. First they knocked off ship flying #3 in high element [2/Lt Stoltz’s]. Gunner started to open up when planes were about 900 yards out. Passed ship, one peeling off upwards and the other went down in flames, engine on fire, just before ship blew up.”

Neither got credit for these incidents.



This Combat Duplication Check Form shows some of the very effective tactics used by the Luftwaffe. Aboard #466 was the Edwards crew; #772, the Ellison crew; #241, **2/Lt Carroll Cheek’s** crew (whose left waist gunner Sgt Vernon G. Miles was credited with damaging an FW-190); #966, the Bridson crew (perhaps showing the two claims by Tatelbaum and Seery); and #433, the Evans crew.

Ball Turrets

2AD may have been in the process of taking out the ball turrets, as every crew was asked if they favored their

removal. 2/Lt Evans’ crew was “unanimous” to leave the ball turret in. 2/Lt Larsen said they “Certainly need” those turrets as “Enemy were making attacks at belly.” The crew of **1/Lt Donald E. Monroe**, 577, said “Germans seem to know that ball turrets are being taken out and are attacking these ships from bottom.”

However, in its report, *Relative Effectiveness of Gun Positions—B24’s*, 2AD statistics show that of 45 encounters with enemy aircraft during the Politz mission, only two were from the ball turret. Most encounters were from the tail (16), the nose (10), top turret (7), left waist (6) and right waist (4).

Other Crews

Other crews that completed this mission were **2/Lt Keith D. Bratton**, 576th; **1/Lt Myron A. Bradford** and **1/Lt George A. Schelton**, both 577th; **1/Lt Charles A. Hamblen**, 578th; and **2/Lt John T. Cornell** and **2/Lt Leo K. Ruvolis Jr.**, 579th.

Meanwhile, ground crew personnel went about their daily business while waiting anxiously for the planes to return.



This photo dated 29 May 1944 shows 578th aircraft mechanic Sgt Arthur H. Olsen painting a mural. Please contact the editor if you know where this painting was.

Editor’s note: An article in *Twentieth Century Crusaders* tells how, on 2 Mar 1944, many returning 392nd crews got diverted to an RAF base due to bad weather at Wendling. The next day, crews were trucked to a nearby US Armored Division for chow, “still in their flight gear, looking quite shabby and disheveled, due to not have any toilet articles, shaving gear, etc. with them.

“Some of the crews reckoned that if they could drive a B-24 Liberator bomber, driving a Sherman tank wouldn’t present too many problems. Subsequently, much havoc was wreaked in and around the Division’s tank park.”

A jeep stopped near 2/Lt Joachim, who was “standing nonchalantly by the roadside, hands in his pockets and big cigar clenched between his teeth.” A US Army general, “sitting upright and resplendent in the back seat, barked authoritatively, ‘Soldier!! What do you think you’re doing?’ Without removing hands from pockets, [the Lieutenant] replied with equal authority, ‘I’m fighting this war, general. What are you doing?’ ” Off sped the jeep and general.

8th Air Force Historical Society Reunion October 14-18, 2015 Omaha, Nebraska

Wednesday, October 14

- 1:00pm– 6:00pm Reunion Registration open
- 1:00pm Memorabilia Room open throughout the reunion
- 1:00pm– 4:00pm 8AFHS Board Meeting
- 6:00pm– 7:00pm Welcome Reception, followed by dinner on your own

Thursday, October 15

- 7:30am– 8:30am Continental breakfast for Package #1 participants
- 8:00am–11:00am Reunion Registration open
- 9:00am– 1:30pm CITY TOUR / OLD MARKET
- 9:30am–12:30pm BRIEFING AT THE BUNKER (STRATCOM HQ)
- 1:00pm– 6:00pm Reunion Registration open
- 2:00pm– 3:30pm Q&A WWII Vets
- 3:45pm– 5:00pm Q&A Cold War Vets
- 6:00pm– 9:00pm Cash Bar Reception
- 7:00pm– 9:00pm Dinner Buffet; WWII Program

Friday, October 16

- 7:30am– 8:30am Full Breakfast Buffet for Meal Package participants
- 8:00am–10:00am Reunion Registration open
- 8:30am–10:00am Individual Group Meetings
- 10:00am–11:20am Chapter & Unit Development Meeting
- 11:30am– 4:00pm BUZZING AT THE BLUFFS MINI AIR SHOW
- 2:00pm– 6:00pm Reunion Registration open
- 6:00pm– 9:00pm 8AFHS Cash Bar Reception
- 7:00pm– 9:00pm Rendezvous Dinners

Saturday, October 17

- 7:30am– 8:30am Continental Breakfast for Meal Package Participants
- 8:45am–10:15am General Membership Meeting
- 11:00am– 4:30pm DURHAM MUSEUM / CITY TOUR
- 12:00pm– 4:00pm 8AFHS Board Meeting
- 12:30pm– 4:00pm STRATEGIC AIR & SPACE MUSEUM
- 5:30pm– 6:00pm Reunion Registration Open
- 6:00pm– 9:00pm 8AFHS Cash Bar Reception
- 7:00pm–10:00pm Banquet Dinner and Entertainment
- Sunday, October 18
- 7:00am– 8:30am Full Breakfast Buffet for Meal Package participants

Registration Instructions. Complete the Registration Form on page 11. For “WWII GROUP,” please put “392nd BG” regardless of which squadron you were in. This information will be used to tally totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give that information too. Remit by mail with check or money order payable to Armed Forces Reunions by 11 Sep 2015. You may also register and pay with credit card online at www.afr-reg.com/8afhs2015. A 3% convenience fee will be added to online credit card reservations. Forms received after September 11 will be accepted on a space available basis only. Hotel reservations should also be made by September 11.

Cancellation Policy. For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$5 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR’s vendor commitments and guarantees will allow, less a \$5 processing fee. Cancellations will only be taken Monday through Friday from 9am until 4pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn’t cancel your reunion activities.

Meals / Event Choices

MEAL PACKAGE 1, \$212. Includes 7 hotel food functions starting with breakfast on Thursday (4 breakfasts, 3 dinners).

See REUNION on page 10

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

REUNION from page 9

MEAL PACKAGE 2, \$148. Includes 5 hotel food functions starting with breakfast on Friday (3 breakfasts, 2 dinners).

The continental breakfast buffets include juice, fruit, cereals/milk, yogurt, breakfast breads and coffee. The full breakfast buffets include juice, fruit, eggs, meat, potatoes, breakfast bread, and coffee.

CHOICE 3, INDIVIDUAL EVENTS. Thursday's Buffet at \$44 is included in Package 1 but can be purchased separately. Friday's Rendezvous Dinner at \$45 (individual Bomb Group Dinners for groups of 30 or more) and Saturday's Banquet at \$45 can be purchased separately as well, but are included in both packages above.

TOUR OPTIONS. Prices are listed on the registration form (page 11). Driver and Staff gratuities are not included in the tour prices. All trips require a minimum of 35 people. Please be at the bus boarding area five minutes prior to the departure time.

CITY TOUR / OLD MARKET, Thursday, October 15. Enjoy a guided driving tour of Omaha's points of interest. See Lewis & Clark Landing, the Historic Gold Coast district and Creighton University. Sites include billionaire Warren Buffet's residence, 1903 Joslyn Scottish Castle, St. Cecilia's Spanish Cathedral, the Blackstone Hotel (birthplace of the Reuben Sandwich), TD Ameritrade Park (home of the annual College World Series), Omaha Community Playhouse (where Henry Fonda started acting), and much more. Stop at Pioneer Courage Park to see life-size sculptures of an authentic pioneer wagon train traveling west across the Nebraska prairie. You'll have time for a leisurely lunch and shopping on your own at the Old Market, Omaha's most historic and entertaining neighborhood. The cobblestone streets are home to a diverse mix of shopping, galleries and restaurants. Shuttles back to the hotel will be offered at 12:15pm and 1:15pm. 9:00am board bus, 1:30pm back at hotel. \$37/Person includes bus, guide, and guide gratuity. Lunch on your own. ****OR****

BRIEFING AT THE BUNKER. Thursday, October 15. STRATCOM Headquarters on Offutt AFB is home to the historic "Bunker" currently known as the Global Operations Center, the underground facility where officials from each branch of the military and civilians carry out the command's worldwide mission. In the comfort of the briefing theater inside the Headquarters building, learn the history and current missions from the men and women who play a vital role in our nation's defense, from the early crises of the Cold War to the expanded missions including cyber security, enjoy this once-in-a-lifetime experience. 9:30am board bus, 12:30pm back at hotel. \$28/Person includes bus and escort.

BUZZING AT THE BLUFFS MINI AIR SHOW, Friday, October 16. It's time for some real hangar flying during a private airshow at the Council Bluffs Airport. Check out Gunfighter, a beautifully restored P-51 and other fully restored war birds as well as vintage memorabilia. Lunch will be provided! More details coming! 11:30am board bus, 4:00pm back at hotel. \$29/Person includes bus and escort.

DURHAM MUSEUM / CITY TOUR, Saturday, October 17. If you missed the city tour on Thursday, you'll have an opportunity to take one today, but first we'll stop for a quick bite at the Old Market. There are lots of restaurant

choices, along with shops and galleries, but use your time wisely. Next stop: Union Station, now home to Durham Western Heritage Museum. Affiliated with the Smithsonian, the museum is the nation's first restored Art Deco railway station, housing exhibits and memorabilia from Omaha's history. Walk through full-sized train cars, learn the history of Omaha from the Native Americans to present, and enjoy an ice cream, malt or phosphate at the old-fashioned soda fountain. Finally, embark on a two hour city tour, as described above, to learn about Omaha's past and present. 11:00am board bus, 4:30pm back at hotel. \$47/Person includes bus, guide, and admission. Lunch on your own. ****OR****

STRATEGIC AIR AND SPACE MUSEUM, Saturday, October 17. More than thirty of the world's most famous military aircraft and missiles are on display at the Strategic Air and Space Museum. The 300,000 square foot facility includes the SR-71 "Blackbird" and the B-36 "Peacemaker," as well as a B-17 and many more interesting aircraft. A special 'Planes, Trains, and Autos' exhibit will be on display during our visit. Save time to see a film in the theater and visit the gift shop. A limited snack bar is available, but we recommend you eat lunch before departing the hotel. 12:30pm board bus, 4:00pm back at hotel. \$41/Person includes bus, escort, and admission.

DOUBLETREE HOTEL OMAHA DOWNTOWN

1616 Dodge St.

Omaha, Nebraska 68102

(800) 222-8733 OR (402) 346-7600

<http://doubletree3.hilton.com/en/hotels/nebraska/doubletree-by-hilton-hotel-omaha-downtown-OMAH-DT/index.html>

The hotel is located in the heart of downtown just ten minutes from the Eppley Airport.

HOTEL RESERVATION INFORMATION

Call the numbers above and reference the 8th Air Force Historical Society or please visit www.afr-reg.com/8afhs2015 and click on the hotel reservation link at the top of the page to make reservations and receive the discounted group rate.

GROUP NAME: 8th Air Force Historical Society Reunion

REUNION DATES: October 14-18, 2015

RATE: \$105 + tax (currently 18.16%). Group rate is offered 3 days before and 3 days after the reunion dates, based on group-block availability.

CUTOFF DATE: September 11, 2015. Late reservations will be processed based on space availability at a higher rate.

CANCELLATION POLICY: All reservations have a 48 hour cancellation policy, or the attendee will be charged one night's room rate plus tax. All early departures are subject to an early departure penalty of \$25 and late check-outs are subject to a penalty of \$75.

The Doubletree Hotel is offering complimentary self parking to all overnight guests. The hotel also offers complimentary shuttle service to and from the Omaha Eppley Airfield. Upon arrival at the airport you will need to call the hotel and then proceed outside to the shared ride/taxi pickup/drop off stand outside baggage claim.

ScoutAround rents both manual and power wheelchairs by the day and week. Call (888) 441-7575 or visit www.scoutaround.com for details and to make reservations.

8th AFHS ACTIVITY REGISTRATION FORM ≈ 14-18 OCT 2015

Listed below are all registration, tour, and meal costs for the reunion. 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. You may also register online and pay by credit card at www.afr-reg.com/8afhs2015 (3% will be added to total). If a valid email address is provided, an electronic receipt will be sent. Otherwise, your cancelled check will serve as your confirmation. All registration forms and payments must be received on or before September 11, 2015. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee. Your contact information will be shared only with other reunion attendees.

Armed Forces Reunions, Inc.
322 Madison Mews
Norfolk, VA 23510
ATTN: 8th AFHS

OFFICE USE ONLY

Check # _____ Date Received _____
 Inputted _____ Nametag Completed _____

CUT-OFF DATE IS 9/11/2015	Price Per	# of People	Total
<u>REGISTRATION FEE</u>			
Includes meeting expenses and other reunion expenses.	\$40		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
<u>MEAL PACKAGES</u>			
<i>Package #1 includes 7 hotel meals beginning with breakfast on Thursday</i>	\$212		\$
<i>Package #2 includes 5 hotel meals beginning with breakfast on Friday</i>	\$148		\$
Please select your entrée choice(s) for the Banquet:			
10oz. Grilled NY Strip		#	
Roasted Salmon with a lemon-herb sauce		#	
<u>SEPARATELY PRICED MEALS (if not purchasing a package)</u>			
Thursday, 10/15: Dinner Buffet	\$44		\$
Friday, 10/16: Rendezvous Dinner (Pan Roasted Chicken)	\$45		\$
Saturday, 10/17: Banquet (please select your entrée)			
10oz. Grilled NY Strip	\$45		\$
Roasted Salmon with a lemon-herb sauce	\$45		\$
<u>TOURS</u>			
Please choose one of the following two tours:			
Thursday, 10/15: City Tour / Old Market	\$37		\$
Thursday, 10/15: Briefing at the Bunker	\$28		\$
Friday, 10/16: Buzzing at the Bluffs Mini Air Show	\$29		\$
Please choose one of the following two tours:			
Saturday, 10/17: Durham Museum / City Tour	\$47		\$
Saturday, 10/17: Strategic Air and Space Museum	\$41		\$
Total Amount Payable to <u>Armed Forces Reunions, Inc.</u>			\$

Please Print

MEMBER NAME (for nametag) _____

☐ VETERAN ☐ NEXT GEN ☐ OTHER WWII GROUP AFFILIATION (please list BG, not BS) _____

IF A VETERAN, PLEASE CIRCLE ERA: WWII Cold War Era Korea Vietnam Gulf War Desert Storm Iraq Other _____

SPOUSE NAME (if attending) _____

GUEST NAMES _____ ☐ NEXT GEN

PHONE # (____) _____ - _____ EMAIL ADDRESS _____ @ _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____

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 (____) _____ - _____

CHAPLAIN'S CORNER

by Tom Perry, 576th Sqdn Armorer

I recall a prayer many of our airmen prayed prior to takeoff for a combat mission: "Our Father, which art in Heaven, Hallowed be Thy name. Thy Kingdom come, Thy Will be done, on Earth as It is in Heaven. Give us this day our daily bread. And forgive us our sins as we forgive those who sin against us. And lead us not into temptation, but deliver us from evil, for thine is the kingdom and the power and the glory forever. Amen"



Remembrance Day 2014. From top: Reverend Martin Joyce leads the procession to the Memorial, followed by Royal British Legion standard bearer Stephen Lynn and Brownie and Rainbow scouts. The standard is lowered in homage to 392nd BG casualties. Mr. Henry Dennett prepares to lay a wreath on behalf of the 392nd BGMA. The tributes have been placed.

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 late Very Reverend Robert C. Martin, former Dean of the Cathedral at Erie, Pennsylvania.

∞FOLDED WINGS∞

Harold W. Buirkle, 576, October 2, 2014
Robert L. Gale, 577, 10th SCS, December 10, 2012
Roland D. Brown, 578, July 28, 2014
Cliff E. Howard, 577, June 26, 2014
John G. Thiel, 576, date unknown
Betty LeBleu, widow of Leon, 576, July 5, 2014
Chester A. Decker, 576, date unknown
James M. Cox, 576, August 3, 2013
Charles B. Black Jr., 578, February 2, 2015
Thomas E. Bickham Jr., 578/9, May 16, 2014
Dale J. Stephens, 577, December 26, 2014
Richard J. Spades, 576, February 28, 2015