



The Aubrey Award Winners

The 392nd BGMA is pleased to announce the winners of our first Aubrey Award essay contest. The idea came from Beverly Burke, who wanted to honor her late husband Aubrey's military service in the 465th Sub Depot, encourage young people to learn more about the 392nd BG and *the greatest generation*, and highlight the importance of education.

Beverly provided funding for the prizes—\$600 for first place and \$400 for second place in the American Division, with the equivalent value in the European Division winners' currency—and associated administrative costs.

Each submission required two essays. The first was a paragraph telling what the author found interesting and inspirational about Aubrey Burke's life and his service in the 465th Sub Depot. A longer composition focused on one of twelve possible topics. Each essay was ranked by the ten members of the 392nd BGMA's Essay Committee, many of them educators, who knew only the author's age and Division. Complete rules were in the September 2021 News.

When President Ralph Winter emailed the winners, he wrote, in part, "I appreciate the time and effort that you put forth and hope that in doing your research you have gained an even greater appreciation for the many airmen who contributed so much in so many ways to defend our democracy and our European allies... we are grateful for young people like you who recognize their sacrifice. Take pride in what you have done, for it is well-deserved."

The winners were notified in January 2022 and presented with certificates of accomplishment and their awards.

There was one entry in the American Division; all five European Division submissions were from students at Hellesdon High School and Sixth Form Centre in Norwich, Norfolk, England. The 392nd BGMA thanks member Sarah Snell for sponsoring her daughter Caroline in the American Division and Hellesdon High School head history teacher Dr. Margaret Taylor for serving on our Aubrey Award committee and inspiring so many students from the UK to enter!

The first place, second place and honorable mention entries are printed here in their entirety, but without footnote citations and bibliographies. Many thanks to all participants—your essays have helped accomplish Beverly's vision!

American Division First Place Winner: Caroline Snell

Caroline Snell, age 16, is the great-granddaughter of Col Lawrence G. Gilbert, last commander of the 392nd BG. Her sponsor was 392nd BGMA member Sarah Snell.

Aubrey Burke Paragraph

Having known nothing about Aubrey Burke as I sat down to read his biography, I find it remarkable how similar my own interests mirror Burke's, despite our drastically different lives. As a self-proclaimed tinkerer with a special interest in robotics and a love for building random things, I felt connected to Burke's similar creativity. I was also particularly inspired by Burke's perseverance, through his childhood and the war. Burke faced hardships at home before the war, by both the economic strain of the Great Depression and the absence of his father, who abandoned Burke and his family when he was 12. And yet, Burke preserved, learning critical mechanical skills through an apprentice program, that eventually led him to enlist in the Army Air Force. He was assigned to the 465th Sub Depot, a non-combat unit that repaired battle-damaged

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European Division First Place Winner: Chloe Collier

Chloe Collier, age 13, was sponsored by Hellesdon High School and Sixth Form Centre in Norwich, Norfolk, England.

Aubrey Burke Paragraph

Aubrey Burke was a member of the 465th sub depot but supported the Wendling based, B-24 Liberator flying, 392nd bomb group. He was an innovator of mechanics and had a fantastic eye for machines; how they worked, fitted together as well as how to fix and mend aeroplanes from battle-damaged metal and old machine parts. Although he never flew any of the air craft, he thought of himself as 'one of the boys who kept the planes in the air'.

He was creative and also used his skills to design several personal projects during his time in the group including a bread slicing machine and a tray of communion cups. After many years of active service, he left the mechanics side of the army and was able to study psychology and counselling to join the medical group.

In 1953 Aubrey was discharged from the army and got

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FROM THE EDITOR

Our Veterans. I received more emails from our veterans. **Paul McCarty Jr** is not related to anyone in the 392nd BG. However, as a member of the Wisconsin Chapter of the 8th Air Force Historical Society, he was well acquainted with current member Bill McCutcheon (son of 576th navigator James McCutcheon, whose missions were from 15 Jun 1944 through 21 Nov 1944) and 392nd BG veterans (both now deceased) 576th radio operator George W. Michel (interned in Switzerland on 11 Jul 1944, his tenth mission) and 576th tail gunner John E. Rosenberg, who flew combat missions between 4 Dec 1944 and 25 Apr 1945.

Paul attended the 8AFHS reunion in Dayton, Ohio, in 2018. He designated the 392nd as his reunion unit due to his deep friendship with George, who had passed away earlier that year. He's been a member ever since!

Paul was a US Marine Corps veteran of the Vietnam War. He wrote, "I was a Marine Rifleman, aka infantry, assigned to Kilo Company, 3rd Battalion, Seventh Regiment, 1st Marine Division. We had a base camp on Hill 55 where we lived between missions. This was in 1967.

"I was wounded in action twice. The first time was from grenade fragments which put me in the hospital for about 3 weeks. The second time, we were on a patrol and were ambushed by NVA troops. We called for fire support from our hill and they responded with fire from our tanks. The first shell went towards the NVA but the second round landed next to me. I was the victim of friendly fire.

"When things died down a helicopter med evaced [me] out to DaNang. After a couple of days I was transferred to the Naval hospital on Guam. I was on Guam for about 3 weeks and then transferred to Naval Hospital, Great Lakes, Illinois, where I spent several months getting reconstructive surgery on my hand and face. After I was released from the hospital I was sent to Camp Pendleton, California, where I was stationed for about 4 months and from there I was stationed at Marine Corps Base, Kaneohe Bay, Hawaii, for my last 16 months. I was discharged from my beloved Marine Corps in 1970."

Jerry Fitzpatrick, the grandson of 577th Sqdn pilot 1/Lt Denver L. Walker, also served in the US Marine Corps. He writes, "I was on active duty from 1992-1996. I enlisted during Operation Desert Storm, while I was still in high school under the delayed entry program. After I finished school, I shipped off to Marine Corps Recruit Training in San Diego CA in August 1992. Desert Storm ended before I completed my training. My MOS [Military Occupational Specialty] was 3051 Supply, and later I took on a secondary MOS as 8531 Weapons Instructor. So I worked in the supply and logistics field, and I also instructed Marine Recruits in rifle marksmanship; I taught them how to effectively utilize and qualify with the M16 A2 Service Rifle. I spent the majority of my service stationed at Parris Island South Carolina which was the Marine Corps Recruit Depot for the Eastern Recruiting Region. I was there from 1993-96. I served the Headquarters and Service Battalion there in Supply, and I then served in the Weapons and Field Training Battalion there at Parris Island as well. I made it to the rank of Corporal E-4 NCO [non-commissioned officer] in just three years. Not an easy task at that time! :)"

From English Friend **Doug Willies**: "I was involved with UK Forces continuously from early 1948 through to 1990. I served in the RAF from 1948 to 1950. 1950 to 1958 I worked for the British Army as a civilian working on Tactical & Fire Control radars. I continued as a technical Civil Servant from 1959 until retiring in late 1990 back with the RAF, involved in ground to air communications (& associated activities) in the Air Defence role. Thoroughly enjoyed and still missed!" Doug and Celia asked me to "Please convey our very best wishes to all 392nd Vets and families."

Masters of the Air. My son Dan sent me this update to the future miniseries *Masters of the Air*: <https://www.businessinsider.com/what-we-know-about-wwii-miniseries-masters-of-the-air-2022-2?fbclid=IwAR2ewsR3dYDiYElOz7RTkJWDJ75vCOg9HZo>

eZEHJA_5K-lrfoqzMx4rW1TM. We both wondered if any B-24s will be shown!

Zoom Meeting. Among Crusaders at our Zoom meeting were first-timers **Floyd Story** (whose father, Pvt Wilton G. Story, served in the 577th Sqdn's ground crew) and **Irene Hurner**, whose father was a pilot in the 453rd BG.

President's Corner



I hope everyone's New Year is off to a good start and that this issue of the *News* finds you and yours healthy and happy.

As you can see, much of this issue is devoted to the winners of the Aubrey Award essay contest. While we had some interesting and well-researched essays from a number of bright young students both here and in the UK, we would like to have more participants next time.

When we started the contest, we reached out to you, our members, asking you to help us by telling your young family members and acquaintances about this opportunity to learn more about the 392nd Bomb Group and some WWII history and possibly win a cash prize in the process.

When this year's contest ended, our Essay Committee met to discuss what can be done to increase participation. One thing we decided to do—and I am doing it now—was to ask for input from our members, especially those who suggested it to a young relative or friend, as to why they didn't want to enter. For example: not enough advance notice, rules too complex, they don't like to write essays and would prefer a different format, or anything else that deterred them. Anything you have to offer will be greatly appreciated.

We had our quarterly Meet & Greet February 12th with a nice turnout of fifteen Crusaders from three countries. As usual, it was very casual and we enjoyed exchanging stories and discussing current events. These Zoom sessions offer a great opportunity to get to know some of your fellow members and hear their stories and how they are connected to the 392nd BG family. I encourage you to be on the lookout for the email invitation and plan to join in.

We'd love to see more faces and learn more about each of our members. Please let me know in advance at rewcts@gmail.com if you have specific questions (What did a flight engineer do? Why was the Friedrichshafen mission on 18 Mar 1944 so catastrophic?) and our 392nd BG historians will try and answer them.

Our next Meet & Greet will be **Saturday, April 16th at 1:30pm Eastern Daylight Savings Time**. Mark your calendar!

I know it's early, but things are beginning to shape up for our reunion this year. It's going to be in Washington, DC, October 19-23, and will be a great opportunity to enjoy a visit to our nation's capitol while attending the reunion. Perhaps you'll want to bring your children and/or grandchildren along to see some of the many educational and historic sights Washington has to offer. Discounted rates at the hotel will be available prior to and after the reunion if you want to have a day or two for independent sightseeing. See the details on pages 9-11.

It looks like a visit to Wendling next year is a strong possibility. Your Board is in the preliminary planning stages and we'll keep you updated as things progress.

Best wishes to everyone, Ralph

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airplanes. Burke was highly skilled and innovative being able to "instantly visualize how he could fix [the broken tool or part];" He created devices using the limited materials on hand, such as communion cups from shell casings, and a bread slicing machine to take on the tough-crust British bread. Burke was always worried about the airplane he worked on and the people who flew them, showing his compassion for others. As someone who loves working on my own creative projects, I find Aubrey Burke and his hard work ethic, kindness, and ingenuity to be incredibly inspiring.

The B-17 and B-24 Bombers Planes in World War II

Throughout the course of World War II, airplanes played a pivotal role in warfare, through combat, bombing, aerial reconnaissance, and the transportation of supplies and troops. The 392nd Bomb Group, stationed in Wendling, England, was just one of many bomb groups that fought in the war. Bomb groups in the general East Anglia area, such as the 392nd, flew B-17 and B-24 bomber airplanes. The B-17 airplane, built in 1934, was later followed by its cousin airplane, the B-24 in 1939.

Nicknamed the "flying fortress," the B-17 is famous for its endurance and ability to sustain heavy artillery damage during its daytime raids over Europe. Boeing was commissioned to build this multi-engine bomber plane, then known as model 299, by the US government in August of 1934. Upon seeing the plane, a *The Seattle Times* reporter, Richard Williams, nicknamed the plane "Flying Fortress," which Boeing was quick to trademark. The plane, however, was officially branded the B-17 by the U.S. Army Air Corps. On July 28, 1935, less than a year after it had been commissioned, the bomber had its first flight. The original B-17 airplane was armed with five .30 caliber machine guns, as well as two bomb racks holding a payload of up to 4,800 pounds. The plane also had a very distinctive machine gun in the nose of the plane. The B-17 went through several variations, however, with the first mass-produced model being the B-17E. The B-17E was also the first model to focus on offensive warfare, gaining four more machine guns, bringing the grand total to nine, as well as extending the overall fuselage of the plane by 10 feet. Each variation of the bomber became more heavily armed with additional machine guns and bomb capacity. Despite the many variations of the B-17, the overall design and function of the plane stayed the same; The B-17 was meant to withstand heavy enemy fire and get to the designated bombing site. It had four engines, instead of the customary two for other planes. This meant that if one engine failed, the plane could still fly. The plane also had a distinct, and enormous, tail to improve stability and control, and space for a 10-person crew. The bomber could fly at roughly 250 mph and had a range of about 2,000 miles, or nine to 10 flying hours, though those numbers would vary by the weight of the bombs being carried. The B-17 played such a pivotal role in the war that General Carl Spaatz, who was the American air commander in Europe during the war, said that "Without the B-17 we may have lost the war." By the time World War II ended, roughly 12,700 B-17

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News from Across the Pond

392nd BGMA Friend John Rupp recently retired as Director of Ben Burgess Beeston, the farm machinery company built over and around the 392nd BG's Operations building. We wish him well!

He emailed, "After 37 years with Ben Burgess I shall miss everyone very much. I have enjoyed hosting the many visits from veterans and their families over the years. They have taught me much about the 392nd and the Group's involvement with Beeston.

"The new depot manager is Robin Pitcher. He is keen to continue the link between us through John Gilbert. Robin is planning to use the meeting room at Ben Burgess as an exhibition room for the memorabilia that we have accumulated over the years. John Gilbert and I are planning to identify and label everything we have, once the COVID situation becomes safer."

We welcome Mr. Pitcher as a Friend of the 392nd BGMA!

John also advised that last summer, "We extended our showroom further forward by 7m, hence it is four times larger than when you last saw it. However, we have retained all of the old HQ building which is surrounded by a new modern showroom and sales offices."

From West Cheshunt, Hertfordshire, David Parnell oversees the memorial to 2/Lt John D. Ellis and crew who crashed nearby, likely due to prop wash while on their way to bomb the airfield at Juvicourt, France, on 12 Aug 1944.

All were killed. David wrote, "Things are going well over here and the memorial to the Ellis crew remains in good shape. I have been given a grant of £500 by the deputy chair of Hertfordshire County Council to install a stainless steel information stand on the site with a corresponding QR code to a suitable website with more details about the crew, the disaster itself and the 392nd BG they belonged to. There is much to be discussed over the following months between us all about this exciting new development."

We appreciate David's commitment to the Ellis crew!

France

Bernard Ballanger reported on the 2021 remembrance of 8AF's mission on 31 Dec 1943. It began, as always, at the Chapel of St. Vivien, where tribute was paid to the 400 crews from 8AF who attacked targets in France that day and especially the 96 airmen who were killed.

The attendees then moved to the grave of Mrs. Yvonne Bourdejeau. The burning wing from a B-24 fell on her house and she died of her injuries on 20 Jan 1944.

The participants then re-convened at the memorial to 578th Sqdn 1/Lt Thomas R. McKee's crew. It was unveiled on 31 Dec 1947 by the organization Souvenir Français



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392nd BGMA MEMBERSHIP FORM

Your membership status is shown on the mailing label directly after your name; 22 and higher means your dues are up-to-date. If you wish to renew, 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 <https://www.b24.net/memorialAssociation.htm>. **LM** means Life Member and **FRIEND** means that you receive the *News* with compliments of the 392nd BGMA.

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 below. 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 _____

Mailing address _____

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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.

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(French Memory). His plane was hit during a massive German fighter attack and exploded in the air; it was his wing that struck Mrs. Bourdejeau's house. Only two men were able to bail out; while descending, one was strafed and killed by the fighters. The other, tail gunner Sgt Anthony Malavasic, was captured soon after he landed.

Mr. Alexander Lipscomb, US Consulate for the New Aquitaine, placed a wreath at the McKee memorial. He extended a "big thank you to the town of Montlieu-la-Garde, members of French Memory, veterans, WWII reenactors, firefighters, local elected officials and the public for their loyalty and excellent preparation of the touching end of year ceremony. Long live Franco-American friendship!"

Congratulations to the Aubrey Award Essay Contest Winners!



At left, Caroline Snell, first place Aubrey Award winner in the American Division, displays her Aubrey Award certificate.

Below, Aubrey Award winners in the European Division with their certificates. L-R: first place winner Chloe Collier, second place winner Emerson Kelly-Clarke and honorable mention Holly Brock.

The three students had Hot Chocolate with Hellesdon High School and Sixth Form Centre principal Mr. Mike Earl, giving them the opportunity to discuss their essays with him. They also received special attention in the school's *Weekly Bulletin* and in the local press.



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airplanes had been built.

The B-24, nicknamed "The Great Liberator," was commissioned in 1939, several years after the introduction of the B-17. Designed by the Consolidated Aircraft Company, the B-24 was built to fly faster, have a longer range, and carry a larger payload. The plane was armed with ten .50 caliber machine guns, including a ball turret gunner at the nose of the plane. The B-24 had a long, tapered wing design along with a distinctive twin tail. The wing design, called the Davis wing, was six feet longer than the B-17, but the tapered nature of the wing meant the B-24 had a smaller wing area than the B-17. This wing design meant the B-24 had reduced drag and was, therefore, more fuel-efficient. Similar to its B-17 cousin, the range and speed of the B-24 would vary due to the weight of the bombs it carried, of which it could hold up to 8,000 pounds. That being said, the B-24 could reach speeds of approximately 290 mph and had a greater range than the B-17. However, the B-24's additional bomb weight compared to the B-17 meant that the B-24's maximum altitude was 25,000 feet, a good three to four thousand less than the B-17. The Davis wings were also more susceptible to damage and ice formation than the B-17's wings. In addition, the B-24 was very sensitive to weight distribution, and required pilots to get "on step," by flying 500 feet above the assigned cruise control before dipping back down. This was to prevent flying nose-heavy and using additional fuel, which was prone to leaking. Overall, the B-24's flying characteristics were considered to be less refined, making it harder to fly compared to the B-17. This earned a nickname by its crew; the "Flying Coffin." Despite the B-24's drawbacks, it was the most produced American war aircraft, with over 18,400 planes constructed. And not without reason either, as Stephen E. Ambrose wrote in his book *The Wild Blue*, "It would be an exaggeration to say that the B-24 won the war for the Allies. But don't ask how they could have won the war without it."

The B-24's Davis wing design allowed the plane to have a longer range, greater maximum speed, and larger payload, but the B-24 was also notoriously harder to pilot and was more susceptible to damage than the B-17. The B-17, on the other hand, was a less capable plane on the range, speed, and payload front, but was easier to fly and had a greater tolerance to enemy fire. Overall, the B-17 was favored by pilots and crew because of its manageability and protection, but the B-24 was critical to bomb further into Europe and eradicate the military production plants, storage, transportation needs, and troops that were critical to the Axis powers. Both planes were instrumental to the East Anglian bomb groups and their role in the Allied force's victory in Europe.

Upon being notified of her award, Caroline replied, "Thank you so much! It is an honor to win the Aubrey Award and I look forward to receiving the March newsletter. I think it is important to keep the memories alive of those who fought so hard to protect the freedom of our world, which is why I wanted to enter this competition. I hope my essay can do a little to help preserve those memories."

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a position working for a cement company as a foreman. Even when he retired 23 years later, he still wanted to remain active and started his own electrical company and took classes in business skills. He was as his wife Beverly stated 'the man who could—and did—do everything.'

Munitions used during WWII and what became of them?

Munitions played a vital role in the second world war and there were many different types in use at the time. The blast bomb; also known as the demolition bomb, had a primary function of the destruction of buildings and therefore was fitted with a time delay fuse so that it only exploded once deep within the structure. In contrast, the fragmentation bomb was designed to shatter into multiple sections in order to hurt the maximum number of people upon detonation. The general-purpose bomb combined the advantages of both the fragmentation and the blast bomb making it the most commonly utilised munition during WWII.

Another category of bombs are incendiary bombs, which combust upon impact because they contain flammable chemicals. Those filled with aluminium powder and iron oxide in a magnesium shell burn intensely and are used to destroy buildings. These were used extensively during the air raids of WWII causing destruction to many cities. The other type of incendiary bomb is filled with either jellified gasoline or napalm. These flammable substances spread easily and as they are sticky are hard to remove causing them to remain alight for a long time.

Anti-armour bombs were primarily used to destroy bunkers and warships, ranging from 100 pounds to 3,000 pounds. These bombs have thick casing and pointed tips in order to penetrate armoured targets.

Mustard gas; colourless but with a strong smell of garlic, was rarely used during WWII however, when it was, those who were exposed to it were symptomless until later when chemical burns and oozing blisters appeared. The gas inhaled also caused long-term respiratory problems and led to many cases of cancer in later life.

The atomic bomb, created by J. Robert Oppenheimer along with his team of scientists took several years working with plutonium and uranium to develop. It played a pivotal role in ending the war, but killed hundreds of thousands of innocent civilians in the process bringing 'prompt and utter

destruction' to Japan.

Bombs also came in a variety of sizes, but the largest was the grand slam, which was 24 feet long and weighed 10,000 kg. Its designer, Barnes Wallis created it to replicate the force of an earthquake in order to destroy buildings and tactical structures such as viaducts and bridges. Nine such targets were successfully destroyed in Germany during the spring of 1945. However, although almost 100 were made, only 42 were ever deployed.

So, what happened to all the surplus munitions no longer needed when the war suddenly ended? Many were just discarded or dumped into landfill sites and undersea trenches. The largest known example is the Beaufort's dyke, located in the sea between Northern Ireland and



Site of the Beaufort Dyke, Britain's largest known munition dump.

Scotland. It is thought to hold around a million tonnes of possibly still live ammunition. In the autumn of 1995, more than 4500 incendiary bombs washed up on UK beaches, thought to have been disturbed by contractors laying gas pipes near the trench.

Last December, just off the Norfolk coast, the trawler Galwad-Y-Mor suffered extensive damage from an unexpected explosion injuring all seven crew members. Upon investigation, the source was found to be external most likely from an old munition disturbed as they were recovering their pots from the sea bed.

Furthermore, unexploded bombs are still being discovered inland all over the United Kingdom even to the present day. In my local area a magnet fisher retrieved a grenade from the river Wensum and took it home before reporting it to the authorities, who detonated it under controlled conditions.

Another recent bomb discovery was in Exeter near the university campus last spring. A 1,000kg Hermann

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The grand slam bomb



The damage inflicted upon the Galwad-Y-Mor trawler.

bomb was uncovered by builders who called in the bomb disposal team. Four hundred tonnes of sand were used to cover it before it was destroyed. Even so, some of the shrapnel from the explosion travelled up to four hundred metres and nearby buildings and houses were damaged in



The explosion at Exeter university campus

the process. People up to five miles away heard the blast.

Even though WWII munitions seem like a thing of the past with the pain and destruction they brought, unexploded bombs are still around, perhaps even buried right under our very feet.

Photo credits: <https://www.independent.co.uk/news/uk/home-news/unearthed-secrets-of-the-devastation-caused-by-grand-slam-the-largest-wwii-bomb-ever-tested-in-the-uk-9078395.html>

<https://www.newscientist.com/article/mg14820042-200-the-ww2-bombs-dumped-off-western-scotland-washing-up-on-beaches/>

<https://www.gov.uk/government/publications/preliminary-assessment-galwad-y-mor/explosion-resulting-in-damage-to-fishing-vessel-galwad-y-mor>

<https://www.bbc.com/news/uk-england-devon-56289950>

Chloe emailed 392nd BGMA President Ralph Winter, "Thank you for the opportunity to take part in the Aubrey Burke essay competition. I learnt so much from the research that I did for the report and am hoping I can study history further at school.

"I was so surprised and excited to find out that my essay had been chosen and I had won a prize, which I never expected. I am pleased that you enjoyed it and that it will

help others in looking back on the past.

"I also get to meet with the school principal for hot Chocolate in his office because I won this competition!

"Thank you once again!"

European Division Second Place Winner: Emerson Kelly-Clarke

Emerson Kelly-Clarke, age 14, was sponsored by Hellesdon High School in Norwich, Norfolk, England.

Aubrey Burke Paragraph

Aubrey Burke's life is an incredibly harrowing but inspiring story. He was born in 1923 to a family of five children which was greatly affected by the great depression. When Aubrey's father left him and the family when he was only 12 Aubrey had to learn how to survive and thrive in the world. I personally find this incredibly impressive and goes to show how hard-working he was. He of course then went on to join the 465th Sub Depot where he did vital work for the allied war effort. Him and his team were even planning to go to the Pacific after VE day however, Japan capitulated before they could get there. Aubrey's difficult start in life didn't ever hold him back, in fact I am sure it pushed him to be a better man and become the war hero he grew up to be.

The B-24 Liberator's strengths, weaknesses, and comparison with other aircraft

In 1941 the deadliest conflict in human history, the second world war, had been raging for nearly two years when the B-24 arrived in Britain. It served in every theatre of conflict and saw the allies through nearly every year of the war, retiring soon after it's closure. Over 18,482 were produced during the war and each could carry 5,000 pounds of bombs.

With the advent of flight in 1903, aircraft soon began to be used in warfare. The first long range bombers were designed during the first world war, but they were quite slow and cumbersome and didn't carry a huge payload. It was in the second world war where faster, more effective bombers were designed and fielded. The first B-24 was designed by Consolidated Aircraft in 1938 and would go on to span many different variations and saw use across the globe.

Positioned above its fuselage, the b-24's wings spanned an impressive 110 feet. This allowed it to travel great distances, with a normal bomb load for a 1,700-mile mission being 5,000 pounds or 2,250 kg. Compared to its b-17 cousin that could only carry 4,000 pounds for a similar distance. This is why the Liberator was so widely used in the pacific and Atlantic theatres. The B-24's of 59 Squadron carried the mark 24 American acoustic torpedo which greatly helped in the Liberator's task of hunting German U-boat. During WW2, U-boats were a constant threat to the hundreds of passing ships on the Atlantic the Liberator proves its capability over its more popular counterpart. On the contrary, the Liberator uses the same bomb sight as the B-17, the Norden bomb sight, which helped to improve the accuracy of the bombs.

Like other heavy bombers of the time the B-24 was

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designed like a castle, with men stationed across the aircraft, defending it from enemy fire. It could hold up to 10 crew members manning various positions on the plane. There are guns on the front, waist, tail, bottom and top of the aircraft, helping itself to defend from enemy fighter aircraft. The guns used were often 0.50 M2 Browning machine guns which used the incredibly powerful .50 calibre round.

There are still a few drawbacks accompanying the B-24. Firstly, the B-24 had a max ceiling of only 28,000 feet meaning it was far more susceptible to enemy anti-aircraft. Furthermore, flak was especially concentrated in Europe, with Germany's 88mm cannon wreaking havoc on the skies. If hit by one of its shells, it would most likely rip the aircraft apart. This is contrary to the B-17, whose ceiling height was about 7,000 above the B-24's, rendering most anti-air ineffective. Another advantage the B-17 had over its counterpart was crew comfortability. Unlike the B-17, most B-24 models were made during wartime, meaning comfort and general accessibility around the aircraft. Crew had to crawl over each other with all their equipment and uniform. Sometimes there would be gasoline fumes that would fill the aircraft, making it incredibly uncomfortable and claustrophobic for the crew.

In conclusion the B-24 Liberator was an incredibly versatile aircraft, the distances it could travel were unparalleled, only a few other planes of the war could compare to its flights. It filled many roles such as U-boat hunting and daylight raids, many returning from these missions incredibly damaged but still fighting onwards. This made it almost indispensable for the allies. Their crews gallantly defended them across the globe. The Liberator dropped half-a-million tons of bombs in daylight raids against the Germans alone. It was used to fight tyranny and oppression from the Pacific to the Atlantic. Every single one of the 18,482 B-24's and their crews helped the allied war effort against the axis powers.

Upon being informed of his award, Emerson wrote, "I learnt so much writing this essay and it is an area I am really interested in so it was a pleasure to write."

"Thank you for the amazing opportunity to discover a part of the History of my local area I didn't really know about."

"It was an honour to read about the airmen that helped bring the world back together."

European Division Honorable Mention: Holly Brock

Holly Brock, age 13, was sponsored by Hellesdon High School and Sixth Form Centre in Norwich, Norfolk, England.

Aubrey Burke Paragraph

The Aubrey award essay contest is a contest that's been put together by Beverly Burke (May 2021) in honour of her late husband Aubrey Burke's military service, after his death on the 11th of December 2020. With the help of the

392nd BGMA to fund the competition Ms Burke's intention of encouraging young people to learn about 'the greatest generation' and highlighting the importance of education can become a reality with the first annual Aubrey award contest taking place this year. Aubrey Burke was born 1923 though had a rough childhood growing up as his family had lost everything a couple years into the great depression leaving young Aubrey at 12 to, as he said 'change my way of life' so he sold things he found and was taught by a neighbour how to use a wood turning lathe which would become significant in Aubrey's later life. A few years after Aubrey turned 18, Roosevelt created the National Youth Administration in which Burke completed a 'three-month hands-on machinists training program' this secured him a good job which would lead to him not being drafted in the war until he quit in the autumn of 1942 and ended up enlisting in the army air force himself. Aubrey was assigned to the machine shop in the 465th sub depot repairing damage in B-24 Liberators so they could be flown again. Later on he was transferred to Long Beach California and was discharged from the air force in December 1945. He had then attended the university of southern California where he switched his major to psychology and counselling therefore getting a job once again in the air force but this time being assigned to a medical group. He was finally discharged from the military in 1953. In his later life he opened his own business (Burke's Interiors) and most significantly, attended reunions of the 392nd Bomb Group Memorial Association in 2011 with his wife Beverly Burke. Aubrey Burke was an inspiration to many- from losing everything in the great depression to helping in the war efforts even after his death he should go on to inspire many more people.

The Developments of the B-24 Liberator and Their Significance

The B-24 Liberator was one of the most precise bombing aircraft for the allies as well as being recorded to have been the most heavily produced American aircraft, during WWII. It was originally made in 1938 By Consolidated Aircraft, a Lockheed Martin legacy company It was used by mainly English and American soldiers throughout the war though the plane retired shortly after it finished. Overall the B-24 Liberator was massively beneficial and one of the best from its time.

Originally the prototype of the B-24 was flown December 1939, 3 months into the war, beforehand it was nicknamed 'The Flying Coffin' due to its box like shape and was considered 'hard to fly with stiff and heavy controls' therefore was designated its nickname by the crew. And one of a more significant downfalls was that neither the B-24 nor B-17 were pressurised or heated and when flying at such high altitudes' temperatures could drop as low as -50 F and in addition despite the innovative electrically heated suits worn by pilots frostbite was unfortunately not uncommon. These highlight problems with the aircraft that if fixed would have greatly benefited the skill of the planes. Though of course the B-24 Liberator was still one of the best planes to use despite the original flaws in design.

Later on, it had specifically adapted designs unlike

See EUROPEAN HONORABLE MENTION on page 9

EUROPEAN HONORABLE MENTION from page 8

many other aircrafts at the time such as The US army's air corps B-17 Flying Fortress which was used similarly to the B-24, but the newer aircraft had a very different design concept and appearance. An example of one of the design features of the B24 Liberator is the wingspan of around 110 feet and a weight of over 30 tonnes, particularly the long wings advanced the plans capability of cruising which came in handy to stay in air longer at a significant altitude. The aircraft was powered by 4 different 1,200 horsepower engines and had a max capacity of about 2,814 Us gallons which is approximately 10,500 Litres (rounded) which allowed it to take presumably over 24 hour long return flights!

Despite the B-24 now being a developed design compared to the original prototype. Improvements had come along as the planes became damaged in battle or still faced issues, an illustration of this point being the fact that the planes were not heated leading to frostbite for the crew, though later generations of bombers were altered to being both pressurized and substantially heated as a solution. As well as this, variants of the B-24 were made each with their own significance some examples are:

The B-24A model was the first official production run of the B-24 Liberator. This first production was used early due to heavy demand for allied bombers at the time, these designs had altered aerodynamic components leading to improved performance overall.

The B-24M was an attempt to lighten the original build making it easier to fly, these M-models were the last production of the Liberator shown, with a lot being scrapped completely.

There was even a single prototype of the XB-24F which was used for a de-icing test.

In addition to these three there were many different models of the B-24 each showing significant developments in design throughout the aircraft's history.

In conclusion the B-24 Liberator was a brilliant plane used during World War Two with a mix of its precision and build. The B-24 bomber was a significant asset to the allies. The development and adaptations of the planes design over its lifetime not only improved its performance by a significant amount but also helped with future development in aircraft in later generations.

8th AFHS Reunion

October 19-23, 2022

Arlington, VA / Washington, DC

Wednesday, October 19

1:00pm— 6:00pm Reunion Registration open
6:00pm— 7:00pm Welcome Reception, followed by dinner on your own
7:00pm— 9:00pm 8AFHS Board Meeting
7:00pm— until 392nd BGMA Hospitality Suite open

Thursday, October 20

7:45am— 8:45am Breakfast / Brunch Buffet
8:00am—12:00pm Reunion Registration Open
9:00am—12:00pm *Steven F. Edvar-Hazy Center Tour*
1:30pm— 4:30pm *Arlington Cemetery & Memorials Tour*
6:00pm— 9:00pm Cash Bar Open
7:00pm— 9:00pm Buffet dinner & program: *Preserving a Legacy, the Footsteps of Bud Owens*

Friday, October 21

7:45am— 8:45am Breakfast / Brunch Buffet
8:00am—12:00pm Reunion Registration Open (approximate hours)
9:30am—11:00am 392nd BGMA Membership Meeting
12:30pm— 4:30pm *Washington Mall, Memorials & Monuments Tour*
6:00pm— 9:00pm Cash Bar Open
7:00pm— 9:00pm 392nd BGMA Rendezvous Dinner

Saturday, October 22

7:45am— 8:45am Breakfast / Brunch Buffet
8:00am—12:00pm Reunion Registration Open (if not open, please pick up registration packets at your earliest convenience)
8:45am—10:15am 8AFHS General Membership Meeting
11:00am— 3:30pm *Exploring Old Town Arlington VA Tour*
12:00pm— 4:00pm 8AFHS Board Meeting
1:00pm— 6:00pm Reunion Registration open
6:00pm— 9:00pm Cash Bar Open
7:00pm—10:00pm Gala Dinner and Program

Sunday, October 23

7:30am— 8:30am Breakfast / Brunch Buffet

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 _____

Our website, www.b24.net, 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. Please send this report to: Debbie Beigh, 6284 Antler Ct., Zionsville, IN 46077-9089

REUNION from page 9

Registration Instructions

Using the information on this page, make your hotel reservations *first!* The hotel has a liberal cancellation policy; you can cancel your reservation without penalty within 48 hours of your scheduled check-in time. However, if you wait until the last minute to book your room, you may not receive the reunion rate or rooms may no longer be available. **Canceling your hotel reservation does NOT cancel your reunion activities.**

Once your hotel reservation is confirmed, complete the registration form on page 11. Fill out your name as you want it on your name tag (and up to 3 guests registering with you). Use a separate form for more than 3 guests. The principal attendee **MUST** be a current member of the Society to register for the reunion. You may join and/or renew directly on the registration form.

Indicate on the form that you are affiliated with the 392nd BG and specify if you are a military veteran.

Every attendee must pay the non-refundable registration fee.

All meals are priced separately. The substantial breakfast/brunch buffet includes both hot and cold items. If you plan to attend the Saturday evening gala, be sure to select the entree choice for each person included on the form.

There are four tour options. After reading about them below, make your selection(s) on the form. Then, total up the amount owed and include a check or money order payable to **8th AFHS** or complete the credit card information on the form and mail to: 8th AFHS, 68 Kimberly's Way, Jasper, GA 30143-4769.

If paying by credit card, you may scan the registration form and email it to ManagingDirector@8thAFHS.org.

ALL registration forms **MUST** be received by 16 Sep 2022 in order to guarantee your place. There will be **NO REFUNDS** for cancellations after this date. If you have questions, please contact 8th AFHS Managing Director Debra Kujawa at (912) 748-8884 or ManagingDirector@8thAFHS.org.

All reunion information (including complete descriptions of the tours) and forms are available at 8thAFHS.org and <https://b24.net/reunions.htm>.

TOUR OPTIONS. Driver and Staff gratuities **ARE** included in the tour prices. All tours require a minimum of 45 participants. Please be at the bus boarding area at least ten minutes prior to the scheduled departure time.

The Steven F. Udvar-Hazy Center (Thursday, 10/20, 9am-12pm) is a partner facility to the National Air and Space Museum. It consists of two large hangars which house dozens of aircraft and spacecraft, including the Lockheed SR-71 Blackbird, a Concorde, and the space shuttle Discovery. The Restoration Hangar has an observation overlook, allowing visitors to see the preservation and restoration work underway by the Museum's staff.

The Udvar-Hazy Center also offers thousands of additional artifacts to view and many interactive, family friendly exhibits and activities. Prepare to take off and explore Sport Aviation, World War II Aviation, Space Science, and more! There is also a gift shop.

The Arlington National Cemetery (ANC) & Memorials Tour (Thursday, 10/20, 1:30pm-4:30pm) features a narrated

trolley tour of the ANC, including stops near the Ord & Weitzel walking gate to see President John F. Kennedy's gravesite, U.S. Coast Guard Memorial, U.S. Army Gen. John J. Pershing's gravesite, the Tomb of the Unknown Soldier—including the Changing of the Guard—and the Arlington House (The Robert E. Lee Memorial). Then, the US Air Force Memorial, whose three stainless steel spires reach a height of 402 feet above sea-level. The final stop is at the U.S. Marine Corps War Memorial (Iwo Jima Memorial) and its world-famous statue.

The Washington Mall, Memorials & Monuments tour (Friday, 10/21, 12:30pm-4:30pm) includes stops at the Vietnam Veterans Memorial, the Korean War Veterans Memorial, Pershing Park / World War I Memorial, and the World War II Memorial. Please eat lunch before departing.

Old Town Alexandria, VA (Saturday, 10/22, 11:00am-3:30pm) is nationally recognized for its rich history and beautifully preserved 18th and 19th century architecture; it is home to more than 200 independent restaurants and boutiques. Use this tour to explore, relax, regroup. Have lunch on your own; the buses will return you to the hotel in plenty of time to get ready for the evening Gala!

Crystal Gateway Marriott

1700 Richmond Highway, Arlington, VA 22202

The hotel provides the perfect home base for your visit to the Washington, DC area. Ideally located near Reagan National Airport (DCA) as well as the exciting new National Landing development, Pentagon City, downtown Washington DC, and Old Town Alexandria. All are easily accessible via the nearby Crystal City Metro. Stylishly refreshed hotel accommodations showcase deluxe bedding, Smart TVs, walk-in showers and city views. Challenge yourself to a workout in the expansive fitness center before dining at 15th & Eads, the sophisticated American restaurant. This hotel has it all!

For those flying into Ronald Reagan Washington National Airport, there is complimentary shuttle service to /from the airport and the hotel. To use the shuttle, go to the lower level, baggage claim. As of this printing, the shuttle picks up at door 4 and/or 7. Times are every 30 minutes at the quarter hour past and 15 minutes to the hour. The shuttle runs from 5am to midnight, daily. You do **NOT** need to call and/or reserve the shuttle.

RESERVATION INFORMATION

Call 1-800-393-3680 or email <https://www.marriott.com/event-reservations/reservation-link.mi?id=1641844420980&key=GRP&app=resvlink> to make your hotel reservation. GROUP NAME: 8th Air Force Historical Society (use "8th AFHS" for the group rate).

DATES: October 19-23, 2022

RATE: \$198 + 14.25% tax. Rates are offered 3 days prior and post-reunion based on availability.

CUT OFF DATE: September 28, 2022

CANCELLATION POLICY: All reservations have a 48 hour cancellation policy, or attendee will be charged one night room rate plus tax.

SELF-PARKING is \$39 per day in the underground garage; valet parking is \$45/day.

WHEELCHAIR RENTAL. Please call (888) 441-7575 or visit ScootAround.com. Reserve chair rentals early!!



REGISTRATION FORM

48th Annual 8th AFHS REUNION

Crystal Gateway Marriott, Arlington, VA
October 19-23, 2022

REGISTRATION CUT-OFF DATE IS September 16, 2022 (NO refunds on cancellations past this date)	Price p/p	# of People	TOTAL
DUES: The principal attendee <i>MUST</i> be a CURRENT member of the 8th AFHS to register for this reunion. If you are NOT CURRENT, or a member, please pay your yearly dues here:	\$ 40	#	\$
REGISTRATION FEE (non-refundable): EVERY attendee MUST pay registration fee	\$ 45	#	\$
BREAKFAST/BRUNCH BUFFET served 7:45am-8:45am, Thursday-Sunday (Price is \$40 per person per day) Thursday: # _____ Friday: # _____ Saturday: # _____ Sunday: # _____	\$ 40	#	\$
<u>DINNERS</u>			
Thursday, Oct 20: Dinner Buffet	\$ 57	#	\$
Friday, Oct 21: Rendezvous Dinners—Roasted Free-Range Chicken & all the trimmings!	\$ 58	#	\$
Saturday, Oct 22: GALA Banquet (Please select one entrée per person)			
Grilled Marinated Flank Steak (beef)	\$ 58	#	\$
Pan Seared Herb Crusted Salmon	\$ 58	#	\$
Vegetarian, vegan, gluten free, etc—Please indicate type: Thurs _____ Fri _____ Sat _____	\$ 58	#	\$
TOUR OPTIONS: ALL tours are LUNCH ON YOUR OWN each day			
Thursday, Oct 20: 9am-12pm Steven F Udvar-Hazy Center	\$ 38	#	\$
Thursday, Oct 20: 1:30pm-4:30pm Arlington Cemetery & Monuments	\$ 25	#	\$
Friday, Oct 21: 12:30pm-4:30pm Washington Mall & Memorials	\$ 38	#	\$
Saturday, Oct 22: 11:00am-3:30pm Historic Old Town Alexandria, VA	\$ 38	#	\$
Total amount payable to: 8th AFHS			\$

Please PRINT. If registering a veteran, please list their name, first. **MAXIMUM of FOUR [4] persons per registration form, please!**

MEMBER NAME (for name tag): _____ WWII VETERAN? _____

BG/FG Affiliation (for Rendezvous Dinner seating) _____ Post WWII Veteran: _____ (Branch of Military): _____

SPOUSE or GUEST #1: _____

GUEST #2: _____ GUEST #3: _____

ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

DAYTIME PH #: _____ EMAIL: _____

EMERGENCY CONTACT: _____ PH #: _____

PLEASE INDICATE IF YOU WILL BE USING A WHEELCHAIR ON TOURS: _____ NEED HYDRAULIC LIFT?: _____

IF PAYING BY CREDIT CARD —M/C; VISA; or AmEx (**a 3% convenience fee will be added**):

CARD #: _____ EXP. DATE: _____

SIGNATURE: _____

Your contact information will only be shared with attendees.

MAIL completed form with check or credit card info to: 8th AFHS ~ 68 Kimberlys Way ~ Jasper, GA 30143-4769

IF paying by credit card, you may SCAN and email form to: ManagingDirector@8thAFHS.org

IDEAS AND INSPIRATION

by Char Heim

daughter of Charles E. Dye, 1825th Ordnance Co.

Our veterans continue to secure freedom for us, many with the price tag of their lives. Our world struggles now to maintain this gift. We are faced with significant threats of war, famine, illness, and discrimination.

Many do not feel we can influence the politics and therefore the direction of our nations.

This may be true, but as I tell my husband, we should KISS (Keep It SSimple). Let's look inside ourselves for the best answers.

Regardless of your faith, Pope Francis concisely gave guidance to us all when he used the words of Portuguese poet Fernando Pessoa (1888-1935):

"Have the maturity to say 'I made a mistake';

"Have the courage to say 'I'm sorry';

"Have the sensitivity to say 'I need you' and the ability to say 'I love you'..."

God's Blessings.



**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 V*

392nd Bomb Group Memorial Assoc.
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∞

Oliver R. "Bud" Guillot, 576th, October 5, 2021

Marjorie H. Gilbert, widow of Col. Lawrence G. Gilbert,
last Commander of the 392nd Bomb Group, October 10, 2021
Dennis Rogers, Associate and 392nd BGMA Director,
February 28, 2022

Gail "Hal" Halvorsen, February 16, 2022

Hal was a transport pilot in the South Atlantic Theater in WWII. During the Berlin Airlift (June 1948-May 1949), he piloted 190 flights to deliver food and fuel for West Berlin's starving population and became known as "the candy bomber" for dropping candy (using parachutes made from handkerchiefs) to German children. Pilots involved in the Airlift flew over 92 million miles and delivered over 2.33 million pounds of food/fuel in that around-the-clock effort, with 101 US and British aircrew fatalities. Over 46,000 pounds of candy were delivered via 250,000 parachutes. For details, see <https://www.washingtonpost.com/obituaries/2022/02/18/berlin-airlift-candy-bomber-gail-halvorsen/>, https://www.culturaldiplomacy.org/academy/index.php?en_tar_the-berlin-airlift and <http://wigglywings.weebly.com/>.