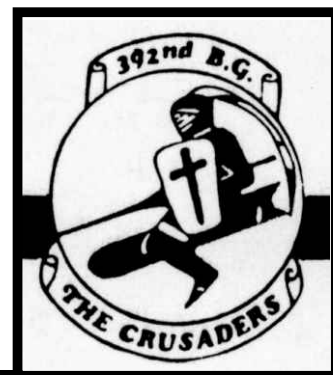




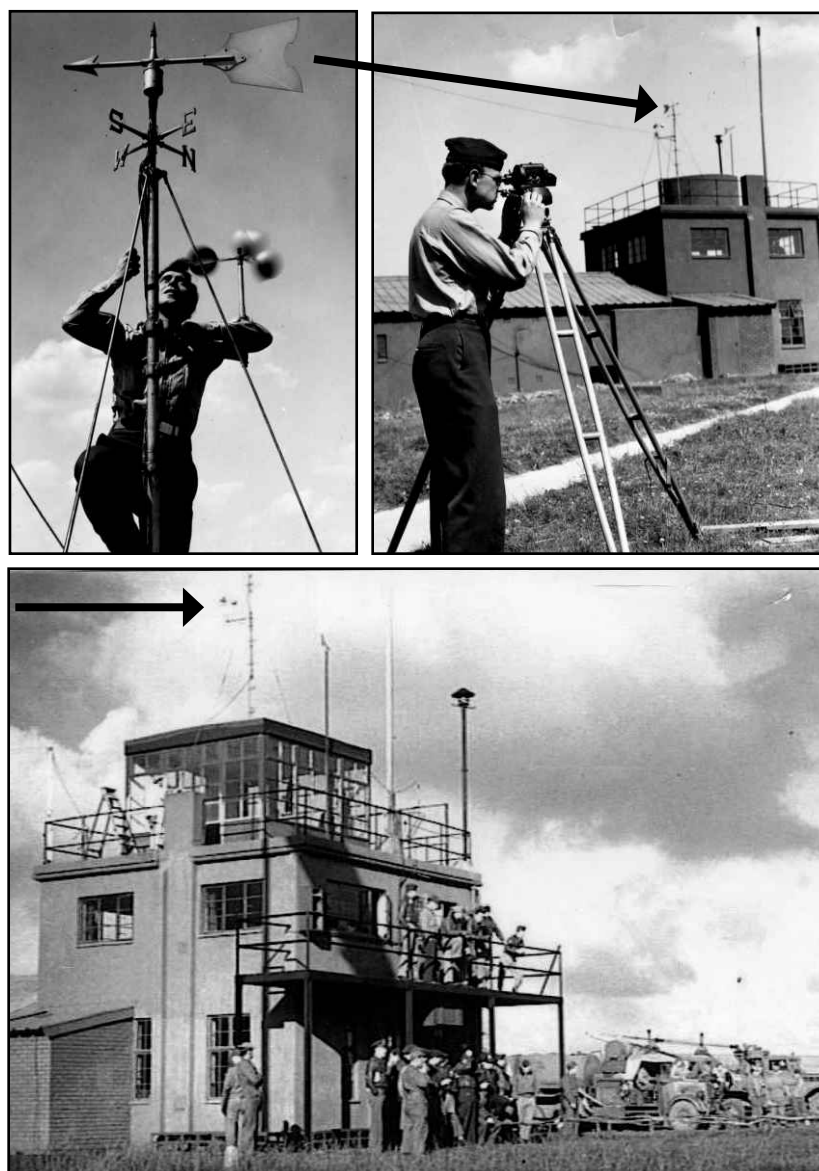
Weather Men

Throughout WWII, 8th Air Force depended on members of the 18th Weather Squadron for its meteorological needs. Its officers and enlisted men were specially trained as *observers*, who gathered pertinent weather data, or *forecasters*, who used that information to predict the weather at take-off and landing times in England and at possible target locations on the Continent.

The 18th provided detachments or personnel at most 8AF bases in England. The 392nd's weather men were attached to the 10th Station Complement Squadron for rations and quarters and most information about them is from the 10th's history.

Our first weather officer was 2/Lt John R. Borchert. After brief assignments at the 306th BG (a B-17 unit) and the 93rd BG (a B-24 unit), he arrived at Wendling on 4 Sep 1943.

He recalled, "The place was terribly raw, unfinished and



The top two photos, taken on 28 Jul 1944, show a 392nd BG Weather Officer using tools of his trade. At left, he's on top of the control tower; visible in the photos are a weather vane (to show wind direction) and an anemometer (to measure wind speed). Note that the control tower did not yet have the large observation room on the top floor (bottom photo). The arrows show the location of the instruments on the control tower.

unready except for the runways and 'hard-stands' for parking the bombers, mixture of construction equipment and military equipment milling around in a sea of cold mud.

"Pre-dawn briefings, dead-serious business as the group navigator and intelligence went over the route and target material with the flying officers and crews, and I laid out the weather forecast. For the sake of order, the group weather men like me were not allowed to deviate from the division/bomber command forecasts for the mission route and target. However, we were allowed to present our own forecasts for our local base weather at takeoff and return.

"On a few occasions my synoptic analysis, and resulting forecast, were not consistent with those at higher headquarters. On those few occasions there was tension-relieving laughter when I'd go through

**See WEATHER
MEN on page 7**



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FROM THE EDITOR

Rosie the Riveter and Her Compatriots. A *Washington Post* article (at <https://www.washingtonpost.com/dc-md-va/2023/01/16/raya-kenney-women-memorial-dc/>) highlighted 20-year-old Raya Kenney. As a 5th grader, she saw the movie *A League of Their Own* and became obsessed with the story of women who took on men's jobs during WWII. After a school assignment "to build a model monument in [Washington, DC, her home town] for someone who hadn't been honored yet" Raya's research "led her to Rosie the Riveter and 18 million civilian women who went to work and changed the American workforce forever...."

Her project became a V-shaped formation [symbolic of the iconic V-for-Victory symbol] of black granite pillars; each depicted a job—"codebreakers, pilots, machinists, butchers, engineers, lumberjacks, farmers"—that women did during the war.

Raya located, and interviewed, many Rosies. She created a non-profit foundation, *National Memorial to the Women Who Worked on the Home Front*, and spent many years generating support (especially in Congress) and donations for a national memorial to the Rosies. On 4 Jan 2023, Pres. Biden signed the Omnibus Appropriations Bill which included authorization to create the monument.

All funds for the memorial must be from private donations, so Raya now has the daunting task of raising the millions of dollars needed. Details about her project, foundation and how to donate are at <https://www.womenmemorial.org/>.

In *Creating Rosie the Riveter: Class, Gender and Propaganda During World War II*, Maureen Honey notes the millions of women who entered the workforce during the war years, with nearly one fourth of married women working outside the home. "By the end of 1943, women comprised 34.2 percent of all ammunition workers, 10.6 percent of those in steel production, 10 percent of all personnel in shipping, 8 percent of railroad workers, and 40 percent [other sources say 65 percent] of people employed in the aircraft industry."

As <https://americanhistory.si.edu/blog/rosie-wendy-and-government-girls> points out, "The rivet that Rosies used was a short cylindrical metal pin or bolt complete with a mushroom cap on one end. Riveters and buckers worked in teams; the riveter held the air-powered rivet gun that pushed the rivet through a predrilled hole against a metal plate called a bucking bar, held by the bucker. When the rivet slammed into the metal plate, it was flattened and created a seal that held two metal plates together. Partners developed a rhythm and could complete hundreds of rivets an hour. Rivet guns were heavy and noisy, and their vibration made them difficult to hold. Both the riveter and the bucker had to be physically strong. Frequently, they would change places for a change of pace and to relieve aching and sore muscles. Over the course of the war, Rosies built some hundreds of thousands of airplanes and tens of thousands of tanks and jeeps alongside millions of small weapons and billions of rounds of ammunition."



The photo, from <https://www.lockheedmartin.com/en-us/news/features/history/rosie-the-riveter.html>, shows a riveter and bucker working at the Glenn L. Martin-Nebraska Co. plant in Omaha that built Martin B-26 Marauders.

The *American History* blog notes that Rosie's compatriot, Wendy the Welder, "represented the women who welded and assembled steel plates into thousands of Liberty [and] Victory [cargo] ships, troop ships, destroyers, cruisers, landing craft, submarines, battleships and aircraft carriers. (Their work was possible in part because of Henry Kaiser—known as the father of modern shipbuilding because he developed production techniques that decreased the time it took to build cargo ships.) Prior to the war it took around 45 days to build that type of ship. After assembly line

production was put in place, Wendys were able to build a Liberty Ship in a week.

"Wendys had to wear goggles or helmets with dark UV filtering to protect against 'arc eye,' as ultraviolet light causes inflammation of the cornea that can burn through to the retina. Many Wendys

See EDITOR on page 6

President's Corner



Greetings from the South where the southern groundhog did not see his shadow, unlike his northern counterpart Punxsutawney Phil. Consequently, the trees are leafing out, some flowers are blooming, and we are beginning to see warmer days. That being said, we have had freezes as late as early May, so I don't feel safe until after

Mother's Day and with the crazy weather we've seen lately, I'm not sure that's even a safe date!

I hope the New Year is off to a good start for all of you. 2023 is going to offer great opportunities to participate in some 392nd BGMA activities. One very exciting event is the trip to England in July where we will join with the Heritage League for a tour of East Anglia and the remains of a few of the many bases that were there during WWII—the most exciting one being the home of the 392nd Bomb Group at Wendling. An entire day is being devoted to touring “our” base and will include a ceremony at the Memorial to dedicate the new plaque on the obelisk. An optional add-on tour to Normandy is an added attraction.

Details of these tours were in our December edition of the *News*. There are still a few openings, so if you want to have a meaningful and enjoyable experience, send me an email (rewcts@gmail.com) and we'll add you to the group if we still have room.

In the years that I've been a member of our association, the farthest west I've been for the annual 8th AFHS Reunion is Omaha, Nebraska. This year it will be in Ontario, California, and I'm optimistic that I'll get to meet some of our members who reside west of the Mississippi. As a rule, we have our annual membership meeting and reunion during this gathering and we will do so again this year. If you can, please make plans to be there. Details are on pages 7-10.

Our quarterly Meet & Greet Zoom meeting will be Saturday, April 29, 2023, at 1:30pm Eastern Daylight Time. Mark your calendars and be on the lookout for an email invitation. These meetings are very informal and we chat about a variety of topics and just enjoy getting to know one another. It's a great opportunity to meet your fellow members and share interesting stories about the 392nd as well as current events. To paraphrase CBS Anchor Charles Osgood: “I'll see you on the computer screen.”

Ralph

Mervyn “Oboe” Jones

28 Oct 1938 - 9 Jan 2023

Recently received from 392nd BGMA Director Ben Jones:

It is with great sadness and a heavy heart that I regret to inform you of the passing of my father, Mervyn G. Jones, “Oboe” to his friends and Fleet Air Arm colleagues.

Born in Hull in 1938, he lived a long and interesting life.

Growing up in both wartime England, before spending some of his childhood in India due to his father's RAF postings. He went on to join the Royal Navy in 1958 ending up as an Observer (hence his nickname of Oboe), which we know as a Navigator, in the Fleet Air Arm, Britain's air arm of the Navy. Flying in the early jet era, he lost many colleagues to accidents, and narrowly escaped death himself by being one of the only known entire crew to have bailed out successfully of a Fairey Gannet. Double engine failure forced all three to bailout, at night from an altitude of 1000ft. This legendary story was published in *FlyPast* magazine October 2007.

He served aboard HMS Centaur with 892 and 893 Sqn as a highly skilled ECM specialist flying in the ‘coal hole’ of the D.H. Sea Vixen. He was also a part of the small cadre trained for the low-altitude bombing system known as LABS for lobbing a nuclear weapon at low level. Oboe was also an Escape and Survival Instructor with his squadron. He flew in many early jet types, including the DH Sea Venom, DH Vampire, DH Sea Vixen, Fairey Gannet, Gloster Meteor, and even had a stint with the historic Fairey Swordfish Heritage Flight.

In 1961, he married Barbara (who we lost to cancer in 1997), and raised 3 daughters, Deborah (also lost to cancer in 2011), Sarah and Rachel, and a son, Ben.

Shortly after getting married and posted to RAF Watton in Norfolk, Mervyn and Barbara purchased a dilapidated, but historic priory farmhouse, which dated back to the 12th Century and during its long history, it was believed to be the stopping place for Henry VIII during a pilgrimage to nearby Walsingham. An ideal first home for them both which they enjoyed renovating and discovering its hidden past.

He was an avid antiques collector and ran a shop from one of our barns, Priory Antiques. He even assisted one of his son's 328th aviator colleagues with fitting his basement bar with numerous pieces to make it an authentic English pub.

Not content with full time employment, he and Barbara opened a restaurant which they ran for evening and weekend meals for many years. This gave his children plenty of experience in peeling and preparing vegetables and washing dishes.

Mervyn enjoyed many lasting friendships with a wide ranging group of friends and could often be found putting the world to rights over a glass or three!

He thoroughly enjoyed meeting and toasting a glass with Ben's fellow 328th crews when we flew missions over to the UK many times. Not to mention numerous 392nd WWII vets and their families over the years. Those of you that had the pleasure of meeting him can attest to his stories and character.

In 1989 he was the key organiser of the wonderful P-Bar Peter print, *Liberators from Wendling*, that Frederick Searle had painted to honour the 392nd and to raise funds for the Wendling Memorial working with Carroll Cheek.

Over the years Mervyn and his bride, Barbara, hosted many vets at their home in Litcham. Everyone who attended such events spoke of them for many years later with fond memories. He attended every memorial service

See OBOE JONES on page 5



News from Across the Pond

The Monument to the Women of World War II

The Monument to the Women of World War II was dedicated by Queen Elizabeth II on 9 Jul 2005 as part of the 60th anniversary of the war's end. It shows 17 individual sets of clothing and uniforms, symbolizing the hundreds of different jobs women undertook in WWII.

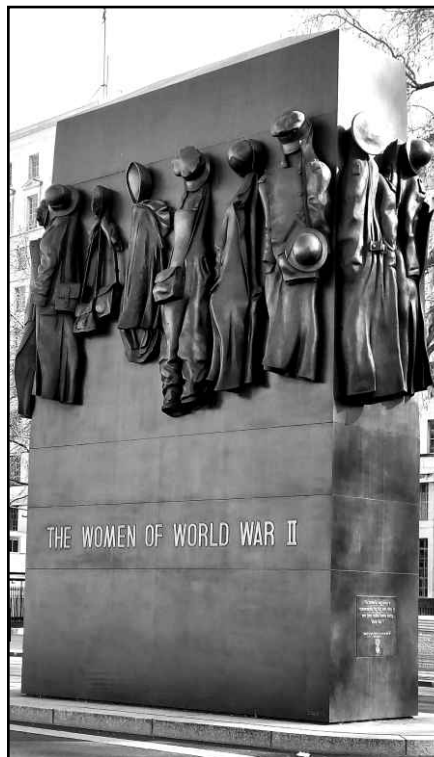
They include service uniforms of the Women's Royal Naval Service (Wrens), Royal Air Force, Red Cross nurses, Air Wardens, and the Women's Land Army (the Land Girls). There's also a female police overall, a welding mask, and the work clothes of a munitions factory worker, all looking as if they had been hung up at the end of a day's work.

Baroness Boothroyd, patron of the Women of World War II trust and former Speaker of the House of Commons (so far, the first and only woman to hold that post!), dedicated the memorial "to all the women who served our country and the cause of freedom in uniform and on the home front.

"It is not by its nature purely a military memorial. It depicts the uniforms of women in the forces alongside the working clothes of those who worked in the factories, the hospitals, the emergency services and the farms.

"I hope that future generations who pass this way down Whitehall will ask themselves what sort of women were they and look at history for the answer."

Later, she noted that the memorial is a fitting tribute to



these women and the vital but often forgotten work they did during World War II: "I love this monument. It depicts the women's working clothes and how they quietly took them off at the end of the day, hung them up and let the men take the credit."

A 29 Apr 2004 press release by the National Heritage Memorial Fund reveals that "Conscription for British women began in 1941 and by 1943 nine

out of 10 single women aged between 20 and 30 were working in factories, on the land or in the armed forces. Huge numbers of women were involved in the war effort: 640,000 in the armed forces; 55,000 serving with guns and providing essential air defence; thousands in the Land Army; plus many more who flew unarmed aircraft, drove ambulances, worked as nurses and worked behind enemy lines in the European resistance." (<https://web.archive.org/web/20120326173235/http://www.nhmf.org.uk/LatestNews/Pages/MemorialWomenWWII.aspx>)

See ACROSS THE POND on page 5

392nd BGMA MEMBERSHIP FORM

If you get the *News* in print format, your membership status is shown on the mailing label directly after your name; "23" and later means your dues are valid for 2023. If you get the *News* via email, the email you receive with the pdf attachment will state the names of members whose dues expired in December. If you wish to join or 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 concerns, so if you're in straitened circumstances, check the Hardship Waiver box below. If you can help the 392nd BGMA treasury with a donation, please indicate the amount in the space below.

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

Mailing address _____

Email address _____ Telephone number _____

Please provide the name and unit of your Crusader relative/friend: _____

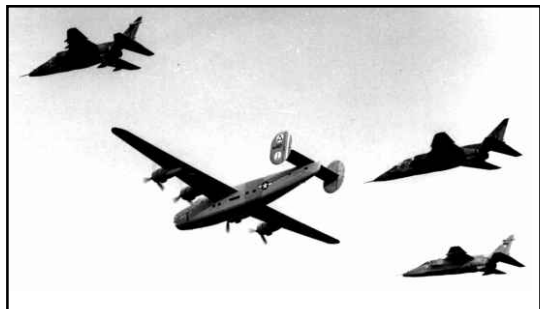
Dues: [] \$25/year if you want to receive the *News* by postal mail OR [] \$20/year for receipt by email. Please feel free to renew for multiple years! Just let us know what your wishes are: I am renewing for _____ years.

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

Remember When?

"All the events last year were well attended but something happened which amazed us all and that was when Joe Dzenowagis placed the film made by the Memorial Trust of that flight [https://www.youtube.com/watch?v=H289vzn_wRs] on the internet. Over 46,000 people worldwide have now seen and enjoyed the film and have learnt about the 2nd Air Division USAAF and their unique Memorial Library and their comments have touched us all.

"She was great fun to fly, heavy as you would expect for a 4 engined bomber, very light in fore and aft trim but quite slow in roll. Flying her made me realise just what those



youngsters
w e n t
through on
their combat
missions.”

This photo
s h o w s
D i a m o n d
L i l arriving
at Norwich

Mervyn requested no flowers, but donations to Navy Wings. Donations in Mervyn's (Oboe) memory can be made to the Fly Navy Heritage Trust. The Trust, known by its brand name, Navy Wings, keeps the Nation's historic naval aircraft flying in memory of all those who served in the Royal Naval Air Service and Fleet Air Arm.

Donations can be made as follows: By BACS to the following. Account Name: Fly Navy Heritage Trust; Account Number: 00100560; Sort Code: 20-99-40. Please reference your donation 'Oboe'. **OR** By cheque made

payable to Fly Navy Heritage Trust and sent to: Navy Wings, Navy Wings Heritage Centre, South Dispersal, RNAS Yeovilton, Ilchester, Somerset BA22 8HT England.
OR By online payment via www.navywings.org.uk.



P-Bar was the subject of not one, but two prints. A color photo of the Searle print (above) and more information about it are at <https://www.b24.net/itemsForSale.htm>, where signed copies are available for sale. The cost is \$30 each for US shipment and \$45 each for international orders.

Only two are positively identified. In the foreground is #42-7478, *P-Bar*. Above it to the right is #42-7466, *Ford's Folly*, which was shot down on the 11 Sep 1944 mission with eight crewmen killed and two captured. Both planes were in the 578th Sqdn.

The other print, by William S. Phillips, is shown on page 10. Titled *No Empty Bunks Tonight*, its caption says, "Running dangerously low on fuel, 'Tail End Charlie' begins its descent for home."

"The last plane in an aircraft formation, 'Tail End Charlie' is usually the one most vulnerable to attack. The crew of 478, however, racing through the war-torn skies above Britain and the English Channel, has survived flak, fighters, thunderstorms and the bone-chilling cold of high altitude

See OBOE JONES on page 10

EDITOR from page 2

suffered first- and second-degree burns, and the fumes and gases contained heavy metals that created long-lasting adverse health issues.”

<https://www.nps.gov/rori/index.htm> describes Rosie the Riveter/World War II Home Front National Historical Park in Richmond, California. Despite its name, it focuses on women—most of them welders—who worked in the four nearby Richmond Shipyards; more information is at https://en.wikipedia.org/wiki/Richmond_Shipyards.

They were run by Permanente Metals and part of the Kaiser Shipyards. (If those names seem familiar, it's because their legacy of innovative medical care lives on today as integrated managed care consortium Kaiser Permanente.) They built more ships in WWII than any other shipyard, often turning out three ships in a single day.

The Women's Land Army (WLA) helped feed the nation and its allies during WWII. Although six million men left farms for military service or higher paying jobs in industry, US food production grew by 32% over prewar levels. From 1943-1947, the WLA alone employed nearly 3.5 million women to work in all facets of agriculture.

Also working outdoors, for the Women's Timber Corps, were “Lumber Jills” who did forestry-related jobs.

Office counterparts were nearly 200,000 “Government Girls” who primarily filled administrative positions in the defense industry and government agencies. Most began with basic secretarial work such as typing payroll rosters, requisitions, and supply lists for both the war and home fronts. Some women's jobs allowed for advancement to work with the FBI and OSS (Office of Strategic Services, later the CIA). These women received vital war information, analyzed it, and passed it on through appropriate channels. Some with a strong background in math and analysis became “Human Computers.”

A 392nd Connection

Women helped win the war—and one of them was Miss Lucienne Veilleux of Bridgeport, Connecticut. There were undoubtedly hundreds more female workers in that city; by 1940, it already had over 500 factories—and this industrial base expanded considerably throughout the war.

Lucienne was probably working in a factory that made

clothing for airmen because at some point she inserted a note into a piece of clothing, likely a flying suit. It turned up on 7 Jul 1944 near Wagenfeld, Lower Saxony, Germany. It had undoubtedly been brought aboard by someone on 1/Lt George E. Jones' 576th Sqdn crew and recovered by Germans after they were shot down.

The note is now at the National Archives and Records Administration at College Park, Maryland.

In 1987, Congress declared March as National Women's History Month. In 2017, Congress designated March 21 as National Rosie the Riveter Day. Now you know why!

B-24 Liberator Ornament. The 392nd BGMA PX has a new item—an ornament depicting a B-24 Liberator. It's a perfect year-round gift for any B-24 enthusiast. Small enough (3¾" wide x 2" high) to easily mail to relatives or friends, yet large enough to be immediately recognized as a Liberator. One will look great on a bookshelf or wherever you display your Bomb Group keepsakes. They're not just for Christmas! Hand-crafted in America from fine pewter. \$20 each with free domestic shipping; \$30 (including postage) for international orders.



To order ornaments, see <https://www.b24.net/itemsForSale.htm>.

AmazonSmile. Sadly, this philanthropic program ended on 20 Feb 2023. Throughout its time, though, 392nd BGMA shoppers earned our organization \$125.12. You have our thanks!!

February 2023 392nd BGMA Meet and Greet

The quarterly Zoom *Meet and Greet* was held on Superbowl Sunday so attendance was smaller than usual. However, ten members enjoyed a very pleasant and diverse conversation.

The latest information about the July-August trip to England and Normandy was discussed.

Dennis Harrell highly recommended the documentary *The Cold Blue*, which is available at several on-line platforms. It is a 2018 documentary created from 90 hours of “lost” footage that director William Wyler used for his 1944 documentary *The Memphis Belle: A Story of a Flying Fortress*. Although the movie is about B-17s, most of the information is applicable to B-24s as well.

Joel Fleck was thanked profusely for his idea to add a B-24 ornament to our PX offerings and his very successful efforts to find a vendor.

*Who ever gets this suit. There
will be some one praying for him.
Miss Lucienne Veilleux
328 Bunnell St.
Bridgeport, Conn.
Write if you care
I'll answer*

*God Bless You
&
God Bless*

Lucienne's note, later found near Wagenfeld, Germany.

WEATHER MEN from page 1

the headquarters' route and target forecast and explain it, and then present a local forecast which said that obviously I didn't think they could possibly take off for the mission. There were always good reasons why the forecasters disagreed, and it actually gave the crews more confidence to get some insight into the complexity of the situation. A couple of times our commander called the division commander and asked him what was wrong: 'My weather man knew damn well this mission was going to have to be scrubbed.'

"The debriefing when a mission returned was another memorable event. The guys were always exhausted; sometimes effusive, sometimes somber, depending on the success of the mission. Sometimes they knew they had demolished the target; other times they knew they had missed, or were even uncertain that they had bombed the right location; sometimes they were just purely uncertain of any results, pending the post-mission reconnaissance photos. They were always interested in the weather and anxious to talk about it, tell me what had been right and what had been wrong; and we'd interpret it together. It was a priceless teaching experience.

"Colonel Rendle seemed to be pleased with my service as base weather officer for the group. He often stopped in the weather station to look at maps and talk about the situation. He gave me a 'superior' rating, and Capt Tony Shtogren, the staff weather officer at 2nd Bomb Division headquarters, told me later that Col. Rendle had told him I was the best weather man he had ever had (up to that time, at least!). In any case, I became visible at division headquarters and in December was pretty excited and gratified when I received orders to report there for duty.

"I was transferred from Wendling to 2nd Division Headquarters for temporary duty on December 18 and permanently transferred December 27, 1943."

2/Lt Jay E. Folkert was Assistant Weather Officer per a February 1944 roster and assigned as Group Weather Officer in July 1944. He may have been the station's weather man in January 1945 when an exceptionally heavy snow fell. Per the 465th Sub Depot history for that month, "Weather man was re-classified for a short time to a status of a bad humor man when he foresaw all the snow that was to fall on us during this month."

The history of the 10th Station Complement Sqdn adds, "Each squadron on the base had to send some men down to work with the Utilities crew and get the runways clean for a mission the next day. About 100 men worked until 2 o'clock in the morning and were well repaid when they saw the ships take off as scheduled next morning.

"The telephone linemen of this outfit have also been having their share of work due to the uncooperative weather. Big chunks of ice have formed on many telephone wires, causing them to snap under the weight. However, no sooner is a line reported out of order, when a couple of the linemen are out on the job. At the moment, the telephone system on the base is functioning without complaint.

"All the other departments seem to be running smoothly with the possible exception of the weather office. They are besieged with calls, blaming them for the rugged weather.

They promise to do something about it, come next spring.

"These are all jobs without glory, but jobs vitally necessary in the functioning of a highly specialized war-machine. The men are doing these jobs for a simple reason. They know that each day's work well done brings us all that much closer to ultimate victory and our ultimate objective, home."

Note: For more information about Borchert's time as an 8AF weather man, see https://www.borchert.com/john/the_war_years.htm. To learn more about the birth of modern meteorology (just in time to help the Allies win WWII), see <https://news.mit.edu/2011/timelineforecasting-0607>.

8th AFHS Reunion

October 18-22, 2023

Ontario, California

Wednesday, October 18

8:00am— 5:00pm 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 19

7:30am— 8:30am Breakfast on your own

8:00am— 5:00pm Reunion Registration Open (TBD)

8:30am— 4:30pm March Field Museum & Planes of
Fame Museum

6:00pm— 9:00pm Cash Bar Open

7:00pm— 9:00pm Buffet dinner & program: Greg
Stathatos~ B-17 Archaeology Founder

Friday, October 20

7:30am— 8:30am Breakfast on your own

7:45am— 8:45am 392nd BGMA Membership Meeting

8:00am— 5:00pm Reunion Registration TBD

9:00am— 4:00pm Palm Springs Air Museum

6:00pm— 9:00pm Cash Bar Open

7:00pm— 9:00pm 392nd BGMA Rendezvous Dinner

Saturday, October 21

7:30am— 8:30am Breakfast on your own

8:00am— 5:00pm Reunion Registration TBD

8:45am—10:15am 8AFHS General Membership Meeting

11:00am— 4:30pm L.A. Farmer's Market & Hollywood

12:00pm— 4:00pm 8AFHS Board Meeting

6:00pm— 9:00pm Cash Bar Open

7:00pm—10:00pm Gala Dinner and Program~Col Erik
L. Aufderheide, USAF AFRC 452

Sunday, October 22

7:30am— 8:30am Breakfast on your own

Registration Instructions

Make your hotel reservations first! The hotel has a liberal cancellation policy; you can cancel your reservation without penalty within 72 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. **C canceling your hotel reservation does NOT cancel your reunion activities.**

See REUNION on page 9



REGISTRATION FORM

49th Annual 8th AFHS REUNION

DoubleTree by Hilton, Ontario Airport, CA
October 18-22, 2023

REGISTRATION CUT-OFF DATE IS September 23, 2023 (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:		\$ 60	#	\$
REGISTRATION FEE (non-refundable): EVERY attendee MUST pay registration fee		\$ 45	#	\$
<u>DINNERS</u>				
Thursday, Oct 19: Dinner Buffet ~ Chef's delightful favorites welcoming you to California!		\$ 60	#	\$
Friday, Oct 20: Rendezvous Dinners—Rosemary Infused Chicken & all the trimmings!		\$ 55	#	\$
Saturday, Oct 21: GALA Banquet (Please select one entrée per person)				
Grilled Flat Iron Steak (beef) with red wine jus de veau and sides		\$ 55	#	\$
Pepper Crusted Salmon (seafood) with amazing sides		\$ 55	#	\$
Vegetarian, vegan, gluten free, etc—Please indicate type: Thurs____Fri____Sat____		\$ 55	#	\$
TOUR OPTIONS: <u>LUNCH INCLUDED</u> on Thursday & Friday!				
Thursday, Oct 19: 8:30am-4:30pm ~ March Field Air Museum & Planes of Fame ~ Includes LUNCH*		\$ 44*	#	\$
Friday, Oct 20: 9:00am-4:00pm ~ Palm Springs Air Museum ~ Includes LUNCH*		\$ 60*	#	\$
Saturday, Oct 21: 11:00am-4:30pm ~ L A Farmer's Market & Hollywood ~ <u>LUNCH ON YOUR OWN!</u>		\$ 40	#	\$
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!*

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

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

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

DAYTIME PH #: _____ EMAIL: _____

SPOUSE or GUEST #1: _____

GUEST #2: _____ GUEST #3: _____

ADDRESS if different from above: _____ CITY: _____ STATE: _____ ZIP: _____

DAYTIME PH # if different from above: _____ 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 Kimberly's Way ~ Jasper, GA 30143-4769

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

Questions? PLEASE CALL: (912) 748-8884

REUNION from page 7

Once your hotel reservation is confirmed, complete the registration form on page 8. Fill out your name as you want it on your name tag—and for 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. Every attendee must pay the non-refundable registration fee.

On the registration form, state that you are affiliated with the 392nd BG and whether you are a military veteran.

All meals are priced separately. *Please note that breakfast is NOT included in the reunion package!* 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 three tour options. Indicate your selection(s) on the form. Tours have limited seating and are filled on a first come first available basis.

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 Kimberlys Way, Jasper, GA 30143-4769. OR, if paying by credit card, you may scan the registration form and email it to ManagingDirector@8thAFHS.org. A 3% convenience fee will be added to your bill.

To guarantee your place, ALL registration forms **MUST** be received by **23 Sep 2023**. 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 the registration form) are available at www.8thAFHS.org.

TOUR OPTIONS. Staff gratuities are included in the tour prices but *please remember to tip your driver*. 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 March Field Air and Planes of Fame Museums tour (Thursday, 10/19, 8:30am-4:30pm) includes admission and lunch. March Field Air Museum displays nearly 80 historic aircraft spanning nearly 100 years of aviation history, from WWI biplanes to the SR-71 Blackbird. The

Planes of Fame Museum has almost 160 aircraft, most maintained in pristine condition and on display. At the heart of the collection are the warbirds of WWII, but there are also many jet-age examples from the Korean and Vietnam Wars, as well as several test aircraft of the period.

The Palm Springs Air Museum tour (Friday, 10/20, 9:00am-4:00pm) includes admission and lunch. A living history museum, it preserves, exhibits, and flies aircraft from WWII, the Korean War, the Vietnam War and the Global War on Terror.

In addition to flyable and static aircraft, the Museum uses permanent and temporary exhibits, related artifacts, artwork, and library sources to perpetuate American history. Many of their docents are veterans willing to share their experiences.

The L.A. Farmer's Market & Hollywood Highlights tour (Saturday, 10/21, 11:00am-4:30pm) stops first at the L.A. Farmer's Market. From humble beginnings in 1934, the Market has become a must-see destination for travelers from around the world. There are fabulous food options for lunch or you may simply browse the thousands of items for sale. You'll then re-board the bus for a driving tour of Hollywood, with an opportunity to see the stars on the Hollywood Walk of Fame in front of Grauman's Chinese Theatre.

DoubleTree by Hilton Ontario Airport 222 North Vineyard Ave. Ontario, CA 91764

The hotel provides the perfect setting for your visit to Southern California. Enjoy breakfast and lunch at Citrus West, their open-air restaurant and stop by Porter's Prime Steak House for a classic dinner menu. Vineyards offers relaxed drinks and Misty's Lounge hosts live entertainment every night. Room service is available morning to night. Enjoy the resort atmosphere in wonderfully relaxed surroundings.

There is complimentary shuttle service to and from the Ontario International Airport and the hotel. To use the shuttle **TO** the hotel, you MUST call (909) 937-0900 option #0 for pickup.

To make your reservation, call 1-800-222-8733 or use
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

the online hotel reservation link at www.8thafhs.org.

Group Name: "Air Force Historical"

Dates: October 18-22, 2023

Rate: \$179 + 14% tax = \$204.06 per night. Rates are offered three days prior and post-reunion based on availability.

Cut Off Date: September 23, 2023

Cancellation Policy: All reservations have a 72 hour cancellation policy, or attendee will be charged one night room rate plus tax.

Self-Parking is \$16.75 (inclusive) per day.

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

OBOE JONES from page 5

battle to complete yet another in a long series of missions. Ahead is the welcome homecoming of debriefing, hot meals and a warm bed. For the 478, there will be no empty bunks tonight."



The S-2 Library

392nd BG S-2 personnel were responsible for intelligence and security matters. Their duties included maintaining maps of targets and surrounding flak battery locations, the war room, all matters pertaining to briefing and debriefing of crews, etc.

They also managed a library of posters, books, pamphlets, and models of vehicles/aircraft to help combat airmen recognize allied and enemy planes, tanks, and other weapons; learn phrases in several foreign languages that would be useful if they were shot down; recognize foreign



currencies; keep abreast of war news; and review bombing photos taken during previous missions.

Photos ① through ③ were taken on 6 July 1944 and are shown in the order in which they were taken. Photos ④ and ⑤ were taken on 24 Apr 1944.

① Not enough of the map at the far left is visible to know what it shows. The long tables under the window have photos of German jets, models of several different tanks, and many documents. To their right is a large map of the United States captioned "Where You From, Chum?" as well as several more models of enemy vehicles and airplanes.



② The two charts on the far wall show the Sortie records for the 576th/577th Sqdns (left) and the 578th/579th Sqdns (right). Between them, on an unlit stove, is a smaller *Staff Sortie Chart* showing that their leaders were also flying in harm's way. To their right is the Escape Corner (see p. 11).

To the left of the windows on the right wall is a large poster of *392nd Headlines—Public Relations Releases*. It had articles by the 392nd's Public Affairs Officer and the resulting clippings from hometown newspapers.

The long table under the windows holds Daily Intelligence Summaries, more documents, a poster showing "Photos Last Mission" and several more model tanks.



The windows at the far left of ③ are the middle windows in ② with its *Photos Last Mission* poster. Next is a large map displaying *China and Burma* and *Bulletin Board Continent News*. At left on the back wall is a large map of *The Battle for Germany*—targets hit by Allied bombers. Resting atop an unlit stove are photographs of *Navigational Hazards*: what cloud cover of various amounts, smoke screens, and clouds/ contrails look like from above; as well as how the same river looks "frozen over" and flowing. Ashtrays made from bomb shells and tail fins flank the comfortable chairs. The large map on the right of the back wall illustrates the *Allied Air Umbrella* and shows major troop movements.

See LIBRARY on page 11

LIBRARY from page 10

Atop the table on the right are *Life* magazines, a US War Atlas, and official documents and pamphlets.

...and its Escape Corner

The Escape Corner assured airmen that they *could* evade capture if shot down and advised *how to do it*.



For example, at the left of ④ are a map of France/ Spain and another of Holland, Belgium (except west coast), France (northeast) and Germany (west and central). Then, illustrations of the Swedish flag, the outline of a Swedish ship, and the special flag those ships would display just before sailing—critical information for anyone who was trying to evade via a port.

To their right was a wheel that could be rotated to show specific Escape and Evasion information for Denmark, Germany (north, west and south), Holland, Belgium, France, Spain and Norway. In its center was a drawing of four airmen behind a barbed wire fence and a caption asking, "Is your visit really necessary?"

To its right (better seen in ⑤) is a poster announcing *These men of the 392nd are Safe!* with names of Crusaders identified as being interned or captured—encouraging news that not everyone listed as missing was dead.

Next are photos and information about foreign currencies that would be included in the airmen's escape kits (with the funds varying, based on the area targeted). These escape kits also included maps, matches, a sewing kit, a compass, adhesive tape (to use as bandages), Horlicks malted milk



tablets (for energy), chocolate, Halazone water purification tablets (as well as a water bottle), language translation cards, chewing gum, and even Benzadrine tablets (to keep the evadee awake and focused).

The chart listed the dollar equivalents for kroner (Norway), guilder (Holland), lire (Italy) and francs (with values for both France and Belgium). Per the poster, 1 guilder was worth 60 cents, a French franc was \$0.025 and a Belgian franc \$0.035.

A warning at the bottom of this poster alerted airmen, "It should be noted that all clothing and food for evaders, who have no Ration Cards, has to be paid for at very high rates on the black market." In other words, be aware of the very high price the people helping you evade have to pay for your food and clothes!

At the middle center is a poster asking "DO YOU HAVE YOUR P/W [Prisoner of War] PHOTOS" as they could, hopefully, be used by resistance/underground helpers to create fake identification cards.



These escape photos show two unidentified men from 2/Lt William H. Schuster's crew (577th). They were retrieved by German soldiers after the B-24 was shot down on 28 Jan 1945. As the scorch marks suggest, all ten men were killed in action.

Beneath this poster are military booklets with more information, including *Survival: Jungle, Desert, Arctic, Ocean and Swimming Through Fire*.

There were also booklets with encouraging titles such as *We Did It, Here's How You Can; They Escaped, So Can You; Get Out and Get Home and The Hell You Can't Escape*.

S-2 personnel regularly briefed combat airmen about tactics to use during their escape and evasion. Navigator 2/Lt Victor J. Ferrari eluded capture from 13 Nov 1943 until he was able to return to the UK on 27 Apr 1944. When debriefed, he said, "I was lectured on evasion at bases and found these talks very useful. On landing quick action is necessary, there is no time for pondering. This is only possible when one has the information beforehand so that the proper actions become mechanical."

Undoubtedly S-2 lectures and the items in the S-2 Library/Escape Corner were constantly updated as new information and "lessons learned" were received.

Throughout the war, 35 Crusaders evaded capture at some point after being shot down.

IDEAS AND INSPIRATION

by Char Heim

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

I have had a recent opportunity to leave my Northern-Nest and journey briefly to other climates, cultures and communities. I have met some wonderful people who I will still call "friend" and others who have immediately judged my speech, attitude and dress and typically shun me.

I still feel so grateful to have so many memories of this Trans-USA trip. Some memories swarm me and sting. Some keep a warm smile in my soul.

As our world becomes more global, we will hopefully learn to accept all humanity and walks of life. There will be those who appear gifted and others who appear less fortunate. We must remember that everyone has challenges and needs compassion and acceptance. Although there will always be those who might not understand or approve of our beliefs, language or lifestyle, we should all work toward acceptance and inclusion.



**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∞

Mervyn G. Jones, Friend, January 9, 2023

James F. Christner, Associate, March 21, 2022

Antonia Weed, widow of L.D. Robinson Jr., 576th/577th/578th
and Oscar F. Weed, 577th, December 16, 2022

Harold W. Gates, 577th, July 2, 2022

Floyd E. Bolstridge, Associate, December 29, 2022

Mary Esther Hutchcroft, widow of Harold W. Hutchcroft,
579th/576th, January 9, 2023