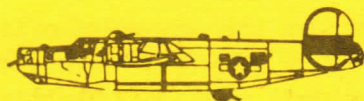


NEWS



392nd BG Memorial Association

VOLUME 5

MAY, 1990

JUNE 6, 1944 D-DAY, THE 392nd WAS THERE

GROUP'S 100th MISSION WAS FIRST OF THREE LAUNCHED THAT DAY

For those who were on the morning reports of the 392nd and its support units on June 6, 1944, it was indeed "the longest day."

The Group had been hacking away at Hitler's roof since Sept. 9, 1943, with heavy losses in men and machines.

Now, on D-Day, ground armies would join the battle. No one thought that the conquest of Hitler's Europe would be quick or easy, and the war in the Pacific would still remain to be addressed, but excitement ran high when in the afternoon of June 5 Col. Rendle called his staff together and announced that the 392nd as a part of the 8th Air Force would help establish the beach head by carpet bombing ahead of the landing forces.

All passes and the liberty runs were cancelled, and the base was sealed.

Crews were briefed at 2200 on the 5th, and at 0240 36 aircraft took off on the first of three missions flown that day. It was the Group's 100th mission.

The heavy bombers of the 8th formed a long column, forming up over the Wash and proceeding over England to the French coast.

Cliff Edwards, 578th, was Group lead, with J. D. Long as co-pilot, Untiedt as



This photo, furnished by the Battle of Normandy Museum, shows ground troops advancing inland from the Normandy beach head on D-Day.

navigator, and Joachim as bombardier. Col. Gilbert was command pilot, and Joe Whittaker, 2nd Air Division bombardier, was observer. Others on the crew were Mellow, Braddock, Medel, Hill, and Phelps.

Col. Gilbert recalls that during the form-up, an unknown formation of bombers flew through the 392nd, coming from the one o'clock level position and passing through the formation from front to rear. It was still dark, and the lights of the errant formation just appeared out of nowhere, passed through the 392nd, and disappeared. Col. Gilbert says that there

(continued on page 2)

GROUP'S 100th MISSION

(continued from page 1)

was great silence in the cockpit after they were gone and the crew realized that a multi-aircraft midair collision had been narrowly avoided.

* * * *

PAROLY CREW MAKES FORCED LANDING DAY BEFORE D-DAY

D-Day was originally scheduled for June 5, but a storm came up June 4 over the channel and forced the postponement of the landings.

The 392nd launched a mission June 4 against St. Avord airfield in France, and one of the returning aircraft encountered that same storm.

Lt. Bernard Paroly, 576th squadron, had taken off with the mission late in the afternoon, and was unable to bomb because of clouds. A flak burst had disabled the #3 engine, so he headed for the nearest landfall, which was southern England.

Letting down slowly, he found it difficult to maintain altitude with a full bomb load. They were over hilly country and it was almost pitch dark.

Talking it over with Lt. Wilbur McDonald, the co-pilot, they decided to crash land if they could find an open field, or failing that, jettison the bombs to get enough altitude to bail out. Jim Conley, the radio operator, had secured the arming pins in the bombs.

Seeing that they were not going to make it over the next hill, they salvoed the bombs and the aircraft ballooned enough to get over the hill.

Paroly then spotted a field with a wind sock, and they landed safely on a well camouflaged British airfield.

The crew, which included Alan Clarke, waist gunner, got back to Wendling in time to fly two missions on D-Day

(See PROFILES this issue for members mentioned.)

* * * *

NEXT ISSUE SEPTEMBER 1

This newsletter is scheduled to be published quarterly, on the first of Feb., May, Aug., and Sept.

However, Jim Goar, who handles the production of the newsletter, is going to be in Norwich at the 2AD reunion July 26-31.

So, hopefully with your permission the edition due on Aug. 1 will come out Sept. 1, with coverage of the Norwich convention.

PROFILE

T/Sgt. Alan B. Clarke was top turret gunner on the Bernie Paroly crew in the 576th. He arrived at Wendling in late May 1944.

Postwar, he was a member of the Treasure Island Naval Base fire department, retiring as captain in 1978. He kept busy in a variety of jobs, and is presently president of his chapter of Retired Federal Employees.

His wife is Dolly, and they have four daughters and one son; and 12 grandchildren. His address is 74 Portola Ave., Daly City, CA 94015.

(See related story this issue, "Paroly Crew Makes Forced Landing")

* * * *

Support your WWII outfit. Belong to the 392nd Bomb Group Memorial Ass'n.

* * * *

PROFILE

By Birdie Larrick

How did a one-time pilot who had been a 1st Lt. in the 576th become an Episcopal priest and retire as the Dean of the Cathedral in Erie, Pa. in 1987? He had been interested in the Episcopal clergy since he had been in Glenville High School, and his bishop would accept no candidates unless they had completed their military service.

After graduating in philosophy from Harvard in 1942, he entered the Army and became a pilot, and his crew joined the 392nd at Wendling in May 1944. They completed 30 missions, one of which was the supply drop in Holland. Their aircraft was damaged by enemy ground fire, and they made a forced landing on the continent.

In 1946, he returned to Harvard for advanced work, and he also attended the Episcopal Theological School in Cambridge.

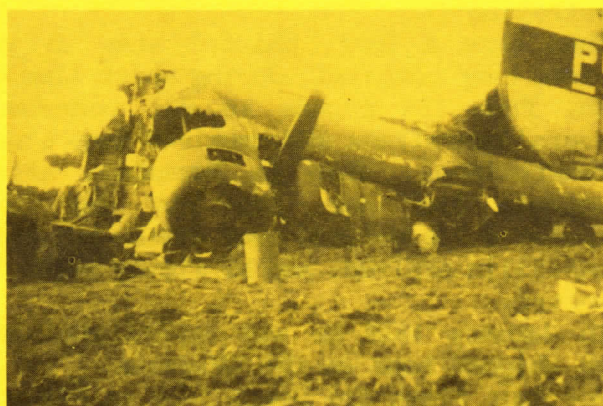
During his career, he served churches at Marietta, O., Fairborn, O., Meadville, Pa., and Erie, Pa.

He is married to Louise, and they have two daughters and one son; and three grandsons and one granddaughter.

The Martins have made several trips to England, and have become friends with Canon Donald Munt, the English clergyman who generally presides at 392nd memorial ceremonies.

Their address is 194 Wildwood Dr., Granville, O. 43023.

END OF A GALLANT WARRIOR



P-Bar Peter, the Flying Crusader, is the subject of a painting by Frederick T. Searle. (See previous issue of this newsletter) Its wreck is shown above, and following is the account of its final flight:

By Capt. Ben Alexander
578th Sqdn. A/C Commander

The Group picked my crew to test "Mickey" gadgetry newly installed on P-Bar, the last original plane arriving with the Group from the States to England. We were told they wanted to have P-Bar chalk up 100 missions before it fell apart, and it would be more likely to reach that goal as a lead ship rather than a wing ship.

It was on 9 Oct., 1944, when a crew composed of myself, co-pilot Presley Broussard, navigator Tom Kirkwood, radio operator Frank Gallo, and engineer Rupert Sutphin took off on a typical dreary, low ceiling day shortly after lunch. Above the thick overcast there was no problem checking out the radar navigation equipment, so, after getting a heading from Tom, I started my descent through the cloud cover.

We broke out of the clouds at a low ceiling of about 300 ft., achieved visual contact with the base, and, as we were readying our turn onto the base leg, the problems began. First, the #3 prop ran away. With Presley's help on the rudder pedals, re-setting the vertical stabilizer and with great effort, we slowly managed some directional control. I had Press pull the power off #3, lower the gear and help me get lined up with the runway.

When we were about a mile from the field, I suspected we had lost another engine as we couldn't maintain desired altitude on our approach. We were over a small village above a street with

businesses under and ahead of us when the left gear brushed the top of a tall tree.

It was time to forget reaching the runway. I hit the intercom button warning the crew to prepare for a crash landing, headed for a small field a short distance to our left and plopped the ship down about 50 feet beyond a 6-foot high hedgerow. We were in line with two large trees some 200 yards away. With very little directional control, I was depending mostly on hope and luck to pass between them. The left wing made it, but the right wing hit and completely sheared the trunk of the tree on the right about 10 feet above the ground. Spinning rapidly clock-wise, P-Bar bounced into the far bank of a 4-foot deep bog, breaking the fuselage open just back of the trailing edge of the wings. It came to rest with the left rear stabilizer and rudder resting atop the left wing, with fire engulfing a large part of the fuselage aft of the flight deck.

At this time, the flight deck was still fairly upright, and the crew, except Gallo, were able to climb up and out the upper escape hatch without injury. After counting noses and realizing Frank was still in the wreck, Press and I tried to work our way up into Frank's station. However, the fire and 50-caliber slugs screaming around us chased us out. I just hope Frankie never knew what hit him. We did realize that there was never a sound coming out of the plane.

Everything I described after the right wing hit the tree until P-Bar came to rest was just a blur while it was going on. The next day, after everything had cooled off, Major "Pappy" Cornelius, the Group Engineering Officer, helped me reconstruct the plane's action I described above. The centrifugal force set up by the spinning action caused by the wing hitting the tree I'm sure saved us on the flight deck from serious, if not fatal, injury. Heck, my co-pilot hadn't even buckled his restraining belt! If we had hit that bog straight ahead, worse things could have happened.

(Presley Broussard, the co-pilot, died July 29, 1986, after a career of teaching school and as a chemical engineer for Dow Chemical at Shreveport, La. He never married. For information on the other members of the crew, see their Profiles in this issue.)

"PARACHUTES WERE SEEN LEAVING THE AIRCRAFT"

By Jim Goar

(At de-briefing, returning aircrews were asked if parachutes were observed emerging from falling aircraft, and many times seeing them or not seeing them was all that the Group knew about the fate of the crews involved. Following is a post-war account of one crewman whose parachute was seen:)

Stan Zybort was a young soldier of the 392nd whose sacrifice was not as great as some, the 747 who died, but greater than most, for Stan left a leg in Germany, buried in a prison hospital's cemetery.

He was flight engineer and top turret gunner on the 577th's Beatty crew. On Aug. 6, 1944, they took off on a mission to Hamburg. Weather conditions were good, and no fighters were encountered.

Coming up on the target, they could see the flak bursts ahead. The a/c commander ordered Stan back to the waist, to see that chaff was thrown out. He was at that position when a flak burst hit, striking him in the leg and at the same time knocking out one engine of the aircraft.

He had improvised a tourniquet with his headphone wires before he passed out. He awoke to see the other crewmen evacuating the plane, and was barely able to struggle across the floor of the plane and attach his parachute pack. He crawled to the rear hatch, but was unable to push himself through the opening. When he saw trees on the ground, he redoubled his efforts and finally pushed himself far enough for the slipstream to pull him out. His body cleared the hatch, but it struck the rear of the fuselage, and his thigh was broken. Fortunately, the blow did not knock him out and he was able to pull the rip cord, but then he did pass out, and woke up on the ground, surrounded by people he later identified as French and Polish POW's. A German soldier came up, pointed his rifle at him and pulled the trigger. But the gun misfired, and before the German could fire again, he was restrained by the crowd.

Some Luftwaffe soldiers came and loaded him on a manure cart. Looking up, he saw a German farmer with a pitchfork poised to skewer him, but again the crowd saved him.

He learned later that the crippled plane had crashed near the farmer's house, destroying it.

Then came a long, painful stay in the prison camp hospital, during which time he went from 180 pounds to 85, underwent several operations and received many blood transfusions. Then in November, after gangrene had set in, his leg was amputated. He hovered near death, but some penicillin arrived, and he slowly began to recover.

In January 1945 he was repatriated and was shipped home on the Gripsolm.

How many times did Death look at him and turn away? The flak burst could have killed rather than wounded; the parachute might not have opened; the German soldier's rifle misfired; the German farmer, maddened by the loss of his home, could have killed him with his pitchfork; and the trauma of the wound and the amputation could have been the end.

I first heard Stan's story when he told it to a small group of 392nd veterans, and his simple, matter-of-fact recounting of the experience completely belied the courage and mental toughness that had pulled him through.

(Stan's profile can be found in the August 1989 newsletter.)

* * * *

Be loyal to your WWII outfit: Send in your dues now.

* * * *
PROFILE

Lt. Col. Thomas G. Kirkwood, Jr., was in 1944 Lt. Kirkwood, navigator on the Alexander crew in the 578 Sqdn., joining the Group at Wendling in May 1944.

He was lead navigator on the Wesel mission, the low-level re-supply mission to Holland.

Remaining in the service, he served in 1951 in Japan with the 6th Troop Carrier Sqdn. Assigned to the Reserves in 1953, he was Sqdn. and flight commander until retirement in 1986.

In civilian life, he had a small plumbing and heating business, and is now retired, and does "a lot of hunting and camping".

He lives with wife Geraldine at 9 N. Third St., DuBois, PA 15801, and they have one daughter.

(See related stories, "P-Bar Peter", in the Feb. and May, 1990, issues.)

DUES ARE DUE!

It has been the policy of the 392nd Bomb Group Memorial Ass'n. to send the newsletter to everyone that could be found who was a former member of the 392nd, regardless of whether dues were paid.

Now, however, with a greatly expanded newsletter, free mailing is becoming a problem.

Following your name on the mailing label will be "LM" for Life Member, or a number 90 or higher, indicating the year to which your dues are paid. If neither "LM" or a number appears after your name, your dues are not current.

If you are not current, we urge you to send in your dues at once. We need every former member of the 392nd to be in the Memorial Association. If you wish to join your brothers in the 392nd, please fill out the blank found elsewhere in this issue and send it and your check to Charles Dye, treasurer. Note that Charley has moved to Albuquerque. (Address on front of newsletter.)

If any 392nd person because of straitened circumstances is unable to pay, just contact any Board member and the matter will be taken care of.

* * * *

Keep up with the news of your old squadron: join the 392nd BGMA now.

* * * *

PROFILE

1st Lt. J. Fred Thomas, pilot in the 579 Squadron, probably set the ETO record when he finished a 30-mission tour in 68 days.

He flew his first mission on 24 May, 1944, and his 30th on 1 Aug. He says Myron Keilman thought there were two pilots named Thomas: one "J" and one "Fred".

Becoming a United Airlines pilot in 1945, Fred flew them all, from the DC 3 to the 747. He was based at LaGuardia, Midway and O'Hare, and Los Angeles International until he retired in 1984.

Fred was 392nd VP in the 2 AD Association from 1980 to 1984; and was president of the 2 AD Association in the 1984-85 term.

He has two children and 3 grandchildren, and both children are associated with the airline industry. He and wife Elva live at 8932 Biscayne Court, 1318E, Huntington Beach CA 92646.

PROFILE

T/Sgt. Rupert C. ("Joe") Sutphin was the flight engineer on the Alexander crew in the 578 Sqdn., joining the Group at Wendling in May 1944.

After the war, he was a tool and die maker at the Oak Ridge nuclear plant; was in the aircraft industry; worked for General Motors; and retired after 14 years with Proctor-Silex as tool room foreman and tooling engineer.

He is married to Maxine, and they live at 604 Forest Drive, Gaston, SC 29053. They have five children and 10 grandchildren, all living in the Columbia, SC area.

(See related stories, "P-Bar Peter" in the Feb. and May, 1990, issues.)

* * *

TWICE-TOLD TALES

Or, The Legends of the 392nd

As told to Jim Goar

By J. D. Long

The title of this piece could be "The 392nd meets the 2nd Armored".

Returning from a mission, the Group was diverted to an RAF base because Wendling was weathered in. The RAF base could not handle 200 plus Americans, so the crews were trucked to a nearby US armored division.

The next morning the crews were up and around, still in their flying gear and looking pretty shabby, what with not having any toilet articles with them.

Some of the crews figured that if they could drive an airplane they could drive a tank, and created much havoc in the division's tank park.

The armored division was spit-and-polish, and since the invasion had not yet occurred, had not been exposed to the blood-letting that the 392nd was going through.

A starred jeep came by one of our bombardiers who was standing at the curb, hands in his pockets and a cigar in his mouth. The jeep halted and backed up, and the general officer in it said, "Soldier, what do you think you're doing?"

Without removing his hands from his pockets, our bombardier answered, "I'm fighting the war, General. What are you doing?"

The jeep screeched off.

PROFILE

Capt. Allen B. ("Ben") Alexander was a lead crew aircraft commander for the 578th, joining the Group at Wendling 21 May, 1944.

Starting his business career in the life insurance field, he was then in commercial radio broadcasting, and finally became owner of an advertising agency. He retired in 1988.

He and wife Elizabeth live at 6804 N. 11th St., Phoenix, AZ 85014, and have a son, a daughter, and three grandchildren.

(See related stories, "P-Bar Peter", in the February and May, 1990, issues.)

* * *

Col. Joseph Bush and Major John Fritsche were the Group's ground executive officer and adjutant, respectively, for the entire WWII life of the 392nd.

* * *

PROFILE

T/Sgt. Pat Burns flew 33 missions as a radio operator on the 578th's Paul Henderson crew. He joined the Group at Wendling on May 1, 1944.

He is a 50-year member of the International Brotherhood of Electrical Workers, serving as business manager of Local 18, Los Angeles. He worked throughout the West as a lineman electrician, and retired in 1983 as international representative for the IBEW.

Pat is the west coast representative for the 2AD ham radio network, and of course is the 392nd's man in that group. His call letters are W6GUE.

Widowed two years ago, Pat lives at 7342 W. 83rd St., Los Angeles, CA 90045. He has one daughter, and since he was born in Ireland, has many cousins there.

* * * *

PROFILE

James F. Davey was a T/Sgt. radio operator and top turret gunner in the 576th and 578th squadrons, arriving at Wendling in June, 1944.

A graduate of Gonzaga university (also Bing Crosby's alma mater), he was an accountant, retiring in 1987.

He is married to Majorie, and they have three children and 3 grandchildren. They live at 12426 8th Ave., Seattle, WA 98146.

PROFILE

By Birdie Larrick

S/Sgt. Jack Bode's assignment on the 576th's Meighen crew was to wave goodbye as the aircraft started down the runway. He also was waist gunner, photographer, and assistant engineer.

He joined the Group at Wendling in early March, 1944, and flew 30 missions, including the infamous Fredrichshaven one on Mar. 18, 1944.

In civilian life, he worked for 21 years as an engineering illustrator in technical publication departments. Among his employers were General Electric, Ford, Chrysler (Redstone, Jupiter, and Saturn missiles), AVCO (Dew Line), and Grumman. During this time he also did research for many authors working on WWII, including Roger Freeman, author of THE MIGHTY EIGHTH.

He left the industry and became a wildlife photographer, artist, carver, and lecturer. He attended the B-24 50th anniversary at Fort Worth, where he attracted much attention with his bear-claw necklace.

For any 392nd people who are of the feather that flocks together, Jack can be found in the Barnstorm Studio at 2527 W. Colorado Ave., Room 201, Colorado Springs, CO 80904.

* * * *

Keep abreast of the plans of your WWII Memorial Ass'n. Send your dues to Charley Dye now.

* * * *

PROFILE

Lt. Wayne Byers, bombardier on the Carnine crew, and a true Texan, didn't say much more than "yep" and "nope" in his biography. However, when pressed for more details of his wartime experiences, his uppermost thought was how fine a pilot and leader of men was Guy Carnine.

He joined the Group in the 578 Squadron in Oct. 1943, and the Carnine crew was the first crew to complete a tour in the 392nd.

After the war, he re-joined the Elliott-Russell company, an office supply company in Amarillo, and was with them 51 years before retirement.

He is married to Elena, and they have two children, four grandchildren, and two great-grandchildren.

They live at 1522 Travis St., Amarillo TX.

PROFILE

1st Lt. Bernard Paroly was a first pilot in the 576th, joining the Group at Wendling in April, 1944 and completing 30 missions.

When rotated home, he was a/c maintenance and safety officer at Chanute Field, Ill.

In civilian life he is a designer and sewing machine expert in the ladies hand-bag and sport bag field. He still operates his own factory in New Haven, Ct.

He married Rhoda in Waco, TX while still in basic. They have two daughters and three grandsons and one granddaughter.

The Parolys live at 680 Mix Ave., Hamden, CT 06519.

(See story this issue, "Paroly Crew Makes Forced Landing")

* * * *

Show your former CO you're still the best pilot, navigator, gunner, mechanic, cook, _____, in the 392nd. Belong to the 392nd Bomb Group Memorial Ass'n.

* * * *

PROFILE

S/Sgt. Charles "Chuck" Wheelwright was a gunner in the 578th squadron, arriving at Wendling in Dec. 1944.

He was in the active reserves, serving at Mitchell Field and Lowry, CO. He retired as major.

In civilian life, he took a B. S. degree at the University of Maryland, and is employed at the Johnson Space Center at Houston.

He and wife Irma have a daughter and son, and live at 210 Biscayne Blvd., Seabrook, TX 77586.

* * * *

PROFILE

Lt. Charles H. "Chuck" Bader was a radar navigator, flying with the lead crews of several squadrons. He arrived at Wendling in Sept. 1943.

After checking out of the service, he was with Westinghouse Electric for 38 years. Now retired, he lives in the Pocono Mountains, enjoying the mountains and lakes.

Wife Eleanor and he have three children and eight grandchildren, and they live at R. D. 1, Box 147, Effort, PA 18330.

PROFILE

S/Sgt. Theodore Hester flew with the 576th and 579th as waist gunner and togglier in the nose turret. He joined the 392nd at Wendling in June, 1944.

He was a purchasing agent, and also worked for the Dixie Cup company. After that, he worked for the Post Office, retiring from that organization.

He is married to Shirley, and they have a daughter, two sons, and a granddaughter. He lives at 467 Albert Road, Wind Gap, PA 18091.

* * * *

PROFILE

1st Lt. William X. Davis was a bombardier-navigator in the 579 Squadron.

He joined the Group at Wendling in November 1943, and completed a 30-mission tour.

From 1947 to 1953, he was Group Intelligence officer of the 102nd Fighter Group, Massachusetts Air National Guard.

In civilian life, he has spent 31 years in the Commonwealth of Massachusetts Registry of Motor Vehicles.

He has three children and four grandchildren and lives at 165 "C" St., So. Boston, MA 02127.

* * * *

PROFILE

T/Sgt. Joseph L. DeSario was the flight engineer for the Henry K. Porter crew in the 579th, joining the Group at Wendling in July 1944.

After the war, Joe owned and operated a restaurant and lounge; an auto sales and parts business; and retired from management of the Lucarini & DeSario insurance agency.

He and Ellen have two daughters and one son; and four granddaughters. His address is 2455 Celebes Ct., Punta Gorda, FL 33983.

* * * *

FOLDED WINGS

Arthur Decker, 577

Col. Joseph P. Siegfried, Hq.

ORLANDO MEETING MAY 10 - 12, 1990

The 392nd BGMA will meet at Orlando May 10-12. Tom and Jill Scott, Beeston, Norfolk, will be guests of the association. Tom and Jill played a vital role in the Wendling Memorial reconstruction, and the reunion will afford an opportunity to reciprocate with some old-fashioned American hospitality.

A committee composed of the Gilberts, the Cliff Petersons, the L. C. Robinsons, and the Art Egans have planned the event, to be held at the Sheraton Plaza in south Orlando.

Those who have signed up to be present are: Hank and Lil Allen, Mike and Ruth Anstey, Laurin Austin, Gil and Martha Bambauer, Ernie Barber, Cleon and Evelyn Barber, Vernon Baumgart, Luther Beddingfield, Joe and Anne Bonanno, Carroll Cheek, Jack Clarke and Mary Gombkoto, Don and Anne Clover, Arthur Crafton, Jack and Ann Crane, Walter and Mary Dorn, Charles and Helen Dye, Howard Ebersole and Joanne Daniels, Art and Teddy Egan, Robert and Rose Egan, Robert "Skeeter" Elston, Herman and Bessie Mae Garner, Gil and Marjie Gilbert, Frank and Phyllis Gillett, Barney and Laura Glettler, Jim Goar and Virginia George, Dave Greene, Hal and Betty Hagopian, Robert Hamill, Ken and Elinor Healing, Nate and Jennie Hedges, Paul and Lou Henderson, John Henning, Frank and Lorraine Hollien, Dick and Eleanor Hoover, Jack and Betty Jones, Jack and Ad Kedenburg, Raymond and Norma Jean Kopecky, Joseph Landers, Bob and Marilyn Lane, Birdie Larrick and Sally Kaufman, J. D. and Emily Long, Bob and Mickey Lory, Oak and Maxine Mackey, Wally and Margaret Mateski, Joe and Anna McNeil, Willis and Dorothy Miller, James and Ann Muldoon, Wil "Penny" Pennington, Cliff and Mary Peterson, Warren and Dette Polking, Bert and Margaret Prost, Bill Rice, William and Kathryn Riddleberger, Robby and Toni Robinson, Jack Rotzien, Clyde and Shirley Smith, Red and Betty Spowls, Hervey and Helen Stetson, Charles and Billie Taylor, Bob Tays, Nat and Sherry Twining, Jack Urban, L. K. and Inez Walters, L. F. "Bud" Weaver, Joe and Mary Westbrook, Ben and Betty Whitmore, Norb and Marian Wick, Sue and Ron, Dennis and Lucille Wilfahrt, Steve and Trudy Wozniak, and Stanley and Mildred Zybort.

The Willis Miller crew, 577/579, composed of Miller and Jack Crane, Hal Hagopian,

Nate Hedges, Red Spowls, and L. K. Walters, will be together, as has been their practice at several other reunions.

The 392nd will meet twice more during 1990: At Norwich July 25-31 with the 2AD; and at Las Vegas Sept.30-Oct. 2 with the 8AF.

* * * *

The 392nd was the fourth B-24 unit to arrive in England. By the time the war ended, there were 14.

* * *

PROFILE

F/O Randell S. Mayer, Jr. was navigator on the 579th's Leo Ruvolis crew, joining the Group at Wendling.

After the war, he was in the Army Reserve, in M. P. and T. C. units. He commanded two Port units, and retired as Col., AUS.

After earning BBA and MBA degrees at Loyola university, he had a 31-year career in the IRS, retiring as chief, audit branch, New Orleans District.

He and wife Rita Mae live at 5 Balmoral Circle, Hammond, LA 70401, and have one daughter, 3 sons, and ten (10) grandchildren.

* * *

Memorialize the fallen members of the 392nd. Contribute to the 392nd BGMA.

* * * *

PROFILE

T/Sgt. Roy E. Kampfe was a flight engineer on the Weaver crew in the 577 Squadron.

He joined the Group at Wendling 10 July 1944 and completed 35 missions, the last mission on 29 Nov. 1944.

Staying in the Air Force, he was in an air show squadron; in the Air Transport Command; flew 100 missions during the Berlin airlift; was in Indo-china as an advisor to the French Foreign Legion; and did tours in Korea, Viet Nam, Germany, Italy, and Morocco. He retired in 1969.

In civilian life, he was an engineer for WR Grace for 15 years, retiring for good in 1985.

He is married to Yvonne, and they have two sons and one daughter, and live at 38226 Ashford Way, Fremont, CA 94536.

Name _____ Sqdn _____ Assoc _____

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[] check if this is a gift membership

MEMBERSHIP DUES

Dues for 1990, \$12 _____ [_____]
(If an LM (for life member) or a 90 or higher number appears after your name on the address label, Charley Dye says you're paid up. IF DUES ARE NOT PAID, PLEASE SEND IN YOUR CHECK AT ONCE. WE DON'T WANT TO LOSE EVEN ONE MEMBER.

Life Membership:

Age 61-65 \$120 _____ [_____]

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ORDER FOR PRINT, "FLYING CRUSADER"

Signed copy at \$55, postpaid _____ [_____]

Unsigned copy at \$30, postpaid _____ [_____]

NO LIMIT

PX ITEMS

Membership Directory, \$2 postpaid _____ [_____]

Black 392nd BG cap w/gold braid, \$9 _____ [_____]

White nylon jacket w/ 392nd and
Crusader patches, \$20 _____ [_____]

Book, "Liberators From Wendling", by Col.
Bob Vickers, \$25 _____ [_____]

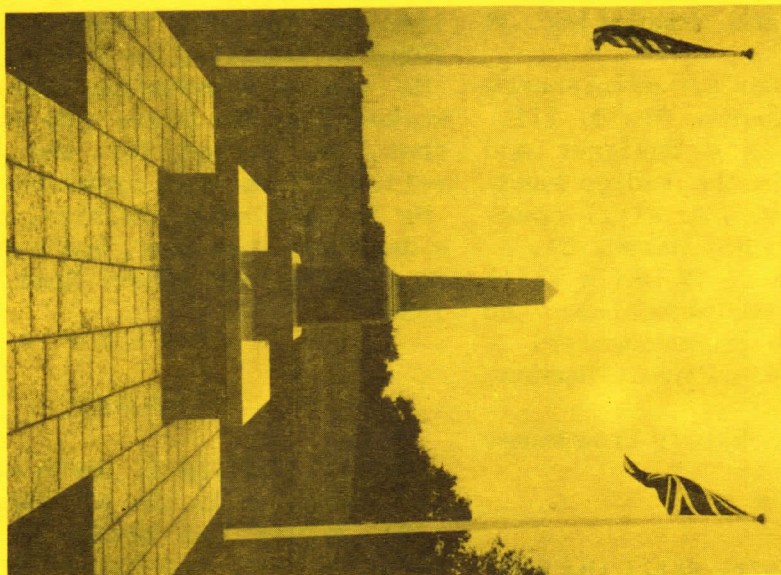
Book, "392nd War Stories", by Col. Myron
Keilman, \$20 _____ [_____]

Add \$1.50 per item (except Membership Directory) _____ [_____]

Total _____ [_____]

Send with check to Charles Dye, Treasurer, 7217 Leslyne Dr.,
Albuquerque, NM 87109

THE REFURBISHED MEMORIAL AT WENDLING



392nd BG Memorial Association

NEWS



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