

NEWS



392nd BG Memorial Association

VOLUME 9

MAY 1994

392nd STRUCK 3 TIMES ON JUNE 6, 1944

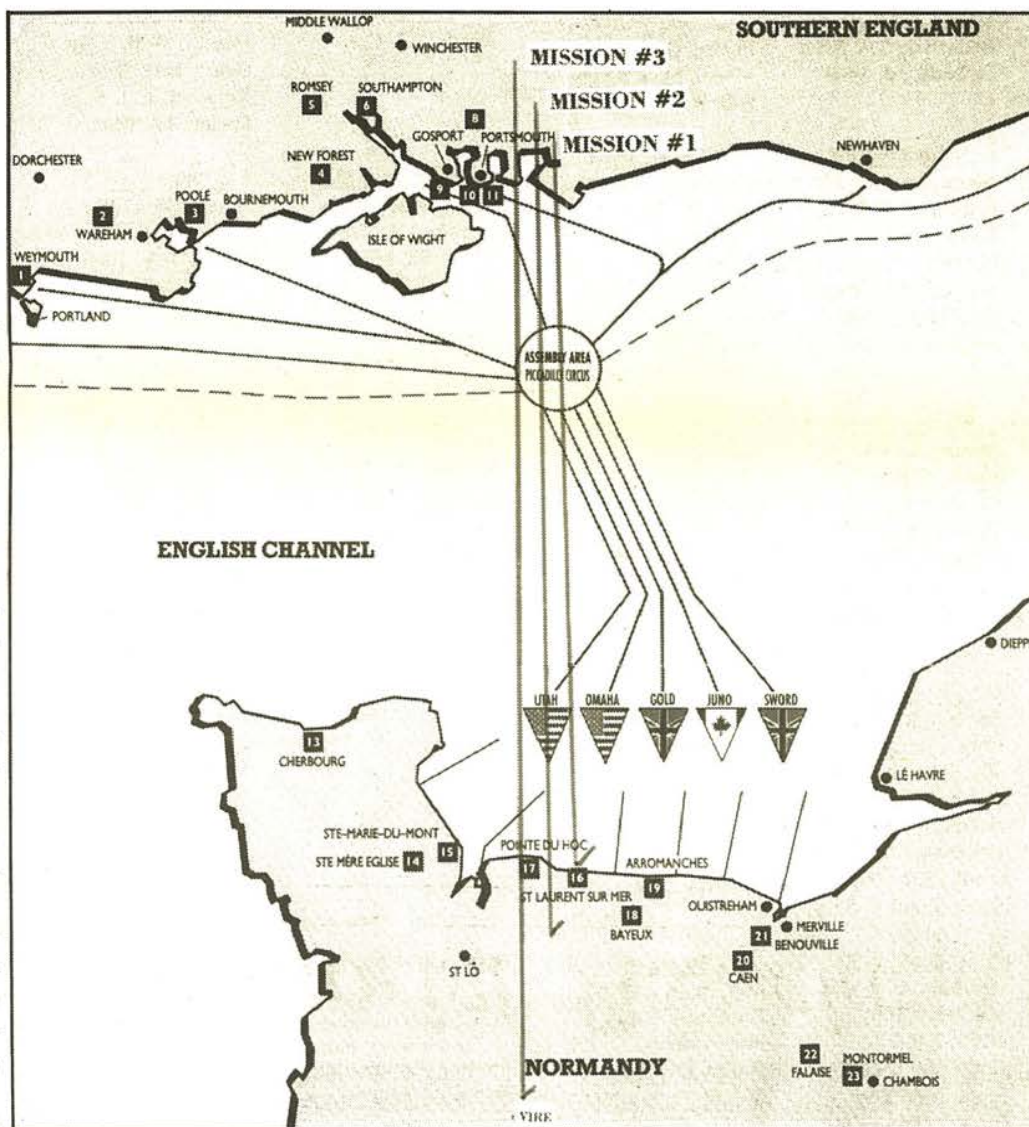
D+50 YEARS REVIVES MEMORIES OF HISTORIC NORMANDY LANDINGS

In the afternoon of June 5, 1944, Col. Irvine Rendle, the commander of the 392nd, issued orders that sealed the base, cancelled leaves and liberty runs, and brought his staff to headquarters. There the assembled officers heard that the long awaited invasion of Europe was set for the following day, and that the 392nd as part of the 8AF would bomb ahead of the ground troops to demoralize the German defenders.

Col. Lawrence Gilbert, the last commander of the 392nd and presently the president of the Memorial Association, remembers the events. Following are his remarks, aptly titled "The Longest Day-For the 392nd."

"Jim Muldoon, 578th squadron lead pilot, told me recently, 'It seems like only yesterday.' Take-off was at 0250, and Lt Muldoon led the second flight of six aircraft with 578th squadron commander Lt/Col Warren Polking on board as command pilot. I flew with Capt Cliff Edwards, 578th, as command pilot with the first flight of six flights, six aircraft each, launched by the 392nd that momentous day. Of our 36 aircraft, 3 aborted, 22 dropped bombs, and 11 failed to bomb because of cloud cover in the target area. Our target was the coastal gun batteries zeroed in on Omaha Beach.

"Indelibly stamped in my memory is the difficulty we encountered in assembling our formations in total darkness, then attempting to merge with the main bomber stream enroute to the Normandy beaches. In a rather complicated



"compression" exercise, each flight of six aircraft after assembling in the Wendling area departed at eight minute intervals and flew 100 miles northwest to near York in the Midlands. Then, according to plan, each flight would reverse course at the proper time to join the long column of bombers heading south. All 40 or so Groups

of the 8th were executing this same maneuver in the same general area. This exercise not only organized the 1500 B-17's and B-24's into a continuous column but reduced the 8 minute interval for flights departing home bases to a 3 minute interval over the target. A certain amount of confusion and navigational error was inevitable.

Clouds in the assembly area broke up several formations and near-miss collisions were numerous. Our flight of six had only three aircraft when we reached the target at daybreak. Muldoon's flight had four of the original six. Seven 392nd aircraft flew with other Groups.

"As we crossed the channel at 15,000 feet we had a fairly good view of the vast armada of ships standing off shore. From several miles out we could see the beach but as we came closer, well before bomb release point, cloud cover intervened, preventing visual bomb sighting. We dropped our bomb load on the smoke flares of the Pathfinder aircraft. Our return to base was uneventful though one of our flights reported being fired upon by friendly ships in the channel.

"In mid morning, the 392nd dispatched 12 aircraft on a second mission led by our Group commander Col. Rendle. That afternoon a third mission was laid on and 22 aircraft were committed, returning at a little after 2200 hours, dusk at that time of the year in wartime England. It was raining heavily.

"On this Longest Day, our Group acquitted itself well. Every man and woman assigned to the 392nd can be quietly proud of the part we played in supporting our troops below, pinned down on the beaches and desperately trying to gain a toehold in those first critical hours."

(Editor's note: there is some discrepancy among our authorities as to the number of a/c dispatched on missions 2 and 3. The editor decided to use the greatest number indicated to him, so as not to inadvertently leave someone out.)

THESE CRUSADERS ATTACKED FORTRESS EUROPE ON D-DAY

It was the intent of the NEWS to list by name every airman who flew on D-Day, June 6, 1944.

Unfortunately, in spite of help from Col. Gilbert, Myron Keilman, Bob Vickers, and Bob Lane, the following list is not complete.

The list for mission #1 is, we think, complete. For mission #2, we could find only the names of the aircraft commanders, and for mission #3, we could find the loading lists only for the 578th and 579th squadrons. However, it is possible that only those two squadrons were dispatched on this mission. There are some discrepancies in our authorities.

However, the sheer number of those listed demonstrates that D-Day was a maximum effort for the 392nd. Every man and every aircraft available attacked that day, sometimes twice. Even the Group's Protestant chaplain, Capt Don Clark, was aboard a/c # 615 in the 579th on the first mission. It is unknown what manner of ordnance Capt Clark unloaded on the enemy that day.

MISSION #1

576th a/c #511
Meighan, W.E. 1/Lt
Mason, J.J. 2/Lt
Plunkett, F.A. 2/Lt
Wimberley, W.G. S/Sgt
Austin, L.D. T/Sgt
Epstein, B.B. T/Sgt
Cuevas, D.E. S/Sgt

576th a/c #511
Meighan, W.E. 1/Lt
Mason, J.J. 2/Lt
Plunkett, F.A. 2/Lt
Wimberley, W.G. S/Sgt
Austin, L.D. T/Sgt
Epstein, B.B. T/Sgt
Cuevas, D.E. S/Sgt

576th a/c #760
Filkel, O.H. 1/Lt
Hurd, J.S. 1/Lt
Tyson, E.E. 2/Lt
Tudor, J.R. 1/Lt
Bleuins, R.E. T/Sgt
Smith, R.C. T/Sgt
Jarratt, C.W. S/Sgt
Hoover, A.L. S/Sgt

576th a/c #760
Filkel, O.H. 1/Lt
Hurd, J.S. 1/Lt
Tyson, E.E. 2/Lt
Tudor, J.R. 1/Lt
Bleuins, R.E. T/Sgt
Smith, R.C. T/Sgt
Jarratt, C.W. S/Sgt
Hoover, A.L. S/Sgt

576th a/c #409
Reese, R.L. 2/Lt
Jewett, G.A. 1/Lt
Minzenberg, W.O. F/O
Walters, J.E. 2/Lt
Thornton, M. S/Sgt
Patzmann, R.O.E. S/Sgt
Schumacker, D.H. Sgt

576th a/c #409
Reese, R.L. 2/Lt
Jewett, G.A. 1/Lt
Minzenberg, W.O. F/O
Walters, J.E. 2/Lt
Thornton, M. S/Sgt
Patzmann, R.O.E. S/Sgt
Schumacker, D.H. Sgt

576th a/c #387
Peifer, K.W. 2/Lt
Nielsen, P.H. 2/Lt
Coe, J.H. 2/Lt
Ott, C.A. 2/Lt
Thronborrow, R.R. S/Sgt
Fitzmorris, T.L. S/Sgt
Calvitt, J.L. S/Sgt

576th a/c #387
Peifer, K.W. 2/Lt
Nielsen, P.H. 2/Lt
Coe, J.H. 2/Lt
Ott, C.A. 2/Lt
Thronborrow, R.R. S/Sgt
Fitzmorris, T.L. S/Sgt
Calvitt, J.L. S/Sgt

576th a/c #907
Levell, O.R. 2/Lt
Caruso, J.A. 2/Lt
Scott, K.R. 2/Lt
Teague, H.S. 2/Lt
Villegas, V.R. S/Sgt
Keegan, G.M. S/Sgt
Trusten, S/Sgt

576th a/c #907
Levell, O.R. 2/Lt
Caruso, J.A. 2/Lt
Scott, K.R. 2/Lt
Teague, H.S. 2/Lt
Villegas, V.R. S/Sgt
Keegan, G.M. S/Sgt
Trusten, S/Sgt

576th a/c #916
Mathias, W.E. 1/Lt
Jones, L.C. 1/Lt
Mateyka, M.R. 1/Lt
Amoss, R.T. Capt
Chambless, S.L. T/Sgt
Slyhoff, K. G. T/Sgt
Weverka, J.E. S/Sgt

576th a/c #916
Mathias, W.E. 1/Lt
Jones, L.C. 1/Lt
Mateyka, M.R. 1/Lt
Amoss, R.T. Capt
Chambless, S.L. T/Sgt
Slyhoff, K. G. T/Sgt
Weverka, J.E. S/Sgt

578th a/c #478
Polking, W.A. Lt/Col
Muldoon, J.E. 1/Lt
Otis, J.J. 1/Lt
Ostenberg, B. 1/Lt
Morton, E.R. 2/Lt
Byrd, J.M. T/Sgt
Spagnola, J.T. Sgt
Morris, J.A. Sgt
Bednarcik, S.A. S/Sgt
Svoboda, J.J. S/Sgt

578th a/c #478
Polking, W.A. Lt/Col
Muldoon, J.E. 1/Lt
Otis, J.J. 1/Lt
Ostenberg, B. 1/Lt
Morton, E.R. 2/Lt
Byrd, J.M. T/Sgt
Spagnola, J.T. Sgt
Morris, J.A. Sgt
Bednarcik, S.A. S/Sgt
Svoboda, J.J. S/Sgt

578th a/c #337
Alexander, A.B. 1/Lt
Broussard, P.C. 2/Lt
Kirkwood, J.G. 2/Lt
Bennett, J.E. 2/Lt
Sutphin, R.C. S/Sgt
Gallo, F.E. S/Sgt
Kisler, C.L. Sgt

578th a/c #337
Alexander, A.B. 1/Lt
Broussard, P.C. 2/Lt
Kirkwood, J.G. 2/Lt
Bennett, J.E. 2/Lt
Sutphin, R.C. S/Sgt
Gallo, F.E. S/Sgt
Kisler, C.L. Sgt

578th a/c #966
Robert, A.M. 1/Lt
Houtz, G.B. 2/Lt
Prentice, C.L. 2/Lt
Hart, D.R. 2/Lt
Rojas, Y. S/Sgt
Lippert, K.A. S/Sgt
Collins, R.R. S/Sgt
Pryor, M.L. Sgt

578th a/c #966
Robert, A.M. 1/Lt
Houtz, G.B. 2/Lt
Prentice, C.L. 2/Lt
Hart, D.R. 2/Lt
Rojas, Y. S/Sgt
Lippert, K.A. S/Sgt
Collins, R.R. S/Sgt
Pryor, M.L. Sgt

578th a/c #538
Zweig, L.E. 1/Lt
Burge, H. L. 2/Lt
Thielen, C.M. 2/Lt
Bruce, J.C. 2/Lt
Baxter, O. S/Sgt
Callahan, C.J. S/Sgt
Strally, S.R. S/Sgt
Smith, Louis F. Sgt

578th a/c #538
Zweig, L.E. 1/Lt
Burge, H. L. 2/Lt
Thielen, C.M. 2/Lt
Bruce, J.C. 2/Lt
Baxter, O. S/Sgt
Callahan, C.J. S/Sgt
Strally, S.R. S/Sgt
Smith, Louis F. Sgt

578th a/c #033
Hamblen, C.W. 1/Lt
McCarter, H.L. 2/Lt
Hurst, F.B. 2/Lt
Joyce, G.P. 2/Lt
Sears, A.R. T/Sgt
Burnell, W. E. T/Sgt
Lindsay, V.R. S/Sgt

578th a/c #033
Hamblen, C.W. 1/Lt
McCarter, H.L. 2/Lt
Hurst, F.B. 2/Lt
Joyce, G.P. 2/Lt
Sears, A.R. T/Sgt
Burnell, W. E. T/Sgt
Lindsay, V.R. S/Sgt

578th a/c #241
Cheek, C.W. 2/Lt
Szengato, J. 2/Lt
Beddingfield, L.L. 2/Lt
Morse, A. 2/Lt
Schvoeck, L.A. S/Sgt
Layman, H.A. Sgt
Curry, E.D. S/Sgt
Miller, J.E. Sgt

578th a/c #241
Cheek, C.W. 2/Lt
Szengato, J. 2/Lt
Beddingfield, L.L. 2/Lt
Morse, A. 2/Lt
Schvoeck, L.A. S/Sgt
Layman, H.A. Sgt
Curry, E.D. S/Sgt
Miller, J.E. Sgt

576th a/c #031
Demers, J.R. 2/Lt
Sylvester, H. 2/Lt
Neisloss, S.L. 2/Lt
Adamson, J.C. 2/Lt
Ball, E.M. S/Sgt
Galea, J.H. S/Sgt
Arnold, E.L. Sgt

576th a/c #031
Demers, J.R. 2/Lt
Sylvester, H. 2/Lt
Neisloss, S.L. 2/Lt
Adamson, J.C. 2/Lt
Ball, E.M. S/Sgt
Galea, J.H. S/Sgt
Arnold, E.L. Sgt

576th a/c #131
Bratton, K.D. 1/Lt
Hurd, W.F. 2/Lt
McShane, W.F. 1/Lt
Wytak, S.M. 2/Lt
Simmons, W.W. T/Sgt
Lennert, B.J. T/Sgt
Hamilton, W.S. S/Sgt

576th a/c #131
Bratton, K.D. 1/Lt
Hurd, W.F. 2/Lt
McShane, W.F. 1/Lt
Wytak, S.M. 2/Lt
Simmons, W.W. T/Sgt
Lennert, B.J. T/Sgt
Hamilton, W.S. S/Sgt

578th a/c #466
Gilbert, L.G. Lt/Col
Edwards, C.E. Capt
Whittaker, J.B. Maj
Long, J.D. 1/Lt
Untiedt, L. Capt
Joachim, W.F. 1/Lt
Mellow, N.J. T/Sgt
Braddock, W.A. T/Sgt
Phelps, G.A. S/Sgt
Medel, M.N. S/Sgt
Hill, R. E. S/Sgt

578th a/c #466
Gilbert, L.G. Lt/Col
Edwards, C.E. Capt
Whittaker, J.B. Maj
Long, J.D. 1/Lt
Untiedt, L. Capt
Joachim, W.F. 1/Lt
Mellow, N.J. T/Sgt
Braddock, W.A. T/Sgt
Phelps, G.A. S/Sgt
Medel, M.N. S/Sgt
Hill, R. E. S/Sgt

578th a/c #041
Henderson, P.B. 2/Lt
Stull, R. B. 2/Lt
Williamson, R.D. 2/Lt
Thompson, A.W. S/Sgt
Burns, P.J. S/Sgt
Mahon, E.M. S/Sgt
Ivey, E.H. Sgt
Howell, J.L. Sgt

578th a/c #041
Henderson, P.B. 2/Lt
Stull, R. B. 2/Lt
Williamson, R.D. 2/Lt
Thompson, A.W. S/Sgt
Burns, P.J. S/Sgt
Mahon, E.M. S/Sgt
Ivey, E.H. Sgt
Howell, J.L. Sgt

578th a/c #295
Sabourin, R.E. 1/Lt
Amble, E.F. 2/Lt
Landers, J. F/O
Singleton, W.R. 2/Lt
Hollien, F.J. S/Sgt
Smith, P.E. S/Sgt
Moran, R. S/Sgt

578th a/c #295
Sabourin, R.E. 1/Lt
Amble, E.F. 2/Lt
Landers, J. F/O
Singleton, W.R. 2/Lt
Hollien, F.J. S/Sgt
Smith, P.E. S/Sgt
Moran, R. S/Sgt

578th a/c #896
Maris, J.R. 2/Lt
Gerbing, T.M. 2/Lt
Silverman, H.I. 2/Lt
Taylor, J.W. 2/Lt
Fitzgerald, M. S/Sgt
Trinkel, O.E. S/Sgt
Miller, M. Sgt

578th a/c #896
Maris, J.R. 2/Lt
Gerbing, T.M. 2/Lt
Silverman, H.I. 2/Lt
Taylor, J.W. 2/Lt
Fitzgerald, M. S/Sgt
Trinkel, O.E. S/Sgt
Miller, M. Sgt

578th a/c #764
McCarthy, C.G. 1/Lt
Buchanan, R.P. 1/Lt
McSweeney, J.D. 2/Lt
Hardy, E.C. S/Sgt
Kottke, A. H. T/Sgt
Garcia, P. T/Sgt
White, T. S/Sgt

578th a/c #764
McCarthy, C.G. 1/Lt
Buchanan, R.P. 1/Lt
McSweeney, J.D. 2/Lt
Hardy, E.C. S/Sgt
Kottke, A. H. T/Sgt
Garcia, P. T/Sgt
White, T. S/Sgt

578th a/c #293
Smith, W.C. 2/Lt
Wilson, E.R. 2/Lt
McMahon, E.J. F/O
Jackson, C.R. 2/Lt
Seaton, K.L. S/Sgt
Kostrewski, G.T. S/Sgt
McRight, W.O. Sgt
VanVliet, P. Sgt

578th a/c #293
Smith, W.C. 2/Lt
Wilson, E.R. 2/Lt
McMahon, E.J. F/O
Jackson, C.R. 2/Lt
Seaton, K.L. S/Sgt
Kostrewski, G.T. S/Sgt
McRight, W.O. Sgt
VanVliet, P. Sgt

579th a/c #990
Hunt, N.A. 1/Lt
Roetzel, P.B. 2/Lt
Shelton, O.W. 2/Lt
Sullivan, E.J. 2/Lt
McKinzie, W.L. T/Sgt
Wilkinson, H.C. T/Sgt
Jackson, L.A. S/Sgt

579th a/c #990
Hunt, N.A. 1/Lt
Roetzel, P.B. 2/Lt
Shelton, O.W. 2/Lt
Sullivan, E.J. 2/Lt
McKinzie, W.L. T/Sgt
Wilkinson, H.C. T/Sgt
Jackson, L.A. S/Sgt

579th a/c #229
Ruvolis, L. 2/Lt
Wunderlin, C.F. 2/Lt
Mayer, R.S. F/O
Young, E. 2/Lt
Cowley, J.C. S/Sgt
Garvey, J.A. S/Sgt
Sheridan, T.V. Sgt

579th a/c #229
Ruvolis, L. 2/Lt
Wunderlin, C.F. 2/Lt
Mayer, R.S. F/O
Young, E. 2/Lt
Cowley, J.C. S/Sgt
Garvey, J.A. S/Sgt
Sheridan, T.V. Sgt

579th a/c #025
Miller, R.L. 1/Lt
Conner, J.A. 2/Lt
Hession, W.J. 2/Lt
Baker, R.W. 2/Lt
Freeman, C.W. S/Sgt
Carlstrand, R.E. S/Sgt
Wolfe, P.J. Cpl

579th a/c #025
Miller, R.L. 1/Lt
Conner, J.A. 2/Lt
Hession, W.J. 2/Lt
Baker, R.W. 2/Lt
Freeman, C.W. S/Sgt
Carlstrand, R.E. S/Sgt
Wolfe, P.J. Cpl

579th a/c #135
Thomas, J.F. 2/Lt
Whitford, D. 2/Lt
McFarlin, J.F. F/O
Hyre, G.R. F/O
Nicolson, A. S/Sgt
Haywood, H.F. S/Sgt
O'Neill, W.P. Sgt

579th a/c #135
Thomas, J.F. 2/Lt
Whitford, D. 2/Lt
McFarlin, J.F. F/O
Hyre, G.R. F/O
Nicolson, A. S/Sgt
Haywood, H.F. S/Sgt
O'Neill, W.P. Sgt

579th a/c #472
Leghorn, A.F. 2/Lt
Floyd, R.B. 2/Lt
Seymer, R.F. 2/Lt
Rothman, M. 2/Lt
Powell, W.A. S/Sgt
Pattison, W.G. S/Sgt
Lanier, J.E. Sgt

579th a/c #472
Leghorn, A.F. 2/Lt
Floyd, R.B. 2/Lt
Seymer, R.F. 2/Lt
Rothman, M. 2/Lt
Powell, W.A. S/Sgt
Pattison, W.G. S/Sgt
Lanier, J.E. Sgt

579th a/c #789
McMillen, H.L. 2/Lt
Buckart, O.J. 2/Lt
Jennings, C.H. 2/Lt
Gallagher, J.R. 2/Lt
Hill, T.H. S/Sgt
Lindberg, W.G. S/Sgt
Weirsmann, S.A. Sgt

579th a/c #789
McMillen, H.L. 2/Lt
Buckart, O.J. 2/Lt
Jennings, C.H. 2/Lt
Gallagher, J.R. 2/Lt
Hill, T.H. S/Sgt
Lindberg, W.G. S/Sgt
Weirsmann, S.A. Sgt

579th a/c #897
Menard, J.F. 2/Lt
Holmes, J.G. 2/Lt
Krause, T.J. 2/Lt
Hartwick, E.J. 2/Lt
Walsh, D.A. S/Sgt
Blackford, L.F. S/Sgt
Tubbs, H.L. Sgt

579th a/c #897
Menard, J.F. 2/Lt
Holmes, J.G. 2/Lt
Krause, T.J. 2/Lt
Hartwick, E.J. 2/Lt
Walsh, D.A. S/Sgt
Blackford, L.F. S/Sgt
Tubbs, H.L. Sgt

MISSION #2

577th a/c #642 Col Rendle
Gonseth
577th a/c #415 Bay
577th a/c #649 Belitz
577th a/c #058 Bradford
577th a/c #040 McGrath
577th a/c #287 Larsen
577th a/c #027 Whitemore
577th a/c #002 Stroble
577th a/c #079 Peirson
577th a/c #096 Pierce
577th a/c #061 Hunsaker
577th a/c #164 Barron
577th a/c #151 Anundson
577th a/c #432 Johnson
577th a/c #432 Kuster
577th a/c #323 Page
577th a/c #548 Kohl

579th a/c #035
Sayther, Harley Maj
McGregor, J.A. Capt
Taylor, Ralph E. 1/Lt
Swangren, Roy Capt
Good, R.E. Capt
Padden, R.F. S/Sgt
West, G. E. T/Sgt
Long, B. S/Sgt
Housteau, J.M. S/Sgt

579th a/c #035
Sayther, Harley Maj
McGregor, J.A. Capt
Taylor, Ralph E. 1/Lt
Swangren, Roy Capt
Good, R.E. Capt
Padden, R.F. S/Sgt
West, G. E. T/Sgt
Long, B. S/Sgt
Housteau, J.M. S/Sgt

579th a/c #
White, H.A. 2/Lt
Martin, J.W. 2/Lt
Forde, W.I. 2/Lt
Green, H.J. 2/Lt
Barnes, G.M. S/Sgt
Reynolds, J.J. Sgt
Wehunt, J.W. Sgt

579th a/c #
White, H.A. 2/Lt
Martin, J.W. 2/Lt
Forde, W.I. 2/Lt
Green, H.J. 2/Lt
Barnes, G.M. S/Sgt
Reynolds, J.J. Sgt
Wehunt, J.W. Sgt

579th a/c #615
Cassell, H.S. Capt
Colvin, J.A. 1/Lt
Bevan, K.S. 1/Lt
Cetin, W.F. 1/Lt
Clark, D.B. Capt
Holloman, C.C. Capt
Hauser, W.M. T/Sgt
Geary, N.W. T/Sgt
Rothrock, C.T. S/Sgt
Durant, W. T/Sgt

579th a/c #615
Cassell, H.S. Capt
Colvin, J.A. 1/Lt
Bevan, K.S. 1/Lt
Cetin, W.F. 1/Lt
Clark, D.B. Capt
Holloman, C.C. Capt
Hauser, W.M. T/Sgt
Geary, N.W. T/Sgt
Rothrock, C.T. S/Sgt
Durant, W. T/Sgt

579th a/c #448
Schafer, W.A. 2/Lt
Winans, G.L. 2/Lt
Martin, A.V. F/O
Jaffe, A.J. 2/Lt
Reid, H.R. S/Sgt
Ward, R.A. S/Sgt
Pitt, J.B. Sgt

579th a/c #448
Schafer, W.A. 2/Lt
Winans, G.L. 2/Lt
Martin, A.V. F/O
Jaffe, A.J. 2/Lt
Reid, H.R. S/Sgt
Ward, R.A. S/Sgt
Pitt, J.B. Sgt

579th a/c #544
Gann, D.L. 1/Lt
Dick, W.C. 2/Lt
Spensley, R.E. 2/Lt
Gunniff, V.L. 2/Lt
Shrader, C. T/Sgt
Correll, J.T. T/Sgt
Sinclair, R.E. S/Sgt

579th a/c #544
Gann, D.L. 1/Lt
Dick, W.C. 2/Lt
Spensley, R.E. 2/Lt
Gunniff, V.L. 2/Lt
Shrader, C. T/Sgt
Correll, J.T. T/Sgt
Sinclair, R.E. S/Sgt

579th a/c #897
Menard, J.F. 2/Lt
Holmes, J.G. 2/Lt
Krause, T.J. 2/Lt
Hartwick, E.J. 2/Lt
Walsh, D.A. S/Sgt
Blackford, L.F. S/Sgt
Tubbs, H.L. Sgt

579th a/c #897
Menard, J.F. 2/Lt
Holmes, J.G. 2/Lt
Krause, T.J. 2/Lt
Hartwick, E.J. 2/Lt
Walsh, D.A. S/Sgt
Blackford, L.F. S/Sgt
Tubbs, H.L. Sgt

577th a/c #493 Leser
576th a/c #106 Paroly
578th a/c #163 Bridson
578th a/c #446 Fogarty
579th a/c #731 Niederritter

(Aircraft commanders' names only available for mission #2)

MISSION #3

578th a/c #548
Kohl
Schultz
Kerley
Foote
Scales
Higdon
Ehring
Peters
Interdanato
Agalstoff

578th a/c #478
Bridson
Green
White
Willemin
Ashcraft
Paolucci
Stafford
Seery
Powers
Tatelbaum

578th a/c #163
Smith
Wilson
Jackson
McMahon
Kostrewski
Seaton
Mcright
Humphreys
Van Vliet
Patton

578th a/c #187
Martin, Maj
Young
Goodwin
Dunphy
Cunningham
Tripplet
Garcia
Teater
Porter
Rickey
Ross
Theilen

578th a/c #966
Stroble
Slafka
Daniels
Vassey
Bull
Haukom
Spika
Vickery
Brent
Vetrano

578th a/c #446
Player, Maj
McCarthy
Buchanan
McSweeney
Kottke
Schroeck
White
Morris
Kisler
Hardy
Taylor

579th a/c #990
Keilman, M.H. Maj
Prouse, H.W. 2/Lt
Niman, H. 2/Lt
Rodriguez, J.B. 1/Lt
Hixon, R.D. T/Sgt
Sullivan, W. T/Sgt
Wright, J.K. S/Sgt
Putnam, N.I. S/Sgt
Dinsmore, W.F. S/Sgt

579th a/c #135
Niederritter, R.A. 2/Lt
Spencer, F.R. 2/Lt
Richert, G.W. F/O
Correnty, R.D. 2/Lt
Maertens, H.J. S/Sgt
Underwood, J.W. S/Sgt
Flowers, W.C. Sgt
Greenwood, I.G. Sgt
Spurgeon, E.F. Sgt

579th a/c #897
Cornell, J.J. 2/Lt
Berger, J.E. 2/Lt
Ingels, G.A. 2/Lt
McMahon, C.D. 2/Lt
Hebert, I.L. T/Sgt
Kuchta, J. T/Sgt
Rawson, B.J. S/Sgt
Stahl, W.H. S/Sgt
Siegel, G.W. S/Sgt
Daywalt, J.E. S/Sgt

579th a/c #160
Brunn, W.S. 1/Lt
Reinbold, H.L. F/O
Griffith, R.C. 2/Lt
Coyle, J.D. 2/Lt
Hassett, T.R. T/Sgt
Adams, R.V. T/Sgt
Harris, W.T. S/Sgt
Hair, J.H. S/Sgt
Fund, E.J. S/Sgt

579th a/c #025
Leser, H.J. 1/Lt
Smoley, E.J. 2/Lt
Sellers, F.R. 2/Lt
Fleck, E.R. 2/Lt
Rodgers, B.A. S/Sgt

579th a/c #448
Menard, J.E. 2/Lt
Holmes, J.G. 2/Lt
Hartwick, E.J. 2/Lt
Krause, T.F. 2/Lt
Walsh, D.A. S/Sgt

Licht, J. S/Sgt
Fowler, D.E. Sgt
Weckel, W.R. Sgt
Damiano, A. Sgt

Blackford, L.N. S/Sgt
Redman, G.A. Sgt
Tubbs, H.L. Sgt
Holton, Q.F. Sgt

579th a/c #229
Forsythe, W.M. 2/Lt
Olive, W.E. 2/Lt
Bean, N.M. 2/Lt
Cechowski, C.C. 2/Lt
Young, F.E. S/Sgt
Weber, R.C. S/Sgt
Plank, G.R. Sgt
Carrington, W.E. Sgt
Brockway, G.S. Sgt

(Loading lists for mission # 3 available for
578th and 579th squadrons only)

FROM THE KEILMAN WWII NOTEBOOK

Col Myron Keilman, the commander of the 579th, has compiled accounts of events in 392nd history that he has named "Lest We Forget". Following are his notes on what General Hodges, the commander of 2AD had to say about D-Day:

"I congratulate all commanders on the highly superior record and performance of the units of this Division on D-Day. You went far beyond even the heavy commitments required of you. The following facts are transmitted for your information: 1000 aircraft of this Division were dispatched and of these 97.4% were over their targets. Of this great force, the majority of which took off at night, only one has thus far been reported lost and that by a crash landing. General Doolittle observed the bombing of the first and largest wave of the Division. He has informed me that he was greatly impressed with the smoothness and orderliness of the flow over the target and the precision with which the H2X ships dropped their smoke markers and the bombing on these markers by the balance of the force. Information indicates that the landing beaches were terrifically beaten up with bombs. General Doolittle further informs me that the ground forces were most complimentary on the support they received from the air force and were particularly appreciative of the absence of the tragic bombing errors which it was feared might occur and which so often mar operations of this nature. This day's work reflects the greatest credit on your units. Keep it up."

AIR ANNIVERSARY

Americans flew first shuttle bombing mission using Soviet bases in 1944.



[c]1993 United Feature Syndicate, Inc. Reproduced by permission.

This cartoon by Charles Schulz appeared nationally on D-Day, 1993, too late for the NEWS to use it in the May edition, so permission was obtained to use it in 1994. The scene indicated more than a casual understanding of the times, and a little research revealed that the famous cartoonist was in WWII S/Sgt Charles Schulz, the commander of a half-track in the 20th Armored Division. (Note the silhouettes of the half-tracks in the background.) The 20th Armored was in action in Germany, and the creator of Charlie Brown is indeed One Of Us.

AN "ALFRED" FLEW WITH THE 392nd FROM #1 ABBEYVILLE TO REDEPLOYMENT TO THE STATES



Shown above is the original crew of the original "Alfred": 2/Lt Robert J. Beatson, N; 2/Lt Henry C. Feagan, Jr., B; 1/Lt Samuel H. Layton, Jr., P; 2/Lt Aldon H. Jensen, CP; S/Sgt Armand Daughtry, WG; T/Sgt Joe C. Johnson, Eng; S/Sgt Augustus Boomhower, BT; T/Sgt Robert R. Gibbs, R; S/Sgt George W. Gottschalk, WG; and S/Sgt Frank Constabile, TG.

Alfred, by cartoonist Foster Humfreville, appeared in the war-time Collier's Magazine, and the above picture was in one of the early 1944 issues.

The first Alfred was a/c #42-7485 and

was assigned to the 577th in Topeka, Kansas. It was flown to Wendling by the Layton crew in August, 1943. The crew arranged for the Alfred cartoon to be painted on the nose of the a/c in

Topeka.

The Layton crew, flying Alfred, was on the #1 mission to Abbeyville and the entire crew finished their tours, but not as the same crew.

Alfred, with the 578th's Waugh crew, crashed on its 25th sortie on Jan 4, 1944 near Cromer. (See 392BGMA NEWS of Aug 93 and Feb 94 for related stories)

(Editor's note: The story referred to above, Feb. 94, tells of a monument erected to the memory of the crew of Alfred near Upper Sheringham. In that story, the NEWS referred to the a/c as "Alfred II". The a/c that crashed on Jan. 4 was Alfred, not Alfred II. Thanks to a letter from Harold Dunham, who flew in Alfred II with the Ambrose crew, for this correction.)

Alfred II, #42-7546, crash landed Apr. 29, 1944 at Wolcott, England, after being abandoned. It had 49 sorties.

Alfred III, the NEWS has no data.

Alfred IV, #42-94961 was MIA Dec. 2, 1944, 43 sorties.

Alfred V, #42-95118, returned to the States in June 1945, 25 sorties.

All the Alfreds were assigned to the 577th, except that Alfred I was flying with a 578th crew when it crashed.

See Profiles, this issue, for various members of crews who flew in the Alfreds.

(The NEWS thanks Bob Beatson, Aldon Jensen, Winston Dorrell, and the late Quintin Wedgeworth for help in assembling this story.)

PROFILE

1/Lt David S. Rubin, 1217th QM, was shipped to the ETO with the 9th Air Force, but somehow the 8th got him and wouldn't let him go. He arrived at Wendling on Dec. 16, 1943.

He was the assistant base Quartermaster at Wendling and later transferred to the 44th at Shipdham.

He was recalled to the Air Force in 1951 and became a career officer, specializing in production and procurement. He had overseas assignments in London and Germany, as well as many stateside berths.

He retired as Lt/Col in 1970 from the AF Systems Command at Andrews Field.

Many hobbies occupy his time in retirement, being a jazz buff one of them.

He and spouse Doris live at 13218 W. 85th Ct., Lenexa, KS 66215. They have two children and two grandchildren.

PROFILE

Capt Robert H. Tichel was a pilot first in the 579th then the 577th. He joined the 392nd at Wendling in June 1944. (See story, this issue, "Combat Loaded B-24").

He served in the Reserves until 1951. In civilian life, he spent 37 years in the insurance business and is a CLU. He is now retired and has been back to college to earn a degree in music. He plays piano in local musical organizations.

He and wife Wanda live at 606 S. Draper, Champaign, IL 61821. They have four children and 10 grandchildren.

PROFILE

1/Lt Aldon Jensen was a co-pilot and pilot in the 577th. He was an early member of the 392nd, joining at Tucson in May, 1943.

While co-pilot of the Layton crew, he flew in Alfred, the subject of a related story in this issue.

After war-time duty, he took the B. S. and M. A. degrees from the University of Illinois and the Ph. D. from Iowa State. He was a professor at Iowa State for two years and at the University of Illinois for 33 years.

He and spouse Margaret make their home at 401 E. Mumford Drive, Urbana, IL 61801. They have three children and three grandchildren.

AIR ANNIVERSARY

12 B-24's make first attack against Ploesti oil refineries in 1942.

PROFILE

T/Sgt Paul S. Terrell was the radio operator on the Sooy crew, which was one of the early replacements in the 578th. They arrived at Wendling about October, 1943.

They were shot down on their 22nd mission, Friedrichshafen, but all survived and became POW.

After the war, he was an agent and telegrapher for the B & O railroad, retiring with a disability in 1982.

He is married to Mary Lou, and they live at 1600 N. 14th St., Vincennes, IN 47591. They have 7 children, 10 grandchildren and 4 great-grandchildren.

(See story, this issue, Friedrichshafen 50-year reunion.)

PROFILE

1/Lt Edward S. Schwartz was the bombardier on the 578th's Sooy crew. He joined the Group at Wendling in October, 1943.

He was shot down on the Friedrichshafen mission on Mar. 18, 1944, and became POW.

After liberation and return to the States, he was employed by the Upjohn Company in Kalamazoo, MI. Now retired, he lives with wife Ceinwen at 1425 Farrington Circle, Heathrow, FL 32746.

They have two children and two grandchildren.

(See story, this issue, Friedrichshafen 50-year reunion.)

PROFILE

1/Lt Bruce L. Sooy was a pilot in the 578th. He and his crew joined the 392nd at Wendling Oct. 30, 1943.

They were shot down on their 23rd mission on March 18, 1944 on the Friedrichshafen mission. All survived and became POW.

He remained in the Air Force after the war, first being assigned to the Test Flight Division at Wright Field. While in Testing he was at Muroc (now Edwards AFB) and Eglin AFB. At Muroc, he piloted the B-29 that made the famous drop of the rocket-propelled X-1 with Chuck Yeager as pilot.

He then saw duty in MATS in England and was commander of a field maintenance squadron at Travis AFB. He retired at Lt/Col in 1960 and spent the next 19 years in AF civil service, retiring in 1979.

He and wife Evelyn live at 140 Solano Ct., Vacaville CA 95688. They have three children.

(See story, this issue, Friedrichshafen 50-year reunion.)

PROFILE

Capt Henry (Hank) Allen came to the Air Corps by way of the ground forces. He enlisted in the 152nd Field Artillery in Dec. 1940 and transferred to the Corps of Engineers March 5, 1942. He was commissioned 2/Lt in June of 1942 and transferred to the Air Corps as 1/Lt Feb. 26, 1943. He qualified as Navigator Jan. 15, 1944 at Selman Field, LA.

He arrived at Wendling May 10, 1944 with the Henderson crew, and flew 27 combat missions. He became the 578th Squadron Navigator in October 1944.

Staying in the Reserves, he retired in 1972 as Lt/Col.

He attended the University of Maine, University of Missouri and Johns Hopkins, receiving the AB degree in 1948 and the AM in 1949 in geology from the University of Missouri.

He has been both an educator and a professional geologist. He taught at University of Missouri (1948-50), Wellesley College (1952-55), and University of Maine (1955-57). From 1957 to 1983 he worked for Martin Marietta Cement Corporation, retiring as their Chief Geologist.

Wife Lillian passed away last September, after nearly 50 years of married life. They have four children and seven grandchildren. Hank lives at 5 Bainbridge Drive, Conway, AR 72032.

PROFILE

1/Lt Orley Jones was the navigator on the Bruce Sooy crew in the 578th.

They were shot down on Mar. 18, 1944, on the Friedrichshafen mission.

Post-war, he has been both a musician and a banker. He has played the French horn in the Oklahoma Symphony Orchestra for 24 years and has been in banking for 33.

He is married to Elsie, and they have three children and two grandchildren. They live at 10416 Cricket Court, Oklahoma City, OK 73162.

(See story, this issue, Friedrichshafen 50-year reunion.)

PROFILE

Cpl Jack Spencer was a rail transportation specialist in the 1217th QM Company at Wendling.

After duty at Wendling, he was with the 9th Air Base Depot in France.

After the war he was with the Boston Police Department, retiring as a homicide detective.

He is married to Margaret and they live at 29 Sturbridge St., Mattapan, MA 02126.

PROFILE

1/Lt Robert J. Beatson was the navigator on the Layton crew in the 577th, joining the 392nd at Alamogordo in July 1943. He enlisted in the Army a year before Pearl Harbor and served in the 26th Infantry Division. He advanced to platoon sergeant before entering the Air Corps as a cadet in 1942.

Beatson and the rest of the crew named their a/c Alfred while still in the States. (See related story, this issue.)

Beatson finished his tour in May 1944, having flown with the McGregor and Slipp crews.

After rotation to the States, he entered flight training for pilot. He was released to inactive duty in 1945.

He then entered Georgetown University, graduating in 1948. He joined the US Secret Service, and later the FBI.

He left government service for a job in the perfume industry, but re-entered government service in 1965 as a staff investigator for Congressional committees.

After retirement, he became an investigator for Prince George County Schools, retiring from that position in 1983.

He and wife Sylvia live at 7813 Locris Court, Upper Marlboro, MD 20772. Their family consists of five children and eight grandchildren.

PROFILE

1/Lt Ken Mardis was the co-pilot of the Sooy crew in the 578th, arriving at Wendling in October 1943.

The crew was shot down on the Friedrichshafen mission on Mar. 18, 1944, but all survived and became POW.

Postwar he stayed in the reserves, piloting the C-46, C-47, C-119, and KC-97. He was a pilot in the 302nd Troop Carrier Wing and the 160th Air Refueling Group. He also held various staff and command positions, retiring in 1970 as Lt/Col.

In civilian life he was an executive in Ford Motor Co., Avco International, and Cincinnati Electronics Corp.

His wife is Margaret and they live at 1017 Cedar Ridge Dr. #4, Cincinnati, OH 45245. They spend winters in Palmetto, Florida. They have five children and one grandchild.

(See story, this issue, Friedrichshafen 50-year reunion.)

AIR ANNIVERSARY

USAF confirmed repeated supersonic speeds by X-1 flown by Capt C. E. Yeager in 1948.

1217th QM CO. (AVN) --ALSO PRESENT ON D-DAY



Photo courtesy Jack Spencer

The B-24's couldn't have roared down the runway and the bombs couldn't have been dropped on the Germans without the officers and men of the 1217th and other support personnel at Wendling.

The 1217th was responsible for quartermaster supply, rail transportation, and other support duties for the 392nd.

Shown above are: Front row: T/Sgt J.V. Lewis, T/3 R.F. Barth, S/Sgt Madera, M/Sgt F. D. Weighall, Lt D.S. Rubin, Capt George Cadwalader, commander; Lt J.F. Gough, T/Sgt L.M. Albert, 1st Sgt; T/Sgt H.J. Schiller, Cpl E.P. Humphreys, Pfc Dick Wullschleger, Pfc H.H. Jabobsen, Sgt Fred Bourke.

Second row: Pfc H.L. Myers, T/5 A.Groh, Pvt Tony Zaffuto, Cpl McBride, T/5 John Gosselin, Cpl Chic Nacsa, Cpl Delmar V. Axton, Cpl Roy Barnwell, Pvt Hodge, Pvt Reddell, Pfc Joe Leveskas, Pfc Mickey Mope, Pvt John Robert Spencer, Cpl Whitley, Sgt. Martin Gossenauer, Pvt K.B. Winkles, T/5 L.D. Bishop, T/5 Jack Nelson, Pfc Vince Turnier, Pvt Shelton.

Back row: Pvt McNeilis, Pvt Keller, Pvt Gac, Sgt Harry Beckel, Cpl John Moran, Sgt V. W. Orf, Pfc D.P. Rumery, Pfc C.E. Huff, Pvt Linker, T/5 L.P. Morrissey, T/5 Walter F. Murray, Cpl DiGeorge, Sgt. T.J. McDonnell, Pfc Guiliani, Pvt Bartko, Pvt H.A. Eckert, Pfc Halterman, Pfc. D.D. Lloyd.

AN EXPLANATION OF "KILROY WAS HERE"--- MAKES SENSE TO US

It seems that James J. Kilroy worked in the Fore River Shipyard (Bethlehem Steel) in Quincy, Mass. during WWII. His job was to inspect each portion of construction before the next step was undertaken. In order for the test leader to be assured that the sections had been inspected, Kilroy began to mark "KILROY WAS HERE" on every section he inspected (floors, ceilings and walls of the ships). As it was wartime and production speed was essential, these ships went to sea without being painted over the inspection marks. It wasn't long before soldiers, sailors, and marines picked up on the "KILROY WAS HERE" markings as their own, marking the slogan on everything around the world. (Copied from 96th BG newsletter)

FITS US ALL

Howard "Ebe" Ebersole, 578th, may be the last of the 392nd's pilots still flying.

He was recently asked how long he had been in aviation. His reply: "When I started out in aviation, flying was dangerous and sex was safe."

PROFILE

T/Sgt H. G. McBrayer was the ball turret gunner on the Sooy crew in the 578th.

He was shot down on the Friedrichshafen mission on Mar. 18, 1944, and became POW.

Upon his release from the service, he graduated from law school and has practiced law from then until the present.

He lives at 108 E. Ponce DeLeon Ave., Decatur, GA 30030. He has one son and two grandchildren.

(See story, this issue. Friedrichshafen 50-year reunion.)

PROFILE

1/Lt George Barger was first a bombardier and then a pilotage navigator in the 576th and 577th, flying with the Scott, Daley, and Sincok crews. He joined the 392nd at Wendling in August, 1944.

He remained in the reserves until 1954, the final three years as a Chaplain. He retired as Capt.

He took his A.B., B.D., and M.A. degrees at Butler University and Christian Theological Seminary in Indianapolis, IN. He earned the Ph.D at the University of Missouri at Columbia in 1965.

He has taught at Missouri School of Religion, Columbia, MO.; Elmhurst College, Elmhurst, IL.; and the University of Nebraska at Omaha.

He is an ordained Episcopalian priest. He and wife Helen, an RN, live at 508 S. 67th St., Omaha, NE 68106-1102. They have four children and six grandchildren.

LAST MEMBER OF CREW THAT CRASHED AT SHERINGHAM FOUND

The banner story of the February issue of the 392BGMA NEWS told of the monument erected to the memory of the Waugh crew that crashed near Upper Sheringham Jan. 4, 1944. In it, it was noted that the sole surviving member of the crew, S/Sgt Henry Wilk, had not been located. Now, however, it can be announced that Henry Wilk is alive and well and living in Florida.

Here in Henry's own words is the story of the Waugh crew's experiences returning from the Kiel mission that day some 50 years ago:

"On our mission to Kiel on Jan. 4, 1944 we were badly damaged over the target area by flak, and we lost an engine. Somewhere over the North Sea we lost the second engine. I can't recall if we were hit by fighters on that mission because there were so many that it is easy to get them mixed up.

"I know we were preparing to ditch when we were able to see the coast of England and we decided to try to make it home. The rest you pretty much know. There were no wounded aboard before the crash and I don't remember too much afterward. When I came to I was out of the a/c on top of the wing, and I recall seeing a man running toward us. The next thing I remember is being carried through a field or woods. When I opened my eyes again I found myself in the whitest hospital room I ever saw.



Henry Wilk, circa 1944

"The Kiel mission was my fourth and my crew's third, because I had flown one without them as a replacement. After the crash, I flew with a large number of different air crews and with the help of God I managed to get my 30."

(See Profile, this issue, for further information on Henry Wilk.)

PROFILE

1/Lt David S. Rubin, 1217th QM, was shipped to the ETO with the 9th Air Force, but somehow the 8th got him and wouldn't let him go. He arrived at Wendling on Dec. 16, 1943.

He was the assistant base Quartermaster at Wendling and later transferred to the 44th at Shipdham.

He was recalled to the Air Force in 1951 and became a career officer, specializing in production and procurement. He had overseas assignments in London and Germany, as well as many stateside berths.

He retired as Lt/Col in 1970 from the AF Systems Command at Andrews Field.

Many hobbies occupy his time in retirement, being a jazz buff one of them.

He and spouse Doris live at 13218 W. 85th Ct., Lenexa, KS 66215. They have two children and two grandchildren.

PROFILE

Capt Robert H. Tichel was a pilot first in the 579th then the 577th. He joined the 392nd at Wendling in June 1944. (See story, this issue, "Combat Loaded B-24").

He served in the Reserves until 1951. In civilian life, he spent 37 years in the insurance business and is a CLU. He is now retired and has been back to college to earn a degree in music. He plays piano in local musical organizations.

He and wife Wanda live at 606 S. Draper, Champaign, IL 61821. They have four children and 10 grandchildren.

PROFILE

1/Lt Aldon Jensen was a co-pilot and pilot in the 577th. He was an early member of the 392nd, joining at Tucson in May, 1943.

While co-pilot of the Layton crew, he flew in Alfred, the subject of a related story in this issue.

After war-time duty, he took the B. S. and M. A. degrees from the University of Illinois and the Ph. D. from Iowa State. He was a professor at Iowa State for two years and at the University of Illinois for 33 years.

He and spouse Margaret make their home at 401 E. Mumford Drive, Urbana, IL 61801. They have three children and three grandchildren.

AIR ANNIVERSARY

12 B-24's make first attack against Ploesti oil refineries in 1942.

PROFILE

T/Sgt Paul S. Terrell was the radio operator on the Sooy crew, which was one of the early replacements in the 578th. They arrived at Wendling about October, 1943.

They were shot down on their 22nd mission, Friedrichshafen, but all survived and became POW.

After the war, he was an agent and telegrapher for the B & O railroad, retiring with a disability in 1982.

He is married to Mary Lou, and they live at 1600 N. 14th St., Vincennes, IN 47591. They have 7 children, 10 grandchildren and 4 great-grandchildren.

(See story, this issue, Friedrichshafen 50-year reunion.)

PROFILE

1/Lt Edward S. Schwartz was the bombardier on the 578th's Sooy crew. He joined the Group at Wendling in October, 1943.

He was shot down on the Friedrichshafen mission on Mar. 18, 1944, and became POW.

After liberation and return to the States, he was employed by the Upjohn Company in Kalamazoo, MI. Now retired, he lives with wife Ceinwen at 1425 Farrington Circle, Heathrow, FL 32746.

They have two children and two grandchildren.

(See story, this issue, Friedrichshafen 50-year reunion.)

PROFILE

1/Lt Bruce L. Sooy was a pilot in the 578th. He and his crew joined the 392nd at Wendling Oct. 30, 1943.

They were shot down on their 23rd mission on March 18, 1944 on the Friedrichshafen mission. All survived and became POW.

He remained in the Air Force after the war, first being assigned to the Test Flight Division at Wright Field. While in Testing he was at Muroc (now Edwards AFB) and Eglin AFB. At Muroc, he piloted the B-29 that made the famous drop of the rocket-propelled X-1 with Chuck Yeager as pilot.

He then saw duty in MATS in England and was commander of a field maintenance squadron at Travis AFB. He retired at Lt/Col in 1960 and spent the next 19 years in AF civil service, retiring in 1979.

He and wife Evelyn live at 140 Solano Ct., Vacaville CA 95688. They have three children.

(See story, this issue, Friedrichshafen 50-year reunion.)

PROFILE

Capt Henry (Hank) Allen came to the Air Corps by way of the ground forces. He enlisted in the 152nd Field Artillery in Dec. 1940 and transferred to the Corps of Engineers March 5, 1942. He was commissioned 2/Lt in June of 1942 and transferred to the Air Corps as 1/Lt Feb. 26, 1943. He qualified as Navigator Jan. 15, 1944 at Selman Field, LA.

He arrived at Wendling May 10, 1944 with the Henderson crew, and flew 27 combat missions. He became the 578th Squadron Navigator in October 1944.

Staying in the Reserves, he retired in 1972 as Lt/Col.

He attended the University of Maine, University of Missouri and Johns Hopkins, receiving the AB degree in 1948 and the AM in 1949 in geology from the University of Missouri.

He has been both an educator and a professional geologist. He taught at University of Missouri (1948-50), Wellesley College (1952-55), and University of Maine (1955-57). From 1957 to 1983 he worked for Martin Marietta Cement Corporation, retiring as their Chief Geologist.

Wife Lillian passed away last September, after nearly 50 years of married life. They have four children and seven grandchildren. Hank lives at 5 Bainbridge Drive, Conway, AR 72032.

PROFILE

1/Lt Orley Jones was the navigator on the Bruce Sooy crew in the 578th.

They were shot down on Mar. 18, 1944, on the Friedrichshafen mission.

Post-war, he has been both a musician and a banker. He has played the French horn in the Oklahoma Symphony Orchestra for 24 years and has been in banking for 33.

He is married to Elsie, and they have three children and two grandchildren. They live at 10416 Cricket Court, Oklahoma City, OK 73162.

(See story, this issue, Friedrichshafen 50-year reunion.)

PROFILE

Cpl Jack Spencer was a rail transportation specialist in the 1217th QM Company at Wendling.

After duty at Wendling, he was with the 9th Air Base Depot in France.

After the war he was with the Boston Police Department, retiring as a homicide detective.

He is married to Margaret and they live at 29 Sturbridge St., Mattapan, MA 02126.

PROFILE

1/Lt Robert J. Beatson was the navigator on the Layton crew in the 577th, joining the 392nd at Alamogordo in July 1943. He enlisted in the Army a year before Pearl Harbor and served in the 26th Infantry Division. He advanced to platoon sergeant before entering the Air Corps as a cadet in 1942.

Beatson and the rest of the crew named their a/c Alfred while still in the States. (See related story, this issue.)

Beatson finished his tour in May 1944, having flown with the McGregor and Slipp crews.

After rotation to the States, he entered flight training for pilot. He was released to inactive duty in 1945.

He then entered Georgetown University, graduating in 1948. He joined the US Secret Service, and later the FBI.

He left government service for a job in the perfume industry, but re-entered government service in 1965 as a staff investigator for Congressional committees.

After retirement, he became an investigator for Prince George County Schools, retiring from that position in 1983.

He and wife Sylvia live at 7813 Locris Court, Upper Marlboro, MD 20772. Their family consists of five children and eight grandchildren.

PROFILE

1/Lt Ken Mardis was the co-pilot of the Sooy crew in the 578th, arriving at Wendling in October 1943.

The crew was shot down on the Friedrichshafen mission on Mar. 18, 1944, but all survived and became POW.

Postwar he stayed in the reserves, piloting the C-46, C-47, C-119, and KC-97. He was a pilot in the 302nd Troop Carrier Wing and the 160th Air Refueling Group. He also held various staff and command positions, retiring in 1970 as Lt/Col.

In civilian life he was an executive in Ford Motor Co., Avco International, and Cincinnati Electronics Corp.

His wife is Margaret and they live at 1017 Cedar Ridge Dr. #4, Cincinnati, OH 45245. They spend winters in Palmetto, Florida. They have five children and one grandchild.

(See story, this issue, Friedrichshafen 50-year reunion.)

AIR ANNIVERSARY

USAF confirmed repeated supersonic speeds by X-1 flown by Capt C. E. Yeager in 1948.

MEMORIAL UNVEILED AT LILLESTROM, NORWAY



Col. Joe Whittaker, who delivered the eulogy at the ceremony, is shown throwing aside the shroud over the monument.

On Nov. 18, 1943, the Second Air Division, led by the 392nd, bombed the German-occupied Norwegian airfield at Kjeller, near the village of Lillestrom. The 392nd lost two crews; the entire force suffered 82 casualties.

On Nov. 18, 1993, a Memorial at Lillestrom was dedicated in memory of the lost airmen. Present were Col. Joe Whittaker, the lead bombardier on the mission, and Forrest Clark and Jim MacMahon, gunners from the 44th and 93rd. Also present was Edward M. Dobson, Jr., whose father, a pilot in the 44th, was KIA.

The mission was an extremely successful one, with 73% of all weapons falling within 2000 feet of the briefed aiming point. Bombing altitude was 12,000

feet.

The German forces were holding some sort of an exercise on the base that day, and had dismissed the Norwegian workers. The bombs raining down had maximum effect on the enemy and minimum effect on the civilians. Only three Norwegians were killed.

The retiring bombers were attacked by German fighters, and the 392nd lost two a/c, both from the 578th. Lt. Fogarty managed a landing in Sweden (see the Feb. 1994 issue of the NEWS) but Dudziak's crew went down in the North Sea.

It was the 392nd's longest mission, over 10 hours. The target was 700 miles from Wendling.

PROFILE

Sgt Carl B. Glover was an early member of the 392nd, joining the Group at Biggs Field in early 1943. He was in the 577th squadron, and was a cook at the ground officers' mess at Wendling.

Post-war, he was a textile painter, retiring in 1986.

He and his wife Katie live at 2106 Caretta Ave., North Augusta, SC 29841. They have four children and seven grandchildren.

PROFILE

S/Sgt Henry Wilk, 578th armorer gunner, is the sole living member of the Waugh crew that crashed near Cromer returning from the Kiel mission on Jan. 4, 1944. (See story, this issue.)

He joined the 392nd at Wendling in Oct. 1943. After the crash of the Waugh crew, he finished his 30 missions with several other crews.

When rotated to the States after finishing his tour, he was at Lowry Field, CO as an instructor and then was transferred to Grenada, MS, where he moth-balled returning aircraft.

After the war, he returned to his home in Newton Falls, OH, and worked for the Thomas Steel Corporation for 38 years, retiring in 1984. He moved to Florida in 1984.

Henry and spouse Donna have a son and two daughters, four grandchildren, and one great-grandchild. They live at 77 Hide-A-Way Lane, Winter Haven, FL 33881.

PROFILE

1/Lt Winston Dorrell was the co-pilot on the Ambrose crew in the 577th. He joined the 392nd at Wendling Dec. 1, 1943.

Dorrell flew possibly in both Alfred I and Alfred II, the a/c that is the subject of a story in this issue.

Post-war, he was with American Optical Company in sales and as operations manager.

He and wife Kinney live at 405 Abingdon Place, Jacksonville, FL 32225. They have two children and two grandchildren.

STILL TIME TO SIGN UP FOR 2AD MEETING AT KANSAS CITY MAY 28-31

The 2AD's 47th annual convention will be held at Kansas City at the Hyatt Regency Hotel over the Memorial Day holiday.

Costs are: single occupancy \$455; double occupancy \$335 each; and triple occupancy \$290 each. The above prices cover the full package: room, registration, meals. For special requirements, drop Evelyn Cohen (address below) a line. See Feb. 1994 392BGMA NEWS or 2AD JOURNAL for Winter 1993 for full details.

There are usually around 100 Crusaders present at these gatherings, and the 392nd will have its own hospitality room equipped with footlockers full of memorabilia.

To sign up, contact Evelyn Cohen at 06-410 Delaire Landing Road, Philadelphia, PA 19114, telephone 215 632 3992. Do not, repeat do not, contact the hotel directly. And do not, again repeat do not, show up unexpectedly. The hotel must plan very exactly for meals and other accommodations for a meeting this large and it is impossible for them to take care of unannounced arrivals.

For campground arrangements, contact Roberta and Floyd Bull, Box 30, Circleville, NY 10919, phone 914 361 2632.

AIR ANNIVERSARY

Graduation day for first Air Force Academy class in 1959.

PX ITEMS

Book, "392nd War Stories", by Col. Myron Keilman, 579th, \$20	[]
Book, "Country Boy Combat Pilot", by Col. Bob Tays, 578th, \$15	[]
Book, "The Liberators From Wendling", by Col. Bob Vickers, 578th, \$25	[]
Book, "Crew Dog", by Maj. John Matt, 579th, \$28.95, postpaid	[]
Cap, black, 392nd BG w/gold braid, summer, \$9	[]
Cap, black, 392nd BG w/gold braid, winter, \$9	[]
Cap, blue, w/B-24 and 392nd Crusader logo, \$9	[]
Directory, new, \$10 postpaid	[]
Jacket, white nylon, w/392nd BG and Crusader patches, \$20	[]
Patch, 392nd BG logo, \$1.50 postpaid	[]
Print, "The Flying Crusader", by Frederick T. Searle, unsigned, reduced to \$10	[]
Print, "The Flying Crusader", by Frederick T. Searle, signed, reduced to \$15	[]
T-Shirt, 392nd BG, \$10	[]
Video, from Albuquerque Reunion Symposium, "The Early Days",	[]
Video, Symposium above, "The Ground Support Teams Prepare for a Mission",	[]
Video, Symposium above, "The Tough Missions, Pt. 1, Bremen, Keil, Gotha, Freidrichshafen"	[]
Video, Symposium above, "The Tough Missions, Pt. 2, Politz, Berlin, Bernberg, Bingen, Wesel"	[]
Video, from Albuquerque Reunion, general scenes from the reunion	[]
(EACH VIDEO IS \$23 POSTPAID)	
Add \$1.50 per item for shipping cost (except postpaid items)	[]

Total []

Send with check to Charles Dye, Treas., 7000 Louisiana Blvd., NE, Apt. 1601, Albuquerque, NM 87109

SICK CALL-CLOSE CALL

J. D. Long, 578th pilot and past president of the 2AD Association, has survived a long and intense battle for his life. An infection set in after an operation and it was touch-and-go for a period of weeks. He is now recuperating at home.

J. D., in a conversation with the NEWS, expressed gratitude for the many expressions of support sent to him and Emily.

COMBAT LOADED B-24 DIVES 11,000 FEET-- RECOVERS, FLIES HOME

Bob Tuchel, 577/9 pilot, can testify that the B-24 was indeed a rugged aircraft.

He and his crew were enroute to Minden, near Hamburg, on 26 Oct. 1944, flying at 21,000 feet. The weather was extremely poor, making formation flying very difficult, and the only way to maintain formation was to keep it in very tight.

Quoting Tuchel: "Someone broke loose and flew directly in front of us. He was so close his prop wash washed out our lift and we went nose-down into a high-speed stall. No amount of effort by me and the co-pilot could pull the nose up. Finally it came to me to use the trim tabs to get elevator control, and they did just that. We finally rounded out and resumed normal flying at 10,000 feet. We had nose-dived straight down for 11,000 feet.

"By this time we were sure that we weren't going to bomb anybody that day, and decided to fly north to the North Sea and go home over the water, since 10,000 feet is not a good cruising altitude over enemy territory and we would have consumed too much fuel climbing back to bombing altitude. We flew in and out of clouds, attracting some flak, but nothing accurate.

"We did encounter another lost B-24, but since we had just broken into the clear we were able to avoid each other. We made our way back to Wendling and in the process dropped our bombs in the North Sea.

"This is a case where a B-24 literally fell out of the sky and still stayed in one piece."

Other members of the crew were Gilbert Hay, Franklin D. Smith, Paul Tvergyak, Henry K. Johnson, John Vincent, Richard O'Rourke, Delmar Carter, and Howard Warrick.

PROFILE

S/Sgt Don Gephard was the flight engineer on the Hotchkiss crew in the 578th. He arrived at Wendling Feb. 15, 1945.

He graduated from Aurora College in 1949 and was a salesman for a steel shelving company. He then entered the mobile home parts business, selling out and retiring in 1985.

He and spouse Ann live at RR9, Box 450, Live Oak, FL 32060. They have 4 children and 2 grandchildren.

NATIONAL GEOGRAPHIC MAGAZINE FEATURES STORY OF EIGHTH AIR FORCE OPERATIONS IN WORLD WAR II

The National Geographic Magazine for March 1994 carries a story titled "U. S. Eighth Air Force: The Wings of War".

Crusaders reading it will relate to many of the situations described, because often something similar happened to them.

The author gleaned most of his facts from the annals of the 91st Bomb Group, a B-17 outfit based at Bassingbourne, near Cambridge. It one of the

CRUSADERS ATTEND 2AD SOUTHERN CAL REUNION AT EL TORO

Twenty-seven from the 392nd were at the 2AD regional meeting at El Toro Marine Officers Club on Feb. 26. The program was a tribute to Glenn Miller, and was presented by Alan Cass, the Glenn Miller archivist at the University of Colorado. Miller's son Steve and his family were there.

392nd attendees were Gil and Martha Bambauer; Larry and Louise Bachman; Jack and Ann Crane; Willis and Dorothy Miller; Allen and Louise Duff with his sister and brother-in-law Brad and Dorothy Eaton; Ben Foote; Walt Hebron and his brother and sister-in-law Dick and Eleanor Hoover; Will and Anne Levine; Oak and Maxine Mackey; Keith and Patty Roberts; and J. Fred Thomas.

AIR ANNIVERSARY

A machine gun was fired from an airplane in US in 1912.

early arrivals in the theater, arriving in November 1942, eight months before the 392nd got to Wendling. The 91st flew 340 missions, compared to the 392nd's 282.

As is the usual case, the writer talks mostly about the Flying Fortress, understandably because the 91st furnished a great deal of his material. The B-24 Liberator is mentioned, but only in passing.

AIR ANNIVERSARY

A new unofficial record parachute jump of 19,961 feet first made in 1920.

AIR ANNIVERSARY

Berlin Airlift initiated in response to Russian blockade in 1948.

PROFILE

Capt James R. Tudor was the squadron bombardier in the 576th, joining the 392nd at Wendling in Jan. 1944.

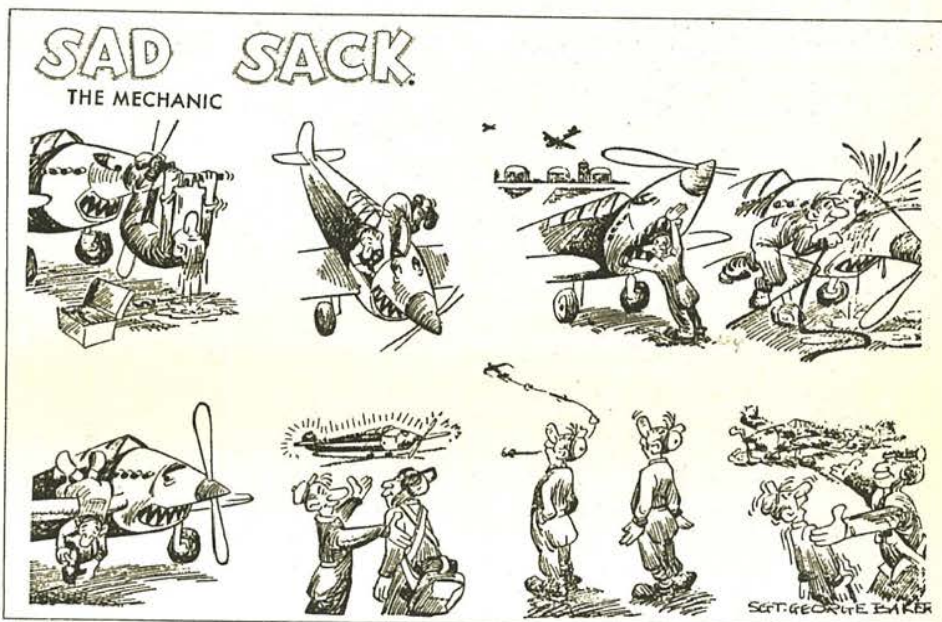
He stayed in the AF Reserve, retiring as Lt Col.

He is an electrical engineer, starting his career with Union Electric in St. Louis. He then joined the faculty of the University of Missouri at Columbia, and retired from there in 1987 as Professor of Electrical Engineering.

He and wife Lenora (Lee) live at RR1, 6500 Mount Zion Church Road, Hallsville, MO 65255. They have 5 children, 7 grandchildren, and 2 great grandchildren.

AIR ANNIVERSARY

AAF and Allied aircraft flew approximately 15,000 sorties in support of D-Day invasion in 1944.



Courtesy "The Beachhead", Battle of Normandy Foundation

MEMBERSHIP DUES

DON'T LET THIS BE THE LAST COPY OF THE 392BGMA NEWS THAT YOU RECEIVE. IF YOU HAVEN'T SENT IN YOUR DUES YET, DO IT NOW. You can tell where you stand with your dues by the code right after your name on the label. If is LM (for Life Membership) or 94 or higher, you're paid up. If there is an error, contact Charley Dye.

The Board of Directors has ruled that no Crusader will be denied membership because of financial difficulty, so if you are in straightened circumstances check the Hardship Waiver Box. Fill out the form below and send it in now!

Name _____ Ground [] Air [] Sqdn _____ Assoc []

Street _____

City _____ State _____ Zip _____

Dues for 1994, \$12 []

HARDSHIP WAIVER []

LIFE MEMBERSHIP:

Age 61-65 \$120 []
Age 66-70 \$96 []
Age 71 and over \$78 []

Send with check to Charles Dye, Treasurer, 7000 Louisiana Blvd, NE, Apt 1601, Albuquerque NM 87109

FOLDED WINGS REPORT (PLEASE REPORT ANY DEATH OF SPOUSE AS WELL AS OF MEMBER)

Name of deceased _____ Sqdn. _____

Address _____ City _____ State _____ Zip _____

Date of death _____ Survivors: (Send copy of obit from newspaper if possible) _____

Reported by _____

Address _____ City _____ State _____ Zip _____

[] Record a memorial contribution to 392nd BGMA in my name, check made out to 392nd Bomb Group Memorial Ass'n., enclosed. Send this report to J. D. Long, Jr., 102 Kemp Road East, Greensboro, NC 27410.

NEWS

392nd BG Memorial Association



President
Col. Lawrence G. Gilbert, USAF (Ret)

Vice-president - Memorial
Carroll W. Cheek

Secretary
David A. Greene

Treasurer
Charles Dye
7000 Louisiana Blvd., NE, Apt. 1601, Albuquerque, NM 87109

Editors
Birdie Larrick
Jim Goar



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.

-Prayer composed by 576th pilot the Very Reverend Robert C. Martin, retired Dean of the Cathedral at Erie, Pa.

AIR ANNIVERSARY
Randolph Field at San Antonio was dedicated in 1930.

AIR ANNIVERSARY
Operation BOLERO began to build up American forces in Europe in 1942.

FRIEDRICHSHAFEN PLUS 50 YEARS



The 578th's Bruce Sooy crew was shot down Mar. 18, 1944 on the Friedrichshafen mission, but the entire crew parachuted to safety and became POW. These six members were reunited for the first time at Orlando Feb. 6, 1994. Three others of the crew are deceased and they have been unable to locate the tenth member. Shown above are, front, Bruce Sooy, P; Ken Mardis, CP; Ed Schwartz, B; and Orley Jones, N. Standing are Paul Terrell, R; and H. G. McBrayer, BT.

392nd Bomb Group Memorial Ass'n NEWS
5 N. Columbia St.
Frankfort, IN 46041

Address Correction Requested
Forwarding and Return Postage Guaranteed

ROBERT H FRANKE 94
RR 1 BOX 81
WINTERVILLE NC 28590

But we...shall be remembered;

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

FOLDED WINGS

Raymond Bianucci, 576, Feb. 11, 1994
Bradford H. Vineall, 577
Edward C. Kowalchik, June 29, 1992
Lenard S. Morgan, Aug. 8, 1970
Clayton H. Jennings, 579
Robert A. Niederriter, 579, 1988

NON PROFIT ORG.
U.S. POSTAGE
PAID
FRANKFORT, IN
PERMIT NO. 29

