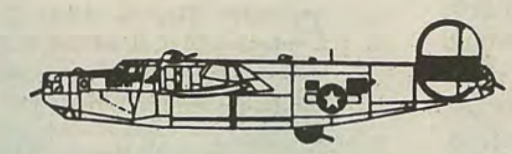
NEWS



392nd B.G. THE CRUSADERS

392nd BG Memorial Association

VOLUME 11 MAY 1996

"YMCA FLYING SERVICE": 392nd HAD 2 - 3

Photo courtesy Robert Cleverdon

Shown above is the olive drab YMCA Flying Service, #700, with the Solomon crew and others. Left to right, they are: T/Sgt Harold Detty, crew chief; unknown; Lt Robert Cleverdon, nav; Lt Kressig, co-pilot; Lt Gridley, nav; tea wagon women, one of whom is "Peggy"; Lt Mace, bomb; Lt Solomon, pilot; Sgt Moeller, engr; Sgt Farquharsen, gunner; Sgt. Capik, gunner; Sgt. Herzlieth, gunner; and Sgt Psyk, gunner.

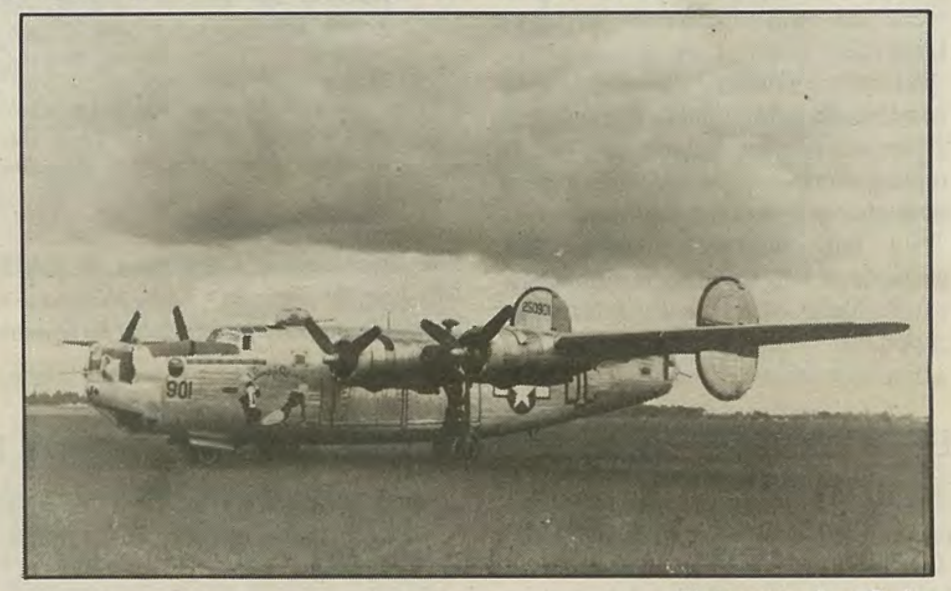


Photo courtesy Larry Bachman

The silver YMCA Flying Service, #901, aka Wimpy's Queen. This warbird, veteran of 42 missions over Europe, is shown at rest at Westover Field after having been flown home by the Shaw crew.

The February issue of the NEWS carried a story about an English postcard that pictured the a/c "YMCA Flying Service" with the YMCA tea wagon. The NEWS asked for comments from readers, and several came in, which follow below.

The NEWS, after sifting through the accounts submitted and examining several unofficial a/c lists, came to the conclusion that T/Sgt Harold Detty, a 577th crew chief, succeeded in naming two for certain and maybe a third 392nd a/c "YMCA Flying Service". His reasons for doing so are explained in Larry Bachman's account. We'll probably never know for certain how many unless we can find the present whereabouts of T/Sgt Detty and ask him.

An a/c list published by the 8AF Memorial Museum Foundation shows number 42-50758 as being named YMCA Flying Service. A list compiled by the late Quintin Wedgeworth, 578th navigator, shows #758 as being assigned to the 577th, but not named. The a/c, piloted by John Buecheler, was lost Sept 12, 1994 on a mission to Hanover. The crew left the stricken a/c by parachute and all but the radio operator reached the ground safely, were POW, and survived the war. Buecheler, Harold Longacre, the tail gunner, and Ben Potts, the flight engineer, think that the ship was not named YMCA Flying Service.

A/c number 41-28700 is the plane pictured in the English postcard, and carried the name YMCA Flying Service. It was olive drab, and was transferred to the 492nd in February 1945.

A/c number 41-50901 was also named YMCA Flying Service, was silver, flew 42 sorties, and was returned to the States in June of 1945. # 901, however, had a second name. YMCA Flying Service was on the right side of the nose, but "Wimpy's Queen" was on the left side. The second name was the choice of the Shaw crew.

So it seems certain that there were two a/c named YMCA Flying Service assigned to the 392nd and possibly a third.

Following are remarks furnished by Crusaders who had contact with one or the other of the YMCA Flying Service a/c.

Cpl Edward Everson, 577th

Everson, whose duty was in the drying room, sent us a picture of the YMCA Flying Service, plus several others which he donated to the Group's archives.

1/Lt Robert N. Cleverdon, 577th

Cleverdon, navigator on the Solomon crew, sent the picture of the olive drab YMCA Flying Service, and was able to date it in Oct. or Nov. 1944. "Our crew flew one or more of our 30 missions in this a/c", Cleverdon said.

T/Sgt John A. Chelenyak, 579th

Chelenyak wrote that he flew missions in the silver YMCA Flying Service as the flight engineer of the Brandt crew. He said, "The YMCA, along with the other planes, were all kept in fine service by our wonderful ground crews."

1/Lt Lawrence W. Bachman, 577th

Bachman was co-pilot of the Shaw crew, which was assigned to the silver

Continued on page 2

Continued from page 1

YMCA Flying Service. Bachmans's account:

"When we taxied our new ship to our hardstand, our crew chief, Harold Detty, informed us that he would reserve the co-pilot's side of the plane for the YMCA Flying Service insignia to honor his special English girl friend, "Peggy", who manned the tea car that went about the base to bring hot tea and scones and other goodies to the crews who maintained and flew the planes. He said we could put anything we chose on the other side. We readily agreed and proceeded to put our own art on the pilot's side. Pilot B. Ray Shaw was short and stout and had lived with the nickname "Wimpy" for several years. He had a pet name for his wife, Queenie, so it was only a short step to come up with the name "Wimpy's Queen."

"Wimpy's Queen completed 42 missions, in spite of battle damage that grounded her for several days while repairs were completed and engines were changed, three at one time.

"Not only did we complete our missions in her, we also flew her back to the States after the European was ended."

Rickenbacher

PARIS, July 4—Eddie Rickenbacher, U. S. A. soldier, is obtaining his first real experience of military life in French barracks, shared with French soldiers and sailors. Rickenbacher sailed with General Pershing's staff, and for a short time was entrusted with the task of driving the American general in France. He is now a sergeant in the signal corps, driving a Hudson car, but expects in a very short time to receive a commission and take up flying at one of the American schools in France.

Rickenbacher, who declares that he is now getting used to military regulations and discipline, has had good opportunities since his arrival here of becoming acquainted with the motor transport and aviation work of the French army. He expresses his admiration of the fine motors and the huge quantity production of the leading French factories. At Porte Maillot, the motor car center of Paris, the American driver soon came in contact with all the leading figures of French racing, and found that although he had not previously been to France, he was well known to all Frenchmen interested in racing. In this district he met some of his old competitors on Indianapolis and other American tracks, among them being Arthur Duray, who is now in the motor service of the French army; Jean Chassagne and Rene Thomas, who, although in civilian clothes, are mobilized in the French airplane motor factories.

U. S. A. Soldier

Howard Marmon is expected in Paris shortly at the head of the industrial mission. He has been preceded by Mr. Hughes, who is assisting him in this work, and who was for a few years on the Packard staff in Paris. General Pershing's staff of army chauffeurs, Jennings, Limthicum, Brain and Middleton, are now in Paris. It is stated that George Robertson will arrive here shortly in the capacity of soldier in the U. S. army.

The above copy of a page from the July 26, 1917, issue of MOTOR AGE MAGAZINE, gives us a glimpse into WW I days, and also tells how the legendary Eddie Rickenbacher came to be commissioned in what became the US Army Air Corps. Sent in by James E. Reynolds, co-pilot on the John R. Hummel crew in the 576th.

ESCAPES INTERNMENT IN SWITZERLAND, RETURNS IN 1991 AND 1993 TO THANK BENEFACTORS

George Michel was the radio operator on the Robertson crew in the 576th.

On July 11, 1944 on a mission to Munich they encountered flak damage and lost two engines. It was certain that the a/c was so damaged as to make impossible to return to base, so the crew was preparing to leave the a/c by parachute.

But it was found that the navigator's chute had been damaged, so tactics were changed and they decided they had enough fuel to make it to Switzerland. They called for fighter cover, and four P-51's appeared and stayed with them until they could see the Alps.

They found a hole in the clouds, the first one they had seen since leaving England, and were able to set down on a Swiss glider field near Alterhein, just a couple of hundred meters from the Rhine river and Germany. That small distance was the difference between POW and internee status for the crew.

None of the crew were injured in the landing. Michael reports that, oblivious of the gasoline leaking from the crashed a/c, he tried to set fire to his radio codes and other classified information. Fortunately, he says, the pilot stopped that endeavor before he blew up the plane.

Michel was interned at Wengen, billeted at the Regina Hotel. He says now he's not sure why he decided that if the opportunity came he would try to escape, but that he had the feeling that he had the obligation to return to the Group.

The opportunity arose on Jan 22, 1945. A member of the American embassy was in Wengen on a skiing outing, and had in his possession some train tickets, which if properly altered, would allow the internees to get to Bern and from there to Lausanne.

The Swiss very carefully ran a bed check each evening, and they had about six hours to make it out of Switzerland.

Five internees successfully negotiated the train trip to Bern and Lausanne, and were then taken to the shore line of Lake Geneva near Pully, and a row boat showed up out of the mist and they were rowed out into the lake and transferred to a power boat for the trip to France. This was in the middle of January and in a open boat and soon they were covered with ice.

On arrival at the shore they were taken to a house and bundled into bed while their clothes were dried. Michel says he still has the GI shorts that he was wearing, and they bear burn holes from being too close to the stove that was drying them.

The next step on the journey was by truck to Sevier and then to Lyon. While they were waiting for the truck, Michel went sledding with a little girl who was nearby.

From Lyon it was a plane to England; and after being processed at Stone he was back in the States on Feb. 23, 1945.

The whole escape was made possible by a network of French underground and the US Carpetbaggers, a cloak-and-dagger outfit organized for such work. Also, by January 1945 US troops, coming up from the south coast of France, had the area pretty much under control.

And the epilogue to the story is that Michel has been back over the whole route, even finding one of the US fighter pilots who escorted them safely to Switzerland.

He returned the Switzerland and France in 1991 and 1993, meeting many of the people who helped him, including the little girl, now a grown woman, who went sledding with him on that cold January morning. He found the rowboat, still useable, that rowed them away from the Swiss shore. And he has as a souvenir some pieces of the power boat that took them on to France.

He is not sure whether it was four or five internees who escaped with him, but he is attempting to find them.

* * * *

AIR ANNIVERSARY

May 10- Lt. G. E. M. Kelly became second Army officer killed in an airplane-1911.

DUES NOTICE - - - DUES NOTICE
CHECK THE MAILING LABEL, SEE IF YOU'VE PAID

PX ITEMS

Book, "392nd War Stories", by Col Myron Keilman, 579th, $21.50 postpaid $_____
Book, "The Liberators From Wendling", by Col Bob Vickers, 578th, $28.00 postpaid $_____
Book, "Crew Dog", by Maj John Matt, 579th, $28.95 postpaid $_____
Cap, black, 392nd Bomb Group w/gold braid, summer, $10.50 postpaid $_____
Cap, black, 392nd Bomb Group w/gold braid, winter, $10.50 postpaid $_____
Cap, blue, 392nd Bomb Group w/B-24 and Crusader logo, $10.50 postpaid $_____
Directory, Jan 1995, $10 postpaid $_____
Jacket, white nylon, w/392BG and Crusader patches, $22 postpaid (Circle size wanted) M L XL XXL $_____
Patch, 392nd Bomb Group logo, $1.50 postpaid $_____
Print, "The Flying Crusader", by Frederick T. Searle, signed, reduced to $16.50 postpaid $_____
T-shirt, 392nd Bomb Group, $18.50 postpaid (Circle size wanted) M L XL XXL $_____
TOTAL $_____

Send with check to Gil Bambauer, Treas, 974 Fairway Dr., Dewey, AZ 86327

Video, from Albuquerque Reunion Symposium, "The Early Days" $17.50 postpaid
Video, from Albuquerque Reunion Symposium, "The Ground Support Teams Prepare For A Mission" $17.50 postpaid
Video, Symposium above, "The Tough Missions, Pt 1: Bremen, Keil, Gotha, Freidrichshafen Both parts $27.50 pp
Video, Symposium above, "The Tough Missions, Pt 2: Politz, Berlin, Bernberg, Bingen, Wesel Both parts $27.50 pp
Video, from Albuquerque Reunion Symposium, general scenes from the reunion, 2 parts, $27.50 pp
(ORDER VIDEOS DIRECT FROM DAN A. McGOVERN PRODUCTIONS, 5307 CANTANTE, LAGUNA HILLS CA 92653)

PROFILE

Maj (later Lt/Col) Jim Meyers was an early joiner, entering the Group at Biggs Field in March, 1943. Although a rated pilot, he embarked to England on the Queen Mary with the ground echelon, arriving at Wendling on July 30, 1943.

He became the Operations Officer of the 577th, and since he was not assigned to a crew and held an administrative post, it took nearly a year to finish his tour. He flew most of the missions as co-pilot for new and inexperienced crews. Not exactly a safe haven.

Meyers before the war had been in training for the priesthood, and therefore was fluent in German and Greek. Post-war, this led to assignments in translating captured German documents for Graves research and also for the Nuremburg trials.

He also was in charge of training Greek underground troops at Ft. Riley, Kansas.

Still following his language skills, he was at the first U.N. Conference of Spanish speaking nations at San Francisco.

Then after 10 years in SAC, he retired from the Air Force and joined the Arizona Department of Transporation as Director of Policies and Procedures.

Now retired, he lives with spouse Debbie at 20949 E. Deer Valley Lane, Mayer, AZ 86333. They have 11 children and 29 grandchildren.

* * * *

PROFILE

2/Lt Robert Gries was the navigator on the Copp crew in the 577th. They were an original crew, joining the 392nd in April, 1943.

After the war, he was a machinery and equipment broker, retiring in 1988.

He and wife Marilyn live at 15687 Loch Maree Lane, Delray Beach, FL 33446. They have three children and five grandchildren.

* * * *

PROFILE

T/Sgt George Michel was the radio operator on the Robertson crew in the 576th. They were shot down July 11, 1944 on a mission to Munich but made it to Switzerland, where they were interned.

Michel escaped internment in January, 1944, and was returned to the States. (See accompanying story, this issue.)

After the war, he earned a BS degree in civil engineering, and worked in international engineering and manufacturing for Clark Equipment Company and the J. I. Case Company. He lived in Brazil for 10 years while working for Clark. Now retired, he works as a volunteer in Habitat for Humanity and as a tutor on the Fourth grade of a local school.

He lives at 3900 N. Main St., Racine, WI 53402 with wife Colleen. They have five daughters and one son and 19 grandchildren.

* * * *

PROFILE

T/Sgt Robert C. Elston was a gunnery instructor in the 577th. He joined the Group in March 1944, and flew several combat missions in prepartion for the job of gunnery instructor.

Known at Wendling as "Skeeter", he was there for the duration, coming home with the Group in 1945.

Before going overseas, he was a gunnery instructor at Tyndall Field.

Having been in the banking field before the war, he joined the bank that is now Florida Federal Savings, and after 34 years retired as vice-president and corporate secretary.

His wife is Wanda, and they live at 11109 57th Terrace No., Seminole, FL 34642. They have two daughters and five grandchildren.

* * * *

PROFILE

Cpl Edward Everson was in the 577th, with duty at Drying Room supply. He stayed the course with the 392nd, from Alamogordo to Charleston.

After the war he held several factory jobs, then sold real estate and insurance. He retired on disability in 1981.

He is married to Caroline, and they have five children and seven grandchildren. They live at 3110 School Street, Two Rivers, WI 54241.

PROFILE

Capt (later Lt Col) Harold E. Wear was the bombardier on the Robert C. Martin crew in the 576th. He arrived at Wendling in May 1944.

His AF Reserve assignments were at various California fields. On one of those tours, in the late 50's, he was aboard a B-25 that flew under the Oakland Bay bridge. What's that story about old, bold, pilots?

He was with Southern California Edison Company for 36 years, was an insurance claims representative and recently has been self-employed in the export-import business.

He is married to Helen, and they have one daughter, two sons, and four grandchildren.

* * * *

PROFILE

T/Sgt Benjamin F. Potts was flight engineer in the 577th on the John Buecheler crew. They were shot down on their 20th mission on Sept. 12, 1944, on the mission to Hanover. Potts and several others of the crew parachuted out and became POW.

Postwar, he was in architectural woodwork design and manufacturing. He retired in 1992 as vice president of Anderson Wood Products Company, Louisville.

He and wife Elvina live at 920 Southview Road, Louisville, KY 40214. They have six children and seven grandchildren.

* * * *

PROFILE

1/Lt James A. McLaughry was a first pilot in the 576th, joining the Group at Wendling in July, 1944.

After his finished his tour, he stayed in the ETO and was pilot for M/Gen Fred Anderson.

In civilian life, he was a corporate pilot, serving such well-known companies as Borg-Warner, International Harvester, Donnelly Printing, Timken Roller Bearings, and many others.

He was aviation manager for Jewel Companies and a contract pilot for Stone Container.

He is now writing and teaching pilots in his local area, one of the few 392nd pilots still flying.

He is married to Nancy, and they live at 5094 Valley Pines Drive, Rockford, IL 61109. They have one daughter.

* * * *

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CHECK THE MAILING LABEL, SEE IF YOU'VE PAID

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 about two missions flown by the 392nd in the last few days of the European war.

In April, 1945, with the war winding down, the heavy bombers of the 8AF were called on to bomb transportation centers and railroad marshalling yards. Then on the 14th, the 2AD was called on to bomb a German holdout at Bordeau-Point De Lusac. Thirty-two 392nd a/c bombed with outstanding results with 1,000 and 2,000 pound bombs. On the 15th, the target was Royan in the same area. This time thirty-three a/c carrying a mixed load of 100 pound bombs and tanks of napalm were dropped with results that warranted the following message from General Devers, US Army commander in the area:

"I take great pleasure in forwarding the following message from the Commanding General Sixth Army Group:

'For the staggering blow which they gave to the German garrison at Royan I send my hearty thanks to the brave men of the 8AF. The relentless hammering given to it from the air contributed substantially to its seizure by ground elements. It was another job well done. My warmest congratulations. Signed Devers".

* * * *

WHAT'S IN A NAME

J. Fred Thomas, 579th pilot, retired airline captain, and former president of 2AD Association, says: "I don't care if they call me "J.", "Fred", or "J. Fred". In the part of the country that I came from, I'm lucky not to have been called "Bubba".

* * * *

AIR ANNIVERSARY

May 25- Lt. James H. Doolittle performed first known successful outside loop-1927.

KEILMANS HONORED AT CALIFORNIA GATHERING

By J. Fred Thomas

Col Myron Keilman, 579th commander, was the guest of honor at a luncheon at Costa Mesa on January 14, hosted by one of his pilots, Willis Miller.

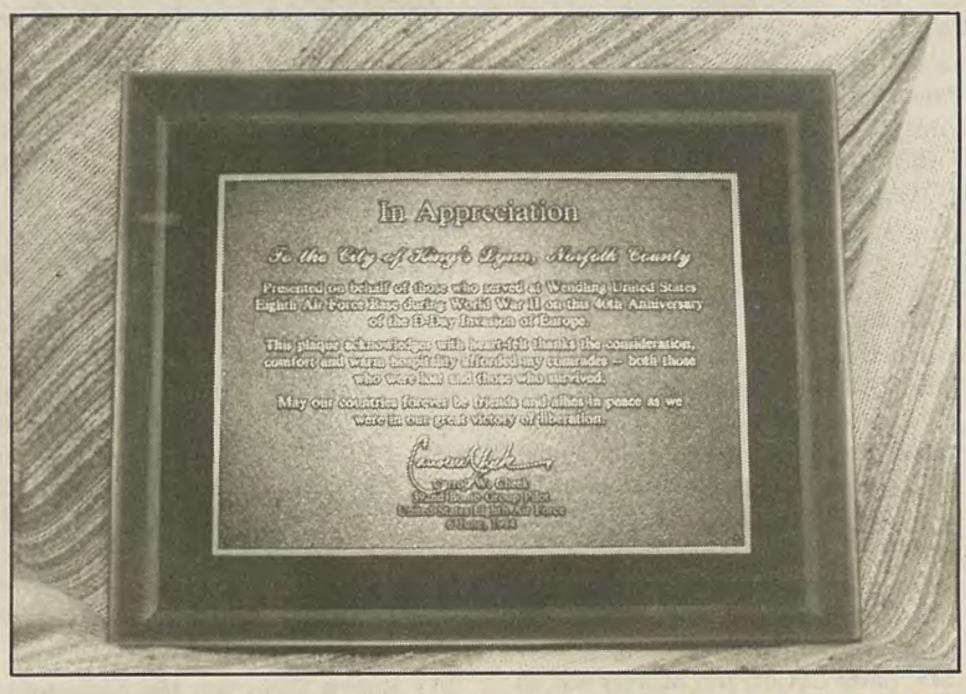
Pictures were taken, toasts were drunk, and a great deal of friendship and good cheer were in evidence. Arnold Dovey, also of the colonel's squadron, presented a certificate to Myron which outlined the career of Myron and Blanche and their two sons who are pilots via the US Marine Corps.

Those attending besides Willis and Dorothy Miller and Myron and Blanche Keilman were: Bill Barry, Arnold and Cleome Dovey, Jim Cassity, Dick and Eleanor Hoover, Tom McGarry, Keith and Patty Roberts, and J. Fred and Elva Thomas.

Pictured above at the luncheon are: Bill Barry, Dick Hoover, Jim Cassity, Willis Miller, Col Myron Keilman, Tom McGarry, Keith Roberts, J. Fred Thomas, and Arnold Dovey.

D-DAY ANNIVERSARY ROLLS AROUND AGAIN

Those of us who were present that fateful day, June 6, 1944, will never forget it. That was the day that the Allies rolled the dice to see if we could get a foothold on the Continent and bring down the terrible Nazi regime. Proudly, we Air Corps veterans feel that the air arm played a vital part in the success of the invasion by securing the sky over the invasion beaches, disrupting enemy communications, and providing support for the ground and naval forces engaged.



Many contemporary Americans know nothing of or have forgotten D-Day, but the Brits remember it with a great deal more clarity. And Carroll Cheek, 578th pilot, has cemented the American-British remembrance by his presenting to the city of King's Lynn the plaque pictured above. Carrol made the presentation in person on the 40th anniversary of D-Day in 1984.

* * * *

ENLISTED HERITAGE IN AF HISTORY RECOUNTED

The following was contributed by Charley Dye, former Station Ammuntion Officer, Wendling; former Treasurer, 392BGMA, former President, 8AFHS. The material was gleaned from the Kirkland AFB weekly paper.

Until recently, Air Force history tended to emphasize the roles played by it commissioned leaders. Now, there is a renewed recognition of the contributions that enlisted personnel have made.

Here are some historic footnotes that have often been left out of the limelight:

*June 30, 1898: Sgt Ivy Baldwin became the first American pilot shot down in war.

*Aug. 27, 1918: Pvt Frederick Libby became the first American to down five enemy aircraft in WWI.

*June 1917: Nathan F. Twining began his Air Force career as an enlisted member.

*From 1933 to 1941: M/Sgt Harley Fogelman served as the first commander of what was later to become Edwards Air Force Base in California.

*July 15, 1943: S/Sgt Maynard Smith became the first enlisted airman to receive the Medal of Honor.

*Sept. 1991: Four enlisted gunners fly the last "aircrew gunner" mission at Minot AFB, ND., ending 75 years of enlisted aircraft gunners.

* * * *

AIR ANNIVERSARY

May 12- Russians end blockade of West Berlin-1949.

AIR ANNIVERSARY

May 13-Lts. H. H. Arnold and T. D. Milling became first Wright School Army pilots-1911.

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Courtesy the late Capt Charles Taylor, 576/8 Ass't Eng O

392nd BG MEMORIAL ASSOCIATION, INC.
FINANCIAL STATEMENT
1 JANUARY 1995 - 31 DECEMBER 1995

OPENING BALANCE			$ 3,870.11
RECEIPTS:			
Dues - Regular	$ 6,580.00		
Life	2,172.00		
General Fund	123.08	$ 8,875.08	
B X - Regular Sales	768.95		
Books - Libs	384.00		
War Stories	172.00		
Combat Pilot	33.00		
Crew Dog	173.70		
Print, "The Flying Crusader"	99.00		
ABQ '93 Vidoos	391.00		
Directories	280.00	2,301.65	
OTHER - Memorials	273.00		
8th AFHS Rebates ('94 & '95)	400.00		
Wendling Area School Lib. Fd.	1,018.00		
Hospitality Room Fund	160.00	1,851.00	
TOTAL RECEIPTS			13,027.73
TOTAL RECEIPTS PLUS OPENING BALANCE			$ 16,897.84
DISBURSEMENTS:			
Office - Supplies (includes Copying)	456.69		
Mailing cost	132.39		
Telephone	34.91		
Membership Expense	118.10	742.09	
NEWSLETTER - General Expense	474.58		
Printing/Misc.	1,830.58		
Mailing	927.13	3,232.29	
B X Supplies - Books - Combat Pilot	33.00		
Crew Dog	143.70		
Directories	355.66		
K-Products - Caps/Jackets	234.69		
Packaging & Mailing	300.00		
ABQ. '93 Videos	336.00		
Video Rebate	23.00	1,426.05	
Braddock Editing Service	417.71		
Books for Library Fund	1,018.00		
50th Year VE Day Reunion (U.K.)	407.00		
Hospitality Room Expenses	296.74	2,139.45	
TOTAL DISBURSEMENTS			$ 7,539.88
CLOSING BALANCE - Opening Balance + Receipts - Disbursements			$ 9,357.96
BUSINESS MARKET INTEREST ACCT. (Value as of 12/27/95)			10,623.54
TOTAL MONIES ON DEPOSIT 12/31/95			$ 19,981.50

SUBMITTED BY:

Gilbert R. Bambauer
Gilbert R. Bambauer, Treasurer

M/GEN ADOLF GALLAND

M/Gen Adolf Galland, one of Germany's most famous fighter pilots during WWII, died Feb. 9 at home in Oberwinter, Germany, after recent heart surgery. He was 83.

Gen Galland is credited with shooting down 104 Allied planes during WWII. From 1937 to 1938, he flew missions in support of Spain's Gen Francisco Franco during the Spanish Civil War.

In 1942, he was promoted to major general at the age of 30, becoming the youngest person in the German military to hold that rank.

After the war he was an aviation consultant to Argentina and later to West Germany. He held symposiums on WWII aerial battles in the U. S.

* * * *

PROFILE

1/Lt H. Earl "Hank" Henry was co-pilot on the Popek crew in the 577th. His first mission was on Aug. 27, 1944.

A native of Pittsburgh, he migrated to California some 40 years ago. He was a furniture buyer, and is now retired.

His wife is Jean, and they live at 1801 Woodcrest Ave., La Habra, CA 90631.

J. D. LONG, JR.

Capt J. D. Long, Jr., 578th pilot, died at Greensboro, NC, March 31, 1996, after a long and valiant fight against a dehabilitating disease.

J. D. confronted his illness with the same courage he evidenced in the skies over Germany. He appeared at several 392nd gatherings in his motorized wheel chair, lending his unique and individual presence to the Group.

He arrived at Wendling in November 1943, and flew 33 missions. He was awarded the Purple Heart, the Air Medal, and the DFC with oak leaf clusters. He was a 1941 graduate of Duke University, entering the Army in 1942.

After the war, he was in the textile business, holding management positions with Burlington Industries and the Charles S. Tanner Company. He retired in 1978.

He was a member of the Board of Directors of the 392BGMA, and was a past president of the 2AD Association.

He was married to Emily, who survives. Also surviving are a daughter, Ann, sons John and Thomas, and ten grandchildren.

A Memorial Service was held April 2 at the Christ United Methodist Church at Greensboro. Herman Garner and Joe Westbrook represented the 392nd.

Memorials may be sent to Gil Bambauer, 392BGMA Treasurer, to be forwarded to the 2AD Memorial Library at Norwich.

Jesse Dobson Long's contributions to the 392nd Bomb Group both in war and peace will be long remembered by his comrades.

* * * *

PROFILE

S/Sgt Henry Greene was the nose gunner on the Howard Ebersole crew in the 578th. He arrived at Wendling in January 1945 and completed 14 missions before the European war ended.

Postwar, he was a manufacturer's representative for a basket and gift manufacturer. Now partly retired, he does part time work for a TV news magazine.

He is married to Betty, and they reside near Dallas at 9861 Road 66, Frisco, TX 75034. They have three children and eight grandchildren.

DUES NOTICE - - - DUES NOTICE
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GOOD NEWS FROM COL MYRON KEILMAN, 579TH COMMANDER

Upon his return from the V-E Day celebration in England last summer, Myron Keilman fell ill and was given only a few months to live.

In a letter recently received by the NEWS, Myron reported, "I've surprised the oncologist, friends, relatives, and myself. And I thank the Good Lord for the reprieve. I'm as strong as I was last August, and Blanche and I are looking forward to attending the 2AD reunion in Milwaukee in June and then returning to our mountain cabin in Montana."

Col Keilman, with 43 combat missions to his credit, is living out his life as he led our formations over Germany: resolute, undaunted, and courageous.

* * * *

REPORT OF DEATH OF MCLAUGHRY IS PREMATURE

The NEWS reported in the February 1996 Folded Wings feature that James A. McLaughry, 576th pilot, had passed away.

A phone call from McLaughry revealed that, to paraphrase Mark Twain, the reports of his death were greatly exaggerated. The NEWS, plenty red-faced about it, hastens to set the record straight, and vows to check its news sources more carefully in the future.

(See Profiles, this issue.)

LAST CALL FOR 1996 DUES. THIS IS THE LAST ISSUE OF THE NEWSLETTER YOU WILL RECEIVE IF YOU HAVEN'T SENT YOUR $12 TO GIL BAMBAUER FOR YOUR 1996 DUES.

MEMBERSHIP DUES

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 96 or higher, you're paid up. If Frnd is after your name, you're our guest. If there is an error, contact Gil Bambauer.

The Board of Directors has ruled that no Crusader will be denied membership because of financial difficulty, so if you are in straitened 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 1996, $12 [_____]

HARDSHIP WAIVER [____]

LIFE MEMBERSHIP:

Age 61-65 $120 [_____]

Age 66-70 $96 [_____]

Age 71 and over $78 [_____]

Send with check to Gil Bambauer, 974 Fairway Dr., Dewey, AZ 86327

DISCOUNTED LIFE MEMBERSHIPS

The processing of annual dues payments takes up valuable time for the Treasurer and the NEWS editor. Therefore, the Association is offering a discount on Life Memberships. If you wish to become a Life Member, and have paid your 1996 dues, you may deduct $12 from what a Life Membership would have cost at your attained age. If you have paid both 1996 and 1997 dues, you may deduct $24. THIS IS A ONE-TIME OFFER, AND IT EXPIRES SEPTEMBER 30, 1996.

Name_____ Ground [ ] Air [ ] Sqdn_____ Assoc [ ]

Street_____

City_____ State_____ Zip_____

LIFE MEMBERSHIP:

Age 61-65 $120	Less discount _____	[_____]
Age 66-70 $96	Less discount _____	[_____]
Age 71 and over $78	Less discount _____	[_____]

Send with check to Gil Bambauer, 974 Fairway Dr., Dewey, AZ 86327

RESEARCH SAGA OF THE CRASH OF "ALFRED" NOW PUBLISHED

Faithful readers of the 392BGMA NEWS will remember the stories that have appeared regarding the war-time crash of "Alfred" and the subsequent research of it by a determined trio of Norfolk citizens.

The a/c was returning home, badly shot up, from a mission to Kiel on Jan. 4, 1944. They just made it to the coast of England, near Cromer, when they crashed. Five perished, five survived.

The research succeeded in not only locating the only living surviving member of the crew, but also the families of the rest of the crew.

The whole effort culminated in the establishment of a monument to the crew in a churchyard near the scene of the crash, and a dedication ceremony attended by the lone living survivor, Henry Wilk, his family, and the families of many of the crew.

The NEWS first heard of the interest of the Sheringham citizens in May 1992. A letter was received from Mrs. May Ayers, whose father was the first on the scene of the crash. Contact was made with Mrs. Ayers, who with Mr. and Mrs. Doug Willies formed the group who carried through the entire effort.

The many months of intensive research by the Sheringham group are now recounted in a privately published book, titled NOT FORGOTTEN. The book is a touching tribute to the feelings of comradeship and gratitude evidenced by the British toward the sacrifices made by US servicemen during WWII. Author of the book is Doug Willies.

Copies of the book will be in the archives of the 392BGMA, as well as the 2AD Memorial Library in Norwich, the Mighty 8AF Heritage Museum in Savannah, and in other depositories.

* * * *

SEARCHING FOR LOST 579TH AIRCREWMEN

Bruce McClellan, a/c commander in the 579th, is looking for three of his crew. They are Richard F. Berger, engineer and top turret; Charles A. Snoden, bombardier; and John W. Pearson, waist gunner. The crew was at Wendling May 1944 to March 1945.

If any reader knows of the whereabouts of any of these men, contact Bruce McClellan at PO Box 260, Dublin, NH 03444.

WAS THIS INSIGNIA GENERIC? OR WHAT?

This insignia was purchased at the PX at Alamogordo by Gene Butts while the 392nd was stationed there. The NEWS has not been able to trace it to any particular organization. If any reader has any information about it, we would like to hear about it.

DID THIS MAN DESIGN THE CRUSADER EMBLEM?

This photo was sent in by Ted Zeman, 1/Sgt of the 576th. To the best of his memory, the soldier in the photo is Tommy Mullin or Mullins, who Ted thinks designed the Crusader emblem. Ted thinks that Mullin was in the photo section or S-2. Col Joe Bush, Group Ground Executive Officer, solicited entries for the best Group insignia, and the photo above indicates the same format as the Crusader emblem that was adopted. The NEWS has been searching for the artist who composed the Crusader emblem, and it seems that he has now been identified. Mullin is not in the Association directory, and attempts to find him have so far drawn a blank. If any reader has any information, please contact the NEWS.

PROFILE

Capt Howard S. Teague was bombardier on the O. F. Levell crew and was the 576th's squadron bombardier. He arrived at Wendling May 25, 1944.

After the war, he took the B.S. and M.S. degrees at the University of Nebraska, and the Ph. D. from the University of Minnesota.

For 20 years he was a research scientist at Ohio State University; and then was a research scientist and adminstrator for the U. S. Department of Agriculture.

Now retired, he lives with wife Marlyn at 627 Fairfield Lane, Louisville, CO 80027. They have four sons and 13 grandchildren.

* * * *

PROFILE

2/Lt (later Lt Col) Ken Healing was the navigator on the Lotterhos crew in the 579th.

He joined the New York National Guard in 1950, and was called to active duty in April 1951. He served six months in Korea as captain and battery commander of an AA battalion. He remained in the reserves, retiring as Lt Col.

In civilian life, he worked for Texaco in New York City and Houston. He retired in 1981.

His wife is Elinor, and they have two children and seven grandchildren.

* * * *

PROFILE

T/Sgt Rodney Farrow was a crew chief in the 578th. He joined the Group early, at Biggs Field in March 1943.

After a short stint as a civilian employee of the Air Force, he became a full-time farmer and is still at it.

His hobby is radio controlled aircraft.

He lives at 3391 CR 800, Blue Mountain, MS 38610, and is married to Maggie Lee. They have 2 sons, 1 daughter, and 4 grandchildren.

* * * *

PROFILE

S/Sgt G. W. "Jack" Gover was the ball turret gunner on the Pierson crew in the 577th. He arrived at Wendling in April 1944.

He has been a real estate broker and corporate general manager, and is now retired.

He and spouse Kay live at 6708 N. Wayne, Gladstone, MO 64118.

* * * *

PROFILE

2/Lt James E. Reynolds was co-pilot on the John R. Hummel crew in the 576th. They joined the Group at Wendling in Jan. 1945.

He finished college after leaving the Service in Nov. 1945. After a year's stint in the Alabama state tax department, he became an IRS agent, retiring after 30 years. After retirement, he worked for the Selma Housing Authority as Assistant Housing Director for 12 years.

He is married to Mary, and they have 2 sons, a daughter, and 3 grandsons and 3 granddaughters. They live at 1101 Mockingbird Lane, Northport, AL 35476.

* * * *

PROFILE

S/Sgt Gene Butts was a power turret mechanic in the 579th. He joined the Group at Alamagordo.

His civilian career paralleled his military, as he was a machinist with Delta Air Lines at Los Angeles. He retired in 1979.

His spouse is Audrey, and they live at 1745 El Aire Pl, Escondido, CA 92026. They have two children and five grandchildren.

* * * *

PROFILE

1/Lt Lowell E. Faust flew 19 missions as a navigator and 16 as a bombardier, with a variety of crews. He was in the 577th squadron.

Postwar, he graduated from the University of Nebraska, and worked as a geophysicist in petroleum exploration, both world-wide and in the US. He is now retired.

His spouse is Barbara Sue, and they live at 5429 South Waco St., Aurora, CO 80015. They have a daughter and a son, who is a captain in the US Marine Corps.

* * * *

AIR ANNIVERSARY

May 14- First passenger flight in history took place in Wright plane at Kitty Hawk-1908.

AIR ANNIVERSARY

May 18- American day bombardment aviation began at Ameny Airdrome, France-1918.

DUES NOTICE - - - DUES NOTICE
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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 Jim Goar, 5 N. Columbia St., Frankfort, IN 46041.

NEWS

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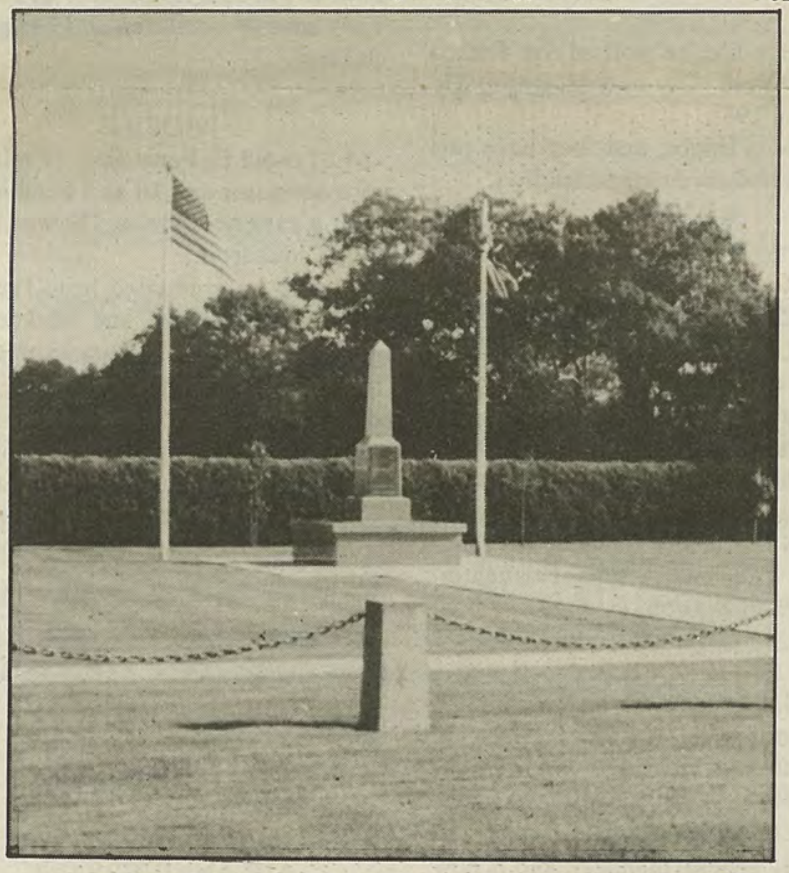

THE 392nd MEMORIAL AT WENDLING

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.

CHAPLAIN'S CORNER

By George Barger, Chaplain

Do you remember our two chaplains at the 392nd, quite different from one another, but both came to each mission briefing? Chapl. McDonough was a Roman Catholic, quite gregarious, outgoing, and the possessor of a great sense of humor. I am told that it was he who began the practice of offering Holy Communion to crew members at briefing. Chapl. Clark was quiet, somewhat introverted, and very patient. At the edge of our awareness was a vague consciousness that life could be limited; and their presence a reminder to consider that, but to remember as well the hope that comes with faith. Thanks to them.

* * * *

AIR ANNIVERSARY

May 6- Three Army planes made first group cross-country flight-1912.

AIR ANNIVERSARY

May 8- Germany surrendered unconditionally-1945.

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

Edward J. Moran, 578, Jan. 18, 1996
Earl D. Bishop, Hq., Sept. 25, 1995
Frank J. Sassaman, 579, May 30, 1992
Leo Bruenderman
John R. Sundo, 579
Jack W. Whitaker, 579
Ben Foote, 578, Mar. 9, 1996
J. D. Long, Jr., 578, Mar. 31, 1996
Robert E. Boney, 576/9, Apr. 12, 1996

* * * *

PROFILE

Lt Jessie B. Gill was the navigator on the Proctor crew in the 576th. He joined the Group at Wendling in November 1943.

He was recalled for the Korean War, and served from May 1951 to May 1954. He was a senior weapons and gunnery officer on a B-29.

He was a salesman for an automotive warehouse group for 42 years, and is now retired.

He lives with wife Jewel in Nacogodches, TX ("the oldest town in Texas'). They have three daughters and one granddaughter.

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