

NEWS



392nd BG Memorial Association

VOLUME 6

NOVEMBER 1991

CHARLES DYE ELECTED TO BOARD OF 8AF HISTORICAL SOCIETY

Charles Dye, the Treasurer of the 392nd BGMA, was elected to the Board of Directors of the 8AF Historical Society at their convention at New Orleans Sept. 21.



Col. Lawrence Gilbert, president of 392ndBGMA, congratulates Charley Dye just after Dye's election to the 8AF Board.

It was a somewhat stormy membership session. The politics and agendas of the Historical Society (sometimes wryly called the Hysterical Society) are largely unknown by the general membership. Lately the elections have been mostly the throwing out of the incumbents.

Charley Dye, as level-headed as any bomb disarmer or lawyer that ever walked, will certainly bring a sense of order to the Board.

Other Crusaders who have served the 8AF HS in the past have been Bob Vickers and Cliff Peterson, both past presidents.

The 392nd, a cohesive lot, electioneered for Charley, passing out the cards shown below. Their efforts were effective because while no numbers were announced, it was rumored that Charley was the highest vote-getter.

Vote for **CHARLIE DYE** for 8AFHS Director

Resume:

Station Ammunition Officer, Wendling.

Stayed in Reserves, retired as Lt. Col.

Civilian pursuits: Transportation consultant, lawyer.

Treasurer, 392nd Bomb Group Memorial Association.

Competent, dependable, not senile yet.

Lt. Charles Dye was Station Ammunition Officer at Wendling, a member of the 1825th Ordnance Co., and was at Wendling for the long pull, 1943-45. He remained in the Reserves, retiring as Lt. Col. In civilian life he was a lawyer and consultant to the trucking industry. Now retired, he lives with wife Helen (a former Navy nurse) at 7271 Leslynne Dr. NE, Albuquerque, NM 87109.

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PERSONALS

A recent "check-up" phone call to Col. and Mrs. Bush revealed that although suffering from the usual ailments of advancing years, they are doing OK at their residence in San Angelo, Texas. Col. Bush was the Ground Executive Officer of the 392nd for its entire WWII life.

Col. Gilbert, 392nd BGMA president, is recovering nicely from a recent eye operation.

ELECTED PRESIDENT OF EX-POW'S



JOHN J. KREJCI

Another Crusader stepped forward to become head of a national veterans' organization when John Krejci, 576th, was elected president of the American Ex-Prisoners of War on Sept. 14 at their national convention at Tulsa, Okla.

John was shot down 29 April 1944 on the Berlin mission that was responsible for the second heaviest losses ever encountered by the Group. He was a POW at Stalag 17B at Krems, Austria.

He served 27 years in the Army Reserves and retired as Command Sgt. Major in 1976.

He was employed by the Union Pacific Railroad and was supervisor of the Omaha shops when he retired.

He is married to Loretta, and they have three children and two grandchildren. They live at 3205 S. 49th Ave., Omaha, NE 68106.

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AIR ANNIVERSARY

May 8, 1911: The first Navy airplane, A-1, an amphibian, is ordered from Glenn Curtis. This date has been officially proclaimed the birthday of naval aviation.

AIR ANNIVERSARY

May 29, 1941: The Air Corps creates the Ferrying Command to fly aircraft from US factories to Canada and to Atlantic ports for delivery to Great Britain. By the time Japanese forces attack Pearl Harbor six months later, the command will have delivered some 1350 airplanes for Britain.

PILOTS ABANDONS OR CRASH LANDS 3 A/C WITHIN SIX WEEKS

It is said that Gen. Nathan Bedford Forrest, the famous Confederate cavalryman, had 30 horses shot out from under him during the Civil War.

A comparable record might be that of Lt. Col. (then Lt.) Harry A. White, who was forced to abandon or crash-land three aircraft, all of which were damaged either by enemy action or by weather. These incidents happened within a space of a little over five weeks in 1944.

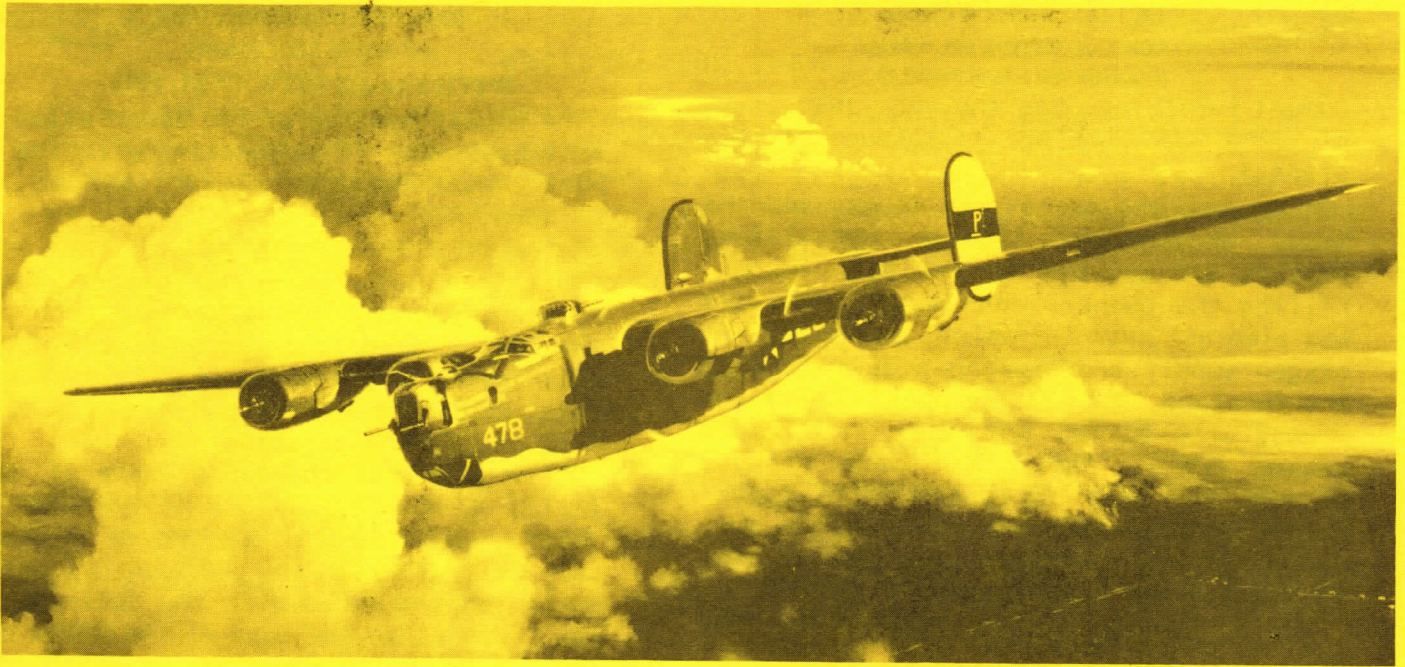
On 4 June, 1944, two days before D-Day, White's aircraft suffered several direct flak hits over the target which was St. Avord, an airfield just south of Paris. With the rudder cables severed and the hydraulic system gone, the crew managed to get back to the base, but White found it impossible to land. He set a course for the Wash and the crew bailed out, all reaching the ground safely within a few miles of Wendling. They kept the British Home Guard up most of the night.



Enemy fighters score hit at waist, exploding oxygen supply which blew a hole in the side of the fuselage.

(The a/c came down at Silk Willoughby, about fifty miles northeast of Wendling, taking the tops off two cottages. There were no injuries to the inhabitants. The Lincolnshire Aircraft Recovery Group is planning an excavation of the crash site. This is the same group that excavated the crash site of Lt. N. J. Hunt's a/c, which iced up and crashed with only S/Sgt. Mark

(CONTINUED ON PAGE4)



No Empty Bunks by William S. Phillips. A fine art limited edition print available from the Airmen's Memorial Museum, a private, non-profit museum dedicated to the enlisted personnel of the Army Air Forces and the modern U. S. Air Force, 5211 Auth Road, Suitland, Md. 21076. Phone (800) 638-8594. \$165 U.S. plus shipping and handling.

P-Bar Peter, The Flying Crusader, a venerable old warrior that flew 82 operational missions for the 578th before it crashed near Wendling Oct. 9, 1944, was chosen as a subject by Frederick T. Searle, an English artist, and the print was dedicated to the 392nd BGMA.

Now, thanks to Burt Hinckley, who was in P-Bar on a low-level supply mission to Holland, we learn that another artist, William S. Phillips, a well-known American artist specializing in aircraft subjects, has chosen the same a/c.

When asked how he happened to choose this particular aircraft, he said that it was pictured in a book of war-time planes.

Phillips says he was in love with airplanes from boyhood. As a young man, he was stationed at a Viet Nam airbase, where he spent much time sketching the aircraft using that base.

Upon discharge from the Service he entered college to study law, but after selling some of his work he decided to forgo law and become a professional artist.

In 1987 he had a one-man show at the National Air and Space Museum and has had other successful one-man shows.

Presently he is working on a series of book covers for Bantam Books.

P-Bar Peter was one of the Group's original planes, and was flown to England in

July or August of 1943 by John Reade.

(For further information on P-Bar, see issues of Feb and May, 1990).

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EARLY ABORTS

An epic song of the 1943-45 era has been recaptured, thanks to such accomplished barroom singers as Bob Vickers and Keith Roberts, plus a few others who didn't want their names mentioned. The song, which goes with the tune of "McNamara's Band", was sung in NCO and Officers clubs and other dens of iniquity in and around Wendling.

There are countless verses, some too ribald and raunchy to appear here. The 392nd BGMA NEWS will run a verse or two in future editions, and readers are encouraged to send in their versions.

Verse 1

My name is Colonel Johnson
And I'm the leader of the Group
So gather round you pilots
And I'll give you all the poop
I'll tell you where the Luftwaffe is
And how to dodge the flak
I'm the last one off the ground
And the first one back

Chorus

Early aborts, avoid the rush
Early aborts, avoid the rush

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**PILOTS ABANDONS OR CRASH
LANDS 3 A/C WITHIN SIX WEEKS
(CONTINUED FROM PAGE 2)**

Osment surviving. See the Feb. 1991 issue of 392nd BGMA NEWS for an account of this crash.)

On 15 June the target was Tours, and the Group encountered fighter opposition. White's a/c was hit in the tail turret, killing the gunner, John Wehunt. The a/c was also hit near the waist, exploding the oxygen supply and blowing a huge hole in the fuselage. The waist gunners Dunbar and Bracceforte bailed out over France and became POW's. The bombs were dropped through the bomb bay doors. With rudder cables severed, the hydraulic system out, and one engine feathered they made it back to England and crash-landed at Eye.

Then on 13 July, target Saarbrücken, the ship iced up at 12,000 feet during the assembly and the ship went into a stall and started to spin. White gave the stand-by to bailout and Green and Forde, the bombardier and navigator, bailed out. At the time they were over the Wash, and Green and Forde drowned. At 5 or 6 thousand feet the a/c recovered and White regained control and was able to land, with full bomb load, at RAF White Channel. It was on this same mission that the Hunt a/c, mentioned above, crashed.

White flew a few more missions with a make-up crew and was rotated home in Sept. 1944. Lt. John A. Martin, the co-pilot on the 4 June mission, suffered a sprain fracture of the left foot and right ankle and a compression fracture of two vertebrae from the bail-out but he flew five more missions wearing house slippers. He was hospitalized after 13 missions and was evacuated to the States. See PROFILES this issue for more information on White and Martin.

Glenn Barnes, flying with another crew on the low-level supply mission to Holland 24 March 1945, was shot down and captured. He lost a leg in a German hospital. James Martin reports that he has been in touch with James Bracceforte since the war ended. The NEWS has no further information on them or other surviving members of the crew.

AIR ANNIVERSARY

May 26, 1961: President Kennedy, at a joint session of Congress, declares a national space objective: "I believe that this nation should commit itself to achieving the goal, before this decade is out, of landing a man on the moon and returning him safely to Earth."

**392nd BGMA MEETING
AT NEW ORLEANS
WITH 8AF HS SEPT. 17-21, 1991**

The annual meeting of the association was held Sept. 20, in conjunction with the 8AF Historical Society convention at New Orleans.

As usual, the highlight of the 3-day convention was the Group dinner. Roger Freeman, the English author and expert on the 8AF, proved to be as good a stand-up comic as he is historian when he recounted some imaginary Wendling tales, complete with the Yankee accent.

Other guests at the dinner were Lt. Gen. (Ret.) Al Clark, the first 8AF POW and later superintendent at the AF Academy; Lt. Col. (Ret.) Mac McGovern, former combat photographer with the 305th BG who was responsible for many of the shots used in the film "Memphis Belle"; and Jane Sullivan and Melanie Faux, representing the East Anglia Tourist Board.

The next annual meeting will be at Louisville in Oct. 1992, with the 8AF. Generally, the 392nd meets one year with 8AF and the next with 2AD, but 2AD meets about the same time at Las Vegas, and the Middle West site was favored because it is next in the geographical cycle.

In 1993 a stand-alone meeting is planned and it was decided that it would be at Albuquerque.

Other matters such as the Norfolk trip in 1992 and a new history were discussed, and information about these can be found elsewhere in this issue.

Those present at the convention are listed below. Joe and Anne Bonanno were forced to return home because of Joe's health, but recent reports indicate that he is again hale and hearty and back at work.

Gil Bambauer and Martha; Ernie Barber; Ray Bianucci and Pauline; Will Davis and Bobby; Charles Dye and Helen; Art Egan and Teddy; Col. Gilbert and Margie; Jim Goar and Virginia; Bill Hamill with guest Olin Cramer; Arlo Jones and June; Stephen Kinzler and Marie; Oak Mackey and Maxine; John Malloy and Peg; S. J. Maloukis and Fran; Randall Mayer and Rita, with grandson Sebastian; Cliff Peterson; Warren Polking and Dette; Manuel Rego; Keith Roberts; Bill Seyfried and Bobbie; Clyde Smith and Shirley; Alvin Stasney; Carwin Thomason and Henriette; James Tudor and Lee; Bob Vickers and Lois; Ben Whitmore and Betty; and Stan Zyborg and Mildred.

Also present were associates Everette and Karen Marsteller and Jim and Jane Morris. Everette and Jim are nephews of Jim Morris, 579th, who was lost on the Friedrichshaven mission.

392nd BG WENDLING REUNION, JUNE 1-13, 1992

REGISTRATION FORM

To avoid any delay in processing your reservation, please complete in full. Then mail this form together with your deposit (check or money order made payable to "392BG Wendling Reunion") and address as follows: 392BG Wendling Reunion, 26631 Dorothea, Mission Viejo CA 92691. Telephone number: 714-582-0687.

PLEASE PRINT OR TYPE

Name (s) _____
(Include first and last name of each person)

Address (include zip) _____

Telephone (include area code) _____

Check your desires: QE2 1st _____ QE2 Trans _____ Air pkg _____
Concorde option _____ Norwich boat trip _____ or 2AD Library _____

DEPOSITS: QE2 First Class-\$916, QE2 Transatlantic-\$626 Air pkg -\$300
(Deposits are quoted per person)

SIGNATURE _____ DATE _____

TOTAL REUNION PRICES (All prices quoted are per person)

QUEEN ELIZABETH 2 PACKAGE: Includes QE2 passage New York to Southampton, return air ticket economy class British Airways to any one of 72 U.S. cities, and the land tour as detailed in the itinerary. Also includes cancellation and travel insurance on QE2 and return air ticket (not the land tour).

QE2 PRICES: First Class (F) Deluxe Outside Cabin - \$4820.00
Transatlantic Class (J) Outside Cabin - \$3290.00
Optional return air on Concorde - \$1095.00

AIR PACKAGE PRICES*: Include the land tour as detailed in the itinerary and round trip air tickets via British Airways economy class from the following gateway cities: Los Angeles - \$1590.00* Chicago - \$1910.00*
Miami - \$1570.00* NY(JFK) - \$1440.00*

*Volatile US-London air prices may cause these to vary. We might beat them.

* \$125 penalty if changes to air tickets are made in England.

* Prices are per person double occupancy; single supplement add \$100.

PAYMENT DATES: DEPOSITS due at the time you send the above registration form.
FINAL PAYMENTS due by 14 MAR 92.

CANCELLATION FEES: Prior to 15 APR 92 = \$10.00 Service Charge
From 16 APR 92 to 11 MAY 92 = 20%
From 12 MAY 92 to 31 MAY 92 = 50%
From 1 JUN 92 = 100%

(Because of these cancellation fees we recommend travel and cancellation insurance)

We can help you with transportation from your hometown to your departure point but we've found that most people prefer to do their own local scheduling. The QE2 prices above do not include transportation from your home to New York.

If you have other transportation to and from England, we'll be happy to tailor the land portion of the reunion to your needs.

Your family and friends are welcome. Space is limited. We recommend that you reserve early in order to avoid disappointment. All reservations will be acknowledged as soon as possible. Additional pertinent information will be forthcoming such as travel memos, insurance information, baggage tags, name badges, air tickets, last minute reminders, and other necessary data.

QE2. Yacht Club is reserved for our cocktail party. First Class: larger cabins, more return air turnaround time (see itinerary), dining in Columbia Restaurant. Transatlantic Class: Mauretania Restaurant. Five days of leisurely ocean travel, all gourmet dining included, on the finest ship afloat.



392nd BG WENDLING REUNION
ITINERARY, June 1 - 13, 1992



DAYS 1 thru 6 Monday, June 1 thru Saturday, June 6

The QUEEN ELIZABETH 2 group departs the Ocean Passenger Terminal in New York at 4:00 PM, June 1, and arrives in Southampton, England, at 5:00 PM, June 6. A chartered coach meets the ship and takes us to the Park Court Hotel, London. The BRITISH AIRWAYS group departs gateway cities on Saturday, June 6.

DAY 7 Sunday, June 7 - LONDON TO KING'S LYNN

Chartered coach takes the QE2 group from the Park Court to King's Lynn. Another chartered bus meets the air group at the British Airways terminal in Heathrow and departs to King's Lynn. We stay at The Duke's Head Hotel on Tuesday Market Square where our "liberty runs" used to take us. One of Norfolk's classic buildings, this is a well-run Trust House Forte hotel. Cocktail reception at 7:00 PM (cash bar). Welcome dinner at 8:00 PM. (Dinner incl.)

DAY 8 Monday, June 8 - KING'S LYNN

In the morning, the historic Town Hall has been reserved for a Mayor's reception. Lunch at The Duke's Head. Then we take a slow tour of our old air base with plenty of time for photos. (B, L incl.)

DAY 9 Tuesday, June 9 - KING'S LYNN AND NORWICH

This morning the market sets up in Tuesday Market Square as it has for centuries. We'll have time to enjoy it. Coaches depart at 12:30 PM for Norwich where you will have a choice: the 2nd Air Division Library or a boat trip on the Wensum and Yare Rivers. (B incl)

DAY 10 Wednesday, June 10 - WENDLING MEMORIAL DAY

Coaches depart at 9:00 AM for Wendling where we join the villagers in a Memorial Ceremony honoring our 392nd fallen and held at our refurbished Memorial Obelisk which the villagers have taken care of for us ever since 1945. Next, the villagers hold a "homecoming" reception for us. Late lunch at our former local pub - The Ploughshare - which holds a 392nd display by Ben Jones. Tonight, the Reunion Banquet preceded by a no-host cocktail hour. Reception at 7:00 and dinner at 8:00 PM. (B, L, and D incl.)

DAY 11 Thursday, June 11 - KING'S LYNN, CAMBRIDGE, LONDON

Today we end in London so bags must be packed. Coaches depart at 8:30 AM for the American Cemetery at Madingley, near Cambridge, where so many of our 392nd men remain. A memorial service will be held in their honor, hopefully supported by our present Third Air Force - we're asking for their help. Luncheon in a private room at the University Arms Hotel. Roger Freeman has promised to speak if he is in the country. On to London for our stay at the Park Court Hotel, one that is used by many of the best tour companies. (B, L incl)

DAY 12 Friday, June 12 - LONDON

Your day at leisure to revisit this wonderful, old city. We heartily recommend the Churchill War Rooms. (B incl)

DAY 13 Saturday, June 13 - TOUR'S END

Enjoy English breakfast. Farewell and safe journeys until we meet again. If you are on the air package, you have 180 days to use your return air ticket, plenty of time for other travels which we can help you arrange. If you are on the QE2 package, First Class has 35 and Transatlantic Class has 15 days before your return air tickets must be used. There is a charge for extending that time.

BON VOYAGE!

AVIATION CADET ALUMNI ASS'N LOOKING FOR NEW MEMBERS

The Aviation Cadet Alumni Ass'n was formed to provide ex-cadets with the current addresses of their former classmates. Former pilot cadets are invited to submit their Flight Class and Primary, Basic, and Advance schools to either Harry C. Bradshaw, RR 1, Newmarket, NH 03857; or Robert C. White, 54 Seton Trail, Ormond Beach, FL 32176.

More than 19,000 names are now on file and printouts by Flight Class are available to participants who include postage. This is a no-dues, non-profit organization.

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PROFILE

Lt. Henry C. "Hank" Vaughan was a "walk-on" combat crewman, arriving at Wendling in January 1944 without any orders. Such a thing did not happen often in the Army.

His story: Just as he was graduating from pilot training he developed ear trouble, but with the connivance of a friend in the medical corps he passed the final physical and was eventually shipped to England as co-pilot on the Scheltens crew.

While in London waiting assignment he was admitted to the hospital with an infection caused by a shaving accident, and the flight surgeon there discovered his ear problem and threatened to take him off flying status. Summoning up all his courage he simply told the surgeon that he intended to find his crew and faced with such determination and the extreme need for pilots, the surgeon let him go.

While he was detained in the hospital his crew proceeded to Wendling, so Hank found his own way there, arriving without any orders.

The Schelten crew, flying the a/c "Trips Daily" in the 577th, completed 34 missions. (See picture of a/c on p. 254 of Vickers' book, "The Liberators From Wendling")

Post-war, he was in the construction business, retiring in 1989. He and wife Laura live at RR1, Box 114, Pawhuska, OK 74056.

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50TH ANNIVERSARY OF EIGHTH AIR FORCE CELEBRATION AT SAVANNAH JAN. 27 - FEB. 1

The Mighty 8th was activated Jan. 28, 1942 at Savannah, Georgia, and the 8th AF Historical Society is scheduling a giant celebration of the event.

The organizers are expecting thousands of 8AF veterans to attend, and have arranged for motel and hotel rooms to accommodate them.

Full information may be found in the October issue of the 8AF NEWS. Further information can be had by contacting Cliff Peterson, the 392nd's vice president for the 8AF at 2120 Woodcrest Dr., Winter Park, FL 32792, phone (407) 647 7741.

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PROFILE

Lt. Col. (Ret.) Harry A. White, Jr., was Lt. White in 1944 when in the space of under six weeks either abandoned or crash-landed three a/c, all as a result of enemy action or weather. (See related story, this issue)

He joined the Group at Wendling in May 1944, and was in the 579th Sqdn.

Remaining in the service, he piloted B-25s and was in RB 47s in SAC. He was on the faculty at Command and Staff College; and also served in Korea and Vietnam. He retired in 1971.

In civilian life, he was in real estate and insurance.

He resides with wife Nancy at 8985 LaRiviera Dr., Sacramento, CA 95826. They have 5 children and 3 grandchildren.

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INFORMATION SOUGHT: 2ND LT. DOUGLAS N. FRANKE B.W. WYATT CREW, 579TH

Lt. Franke was navigator on the Wyatt crew, which failed to return from the Apr. 29, 1944 raid on Berlin. They were in a/c 510, "El Lobo".

Anyone having any knowledge or recollections of Lt. Franke is asked to contact his brother, Robert H. Franke, RR 1, Box 81, Winterville, NC 28590, phone (919) 756-2335. Robert Franke is an associate member of the 392 BGMA.

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"HIGH FLIGHT"

*Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling
mirth
Of sun-split clouds - and done a hundred
things
You have not dreamed of - wheeled and soared
and swung
High in the sunlit silence. Hovering there.
I've chased the shouting wind along, and flung
my eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with
easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.*

John Gillespie Magee, Jr.

In December 1941, Pilot Officer John G. Magee, a 19-year-old American serving with the Royal Canadian Air Force in England, was killed when his Spitfire collided with another airplane inside a cloud. Several months before his death, he composed his immortal sonnet "High Flight", a copy of which he fortunately mailed to his parents in the U. S. A.

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TWICE TOLD TALES OR, THE LEGENDS OF THE 392ND AS TOLD BY JIM GOAR

Upon the occasion of my first leave to London, I was apprehensive, because I had heard all those tales from returnees about the blackout, how difficult it was to find one's way, the Piccadilly commandos, and so on.

But I need not have worried, for I was shown the way. Coming up out of the Underground at Piccadilly station, the soldier on the step ahead of me emerged into the blackout, carefully felt his way around the corner of the building and put his back to the wall. In a clear, loud voice, he said, "Here I am. Come and get me."

Oftentimes the direct approach is the best.

* * *

PROFILE

1st. Lt. John W. Martin was co-pilot on the Harry White crew in the 579th, and the entire crew parachuted out of the a/c over Wendling because the ship had sustained so much battle damage that it couldn't be landed. (See related story, this issue)

He joined the Group at Wendling in April 1944, and flew only 5 more missions before the medics rotated him to the States because of injuries sustained in the bail-out.

He was recalled 1951-53 and served at Biggs Field and Guam. He was invalided out in 1953 as Captain because of arthritis developing from his back injury.

Graduating from New Mexico State University in 1949, he then worked for Mountain Bell for 19 years. He helped form National Communications Associates in 1968, becoming president in 1974. He retired in 1984.

He is married to Martha, and they live at 1638 Greenwood Dr., South Bend, IN 46114. They have two children and four grandchildren.

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PROFILE

S/Sgt. Keith W. Chapman was engineer and top turret gunner in the 577th on the Bradford crew. He joined the Group at Wendling in March 1944.

As a civilian after the war he worked for International Harvester and Alcoa. He was recalled to the Air Force for one year in 1950 and in 1956 re-entered the Service. He served at Itazuke in Japan, Vietnam, and several US bases including Bunker Hill (now Grissom), Homestead, McCoy, and Otis. He retired in 1972 as SMSgt.

After retirement he was a civil servant at Homestead.

He and wife Wanda live at 220 NE 12th Ave., Lot 28, Homestead, FL 33030.

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PROFILE

T/Sgt. Burton H. Hinckley was radio operator on the Edmund Twining crew in the 578th, joining the Group at Wendling July 12, 1944.

After the war, he took his AB degree at Colby College and his MGD degree at the University of Maine. He was a teacher and guidance counselor in Portsmouth, NH and Greenwich, CN. After early retirement in 1983, he established a candy manufacturing company and is still at it.

He lives with wife Jean in the rarified presidential atmosphere of Kennebunkport. His address is PO Box 454, Kennebunkport, ME 04046, and he and Jean have one daughter and two grandchildren.

HAVE YOU SEEN THIS MAN?



The soldier shown above, on some street in England, is believed to be Sgt. Art Olson, the artist responsible for most of the Group's nose art, and also the Group insignia.

We have been unable to trace him. If anyone has an address, however old, please write the editor of the NEWS.

(He is not the Art Olson who was in S-2 and now lives in Oswego, Ill.

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REUNION PLANNED AT KIRTLAND AFB

Kirtland AF Base will be celebrating its 50th anniversary May 19-24, 1991, and all people, civilian and military, who had anything to do with KAFB since 1940 are urged to attend. For further information contact Harry M. Davidson, 1408 Jefferson NE, Albuquerque, NM 87110, phone (505) 256-7212 or work: (505) 846-2773.

Since Kirtland trained many WWII bombardiers, the bomb-aimers are planning a concurrent reunion. Contact is the 392nd's Bob Lory, BOMBARDIERS, INC., 398 Antelope Circle SE, Albuquerque, NM 87123-3518, phone (505) 293-3896.

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AIR ANNIVERSARIES-NOVEMBER

9th AF established in Middle East- 1942.

15th AF flew its first mission of WWII- 1943.

57 B-24s and 62 B-25s made heaviest raid of WWII on New Guinea- 1943.

American fighters appear over Phillippines for first time since 1942- 1944.

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NEW HISTORY OF 392ND PLANNED- NEED STORIES FROM CRUSADERS

A new history, using narratives from members of the Group, is being planned.

Ian Hawkins, an English author, has put together a powerful story of the 95th Bomb Group using this technique and arrangements are being worked out for him to do a similar book on the 392nd.

Many details remain to be settled, but in the meantime, members of the 392nd are urged to write a short story about one or more of their experiences. The author will sort through them and choose those that illustrate the 392nd story from forming, through training, the almost two years of combat in the ETO, and the quick disbanding at Charleston Army Air Base.

The stories may come from both the air and ground echelons.

Send your draft to Col. Lawrence Gilbert, (Ret) 1482 Granville Dr., Winter Park, FL 32789.

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PROFILE

S/Sgt. Ross DeFrates was a gunner in the 579th. He was ball turret until they were removed and then he went to the nose turret.

He flew five missions with the 392nd. On the Magdeburg mission on June 29 1944 his plane was hit by flak but the pilot, Roy Miller crash landed it at Horsham St. Faith. His fifth mission was the low-level supply mission to Wesel, and after that he was transferred to the 322nd Bomb Group, a B-26 outfit in the 9th AF. He flew 35 more missions with the 322nd.

After the war, he worked for Kraft Foods for 35 years, retiring in 1987.

He lives with wife Deloris at #1 South Crescent Dr., Jacksonville, FL 62650, and they have two sons and two grandchildren.

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AIR ANNIVERSARY

May 30, 1966: NASA launches the Surveyor 1 lunar probe, which makes the first fully controlled soft landing on the moon on June 2. It transmits 11,150 high-resolution pictures of the lunar surface.

AIR ANNIVERSARY

May 28, 1986: At commencement exercises at the Air Force Academy, Lt. Terrie Ann McLaughlin becomes the first woman to be named outstanding cadet of a graduating class.

AIR ANNIVERSARY

May 11, 1961: The first B-52H is officially delivered to SAC's 378th Bomb Wing, Wurtsmith AFB, Mich.

AIR ANNIVERSARY

May 3, 1966: Air Force Capt. Gerald T. Lyverse became the first airman picked up by a Lockheed HC-130H equipped with a Fulton STAR Recovery System.

Name _____ Sqdn _____ Assoc _____

Street _____

City _____ State _____ Zip _____

[] check if this is a gift membership

MEMBERSHIP DUES

Dues for 1992, \$12 _____ []

(HARDSHIP WAIVER [])

(If an LM (for life member) or a 91 or higher number appears after your name on the address label, Charley Dye says you're paid through that year.

Life Membership:

Age 61-65 \$120 _____ []

Age 66-70 \$ 96 _____ []

Age 71 and over \$78 _____ []

ORDER FOR PRINT, "FLYING CRUSADER" (SEARLE, ARTIST)

Signed copy at \$55, postpaid _____ []

Unsigned copy at \$30, postpaid _____ []

NO LIMIT

PX ITEMS

DIRECTORY (NEW) \$4.50 postpaid _____ []

392ND T-SHIRT (NEW ITEM) \$10.00 _____ []

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

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

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

Book, "Liberators From Wendling", by Col.

Bob Vickers, \$25 _____ []

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

392nd Bumper Stickers, \$1.50 postpaid _____ []

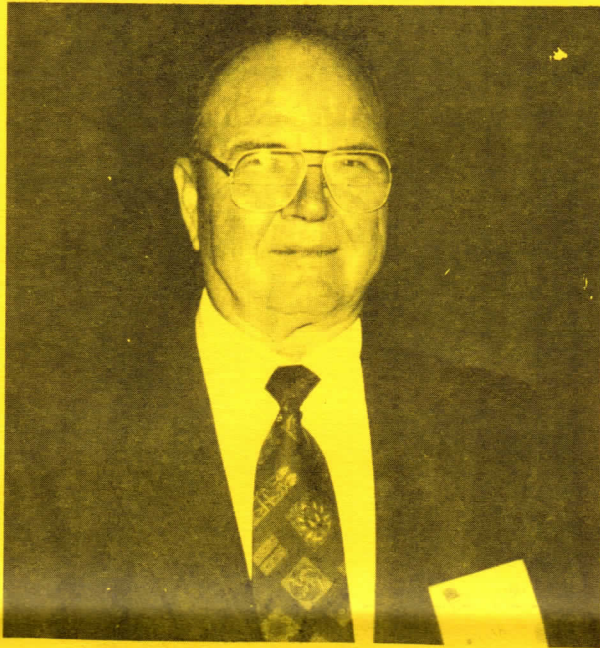
Add \$1.50 per item for shipping cost(except pp items) _____ []

Total _____ []

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

**OAK MACKEY TO BE 392BGMA'S
REPRESENTATIVE FOR SECOND
AIR DIVISION ASS'N MATTERS**

Oak Mackey was elected at the July 5 Group membership meeting at Dearborn to be vice-president, 2AD. He replaces John Conrad, who is becoming executive vice-president of the 2AD.



OAK MACKEY

(Mackey's election to the vice presidency was reported in the last edition of the NEWS, but the picture accompanying it was so bad we print a new and better one, with apologies to Oak)

**BIG HOTEL ROOM DISCOUNTS
FOR 8th AF RETURNEES IN 1992**

A large British hotel chain is offering 30 percent discounts for 8AF travelers this summer. Aimed at the returning veteran who either is not on an organized tour or desires lodgings for the time after the tour ends, the Forte Hotels chain says that one of their hotels is never more than an hour's drive from anywhere in England, with 9 locations in London.

Rooms must be reserved one month in advance. For further information on locations and rates, call toll free 800-654-5614 and ask for the USAAF Forte 30 offer.

* * * *

AIR ANNIVERSARY

May 21, 1956: At an altitude of 50,000 feet, Maj. David Cricklow, USAF, in a B-52 jet bomber drops the first airborne hydrogen bomb, which explodes over Bikini Atoll in the Pacific.

FOLDED WINGS

Raymond F. Berthiaume, 578
William Thomas Cheairs, Jr., 577
Wyeth Everhart, 579
Woodrow Dean Lankford, Sr., 577
Richard E. Sheppard

(The 392nd BG Memorial Association acknowledges with gratitude the gifts that have been made in memory of comrades who have passed away)

FOLDED WINGS REPORT

Name of deceased _____ Sqdn. _____

Address _____ City _____ State _____ Zip _____

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

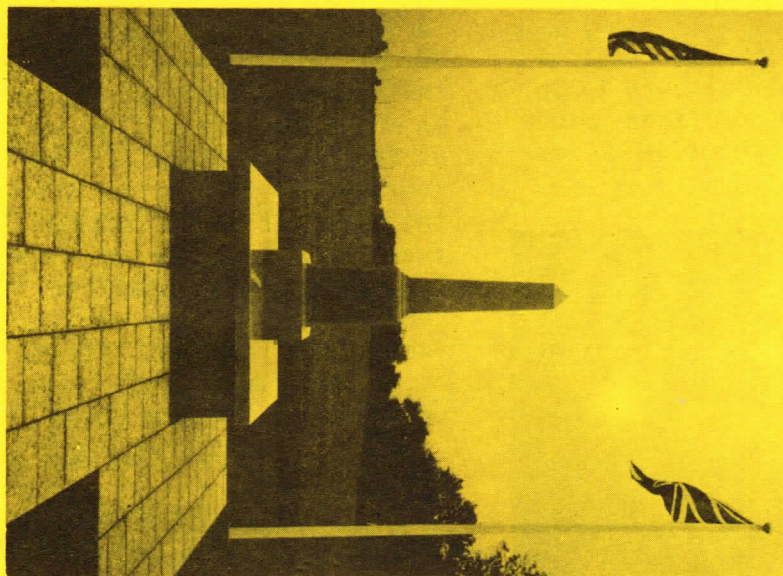
Reported by _____

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



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