

NEWS



392nd BG Memorial Association

VOLUME 7

NOVEMBER, 1992

392 ND'S A/C AT WILLOW RUN IN JUNE 1945

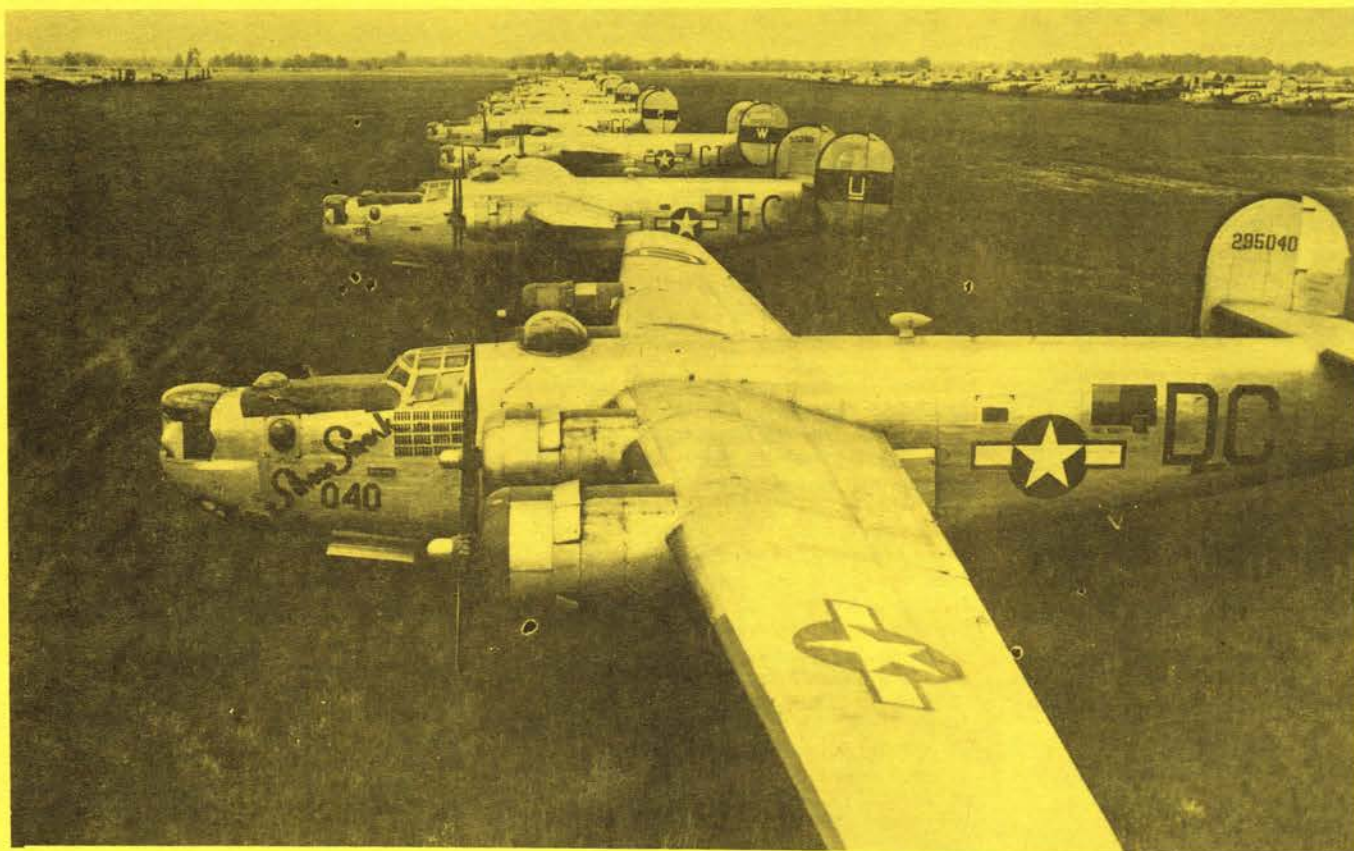


Photo courtesy Detroit NEWS, copyright 1945

WAS THE AIR CORPS THINKING OF TRADING THEM IN ON NEW FORDS?

Hundreds of B-24 warbirds return to the roost where many of them were born, there to await their fate, the scrap-heap.

Some of the 392nd's aircraft are clearly shown in the photo, which was made available to the NEWS through the efforts of John Chelenyak, the flight engineer on the Brandt crew in the 577th and later the 579th. The NEWS also owes a debt of gratitude to Miss Jeanette Bartz, a Librarian at the Detroit

NEWS, who located the photo for us.

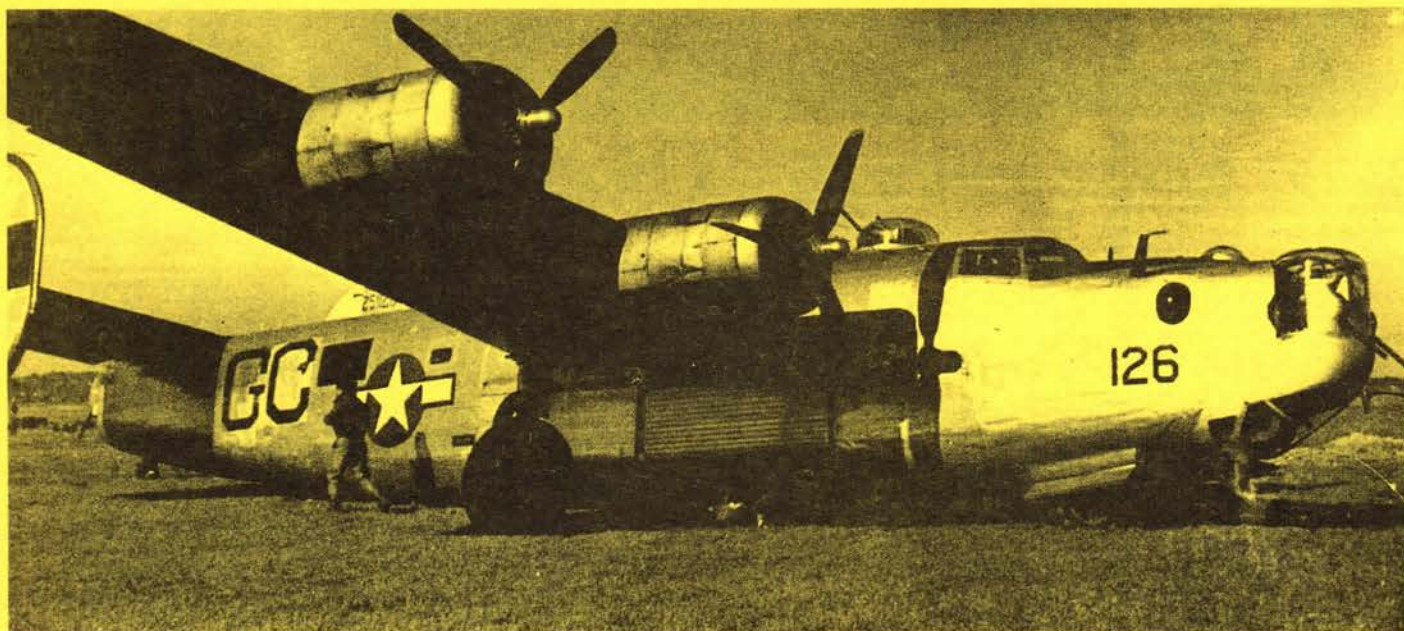
The first three a/c in the foreground are 42-95040 Silver Streak, 577th with 77 sorties; 42-95250, 578th, 42 sorties; and 42-51194, My Prayer, 576th, 91 sorties.

The photo ran in the Detroit TIMES, a predecessor of the NEWS, on June 23, 1945. Most of the 392nd's air echelon was back in the States by that time, and the ground echelon arrived in New York harbor aboard the Queen Mary on June 20.

NEW LOOK

The NEWS has acquired a new laser printer, which creates a product of much higher legibility. Taking advantage of this, your editors have reduced the type size and gone to three columns, thus adding about 30% more copy. Postage rates being what they are, this gives us a lot more bang for our buck.

LAST LANDING FOR A/C # 42 - 51126, UMBRIAGO



Reproduced by permission of Roger Freeman. (RAF Museum)

Shown above is the 579th's Umbriago, the photo taken from Roger Freeman's latest book, "The Mighty Eighth in Color". Unfortunately the NEWS is unable to reproduce it in color.

Color photography was just being developed during 1942-45, and color photos taken during that period are rare indeed. Over 400 color photographs of 8AF personnel and weaponry, with representation of every US base in England, have been gathered. Roger Freeman is probably the only man in the world who has the knowledge necessary for the task.

For the story behind the photo, listen to John Conrad, then 1st Lt. Conrad, the radar navigator on board Umbriago on the day the photo was taken:

"The mission was to Kassel on 7 Oct. 1944 with the following crew:

CA Major George C. Player
P Capt. Robert Grettum
CP 2nd Lt. Harry L. Bate
N Capt. John H. Jones
NV 1st Lt. John B. Conrad
PN 2nd Lt. Leonard C. Waldo
B 1st Lt. Michael J. Connery
E T/Sgt. T. F. Padden
RO T/Sgt. G. E. West
WG S/Sgt. B. Long
WG S/Sgt. N. I. Putnam
TG S/Sgt. J. M. Hosteau

"The primary target was a tank factory at Kassel. The inbound flight was as expected until just a few seconds before bombs away when Umbrigao was struck by flak. The bombs were released and I learned later that results were good.

Umbriago dropped out of formation with #1 and #3 engines windmilling. The lead was turned over to the deputy lead.

"Losing altitude at about 500 feet per minute, we swung north of Munster and head due west. With two "little friends" to accompany us, we were not attacked by enemy fighters. Passing over an unmarked flak area, we were hit again resulting in the radio operator being wounded. I assisted in lightening the load by throwing flak suits, radar equipment, guns and ammunition overboard.

"Capt. Grettum was able to maintain level flight at 10,000 feet. When north of Amheim and crossing the front lines, we were directed to turn south and land at Brussels which had been liberated. The engineer had to crank down the wheels. Without brakes or flaps the entire runway was used, with the plane finally stopping in a bomb crater past the end of the runway. We were whipped around breaking the landing gear and crushing the left wing. The time was 1429.

"The radio operator was taken to a medical facility, and after we were furnished a meal, we were transported back to Wendling, thus ending a 4-hour MIA report.

"This was the last flight for Umbriago. She was salvaged on 16 Nov. 1944.

"Lt. Leonard Waldo and Capt. Robert Grettum received DFCs for their efforts in bringing the plane and crew back. Capt. Grettum was killed returning from his last mission on 22 March 1945".

Editor's note: Roger Freeman's book, "The Mighty Eighth in Color", may be purchased from the 8th Air Force Historical Society's PX, price \$35.00. Checks and credit card purchases accepted. 8AFPX, c/o A. E. Swanson, 65 Beddington Ln, Strasburg PA 17579, (717) 687 6257.

***** PROFILE

1st Lt. Harold Hutchcroft was a co-pilot in the 579th, joining the Group at Wendling in Sept. 1944.

On his 34th mission, March 25, 1945, Hutchcroft's a/c and a 578th plane piloted by Kaiser collided in dense clouds during assembly. There were two survivors from each ship; S/Sgts. W. D. Hackens and W. W. Smith from the Kaiser a/c and Hutchcroft and T/Sgt. P. L. Cain.

Jack A. Loveday of 62 Hill Crest Road, Thorpe St. Andrew, Norwich, was a 19-year old airman on duty at RAF Coltishall and recorded the event in his diary. It happened at 0740 and the two a/c, fully loaded with bombs, made a tremendous explosion. Loveday recalls watching a tail float down and a crewman coming down in a parachute.

Hutchcroft has since visited the crash site and met the farmer who was milking his cows when the crash occurred.

After the war, Harold returned to his native Iowa and entered the real estate business. He and Mary Esther have three children and five grandchildren and their address is Box 293, Middletown, IA 52638.

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 is a recital of a tactical operation:

On 16 November 1944 the entire 8AF was committed to support the ground forces that were held up by the Germans at Aachen, Holland. The 392nd was briefed to bomb an area northeast of Mischweiler, Holland. 37 B-24's dropped 1014 260-pound fragmentation bombs. No airplanes were lost. Here are two messages that cite the success of the effort:

"It is a pleasure to forward message from the commanding general, 124th Infantry Division: 'Doughboys thank you for a fine job. Certainly appreciate it. Sgd Terry Allen.' Such a message typifies the teamwork which is doing so much to knock out the enemy. Sgd Doolittle".

"On November 16th, the 8AF performed one of its most outstanding operations. The force took off under extremely adverse base weather conditions and successfully attacked German troop concentrations on the immediate front of our ground troops almost exclusively by instrument technique with very good results. Ground commanders were highly pleased and report all bombs on or near the targets with no injuries to friendly troops. It was a difficult task well done and I commend you for the capable and efficient manner in which it was done. Sgd Doolittle."

INQUIRY FROM THE UK ABOUT FIDO

No, not the dog, the fog dispersal system used in WW II.

Mr. Geoffrey Williams has written us saying that he is researching the matter and would like to hear from any air crew that used the system in 1944-45.

He would be "grateful if they would recall any use of FIDO in as much detail as the passage of time permits so that his account may be a complete as possible".

Write him at 8 Meadow Rd., Margate, CT9 5 JJ, England.

NEW ADDRESS FOR THE OAK MACKEYS

Maxine and Oak Mackey report that they have made the final move to a warm climate and are now in their new house at 6406 E. Presidio, Meza AZ 85205. Their phone number is (602) 641 3033.

As the 392nd's vice-president for the 2AD, Oak stands ready to assist any Crusader with any 2AD matter.

AIR ANNIVERSARY

Nov. 12, 1942. 9th AF established in Middle East.

2AD PRESIDENT



Georgian Studio Photo

John B. Conrad

John Conrad, 578/9 radar navigator, was installed as president of the Second Air Division Association at their meeting at Las Vegas Oct. 4-7.

John becomes the fourth Crusader to lead the 2AD, following Joe Whittaker, J. D. Long, and J. Fred Thomas.

Conrad served as the 392nd's vice-president for 2AD from 1986 to 1991. Oak Mackey is the present 2AD vice-president.

1st Lt. Conrad was shuffled from Group to Group and Squadron to Squadron as his special skills were needed. He was in the 44th and 392nd Groups, and in the 578th and 579th Squadrons.

After the war, he entered the life insurance business and developed a specialty in administering employee benefit plans. Now retired, he lives with wife Wanda at 2981 Four Pines Drive, #1, Lexington, KY 40502.

AIR ANNIVERSARY

Nov. 20, 1963. USAF accepted first two F-4C jet fighters.

2ND GENERATION RESEARCHERS GOING TO GERMANY

Jim Marsteller and his cousin Jim Morris have been researching the Friedrichshafen mission and the 392nd's role in it.

Their uncle S/Sgt. Everette N. Morris was KIA flying with the 579th's Books crew.

The mission, flown on March 18, 1944, caused the heaviest losses suffered by the 392nd: 15 a/c lost, 154 casualties.

On March 18, 1993, Jim Marsteller and wife Karen, along with 392nd associate Ben Jones, plan to be in Rottweil, Germany. They expect to find the crash site of their uncle's a/c. Four planes were shot down within a four mile area around Rottweil.

Marsteller has asked that if any Crusaders have been to Rottweil since the war, would they please communicate with him at (717) 382 4124.

CONTACT MADE WITH RENDLE FAMILY; SISTERS LOCATED

Members of the Memorial Association have for some time been searching for any surviving members of the family of Col. Irvine Rendle, the 392nd's first and greatly revered commander.

Visits to Rawlins, Montana, the Rendle home, have been generally unproductive. Both Col. and Mrs. Rendle are deceased and they had no children.

Now, thanks to Fred Rider, one of the 392nd's original crewmen on the Jim Stauder crew in the 578th, two sisters of Col. Rendle have been located. Rider's uncles went to school with Col. Rendle and Fred thus had some knowledge of the Rendle family.

The sisters are Mrs. Marjory Vail and Mrs. Georgina Rockwell, both living in Denver. Officers of the Association have been in touch with them.

AIR ANNIVERSARY

Nov. 13, 1943. 57 B-24's and 62 B-25's made heaviest raid of WWII on New Guinea.

NEW DIRECTORS



Keith Roberts and David Greene

Two Navigators were chosen at the annual meeting at Louisville Oct. 9 to help chart the course of the 392nd BGMA.

Keith Roberts, Mission Viejo, CA., was on Bob Vickers' crew in the 578th, joining the Group at Wendling in November 1944.

Armed with a master's degree from prestigious Stanford, he spent 27 years with Sears Roebuck, retiring as store manager. He and wife Patty are now in the travel business and are known for leading the 392nd on two successful missions to King's Lynn.

David Greene, Hauppauge, N. Y., was on the Wick and Chuck Smith crews in the 579th, arriving at Wendling June 1, 1944.

After earning the baccalaureate degree from New York University, he graduated from Brooklyn Law School in 1951 and has practiced law from then to the present.

The Board of Directors named him corporate secretary Oct. 9.

BOOK REVIEW

By Jim Goar

"CREWDOG" by John Matt.

John Matt, known as 1/Lt. John Mastishowski the navigator on the John Beder crew in the 576/9, has authored a book that is a pure slice of history out of our own time frame.

John is the son of immigrant parents from Galicia, in Eastern Europe where the boundaries of Poland, Czechoslovakia, and the Ukraine meet. He was born and grew up in the Roaring Twenties-Great Depression days, came of age in the skies over Europe, and spent his young adult years with the US global air force as it graduated from propeller-driven craft to sleek jets.

And he tells his story extremely well. When asked if the book was his virgin effort, he admitted that it was; but a reader would never realize it from the lucid flow of words.

Since he is a navigator by trade, his stories have a tremendous sense of place. When following the WWII missions, the reader knows just where the a/c was when it penetrated the enemy's air space; where it turned into the IP; and where the flak and the fighters were encountered.

He remained in the Air Force after hostilities ended, and as a Weather Recon Officer was a Hurricane Hunter, sampled the air for the nuclear bomb tests, and was support in the Korean conflict. As Military Air Transport, he was in the "White House Squadron", whose duty it was to fly government dignitaries literally to the ends of the earth.

Until the Connies came along, he flew in old war-weary B-17's and B-29's, the crews devising new ways to make the old bombers haul people and cargo to all destinations in any weather.

His Squadron of Hurricane Hunters were the first to devise the Draconian strategy of flying into the eye of a hurricane to find out what was going on inside the beast.

He navigated aircraft over the North Pole, over the sandy wastes of the Arabian deserts, and over the limitless expanses of the oceans.

Retiring from the Air Force as Major in 1963, he then became an official of the FAA.

Now retired, he lives in Virginia with his California Girl Pris, who knew how to spell my name right off, by jimmie. They raise horses, and oversee five grandchildren.

If your reviewer sounds enthusiastic about this book, it's because he is.

The book can be purchased from Waterford Books, PO Box 669, Hamilton, VA 22068, for \$28.95, postpaid. It would make a prime Christmas gift for any Crusader or any Air Force veteran.

AIR ANNIVERSARY

Nov. 22, 1941. 35 B-17's were based in Philippines.

AIR ANNIVERSARY

Nov. 28, 1942. First USAAF bombing attack made on Japanese held Thailand.



392nd BG Mem REUNION 50TH ANNIVERSARY CALENDAR

20 MAY Thursday: "Early Birds and Golfers' Mixer"

- 1500 (3:00 P.M.) REGISTRATION AND DISPLAYS
(Hotel EAST Foyer)
- 1700 (5:00 P.M.) EARLY BIRDS RECEPTION
(Cash Bar—Informal)
- 1800 (6:00 P.M.) DINNER ON OWN—HOTEL
(BIG Senior Citizen Discounts!)
- 2000 (8:00 P.M.) HOSPITALITY SUITE OPEN
(Meet & Greet!)

23 MAY Sunday: "Memorial Tribute Day"

- 0830 (8:30 A.M.) SIT-DOWN BREAKFAST
(Hosted)
- 1300 (1:00 P.M.) MEMORIAL CEREMONY
(by buses to Kirtland AFB)
- 1400 (2:00 P.M.) NATIONAL ATOMIC MUSEUM TOUR
- 1630 (4:30 P.M.) HOSTED DINNER & FUN TOUR
(by bus)
- 1900 (7:00 P.M.) HOOP-A-LA AT HOTEL
HOSPITALITY SUITE EVENING!

21 MAY Friday: "C... W"

- 0900 (9:00 A.M.) GOLFER...
(Transport...)
- 1000 (10:00 A.M.) REGIST...
- 1100 (11:00 A.M.) HOSPIT...
ROOM I...
- 1500 (3:00 P.M.) "19TH I...
(Gol...)
- (DINNE...)

24 MAY Monday: "C... M"

- 0830 (8:30 A.M.) SIT-DO...
(A.M. 'til P.M.) FREE T...
Trips! 3...
Open T...
- 1700 (5:00 P.M.) RECEPT...
'til? (Hot...)
- 1800 (6:00 P.M.) GALA M...
PROGRA...

Notes of note: ABQ is also a "Mile High" City; Hotel offers ample auto space par
If driving, Exit #162 on I-40 for MARRIOTT.

Patrick J. Burns

Pat Burns, radio operator on the Paul Henderson crew in the 578th, died Sept. 21, 1992 at Los Angeles. He was 73.

Pat was a Director of the 392nd BGMA, and was also the 392nd's representative on the 2AD ham radio network.

In civilian life, he was a 50 year member of the IBEW, retiring as International Representative.

Having been born in Ireland, Pat's personality always reflected the Auld Sod: hearty good fellow, quick with a smile and a handshake, dependable and honest in his dealings.

Funeral Mass was held at St. Anastasia Church and committal was at Holy Cross cemetery in Culver City. The 392nd's J. Fred Thomas represented the Group at the funeral.

He is survived by daughter Maureen and three sisters. His wife predeceased him by two years.

PROFILE

S/Sgt. William R. Barrett was a gunner on the Eyles crew in the 577th, arriving at Wendling in Feb. 1945.

After the war while at the university of Maine, he became a 2nd. Lt. in the Field Artillery, but instead of following the roar of the guns he entered the fire and casualty insurance business upon graduation and has spent his life in that field, most of it as an independent agent. He sold out in 1991.

He is an avid motorcyclist, BMW brand, also is a computer expert.

He is married to Joan, and they have three children and four grandchildren. They live at 302 N. London Ave., Rockford, IL 61107.

AIR ANNIVERSARY

Nov. 24, 1944. 88 B-29's made first heavy bomb strike on Tokyo.

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.

PX ITEMS

Book, "392nd War Stories", by Col. Myron Keilman, 579th, \$20	[_____]
Book, "Country Boy Combat Pilot", by Col. Bob Tays, 578th, \$15	[_____]
Book, "Liberators From Wendling", by Col. Bob Vickers, 578th, \$25	[_____]
Cap, black, 392nd BG w/gold braid, summer, \$9	[_____]
Cap, black, 392nd BG w/gold braid, winter, \$9	[_____]
Directory, \$4.50 post paid	[_____]
Jacket, white nylon, w/ 392nd BG and Crusader patches, \$20	[_____]
Patch, 392nd, \$1.50 post paid	[_____]
Print, "The Flying Crusader", by Frederick T. Searle, unsigned \$30 post paid	[_____]
Print, "The Flying Crusader", by Frederick T. Searle, signed \$55 post paid	[_____]
T-shirt, 392nd, \$10	[_____]
Add \$1.50 per item for shipping cost (except post paid items)	[_____]
Total	[_____]

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

MEMBERSHIP DUES

WHY NOT SEND IN YOUR 1993 DUES NOW AND GET IT OUT OF THE WAY? (YOU CAN TELL WHERE YOU STAND WITH YOUR DUES BY THE CODE RIGHT AFTER YOUR NAME ON THE LABEL. IF IT IS LM (FOR LIFE MEMBER) OR 93 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 1993, \$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



REGISTRATION REUNION '93



Reunion Events:

NAME(S): _____ SQDN: _____
PLEASE PRINT for ALL Registering Persons)

ADDRESS: _____
(Street; P.O. Box; City; State & Zip)

TEL: () _____

• REGISTRATION FEE for ALL Reunion Events (except GOLF) is: \$129.50 per person.
Reunion events include all scheduled activities to include three (3) Dinners; two (2) Breakfasts;
and one (1) Luncheon/Style Show plus motor coaches and three (3) tour visit events.

◇ REQUEST Registration for () person(s) x \$129.50 per person = \$ _____

◇ "YES," I/We will play in the Golfing Event Friday, 21 May:

• Request Golf for () persons x \$26 per person = \$ _____
(includes Green fee, one-half cart plus "stuff")

◇ TOTAL AMOUNT (Check or Money Order to: CHAS. DYE, Treas.) = \$ _____

✓ Make Payment to: **392 BGMA REUNION '93**

✓ Send Completed REGISTRATION FORM & PAYMENT to: **Charles Dye**
7000 Louisiana NE #1601
Albuquerque, NM 87109

(Cut here and return)

HOTEL RESERVATIONS: Call in—or use the Hotel Form BELOW:

Special Reunion '93, standard room rate is \$57 per night plus tax to be paid at checkout.
NO ADVANCE DEPOSIT OF ONE NIGHT required IF reservations made BEFORE
January 1st! Either CALL IN your request TOLL FREE at (800) 228-9290 or direct to
Hotel at (505) 881-6800 for "392 REUNION '93"—or use form below and mail directly to
the ABQ MARRIOTT HOTEL at address given. DO IT NOW, OK?

392ND BGP—REUNION '93

20 - 24 MAY 1993

A limited number of sleeping rooms have been set aside for your group. Any reservation request
received after the cut off date will be handled on a space availability "first come" basis for both
availability and rates.

CUT OFF DATE 30 APR 93

NAME OF
GROUP

DATES

LAST NAME			FIRST			MIDDLE			DATE		ARRIVAL		DEPARTURE		
FIRM			PHONE			TIME		TIME		CREDIT CARDS		NAME		EXP. DATE	
STREET			CITY			STATE			ZIP CODE			SIGNATURE		Rollaway Beds \$10.00 Children in same room with parents - Free	
SHARING WITH			LAST NAME			FIRST			MIDDLE			Check in after 3 pm Check out - Noon			
ARRIVAL DATE OF SHARING PARTY															

PLEASE CIRCLE TYPE OF ROOM REQUESTED		DOUBLE - DOUBLE 2 BEDS - 2 PERSONS
SINGLE 1 BED - 1 PERSON		TRIPLE 2 BEDS - 3 PERSONS
DOUBLE 1 BED - 2 PERSONS		QUAD 2 BEDS - 4 PERSONS

ALBUQUERQUE Marriott

2101 LOUISIANA BOULEVARD NE (I-40 at Louisiana)
ALBUQUERQUE, NEW MEXICO 87110 • (505) 881-6800

8AF PLANS MEMORIAL AT DAYTON MUSEUM

As a tribute to the 26,000 airmen of the U. S. Army 8th Air Force who gave their lives; to those who survived but returned wounded, maimed, and incapacitated; and to those who suffered imprisonment and deprivation as prisoners of war; an 8th Air Force Memorial Control Tower is planned to be erected at the U. S. Air Force Museum at Wright-Patterson AFB in Dayton, Ohio. It will be a duplication of the RAF type control tower that was on all U. S. airfields in the U. K.

The Memorial Control Tower is a reminder to all of the younger and future generations that the fight against tyranny during WWII was won, but at tremendous cost.

The campaign to fund the Memorial is under way. All contributions are tax deductible and will be acknowledged. Please mail contributions to:

Mr. Edward Creeden
Treas, 8AF Memorial Museum Foundation
RR2 Box 598, Sussex, NJ 07461

PROFILE

M/Sgt. Cleon Barber, more commonly known in the 578th as C.M., was a crew chief. (See story, this issue, "Line Shack").

He was a member of the original cadre, joining the 392nd at Davis-Monthan Air Base.

After the war he was a machine operator at Talon, Inc., the zipper people; and also carried the U. S. mail as a Star Route contractor. He is now retired and does a lot of fishing.

After becoming a widower, C. M. married Evelyn and they live at RR 1 Box 331, Townville, PA 16360.

WENDLING MEMORIAL FLAGS STOLEN; VILLAGERS ANGRY

Reports have reached the U. S. that the Union Jack and the Stars and Stripes that were flying at the Memorial were stolen and a car was driven at high speed around the Memorial car park scattering the gravel. This happened early in September.

Several villagers around Wendling have written U. S. acquaintances about the incident, expressing dismay and anger.

When the news reached the Crusaders gathered at the 2AD convention in Las Vegas and the 8AF convention in Louisville funds were immediately forthcoming to replace the flags.

Col. Lawrence Gilbert, president of the 392BGMA, said "While it is just too bad that things such as this happen, it is highly gratifying to our members that the Beeston people really care about that monument. We are deeply grateful to them for their interest and involvement."

PROFILE

John Chelenyak was the flight engineer and top turret gunner on the Brandt crew in the 577th. Later he was on the Kerr lead crew in the 579th. He joined the Group at Wendling on Sept. 4, 1944.

The crew survived a crash landing with no injuries on Jan. 1, 1945, when they made a forced landing at Mons, Belgium, having run out of fuel.

John worked for the Ford Motor Company and retired from a supervisory position in 1981.

He is married to Rose Mary and they live at 11181 Oxbow, Livonia, MI 48150. They have 2 sons and 3 grandchildren.

AIR ANNIVERSARY

Nov. 8, 1950: First jet plane aerial combat in history took place in Korea.

PROFILE

1st Lt. Milton P. (Mike) Anstey was the navigator on the Shaw crew in the 577th. He arrived at Wendling in November 1944.

He was recalled to active duty 1951-52, and served as chief administrative officer at the AF plant representative office with the General Electric and Chevrolet companies.

He has spent his entire civilian career in the property and casualty insurance business, retiring in June 1992.

He is married to Ruth, and they have a son and daughter. They live at 21 Deepwood Drive, Avon, CT., 06001.

AIR ANNIVERSARY

Nov. 2, 1943: The 15th AF flew its first mission of WWII.



REGULATIONS

Operation of aircraft as set forth by
the UNITED STATES AIR SERVICE.

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning short, have someone lift the tail around.
4. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
5. Pilots should carry handkerchiefs in a handy position to wipe off goggles.
6. Riding on the steps, wings, or tail of a machine is prohibited.
7. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
8. No machine must taxi faster than a man can walk.
9. Do not trust altitude instruments.
10. If you see another machine near you, get out of its way.
11. Before you begin a landing glide, see that no machines are under you.
12. Hedge hopping will not be tolerated.
13. No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
14. Pilots will not wear spurs while flying.
15. If emergency occurs while flying, land as soon as you can.

The source of this tattered clipping is unknown, except that the original came from General E. R. "Pete" Quesada.



"Whoa! You mean, like, you actually were a World War Two bomber pilot?"

Contributed by J. D. Long, 578th

PROFILE

Lt. Col. James A. Green, USAF (Ret) was co-pilot on the Bridson crew in the 578th Squadron. He joined the Group at Wendling in February 1944.

He was shot down 11 July 1944 over Munich. The a/c crash landed in Switzerland, and Green escaped from internment camp in October, arriving back at Wendling in November 1944.

He was flying instructor in the Training Command and a transport pilot in ATC, MATS, and MAC. He graduated from the Air Tactical School and the Staff College of the Air University. His assignments included Japanese occupation; RCAF exchange in Canada; Korea, Germany, and Vietnam. He retired from the Air Force in 1968 with over 15,000 hours of flying time.

As a civilian, he was a commercial airline pilot and a sales manager for a California construction company.

He is married with five children and three grandchildren. He lives at 405 Mills Drive, Benicia CA 94510.

PROFILE

Lt. Col. Ben Foote, USAF (Ret) left the 578th as a 1/Lt. navigator for an assignment at 8AF Hq after flying 30 missions from Wendling from May to September 1944. At Headquarters in High Wycombe Ben became the navigator on the Combined Operational Planning Committee, headed by Maj. Gen. Orvil Anderson. He

served there until June 1945 and came back to the States with Hq. USSTAF to assist in the writing and editing of an official publication on ETO air operations.

Separated from the service in January 1946, Foote moved from his native Pennsylvania (he's a Pitt graduate) and became a featured sports writer with the Phoenix (Ariz.) Gazette. He ended his newspaper career in 1961 to become press secretary to Arizona Gov. Sam Goddard. Following his political stint, Foote returned to the sports field as a publicist in 1967.

In the latter field, he developed a happy association with the late J. C. Agajanian, Indy 500 car owner and auto race organizer. Ben eventually became executive vice-president of Agajanian Enterprises, Inc. and moved to California in 1972. He still works part time with Agajanian's sons.

Currently a resident of Redondo Beach with Marie, his wife of 48 years, Foote has enjoyed a parallel reserve military career. He was ROA national councilman in Arizona for five years and is now active in Southern California's J. H. Doolittle chapter of the Air Force Association.

AIR ANNIVERSARY

Nov. 5, 1912. First artillery adjustments made from a plane in the U. S.

NO PLACE TO GO BUT UP

Last night as I lay sleeping
I died, or so it seems.
Then I went to heaven
But it was only in my dreams.

But it seems St. Peter met me
There at the pearly gate
He said, "I must check your record
Stand right here and wait."

He returned and said, "Your record
Is clouded up with flaws.
But on Earth I see you labored
For a very worthy cause."

"I see where you drank alcohol,
And used tobacco, too.
Fact is, you've done everything that
A good man should never do."

"We can't have men like you up here,
Your life is full of sin"
Then he read the last of my record,
Grasped my hand and said, "Come in."

He took me up to the big boss and said,
"Take him in and treat him well.
For he served with the 392nd
He's had his share of hell!"

Author unknown

This little ditty, contributed by Ernie Barber, 578th, went the rounds in WWII. All the holder had to do was substitute his outfit on the next to the last line.

PROFILE

1st Lt. Raymond H. Kopecky was a radar navigator in the 579th Squadron, joining the Group at Wendling in October 1944.

He matriculated at both the University of Houston and Rice University, graduating from Rice in mechanical engineering in June 1948. He then spent his entire professional career with Armco Steel, retiring in 1982.

He married Norma Jean Heitmann in 1946 and they have three daughters and a son; and four grandsons. They live at 210 Skylark Road, Pasadena, TX 77502.

PROFILE

1st Lt. Ray Dunphy was the navigator on the 578th's GI Jane. He arrived at Wendling in November 1943.

After the war, he was engineer and production supervisor in the Packard Electric division of General Motors from 1945 to 1957. He then became affiliated with Franklin Electric, Bluffton, IN., retiring in 1983.

He and wife Lucille live at 1240 Kenwood Dr., Bluffton, IN. They have three children and 5 grandchildren.

AIR ANNIVERSARY

Nov. 16, 1959. Capt. J. W. Kittinger parachuted from an altitude of 76,400 feet.

Memorial Association ON '93 BIRTHDAY CELEBRATION SCHEDULE



20 - 24 MAY '93

**Members' Day and
comings"**

TEE-OFF

(on Provided)

ATIONS OPEN

ITY SUITE AND MEETING

SPAYS

OLE"

Course)

ON OWN TONIGHT)

**Golden Anniversary
Memorial Day"**

BREAKFAST (Hosted)

Local Sights & Local Scenes &

2nd Hospitality Suite

ol

ON (CASH BAR)

East Foyer)

MEMORIAL BANQUET—

& DANCING

**22 MAY Saturday: "General Membership &
Ladies' Day"**

0800 (8:00 A.M.) **BREAKFAST (On Own)**

0830 (8:30 A.M.) **REGISTRATION AND DISPLAYS**

1000 (10:00 A.M.) **GENERAL MEMBERSHIP MEETING**

1130 (11:30 A.M.) **SIT-DOWN LUNCHEON (Hosted) &
STYLE SHOW**

1415 (2:15 P.M.) **"OLD TOWN" TOUR / VISIT**

1800 (6:00 P.M.) **RECEPTION (Cash Bar, East Foyer)**

1900 (7:00 P.M.) **SIT-DOWN DINNER (Hosted) &
BIG '40s "LIVE NIGHT!"**

25 MAY Tuesday: "Til We Meet Again—Soon!"

1200 (12:00 P.M.) **(Checkout)**

— or —

STAY AND SIGHT-SEE!

FOND "FAREWELLS" &

**PLEASE HAVE A SAFE JOURNEY
HOMEWARD!**

ing and RV parking; Hotel runs airport van service regularly.

CRUSADER'S A-2 JACKET ON DISPLAY AT DAYTON MUSEUM

Ben Jones, the 392nd's young associate from Litcham, visited the U.S. this summer. While at the Air Force Museum at Dayton, his sharp eyes and inquiring mind spotted a Crusader emblem on an A-2 jacket which was on display. It was barely visible because the back of the jacket was presented to the viewer.

Further information received from Col. Hilliard of the AF Museum and Col. Ned Humphreys of Bombardiers, Inc. reveals that the jacket was once worn by Lt. James Mountain of Burlingame, CA. He was a 576th bombardier, now deceased.

Like Kilroy, Crusaders are or have been nearly everywhere. Occasionally we can catch a glimpse of their imprint.

DONATE A BOOK TO WENDLING AREA SCHOOL LIBRARIES

The 392BGMA has been involved not only with the 2AD Memorial Library at Norwich, but also has established small libraries at the Litcham High School Library and the Beeston Elementary School.

The libraries would welcome suitable books to add to their shelves. Of particular interest are subjects covering the US-British alliance in WWII, but books about American culture are also welcome. The English kids, who see a lot of American movies, are interested in Western and Indian lore.

Send the books to Mrs. Wendy Carter, Church Farm, Beeston, King's Lynn, PE 32 21 Y Norfolk, England. The cost of mailing is not inconsiderable, so the value of your donation is greater when you also contribute the postage.

FLORIDA STATE 2AD MEET PLANNED AT ORLANDO FEB 7 '93

Billed as the February Florida Fiesta, a 2AD regional reunion is scheduled at the Clarion Hotel in Orlando Feb. 7. The organizing group, headed by Col. Gilbert, is composed mostly of Crusaders.

The restored and combat configured B-24 "All American" and the B-17 #909 will be there Feb. 6 and 7.

Addressing the evening banquet will be Tom Riley, the director of the War Bird Museum at Kissimmee. Mr. Riley directed the restoration of the "All-American."

If you served in the Second Air Division during WWII you can get in on the fun (and the low hotel rates) even if you're not presently a member of the 2AD Association. Just include an application for membership when you send in your registration form.

Snowbirds as well as Florida residents are invited to attend.

This is an opportunity to visit Orlando and make, and renew, old 2AD acquaintances. You may do this at an ideal time during the winter season while staying at a first-class hotel at very attractive rates.

While the reunion will officially convene for only one day, the hotel has agreed to a \$55.00 per night rate for the three nights preceding the reunion and also three nights after the reunion. This amounts to a full week to leisurely visit Orlando area attractions such as Disney World, Sea World, Universal Studios and the Space Coast. Frequent round-trip transportation at reasonable rates will be available from the hotel to these attractions.

Florida members of the 2AD association will receive full details by mail. Members living outside Florida and non-member WWII 2AD veterans can receive additional information by writing to:

Col. Lawrence G. Gilbert, USAF (Ret)
1482 Granville Drive
Winter Park, FL 32789

PROFILE

S/Sgt. Dick Esenwein was the nose-tail gunner on the Alex Majeski crew in the 577th, arriving at Wendling in Nov. 1944. They were shot down on Dec. 31, but were able to crash land in Belgium on a friendly base. There were two wounded aboard. Dick also weathered three other unscheduled landings in France and Belgium.

After the war he spent 35 years in the graphic arts, retiring in 1986.

He has traveled extensively since retiring and has visited the old base at Wendling. He works as a volunteer in the U. S. Forest Service and also is a Red Cross volunteer.

He lives with wife Barbara at 1939 Crescent Drive, Grand Rapids MI 49503. They have two daughters and four grandchildren.

578TH'S FIRST CO ON LIFE AFTER LEAVING THE ETO

Most of us were citizen soldiers. When the war was over, we went back to school, bench, or plow. But what about the career soldier? Some were experienced airmen when the war broke out, and the war brought them to field grade. Here in his own words is what happened after leaving Wendling to Col. Warren Polking, who as Capt. Polking took command of the newly born 578th squadron in Jan. 1943.



Capt. Warren A. Polking
At Alamogordo in 1943

"I left England for rest and recuperation, having volunteered for another tour after being enticed by a half-promise that I would be promoted to full Colonel. I was boarding the bus to the Queen Mary and back to the ETO when I was handed a new set of orders to report to the Training Command at Ft. Worth, Texas. The Commanding General explained to me that the Training Command needed my experience.

"They got it. The group of combat returnees of which I was the ranking officer were marched to classes by second lieutenants and treated by the staff with malice. I made my report to the General and there was an abrupt attitude and personnel change.

"I became involved in instrument flying instruction and was second in command at Lubbock; squadron commander at Randolph; and then held a staff position at Hq. Flying Training Command.

"In 1947 I found myself back in England again, assigned to the U. S. Embassy, with duty as instructor and staff officer at RAF Hullavington. One of every aircraft in the RAF inventory was based there, and I contrived to fly them all.

"Once on a flight in a Spitfire my radio went out on an overcast day and I

was barely able to make an emergency landing, not at my own field. When the Brits saw me in my American uniform climbing out of the Spit, I got a lot of good-natured razzing. They gave me a road map and told me to follow the Roman road to my base, 60 miles away.

"Then it was back to the States, and assignment to Barksdale in Louisiana and Scott in Illinois. It was at Shreveport that I met my wife, Dette.

"1951 found me at the Embassy in Paris, and it was during this tour that Dette and I were married.

"After Paris, it was a year at the Air War College and then four years at the Pentagon, working in the Joint Chiefs of Staff office.

"Then in 1959 I was assigned to Hq. US Forces Japan. In 1962, still in Japan, I became seriously ill and wound up at Walter Reed Hospital, Washington.

"After discharge from Walter Reed it was back to Randolph, where I was retired in 1966 following a heart attack.

"We moved to Mexico and spent 15 years there. My health improved and Dette resumed her oil painting. I did a variety of things: mostly helping US citizens in Mexico. I also made several investments and did consulting work.

"In 1982 we left Mexico and spent some time in California, with long trips to Europe; lived for a while in a French Basque village on the Bay of Biscay and bordering Spain.

"Ended up sick in Lisbon, flew back to the States, spent some time in Louisiana and then a couple of years in San Diego.

"After being treated for lung cancer in San Diego, we came to San Antonio in 1988.

"I was born on a farm just west of Breda, Iowa, on Dec. 9, 1917 in the middle of the night in a howling blizzard. The only light was from a kerosene lamp; water was carried from a well about thirty yards away and heated on a stove burning corn cobs.

"We've been in San Antonio almost four years now. Sometimes I dream that we are being transferred. Like the elephants who go back to their place of birth to die, could it be that in the old deserted Iowa farm house where I was born 75 years ago, there is a kerosene lamp still casting a dim light, beckoning?"

*

Footnote by Jim Goar, whose first assignment as an officer was in Col. Polking's squadron: Col. Polking's first reunion was at Pheasant Run a few years ago. He ran into one of his former pilots who asked him what happened to that skinny little guy who used to command the 578th. But after some reminiscing about the take-offs in the fog, the enemy fighters and the flak, the pilot started calling him "Sir".

And that's the way it was and is in the 392nd.

AIR ANNIVERSARY

Nov. 7, 1907. Signal Corps allotted \$25,000 to procure an airplane.

CRUSADERS WELCOME BEN JONES, LITCHAM, WHEN VISITING U.S.

Ben Jones is a young Englishman in his early twenties who grew up in Litcham and spent much of his childhood and now most of his spare time in studying the 392nd and its presence at Wendling during WWII.

Known as "the kid on the bicycle", he came pedalling up to a group of Crusaders who were visiting the base about 1988, and told J. D. Long that he had some parts of a crashed 392nd aircraft that he had dug up from a field near the base. One thing led to another and soon Ben became a Crusader. His family has hosted 392nd people on their visits to Wendling; and his father Mervyn was instrumental in putting together and publishing the print of P-Bar, The Flying Crusader.



Gathered around the 392nd Memorial at the Dayton AF Museum are Birdie Larrick, Bill Case, Ben Jones, Pam Creed, Lou Stephens, and Virginia George.

Ben visited the States in 1989 and attended the Hilton Head 2AD convention as a guest of J. D. and Emily Long. In July of this year he returned to the "Colonies" with friend Pam Creed and visited Joe Landers, Jim Marsteller, and Jim Goar.

The young and personable associate Crusaders saw many sights: New York and Chinatown, two air shows (they were interviewed on television at one of them) Gettysburg, Washington, the Indianapolis Speedway, the Dayton AF Museum, and the Indiana Dunes State Park at Lake Michigan. Ben noted there that it was strange to be walking on a sandy beach 1000 miles inland.

Ben also had this typical British understatement of the distances in the U.S. as compared to the U.K.: "It must be disheartening for a cyclist to top a rise and see that he has yet five miles to go."

392BGMA ANNUAL MEETING HELD AT 8AF LOUISVILLE

The official corporate meeting of the 392nd Bombardment Group Memorial Association was held at Louisville, Ky, on Oct 9, 1992 during the 8AF convention. It has been the policy of the 392BGMA to rotate the annual meeting between 8AF and 2AD.

The gathered Crusaders heard from their officers that finances are sound and that the Memorial is intact and being well cared for. There were no power brokers circulating petitions to replace the officers, as was the case with the 8AF. In fact, "Throw The Rascals Out" is heard so often at the 8AF that some wags call it the 8th Air Force Hysterical Society.

Directors elected for the class of 1995 were Carroll Cheek, Howard Ebersole, and David Greene. Keith Roberts was elected to fill the vacancy of Pat Burns, deceased.

The Directors elected the following officers for the coming year: Lawrence Gilbert, president; Carroll Cheek, vice president, Memorial; David Greene, secretary; and Charles Dye, treasurer.

The Board of Directors is now constituted as follows:

Class of 1993

Herman Garner, Jim Goar, and J. D. Long

Class of 1994

Charles Dye, Lawrence Gilbert, Barney Glettler, Cliff Peterson, Joe Whittaker, and Keith Roberts.

Class of 1995

Carroll Cheek, Howard Ebersole, and David Greene.

The next annual corporation meeting will be held at the Albuquerque stand-alone Reunion May 20-24, 1993.

Those in attendance were Louis Affinito, Tom Alexander, Gil Bambauer and Martha, Ernie Barber, Luther Beddingfield, Lloyd Bennett, John Buschman and Margie, Cleto Combs, John Conrad and Wanda, Gerald Douglass and Barbara, Ray Dunphy and Ceil;

Wesley Durant and Joanne, Charley Dye and Helen, Howard Ebersole and Joanne, Art Egan and Teddy, George Fetter, Herman Garner and Annette, Lawrence Gilbert and Margie, Jim Goar and Virginia and Jim's daughter Debbie Beigh, James Green, David Greene, John Griffin, Bob Hamill, Bob Harned, James Harvel, Jim Hoover and Rebecca;

Jack Jones and Katherine, Arlo Jones and June, Bill Jordan, Sally Kauffman, Stephen Kinzler and Marie, Annunzio Legato, J. D. Long and Emily, John Malloy and Peg, Jim Marsteller and Karen, Jim McFarland and Deloris, Joe McNeil and Anno Jo, Cliff Peterson;

Fred Rider, Keith Roberts, Birdie Larrick, Dave Scott, Jim Smith and Celia, Guy Spinelli and Madeline, Bob Tays, Charles Thomas, Bob Vickers and Lois, Estelle Weems, Stanley White, Ben Whitmore and Betty, and Stan Zybort and Mildred.

72 CRUSADERS AT 2AD MEETING IN LAS VEGAS

Those in attendance at the Convention at the Riviera Hotel Oct 4-7, 1992 were: Vern Baumgart; Joe Bonanno and Anne; Bill Bowen and Sarah; Floyd Bull and Roberta; John Conrad and Wanda; Adolph Dans and Lois; Virgil Dopson and Phyllis; Arnold Dovey and Cleome; Allen Duff and Elizabeth;

Walt Fialkewicz and Carmeline; Fred Hollien and Lorraine; Ed Holmes and Lee; Bill Jurczyn and Renella; John Kamacho and Kitty; Ralph Kieffer and Larue; Myron Kielman and Blanche; Ray Kopecky and Norma Jean; Harry Kruse; Larry Lassins and Claire;

Larry Nielson and Kathy; J. D. Long and Emily; Bill Long and Vi; Lynn McKim and Eda; Oak Mackey and Maxine; Bob Mitchell and Jo; Ed Popek and Erma; Emil Riha and Peggy; Roland Sabourin; John Samsell and Dolores; Otto Sanders and Marguerite;

Bill Singleton and Thelma; Fred Thomas and Elva; Chris Trautman and Kristi; Harry Vasconcellos and Edythe; Joe Westbrook and Mary; Norb Wick and Marian; and Bob Wickens and Mary Ann.

PROFILE

1st Lt. Arnold J. Dovey was a radar navigator in the 579th. He arrived at Wendling in August 1944.

He has been associated with the aircraft industry in civilian life in the design and marketing of components and systems for aircraft.

He and wife Cleome have two sons, one of whom is a USAF fighter pilot. The Doves live at 208 Via Ithaca, Newport Beach, CA 92663.

MORE ON UMBRIAGO

A story appeared in the August 1992 issue of the 392BGMA NEWS about a book written about WWII a/c named Umbriago.

This issue has further information about the 392nd's Umbriago. (See "Last Landing for Umbriago.")

We reported in the August issue that another a/c, Umbriago II, was lost on the Dec. 31, 1944 mission to Euskirchen, with the Majesky crew. This appears to have been in error. Dick Esenwein, the nose-tail gunner on that crew, writes to tell us that the Majesky crew did in fact crash land on the continent that day, but not in Umbriago II. Their aircraft was Trips Daily.

Facts about the "other Umbriago" are a little hazy. Bob Tays, 578th pilot and author of the book "Combat Bomber Pilot", says that his crew flew some missions in # 337, "Oombriago". Quintin Wedgeworth's inventory of the 392nd a/c which is generally found to be accurate has #337 named Umbriago II and shows it going down on Dec. 31, 1944. However, he shows "Trips Daily", the Majesky a/c, as MIA Dec. 2, 1944.

Quintin passed away May 1, 1991, so we can't ask him. Maybe some Crusader out there can straighten out the matter.

LINE SHACK



M/Sgt. Cleon Barber, 578th, is shown in front of his line shack in late 1944 or early 1945. Note the travel agency ad on the wall of the shack.

As the 392nd settled down for the long pull, many of the tents that were used by ground crews were converted to shacks using any kind of lumber available, mostly crates that bombs were shipped in.

Line crews were working on the aircraft at all hours and in all weather so many of the crews literally lived in the line shacks, close to the planes they were serving. This caused much dismay to adjutants and first sergeants who favored orderly barracks life; but was much in favor of engineering officers and flying crews who appreciated the line crews' being near the line ready to work on the planes.

M/Sgt. Cleon Barber, along with his namesake and fellow 578th crew chief M/Sgt. Ernie Barber, crewed many 578th a/c. Among some of the ships crewed by CM, as he was known as, were 517 Model T, MIA July 7, 1944; and 241 Jolly Duck, piloted by Carroll Cheek. It crash landed in The Netherlands Feb. 22, 1945 after Cheek had finished his tour.

(See Profile, this issue, on Cleon Barber).

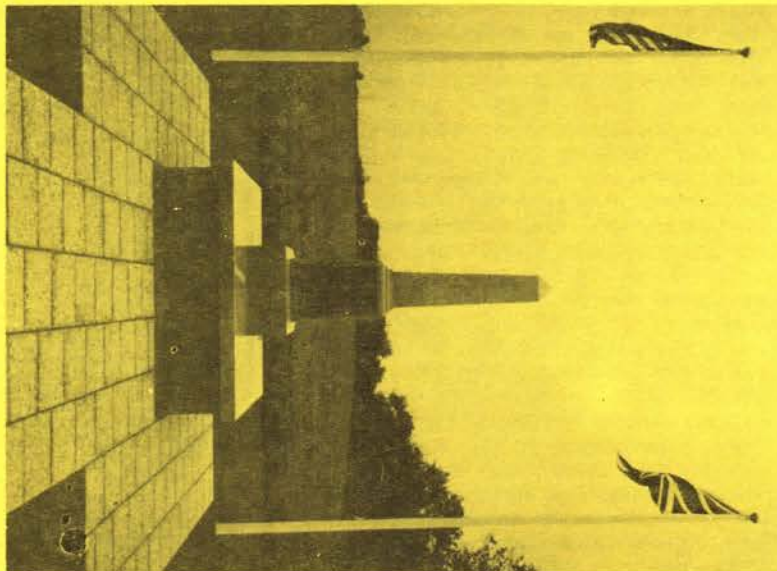
FOLDED WINGS

Ellwood Adams, Sept. 4, 1992
Pat Burns, 578, Sept. 21, 1992
Marcel Chanson, 1992
Robert L. Farley, 576, early 1980's
John E. Hall, Assoc.
John R. Hummell, Jr., 576, 1973
Elmer Jost, 1992
Thomas Lein, 578, 1991
Harry H. Lyons, 576, early 1950's
Vic Mastron, 578, Oct. 15, 1992
Charles G. Purvis, 576, early 1970's
Smith, William, 1991 (Not Wm. E., 576)
Teipel, Henry, 1991
Wagner, Lester L. 576, June 17, 1991
Weiland, Harold (Doc) Hq. 1973

NEWS



392nd BG Memorial Association



THE REFRUBISHED MEMORIAL AT WENDLING

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