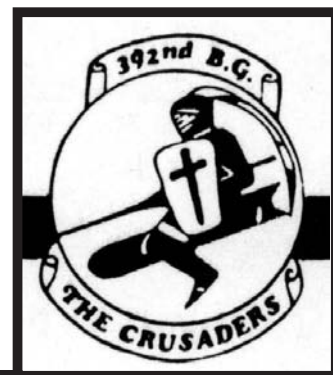


392nd Bomb Group Memorial Association

NEWS

Volume 27

September 2013



THE MIGHTY EIGHTH RETURNS TO SAVANNAH

In July, the Mighty Eighth went home to Savannah, Georgia, where it was activated in 1942. There, the 2013 reunion of the 8th Air Force Historical Society (8AFHS) was a resounding success. Over 315 people representing 40 different bomb groups were present. Eight veterans and many first-timers were among the 40 Crusaders who attended, proof that while our organization is getting smaller, it is still vibrant and effective.

John Gilbert, a Director and "our man in Norfolk" also joined us.

Highlighting the reunion was a tour of the National Museum of the Mighty Eighth Air Force. At the Research Center, Dr. Vivian Rogers-Price gave *News* editor Annette Tison a CD of 350 photos of the 392nd BG from the Center's collection, most not in our own archives. They will be added to our website and appear in the pages of future newsletters.

392nd BGMA Business Meeting

The annual meeting opened with a display of close-order drill by the veterans present, aided by British Army Color Sergeant John Gilbert and current USAF Reservist Ben Jones. President Jim Goar, once a drill instructor, still remembers how to put airmen through their paces and the veterans ably responded.

Welcoming remarks by Jim Goar were followed by the 2AD Fanfare, Pledge of Allegiance, and recitation of the 392nd BG Prayer by chaplain Tom Perry.

Secretary-Treasurer Annette Tison gave the status of

our organization: 335 total members (down 17 from the 2012 reunion), including 117 veterans (35 percent of the membership), 37 widows, 37 Friends, and 144 second-generation and other interested persons.

Financially, our uncommitted funds continue to hover around \$20,000 as they have for years. Of concern for our fiscal health, though, is that about 36 percent of our group pay no dues because they are Life Members. If you are able, please send in a donation to help solidify our financial future as membership continues to shrink.

The minutes of the last meeting and the treasurer's report were approved.

President's Awards

Jim Goar presented the President's Award for "extraordinarily meritorious achievement" to Tom and Jill Scott, Trustees of the Wendling Memorial and long-time caretakers of the grounds; Toni Weed, who was our interface with Beeston School in the early days; Henriette Thomason, who was PX Coordinator for many years; and Teddy Egan, who helped get the organization started and was long-time chairman of the Membership Committee. Jim noted that at its peak, the 392nd BGMA had about 1,300 members thanks in large part to Teddy's efforts. Plaques will be mailed to the recipients.

Future Reunions

The high cost of attending a reunion was discussed. Vice

See REUNION on page 4



Standing: Jim Goar. Sitting, L-R: Tom Perry, Aubrey Burke, Harvey Naber, Will Davis, Oak Mackey and Jack Rotzien. At far right: Bob Harned.



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Annette Tison, Editor

Jim Goar, Editor Emeritus

FROM THE EDITOR

Statistics. Joe Ortiz (576th Sqdn tail gunner, POW 13 Nov 1943) recently asked about the 392nd's original crews. I used copies of the military orders that sent crews from the 576th, 578th and 579th Sqdns overseas, plus a roster for the 577th when it was in Topeka, Kansas, before going overseas to define who the "original crews" were. I then went through my records and determined as best I could what happened to those 350 men. Their fates:

38% were killed in action

28% completed their combat tours

16% became POWs

9% were transferred out of the 392nd, fates unknown

3% did not finish their combat tours with the 392nd due to hospitalization

3% were interned in a neutral country

2% did not finish their combat tours for unknown reasons

Disregarding those who were transferred out, less than one third of the 392nd's original 350 airmen completed their combat tours. The early crews did indeed pay a heavy price.

Hung Up Bombs. Bert Prost, waist gunner on the Wittel and Paroly crews (576th), says he also had an experience with hung-up bombs. On a mission in mid-June 1944, his plane carried thirteen 100-pound fragmentation bombs in each bomb bay. Three bays released perfectly, but the bombs in the right front bay got hung up. He was sent from the right waist position to fix the problem. He went to the bomb bay with "relative enthusiasm" but immediately realized he couldn't wear his chute and had to take it off. He tried to use a screwdriver to pry the bombs loose, but it bent. He called the pilot (Paroly) who sent back the bombardier to help. Together, they got the bombs to release. To this day, Bert remembers thinking over and over again, "Don't look down!"

Website email. This email from Norman Watson is a reminder that the 392nd may be gone from England but its airmen are certainly not forgotten: "In 1944 I was five, and evacuated from London to stay with relatives in Dereham for safety. (In fact my people came from the village of Wendling). In Dereham Market Square I identified a Lightning (twin fuselage) flying low. (At that age we all had to know our aircraft recognition). An American Airman bent down to me and gave me some chewing gum, a real treat then for children, because I had correctly spotted an aircraft. Now I

had no idea if he was from Wendling, but to this day I remember this kindness and this is a chance to say 'thank you' to our American ally, whoever he might be, and for readers out there to know how we loved those uniforms."

From Ireland: "I am a relative of 2/Lt Daniel P. Kelleher, my Mum was his first cousin. I was amazed and grateful to find here the story of his final mission [24 Feb 1944]. All we knew, here in Ireland, was that he was 'killed in the war.' It really meant a lot to learn so much about the Gotha mission on which he lost his life. Thank you all so much for that."

From the granddaughter of S/Sgt Maurice Lampe, waist gunner on the Whittemore crew and POW 23 June 1944: "I have found a lot of information about my grandfather. Because of your website, I have also been able to read up a little on something grandpa never talked about—the Death March. It is quite humbling to get just a small glimpse of what he went through while a POW. I thank those of you who have researched all this information."

A friend of 579th pilot H. Bruce McClellan writes, "I knew Bruce as the long-term headmaster of The Lawrenceville School, near Princeton, NJ... Along the way, I learned he had been a bomber pilot in WW2, and only after a number of visits to a friend and colleague who taught 40 years at the University of East Anglia did I come to understand the magnitude, skill, and everyday courage of his service and that of his colleagues. My friend and I once visited the cemetery near Cambridge; it had a solemn beauty though I thought the crosses went on for ever. This 392nd site should help deepen my understanding in preparation for my next visit to Norwich and East Anglia, as well as understanding more of what Bruce experienced."

Folded Wings. The 392nd BGMA mourns the loss of Keith Rowland on 14 Aug 2013. His widow Edor and family will continue to graciously allow American visitors around their property so they can see what's left of Station 118.

When I learned of 576th Sqdn pilot Raymond D. Johnson's death, I looked through my files to see if I had any information about him. There, I found an email he wrote in April 2011 that says, "I am proud to tell everyone that I was a B-24 pilot. It carried me and my crew on 35 bombing missions over France and Germany through heavy flak. We landed on the return on all 35 missions with all four props turning. (Some say I cheated with that claim, because I admit that I unfeathered a prop on the final approach to continue the record). I was the only one of my crew injured with a piece of plexiglass in my skull." What a tribute to a wonderful plane from a grateful pilot.

Dues. If the number "13" is after your name on the mailing label, your membership expires in December. Please renew!

President's Message



The presidency of the 392BGMA affords me many privileges, for which I am grateful. Not the least of these is the opportunity to see the newsletter in its pre-publication form, because Annette sends it to me for proofreading. I was, as you will be, again amazed at her ability to turn the spotlight on the 392nd.

In the lead story she placed Who What Where When together in a succinct manner. Her headline and lead paragraph told it all.

At Wendling we knew nothing of missing crews. Her Oberpfaffenhofen mission story revealed hours and hours of painstaking inquiry into the official records and now we know about the KIA's and MIA's.

As the former editor of the NEWS I have watched with joy the blooming of her right to be called a "news hen."

During WWII we were not called "Crusaders." That name came after the war with Bob Vickers' 1977 history titled "The Liberators from Wendling." Two decades later, our anthology was titled "Twentieth Century Crusaders."

Cpl Tommy Mullins, 576th Sqdn S-2, is generally believed to be the the artist who produced our emblem, a knight armed with a lance riding a bomb.

At our reunion at Savannah I was presented a tie by John Gilbert, "our man at Wendling." The emblem on the tie is a knight armed with a lance riding a horse. John tells me that East Anglia's link to "Crusaders" goes back centuries.

All of which gives rise to the question: Were Col Vickers and Cpl Mullins inspired by East Anglia's history or is it all a coincidence?



L-R: An East Anglian Crusader, the Crusader drawing from the cover of Bob Vickers' book, and the Crusader that adorned many A-2 jackets.

If you will refer to Annette's "From The Editor" column on page 2 you will see under the heading "Website email" instances of the tremendous outreach of our website, www.b24.net. We give thanks to Bob Books for the management of this powerful tool.

Blue Skies,
Jim Goar

PX Note. 392nd BGMA white, short-sleeve polo shirts are again available, in sizes M, L, XL, and 2XL. Cost is \$30 for US shipping and \$40 for overseas mailing. Complete your outfit with a khaki 392nd BGMA ball cap, perfect to wear year-round. Cost is \$25 for US mail or \$35 for international shipment. Send your check payable to "392nd BGMA" to Annette Tison (address on page 2) or order on-line at <http://www.b24.net/392nd/lit.htm>. They're perfect Christmas gifts!

US, UK FLAGS RAISED AT LIBERATOR MEMORIAL

On 12 Aug 2013, American and British flags were raised for the first time over the Liberator Memorial in Cheshunt, Hertfordshire. The Memorial honors 2/Lt John D. Ellis and crew, 577th, who 69 years earlier had become victims of prop wash while on a mission to Juvincourt Airfield, France. In their last act, pilots 2/Lt Ellis and F/O Samuel C. Stalsby steered their plane so it crashed in a field rather than in the town of Cheshunt. As a result, the ten Americans were the only casualties.

In his opening remarks, Memorial Trustee and 392nd BGMA member David Parnell reminded the audience, "Two and a half years ago, thanks to benefactor Lee Williamson and Ernie Havis, we unveiled this wonderful monument to ten of America's finest. Today, we take this memorial project to its final level by raising the Union and American flags alongside each other. This symbolic act reinforces and enhances the bond that has remained between our town and the United States for the last 69 years."



Aided by local scouts and cadets, Colonel Travis Willis, USAF, raises the American flag for the first time at the Liberator Memorial in Cheshunt.

Members of the 2nd Cheshunt Scout Group and the Waltham Cross detachment of the Army Cadet Force presented both flags in a military style parade. Colonel Travis A. Willis, USAF Air Attaché at the American Embassy in London, raised the Stars and Stripes, which was followed by his national anthem. Scout Molly Matthews raised the flag of the United Kingdom on behalf of the people of Cheshunt, followed by her national anthem.

In An Act of Remembrance, Peter Headington of the Hertfordshire Lodge of the Legion said, "Let us remember before God and commend to his sure keeping, those who have died for their country in war and peace; those whom we knew and those whose

memory we treasure, and all who lived and died in the service for their country and mankind. Amen."

In honor of his fallen comrades and in recognition of their shared service in the Air Force, Colonel Willis read the names of the Ellis crew: "We especially remember on this day John D. Ellis, Samuel C. Stalsby, Robert B. Cox, Clare W. Hultengren, John H. Holling, Stanley F. Jankowski,

See FLAGS on page 5

REUNION from page 1

President Bob Books will explore ways to lower the cost, including reducing the number of days or having a 392nd BG stand-alone reunion. His findings will be published in a future issue of the *News*. Contact him at books@b24.net or (850) 458-0777 with comments or suggestions on this issue.

The Nominating Committee, headed by Bill McCutcheon, placed the names of Jim Marsteller, Tom Perry, Greg Hatton, Dennis Rogers, John Gilbert and George Michel for re-election as Directors. His motion was unanimously approved.

On behalf of the second-generation members, Bob Books thanked Jim Goar for his long service to the 392nd. "He's a



On left, Capt James V. Goar Jr. during WWII. At right, 392nd BGMA President Jim Goar. The two photos represent decades of service to the 392nd BG.

great leader that we want to follow," Bob said.

The meeting ended after everyone joined in singing Vera Lynn's sentimental favorite, "We'll Meet Again."

Group Dinner

At our rendezvous dinner, 8AFHS president Nancy Toombs

and treasurer Darrel Lowell presented a plaque to John Gilbert "with grateful appreciation for ongoing service and dedication which continues to embody the spirit of all who have served in the 8th Air Force throughout the years."

We were joined by Michael Cheek, son of the late Memorial Chairman Carroll Cheek.

First-Timers

577th pilot William F. Davis (now 92 years old) and wife Dee came from California for their first reunion. Will became a POW on 2 Dec 1944. He says, "On our way back from Bingen, we ran into a big front with clouds over 20,000 feet high. Our squadron scattered so we wouldn't hit each other as we flew through the clouds. We were met on the other side by 50 ME-109s. The Germans had learned that if they shot the pilot or copilot, the plane would go into a spin. They used that tactic to shoot down five planes. For some reason, they attacked my ship from the rear, shooting out three engines. As the German pilot flew past, he waved at me.

"Engineer T/Sgt Charles W. Crabbe was killed during the attack. The rest of us bailed out, with navigator 2/Lt Charles E. Astleford killed on the ground.

"After I landed, I surrendered to a young German in a military uniform out taking a walk. Three farmers with pitchforks were running after me, so I think that was the best piece of luck in my life."

Ralph Winter's father, 579th pilot 1/Lt Ralph E. Lamma, was killed in action on 13 Nov 1943. Ralph says, "He must have been a really great guy because my grandparents gave permission for their 16-year old daughter to marry him. He saw me twice before he flew to England."

On the crew was navigator John H. "Jack" Adams Jr., who became a POW that day. Ralph brought 20 copies of Jack's new book, *Lest We Forget: A Navigator's Tale*, to the

See REUNION on page 5

392nd BGMA MEMBERSHIP FORM

Please look at the mailing label. Your membership status is shown directly after your name. "13" means your membership expires in December 2013. Please renew now! LM means Life Member and FRND means that you receive the *News* with compliments of the 392nd BGMA. Send this form and your check (payable to 392nd BGMA) to Annette Tison, 9107 Wood Pointe Way, Fairfax Station, VA 22039. You may also join or renew on-line at <http://www.b24.net/392nd/join.htm>.

The Board of Directors has ruled that no Crusader will be denied membership because of financial difficulty, so if you're in straitened circumstances, check the Hardship Waiver box. If you feel that you can help the 392nd BGMA treasury with a donation, there is a provision for it below.

Name _____ Ground [] Air [] Sqdn/Unit _____

Mailing address _____

Email address _____ Telephone number _____

If a spouse, friend, or relative served in the 392nd, please give us his name and unit: _____

Dues: [] \$25/year if you want to receive the *News* by postal mail OR [] \$20/year for receipt by email
Please feel free to renew for multiple years! Just let us know what your wishes are.

Hardship Waiver []

DONATION \$ _____

TOTAL ENCLOSED \$ _____

REUNION from page 4

reunion. Jack graciously donated all proceeds from their sale to the 392nd BGMA. [Editor's note: A few books are still available. To get a copy, send a check for \$15 payable to "392nd BGMA" to Annette Tison, address on page 2.]

Tom and Linda Nicholson attended in honor of Tom's father, 579th Sqdn pilot 2/Lt William P. Nicholson, who became a POW on 5 Nov 1943.

Zane and Deanna Lemon were there in memory of Deanna's uncle, 576th pilot 2/Lt Donald D. Prell; he and seven crewmen were killed in action on 19 May 1944. A related article is on page 8.

Travis Reynolds dropped by the hospitality suite to



392nd researcher Greg Hatton (on left) looks at Zane Lemon's memory book for pilot 2/Lt Donald D. Prell. Greg's father, S/Sgt Hyman J. Hatton, was also in the 576th Sqdn. He became a POW on 29 Apr 1944, a mission 2/Lt Prell flew.

learn more about his great-uncle, 2/Lt Lonnie L. Babb Jr., bombardier on the 579th's Felsenthal crew and killed on the same mission as 2/Lt Prell.

Doug Dovey, son of 579th lead crew navigator 1/Lt Arnold J. Dovey, came by with lots of his father's memorabilia. Among the items was a note about his pilot, Capt Robert V. Pardue. "He was a fast reflex pilot," Arnold had written. "Taking off on one mission, a large GI truck suddenly obstructed the runway. Pardue jumped it, retouched the runway and continued take off. Whew!"

Accompanying 465th Sub Depot vet Aubrey Burke were two first-timers, friend Beverly Wilson and daughter Patricia Mitchell.

In the relaxed atmosphere of our hospitality room, Carlos Hatton (grandson of S/Sgt Hyman Hatton) quickly made connection with other first timers and regulars. He was impressed by the comradery and purpose of our Crusader reunions.

2014 Reunion

The 8AFHS will hold its next reunion from 9-13 Oct 2014 in Nashville, Tennessee. The focus will be on POWs.

The Heritage League is planning a reunion in Norwich from 24-30 May 2014. The agenda has not been finalized but will include time at the 2AD Memorial Library, a visit to the Cambridge American Cemetery, the American Air Museum at Duxford, visits to the bases, and time to explore Norwich and the Broads on your own. This will not be the "official" 392nd BG reunion for 2014, but if you're interested, contact

Marybeth Dyer at (650) 355-8383 or Smbdyer@sbcglobal.net. Trip updates will also be posted at <http://heritageleague.org/reunions.htm>. John Gilbert has offered to show any 392nd BG attendees around Wendling, Beeston, and what's left of the base.

Information on the 392nd's plans for 2014 will be published as soon as complete details about the 8AFHS reunion are available and a decision is made by the Board of Directors.

FLAGS from page 3

Jay V. Cable, Jack O. Shaeffer, Frank Minick, William C. McGinley."

Wreaths were laid by dignitaries including Vice Lord Lieutenant of Hertfordshire Richard Beazley, Mayor of Broxbourne Councillor Mrs Bren Perryman and the Chairman of Hertfordshire County Council Councillor Richard H Smith. Colonel Willis laid a wreath on behalf of the United States Embassy and the American people.

The postlude for the ceremony was, fittingly, "You're a Grand Old Flag."

A reception was held afterward at Theobald's Park Hotel,



David Parnell, right, presents a framed photo of the Ellis crew to Theobald's Park Hotel manager Mr. Charles Early.

which is located on Lieutenant Ellis Way. There, David presented a framed photo of never-before-seen images of the entire crew to hotel manager Mr. Charles Early. It will be displayed in the hotel lobby.

David was especially grateful that so many young people participated

in the ceremony. "This has been a marvellous occasion but it is the Scouts and Cadets that really made the difference. I wanted the youth of our borough involved in the operation and they really excelled."

The program noted, "This entire project is dedicated not only to the Lt Ellis crew but also in remembrance of all those who served with the 392nd BG Wendling in Norfolk during WWII. The organiser wishes to acknowledge all assistance from the 392nd Bomb Group Memorial Association in the United States for being so instrumental in today's ceremony. Visit www.b24.net for much more on the 392nd BGMA and the men behind the legacy."

The flagpoles were installed at the site thanks to a grant by Hertfordshire County Councillor Robert Gordon DL CBE.



Oberpfaffenhofen: 21 July 1944

On 21 July 1944, the 2nd Air Division's B-24s were dispatched against airfields and aircraft factories near Munich. The 14th Combat Wing was aimed at the Argelsried Airfield at Oberpfaffenhofen. At their briefing, the 392nd's enlisted men were told, "There is only one important building left at this target, but clearing of the damage, repairing, and carrying on of production continues here. Production of ME-410, though not as efficiently as before, is being carried on to capacity with what the Germans have left."

The briefed route "should be comparatively flak free" but enemy fighters were "possible with penetration of this sort."

Luftwaffe

According to the 392nd's post-mission teletype, "Formation was attacked on bomb run by 25 to 30 ME-109s. Main attack was at 1030 hours from low rear at 6 and 7 o'clock. Enemy aircraft [e/a] lined up 6 or 7 abreast and attacked singly, in pairs, and in threes. One group waited until formation was disrupted by flak, then pressed the attack."

A later report said, "While awaiting opportunity to attack, e/a wove up and down. Thus attacks were from low, level and high depending on element attacked and position of e/a at the time. One group of ... ME-109s attacked from high right out of haze."

A badly wounded Group returned to England, where battle damage kept three planes from landing at Wendling.

1/Lt Richard J. Benson crew, 579th

This crew reported several hits by 20mm cannon fire. Their left aileron was "completely shot out" at the target and there was a fire in the #1 engine's fuel line. Other hits were in the tail turret, left waist, the oleo strut of the left landing gear, the putt-putt, and left rudder as well as flak through the nose turret.

Benson tacked on to the 44th BG but lost them in heavy clouds. He departed the continent over the Cherbourg Peninsula and was so low over the Channel that his Lib was fired upon by allied ships. After making landfall at Beachy Head, Suffolk, Benson finally found a grass landing strip at RAF Deanland. He lost control of the plane 400 feet from the ground but "slid it in" with no injuries.

1/Lt Kenneth A. Smith crew, 576th

Smith's crew was attacked by four ME-109s in a line. The first enemy fighter shot down 2/Lt Henry F. Telken's plane (also 576), then continued to press the attack against Smith. Per a 392nd BG press release, "From his waist gun position, S/Sgt Norman G. Rose fired almost incessantly at ME-109s attempting to break up an attack by the Libs on Oberpfaffenhofen. Knocking one down, he saw the others peel away as flak guns opened up. Shrapnel ripped through the fuselage, mortally wounding the other waist gunner [Sgt Robert B. Cumming]. S/Sgt Rose, kneeling over the dying gunner, was himself wounded. In a scream his crew still hears, the Sergeant said, "Oh my God, the sons-of-bitches have cut off my leg." But through the shock and semi-stupor induced by his wound, the Sergeant noted more danger to his crew. The bomber was on fire. There was nothing within reach to put out the fire except the body of his old friend and crew mate. Nerving himself, Sergeant Rose rolled the dead gunner's body over the spot where the smoke was thickest.

The fire died; the crew and aircraft were saved."

Copilot James D. McFarland later wrote, "We were attacked by fighters and just after the bomb run we had a near hit from 88mm anti-aircraft flak which knocked out our #3 engine, killed one waist gunner, blew the right leg off the other waist gunner and caused the tail gunner to have a nervous breakdown right then and there. We spent the next 3½ hours getting back to England, by ourselves and on three engines. We picked up a P-51 escort in southern France and he helped us by going down and strafing AA batteries who periodically tried to shoot us down. We finally made a crash landing on the emergency field at Manston, Kent, which was amazing since in the 3½ hours, the longest time we went without anyone firing at us was 13 minutes. The P-51 pilot followed us in to Manston and we later shared a bottle of Scotch, which had appeared as miraculously as he had over southern France."

[Editor's note: That pilot was Capt Thomas J. McGeever, 359th Fighter Group. He too crashed at Manston, likely because he was out of fuel. He was killed in action on 21 Nov 1944. Sgt Cumming's brother, Capt Herbert W. Cumming, was a P-38 pilot in the 20th Fighter Group; he had been killed in action on 7 Nov 1943.]

2/Lt Arthur L. Benson crew, 576th

Despite severe battle damage, 2/Lt Benson got his ship back to England and the entire crew bailed out near Thetford, Norfolk. One man sprained an ankle upon landing but the rest were safe. The plane finally crashed about one mile west of Old Buckenham, home of the 453rd BG.

Missing in Action

Three crews never made it back to England.

1/Lt John J. Menard crew, 579th

A 392nd eyewitness said 1/Lt Menard's a/c was hit by enemy fire with the right wing badly damaged. He left formation about five minutes from the target and was last seen in a steep, banking dive with the #3 engine smoking. Eight men bailed out, all captured. Tail gunner S/Sgt Herbert L. Tubbs, wounded when a 20mm shell hit his turret, was last seen in the waist of the ship putting on his parachute. He was killed in action.

After his return to the US, copilot 1/Lt Jack G. Holmes wrote that some sort of posthumous award should be made to S/Sgt Tubbs. "On the last mission, I understand from other members of the crew that even after the tail turret was hit by a 20mm and was burning, that the tail gunner remained, even though wounded, and fired the one operating gun at enemy fighters attacking from that direction... If you can corroborate this from other members I hope you will, as I am sure his family would like to know that their son was made of the stuff that makes heroes."

2/Lt Henry F. Telken crew, 576th

When last seen at the target, the #2 engine of a/c #42-94907 had been hit (almost knocked off the wing) and the plane was on fire and going down in a glide.

Only one man was able to bail out. Radio operator S/Sgt Harrison R. Cuzick landed in Oberalting, about 20 miles southwest of Munich near the east bank of Lake Ammersee.

See OBERPFAFFENHOFEN on page 7

OBERPFAFFENHOFEN from page 6

He had bullet wounds in both lower legs with worse injuries on his left, where all five toes had to be amputated. He was hospitalized there for almost a month before being moved to a POW hospital.

After repatriation, he wrote, "We were attacked by enemy fighters from 3 o'clock. Just after bombs away I was in bomb bay; as I was getting on flight deck I was wounded. The navigator, 2/Lt James W. Bond, and bombardier 1/Lt Evan E. Tschudy, were under direct fire from plane. Pilot 2/Lt Henry F. Telkin and copilot 2/Lt Bonnie R. Puryear were not wounded as far as I know. The pilot gave orders to leave ship. It was on fire in bomb bay and we couldn't escape except through top hatch. Our oxygen was gone and I was about gone. One pilot or copilot opened top hatch and left; the other was still in when I escaped. I didn't see any other chutes but I was unconscious most of the way down. I do remember them shooting at me three times coming down. The remainder of crew I know nothing about."

The plane crashed into shallow water about 15 feet from the northwest shore of the Ammersee near Utting. Parts of the plane were flung as far as 165 feet. The crew remains that the Germans found were placed in three coffins and buried in the cemetery at Oberschondorf.

In 1947, the Army recovered the remains of eight men from the wreckage in the lake. These remains, plus the ones initially buried in Oberschondorf, were interred in a group grave at Jefferson Barracks National Cemetery in St. Louis, Missouri. The headstone lists the names of the eight casualties.

2/Lt Richard J. Carey crew, 579th

Plane #42-50433 was last seen leaving the formation presumably heading for Switzerland. It crashed between Starnberg and Andechs, about 10 miles from the target.



The enlisted men in the Carey crew. Standing L-R: waist gunner Sgt Charles R. Marshall, tail gunner Sgt Jerome E. Kiger, and radio operator S/Sgt Joseph W. Love. Kneeling L-R: ball turret gunner Sgt Frederick R. Manchester and waist gunner Sgt Bertram Glickman.

Six men became POWs. One, copilot 2/Lt Donald E. Ziegenhardt, later reported that the plane was on fire and the controls were shot up.

Sgt Bertram Glickman, serving as the top turret gunner

that day, was last seen standing on the bomb bay catwalk, wounded in the left side. German captors later took Ziegenhardt to identify his body. The copilot thought Glickman may have hit his head while exiting the plane because his ripcord was not pulled.

Sgt Glickmann was buried in a nearby church yard in Hadorf.

Soon after Sgt Kiger reported German fighters approaching, a direct burst of flak hit the tail turret. Kiger was thrown out of the tail turret and onto the catwalk, likely killed instantly.

Sgt Marshall had been wounded in the legs by a 20mm shell. When he was last seen, by engineer S/Sgt Hugh L. Wear, Marshall was reaching for his parachute.

Survivors reported that Sgt Kiger and Sgt Marshall went down with the plane. No remains were found by the US Army and they were listed as Missing in Action for 69 years.

Missing No More

Markus Mooser lives in Starnberg. In 2007, a friend told him about the nearby crash site of a WWII aircraft. The two men searched for, and found, the site. Markus recalls, "When I was there for the first time, I felt, on this place died people and there is still something more. Parts of the aircraft you still can find on the ground. I immediately started my research."

While looking for parts that would identify the ship, Markus found bone fragments.

By October 2007, he knew the plane was 2/Lt Carey's. He also found an eyewitness who said when he was eight years old, he saw a plane drop from the sky and two men parachute out. A few days later, he went to the crash site and saw war prisoners loading a truck with wreckage from the plane. A motor was still burning. Near the crash site, the prisoners

buried the few human remains they had found.

He described the burial location to Markus. When Markus investigated, he found some of those remains.

In 2008, Markus located relatives of the sergeants and began exchanging information and photos with them. They notified the Joint POW/MIA Accounting Command (JPAC), whose mission is to account for all Americans listed as Prisoners of War or Missing in Action from past wars and conflicts.

In April 2009, JPAC personnel went to Starnberg and Markus turned over what he had found. The remains were brought back to JPAC's laboratory in Hawaii for DNA testing.

During his research, Markus learned the 392nd BG had been attacked by five ME-



Firemen in Ivel, Kentucky, fly an American flag over the route taken by Sgt Charles Marshall's funeral procession. Firemen in Mannington, West Virginia, did the same thing for Sgt Jerome Kiger.

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OBERPFAFFENHOFEN from page 7

109s from Jagdeschwader 300 (located in Bad Wörishofen). He is sure that German pilot Feldwebel Herrmann Blumör shot down the Carey crew. He was killed on 5 Aug 1944 when he crashed while being pursued by two P-51s.

During June and July 2012, JPAC returned and excavated the entire site. In April 2013, JPAC positively identified the remains as Sgt Marshall and Sgt Kiger.



This folded American flag was presented to Sgt Marshall's widow, Dixie Marshall Hyden, with the thanks of a grateful nation.

Sgt Charles R. Marshall

Sgt Marshall, age 19 at his death, left behind a wife and one year old son. On 8 June 2013, his widow, now 89, and son, 70, attended his burial in Ivel, Kentucky. Full military honors were rendered.

The night before Marshall left Floyd County for the last time, he bought his wife an identification bracelet. He had their names—Bob and Dixie—engraved on it. As she put the bracelet on his arm, he promised that he wouldn't take it off until he came home. Part of that bracelet, with the name "Dixie" still visible, was found during JPAC's excavation of the crash site. It was returned to Dixie, a promise fulfilled.

Sgt Jerome E. Kiger

On 21 July 2013, the 69th anniversary of his death, Sgt



At Sgt Kiger's burial, Markus Mooser spoke of his six-year quest to ensure the remains he found in Germany were identified and brought back to their families.

Kiger was buried in Mannington, West Virginia, with full military honors. Governor Earl Ray Tomblin ordered all US and state flags to be displayed at half-staff from dawn to dusk that day. He wrote, "Sixty-nine years ago, Sergeant Kiger made the ultimate sacrifice for his country, and today we honor his heroic actions as his remains are returned to American soil." He also asked "all West Virginians to keep the Kiger family in their thoughts this weekend. They have waited a long time for this day and we hope the honors presented, during his memorial service, are representative of our state's sincere appreciation for his dedication to our nation."

Sgt Kiger was interred between his father and mother in a gravesite

with a memorial headstone they had erected after he was declared killed in action. The funeral was attended by Kiger's two surviving sisters, scores of relatives, and military and West Virginia government representatives.

Mission Accomplished

Markus was invited by the Kiger family to attend and speak at the funeral. "It was very emotional for me," he said. "This was the moment when I felt Jerome was back home. And I touched the ground like I often did at the crash site." For six years, he had been driven to return these American heroes to their families. "You can't leave them unknown in the forest on a crash site in Germany; they have to come back to your country, and to their families."

During the lengthy process, Markus says, "I found the right parts, the remains and the families, like I was guided through God's hands."

Sgt Kiger's sister would agree with that assessment. When she looked at her brother's flag-draped casket for the first time, she said simply, "I saw a miracle today."

AMISH AIRMAN: S/SGT HARVEY J. BYLER

Zane and Deanna Lemon attended the reunion in memory of Deanna's uncle, 2/Lt Donald D. Prell, who was killed with seven of his crew on 19 May 1944. This article is about radio operator S/Sgt Harvey J. Byler, who left his Amish community to serve his country. Written by John Horton, it was originally printed in the Cleveland, Ohio, Plain Dealer on 27 May 2006. It has been edited to fit the available space.

MIDDLEFIELD TOWNSHIP - The headstones jut from the earth in uneven rows, blocky remembrances of those who passed in this century-old settlement. The weathered surnames read like a local directory: Gingerich. Miller. Yoder.

Walk to the edge of the Amish cemetery along Ohio 87, toward the rusted wire fence. A solitary marker stands underneath a towering pine tree just feet away from the boundary. Harvey J. Byler rests alone, and there's a reason: He died at war.

Byler defied his pacifist Amish upbringing and enlisted in the Army to fight in World War II. Twenty-three other Amish men from Geauga County did the same, trading their culture's plain garb for a soldier's uniform and marching off to battle on foreign soil.

Only Byler failed to return home out of that small band, making him one of the nation's few Amish-raised men ever killed in military action, according to researchers and historians.

Byler died while flying a bombing mission into Germany on May 19, 1944. He was the plane's radio operator.

"It's such a foreign concept, it's hard to believe," said Albert N. Keim, a former history professor at Virginia's Eastern Mennonite University who grew up Amish and studies the culture. "Going to war simply is not done by the Amish. It's not their way."

The Amish object to military service based on religious beliefs. Keim describes them as "biblical literalists." Their

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faith teaches them to turn the other cheek, to practice love and nonviolence. They practice wehrlosigkeit, or nonresistance. To them, war is a sin.

The vast majority of young Amish men applied for conscientious objector status during World War II. Some received farm deferments and stayed home. Others served in Civilian Public Service camps doing various projects around the country. Some went to jail.

Only about 50 joined the military, Keim estimates. Geauga accounted for nearly half.

At least six men from Ohio's Holmes County settlement also joined the service, said an Amish man who serves as a local historian in that community. The man asked that his name not be used, a typical Amish request to avoid showing pride in one's self.

"To go was a rejection of one of the core values of our community," the historian said. "Not many did."

Byler joined the Army on Sept. 30, 1942. A front-page story in the Geauga County News listed Byler among 40 men called "to help swell manpower in the U.S. Armed Forces."

His mother begged him not to go, several of Byler's siblings recall. "She cried and cried," said Andy Farmwald, 78, of Clymer, N.Y., who is Byler's half-brother. (Byler's mother remarried after being widowed.) "She told him, 'I'm so afraid I'll lose you.'"

Byler found his way into the Army Air Forces, becoming part of a 10-man crew aboard a B-24. Orders issued on March 8, 1944, assigned the group to the 392nd Bomb Group based in Wendling, England. Byler flew in the 576th Squadron.

He took time on March 30, 1944, to write his half-brother: "England is not so bad Andy. But still prefer the states. I am fine. Never felt better in my life." The V-mail mentions Byler's engagement to a woman named Eloise, and how he planned to get married upon his return home.

The note, however, makes no reference to the dangers of Byler's duties, that four days earlier his aircraft—piloted by 2/Lt Donald Prell—staggered back to England with heavy damage.

In late April [the 29th], the crew barely escaped again after a run over Berlin to hit a railroad station. The mission proved to be one of the war's deadliest for the bomb group: Of the

181 men who took off from Wendling that morning, 71 failed to return. Eight planes crashed.

Weeks later, the group embarked on another mission into Germany expecting heavy casualties.

It would be Byler's last.

The assignment on May 19, 1944, targeted Brunswick's Waggum airfield and assembly plant, about 140 miles west of Berlin. Planes took off at 0905 hours. When the combat wing arrived hours later, they found an estimated 150 Luftwaffe fighters waiting.

The enemy swarmed Byler's plane, cutting it down shortly after 1300 hours. Crew members bailed out of the nose-diving bomber, with at least five parachutes spotted.

The Germans recovered eight bodies, including Byler's. They took two survivors as prisoners.

The Army sent an officer to Byler's Middlefield Township home to report that he was missing in action. The soldier promised that word would be delivered as soon as the military determined Byler's fate. But his mother already knew, Andy Farmwald said. "Right away, she said, 'He's missing. He's gone,'" Farmwald remembered.

Two years later, Byler's name appeared on a list of dead published on the front page of the Geauga Republican-Record.

A sealed casket arrived home. Byler's mother appealed to the local bishop to allow for burial in the Amish cemetery at Hayes Corners. He agreed, granting a resting spot near the western fence—outside of the main grouping, but still within the grounds. Such placement is not unusual for someone who violates Amish tenets.

Of the other Geauga Amish who fought and served, more than a few returned to the settlement and rejoined the community. After a period of years, they were allowed to join the church after confessing their sins and renouncing their military service.

Byler's service didn't bring shame to his family, even if it went against their beliefs, said John Farmwald, 76, of Huntsburg Township, another half-brother of Byler's. He said their mother was proud of Byler.

Half-sister Esther Byler, 72, of Greenville, Florida, said the door was left open for Byler. "He could have come back to us," she said. "If he would have come home."

FOLDED WINGS REPORT

Please report the death of a member or spouse and provide a copy of the newspaper obituary if possible.

Name of deceased _____ Unit/Sqdn _____

Address _____ City _____ State _____ Zip _____

Date of death _____ Survivors _____

Reported by _____

Address _____ City _____ State _____ Zip _____

The 392nd BGMA is engaged in a fund-raising effort to financially support our website, www.b24.net. It contains the history of the 392nd Bomb Group. You could make no greater tribute to your loved one than a donation for this living and ongoing memorial to the 392nd. Please send this report, hopefully with your check payable to the 392nd BGMA-Website, but send it with or without it, to: Annette Tison, 9107 Wood Pointe Way, Fairfax Station, VA 22039

REUNION



Sally Perry and Tom Perry



392nd BG
pennant
at the National
Museum of the
Mighty Eighth
Air Force



Debbie Goar Beigh



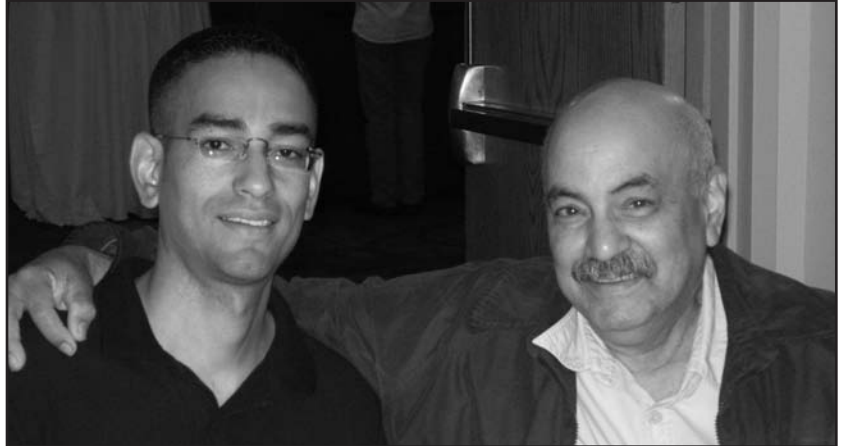
Jim Goar and Bob Books



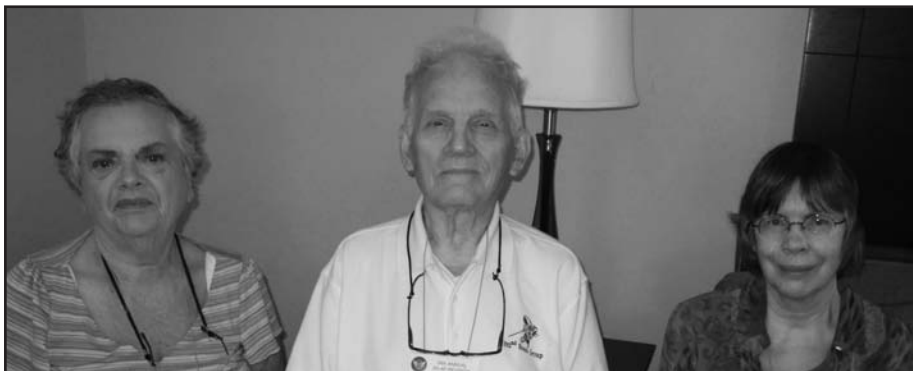
Tom Nicholson with Zane and Deanna Lemon



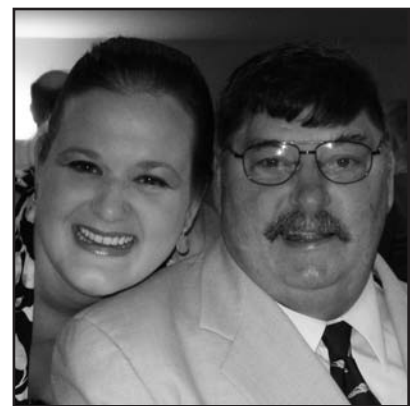
Mark and Harvey Naber



Carlos and Greg Hatton



Beverly Wilson, Aubrey Burke, and Patricia Mitchell



Laurie Bedus and Jim Marsteller

PHOTOS



Ralph Winter



Ginny Turner and Bob Harned



Ben Jones



Oak Mackey, Dr. Ken Sweet, Bill McCutcheon



Jack Rotzien and Christine Messer



David and Lois Nowack



Dee and William F. Davis



Annette Tison and John Gilbert



Jim Goar, Carol and Bob Books, and Debbie Goar Beigh



Mike Cheek

CHAPLAIN'S CORNER

by Tom Perry, 576th Sqdn Armorer

The creation of the world is recorded for us in The Holy Bible in the book of Genesis, Chapter 1, which starts with the statement, "In the beginning God created the heavens and the earth." The Gospel According to John in the New Testament, Chapter 1, says, "In the beginning was the Word, and the Word was with God, and the Word was God. He was in the beginning with God. All things were made through Him, and without Him nothing was made that was made. In Him was life, and the life was the light of men." Verse 14 continues, "And the Word became flesh and dwelt among us ...full of grace and truth. He came to give us Eternal Life through His death, paying the penalty for our individual sin on The Cross."

I look forward to meeting you in the air when Jesus returns for us!



**THE 392ND MEMORIAL
AT WENDLING**

But we...shall be remember'd;



**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

392nd Bomb Group Memorial Association
9107 Wood Pointe Way
Fairfax Station, VA 22039
USA

ADDRESS SERVICE REQUESTED

First Class Mail

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. — Composed by 576th pilot the late Very Reverend Robert C. Martin, former Dean of the Cathedral at Erie, Pennsylvania.

∞FOLDED WINGS∞

John J. Muka, 577, April 20, 2013
Evelyn Sooy, wife of Bruce, 578, February 4, 2013
Keith Rowland, Friend, August 14, 2013
Raymond D. Johnson, 576, July 28, 2013