

Ball of Fire QUARTERLY EXPRESS



NEWSLETTER OF THE 93rd BOMB GROUP
2nd Air Division, 8th Air Force, Hardwick, England
www.93bg.com or www.93rbombardmentgroup.com

Vol. 20 No. 4

Winter 2012

93rd Bomb Group Association Reunion 2012

SEATTLE TOUR: MUSEUM OF FLIGHT & PIKES MARKET*



Photo 1: PX open for business*

Photo 2: A custom 93rd BG quilt for silent auction, donated by Charla & Bud Winnett*

Photo 1: Veterans: George McLean, Howard Hallgraph, 409th, & Vernon Swaim, 93rd Historian, Don Morrison*

*Photos by Jim Guddal

Table of Contents

President's Corner	3
Summary Highlights of 2012 Seattle Reunion.....	3
93rd Bombardment Group Annual Meeting	5
Destination Seattle on the Amtrak Empire Builder.....	8
93rd Website Update	8
The Memorial Project - DVD for sale	8
Greetings from the 93 rd BG Historian!.....	8
Hartford, CT Reunion 2013.....	9
Hot Stuff Memorial Fund Project.....	10
Veteran's Memorabilia Archiving Project.....	12
Folded Wings	14
Letters to the Editor.....	18
Membership Corner	23
New Members Roll Call.....	26
POW Poems*	26
News From Across the Pond.....	27
News From Station 104 Hardwick England	28
Notes and Quotes	29
Post Exchange (PX)	30
Your Post Exchange (PX) Order Form	31
93rd BG BALL OF FIRE QUARTERLY EXPRESS SUBSCRIPTION FORM	32

DIRECTORY

2010 - 2012 OFFICERS

President – JOHN MARX
109 Clearview St., Beaver Falls, PA 15010
724-843-3897; 109clearview@verizon.net

970-945-2883; nancystranger@hotmail.com

Secretary - NICK TIMMER
timmer@netpenny.net

Editor of the Ball of Fire – JOANNE SARGENT
1458 Locust St., Denver, CO 80220
303-945-5418; editor93bg@hotmail.com

Convention/Reunion Coordinator – JIM ROOT
(see Executive Vice President)

Historian – DON MORRISON
1375 West Comet Rd, Clinton, OH 44216
Home 330-882-2536; Cell 330-819-6409
donic1967@sbcglobal.net

VETERAN'S ADVISORY BOARD
Fernley Smith
Cal Davidson

REUNION COMMITTEE
JOE & PHYLLIS DURAN
(see Secretary)

KENT JAQUITH (see Graphics/Media)

FRED WIER
16 Woodfield Rd., Wellesley, MA 02482
781-235-0253

Webmaster – MICHAEL SELLERS (see Documentary Project)

President's Corner

What an amazing time of remembrance, friendship, and fellowship we enjoyed in Seattle! Jim Root's reunion committee provided a variety of activities and events. Don Morrison, our historian made several excellent presentations describing life at Hardwick during the war and the approach he uses to identify photos to the place and time. For the first time, Michael Sellers coordinated a live webcast of select reunion events, Don's presentations and our annual meeting among them. A number of people joined the reunion over the web. Once again, technology has provided another valuable tool. We anticipate continuing to explore new ways to improve our connectedness. Although our members live all over the nation, we can overcome the distance that separates us by creatively using the available tools.

The annual business meeting was very productive with several important decisions advancing our mission to preserve the traditions and memories of the 93rd Bomb Group for future generations. Three initiatives will contribute directly to accomplishing our primary goal:

1) We discussed the 93rd Museum at Hardwick and its need for greater security. The remote location in Quonset huts at the old airfield make the site a tempting target for theft or vandalism. We voted to provide \$2,500 dollars to enhance security at the site with anti-theft devices and remote monitoring capability. Donated memorabilia will be protected and preserved for future generations.

2) We voted to support the Mighty 8th Air Force Museum in Savannah, GA in its efforts to archive the memorabilia donated by 93rd veterans. Earlier in the year, the 93rd donated \$2,000 to begin the work with a dedicated archivist intern. We added another \$5,500 to the effort anticipating significant progress over the next year to complete the 93rd material on hand now. Veterans are encouraged to donate memorabilia to an appropriate museum to preserve it for future historians and family researchers. Whenever possible a financial contribution should be included to defray the initial

investment the museum makes in archiving the material to ensure access is afforded to all.

3) Our members enthusiastically endorsed the "Hot Stuff" Memorial Project presented by Jim Lux. The motion speaks for itself, "The 93rd Bomb Group Association will provide administrative assistance to the "Hot Stuff" Recognition Project to erect a memorial in Iceland as a permanent recognition of the "Hot Stuff" crew and passengers to include LTG Andrews. The 93rd will receive, accumulate, and disburse funds raised by Jim Lux to establish the memorial.

Next year's reunion in Hartford, CT was presented. Alberta DelGuidice and her extended family are supporting the reunion committee in making our first reunion in New England a great success. As Bing Crosby said to Danny Kaye in "White Christmas," it shouldn't be too hard for the boys from New England to attend! We are anticipating another great time in Hartford.

Finally, we decided to return to Dayton, OH in 2014. We had an outstanding reunion there in 2004. For those of us who were there, we will never forget the Big Band concert under the stars next to the USAF Museum. The outpouring of gratitude from the large crowd to the 93rd veterans was heartwarming. The applause as our men were introduced expressed a grateful nation's recognition of their sacrifice. We may schedule the reunion in Jul/Aug to coincide with the annual outdoor concert. Another highlight was our banquet in the museum and a private tour of their display B-24. It is hard to believe 10 years will have passed between our two Dayton reunions.

Finally, don't forget to consider a donation to the 93rd before year's end. For those of you needing to improve your 2012 tax situation, all donations are tax deductible. As you can see, we use the funds collected to advance our mission.

John Marx, President

Summary Highlights of 2012 Seattle Reunion

We had a wonderful time at our reunion in Seattle! We stayed at the Embassy Suites Hotel, close to the airport, and it was very nice and convenient! 62 total attendees, including 7 veterans, enjoyed a relaxing opening dinner on Thursday night. It was a time to reunite, tell stories, and look through the fabulous memorabilia room displays, reminding us of the wonderful and important legacy of the 93rd Bombardment Group!

Friday was a busy day, starting with our own historian, Don Morrison, leading us through what life was like on the base at Hardwick, during the war years. Very interesting and informative – especially of the layout of

the airfield itself! We then adjourned to the waiting coach, which took us over to the Museum of Flight, for a quick lunch and then time to tour the amazing aircraft and exhibits of the museum. Highlights included the 1st original Boeing 747, Air Force One used on the historic trip to China with President Nixon, the Blackbird, and the Concorde!

Friday evening of fun, included a "windshield" tour of the Joint Military Base McChord, and an exciting evening of dinner and dancing to the Army Jazz Band, Sound of Courage!

Saturday morning included our annual member business meeting, including a new project for the 93rd BG support. Jim Lux presented a proposal to raise awareness, and funding for a tribute memorial to General Andrews and "Hot Stuff". The tragic crash in Iceland of the B-24 bomber of the 93rd BG, that is actually the first to complete 25 bombing missions in WWII. Jim is heading an effort to obtain the long overdue recognition it deserves, including a beautiful monument to be located close to the crash site.

Saturday afternoon was spent on tour at the huge, world class, Boeing Manufacturing plant, where we saw the new 787 Dreamliner in production along with other aircrafts. Three assembly lines could be viewed on tour, and we were lucky enough to see one on take-off as we drove off the site! Saturday dinner at the hotel included a "surprise" re-enactment for a 93rd BG mission morning briefing session, conducted by the talented and

very active Historical Aviation Guild (HAG) of Seattle! What a great, fun and authentic event bringing back memories to many veterans of the seriousness of the work of war! Bill Mcutcheon of the MOF gave an informative presentation on the history of Boeing, at the hotel.

Sunday morning included a full city tour of Seattle, with visits to the Klondike Gold Rush National Historic Park, a thrilling ride up the top of the Space Needle, the Chihuly museum, and shopping at Pike Place Market. We also watched the "flying fish" at the Pike Place Fish Market, and enjoyed lunch at the market. Sunday evening was our formal memorial dinner, flag folding, honor guard, and tributes to our fallen heroes.

It was sad to depart on Monday morning, knowing it would be another year before we see each other once again in Hartford, Connecticut!!

You can order prints or DVD's of the 93rd Bombardment Group Association reunion Group photos by contacting Jim Root:

Name:	
Address	
City, State Zip	
Contact Phone #:	
Your e-mail address:	

2012 Seattle Reunion Photos

PHOTO SIZE	COST PER PHOTO	QUANTITY	COST = PRICE X QUANTITY
5 X 7 Group photo	\$3 each		
8 X 10 Group photo	\$8 each		
Shipping			\$8
PHOTO TOTAL			

2012 Seattle Reunion DVDs

DVD Title	COST PER DVD	QUANTITY	COST = PRICE X QUANTITY
Education sessions DVD (includes Life at Hardwick, Nose art/B-24)	\$12		
HAG Mission reenactment DVD	\$10		
Reunion Highlights/Memorial service DVD	\$10		
Shipping			\$12
DVD TOTAL			

TOTAL COST (PHOTOS & DVDS)

Mail Check to :

Jim Root
C/O 93rd BG
15359 Red Fox Walk
West Olive, Mi 49460

Contact information with questions:

jamesdavidroot@aol.com
(c) 616-218-0787

93rd Bombardment Group Annual Meeting

October 20, 2012 - Seattle, WA

Meeting called to order - President John Marx

Reading and approval of 2011 Annual meeting minutes

Communications - John Marx

There was an update on the on-going interaction between the 93rd BG and Heritage League. Ball of Fire and e-mails have been sent to keep them updated of the 93rd's status.

Financial Report - Secretary Jim Guddal

Current membership:

315-members

16- lost in the last year

7- international member provided complimentary copies

PX Update

Financial Statement was distributed, discussed and reviewed by members.

Ball of Fire Report - Editor Joanne Sargent

- 1) Reminder of new e-mail - <mailto:editor93bg@hotmail.com>
- 2) Discussed the Featured Veterans Corner on Web Site and encouraged members to send in memories, stories and photos for inclusion in the Ball of Fire.
- 3) Encouraged participation in the Recipe Corner by sending favorite recipes.
- 4) Discussed asking our friends in England to submit articles for the BOFQE.

Historian's Report- Historian Don Morrison

Discussed on-going work with the 93rd's history and encouraged all to share information and photos. If anyone needs help or has a question feel free to contact him and he will help where he can.

2nd ADA Report - John Marx

Provided an update on 2nd ADA's last meeting Sept 2012 held in Chicago IL

Motion to dissolve was approved by 74% of the members. It was also decided that the remaining funds will be divided between the Norwich Library and The Heritage League.

2012 Reunion Financial Report - Reunion Coordinator Jim Root

Provided preliminary report on 2012 Reunion. The account is in the black. Final Report to be given at later time when expenses and receipts are finalized.

Old Business:

B-24 Sponsorship Program - Jim Root

Revisited discussion on possibility of sponsoring the repainting of the B-24 O'924.

There has been little progress. We will continue to look at options.

It was discussed that Don Morrison will also look into the possibility of sponsoring the Collins Foundation's B-24 THE ALL AMERICAN for a similar repainting project.

Hardwick Museum -Alberta DelGuidice

After discussion of some Veterans donating memorabilia to the 93rd Museum at Hardwick, England the topic of an update of a security system was also discussed and how the 93rd could help in that endeavor.

A motion was passed "to provide up to \$2500.00 for the installation of an electronic security system with remotely operated motion detector and security cameras after a written estimate for the scope of work is submitted."

New Business:

Mighty 8th Air Force fund Raising Project - Jim Guddal

After discussion the following motion was passed:

"The 93rd Bomb Group Association support the Veteran's Memorabilia Archiving Project at the 8th Air Force Museum in Savannah, GA with an additional \$5,500 with first priority to the donated 93rd Memorabilia."

"HOT STUFF" Recognition Project - John Marx and Jim Lux

After Jim Lux' presentation and discussion a motion was passed:

The 93rd Bomb Group Association will provide administrative assistance to the "Hot Stuff" Recognition Project to erect a memorial in Iceland as a permanent recognition of the "Hot Stuff" crew and passengers to include LTG Andrews. The 93rd will receive, accumulate and disburse funds raised by Jim Lux to establish the memorial.

England Reunion - Don Morrison

Recommended to hold an England Reunion every 3 to 5 years as long as we have at least 25 persons in attendance. All those interested should contact Don with preferred dates.

By-Law Revision – John Marx

The 2ADA dissolution requires changes to our By-Laws to adapt them to the end of the 2ADA. During 2012-2013, officers will review the By-Laws and bring proposed revisions to the 2013 Annual Meeting for consideration.

2013 Reunion Update – Jim Root

Considerable progress has been made in finalizing the hotel choice for next year's Hartford, CT reunion. The dates and other details will be in the next BOFQE.

2014 Reunion Location - John Marx

After discussion and a vote, Dayton, OH was selected as the site for the 2014 Reunion.

Officer Election - John Marx

Nominating Committee consisted of Veteran's Advisory Board Member, Fernley Smith, Associate Member, Rick Goodfriend, and Associate Member, Fred Weir.

After nominations and a vote the new Officer Board was approved as follows:

President-John Marx

Executive Vice President-Jim Root

Treasurer - Jim Guddal

Assistant Treasurer - Nancy Stranger

Secretary - Nick Timmer

Editor - Joanne Sargent

Historian - Don Morrison

Vice President to the 2ADA – No longer required

Reunion Committee:

Reunion Coordinator - Jim Root

Reunion Assistant - Joe and Phyllis Duran

Meeting Adjourned

Minutes respectfully submitted

Phyllis Duran, Secretary 2010 - 2012

Treasurer's Notes

93rd Bombardment Group Association STATEMENT OF ASSETS AND FUND BALANCE

10/9/2012

Cash Basis

As of September 30, 2011 and 2012

					Sep 30,'11	Sep 30,'12
ASSETS						
Current Assets						
Checking/ Savings						
Center National Bank Cert. Dep.				5,000		6,000
Center National Bank Savings				18,383		21,448
Center National Bank Checking				4,689		2,241

Reunion Fund			1,401		1,200
PayPal Balance			24		24
Total Checking/Savings			29,497		30,913
Post Exchange Inventory (PX)			1,357		1,481
Total Current Assets			30,854		32,394
LIABILITIES			0		-248
TOTAL ASSETS & FUND BALANCE			30,854		32,146

STATEMENT OF RECEIPTS AND DISBURSEMENTS

10/9/2012

Cash Basis

October 2010 through September 2011

October 2011 through September 2012

2011

2012

Receipts/Disbursements					
Receipts					
Donations			2,719		2,630
Interest			268		65
Member Dues			6,500		7,165
Reunion Excess Proceeds			2,000		3,376
PX Sales & Books			3,401		2,991
Total Receipts			14,888		16,227
Disbursements					
Bank Charges			55		25
Delivery & Postage			846		482
Newsletter Publishing			5,214		3,066
Membership & Office Svcs			2010 & '11		2,600
Website Maintenance			377		377
Data Base Software			1,317		492
Gift to Mighty 8th Museum			2,000		2,000
Dues, Licenses and Permits			105		0
Print - Book Pmts to Publishers			1,337		606
PX Purchases			2,143		1,956
Shipping: supplies & costs			941		483
Reunion Deposits			1,800		2,125
Reunion Supplies			432		723
Total Disbursements			16,567		14,935
Net Receipts (Disbursements)			-1,679		1,292

Statements are not audited or reviewed.

Jim Guddal, Treasurer

Destination Seattle on the Amtrak Empire Builder

And what a ride it was! The Ecks, Timmers along with the Dick Veigels (1960s 93rd BW) boarded in Chicago and were treated to champagne. The troop headed for St Paul, MN where the Guddals joined them. Of course, by then, the refreshments were all gone and everyone had retired for the night. The train pulled out of St Paul at 11:15 PM Tuesday and headed west through Fargo, Grandforks, Williston, in the state of Montana, Glacier National Park (at night) and finally arrived in Seattle Thursday noon. Each sleeping car had an attendant assigned to it and service was very good. The food, served three times daily, was excellent. We even attended a wine tasting. One could also enjoy the club car with its scenic panoramic view.

Going through Montana was like traveling in low gear. Work on the tracks combined with a very stiff wind allowed us to hum along at 40 mph. At one point we

were 3.5 hrs behind schedule. However, when the wind finally died late in the afternoon, the engineer must have put the pedal to the metal because by the time we hit Seattle, we had made up 1.5 hrs.

The time spent with our fellow 93rd BG travelers was terrific. We were able to solve a lot of the world's issues while the North Dakota and Montana landscapes whizzed by. Aside from the challenge of climbing into the upper bunk at night, and trying to shave as the train was cornering, it was a grand experience.

I believe the Amtrak also goes east, like to Connecticut. Perhaps we will see you in the club car on the way there, in 2013. Food for thought?

Jim Guddal

93rd Website Update

At the time of writing this article, 52,399 people have visited the 93rd BG website since it's redesign in November 2009. A visitor recently was logged all the way from Balikpapan, Kalimantan Timur, Indonesia .

I'd like to thank everyone from the 93rd BG who helped out with the webcast at this year's reunion in Seattle, WA. It was an idea Jim Root and I were kicking around and we decided to formally present it at one of the 93rd tele-conferences earlier in the year. The setup was kind of bare bones, but I was able to get three cameras up and running and switch between them -

giving a great overview of the room and close-ups of whoever was speaking. Things to improve on are connection speeds, audio and the interface on our 93rd website. It would be nice to have the people viewing the webcast from their home to interact with those of us at the reunion. For example, people at home could send messages to the group during a business meeting or maybe connect via webcam and send a friendly hello. If anyone has other suggestions or ideas please send them to me!

The Memorial Project - DVD for sale

At the 2010 reunion in Savannah, GA the 93rd BG dedicated a stained glass window at the Mighty Eighth Air Force museum for its fallen heroes. The entire reunion and memorial service was documented and is available on DVD for \$10. Please look for an order form in this issue of the Ball of Fire or go to the PX on the 93rd BG website and order online.

Also please visit the PX for other original films

produced by the 93rd Bomb Group (from the 93rd BG homepage click the Post Exchange window located towards the bottom).

Thank You,
www.93bg.com
Michael Sellers, 93rd BG Webmaster
Email: mtsellers@mac.com

Greetings from the 93rd BG Historian!

Mini Reunion in England

The topic of a Mini 93rd BG reunion in England was discussed at the 93rd BG reunion in Seattle, WA. We are looking for a head count for who would be interested around Memorial Day in 2013, 2014 or 2015. It would be a 3 day event ending on Memorial Day. There may be an optional 2 day pre-reunion package for site seeing around the area of NON 93rd BG/ WW2 places. Please let me know a head count and which years would be of

interest by January 31, 2013. Please remember to send address, phone and email, if available

FREE Memorabilia cataloging and Research

I am willing to scan any documents, records and photos of a 93rd BG veteran and return ALL of the original items (unharmed) along with cd's of all scans/jpeg images along with any additional information I can add regarding names, plane serial # /artwork and places. There is NO

charge for this service! I can also make extra cd's copies for family members. I have done this for several veterans over the years. My contact info is shown below.

Information of a 93rd B-24 flat spin & survival ~ April 1945

I received a call from Arthur LaMontagne, 329th BS pilot, who was involved in a B-24 accident that lost one tail plane and part of the elevator during assembly over England. The failure caused the plane to go into a flat spin and the pilots were able to recover at an altitude of approximately 4,000 ft. They flew back to Hardwick and did a flyby of the control tower and were directed to go to a crash strip to the south (RAF Woodbridge?). They made an emergency landing and were told the plane's fuselage was twisted 30 degrees and would be scrapped. I would like to learn more about this event, date, crew and aircraft. If you have any recollection, photos, or documents of this event, please contact me at the information shown below.

Museums/Archive and where to donate items

As you have learned elsewhere in the newsletter, the 93rd BG Association is sponsoring a new security system

for the 93rd BG museum located at Hardwick. This is an important project to help protect donated items. We also are funding the cataloging of already donated 93rd BG items at the Mighty 8th Museum. As far as where to donate, there are many locations worthy of these items each with different needs and focuses. A formal document is being finalized that will address where each type of item can be best shared and preserved. Once completed, it will be in the newsletter (depending on space) and the webpage. In the meantime if you have any questions about where to donate, please do not hesitate to contact me.

Cheers,

Don Morrison
93rd BG Association Historian
1375 West Comet Rd
Clinton, OH 44216
Home (330) 882-2536
Cell (330) 819-6409
Doniac1967@sbcglobal.net

Hartford, CT Reunion 2013

We continue to work with representatives in Hartford, planning our 2013 93rd BG Association reunion! Mark your calendars now!!!

Dates: Thursday, October 17th – Sunday night, October 20th, 2013.

Hotel: The Sheraton Bradley Hotel

Location: Bradley International Airport (right on the airport grounds!!)

Room Rate: \$99.00 for single or double, plus 15% tax and occupancy fees

Includes: Full breakfast buffet up to 2 persons per room, complimentary parking in garage, complimentary WI-FI internet access, full service restaurant on site, and indoor heated swimming pool/fitness center.

Website	www.sheraton.com/bradleyairport
Address	1 Bradley Int'l Airport, Windsor Locks, CT 06096
Phone	1-800-623-5311 Use code: 93BG when reserving
Cutoff date	September 23rd, 2013 (so make your reservations early!!!)

Other activities, events, dinners, and tours are being planned, and more information including full schedule and reunion registration fees, will be available by June, 2013. You can also keep checking our website for more information as it comes available: www.93bg.com

Jim Root, Reunion Coordinator

Hot Stuff Memorial Fund Project

To view the "must see" video on YouTube about the B-24 Liberator Hot Stuff, go to this link: <http://youtu.be/etX1lid-8fs>

Jim Lux, Project Coordinator

Nancy Stranger, 93rd Bomb Group Assistant Treasurer

Donations are now being accepted to create and build a memorial in recognition of "Hot Stuff," the first 8th Air Force heavy bomber to complete 25 missions in WWII. Four members of the original Hot Stuff crew died when the plane crashed into a mountainside in Iceland on May 4, 1943. In addition to crewmembers, others killed in the crash were Lt. General Frank M. Andrews, three members of his staff, two U.S. Army Chaplains, and a civilian who served as the U.S. Military Chief of Chaplains.

The deaths of Lt. General Frank M. Andrews and his staff created a crisis for American military leadership in Europe. Lt. General Dwight D. Eisenhower was eventually chosen to replace Andrews.

Jim Lux, of Austin, TX, is spearheading the fundraising efforts for the memorial. Jim has traveled to Iceland, viewed the site of the crash, and actually found some pieces of "Hot Stuff," which were shipped to the U.S., courtesy of Icelandair Airlines. Jim is available to speak to groups about the project. If you would like further information about the memorial project, or you would like Jim to speak about the project to a group, please contact him.

H: 512-327-1750

C: 512-731-8024

email: jlux@austin.rr.com

The National Museum of the United States Air Force has received various parts of the plane, thanks to Jim's efforts on this project. The Ambassador to Iceland, Luis Arreaga, Iceland government officials, and a number of retired U.S. military officers and enlisted personnel are supporting Jim on the project. To participate in this important memorial project, fill out the donor card below and submit with your check or money order. Please make your checks payable to the "93rd Bombardment Group Association," with a notation of "WWII B-24 Memorial." Send your a check or money order, along with the completed donor card, to the address noted on the card. Our sincerest thank you for your support of this important project.

B-24 Liberator "Hot Stuff" Memorial Charitable Donation

Donation Amount: _____

Complete Name (please print clearly) _____

Address _____ City _____ State _____ Zip _____
(street)

The 93rd Bombardment Group Association is a 501(c)(3) Non Profit Organization. Donations for the "Hot Stuff" memorial project are tax deductible. If you donate \$250 or more, you will receive a receipt from the organization for your tax records. A copy of your check is a sufficient record for donations smaller than \$250.

Mail check or money order to:
93rd Bombardment Group Association
995 Cottonwood Lane
Glenwood Springs, CO 81601

THE MEMORIAL PROJECT - DVD

93RD BOMBARDMENT GROUP
SAVANNAH, GA 2010

OUR 93RD BOMB GROUP FAMILY RAISED \$15,000 DOLLARS TO CREATE AND INSTALL A STAINED GLASS WINDOW IN THE MIGHTY EIGHTH AIR FORCE MUSEUM CHAPEL. THE WINDOW MEMORIALIZES THE MEMORY OF THOSE WHO FOUGHT IN THE 93RD BOMB GROUP DURING WWII BUT UNFORTUNATELY DIDN'T RETURN HOME. THIS FILM DOCUMENTS THE 93RD DURING ITS SAVANNAH 2010 / "ONE MORE MISSION" REUNION AND THE MEMORIAL SERVICE DEDICATING THE STAINED GLASS.



FRANKENBITE PRODUCTIONS AND THE 93RD BOMB GROUP ASSOCIATION PRESENTS
"THE MEMORIAL PROJECT - 93RD BOMBARDMENT GROUP, SAVANNAH 2010"
2ND CAMERA BY NICOLE GILLIAM MUSIC BY SCOREKEEPERS EDITED AND DIRECTED BY MICHAEL SELLERS

THE MEMORIAL PROJECT Stained Glass Window Dedication		ORDER FORM
a film by Michael Sellers		
NAME	EMAIL	
STREET ADDRESS	PHONE	
CITY	STATE	ZIP
Michael Sellers 565 Carroll St. Apt. #4 Brooklyn, NY 11215	In the white box fill in quantity for desired format <input type="text"/> DVD (\$10 each)	

Veteran's Memorabilia Archiving Project

As many of you know, your 93rd BG Association has committed to financially supporting a major effort at the 8th Air Force Museum in Savannah, GA for the cataloging and processing of the multitude of materials received from our vets. The objective of this project is to identify the veteran and prepare their memorabilia of the war years for public viewing. To our knowledge, no other Bomb Group has made this commitment. This project only got off the ground in September. The letter that follows is an example of what has been accomplished so far. If any member has questions or comments concerning this project, let us know. You can reach me (763) 694-9058 or jguddal@yahoo.com.

Jim Guddal, Treasurer

To the 93rd Bomb Group Association:

As research center director at the Mighty Eighth Air Force Museum, I extend a grateful thank you to the 93rd Bombardment Group Association for your pioneering support of the Veteran's Memorabilia Archiving Project. This joint effort will preserve the historical legacy and archives of the 93rd Bomb Group at the Roger A. Freeman Eighth Air Force Research Center and make these memorabilia available for research.

The Kenneth L. Gilbert Collection has recently been cataloged. Pilot Kenneth L. Gilbert from Newport, RI, is both an inspiring and tragic hero. Like many other pilots, Gilbert veered away from heavy partying and drinking, choosing instead to be alert by getting a decent night's sleep. His service record stands as a testament to his determination and ambition. Gilbert flew three tours over Germany and occupied territories, flying 75 consecutive combat missions and 19 supply runs. He completed his 75th mission on 9 October 1944. Compounding on his amazing record, none of his crew wear the Purple Heart. In a Stars and Stripes article from October 1944, Gilbert explains, "I'll keep on going up, so long as they let me." He refused to take leave after he finished his first tour and kept on flying missions, even winning a bottle of bourbon from some medics who claimed that he would not make it to 50 missions. After his 75th mission, Gilbert took a six day leave. Therman Brown, Commander of the 409th Bomb Squadron during most of

Gilbert's service, considered Gilbert an extremely good pilot who flew with complete ease and confidence. After VE Day, Gilbert put in a request to be trained as a fighter pilot, explaining that he did not want the burden of others' lives in his hands. Assigned to the 339th Fighter Group at Fowlmere in June 1945, Gilbert struggled to fly the P-51 with ease. As an experienced bomber pilot, Gilbert had trouble adapting to the difference in flying style. He spent 20 hours of practice supervised by either the Squadron CO or Operations Officer before he was considered improved. Then on 17 July 1945 Gilbert and his Flight Leader, Robert Blizzard took off on a cross country training flight. When they returned to Fowlmere, Blizzard landed first. After setting up a peel-up, Gilbert continued straight then gained altitude and rolled to the right. Inverted, Gilbert's plane crashed into the ground, killing him instantly. The cause of the wreck could not be determined because of the extensive damage to the aircraft.

In 1997 John Harris, the founder of the 339th Museum at Fowlmere, excavated and examined the wreckage. The plane wreckage spread out over a wide area and pieces could be found as deep as two to three feet, leading Harris to conclude that the plane was going at a high speed when it made contact. Although the majority of the plane was not found, it was important for Gilbert's story to be uncovered. He was an amazing man and an incredible pilot whose personal valor deserves to be remembered.

As more collections are cataloged, I will share the details with you. I also invite you to visit the research center and the Mighty Eighth Air Force Museum whose mission is to preserve for all Americans the stories of courage, character and patriotism displayed by the men and women of the Eighth Air Force from World War II to the present. You may contact me at the Mighty Eighth Air Force Museum; P.O. Box 1992; Savannah, GA 31402; tel. 912.748.8888 ext 108 or email vrogersprice@mightyighth.org

Most sincerely,
Vivian Rogers-Price
Research Center Director

MORE PICTURES FROM THE SEATTLE REUNION 2012



Space Needle



Glass structures while waiting in line



Skyline from the Space Needle



Seated: Veterans
Vernon Swaim,
George McLean,
Bud Winnett,
Fernley Smith,
Fred Shubeck,
Ray Eck

Standing: Wives
Charla Winnett
Alberta DelGuidice
(widow of Louie DelGuidice)
Maxine Veteto
(widow of Hearol Veteto)
Joanie Smith
Carol Shubeck
June Eck

Letter from Evelyn Dole (retired), 93d Air Ground Operations Wing Historian



To the Members of the 93d Bombardment Group (Heavy) Reunion

The men and women of the 93d Air Ground Operations Wing send you their warmest regards and appreciation of your service to our great nation during one of the most crucial moments in our history.

We are proud to be the standard-bearer of the 93d and we hope you will accept our gift of a copy of the 93d Bombardment Group's Wartime Histories and the present emblem of the 93d.



Evelyn J. Dole, Historian
93d Air Ground Operations Wing
Moody Air Force Base, Georgia



Folded Wings

Brown, Jr., Llewellyn Lee, October 28th, 2012



Crew of the Flying Cock:

Left to right:

J.C. Gardner, gunner
Harold M. Sena, engineer
R.J. Laffler, tail-turret
John T. Sparks, bombardier
Llewellyn L. Brown, pilot
Robert J. Quinliven, co-pilot John
Hunt, navigator
Charles C. Stercher, radio
Ernest K. Kish, top-turret



Lew Brown had a passion for flying from the time he was in his teens. After high school graduation, he enrolled in college where he took his first flying lessons. In his third year of college he began to think about joining the Army Air Corps and applied. In April of 1941 during the second semester of that third year, he was accepted and left immediately for cadet training. His primary training was at the Spartan School of Aeronautics in Tulsa, OK. Basic training was in San Angelo, TX. And his advanced training was at Brooks Field in San Antonio, TX where on December 12, 1941 at 21 years of age, he graduated as a Second Lieutenant. This was five days after Pearl Harbor.

In January, 1942, Lew was transferred to the 98th Bomb Group at Barksdale Field in Shreveport, LA where after thirty hours of flying time, he was checked out in the B-24 as pilot. After that, he was transferred to the newly activated 93rd Bomb Group, 409th Squadron. At the first squadron meeting, because he was the only

one who had been checked out in the B-24, he was appointed squadron instructor teaching his fellow squadron members as observer, co-pilot, and first pilot. Looking back, Lew realized that the intensity of all those hours instructing was not only beneficial in building up his flying time but gave him more experience with the B-24 which ultimately served him well when he began flying combat missions.

After getting everyone checked out, the group headed to Ft. Myers, FL for a time and then on to Manchester, NH to pick up their brand new B-24Ds. In September, 1942, the 93rd Bomb Group was set to cross the Atlantic to England via Gander, Newfoundland. It was a night crossing with one plane lost. Alconbury was the destination for the 93rd and was Lew's base until the 409th was assigned to Hardwick Air Base near Norwich, England. The majority of his missions were flown from there with the exception of the time he was ordered to North Africa where he was associated with

the Middle East Air Forces.

Lew flew 28 missions with his last one being "Operation Tidal Wave", a secret low level bombing raid, which took out a portion of the enemy's oil field in Ploesti, Rumania. That was August 1, 1943. Within two weeks of that last mission, Lew was on his way home to marry his high school sweetheart, Ann Brooks. The wedding was September 6, 1943.

The final two years of Lew's time in the service were spent in various ways....a combat instructor on the B-24 in Utah and Idaho. He next transitioned into the Air Transport Command (ATC) in Florida where in thirty days he was trained and checked out to fly the C54. Following that, he flew transport over the Pacific. Then

he finally moved to California to instruct future ATC pilots instrument flying for the C54. In December of 1945, Lew was discharged with the rank of Captain to reserve status. Lew was a recipient of the Distinguished Flying Cross.

Over the years, Lew and Ann had five children. He was in the retail shoe business flying his Cessna between his stores in Arkansas. One of his greatest joys was attending the reunions of the Second Air Division and the 93rd Bomb Group. He was a lifelong Methodist and entered into the presence of his Savior on October 28, 2012 at the age of 92.....or as he would have said.....in his 93rd year.

Garner, Douglas C., January 23, 2012



OBITUARY – Reprinted from Spry Funeral Home of Huntsville, AL

"Douglas C. Garner, age 89, of Huntsville, passed away January 23, 2012 at Huntsville Hospital with his family by his side. Mr. Garner is survived by his wife of 69 years Patsy R. Garner, his three daughters Betty Harris, Frances Dixon and Debra McAnalley, 7 grandchildren and 9 gll with the 8th Air Force 93rd Bomb Group as a tail gunner in a B-24 Liberator. He was one of the first Honor Flight recipients and he was a distinguished civil servant for the Department of Defense. He was a loving husband, father and grandfather. He will be loved, missed and never forgotten."

Note from John Marx: I first met him at the 2006 Reunion in Savannah. Doug was acquainted with the sister of a crewman on my Uncle Bob's crew. At the first opportunity, I visited Doug in his home in Huntsville, AL. Doug was the Vice Commander of the 8th Air Force Historical Society and very active in a local WWII museum. He showed me around the museum and introduced me to the younger sister of R.K. Locker, the co-pilot who was living nearby. Doug was a super guy: kind, generous and a great friend. It was a pleasure to meet him. By the way, Doug's email was liberatordoug@aol.com. He was proud of his service in the 93rd and loved the B-24.



Photo 1: Doug Garner, 1944

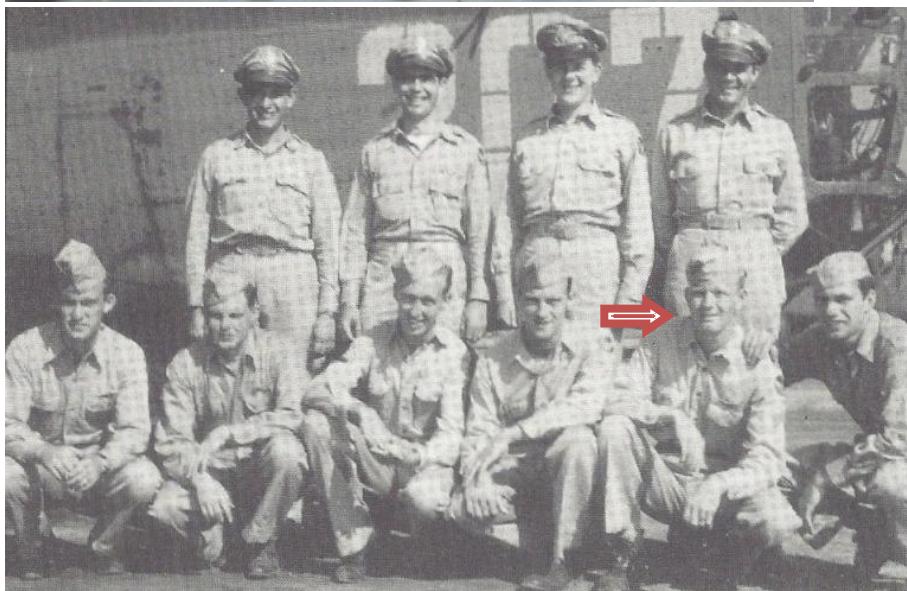
Photo 2: Doug's Honor Flight to Washington, DC

Photo 3: Doug, Patsy, & Debbie, England 2005



Buffington Crew kneeling left to right
S/Sgt Douglas C. Garner (tail turret) **with baby shoes tied to chute**, S/Sgt Mike --oury (gunner), T/Sgt vito Palazzolo (radio), /s/Sgt John Mangels (gunner), S./Sgt ---mand Roberts (gunner), T/Sgt Fred Young (engineer)

Standing left to right
Lt. Bill Freeman (radar nav), Lt. Ted Thoma (co-pilot), Lt. George Gorman (bombardier), Lt Phil Buffington (pilot), Lt. Henry Clark (lead nav)



Bombardier Minister's crew before leaving the states.

Kneeling--T/Sgt Richard A. Varney (engineer), S/Sgt Donald C. Bartoo (nose-gunner), S/Sgt George H. Brose (top-turret), William J. Finner (ball-gunner), S/Sgt Douglas C. Garner (tail), T/Sgt Harold Klein (radio);

Standing--Lt Abraham Gerald Melwood (navigator), Lt Edward Thomas Dunne (co-pilot), Lt Marshall Minister (bombardier), Lt George Augustus Dobbs (pilot). Flying with a different crew November 5, 1944, Dunne was killed. (page 480*)

Editorial comment: The following article is but a sampling of the excellent book Doug put together about his life in the service of this great country and after the war. Since space is limited, I will try and provide highlights of his very interesting life. Some of the text will be direct quotes from his story. Presented by Jim Guddal.

Doug's Story

"My name is Douglas C. Garner: I served my country in World War II as a Tail Gunner on a B-24 Liberator, four engine bomber, 93rd Bomb Group, 8th Air force. I flew thirty combat missions over Germany and other occupied territories."

Doug was born in a farmhouse in central Alabama. His dad had served in WWI. All of Doug's early days were spent on the farm, during very hardscrabble times. He graduated from Evergreen, Alabama high school having excelled in sports. He also wanted to fly. He was still in high school on December 7, 1941. While waiting to join the Army Air Corp he met Patsy from Texas. "She took my heart away and after a short relationship we were married on January 1, 1943."

Later in 1943 he passed the Army Air Corp qualification test and was sent to Miami Beach, FL for

basic and classification testing. Having qualified for pilot training (his dream) he was informed that there was a shortage of combat aerial crew members. He and 5,000 other men entered gunnery, radio and flight engineer training. During this time, Doug became a father. It would be seven months before he would see his firstborn. After gunnery school, where he became very effective with a 50 caliber machine gun, he was sent to Westover Field, MA for forming up a 10 man crew. After extensive mission training in the USA including German submarine search and destroy in the Gulf of Mexico, target practice and adjusting to flying at 20,000 feet, the crew was off to England via Labrador, Greenland, Iceland, Scotland with final landing at Hardwick in East Anglia.. (Side bar: 50 cal gunners had to learn to disassemble and reassemble the weapon, while blindfolded. This gun had over 50 moving parts.)

Doug was assigned initially to the 409th squadron and later transferred over to the 329th. Upon arrival with the 409th, Doug was issued flying equipment "... which consisted of heavy flying clothes, electric suit including shoes and gloves, parachute and harness, an escape kit and other paraphernalia."

After completing mission training, his crew was ready for combat. "The top brass said we were ready for the big dance." The Captain Dobbs crew was ready for action!

On his first mission day, the crew were rousted about 3AM. Breakfast was at 3:40AM and briefing was at 4:30AM. After a brief meeting with the Chaplain (voluntary) it was out to the flight line to get ready. "The tail gunner's job is to protect the rear of the aircraft from incoming German fighters and to alert the pilot of any danger that may be coming from the rear. The tail gunner had one other responsibility, to preflight the bomb load we were carrying. I would go out into the bomb bay and check the safety condition of the bombs. The last thing to be completed while in the bomb bay was to remove the carter keys from the bomb fuse shaft and insert the arming wire in its place. The arming wire is attached to the bomb rack. When the bombs are released (the bombardier's job) the arming wire will be yanked from the fuse shaft and the bombs will be become armed." (Side bar: The catwalk on which the crew crossed thru the bomb bay was about 8" wide and supported by diagonal struts from the fuselage. When in full dress including flak armor, electric suits for high altitude flying and a parachute, it was very difficult to traverse this space. It was even more frightening when the bomb bay doors were open. Bombing was usually above 20,000 feet.)

After being cleared for take-off by the control tower, the Dobbs crew was off to form up with the rest of the squadron being assembled over the North Sea by Ball of Fire, the stripped assembly B-24. The target, Hamburg, Germany, was an eight to ten hour flight and heavily defended by anti-aircraft batteries and battle ready fighters.

"The view from this position (tail gunner) is so spectacular, you are looking at all the aircraft that are flying formation behind you and we are all heading to Hamburg, Germany. Since I have a nice bird's eye view of the formations behind, I keep the pilot informed on how tight they are flying. The old saying is put your wing tip in the other plane next to you waist window. Flying tight formations helps to keep the German fighters away. Looking over the horizon you begin to see small dots appear. As the dots get closer and larger you identify them as your own fighters, P-51s. They have come to escort our bomb group to the target and back as their fuel consumption will allow. When bomber crews look out and see our "little friends" flying with us, you utter a sigh of relief, knowing you have added protection for what may be waiting over the horizon."

The next B-24 Doug and crew would fly was "Miss Behave". "...she would take us to many targets and bring us back and sometimes she would be in bad shape. I flew many missions in this aircraft while completing my thirty mission tour."

The Shoes: "I would like to relate to you a story that happened through my 30-mission tour. Sometime ago, I mentioned that I was married and my first born (daughter Betty) was born after I entered the service. Before going overseas, I took a tiny pair of baby shoes

that she had worn. These shoes would be my link to the family I was about to leave and to the war that I was about to enter. Before I flew my first mission in combat, I attached the shoes to my parachute harness and they flew 29 of 30 missions with me. Sometime in the middle of my tour, we were alerted for a mission. When I opened the locker door where the parachute and harness were located , it was missing. The chute has been taken in for repacking and inspection. That mission without the shoes was mentally the toughest mission I ever flew. The shoes represented my lifeline, my good luck charm. Without them I knew I would not return. The one major thing that made me get aboard that aircraft, even if it cost me my life, I had a responsibility to the other nine crewmembers to take care of the duties I was trained to do. Come hell or high water, that was what I was going to try to complete. But, I did return and completed my remaining missions with the shoes back where they belonged. After a half century has passed, those shoes (now bronzed) are still with me." (See Doug with his baby shoes in the crew photo)

After several missions with the 409th bomb squadron Doug and his crew would be reassigned to the 329th and to a lead crew squadron. Missions would include Benefied (railway), Wessel, Dingden and the final (30th) mission to Duenberg, Germany. Now, with his last mission complete, Doug was back to the states being assigned to Laredo, TX as a gunnery instructor. While there, he was told he would be enrolled in the next Aviation Cadet Program (put in reserve at the beginning) and would attend pilot training school. But, it was not to be. The war was winding down and Doug, now with enough points for discharge decided to leave the service as a staff Sargent. It was 1945.

Doug, then in the 329th, tells about one very tragic mission that went wrong. It was December 19, 1944. They had been alerted to fly but the fog at Hardwick "was so thick you could cut it with a knife." The 93rd squadrons would have to take off by instruments. Doug's plane was in the number three position for takeoff with Captain Marx ahead in the number two spot. Number one was off and away leaving Marx next inline. Marx taxied away disappearing into the fog. "A few seconds later there was a thunderous explosion. Captain Marx had crashed at the end of the runway and eight of the bombs aboard had exploded. All eleven crewmen were instantly killed. As our engines were roaring for take-off, one word came down, SCRUBB, SCRUBB the mission. The tragedy was not charged to enemy action, but the sorrow ran deeper than had the crew been lost in battle. The evidence of the crash stayed at the end of the runway for a long time. As we took off on other missions, it was a reminder of what happened that tragic morning."

Awards

During his military service, Doug was awarded a the following decorations and medals: Distinguished Flying Cross, five Air Medals, Meritorious Service , Army Commendation, Air Force Commendation, Good

Conduct, WWII Victory, American Campaign, Middle Eastern Theater Ribbon with one bronze star and one silver star and a Lead Crew Certificate of Commendation. (Side bar: Capt. James E. Rutherford Piloted the lead aircraft for which the certificate was awarded. The mission was Ottbergen, Germany Feb. 22, 1945 on Doug's twenty first mission).

Life Goes On

For two years after the war, Doug and Patsy would tour America before returning to Alabama to raise a family, start a career and get on with life. They were blessed with two more daughters, Frances and Debra. Doug would make his living as an electrician until 1951 at which time he went to work for the U.S. Air Force as an Electronics Radar and Fire Control Specialist. In 1966, a career change found him with the Department of Defense based in Huntsville. He became an Electronics Quality Assurance specialist. Before retiring in 1987, Doug was presented the Meritorious Civilian Service Award, of which he and his family were very proud. But, Doug wasn't ready for the rocking chair just yet. Upon retirement, he opened a "quality assurance office" specializing in assurance of defense contracts and specification requirements.

To the best of this author's knowledge, Doug spent his many years active with the North Alabama Wing of the 8th Air Force Historical Society. He also spent valuable time with the schools telling his story in a

*Ted's Travelling Circus by Carroll (Cal) Stewart

Letters to the Editor

From: marietta33@msn.com
To: joyridecp@msn.com
Subject: Ball of Fire newsletter quarterly express Fall 2012
Date: Wed, 29 Aug 2012 18:56:13 -0400

Page 21 List of 330th squadron Hot Stuff killed in mid air crash.

2/LT. Chester Makinster, was from Roseville, Calif.
2/Lt. Robert M. Trask was from Cottage Grove, Oregon

program called VETERANS INTO SCHOOLS. Thank you Doug!

During 2005, many of the 93rd BG Assn members including Doug and Patsy toured the old airbase Hardwick in England. It was on that trip that Doug visited the American Cemetery near Madingley England to pay tribute to his co-pilot who had been killed on his fourth mission. Later that year, we all went to San Diego, CA where Doug and our 93rd Vets served as Grand Marshalls at the dedication of B-24 at Balboa Park. (Many of the 18,500 B-24s were built by Consolidated Aircraft in San Diego)

Doug took his last flight in B-24 Diamond Lil in May 2006.

An Airman's Story by Douglas C. Garner is an excellent review depicting events that happened to him during WWII. Through his story the reader will develop an understanding of what our guys did for their country and for the world. Due to space limits in this newsletter, only a very small part of his story is presented. His book will be available at the 93rd Bomb Group reunion in Hartford CT in the fall of 2013. After that, it will be presented to the 8th Air Force Museum in Savannah GA so that more of the public can read and enjoy An Airman's Story.

Respectfully submitted, Jim Guddal



From: yhart@netvision.net.il
Date: Sat, 1 Sep 2012 21:58:30 +0300
Subject: 93BG question
To: joyridecp@msn.com
Hello,

I found in my dad album a picture of Lt. Harth William that I suppose was in 93BG. Attached his picture. Is this the uniform of the 93BG? Can you please help me find more about his background ? Was he Jewish ?

Many Thanks,
Dr Yoram Harth

From: editor93bg@hotmail.com
To: yhart@netvision.net.il; doniac1967@sbcglobal.net
Subject: FW: 93BG question - William H. Harth
Date: Tue, 4 Sep 2012 13:46:36 -0600
Hello, Dr Yoram Harth,

Thank you for your email and picture.

The only information I have is from Ted's Travelling Circus by Carroll (Cal) Stewart, page 180. William H. Harth was part of the 93rd Bomb Group. He was on the plane called *Hell's Angels* on the Ploesti mission. Killed in Action were Lieutenants Roy C. Harms (pilot), Earl F.

Ferguson (co-pilot), William H. Harth (navigator), Albert W. Stahl (bombardier); Sergeants Ralph E. Richardson (radio), Winfield V. Long (tail-gunner), John Shufritz, Arnold M. Holen, Michael Koka (gunners). Becoming a prisoner was Sergeant Jack W. Reed (engineer-top-turret).

I have included our Historian, Don Morrison in the email. Don may be able to provide you with more information. For future emails, please send them to my new email address: editor93bg@hotmail.com
Take care,
JoAnne Sargent, 93 BG Editor



17

Standing left to right:

Pilot: Lt. Hugh R. Roper KIA 1 August 1943;
Co Pilot: Lt. Walter T. Stewart Survived the war; Bombardier: Lt. Harold J. Mann Shot down over Japan on 20 August 1944 POW for one year. Awarded DFC (3) AM (6) Purple Heart (3), Survived the war;
Navigator: Lt John B. White KIA 1 August 1943.

Front row left to right:

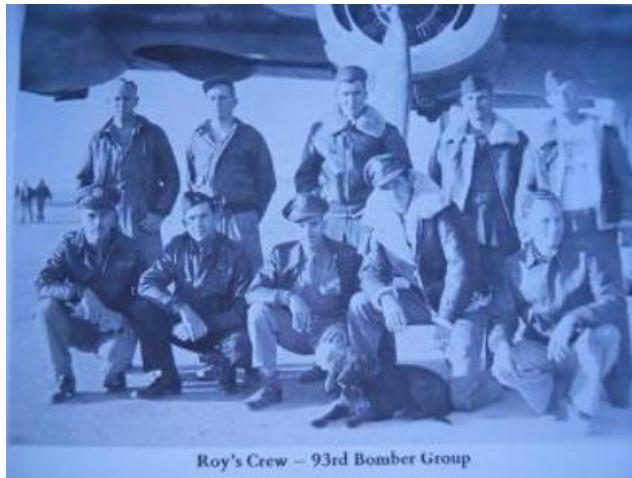
Tail Gunner: SSgt James J. Haggerty MIA 13 November 1943 Bremen, Germany;
All of the other men in the photo are unknown to me but include:
Top Turret/Engineer: TSgt Walter A. Zablocki KIA 1 August 1943;
Radio/Gunner: TSgt Henry C. Lloyd KIA 1 August 1943; AsstEngr/Gunner: SSgt Earle P. Lemoine KIA 1 August 1943;
AsstRad/Gunner: SSgt William A. Defreese KIA 1 August 1943.
The only members of the original Roper Crew to survive the war were Walter T. Stewart and Harold J. Mann.
That covers only nine of the ten men in the photo. I would like to know who they all are. I appreciate any help that you can provide.

R/S
John J. Chapman
116 Penny Pack Circle
Hatboro, PA 19040-3559
Tel: 215.416.9679
johnmcng@gmail.com

Date: Wed, 29 Aug 2012 11:32:33 -0400
Subject: Help Request: Crew Identification
"Exterminator" A/C# 41-23717H (Roper Crew)
From: johnmcng@gmail.com
To: editor93bg@hotmail.com

I am trying to identify all of the personnel in this photo for research. I do know the A/C was lost in a mid-air collision after leaving Ploesti, Romania on 1 August 1943 and that the entire crew on board was killed.

To the best of my knowledge, the crew shown here is the original crew. I believe the photo was taken at Alconbury in September 1942.



From: ruhemorgen@aol.com
Date: Fri, 7 Sep 2012 12:17:26 -0400
Subject: Roy Coulson Harms
To: joyridecp@msn.com

Roy Coulson Harms was my uncle. My mothers' only brother. I never had the opportunity to meet him, however, regarding his bravery and the love for America, I feel as though I have.

It warms my soul to see a dedicated site. I hope someday Roy, along with others known as missing can be put to rest upon American soil.

Thank you for your time,
Susane (Arizona)

From: "Rutledge, Karen"
Date: September 16, 2012 2:35:32 PM EDT
To: "109clearview@verizon.net"
Subject: 328th sqn

Julliard Hall, Engineer
John J. Tichy, Left Gunner
2nd Lt. Forte (first name unknown), Navigator

He recalls a story told by Paw-Paw regarding an encounter with a German aircraft that caused quite a stir. Paw-Paw landed their crippled plane at a nearby field and flew back to their home field the following day. Upon arrival, I believe he was in a bit of trouble for not reporting in but was let off the hook as the information he provided regarding the encounter was valuable.

Paw-Paw was one of the toughest men I have ever met and he stayed with us well into his 80's. I'm looking for anyone who may recall any information about him, his fellow crew members or the encounter with the aircraft. If you have any suggestions for direction in my research, I would be most appreciative.

Take care!
Karen

10250 Modesto Avenue, NE
Albuquerque, NM 87122
505-328-3255
karen.k.rutledge@gmail.com.

I found the site while conducting research regarding my father-in-law, Horace E. Rutledge. I'm conducting the research as a present for my husband Walter.

Our "Paw-Paw" as we lovingly called him was a B-24 pilot in the 328th squadron. From a photo found online at <http://www.8thafhs-pa.org/member-profiles/james-p-curry-93rd-bg/> [9/16/2012 11:36:39 AM], his crew members are identified as:
James M. Hembres, Co-Pilot
Troy R. Sherman, Radio
Metro Heresitkc, Tail Gunner
William Edwards, Right Wing Gunner
James P. Curry, Nose Gunner

From: John & Rayann Marx
<109clearview@verizon.net>
Subject: Re: 328th sqn
To: "Karen Rutledge"
<Karen.Rutledge@pnmresources.com>
Cc: "Don & Lori Morrison" <donic1967@sbcglobal.net>,

"Bill & JoAnne Sargent" <editor93bg@hotmail.com>
Date: Monday, September 17, 2012, 8:34 AM
Karen,

Thank you for your kind words. I'm pleased you have discovered our web page. We will do all we can to assist

you to gather additional information about your father-in-law. I've forwarded your email to our group historian, Don Morrison and our Ball of Fire Quarterly Express Editor. JoAnne Sargent. Don will check his records for any information about Paw-Paw and his crew. JoAnn will publish your request for information in our next newsletter asking for anyone who may remember him to contact you. We have more than 300 members in the organization, many who are veterans and could know him or one of the members of his crew. We will also

check our membership list to see if any of the crew are still alive and members. If so, we will put you in touch with them.

Our annual reunion takes place in Seattle next month. We'd love to have you and Walter join us for this 4 day event. I've attached our most recent BOFQE for your review.

Regards, John

Date: Mon, 17 Sep 2012 14:07:56 -0700

From: doniac1967@sbcglobal.net

Subject: Re: 328th sqn

To: Karen.Rutledge@pnmresources.com;

109clearview@verizon.net

CC: editor93bg@hotmail.com

Hi,

I did a quick search and found 25 missions with aircraft serial # and full crew listing. I can send via pdf and also

Don M

include many photo of his aircrafts. I will also compare the mission list with known events as you describe as landed away from base. If you have any questions please let me know. I would also like to see any paperwork or photos you may have.

Please send me your USPS mailing address in case to big to email...

Cheers,



This is to Certify

that S/Sgt. ARCHIE R. SLOMAN, of 328th Squadron, 93rd Bombardment Group, USAF has completed with honor to his country, comrades, and himself, 30 bombing missions over enemy territory, as hereinafter listed.

1	ST. DANGEOL	31 DEC 43	16	PAS DE CALAIS	22 MAY 44
2	KIRL	5 JAN 44	17	PAS DE CALAIS	9 JUN 44
3	BRUNSWICK	11 JAN 44	18	GOUTANCES	6 JUN 44
4	BONNIERES	21 JAN 44	19	GRANVILLE	8 JUN 44
5	BRUNSWICK	30 JAN 44	20	BEAUMONT A/D	11 JUN 44
6	SIRACOURT	12 MAR 44	21	ST. ANDRE A/D	12 JUN 44
7	WATTEN	21 MAR 44	22	VANNES A/B	13 JUN 44
8	PAS DE CALAIS	17 APR 44	23	PAS DE CALAIS	16 JUN 44
9	PAS DE CALAIS	19 APR 44	24	BERTICRY	17 JUN 44
10	WIZERNES	25 APR 44	25	PAS DE CALAIS	19 JUN 44
11	PAS DE CALAIS	2 MAY 44	26	PAS DE CALAIS	19 JUN 44
12	WIZERNES	5 MAY 44	27	POLITZ	20 JUN 44
13	PAS DE CALAIS	5 MAY 44	28	WATTEN	18 JUN 44
14	PAS DE CALAIS	6 MAY 44	29	LAON COUVRAN	25 JUL 44
15	PAS DE CALAIS	21 MAY 44	30	BRETTEVILLE	8 AUG 44

George A. DeLoach
Squadron Commander

Leland G. Fiegel
Colonel, Art. Corps.
Commanding

From: michael.e.land6.civ@mail.mil

To: joyridecp@msn.com

Subject: Folded wings addition (UNCLASSIFIED)

Date: Thu, 25 Oct 2012 14:50:26 +0000

Classification: UNCLASSIFIED

Caveats: FOUO

Ma'am,

Please add Sloman, Archie R. to your folded wings page. He is my Grandfather and served in the 93rd from 1943 – 1944 and flew in 30 missions. I was told by the records center that his Military records were part of the records that were burnt during the fire so I am not sure of the exact dates he was in the 93rd. I have attached a certificate signed by his commander that were in his belongings after he passed away.

Also, who do I contact to get his name added to the Roll of Honor list?

Thank you,

v/r

Lt. Mike Land

Criminal Intelligence Officer

Installation Provost Marshal Office

Bldg 123 Forrest Rd.

Fort Campbell, KY 42223

Office 270-798-2380

Cell 931-338-0359

After 67 Years



Raymond Eck and Ernest Perez



June Eck and Ernie Perez



Ernie and Ray

From: raymondeck1371@comcast.net
To: editor93bg@hotmail.com;
ernestperez@comcast.net; cshipon919@hotmail.com
Subject: After 67 years
Date: Mon, 5 Nov 2012 13:09:47 -0500

To Joanne: This is Ernest Perez and I along with June. Ernie was our original navigator on Eugene Justen's crew and we hadn't seen each other since we parted company in June 1945. These pictures were taken in San Jose, CA where our train stopped for 12 minutes. This was a reunion on top of the reunion in Seattle. Thought you might like this for the Ball of Fire. We are the only survivors of Lt. Justen's crew. If you need more info, contact either of us.

To Ernie: What a wonderful treat it was to see you again after 67 years. Must admit that we both have changed,

hopefully for the better. June was so happy to finally meet you after all the chats you had with each other over the phone. I will be sending you more pictures on the 93rdBG reunion in Seattle last month. It was another great get together for us old guys and the 2nd and 3rd generation people who do such wonderful work in putting it all together so that everyone can have a wonderful time. Next year we are meeting in Hartford, Conn. and in 2014 we will meet in Dayton, OH. I don't think that the decision for Hardwick, England has been made yet. They met there last year in May and then we again met in Tucson, AZ in Oct. England is a great trip and I hope that we can meet there again while we are still standing.

Cheers, Ray

Jim Cornwell's Recognition of Ben Kuroki's History

November 2, 2012

Dear Ben (and that charming wife of yours):

I am greatly impressed with *American Valor* and the summary you provided them. It particularly struck me that vets of WWII are fortunate to have such a publication sixty-seven years after the war ended. Without it there'd be no place of a 94-year old veteran to detail a courageous military life. And before you protest my language, the word *courageous* is the proper one. To do what you did took pure, unadulterated guts, Ben and there are very few accounts, if any, that equal it.

You express your thanks to Cal, Emil and Yours Truly but it's obvious the man who made it all a reality is the one who had to carry out all those heroics. And again my language is accurate -- *had to* -- because he was simply driven to prove himself an American. He could've settled for KP -- peeling potatoes and washing pots and pans -- and would've been unusual for even doing that considering the racial prejudice that then existed so strongly. I have to think back to realize 115,000 Japanese-Americans were ousted from homes and livelihood and moved to internment camp facilities that were scarcely more than shacks. Today it's hard to believe there was such intense hatred of Japan but FDR accurately branded the attack a "day of infamy."

And while you thanked your Hershey friends and neighbors for not demonstrating such prejudice, it nevertheless did exist though evidently not among your friends and neighbors. When the bombs were dropped you still lived in the vicinity of North Platte -- and so did I though by only a few months since I'd become a Union Pacific steno-clerk. It was obvious we of draftable age were going to be engulfed in a war that then appeared to be linked only to Adolf and Benito and because that seemed inevitable there wasn't much reason to continue schooling. Some had already been sent to camps in a pre-war draft they were assured would be of brief duration. Naturally a song evolved from it, with lyrics saying "Goodbye little dear, I'll be back in a year 'cause I'm in the army now."

Admittedly most of the USA had to consult an atlas to learn where Pearl Harbor was located after that comparatively small series of Asiatic islands capped a massive military build-up by shocking the world.

Didn't mean to launch with all that but in truth it simply emphasizes your surroundings on Dec. 7th when Shosuke Kuroki demonstrated his Americanism by telling his sons to volunteer for military duty. I've often wondered how many young Nisei men did what you and Fred did that day. My guess: None.

Not long thereafter a likable young man named, I believe, Masomi Okamoto, learned his athletic ability was no longer needed by North Platte High School,

where only a few years before the Ugai brothers had been lauded as outstanding football linemen. He could stay in school if he wanted to, but inconspicuously.

Where has all this led? Back to what I've repeatedly said ever since Operations Democracy days - - that you are a remarkable man who followed military exploits with a commendable professional life and a family of which to be proud.

That Carroll W. Stewart was so impressed with your accomplishments that he set out to make them known to one and all is obviously necessary to create the story. And while Op/Dem participants had drifted in many directions nearly sixty years afterward, Cal determinedly lit the fire under a project to see that details of Ben Kuroki weren't continued to be forgotten. He had no difficulty in enlisting drumbeaters, Emil and I included, and the numerous honors that resulted are proof the facts needed only to be unveiled, just as Cal must've envisioned.

Hello 93rd Veterans, Families and Friends,

If you have not appeared as a Featured Veteran on our website or your story has not been included in a previous issue of the Ball of Fire, please consider sending me a summary of your history with a few pictures. If you send them to me by regular mail and you would like them back, please let me know and I will be happy to return them. By regular mail, please send a copy, not the original. Your story will be included in a future newsletter and Michael Sellers will display your story on our website.

If you don't look back on your life with a sense of satisfaction, Ben it'll only be because otherwise you would've it all go unsaid rather than give it mention. And, dammit, human nature being what it is, if you'd told your own story it would've been branded "braggadocio" by many. But certainly not by those who know the facts because our admiration for you is beyond measure. I remember, Ben, what I wrote on the inside cover of "Most Honorable Son" a few years ago: "*If other honors await, no one knows...*" And we certainly didn't know what was still to come, did we?

With warm sincerity,
Jim

Addendum by B.K.: Jim Cornwell was editor/publisher of newspapers in Nebraska and Utah, and past president of the National Newspaper Association.

Note: See American Valor Quarterly, Summer 2012 issue for Ben Kuroki's article, pages 14-20

Membership Corner

It would be wonderful if we display the history of as many 93rd veterans as possible, those still living and the ones we have lost. Please, I urge you and your family to record your experience so we may honor your legacy and educate the younger generations.

I have started including Featured Veterans from the website in case you may have missed them. To catch up on the Vets previously displayed on the website, I have included several veterans stories in this issue.

Thank you, JoAnne Sargent, Editor

Joseph "Rolly" Kingston



I am including two photos. One of Joseph "Rolly" Kingston, and the other the only shot I have of him with his crew and plane.

Here is some of the info I have on my grandfather
Date of entry into active service Jan. 23 1943.
Trained as a bombardier.
Became an instructor for bombardiers in B-24s and B-29 aircraft at Chattam Field in Georgia.
Flew on missions in the ETO from Sept. 15, 1943- March

29, 1944 (I have the certificate that shows his 25 missions before returning to the states.)

He continued to serve in the Air Force and Air Force Reserves until his death in 1955. He and his crew were returning from a training flight in a B-47 when his plane crashed and killed all 3 on board.
Thank you in advance for all the hard work you do to keep this great site on the web.
Joseph R. Kingston Jr.(grandson)

Louis DelGuidice



Louie DelGuidice grew up in West Haven, CT. He enlisted in the service in August 1942 where he trained at Ft. Devens, MA. In March of 1943 he graduated from Scott Field, IL as a radio operator and then went to Fort Myers, Florida where he trained as a aerial gunner. He was sent to Blythe, CA for training aboard a B-24 where his crew was formed. They flew their own plane (Judith Lynn) over to Harwick, England on September 1st 1943 and was assigned to the 93rd BG. On their 9th mission the Judith Lynn was damaged and on January 7th they were assigned the "On the Ball". On their 10th mission they were shot down over occupied France and were hidden by the French Underground. Then they were taken by the French Resistance to the foot of the Pyrennes where the French Maques escorted him and

three crew members plus 9 others over the mountains into Spain. They were put in a Spanish prison then were released to the English Red Cross. Finally they were sent to Gibraltar and then back to England to be shipped back to the United States in March 1944. Louie enjoyed going to reunions, especially the 93rd BG reunions where he made lasting friendships. Louie and his family were able to go back to Hardwick several times as well as taking a trip back to France to meet with the people who helped him in 1944. Louie passed away November 12, 2009 and was buried on his 88th birthday with full military honors. In May 2010 part of his ashes will be scattered on the airfield in Hardwick, England. Louie is survived by wife Alberta Delguidice.

James Herschel Sharp



James Herschel Sharp was born on 10/25/1919 in Pennsylvania. He was raised in Paulsboro, NJ the eldest of 4 boys. James was the son of A.H. Sharp a WWI veteran and Grandson of Levi Sharp who fought side by side with his father for the Union Army during the Civil War. James was raised during the Great Depression and was forced to leave school a year early to help support his family. On Aug 19, 1941 James enlisted in the U.S. Army Air Corps.

After basic training he was ordered to report to Barksdale Field in Shreveport, Louisiana. There he helped form the original 93rd BG. On May 15, 1942 the group moved to Ft. Meyers Florida. There he was assigned to the 329th Squadron. He also was assigned his combat crew and went to work on gunnery skills. They practiced over the everglades strafing everything that moved. The group soon made a name for itself flying enemy sub patrol missions over the Caribbean and the Gulf of Mexico.



Back row (left to right)
T/Sgt James Sharp-Engineer
Lt Joseph Clements-Co-Pilot
Capt Robert Hoover-Pilot
Lt Robert Kaluzsa-Bombardier
Lt Earl Ellis-Navigator

Front row (left to right)
S/Sgt Edwin Reifschnieder-L/Waist Gunner
S/Sgt Charles Lockwood-Radio Operator
S/Sgt John Carney-R/Waist Gunner
S/Sgt James Poe-Tail Gunner
S/Sgt Joseph D'Agoastino-Tunnel Gunner



On Aug 1, 1942 the group left for Grenier Field in Manchester, New Hampshire to ready for the trip overseas. On Sept 2, 1942 the group set out for Grand Lake Newfoundland to fuel up. Due to bad weather they were stuck there until Sept 5, 1942. The 93rd was to be the first B24 group to cross the Atlantic in formation. On the flight over all four engine quit running. The fuel gauges weren't working properly, so James quickly switched tanks and saved the ship. James soon became close to his other crew members. Especially his right waist gunner Sgt John Carney. Their Pilot Capt. Robert Hoover, was the 329th flight commander.

James Sharp & John Carney



On Oct 9, 1942 James and crew of A/C "Minerva" flew with the 93rd BG on its first mission to the Fives-Lille locomotive/steel works. James was the Top Turret Gunner and Flight Engineer, making him the ranking NCO on "Minerva". On Nov 7, 1942 over the sub pens at Brest, France "Minerva" was hit hard injuring Sgt Carney and Lt. Kaluzsa. On Nov 23, 1942 while "Minerva" was in for repairs the remainder of the crew volunteered to fly with the 328th in A/C "Ball of Fire" to St. Nazaire, France. Again they were hit hard and only by the heroic flying by Capt. Hoover and Co-Pilot Lt. Walter Stewart were they able to make land. They crash landed out of fuel and

with flat tires at a RAF Hurricane Base. This crew was either "Gung Ho" or in a hurry to earn their ticket home, because even though the 329th didn't make the first trip to North Africa. Capt. Hoover checked Sgt Carney out of the hospital so his crew could go. James was present for all 3 deployments to North Africa. After Capt Hoover was transferred to the 98th BG James flew the remainder of his missions with other veteran crews. James flew many more missions than were required of him and won the DFC, several Air medals, Humane Act medal and many others.



After the war James returned to England to volunteer for the Berlin Air Lift. A series of mercy missions for the German people. He soon met the love of his life Joan D'Arcy a young Brit who had grown up there during the war. They fell in love and were soon married. They lived on base in Lancashire until 1952. James received orders to return to Warner Robbins Air Force Base in Georgia. In 1953 James separated from the Air force and he and Joan eventually settled in Beaverton Oregon. James and Joan were involved in many charity organizations and James eventually became a 33rd degree Mason. He raised a great deal of money for crippled children was loved by all who met him. In 1973 James suffered a massive stroke and was rendered almost completely incapacitated. He spent the next 4 years paralyzed and without speech. On March 22, 1977 James passed away. He was 58. He is buried at Wilmette National Cemetery in Portland, Oregon. He is survived by his daughter Bonnie and son James Jr.

New Members Roll Call

We welcome the following new members received from September to November 2012 into the 93rd Bomb Group Association Family!!!

Member (Vets are in Bold & **)	Connection to 93rd BG
Steven Smith	Son-in-law of Veteran Fernley Smith (Steven attended reunion with Mom Joanie)
Raylene Hennip	Daughter of Veteran Ray Eck (Raylene attended the reunion with son Brian Hennip)
Phil Jean	Info pending
Michael Tabie	Info pending

We are very grateful that so many 2nd and 3rd generations are joining. We offer the best avenue for family and friends trying to find out about their special family member who served with the 93rd. Our members also include an increasing number of historians which we appreciate.

IF YOU BECAME A MEMBER IN 2012 AND HAVE NOT LISTED IN A PREVIOUS BOF, LET US KNOW.
jguddal@yahoo.com (763) 694.9058.

POW Poems* **SWEATING IT OUT**

If you're acquainted with the Air Corps you know what it's all about
when an airman mentions that "He's sweating something out."
We sweated out our ground school and our flying you can bet.
No is as good at sweating as an eager young Cadet.

We sweated out our wings until we made the grade,
we sweated out graduation until officers we made,
We sweated out our orders, sweated out where we'd be assigned
To what forsaken field we'd go, what sort of ship we'd fly.

We sweated our our C.O., and we sweated out our crew,
We sweated out the phases and what theater we'd go to.
We sweated out the crossing and a friendly foreign shore,
We sweated out malaria then we sweated out the war.

And then we were in England as sweating we would find
Friendly or hostile "Limeys" on whose side we were allied.
But for tops for sweating out, first mission takes the prize,
The first baptism of fire, that first battle in the skies.

Then we sweated every mission, sweating fighters, sweating flak,
The run into the target, the journey coming back.
When we ourselves weren't flying, we were sweating out our pals,
We sweated out each mail call, news from our best gals.

The day the Luftwaffe got us we sweated out the jump
And floating down in parachutes, we sweated out the bump.
We sweated out our capture, sweated out interrogation, too
And how we sweated solitary and what the K____ would do.

And on the way to Stalag Luft we sweated out the trains,
sweating Mustangs and Lightnings that made rolling stock their game.
In the exclusive country club our sweating days are o'er,
Just one thing we're sweating out, the ending of the war.

* The poems were written by American Airmen that were being held captive in the German prison camp known as Stalag Luft 1. They were contained in a journal written and compiled by Walter Boychuk, Captain, U.S. 8th Air Force, Kriegsgefangenen No. 5407. He was wounded and shot down over Le Harve, France on Sunday, August 13,

1944. After his capture, he was taken to Berlin for medical care and then sent to Stalag Luft 1 at Barth near the Baltic Sea. He was there until April, 1945 when the war in Europe ended. Thanks to George McLean for providing the poems - other poems will be included in future newsletters.

News From Across the Pond

2nd Air Division Memorial Library: <http://www.2ndair.org.uk/>

The Memorial Library is a unique “living memorial” to nearly 7,000 young Americans in the 2nd Air Division of the US 8th Air Force who lost their lives during the Second World War. Located in the landmark Forum building in the centre of Norwich, we have a lending collection of over 4,000 books covering all aspects of American life and culture, and a specialist collection devoted to the history of the 2nd Air Division.

A Busy Year at the 2nd Air Division Memorial Library Jenny Christian, Trust Library Manager

This year has been a particularly busy one for the Memorial Library. The main focus of our activities has been our involvement with the Norfolk’s American Connections Project (<http://nfolksamericanconnections.com/>)

The project, funded by the Heritage Lottery Fund and celebrating Norfolk’s historic links with North America was launched in July with a full programme running through to the end of November. We’ve also celebrated the 70th anniversary of the “Friendly Invasion” with a number of events and activities.

The first of our events was an “Over Here” American Memories Morning that gave people the opportunity to look at photographs and other documents from the 2nd Air Division Memorial Library Archive. These gatherings are always very popular – our patrons never seem to tire of sharing their memories of life in Norfolk during World War II and their first encounters with American servicemen! Here are just some of the many comments received:

So delightful, interesting, professional
Such a welcome, well done. Keep up the good work
Particularly enjoyed the talk, clip from sound archive, and the opportunity to look at copies of photos, letters from the archive. Thank you!

In addition to events in the Memorial Library we’ve been out and about working in partnership with our colleagues from the Norfolk Record Office giving talks to schoolchildren. The children have also enjoyed a range of activities – everything from nose art painting to listening to stories about the life of Pocahontas and making dream catchers and even making a film about the US Army Air force. We’ve also worked with the Norfolk Record Office to produce an online education resource using items from the 2nd Air Division Archive:



Photo1: Creating a film about the US Army Air Force in Norfolk during WW2

Photo 2: "Catching Dreams with Pocahontas"

Photo 3: A young visitor and her Dad



What was the impact of the Second Air Division in East Anglia during the Second World War? This can be downloaded from the Record Office website at (<http://www.archives.norfolk.gov.uk/e-Resources/Teaching-Packs/NCC098692>)

We’ve also been able to support some of the local heritage groups in villages around the county by lending some of the items from our collection of memorabilia for use in their own events and exhibitions celebrating the “Friendly Invasion” and “American Connections”.

Our events for this year have now drawn to a close with a series of four lectures through the month of November. These have been organised and hosted by our UEA American Scholars. We’ve seen some of the wonderful artefacts from early North America that form part of the collection held at the Sainsbury Centre for the Visual Arts, listened to the Legacy of the Mighty Eighth Air Force, learnt about the history of the trans-Atlantic Anglo-American textile trade and been fascinated by the story of John Rolfe (a Norfolk gentleman) who married the Native American, Pocahontas.

In addition to all this we’ve been kept busy doing our day-to-day work in the Memorial Library. And we’ve welcomed visitors from near and far, including 2nd Air Division veterans, their families and friends.

We’ve helped solve a number of enquiries relating to “all things American” – these can be anything from the Cold War to cookery and everything in between! We also have a steady stream of 2nd Air Division and B-24 orientated enquiries.

On a final note whilst we were saddened to learn of the decision to dissolve the 2nd Air Division Association we would like to reassure all our patrons from either side of the Atlantic that it’s very much “business as usual” at the 2nd Air Division Memorial Library, and next year we’ll be celebrating our 50th Anniversary !

News From Station 104 Hardwick England Remembrance Sunday 2012

It was a beautiful day for our remembrance day service held at the village of Topcroft church by the Reverend Liz Billett and a wonderful reading from General Sir Richard Dannatt KCB CBE MC reminding us all of duty of remembrance to those fallen. From the church the congregation drove the short distance to the Hardwick base, passing the museum huts and then on to the memorial to the 93rd Bomb group. Here David Woodrow took the responsibility of master of ceremonies and headed the group of veterans present for this occasion.



Rev. Liz Billett and Gen. Sir Richard Dannatt



David Woodrow with veterans



David made the speech, wreaths were laid, silence was struck and much thought was given to those who made the ultimate sacrifice, to be woken by the bugler as an aircraft passed low over the memorial streaming poppy's over us.

A big thanks to Maurice Hammond's Warbirds team who put on this display with, as always, such precision.

We were then ushered to a reception hosted by David in one of the base buildings dressed with bunting



David's reception

and flags where we were treated to food and a chance to reflect on the day. Then on to Maurice's hangar to watch two veterans take off from the strip, again thanks to Hardwick Warbirds.



Vets take off

So as you can see the ceremonies all went as planned with the further blessing of fine weather.
Derek Fulton

Hardwick, Norfolk, UK Website: www.93rd-bg-museum.org

Notes and Quotes

(submitted by Jim Guddal)

2012 Seattle Reunion

"I think that you all did an excellent job of planning and running a fine reunion. Please accept my thanks for the time and effort that you spent in putting it together." George M.

"We do want you to know how much we appreciated the outstanding job you and the other members of the executive committee did to make the event such an enjoyable time. Everyone was so friendly. It certainly made us aware of the importance of advancing the mission to preserve the memory of men who fought with the 93rd". Paul S.

Military Reading Resources

Available to read at the Reunion in Seattle were several publications provided by *Stars & Stripes* magazine and the Air Force Association. We thank them for their contribution to the success of our annual get-together. The 93rd's own Carol (Cal) Stewart wrote for *Stars & Stripes* while stationed in England during the 2nd World War. He also authored the best selling book about the 93rd titled "Ted's Travelling Circus". It is available from your PX at a bargain member price of \$69.95 including shipping (The internet price is \$99.95). This book should be in every 93rd Bomb Group family's library. (See the PX order blank at the end of this BOF.) The *Air force Magazines* included stories about WWII as well as Korea, Vietnam and the Middle East wars. To follow *Stars & Stripes*, go on the internet and "google" the same title. For the *Air Force Magazine*, type in "airforce_magazine.com". Enjoy!

Just For Fun

A CIA EMPLOYEE quit to become a bishop. Now all his files are marked "Sacred" and "Top Sacred".

OVER BREAKFAST, a woman told her husband, "I'll bet you don't know what day this is." "Of course I do," he answered, as if offended, and left for the office. At 10AM, a dozen roses arrived at the house. At 1PM, an enormous box of chocolates was delivered. A designer dress arrived at 3PM. When her husband got home, the woman threw her arms around his neck, saying. "I've never had a more wonderful Groundhog Day!"

AGGRESSIVE DRIVERS are the ones who try to get back at you after you cut them off. A little boy and a girl were talking on the school playground . "My dad's an accountant," the boy bragged. "What does your dad do?" "Actually, he's a really important politician," the girl replied. "Honest?" the impressed boy asked. "I didn't say that."

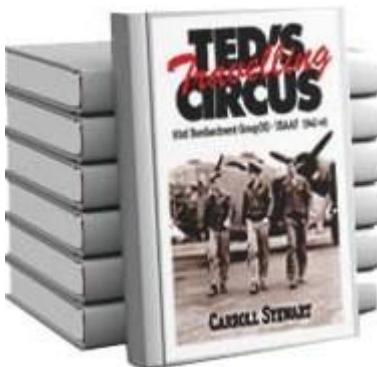
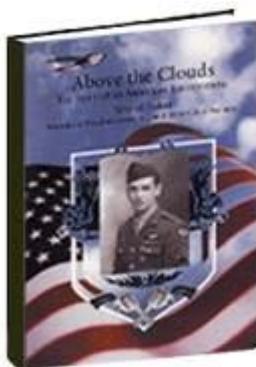
A private stood before the unit's commanding officer for a recent offense. "It's your choice, private," the officer said. "One month's restriction or 20 days' pay." "I'll take the money, sir."

The above are reprinted from THE AMERICAN LEGION MAGAZINE

"New Predictions out today claim 42 percent of Americans will be obese by the year 2030. They say the only way to stop that is for the government to step in. Oh yeah, when it comes to trimming the fat and tightening your belt, what better way than the U.S. government". – Jay Leno

Vet's, please send any anecdotes about your service time that others might enjoy. And veterans' wives or girl friends left at home or in service at that time, we'd like to hear from you as well.

Post Exchange (PX)



Your Post Exchange (PX) Order Form

CAPS & VISORS

	<u>Qty 1</u>	<u>Qty 2</u>
Navy Blue with embroidered B-24, 93 rd BG & Ted's Travelling Circus on adjustable strap	\$24	\$45
Khaki with "Ball of Fire III" B-24 plus 93 rd BG & Ted's Travelling Circus on adjustable strap	\$19	\$35
Visors w embroidered 93 rd BG and three gold victory stars – choose white or navy blue	\$16	\$30

COFFEE & THERMAL TRAVEL MUGS

4) Ceramic Coffee mugs with 93 rd blue shield	\$15	\$28
5) Stainless Steel Travel Mugs with B-24 medallion (<i>NEW and very nice!</i>)	\$22	\$42

PUZZLES

Jigsaw puzzles with colorful "Ball of Fire III" B-24 on mission over Ploesti oil field. Comes with stand. (These are customized exclusively for the 93 rd)	\$22	\$42
--	------	------

SUNCATCHER

93 rd BG Replica of Memorial stained glass window at Mighty 8 th Museum Chapel – with suction cup	\$14	\$25
--	------	------

BOOKS by 93rd BG Authors

Ted's Travelling Circus by Cal Stewart (*member price*) \$69.95 \$134.00

Ploesti by Cal Stewart and James Dugan (See 93rd Web site & Amazon)

Above the Clouds by Wayne Baker \$24.95 \$47.50

Lucky Ears The True Story of Ben Kuroki (\$9.99 avail at Amazon & Barnes & Noble)

NEW!!-Forever Twenty by Nicholas Timmer \$21.95 \$42.00

DVD'S

NEW!! – Ploesti Summit 5 Disc set with Bonus DVD of Vet's panel on the way it was. This set is a must for your library.
Member price (\$35 + \$5 shipping). Non member price (\$55 + \$5 shipping).
(Discount on purchase of three or more. Contact PX for more info)

*****All product prices include handling and shipping charges *****

Pay by check or money to the 93rd BG order with the Coupon below. Pay by PayPal on 93BG website by using the
Donation Tab in the Membership section. Then mail or fax the Coupon to PX Mgr Jim Guddal to complete the order.
Thank you!

Item purchased	Qty	X	Price each	=	\$ Total
1.					
2.					
3.					
4.					

Grand Total _____

Mail orders to: Jim Guddal, 93rd BG PX
P O Box 47336
Plymouth MN 55447

Or Fax your order to: 763.694.9065

93rd BG BALL OF FIRE QUARTERLY EXPRESS SUBSCRIPTION FORM

PLEASE NOTE – STARTING IN 2010, MEMBERSHIP WAS CHANGED TO A CALENDAR YEAR BASIS

Name _____

Year 2013

City _____ Zip _____

Phone Number _____ Email Address _____

Connection to the 93rd BG:

Name of 93rd veteran _____ Rank _____

Squadron _____ Time period in Service: 19 ____ to 19 ____

Airplane Name(s) _____ Pilot(s) _____

Comments _____

Thanks!

(use back side for more info)

Annual Membership (2013 only) \$25 \$ _____

2 year discount rate (2013 & 2014) \$45 \$ _____

Child or grandchild spec'l (2013 only) \$20 \$ _____

Tax deductible Donation \$ _____

The 93rd is a 501(c) (3)
Organization.

GRAND TOTAL \$ _____

*** Please MAIL newsletter Please E-MAIL newsletter ***

Make checks payable to: 93rd BOMB GROUP

(Also pay by PayPal thru the
93rd Bomb Group website)

Mail to: Jim Guddal
93rd BG
P.O. Box 47336
Plymouth, MN 55447

KEEP OUR HISTORY ALIVE! Consider a
membership for a friend or family member.
(Make a copy of this form for additional
memberships. Thank you!)

The PX: We have in stock, coffee & tvl mugs, caps with B-24 image, visors, BOF III B-24 puzzles, Memorial Window Sun catcher replicas, books & Ploesti DVDs. Go to the PX page in the BOF for ordering information or contact Jim Guddal- "jguddal@yahoo.com"