

Ball of Fire QUARTERLY EXPRESS



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

Vol. 22 No. 2

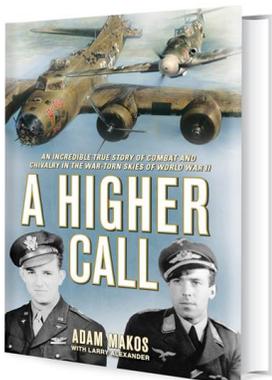
Summer 2014

President's Corner

In my last report I discussed our decision to place a plaque honoring the 93rd in the St. Margaret Parish Church in Hardwick. Through the untiring efforts of Robert Lewis, the plaque (pictured to the right) now hangs prominently in St. Margaret's—the worship center of the Hardwick community. St. Margaret's is also shown below. We want to be sure that future generations of English citizens are able to recall the brave deeds of the 93rd. As more and more of those local residents with first-hand knowledge of the "Yanks" are gone, the



importance of establishing memory points becomes even more imperative. The 93rd is a cherished memory for most in East Anglia and this plaque will help guarantee our men are not forgotten in the future. In the name of the 93rd Bomb Group, we have contributed \$2,500 to the Yankee Air Museum's effort to preserve a portion of the Ford Motor Company B-24 plant near Detroit, MI. Jim Guddal explains, elsewhere in this edition, the vision of an expanded Yankee Air Museum in a preserved portion of the historic Willow Run Bomber plant. At peak, the plant employed 42,000 people and produced a B-24 every 59 minutes. Look for Jim's article highlighting how we can advance our goal of educating the American public about the 93rd's accomplishments.



Ray Eck recommended an excellent book, [A Higher Call](#) by Adam Makos. Although it features a B-17, this could be any bomber crew's story. Well researched and written, Adam Makos tells the story of a German pilot, Franz Stigler, and an American pilot, Charlie Brown. The story focuses on Franz's life, training and service in the German Air Force. This look at the other side of the war is thought provoking and revealing. The difference between the German Air Force and the Nazi Party is graphically depicted. Ray Eck, a former 93rd Radio Operator/Gunner in the 329th Squadron, has met Adam and participated in a book signing event near his Williamsport, PA home.

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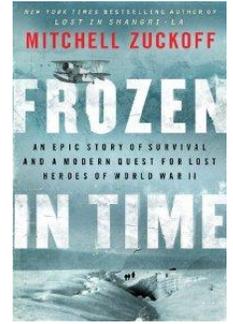
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President's

<< FROM 1

Another book I recommend is also partially about a B-17 crew. Titled, Frozen in Time, by Mitchell Zukoff, the story is set in Greenland in November 1942 when a plane went missing with four crewmen. One of the search planes then crashes on a glacier with nine men aboard. All nine survive the crash and are the object of an intensive search over a long period of time. The men are challenged to survive in terribly cold and stormy weather relying on infrequent supply drops and staying warm in an ice cave. Although it is hard to imagine living in such conditions the book will keep you on the edge of your seat.



Your officers meet about every 6-8 weeks by conference call. These calls allow us to move forward with projects and planning. We have made significant progress in advancing our organization's objectives. We voted to provide the wreath for the annual Memorial Day program at the Madingley Military Cemetery. Previously provided by the Friends of the 93rd, we decided to take responsibility for this now and into the future. With Don Morrison and Michael Sellers strong leadership, we have committed to completing a Hardwick film project to preserve the visual history while we have the opportunity. As discussed above, we decided to support the Yankee Air Museum. All of our calls include a somber moment as we remember those who have "folded their wings." Serving the 93rd is an honor and pleasure.

To those who have provided thoughtful comments to my four questions, thank you very much. It isn't too late to express your opinion on the 93rd's future course. The four questions are:

Do you believe we should combine with another group such as the Heritage League or another Bomb Group Association?

If so, when should we move to consolidation?

What are the important factors to consider when making the decision?

What steps should we take to preserve the 93rd's identification and uniqueness?

I am interested in hearing from more members regarding this important issue. Please communicate your thoughts with me by email, letter, or phone. My contact information is 109clearview@verizon.net, 109 Clearview St, Beaver Falls, PA 15010 or 724-843-3897.

John Marx, President

Treasurer's Notes

At this printing, the 2014 dues notices have been sent out. Members who have already paid for 2014 will not receive a post card or letter. Please send check, money order or go to our web site at "93rd Bomb Group", click Membership, then "Pay Now" and make your payment via PayPal. Help save your Association expense and energy by paying now and avoid the "delinquent notice" card that will be sent later. Be sure to give some thought to paying \$45 for 2014-2015 and save 10%.

When **Henry Ford built the Willow Run Bomber Plant** near Detroit, Michigan in 1941, aircraft had always been built "one-at-a-time". This slow process was about to change. Clearing began March 28, 1941 on five square miles of land on which would be built the history making factory. In just 5 ½ months, on September 1, a new facility stretching a mile long and including 3.5 million square feet was ready to go. Production machinery started arriving. By December 1, the final concrete runway had been completed.

By December 8, 1941, the day after Pearl Harbor, the first aircraft part was produced. The first completed B-24 bomber would not roll off the assembly line until September 1942. Using the new "assembly line concept" large numbers of B-24s soon would be rolling off the line. **By 1944, peak production would be reached at 460 aircraft per month which was one completed B-24 every 59.34 minutes.** In total, over 18,000 B-24s were produced in the factories around the USA. Over 8,600 of these were produced at Willow Run.

At peak employment, 42,000 persons worked at Willow Run, one third of which were women. By the way, Rose Will Monroe worked here. She became better known as "**Rosie The Riveter**"!

As I write this article, the **Michigan Aerospace Foundation** is acquiring the very last building from the original factory saving it from the wrecking ball. This building, when refurbished, will house the **Yankee Air Museum** (affiliated with the Smithsonian) including its more than dozen vintage aircraft along with an aircraft restoration center and displays about

World War I, World War II, Korea, Vietnam to the US space program. I am really looking forward to its finish and opening to the public!

Your management team has donated \$2,500 to this purposeful project. We believe this facility when completed, will provide the public with significant history and an outstanding example of what Americans can do when rising to overcome daunting challenges. For the 93rd Bombardment Group Association, we believe this project helps us accomplish our mission. While our donation buys just 50 sq feet of the new museum, we will continue to work with the Foundation for greater 93rd BG recognition.

If our members want to donate to this worthy cause on their own, go to www.savethebomberplant.org, or, call The Michigan Aerospace Foundation at (734) 483-4030. Ask for Dennis Norton or Michael Montgomery and tell them "I am with the 93rd Bombardment Group".

*Thanks to Maryann Neumann for sending an article to me about the project that started the ball rolling.
Jim Guddal, Treasurer*

Help Wanted Editor, Ball of Fire Quarterly Express

Due to a new job, JoAnne Sargent will not be able to continue as our Editor past October. She has done a fabulous job and will be a tough act to follow, but it is time for a new Editor to step forward. The position is responsible for publishing the BOFQE four times per year. The job description from the By-Laws states: **BALL OF FIRE QUARTERLY EXPRESS EDITOR. Shall prepare, publish and distribute the Ball of Fire Quarterly Express in a prompt and timely manner.** The position is an elected position with a two-year term that may be extended by additional two-year terms. JoAnne is willing to provide training and assistance to the new Editor to assure a smooth transition. Anyone one interested should contact John Marx for additional information. 109clearview@verizon.net or 412-327-1909.

Nominating Committee Three Active Members Needed

Every two years our association elects members to fill eight positions: President, Vice President, Secretary, Treasurer, Assistant Treasurer, Ball of Fire Quarterly Express Editor, Convention/Reunion Coordinator and Historian. We will nominate and elect officers at our annual meeting in October. A Special Committee is established by the President to develop recommendations. Our By-Laws state:

- NOMINATING COMMITTEE. Shall nominate persons to fill officer vacancies caused by the expiration of term of office or vacated prior to expiration.*
- a. Shall consist of three active members in good standing appointed by the President. Every effort will be made to have at least one veteran serve.*
 - b. The chairman of the committee shall be appointed by the President.*
 - c. Nominee recommendations shall be made by the committee chairman to the Executive Committee for review and agreement before presenting them to the full membership for consideration.*

If you are interested in serving, especially if you are a veteran, as a member of the Nominating Committee please contact John Marx for additional information.

109clearview@verizon.net or 412-327-1909

Help Wanted Membership Chair

The Treasurer position currently includes the tasks of maintaining a current membership data base, collecting annual dues, mailing reminders, and corresponding with our members. In an effort to relieve the Treasurer of some of the workload, we are seeking to add a Membership Chair who will work closely with the Treasurer to accomplish these vital tasks. Jim is willing to provide training and assistance to the new Membership Chair to assure a smooth transition. Added benefits with this post: Jim says that one of the most gratifying rewards of this job is the direct contact with our Vets and other members. All that is needed is the time to listen to the stories they are willing to tell. We also have a very appreciative and responsive membership.

Anyone interested should contact John Marx for additional information 109clearview@verizon.net or 412-327-1909

93rd Bomb Group Association Reunion 2014
Thursday, October 16, 2014 – Sunday, October 19, 2014
Dayton Marriott

Step #1 - Make hotel reservations now, but not later than **September 15th** to obtain the group rate. The hotel's address and phone number are shown below:

Our Sales Manager:	Bobby Ogles, Event Manager, direct 937-449-5578
Hotel:	The Dayton Marriott Hotel 1414 S. Patterson Boulevard, Dayton, OH 45409-1000
Room rate:	\$109.00 for single or double plus 13.25% tax and occupancy fees
Phone:	1 – 800 – 228 - 9290
Use code:	BOMS when reserving by phone above When reserving online, go to http://tinyurl.com/pp6vpnb
Cutoff date:	September 15, 2014 (so make your reservations early!!!)
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.
NOTE:	Transportation to & from the airport (15 miles) is NOT included, and no hotel shuttle is available. Special needs for pick up of veterans can be arranged. Contact Jim Root or John Marx.
Website:	www.marriott.com/dayoh

Contact me with questions/comments! **Jim Root 616-218-0787**

Step #2 - Tell us that you are coming to the reunion and how many will be in your group. Must complete a form for all attendees! Optional activities as follows:

Option W: Sunday, October 19th: 9:00 AM – 3:00 PM
Wright Brothers Museum Tour (includes lunch)
Additional \$50 per person

You can change your mind at any time before the formal registration concludes on **September 15th**. If you do not want to attend the optional activity, there will be additional education sessions at the hotel (see schedule).

Step #3 - Make travel arrangements to arrive in time for registration at **2:00 PM - 5:00 PM** on **Thursday October 16th**. Dinner reception at **5:00 PM** and the opening Welcome dinner starts promptly at **6:00 PM**.

Step #4 - Complete Registration Form below, **for each attendee**, and submit with your check not later than **September 15th**. Make check payable to **93rd Bombardment Group Association**.

Step #5 - Select food choices for meals on form below.

Plan to join us for a great time of 93rd BG Association family and fellowship in Dayton, OH! Bring a friend or family too!!!

REUNION FEE REFUND POLICY

Last minute cancellations can cause significant loss to the 93rd Bomb Group Association. This loss results because we must guarantee your attendance to the hotel relative to all meals and other related costs. When you don't show, we still get charged for meals and other charges related to those meals.

We recognize that there will always be unforeseen events beyond your control, and we truly regret your personal inconvenience. However, your executive committee has decided that we must stay with our policy of "pay as you go" for reunion costs.

We have reviewed the choices: we can either add an extra amount to everyone's fees to cover last minute cancellations, or we can set a deadline date for cancellations after which the fees paid cannot be refunded.

In order to keep our reunion fees as low as possible, your executive committee has chosen the deadline date choice. Therefore, a deadline date, based on hotel contract requirements for each reunion will be provided to you at the time you make your reservations, and included in our reunion announcements in the Ball of Fire.

THE "VIV" PROGRAM

Dear Members,

VIV stands for "Very Important Veteran". We started this program in 2013 to provide a means of helping our senior members who are experiencing some "getting around" issues. Here is the way we intend VIV to work. An able bodied member(s) would be assigned to one of our older veterans (or spouse) to assist them from the time they arrive at the reunion city by plane, train, automobile or bus. The member(s) assigned to the Vet would be responsible for making sure the Vet and spouse (if applicable) receive the assistance needed to help them get around. Assistance would extend through the reunion meeting until the Vet left on Monday AM or the night before if that was the case. Of course, this service need not apply where a Vet or spouse attends with able bodied family or other companion.

If you would like to attend the Dayton, OH reunion in October this year, but are concerned about getting around, give one of our management team a call and discuss your concerns with them. We want to see as many of our senior members as possible attend the reunion. Also keep in mind that the Wright Patterson Museum (on our tour) has great facilities and much experience with guests who need a helping hand.

We look forward with great enthusiasm to seeing you in Dayton.

Jim Guddal, Membership

(763) 694-9058

jguddal@yahoo.com

93RD BOMB GROUP REUNION - OCT 2014 DAYTON, OHIO



Day 1 – Thursday, Oct 16

- 10:00 AM – 2:00 PM Registration / Memorabilia Room Setup at hotel Tradewinds Room
- 2:00 PM – 5:00 PM Registration /Memorabilia open at hotel Tradewinds Room
- 2:00 PM Reunion Officers Meeting in Hospitality Room at hotel boardroom
- 5:00 PM – 5:30 PM Reception at hotel, Salon F/G/H
- 6:00 PM – 8:00 PM Welcome Dinner at hotel, Salon F/G/H

Day 2 – Friday, Oct 17

- 7:00 AM Breakfast at hotel
- 8:30 AM Bus departs for National Museum of the USAF
- 9:00 AM – 11:00 AM Tour WW2 Gallery, Cold War Exhibits
- 11:00 AM Re-board bus to Presidential Hanger
- 11:30 AM – 12:30 PM Tour Presidential Hanger
- 12:30 PM Bus return to Hotel
- 12:45 PM – 1:30 PM Lunch buffet at Hotel, Salon F/G/H
- 4:45 PM Bus departs for National Museum of the USAF
- 5:15 PM – 6:45 PM Reception & Group Photo “under the B-24”
- 7:00 PM – 9:00 PM Dinner & event at National Museum of USAF

Day 3 – Saturday, Oct 18

- 7:00 AM Breakfast at hotel
- 9:00 AM – 11:00 AM Business Meeting at hotel, Salon F/G/H
- 11:00 AM – 12:00 PM Memorabilia Room
- 1:00 PM - 5:00 PM
- 12:00 PM – 1:00 PM Lunch, Salon E
- 2:00 PM – 3:30 PM Education Session - 93rd Veteran Stories/History, Salon F/G/H
- 5:00 PM – 5:30 PM Reception at hotel, Salon F/G/H
- 6:00 PM – 8:00 PM Memorial Dinner at Hotel, Salon F/G/H

Day 4 – Sunday, Oct 19

- 7:00 AM Breakfast at hotel
- 8:15 AM Religious Service (non-denominational at hotel)
- 9:00 AM – 3:00 PM Optional Tour of Wright Museum (includes lunch)
- 3:30 PM – 5:00 PM Education Session - Hardwick/93rd History, Don M., Salon F/G/H
- 9:00 AM – 5:00 PM Memorabilia Room open
- 5:00 PM – 5:30 PM Reception at hotel, Salon F/G/H
- 6:00 PM – 8:00 PM Light Dinner at hotel, Salon F/G/H

Hot Stuff Update by Jim Lux Hot Stuff Memorial Fund Project



Jim spoke to cadets finishing up a military history class at the United States Air Force Academy in Colorado Springs, Colorado on May 1st. LTC Weller, Director of the History Department who invited Jim and LTC Nathan Watanabe who hosted him also attended the session. The presentation was well received and many of the cadets remained after class for additional discussion and to ask questions. Jim offered to return to the AFA to speak to future classes.



The Arizona Aerospace Foundation invited Jim to speak on July 12th at the Pima Air & Space Museum in Tucson, Arizona. He is also scheduled a meet with the Curator of Collections at the museum. He will be urging him and the museum staff to include a Hot Stuff/Gen. Andrews display that would include pieces of Hot Stuff wreckage in the museum. The search to locate relatives of Hot Stuff crew members and those killed in the crash is a continuing effort. Families of Sgt. George Eisel, tail gunner and lone survivor and Sgt. Ken Jeffers, radio operator killed in the crash were recently located with the help of Jim's next door neighbor Paul Schumann. They have been working together searching the internet and contacting various organizations to find family members. Crewmembers whose families they have located include:



Lt. Gen. Frank Andrews, copilot on the flight back to the U.S. (killed)



Capt. Robert Shannon, pilot (killed)



1st Lt. John Lentz, copilot (bumped from the flight)



1st Lt. Robert Jacobson, bombardier (bumped from the flight)



Sgt. Grant Rondeau (bumped from the flight)



Sgt. Kenneth Jeffers, radio operator (killed)



Sgt. George Eisel, tail gunner (crash survivor)



A special thank you is in order to Nancy Stranger 93rd BG Association assistant treasurer who is doing a wonderful job of keeping track of donations for the Hot Stuff memorial monument. Jim and his wife, Nancy visited her in beautiful Glenwood Springs, Colorado in May. The fund account now has more than \$21,000. The goal for the fundraising effort is \$70,000.

***** NOTE*** I made an error in the newsletter on the date of the Hot Stuff Memorial Golf Tournament at Lost Creek Country Club in Austin, Texas. The date is: **March 8, 2015.****

HOT STUFF MEMORIAL FUND PROJECT

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. Those who donate \$250 or more will receive a copy of the rare book "Ted's Travelling Circus." 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
783 North Sedona Court
Grand Junction, Colorado 81506**

Folded Wings

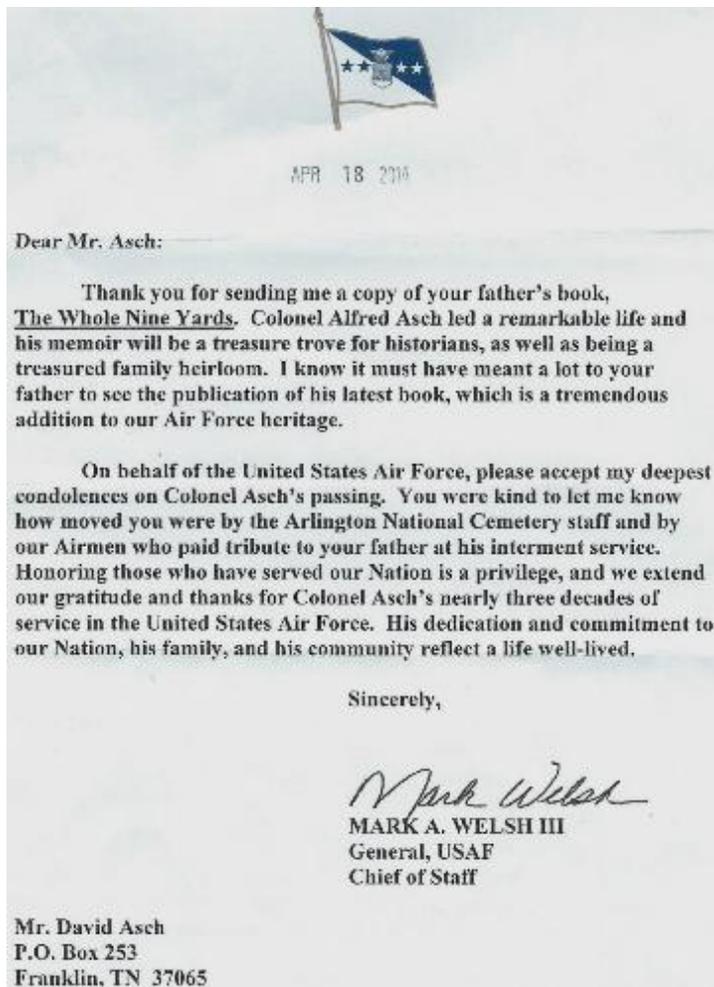
Asch, Col. Alfred, Born - April 15, 1920; Died - December 8, 2013

(Article from his son, Pete Asch)

My father was born into poverty in Beaverton, Michigan, which by the way I could not find on the map until about 20 years ago. To say the least, it is a very small farming community where the people help each other out with whatever they need. Economic depression and recession seem to hit small communities harder than in large rural and urban areas. Beaverton was no exception to this and my father said in later years, "the Great Depression was caused by the Government spending too much money at time they didn't have it".

Alfred would have been 10 years old when the financial market crash hit, but he and his family already had poverty so there really wasn't any difference at their house or most of the other households in Beaverton. Living on the farm, his mother rented with his brother and two sisters, the household was poor but very wealthy with themselves. The Asch family always made due with what they had.

It was at the age of 15 that things started to improve, this was about the time he graduated High School, learned to fly and bought a Taylor Craft with a friend as partner and put his eye on getting an education. It seemed to him that the people who had the good jobs had a college diploma. In addition he had already met Mr. Kolbeck, the local Chevy dealer who gave him a job early during his teenage years. With a few years passing, WWII getting closer, Mr. Kolbeck was asked to instruct flight training at Michigan State University, so when he was there, Alfred ran and managed the Chevy garage in Beaverton. He gave the employees specific duties and jobs which had never been done before so when Mr. Kolbeck returned from business and found that everything was in such good order, he gave Alfred permanent employment and a substantial raise. Both Mr. Kolbeck and Alfred were flyers which gave the Chevy dealer in Beaverton a much better sales advantage whereas, if there were a distant delivery, Mr. Kolbeck could start driving and Alfred would calculate flying time, leave the garage and pick-up Mr. Kolbeck. Then they would both fly back home. This caught on and Kolbeck Chevrolet soon became the largest Chevy dealer in southeast central Michigan.



It was time to leave home and serve in the military. There is no way I can add much more about his military life since the writing of his book, "The Whole Nine Yards", has been completed and released. He met and remained friends with many of the crew, pilots and ground crews from the time he was making his bomb runs with the 93rd and later with the 455th. Carrying the friendships with these people and each helping the other out when need was there.

He and Naomi met in the early 1940s, dated for about a week and decided they needed to do something to make their relationship solid. So, they were married between tours since he was still scheduled to fly combat in addition with helping to create the 15th Air Force and fly with the 455th Bomb Group. He came home after flying more than the allotted 35 missions with the 455th and consequently ended his second tour of combat.

He saw the creation of the United States Air Force as an independent branch of the military, settled in to an American lifestyle and helped create a family for soon in 1947 and 1948, my brother David and I showed up to make the family complete.

As I grew up and started to figure out who these people were around me, I discovered in no short order who was in charge of things. It was my Mother, Naomi.

My Dad would often be called away for duty or one thing or another and mother would be the one who would steer the ship for me and my brother, I have always been a professional musician and my brother has always been interested in competitive sports so, Mom heard every band concert in which I performed and Dad went to all of Dave's sporting events. It was a pretty good system, worked well

since the big date events didn't conflict with each other and everyone was able to attend the others event.

During the years of High School when we were stationed in the D.C. area, life was always changing. My Dad worked for DIA and the Pentagon and attended several other important advancement activities in that area such as the Industrial College he even has a book which he wrote as a graduation project which is in the Library Of Congress. The assassination of three great leaders, Viet Nam, Cambodia, Cold War and soaring economy these were the big news items throughout the 60s in the D.C. area. Since the economy was growing like "Jack's Bean Stalk", as my Dad said, he decided to jump on the wagon, having no fear since he was once the manager and accountant for Kolbeck Chevrolet in Beaverton, Michigan. He always imagined himself as a great investor such as Carnegie, Morgan and Rockefeller. He managed to survive and take advantage of the plateaus of the market and actually did quite well for himself. He and I in later years had some long conversations about investing and the investment world and how to read market trends, surviving the dips and profiting from the peaks.

I learned of a place called Gull Lake when I was quite young. It was my mother's house, since after the war, service men were required to have a permanent address in order to borrow money etc. Consequently, my Mother bought the house on Gull Lake so my Dad could claim a residence. This is where the action was! Every summer starting in the mid 50s to the mid 70s the family would gather here to vacation and work on the property since it was an older house and was in need of constant repair. One summer in the early 60s my Dad invited a crew of British servicemen and civilians involved in the COBOL program which was being run at Wright Patterson where my Dad was stationed, he thought it would be quiet and they could get some things accomplished at Gull Lake. My brother and I feared for our lives as we watched the antics of this group of pilots from WWII as they drove our boat, water skied and argued as to which side the throttle was on a Lancaster as compared to a B24 as opposed to a Chris Craft!



(Wham Bam crew 93rd Bomb Group.)

Then my Dad's best friend, Bob Kirby showed up, he flew the B29 in the Pacific Theater and ran the early raids on Tokyo and islands surrounding Japan. Now when these two pilots got together at Gull Lake to play there was no stopping them. They bought this old boat together and taught each other to water ski and both my brother and me how to drive the boat," it's just like a B24" (man oh man did that start an argument). The next day, each of them went over the ski jump and decided to get real tricky and ski double, this is where my brother and I were real important to the cause, Dave drove, he was 12 and I observed I was 10. So, they figured out how to do a crossing pattern by shortening

one rope and flipping it up as the other skier crossed under.. well it didn't quite go so smoothly the first few times.. the short line was too long and we had a mid-air collision. At any are they figured it out but the argument as to who made it over the ski jump is still there. I know it is, my wife Joani and I had brunch with Bob and Vonnie the day after my Dad's funeral. There is still a legend of the "two crazy colonels" at Gull Lake that no one can surpass.

As the years passed, times changed, people grew up and developed their own lives, there will continue to be a common ground for the Asch's at Gull Lake.

Dad was a demanding task master to say the least, he really didn't have a Dad of his own and in his later years told me several times "I wish I had a Dad of my own". His parents divorced soon after his youngest sister Ilene was born and really didn't look back. However, he did re-acquaint with his half brother the last 20 years or so of his life and they became fast friends and good brothers. For not having a Dad of his own, he really didn't have a guide to follow for raising two sons but, I believe he did a really good job. As a matter of fact he asked me how he did with raising me and my brother the last time I saw him before he passed. It came out like "Peter, did I do a good job of raising you and your brother? You know you didn't come with a manual." I didn't really know how to answer that question, the best I could do was: "I believe you have, you just kind of let us go until we got into trouble and then reeled us back in. What else could you do?" Sometimes he joined us in the trouble we were making usually at Gull Lake, then Dave and I would reel him in.



(In co-pilot's seat in B-24 Ball of Fire)

Throughout the rest of his life members of the 93rd would be invited to their home in Bethesda for New Year's, birthdays or whatever other occasions that he and Naomi believed would be a significant occasion to have a party. My parents both loved to have those friends around and would invite them to Gull Lake as often as possible. He and Lew Brown were the best hanger pilots of the whole bunch.

My Dad really didn't have a home to speak of but, always considered the 93rd to be where his heart was.

He was not a religious man but, he was a spiritual man. One summer he decided these two one hundred twenty foot tall hickory trees at Gull Lake needed to be trimmed, my brother and I were his helpers. We didn't go above 30 feet but I remember him saying God we are high... then a short time later God?+*& this branch is heavy... then finally God ... how high are we anyway! On one occasion , when I was touring with Stan Kenton, my parents and several of my aunts and uncles decided to attend a concert in Kalamazoo in 1978. At intermission, he walked up behind me and said "Peter, I love you and I am really proud of you" then everyone else showed up and our private time was gone. When my mother passed, in 2008, I was helping him get dressed and right out of the blue I heard him "I love you Peter, I love you Son"... I exchanged with "I love you too, Pop". These are the only two times that I can recall when he said that to me, he was not one to express or verbalize love in public or private.

I can understand his fear now since he really didn't get too close to anyone due to WWII, those you love could be gone yet today. He never really got all that close to anyone.

He really didn't stand out in a crowd, didn't specialize in anything, just took what was thrown at him and made the "best of it" which was the foundation of his being: "Make the best of it and you can't go wrong.

It is my daughter Veronica who gave him the title "The Old Warrior". She is currently a Corporal in the United States Marine Corps, stationed in Moscow, Russia as a security guard at the American Embassy. It is quite an honor and a privilege for anyone to be recommended for security guard training plus quite an honor for any Marine to make it through security guard training. But, she has done the "best she could do" and has made it.

My father was not by any means a remarkable person. He was one who appeared as a blank check, showing up on the government's doorstep at the outbreak of WWII and ask "What needs to be done here?" I can handle it is the best I can do".



Bronze replica of B-24 on parade grounds of USAF Academy. Perhaps dad's crowning achievement largely accomplished by the 93rd BG contributions under dad's direction.



FAREWELL TO THE OLD WARRIOR

Dad had mom take this picture of him in backyard of Rockville, MD 1991. He was 71 at the time having retired from the USAF in 1968.



Loring, Robert L., April 25, 2014

Robert Loring of Seattle, Washington passed away on April 25, 2014; 25 Nisan 5774. Robert proudly served his country as a World War II Veteran in the US Army Air Corp; he passed away peacefully knowing his family loved him very much and will be greatly missed by those who knew him.

Miller, Chester

Email from grandson Marc Miller about his grandfather's passing. Chester Miller was a command pilot of a B-24 in the 93rd bombardment wing (heavy) - he believes in the 19th squadron at Hardwick.

Rice, Robert T., March 1, 2014

Email from Debbie Rice Johnson about her dad, Robert T. Rice, from Montgomery, AL. He had just celebrated his 95th birthday in January. I know he enjoyed being a member of your group. (More information in the next newsletter)

Wilkinson, Richard L., May 23, 2014

(email from Phyllis and Joe Duran)



It is with a heavy heart that I received word that Dick Wilkinson passed away May 23, 2014 at the age of 96. He was at his home in La Jolla, California.

We first met Dick in 2002 at the 60th Anniversary of the Low Level Ploesti mission in Salt Lake City. Dick was an original member of the 93rd BG 409th Squadron, he flew as a co-pilot with the Ed Baker crew in the B-24 D #41-23738 they named (Wham Bam) The crew also painted the nose art of a Rabbit dropping bombs. They were the first of many crews to fly over the pond to England. Oct. 9, 1942 being their first combat mission with the Mighty Eighth over Lille, France. Dick would take over as lead pilot & continue to fly some of the most dangerous mission of the War. One of Dick's crew members was the first Japanese American to fly both over Europe and Japan as a gunner. His name was Ben Kuroki and Ben always was thankful for the opportunity that Dick Wilkinson gave him to serve his country, which many other pilots refused to do. Dick's father, J.L. Wilkinson signed the first Japanese baseball player contract on his All Nations Team in 1912. I guess Dick was just following his father's pioneering ways!

Dick's 27th mission would be the Low Level Ploesti over Romania, flying from Benghazi, North Africa to Ploesti, Romania. His new aircraft B-24 D #41-23754 was named, Little Lady after his daughter that he had not yet met at the time. The ship would receive major damage over the target but was able to get the crew to a neutral country, Turkey before crash landing. All walked away safe and sound. The crew could not believe Little Lady never caught fire or blew up considering she looked like a sieve.

Over the years we had many wonderful visits with Dick and Portia the last being April 5, 2014. Dick was a wonderful aid in helping us ID photos and piecing the 93rd's history for family and friends. We will miss him deeply.



Letters to the Editor

Subject: Raymond Tompkins
From: eugenetompkins@me.com
Date: Sun, 30 Mar 2014 16:05:38 -0400
To: editor93bg@hotmail.com

gunner on the Sweet Chariot Serial # 42-50829 BG 93 BS 330. We are trying to recover any info regarding him. He was awarded the DFC. and we are trying to get info. Any help in this matter would be greatly appreciated.

Dear Joanne,
My Uncle **Raymond Tompkins is MIA**. He was tail

Thank you,
Eugene Raymond Tompkins

April 4, 2014

Hi JoAnne,

I am sending a picture of my uncle, **Elton J Schulties** who died on November 13, 1943, over Bremen, Germany. His body and many others were washed ashore later that day.

The following people also died with my Uncle as they are as follows: **John Bowman, Ralph Gewehr, James Hoover, Michael Kennedy, John Penistan, Alfred Zielaskowski, Frederick Fox, John Shaw, Billy Self, George Jeffrey.**

They were in a B-24D, Liberator, Serial number 41-24298, Model and Series R1830-43.



Russell Demont, Captain, Serial number 0-666252 was the last person who sighted the plane and noted that the engine was on fire.

The bodies were discovered floating ashore on the west border of Norddorf on the Isle of Amrum on 11/14/43. The Liberator, and I believe the name of the plane was Queenie, crashed into the North Sea a few miles off of the German coast. Elton's body was identified and interred in the grave number fifty two, in the cemetery at Nebel, which is located on the Island of Amrum.

The photo I am enclosing does show some of the members of that plane that crashed.

Top: **George Jeffrey, Alfred Zielaskowski, Capt. John Bowman, unknown, Lt. John Penistan.**

Bottom: **S/Sgt John Shaw, Lt. Michael Kennedy, 1st Lt James Hoover.**

Re: **James Hoover** I do have his Report No 16 which lists the date he died and the injuries he sustained along with the items he had on his body when he was found. I obtained all this information from the Army / Air Force. I just needed to provide a form signed by my Mother who is a sister to my Uncle.

If anyone would like copies of the information that I received re: the location of the bodies and other information re: what they were wearing, etc., I have the following information for: **John W. Shaw, J.K. Hoover, and George L. Jeffrey.**

I can be contacted at 303-910-7264 which is a Colorado number. My address in Colorado is: 21902 E. Jamison Place, Aurora, CO 80016. I also have a home in Wisconsin and I am at that location from May to the middle of October and that address is 120 Vernon St., Algoma, WI 54201.

Thank you,
Shirley Dufek

From: steve949@gmail.com
Subject: 93 BG Request
Date: Thu, 10 Apr 2014 04:12:24 +0000

My uncle, **Michael G. Kennedy** was a member of the 93rd. I would very much appreciate any information that anyone might be able to give me, most especially any photos.

Thank you for your service,
Steven M. Kennedy



Subject: 93 BG Request
From: denisbranca@verizon.net
Date: Tue, 15 Apr 2014 02:42:53 -0400

Hello,

I just found your outstanding website.

I was hoping someone might be able to help me with info on my Grandfather, **M/Sgt John Moloko**. He was in the 329th Sqdn, 93rd BG. Unfortunately he died before I was born and I'm having difficulty finding info on his war service. All I have letters and post cards he wrote to my Grandmother. I'm not sure of his role other than his rank. I believe he was in this unit until sometime in 1944 when transferred to the 690th Sqdn of the 504th and went to Tinian in June 1945 after training in the US. He served in the military until 1970 and died 6 months after he retired of cancer. Any help would be very much appreciated. Thank you so much.

Denis Branca

From: SJohnson@WSKG.org
To: webmaster@93rdbombardmentgroup.com
CC: editor93bg@hotmail.com
Date: Tue, 6 May 2014 22:32:09 -0400
Subject: Looking for Information

Hello,

My name is Shane Johnson and I'm an associate producer of History & Heritage at WSKG Public Media in Binghamton, New York.

Recently, a gentleman from the Netherlands named Peter Cootjans contacted me looking for information on a missing American soldier from World War Two named Joseph P. Congelli. The soldier was originally from Hornell, New York, a nearby town, and his name is on the Walls of the Missing in the Netherlands

American Cemetery at Margrate. Mr. Cootjans has adopted Joseph's grave and would like to learn more about him.

I am writing to see if there are any surviving members of Joseph's unit who might remember him and who would be willing to talk with me about him.

Here is all the information I have on Joseph P.

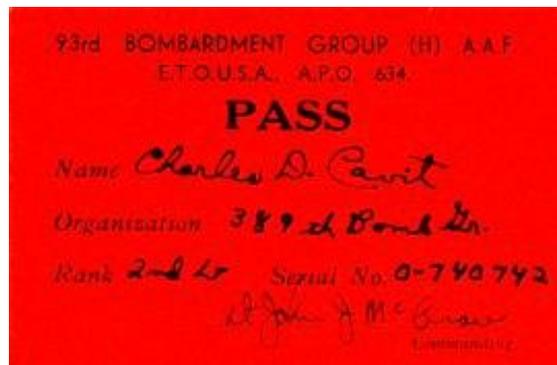
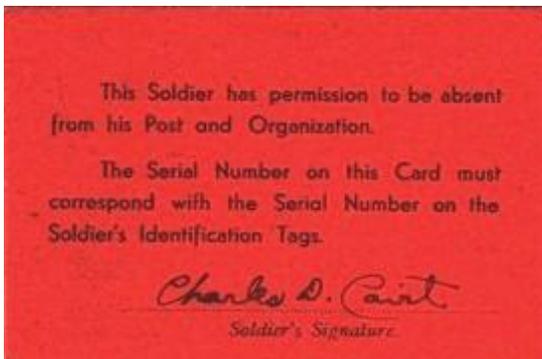
Congelli:
Joseph P. Congelli
Second Lieutenant, U.S. Army Air Forces
409th Bomber Squadron, 93th Bomber Group, Heavy
Service #: 0-748579
Date of Death (Missing): December 22, 1943

I would truly appreciate any help or information.

Thank you.

Sincerely, Shane Johnson

Deane Cavit's Passes



From: dbaer@qtc.com
Subject: 93 BG request
Date: Thu, 19 Jun 2014 21:05:06 +0000
Hello,

I am interviewing a 93 BG Vet shortly and I wondered if you might have any information and/photos of him. His name is Colin N. Jones. He was on a B-24, Not sure what position. His plane was shot down I believe on Dec. 22nd, 1943 and spent time as a POW in Stalag 17-B.

Thank you for anything you can help with!

Don Baer
Veterans History Project
Planes of Fame Air Museum
17000 Merrill Ave. #17
Chino, CA. 91710
Cell 909 973-2100

From: srsands@ec.rr.com
Subject: 2D LIEUT 328 AAF BOMB SQ 93rd
Date: Sat, 14 Jun 2014 12:33:36 -0400

I have some questions. I have been doing research on a Donald Makley. I see him on the crew list of this plane, however his info is on his god tags:

Donald D Makley. 2nd line-35336471 T43. 3rd line-Hulda Makley. 4th line-427 E Spring . 5th line St Mary Ohio.

This is my great uncle on my grandmother's side. (her brother)

However, on the crew list of that plane, his serial number does not match. The first 5 or so of the crew have strange serial numbers that do not seem correct.

Newspaper submittal:

Surnames: MAKLEY, Donald D.
Father's Surnames: MAKLEY, Arthur
Mother's Surnames: GERSTNER, Hulda
Spouse's Surnames: ,
Death Record Date: October 12, 1944
Church:
Village: , Township: , County: , State:
Source: St, Marys Evening Leader Tues. April 5, 1949

Obituary / Additional Information: Funeral services for 2nd Lieut. Donald D. MAKLEY will be held at nine o'clock Saturday morning in the Holy Rosary Catholic church with the Father John J. Brinker officiating. Lieut. MAKLEY, son of Mrs. Hulda GERSTNER MAKLEY and the late Arthur MAKLEY, was killed October 12, 1944, in an airplane over Osnabruck, Germany. He was a member of the 328th Bomb Squadron, 93rd Bomb Group, of the U.S. Army Air Force. He was born in St. Marys on October 8, 1921, his death occurring 4 days after his 23rd birthday. Surviving with the mother, who resides at 211 North Walnut street, are a brother, Robert, at home,; and a sister, Mrs. William (Joan) POPPE, of St. Marys. The American Legion Post No. 323 will have the military services and burial will be in Gethsemane. Friends may call at the Yoder and Son Funeral Home Thursday and Friday evenings. Lieut. MAKLEY's body will arrive Wednesday evening in St. Marys.

Date: Mon Nov 13 23:02:06 2000

Thanks in advance if anyone can clarify for me....
-Stephanie

On his memorial site:
Birth: Oct. 8, 1921 Death: Oct. 12, 1944
Inscription:

DONALD D. MAKLEY
OHIO
2D LIEUT 328 AAF BOMB SQ
WORLD WAR II
OCT 8 1921 OCT 12, 1944
MADE SUPREME SACRIFICE

Stephanie Gesler Sands
IT Administrative Officer
Wm. Fridrich Design
Fridrichdesign.com
o. 910.762.3993
o2. 910.269.9282

From: blokstok@ziggo.nl
To: joyridecp@msn.com
Subject: Robert H Boyd
Date: Sat, 24 May 2014 01:14:07 +0200
Hello, I adopted Robert H Boyd's grave at Margraten, the Netherlands.(see att.)
Do you have any information or pics, maybe you could give my email to his family.

I would like to get in touch with them.

With kind regards,

Marcel Wijnstok
Leersum
the Netherlands

New Members Roll Call

We welcome the following new members who joined during the last six months into the 93rd Bomb Group Association Family! Welcome!!!

Member (Vets are in Bold) Connection to 93rd BG

Philip Long	Son of Pilot 1st Lt Louis Long 328th BS
Jan Andrews Clark	Granddaughter of Gen Frank Andrews , lost on the crash of "Hot Stuff" in Iceland. Andrews Air Force Base is named after Gen Andrews.
Robert Clark	Spouse of Jan Andrews Clark
Eric Johnson	Grandson to Col. Al Asch . B-24 was Wham Bam
1st Lt. Howard G. Hallgarth	Residing in Yakima, WA, Howard was Pilot of Ball of Fire (D) in the 409th; Co-Pilot was Wilbur Goss . Howard is married to Hermina

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.

Remember, when a member buys a membership for their child or grandchild, the first year dues are only \$20. What a nice gift this makes!

IF YOU BECAME A MEMBER IN 2013 or 2014 AND HAVE NOT BEEN LISTED IN A PREVIOUS BOF, LET US KNOW.
jguddal@yahoo.com (763) 694.9058 6/2014

Notes and Quotes

Editor: As WWII Bomber Group Associations close up shop, your Management Team has considered different approaches to retaining our numbers. At the reunion in Dayton, OH this year, we will join up with the 384th BG for dinner and socializing. Let us know what you think about this subject. **Ideas are welcome!**

Fernley S writes: "I fully support the idea of several Bomb Groups having a combined reunion get together."

Don S wrote in December '13: "Health reasons makes attendance impossible, so we appreciate the job you folks are doing to keep us in touch. Received cards from some this year, but fewer each year."

A WOMAN walked into the kitchen and saw her husband stalking around with a fly swatter. "Any luck?" she asked. "Yes," he said. "Three males and two females." "How can you tell them apart?" "Easy. Three were on that beer can and two were on the phone."

A COUPLE attended a marriage seminar on communication. "It's essential that husbands and wives know the things that are important to each other," the instructor said. He turned to the husband and asked, "Can you name your wife's favorite flower?" The man leaned over to his wife and whispered, "Its Pillsbury, right?"

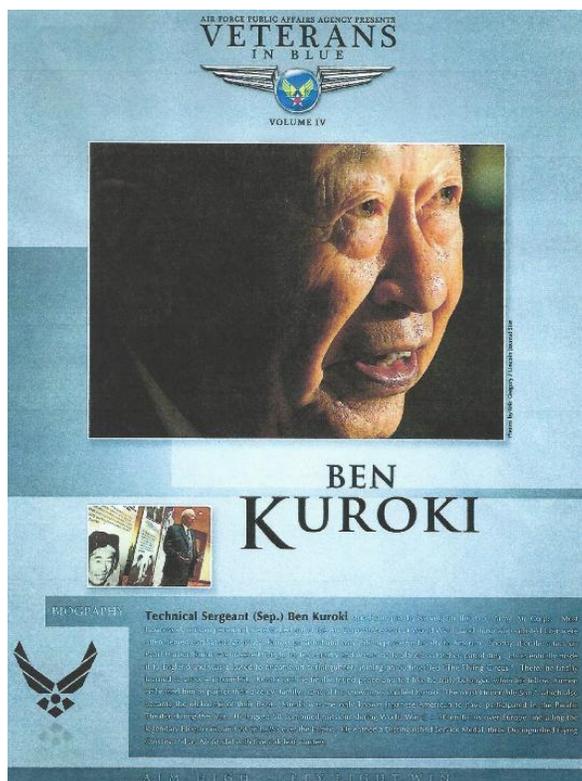
A TEACHER gave her class a lecture on the human body. She asked the first graders if they knew that there is a fire burning in the body all the time. One girl raised her hand and answered, "Yes, When it's cold I can see the smoke."

"**THE GOVERNMENT** will temporarily reopen until Jan. 15 with the debt ceiling raised until Feb. 7, and then we'll do this over again. Why do we have a debt ceiling? Why can't we get rid of the debt ceiling, have a convertible government and feel the wind in our national hair?" - Jimmy Kimmel

*Reprinted from the American Legion Magazine
Jim Guddal*

Membership Corner

Ben Kuroki - USAF Veterans in Blue (VIB)



VIB Biography: **Technical Sergeant (Sep) Ben Kuroki** stood out just by serving the U.S. Army Air Corps. Most Japanese-American Personnel were kicked out of the air corps at the start of World War II, and those who enlisted later were often denied combat assignments. Kuroki persisted and was able to prove his loyalty to America. Shortly after the attack on Pearl Harbor, Kuroki volunteered to fight for his country and was initially placed on kitchen patrol duty. He eventually made it to England and was allowed to become an aerial gunner, joining an outfit called the "The Flying Circus." There, he finally learned to shoot - in combat. Kuroki said he finally found peace and felt like he truly belonged when his fellow Airmen embraced him as part of their aircrew family. One of his crewmates dubbed Kuroki "The Most Honorable Son," which also became the nickname of their B-24.

Kuroki was the only known Japanese-American to have participated in the Pacific theater during the war. He logged 58 combined missions during World War II - 30 on B-24s over Europe, including the legendary Ploesti raid, and 28 on B-29s over the Pacific. He earned a Distinguished Service Medal, three Distinguished Flying crosses and an Air Medal with five oak leaf clusters."

Major General Mashiko's, USAF Letter

Dear Mr. Kuroki,

Congratulations on your selection to be a member of the Veterans in Blue (VIB) recognition program. More importantly, thank you for taking the time to share your incredible story! It is very

inspiring to see your story and picture on the walls of the Pentagon, not only as the first Japanese-American veteran to be honored with the VIB, but also your heroic exploits in both theaters of WWII. The history you were a part of and helped write with your actions will inspire future generations of airmen. Thank you for being a trailblazer and sticking to the path you did. You have set a brilliant example of those of us with the Japanese-American military community to follow and live up to!

Major General Susan K. Mashiko, USAF

Colonel Hirohata's Letter

Ben,

Congratulations on your inclusion in the USAF's Veterans in Blue (VIB) recognition program! Thank you for sharing your story and time with us.

Just to let you know - Major General Mashiko is a bit of history herself. She is a graduate of the US Air Force Academy - from the first class that had women. She is also the first Japanese-American woman to reach flag officer level!

Again, thank you so much for "flying point" for those of us who are following in your wake!

With kind regards,

Derek K. Hirohata, Col, USAF

Mr. Yamada's Letter

Dear Mr. Kuroki,

On behalf of the Japanese American Veterans Association (JAVA), our heartfelt congratulations on your selection to be a member of the Veterans in Blue (VIB) recognition program! JAVA takes pride in having your picture on the walls of the Pentagon, as the first Japanese American veteran to be honored within the VIB, which is a stellar piece of history. You are no stranger to making history- Combat tours in both theaters of WWII; the legendary Ploesti raid; to name just a few pieces of history that you were a part of, but your latest 'first' will now inspire an entirely new generation of Airmen.

Thank you for being a trailblazer and sticking to the path you did. You have fought our Nation's enemies and prejudice at home - with victories in both arenas. We are honored to have you as a leader for the Japanese American military community and a role model for future generations!

Sincerely,

Gerald Yamada, President

New Member Phillip Long, son of Louis F. Long



1st Lieutenant Louis F. Long was a pilot in Squadron 328 from Fall 1944 - Spring 1945

Jim Wilson (co-pilot)
Leon Glick (navigator)
Bill Cole (radio)
Nick Romanchik (nose turret)
Phil Yessian (engineer)
Art Kinset (waist)
John Melley (waist)
Gail Hartman (tail turret)

Lt. Louis Long Describes His First Mission (Newspaper article from by Phillip Long)

After a "tour" which is 35 missions over enemy territory, the crew of the plane is given a furlough home. They really earn

it. Lt. Louis Long, son of Mr. and Mrs. L. F. Long of Central Ave., has earned a furlough, he arrived home last Friday, and has given a description of his impression of his "first" mission."

Lt. Long, a pilot of a B-24, was notified a day before he and his crew would take off for their first flight over Germany. Although thoroughly trained everything seem "new" and different than when he had taken his pre-flight at Maxwell Field, Alabama 19 months before. Before the take-off, everything was "tense" and "strained".

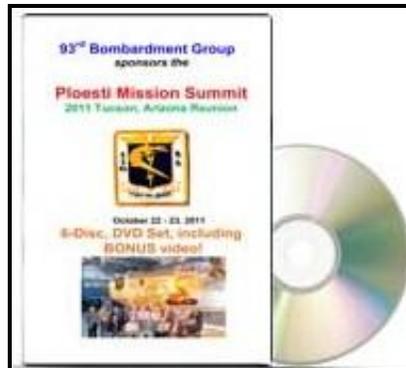
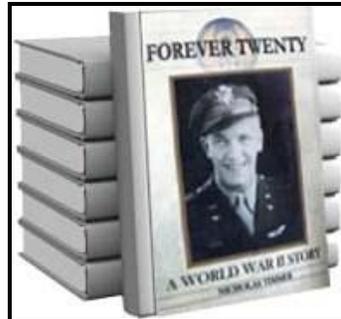
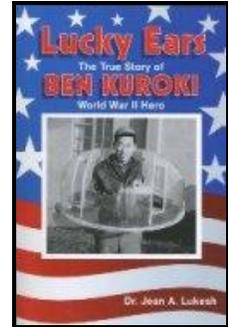
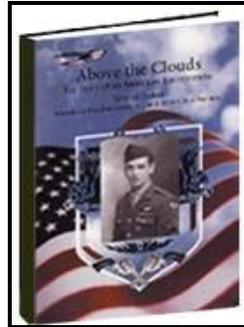
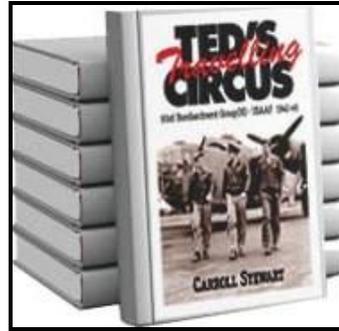
The early morning air was cool, but the young crew were thinking over the instructions they had just received and looking at the big plane. That was going to take them to Germany, over enemy held lands to their target. The feeling that the plane was just a large section of metal vanished and they looked at it as if it were a living thing and hoping that it would bring them back safely. The signal was given, the motors roared. Lt Long headed his plane down the runway and was off "into the wild blue yonder."

Anxious eyes searched for the coast of France, although it was in enemy hands, it gave the assurance when it appeared. The fields of France sped below them and soon they were informed by the navigator that they were almost over the target which was a connecting waterway. Clouds obstructed the view of the land and the bombing had to be done by "instruments." Flak began to burst around the plane. There was no method of telling from what location the anti-aircraft firing was coming from, but the mission completed the valiant group and the fighter escort turned back to England. A curious little smile curled the lips of some, they had made their first mission and had come through.

Lt. Louis Long expects a discharge from the Army on August 8th of this year. He will then go back to the Case School of Applied Science and finish the course which he started before the war. Louis is proud of his 35 missions and of his European Theater of Operation with three battle stars and an air medal with a silver oak leaf cluster.



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 and Ted's Travelling Circus on adjustable strap	\$24	\$45
Khaki with "Ball of Fire III" B-24 plus 93 rd BG and 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	\$28

COFFEE & THERMAL TRAVEL MUGS

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

PUZZLES

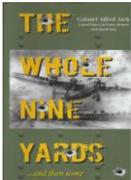
Jigsaw puzzles with colorful "Ball of Fire III" image over Ploesti. Comes with stand.	\$22	\$42
--	------	------

SUNCATCHERS

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

<i>Ted's Travelling Circus</i> by Cal Stewart (<i>member price</i>)	\$69.95	\$134.00
<i>Ploesti</i> by Cal Stewart and James Dugan	(See 93 rd Web site & Amazon)	
<i>Above the Clouds</i> by Wayne Baker	\$24.95	\$47.50
<i>Lucky Ears The True Story of Ben Kuroki</i> *** Limited autographed edition! Order today! ***	\$13	\$24
<i>Forever Twenty</i> by Nicholas Timmer	\$21.95	\$42.00



NEW!! "The Whole Nine Yards", The Life of Col. Alfred Asch. (Ordering information pending. Please contact David Asch at: (615) 400-8617 or e-mail: davidasch@aol.com for additional information.

DVDS – Ploesti Summit 5 Disc set with Bonus DVD of Vet's panel on the way it was!
Member price (\$30); Non member price (\$45)

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

Pay by check or money with the Coupon below. Pay by PayPal on 93BG website by using the Donation Tab in the Membership section. Mail Coupon to Bill Sargent, PX Mgr to complete the order. Thank you!

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

Mail orders to: Bill Sargent, 93rd BG PX
1458 Locust St.
Denver, CO 82220
Email : joyridecp@msn.com

93rd BG BALL OF FIRE QUARTERLY EXPRESS SUBSCRIPTION FORM

PLEASE NOTE – MEMBERSHIP IS ON A CALENDAR YEAR BASIS – DUES ARE PAYABLE IN JANUARY

Year 2014

Name _____

Address _____

City _____ State _____ Zip _____

Phone Number _____ Email Address _____

Connection to 93rd BG: Please circle: Veteran was father, uncle. I am a historian

Name of 93rd veteran _____ Rank _____

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

Airplane Name(s) _____ Pilot(s) _____

Crew Chief(s) _____ Comments (list crew if known) _____

Thanks!

(use back side for more info)

Annual Membership (2014 only) \$25 \$ _____

2 year discount rate (2014 & 2015) \$45 \$ _____

1st time Child or grandchild (2014 only) \$20 \$ _____

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

GRAND TOTAL \$ _____

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