

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. 20 No. 3

Fall 2012

93rd Bomb Group Association Reunion 2012

Reminder: Everyone should plan to attend the 2012 Reunion in Seattle! If you haven't registered yet, please do so by **September 15th**. The registration form is attached, and also on the website www.93bg.com. Join us for fun, fellowship, stories, activities, and honoring our family of veterans of the 93rd Bombardment Group in the great northwest area of Seattle!

Jim Root, Reunion Coordinator



View of Seattle from Kerry Park



Boeing Production Line



Joint Base Lewis-McChord Logo

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.

93rd Bomb Group Association Reunion 2012
Thursday, October 18, 2012 – Monday, October 22, 2012
Embassy Suites Hotel Seattle-Tacoma International Airport
Seattle, WA

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:

Make your reservation soon!
Please use the reservation group code “ **93B**”.

Call toll free at **1-800-362-2779** or **1-425-227-8844**
with that group code and make your reservation.

Room Rates are: **\$109.00 per night**

Plus sales tax(rate is 9.5%), and hotel occupancy
(tax rate is 12.4%)

Plus \$10.00 per night for additional adult

Our Sales Manager is:
Dorothy Hitchcock
15920 West Valley Highway
Seattle, Washington 98188
Direct Line: (206) 219-2148
Fax: (425) 227-9567
E-Mail: Dorothy.Hitchcock@hilton.com

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 B: Saturday, October 20th: 11:30 – 4:30

Boeing Manufacturing/Museum Tour
Additional \$35 per person

Option C: Sunday, October 21st: 11:30 – 4:00
Seattle City Tour
Additional \$30 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 activities, 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 - 5:00 PM on Thursday October 18th. Dinner reception at 5:30 PM and the opening Welcome dinner starts promptly at 6:00 PM. The hotel provides shuttle service to and from the airport and within a five mile radius of the hotel.

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**.

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 Seattle, WA! Bring a friend or family too!!!

REGISTRATION FORM:

Step #6 - **Mail this page only, for each attendee, completed form to:**

Joe and Phyllis Duran
309 E. Santa Paula St
Santa Paula, CA 93060
Phone: (805) 525-4681

Email: dogpatchraider@gmail.com

Name: _____

Address: _____

(Street)

(City)

(State)

(Zip)

Telephone: _____ Email: _____

Emergency Contact: _____

(Someone not traveling with you) (Name) (Phone Number)

Meal choices: (circle one per meal): (Note: Friday and Saturday dinners are buffet style.)

Thurs dinner: 1.Chicken a la Florentine 2.Roasted Pork Loin 3. Special need?

Friday lunch: 1. Turkey/swiss sandwich 2. Roast beef sandwich
3. Veggie wrap 4. Special need?

Saturday lunch: 1. Ham/ Cheddar Sandwich 2.Turkey/ Swiss Sandwich
3. Northwest Veggie Wrap 4. Special need?

Sunday dinner: 1. Chicken Marsala 2. Grilled Salmon 3. Special need?
(If Special need is circled, please identify the special dietary need!)

Calculate your registration fee:

The registration fee includes: Dinner for 4 evenings, 2 lunches, Museum Receptions, Museum Entry fees, Transportation, Memorabilia room, Day activities, Live entertainments, Key note speakers, Education session, Business meeting, snacks, Door prizes. The reservation fee does not include your hotel rooms.

Basic registration fee:		= \$300
Option B: (circle one)	Yes No	= \$35
Option C: (circle one)	Yes No	= \$30

Total enclosed _____

Please complete form and enclose check payable to the 93rd Bomb Group for the total amount.
Seattle Reunion Fee Refund Policy: No refund will be made after **Sep 15th.**

93rd Bomb Group Reunion – Oct 2012

Seattle, Washington

Summary/ Schedule of Activities

Day 1 – Thursday, Oct 18

10 AM – 2 PM	Registration / Hospitality Room Setup at hotel
2 PM – 5 PM	Registration /Hospitality open at hotel
2 PM – 4 PM	Reunion Committee/Officers Meeting at hotel
5 PM – 5:30 PM	Reception at hotel – Atrium
6 PM – 8 PM	Opening Welcome Dinner at hotel: Special Guest: Tukwila Mayor, Jim Haggerton

Day 2 – Friday, Oct 19

6:30 AM – 9 AM	Breakfast at hotel
All day	Registration /Hospitality open all day at hotel
9 AM – 10:30 AM	93 rd BG Education Session at hotel: "Life at Hardwick and England" – Don M.
11 AM – 2:30 PM	Museum of Flight : lunch & tour
4:30 PM – 5:30 PM	Tour Joint Base – McChord-Lewis
6 PM – 8 PM	Dinner – Club McChord (buffet) Special Guest: Base Commander Col. Paul Eberhart Entertainment: 56 th Army Swinging Band of Courage

Day 3 – Saturday, Oct 20

6:30 AM – 9:00 AM	Breakfast at hotel
9 AM – 11 AM	Business Meeting – John Marx
11:30 AM – 4:30 PM	Boeing Manufacturing/Museum Tour (Option "B")
11:30 AM – 12:30 PM	"Lunch & Learn at hotel" – Boeing history – Bill McCutcheon
1 PM – 3 PM	Education Session at hotel "Wartime Aviation History" –Bill M.
5:30 PM – 6:30 PM	Reception at hotel – Atrium
6:30 PM – 8:00 PM	Dinner/program at hotel Special Guest & Program: Keynote TBD; Cascade HS Jazz

Day 4 – Sunday, Oct 21

6:30 AM – 9 AM	Breakfast at hotel
9 AM – 11 AM	Open/Memorabilia room
11:30 AM – 4:00 PM	Seattle City Tour (Option "C")
1 PM – 3 PM	Education Session at hotel "B-24 aircraft and nose art" Don M.
5:30 PM – 6:30 PM	Reception at hotel – Atrium Entertainment: Ted's Travelling Combo Band
6:30 PM – 8:00 PM	Closing/Memorial Dinner hotel Honor Guard

Day 5 – Monday, Oct 22

6:30 AM – 9 AM	Breakfast and Depart – hotel
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Webmaster – MICHAEL SELLERS (see Documentary Project)

President's Corner

In our last Ball of Fire, a new 93rd member, Mr. Jim Lux, sought contact with relatives of the men who died in a crash in Iceland in 1943. Since then, Jim has shared an intriguing idea for advancing our mission to preserve the memory of the men who flew and fought with the 93rd. In recent years, Jim became acquainted with a surviving crew member of "Hot Stuff", a B-24D Liberator assigned to the 330th Bomb Squadron. His friend, Robert T. "Jake" Jacobson, was an original crew member and the bombardier of "Hot Stuff", the first bomber to complete 25 missions in the European theater. As a result of their accomplishment, the crew with their plane was ordered to return to the states for a three month war bond drive. At the last minute, LTG Andrews, the new Commander of U.S. Forces in Europe and his entourage bumped some of the crew members to meet their urgent requirement to return to the states. On May 3, 1943, "Hot Stuff" crashed into a mountain in Iceland as the result of bad weather. Of the 15 men on board, the tail gunner was the only survivor.

Although, Jake, one of the bumped crewmen, had never told his friend very much about his experiences with the 93rd, he did mention his last minute reprieve. Jim's curiosity was aroused so he made arrangements to interview Jake. A few days before the scheduled interview, Jake took a turn for the worse and passed away in 2010. With Jake's daughter's help, Jim continued to sort through Jake's papers and found a certificate signed by then Colonel Timberlake on Feb 7, 1943 attesting to Jake's completion of 25 missions. Jim began a three-year project to discover all he could about "Hot Stuff" and its crew. Recently Jim completed a journey to Iceland to visit the crash site and recover remains of the airplane. Pictures of the aircraft pieces and the crash site location are included in Jim's article elsewhere.

Jim's project has grown to a crusade to gain proper recognition for "Hot Stuff" and her crew. He has developed a three pronged attack to accomplish his goal: (1) Place aircraft pieces in the US Air Force Museum in Dayton, OH as a part of the General Andrew's exhibit; (2) Place aircraft pieces in the Smithsonian; and (3) raise the funds for a permanent

memorial in the village of Grindavik, Iceland, the closest village to the crash site. Your association has already taken steps to advance the first two goals. Letters of support were sent to the leadership at the US Air Force Museum and the Smithsonian. Both letters are included in this BOFQE for your review. The third goal is ambitious but doable. We are exploring ways we can assist with the fundraising project. Our preliminary discussions have been very encouraging. We plan to bring a proposal to support this important fund raising project to the membership during our annual business meeting in October.

We lost one of our stalwart veterans when John Cadle of Lakewood, WA passed away. John encouraged us to consider the Seattle area for a reunion for a number of years. He was thrilled when we committed to the Seattle reunion in 2010. Sadly, John will not be present to welcome us to his home state when we arrive. He will be missed by all. We extend our condolences to his family.

Speaking of the reunion; now is the time to register and finalize plans to join us in Seattle. All of the necessary information can be found elsewhere in this issue. Don't miss this tremendous opportunity to join with old and new friends in celebrating the accomplishments of the 93rd.

I want to renew my appeal for reunion location recommendations. Each year, we recommend potential reunion sites for two years later. Last year, we have selected Hartford, CT for 2013. We will present candidate cities and vote on the 2014 location in the fall. If you have an idea, please call me (724-843-3897) or send an email (109clearview@verizon.net) with your recommendation. I have already received a recommendation for Omaha, Nebraska and will include Omaha as a candidate city. Other candidates for 2014 are Salt Lake City, UT; National Capital Region; Orlando, FL; Dayton, OH; and Detroit, MI. Maybe the 93rd can come to your hometown next!

John Marx, President

Letter to General Dailey at the National Air and Space Museum, Smithsonian:



93rd Bomb Group Association

August 7, 2012
109 Clearview Street
Beaver Falls, PA 15010

General J. R. Dailey
Museum Director
National Air and Space Museum
Smithsonian
600 Independence Ave
Washington, D. C. 20560

Dear General Dailey,

On behalf of the members of the 93rd Bomb Group Association, I write you in support of Mr. Jim Lux's efforts to place crash remains from the B-24 Liberator, "Hot Stuff" in the Smithsonian's National Air and Space Museum. Mr. Lux is a member of our association who we support fully in his project. His recent correspondence highlights "Hot Stuff's" tie to General Andrews's death and the impact on the course of WWII. Our association agrees with Mr. Lux's contention that this wreckage will enhance the Smithsonian's capability to provide appropriate recognition to one of the most important WWII bombers.

The 93rd Bomb Group was a highly decorated WWII Heavy Bombardment Group stationed in Hardwick, England. The 93rd Bomb Group Association membership consists of 93rd veterans who served during WWII as a part of the 2nd Air Division, 8th Air Force and their descendants. Our group's purpose is to:

1. Carry on the traditions and memories of the 93rd Bomb Group after the veterans of that war have deceased.
2. Continue to advocate and support an adequate, effective and efficient military service.
3. Perpetuate the friendships and memories of service together.
4. Educate future generations about the sacrifices made to preserve their liberty.

Our membership, with more than 300 veterans and family members, is eager to see the accomplishments of our WWII veterans recognized and remembered by future generations. Although the Smithsonian does not currently display a B-24, we are confident that the sacrifice made by those who flew the B-24 is appreciated. An opportunity to tell the story of "Hot Stuff" and explain why General Andrews was so important to the war effort in Europe is ideally suited to the Air and Space Museum. We believe the Smithsonian is the right place for "Hot Stuff" wreckage to reside as an important part of America's story. We are very hopeful you will accept Mr. Lux's offer of the remains of "Hot Stuff."

Regards,



John A. Marx
COL (Retired), United States Army
President, 93rd Bomb Group Association

Letter to Lt. Gen Hudson, USAF (Ret.) at the National Museum of the United States Air Force:



93rd Bomb Group Association

July 31, 2012
109 Clearview Street
Beaver Falls, PA 15010

Lt. Gen. John L. Hudson, USAF (Ret.)
Director
National Museum of the United States Air Force
1100 Spaatz Street
Wright-Patterson Air Force Base, Ohio 45433

Dear General Hudson,

On behalf of the members of the 93rd Bomb Group Association, I write you in support of Mr. Jim Lux's efforts to place crash remains from the B-24 Liberator, "Hot Stuff" in the National Museum of the USAF. Mr. Lux is a member of our association who we support fully in his project. His recent correspondence with you highlights "Hot Stuff's" tie to General Andrew's death and the impact on the course of WWII. Our association agrees with Mr. Lux's contention that this wreckage will enhance your existing display about General Andrews and help tell his story in a tangible way.

As you may know, the 93rd Bomb Group was a highly decorated WWII Heavy Bombardment Group stationed in Hardwick, England. The 93rd Bomb Group Association membership consists of 93rd veterans who served during WWII as a part of the 2nd Air Division, 8th Air Force and their descendants. Our group's stated purpose is complimentary to your museum's purpose and is to:

5. Carry on the traditions and memories of the 93rd Bomb Group after the veterans of that war have deceased.
6. Continue to advocate and support an adequate, effective and efficient military service.
7. Perpetuate the friendships and memories of service together.
8. Educate future generations about the sacrifices made to preserve their liberty.

We have a membership in excess of 300 veterans and family members. Our veterans are eager to know what is happening in today's Air Force and take a proprietary view of their role in establishing the great Air Force tradition. We believe the USAF Museum is the right place for "Hot Stuff" wreckage to reside as an important part of the Air Force story.

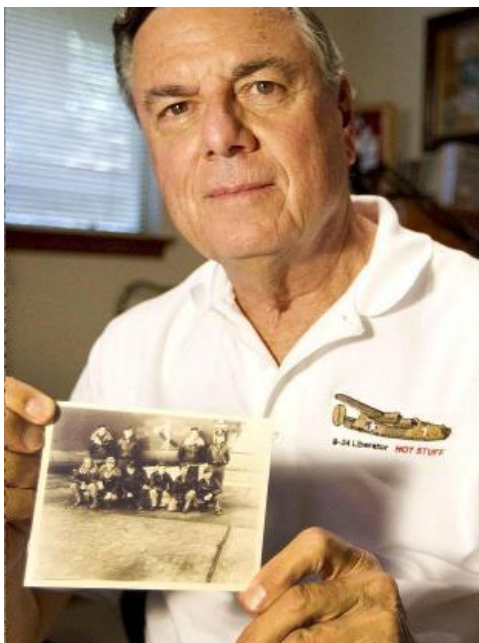
We are hopeful you will accept Mr. Lux's offer of the remains of "Hot Stuff".

Regards,



John A. Marx
COL (Retired), United States Army
President, 93rd Bomb Group Association

Sunday, 7/1/2012 Austin American Statesman newspaper about **Jim Lux's** quest for 93rd BG **Hot Stuff's** recognition:



Austinite's bomber beat Memphis Belle to record, researcher claims by Patrick Beach

Jim Lux says he has proof the Hot Stuff bomber flew 25 missions before the Memphis Belle, which got credit as the first plane to do so.

You can look it up: The Memphis Belle was the first heavy bomber to successfully complete 25 missions during World War II.

Except, says retired IBM marketing representative Jim Lux, it wasn't. Not even close. It was a B-24 Liberator nicknamed Hot Stuff, whose crew included the late Austinite Robert T. "Jake" Jacobson, a Mississippi native who spent decades as an administrator at then-Brackenridge Hospital and who died in 2010 at 93.

Hot Stuff, Lux claims — and he has plenty of supporting documentation — reached that milestone against long odds at a time when many planes were being shot down, fully 3 1/2 months before the Belle. The Belle made it home safely and became a potent propaganda tool, a cause célèbre, the subject of a documentary during the war and a feature film in 1990.

Photo by: Kelly West/AMERICAN-STATESMAN

Hot Stuff was on its way home when, on May 3, 1943, it crashed into a mountainside in Iceland in bad weather, killing 14 of 15 aboard. Only the tailgunner survived.

Jacobson wasn't on the plane. He and five other crew members were bumped from the doomed flight by Gen. Frank Andrews, often called the father of the U.S. Air Force, and his entourage. Andrews had taken over command of U.S. troops in Europe from Dwight D. Eisenhower and was expected back in Washington to collect his fourth star. Hot Stuff and her crew were to rotate home and be used to sell war bonds. Instead, because of the crash, that honor fell to the Belle, which barnstormed the country on a three-month, morale-boosting tour, and her crew.

"I understand why they did it," Lux says. "I just don't understand why Hot Stuff was forgotten. That's just wrong."

By sheer happenstance, Lux stumbled across the information that has potential to rewrite a piece of the war's history. An Air Force veteran himself, Lux was helping put together the program for an air show and gathering in about 1999 organized by what was formerly called the Confederate Air Force (now Commemorative Air Force). Jacobson, a golfing buddy of Lux's in the Lost Creek subdivision, gave the younger man pictures and documents from his service years.

Jacobson had completed 31 missions over North Africa and Europe, and 14 over Japan — including one on the last day of the war, Aug. 14, 1945, the day of the Japanese surrender. After he received his master's degree, he spent several years in postwar Japan, helping rebuild hospitals.

"I destroyed them for this much time, and then I came back to help them rebuild," Jacobson would say.

Lux went through the material. And there it was, a certificate signed by the group's commander, Col. Edward "Ted" Timberlake, mission No. 25 over Naples, Italy, dated "7 Feb. 43."

"Jake, you didn't tell me you guys were the first to complete 25," Lux said, astonished.

"Heck, I didn't know that," Jacobson replied.

Intrigued, Lux had planned to interview the old airman who retired as a major, but Jacobson fell and died just

days before they were supposed to get together. Discouraged but not deterred, Lux kept at it, with the aid of Jacobson's daughter, Kelly Treybig, who had a great deal of her dad's records.

"I approached the National Museum of the U.S. Air Force in Dayton, Ohio," Lux said. "The director wasn't too impressed. So now I have all kinds of records and research, and I have proof."

"I believe that's the case," said Brett Stolle, a curator at the museum. "He's put together a pretty convincing narrative. We can't confirm that it was the first aircraft to reach 25 missions, but it looks promising that that's the case. It did before the Belle. There are several (including one named Hell's Bells) that beat the Belle."

Lux knows it won't be easy rewriting a narrative that has largely held for almost 70 years. But he's not done yet.

Last month he visited the crash site with a pair of Icelandic men hoping to memorialize crash sites there during the war. (Because of frequent bad weather and heavy air traffic, both sides lost close to 20 planes over Iceland during the war, Lux said.)

Debris, pieces of which he brought home, still litter the mountainside. The larger pieces are in a lava field almost a half-mile away. Had the weather been clear, the pilot could have seen the airfield at which he was hoping to land.

Per his friends' suggestion, Lux is contemplating a fundraising drive to get a monument erected there, an initiative he says the American ambassador to Iceland, Luis Arrega, enthusiastically endorses, and for the museum in Dayton to include Hot Stuff in a future exhibition.

"It's an incredible story that should be told and not forgotten," Lux said. "Hot Stuff and her crew were the first to complete 25, and they were not given credit. The excuse given is the Memphis Belle returned with her crew intact. I'm not trying to take anything away from the B-17 Memphis Belle, which completed a nearly impossible task. But Hot Stuff should have been recognized as the first."

Contact Patrick Beach at 445-3603

Correction: This version corrects the name and references to Robert T. "Jake" Jacobson.

<http://www.statesman.com/news/local/austinites-bomber-beat-memphis-belle-to-record-researcher-2407450.html>

Jim Lux's email to he sent to Gen. Hudson, Director of the National Museum of the USAF, including some of the pictures of parts recovered from Hot Stuff's crash site in Iceland:

Dear Gen. Hudson,

The pieces of the B-24 HOT STUFF wreckage have arrived at my home in Austin, Texas courtesy of Icelandair Airlines. I would like to provide pieces of the wreckage to the NMUSAF to be included in future displays in the museum that include HOT STUFF and her crew.

I mentioned to Brett Stole and Terry Aitken that I stood by the Gen. Andrews display in the museum for more than an hour when I visited in April and observed that not one person looked at the display while I was there. Is it possible that the story of HOT STUFF, her crew, those killed in the accident and pieces of the wreckage could be included in the Gen. Andrews display? It would definitely attract attention to the display.

I spent almost five years on active duty in the USAF and, until I started doing research on HOT STUFF, I had never heard of Gen. Andrews. I have talked to many Air Force officers and enlisted personnel who didn't know who Gen. Andrews was, including some who had been stationed at Andrews AFB.

Most people who know anything about United States history in World War II remember Generals Eisenhower, MacArthur, Bradley, Patton, Clark, Arnold, Marshall, Eaker, Spaatz, Doolittle, Admirals Nimitz and Halsey and others but few, if any, remember Gen. Andrews.

This is a wonderful opportunity for the National Museum of the United States Air Force to give proper recognition to HOT STUFF, Her crew for their accomplishments and to Gen. Andrew, and the nine other officers, four enlisted men and one civilian killed when HOT STUFF crashed in Iceland. This is also an opportunity to tell the story of one of the most tragic aircraft accidents in the history of the United States military when Lt. Gen. Andrews, Commander of the European Theater of Operations, Brig. General Barth, Andrews Chief of Staff along with two Colonels, one Lt. Colonel, two Majors, three Captains, Three Sergeants and one civilian Methodist Bishop died in the accident.

I sincerely hope you will accept my offer. I included several photos of pieces of the wreckage I recovered from the crash site on Mt. Fagradalsjfall in Iceland.

Best regards,
Jim Lux



Hot Stuff pieces



Cowling piece



Guide for flaps



Piece of vertical stabilizer made of aluminum and wood



Exhaust stack 2



Melted aluminum with piece of lava rock attached



Top piece of cowling, engine 4

Treasurer's Notes

Dear friends, you already know this, but, I will say it again. We have the greatest organization whose members are always willing to step-up-to-the-plate when it comes to supporting the member inspired projects your management team has put on the table. In the last BOF we made an appeal for members to support a very important project in Savannah at the Mighty Eighth Museum's Roger Freeman Research Center. The project is to enable hiring of a history student who would be dedicated to processing and cataloging the large volume of our veteran's WWII memorabilia which arrives at museum on a regular basis. While the membership will vote on approving the entire annual cost of \$7,500 at our meeting in October, with member individual support, we were able to send them the \$2,000 they needed to start the project this September. This is a very important step to preserving the history of our vet's experiences and making that information readily available to the public. On a personal basis, I have already experienced being able to find information at the Research Center on my Uncle Floyd R. Cook who crashed June 19, 1944 while on a mission to Pas de Calais.

A great big thank you to our members who have sent their checks for \$50, \$100 and \$200 for the "archiving project". However, we still have some "bucket filling" to do and I will ask for your continued individual support. The more we can raise from each of you, the less we need to take from the treasury. To accomplish a goal of funding \$3,750 from our members and \$3,750 from the treasury, we still need to raise \$2,600 from our membership. **THANK YOU IN ADVANCE FOR YOUR HELP.** Please send checks to me (address in front of the BOF) or use the PayPal found on the 93rd BG website under membership. As a reminder, your contributions are 100% tax deductible!

Lastly, I am including the text of a letter received from the Roger Freeman Research Center which follows.

We will see you in Seattle!!!

Jim Guddal, Treasurer

This letter was received from the Mighty Eighth Air Force Museum:

July 31, 2012
Mr. K. James Guddal, Treasurer
93rd Bombardment Group Association
P O Box 47336
Plymouth, MN 55447

Dear Mr. Guddal,

On behalf of the Board of Trustees and staff at the Mighty Eighth Air Force Museum we thank you for your generous support to the Roger A. Freeman Eighth Air Force Research Center. Your gift of \$2,000.00 will help support our efforts in cataloging World War II memorabilia donated to the museum. Your gift to the research center will make it possible for researchers to better access materials in our collections.

Thanks to your support, we can continue to update and create new exhibits that share more of our heroes' stories and develop our educational initiative. Please keep up with our progress and upcoming events by visiting our newly designed website www.mightyeighty.org. Again, thank you for your support and we hope you visit us soon.

We invite each of you to visit and discover how your generosity has promoted research on the Eighth Air Force.

Respectfully,
Henry Skipper, President/CEO
Dr. Vivian Rogers-Price, Research Center Director

Notes and Quotes

(submitted by Jim Guddal)

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." Reprinted from the Legion Magazine

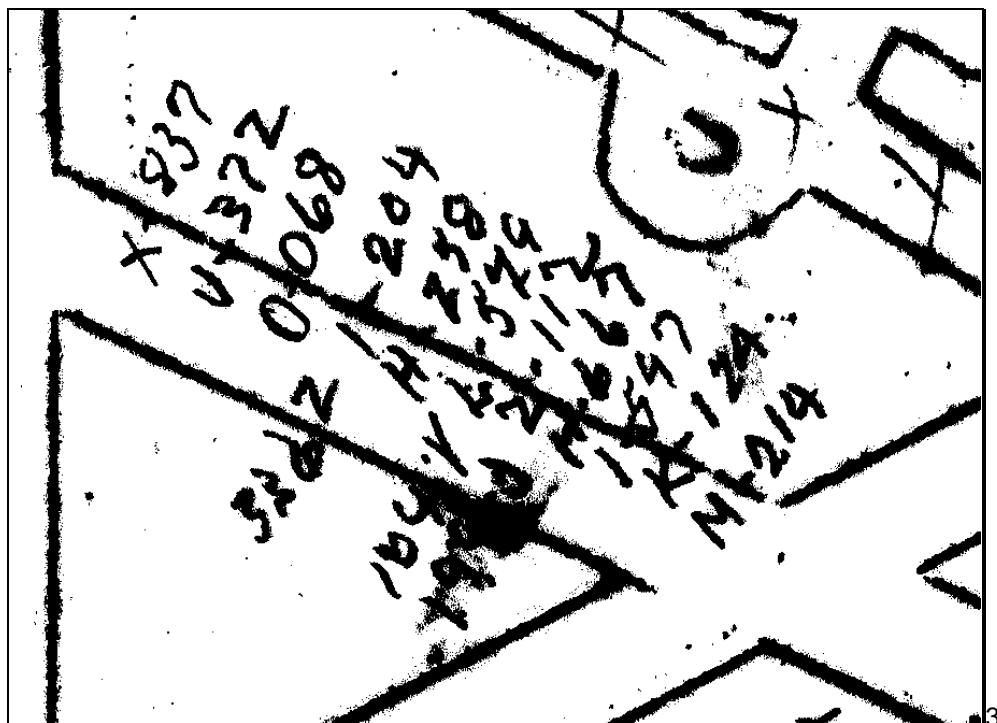
A private stood before the unit's commanding officer for a recent offense. "It's your choice, private," the officer said. "One month's restriction or 20 days' pay." "I'll take the money, sir." Reprinted from the Legion Magazine

"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

Greetings from the 93rd BG Historian!

Mystery photo of 93rd BG aircraft, Documented!!

I recently found this photo on eBay that showed a lineup of 93rd BG aircraft. In an effort to determine serial # and the rough timing, I recorded the Bomb Squadron and letters. With this information and the features of the aircraft, I was about to determine aircraft serial # and that the photo was taken between July 5 to August 1, 1944. Then, I search for an airfield layout from that time frame to see if I could find anything close. On July 28, 1944, the pattern matches. We now have a dated and documented photo that was found as an unknown photo on eBay. I love when that happens!! Aircraft shown are 42-95199 J 329th, 42-51214 M 329th, 42-95124 K 329th, 42-50597 I 329th, 41-23667 (Ball of Fire), 42-95112 Z 329th, 42-50529 L 329th, 42-95258 H 409th and 42-95204 I 409th. The last plane partial visible is 42-50372 V 409th. It must have been switched or recorded incorrectly with the next aircraft 42-110068 O 409th.



Portion of the July 28, 1944 Airfield plan

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

93rd Website Update

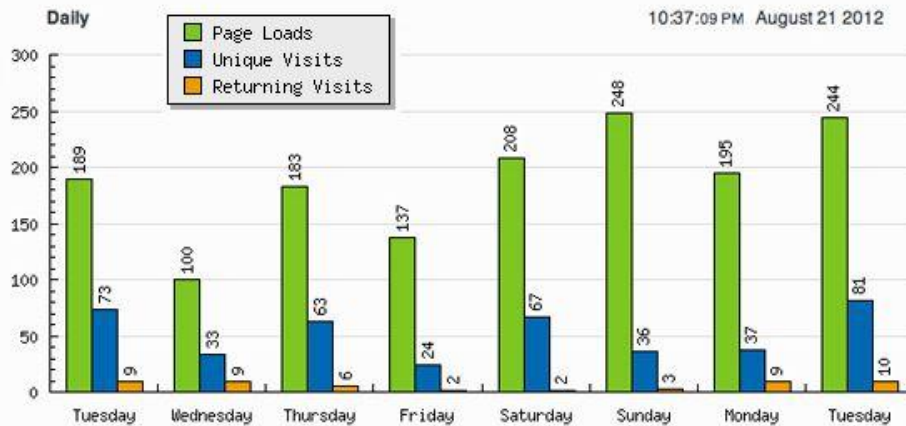
At the time of writing this article, 45,611 people have visited the 93rd BG website since it's redesign in November 2009. A visitor recently was logged all the way from Makati, Manila, Philippines . I thought I'd crunch some numbers this time around! The top areas of the inserted picture below shows the activity of visitors to the 93 BG website during a typical week. I have also noticed the numbers spike every quarter when a BOFQE newsletter is sent out. It just means that people are not only reading the newsletter but are taking the extra effort to jump online and see what we have to offer on the website. A "page loaded" is every time some clicks to a new page on the site. A "unique visit" is someone who has never been to the website before and is viewing it for the first time. Also below that are monthly averages of people visiting the website. These statistics only start when the new site was redesigned in November 2009.

www.93bg.com

Visitor statistics over one week

	Page Loads	Unique Visits	First Time Visits	Returning Visits
Total	1,504	414	364	50
Average	188	52	46	6

Day	Date	Page Loads	Unique Visits	First Time Visits	Returning Visits
Tuesday	August 21st 2012	244	81	71	10
Monday	August 20th 2012	195	37	28	9
Sunday	August 19th 2012	248	36	33	3
Saturday	August 18th 2012	208	67	65	2
Friday	August 17th 2012	137	24	22	2
Thursday	August 16th 2012	183	63	57	6
Wednesday	August 15th 2012	100	33	24	9
Tuesday	August 14th 2012	189	73	64	9



Visitor averages after redesigned website (total of 2 years 10 months)

	Page Loads	Unique Visits	First Time Visits	Returning Visits
Total	153,823	45,611	40,532	5,079
Average per month	4,524	1,342	1,192	149

I hope to make the reunion in Seattle this year. I am working with the planning committee to organize a "live feed" of portions of the reunion. Since this might be the last BOFQE newsletter to go out before the reunion, please take note to visit www.93bg.com if you plan on not attending the reunion. Times and dates will be posted to "click on" and watch what's going on at the reunion. If you have a camera on your computer you could even feed right onto the big screen we'll have up. This is the first time we will be trying this so there might be a few technical bugs - but we'll give it a go. So again, visit the website during the reunion to look for times and dates to watch and listen in on 93rd meetings and banquets.

Thank You,
Michael Sellers, 93rd BG Webmaster
www.93bg.com

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**
a film by Michael Sellers

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Apt. #4
Brooklyn, NY 11215

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DVD (\$10 each)

Folded Wings

Cadle, John, August 6, 2012

(photo and comment submitted by Phyllis and Joe Duran)



It is with deep sadness I am writing to let you know that Lt Col. John Richard Cadle passed on Aug. 6, 2012. He was a Pilot with the 328th Squadron. Many of you will recall Hearol Veteto at are reunions and also those of you that were at our last reunion John, himself telling us of their 3rd mission with the 93rd which took place on February 26, 1945. The mission was sometimes referred to the (Big B) the Raid to Berlin. Although the mission was a success The Cadle crew would lose power to their 3rd and 4th engines due to flak. They would then bail out of the ship and become the 1st 8th AF Crew to come under Soviet control. John would survive not only the bail out and long journey back to Hardwick with a broken leg and neck. We feel very honored to have had the chance to get to know John and will deeply miss him.



ANGEL GOES HOME / 1945, page 459*

February 26: "Big B" (Berlin) bore the weight of the entire Eighth. Eastbound, 20th Wing encountered exceptionally strong headwinds. With Colonel Robertson, air commander, and Lieutenant Stepp, lead pilot, the Circus complained air speed was too slow; 448th Group disagreed, "too fast."

A rail station was prey for the Circus, bombing on H2X through 10 / 10ths clouds. Target-finding equipment worked well. It was later learned the strike was a complete success. Piloting No. 456-M was Lieutenant John R. Cadle, who lost engines Number Three and Four to flak.

Navigator Eric E. Ericson would report later: Four Mustangs stayed with us about 20 minutes before breaking off because they were short of fuel. As we departed the Berlin area, we told them we were heading to England. After about an hour (we were almost Debisfelde), we calculated making England impossible. I gave Cadle a heading for the bulge in the Oder River, some 26 miles northeast of Berlin. From 19,000 feet, we'd been

flying blind in clouds for about two hours and losing attitude. We made it inside the Russian lines by five miles. With air speed down to 132 mph. Cadle ordered bail-out at 3,600 feet.

Cadle's crowd was the first Eighth Air Force crew to come under Soviet control during the war.

Lieutenant Bruno Bigolin, 409th pilot, reported "Cadle (456-M) called and said he was heading for Russia." The 328th's Lieutenant John T. Kerler told Hardwick interrogators, "It was 1250 hours, 25,000 feet, just after bombs-away" when Cadle was hit. Lieutenant Elmer C. Vangness, a 328th pilot from Fargo, N.D., noted Cadle left the formation in clouds at 1320, 53 degrees N and 11 degrees 3'E.

*Ted's Travelling Circus by Carroll Stewart

Goodgion, James E., August 2, 2012

(submitted by wife, Cindy Goodgion)

James E. Goodgion was a top turret gunner in WWII in the 93rd, 409th BS. We are former members (HL) who let life get in the way and failed to keep up our membership. His son, James E. Goodgion, III asked me to inform the Heritage League that his father, Jim 93 years old, died at home on August 2 of natural causes. Jim served on the Lucky with Hap Kendall and often talked about his experience during Operation Tidal Wave over Ploesti. He went on to serve a 2nd tour in the 15th AF after volunteering.

Hoffman, Eugene, July 7, 2012

(submitted by Pam Kawashima)



Mr. Eugene Hoffman passed away on July 7, 2012 in Florida where he retired. He is survived by his wife Dolores and 6 children and many grandchildren and great grandchildren. He is one of the few guys that had the opportunity to pilot both a B-17 and B-24. Most of his missions were in the B-24 while he was stationed in Hardwick, England. After the war, Gene attended college on the GI bill and became an accomplished lawyer working for Weyerhaeuser for many years. He married his high school sweetheart and raised 6 kids together. They eventually retired in Florida. Gene was a really great guy and had a wonderful life. He will be missed by many.

Here is a link to the wonderful eulogy his boys wrote for him.

<http://www.howlinwolf.com/dad/>

Lamb, Donald R., June 25, 2012

(Submitted by his grandson, Dave R. Coffey)



Donald R. Lamb was raised in Casper, Wyoming. He served in the U.S. Army Air Corp during World War II as a B-24 navigator from 1942 to 1945. During this time he married Orla, his life partner and mother of his three children. He began his teaching career at UW, as a supply instructor in 1951. He was promoted to professor in 1961, was chairman of the Department of Civil and Architectural Engineering from 1964 to 1974, and remained on the faculty until 1981. As a registered Professional Civil Engineer, he focused his career on transportation engineering, teaching, and public service. He conducted research sponsored by the National Science Foundation and the Wyoming Department of Transportation. He was a consulting civil engineer as a partner and then owner of Engineering Associates in Laramie between 1977 and 1985. This firm operates today as Coffey Engineering and Surveying under the ownership of his grandson. His public service included being elected a city councilman, a hospital board trustee, and a state legislator. He served on many boards and was a member of many professional societies. As a teacher he was known for his ability to illuminate and impart knowledge and formed many life-long

friendships with his students who can be found all over the world.

William M. Brown Crew



Back row:

James Gallagher/Engineer
John Hartman/Waist Gunner
Anthony Vainoski/Top Turret Burt
Linhart/Radio Operator Donald
Hansen/Gunner Bernard Silver/Tail Gunner

Front row:

William M. Brown/Pilot
Robert C. Young/Co-Pilot
Donald R. Lamb/Navigator
William Marcharnek/Bombardier

Membership Corner

WILLIAM M. BROWN



Bill enlisted in the Army Air Force on July 30, 1942 at Fort Crook, in Omaha, Nebraska at the age of 22. He was called to active duty on 2/8/43. He received his military training in Texas, Kansas and Wyoming and received his commission as a 2nd Lieutenant and a multi-engine pilot at Lubbock, Texas.

On 12/4/43 After 4 engine training at Liberal, Kansas he was sent to Lincoln Army Air Base in Nebraska where he met the men who were to be his crew for more than a year. This occurred on 4/26/44. After training together as a crew in Casper, Wyoming they were sent to Topeka, Kansas where they were issued a new B-24 Liberator on 7/15/44 and told to fly to Grenier Field in New Hampshire. There they received orders to fly to England via Goose Bay, Labrador, and Iceland. When they landed at Vally, Wales they were assigned to the 2nd Air Division, 8th Air Force, 93rd Bomb Group and the 328th Squadron which was based at Hardwick Air Base near Norwich, England.

They stayed from 7/28/44 until 4/3/45. During that time Bill and his crew flew 35 bombing missions, the first one on 8/25/44 and the last one 2/23/45. This was a very fortunate crew. Although they had lots of damage to the plane not one of the crew received a Purple Heart. When the Allies took Paris back from the Germans, Bill's Squadron was temporarily taken off combat and sent to a base in Southern England where a they were loaded with flour and flown to Orly Air Field outside of Paris. The French were very glad to receive it.

Instructor Certificate on 7/27/45. He was discharged from active duty 11/12/45 and then stayed in the reserves for 7 years until he resigned on 4/1/53. He was awarded the Distinguished Flying Cross, Air Medal with 5 Oak Leaf Clusters, EAME Ribbon with 3 Battle Stars and an Overseas Bar.



After his discharge from active duty Bill returned to his position with the Union Pacific Railroad. He remained with the railroad in many different positions and after 42 years of service he retired as a supervisor on 8/1/80. Bill spent time working with the Ground Observer Corp for several years and also worked with his Church raising funds. At the present time he helps at the school cafeteria feeding the children, Fishing and Golf are his vices. He was just an average golfer, nothing to brag about and now at the age of 92 years he qualifies as a duffer. He still plays 9 holes 3 times a week on a par 3 course. Traveling is one of his enjoyments. In September of 2009 Bill was honored by being included on one of the Honor Flights to Washington, DC to visit the World War II memorial. He has also attended reunions of the 2nd Air Division and the 93rd Bomb Group every year since 1987 where they join old comrades and tell each other how they won World War II.

LEO HEBERT



Leo Hebert (radio operator-gunner Marmon's crew) is holding a recently completed Sun catcher of the 409th Squadron insignia made with stained glass for his screened patio in Pylesville, MD. This will hang in another bay to complement his 8th Air Force Sun catcher. You never forget memories and pride in your old outfit.

Since retiring and taking a course for stained glass, he has completed 4 church windows, a 36 inch round Hebert coat-of-arms and many window sun catchers. In addition to other hobbies, like decoy duck carving, mat and framing, wine making and Ham radio, he enjoys traveling and family events.

New Members Roll Call

We welcome the following new members received from June to August into the 93rd Bomb Group Association Family!!!

Member (Vets are in Bold & **)	Connection to 93 rd BG
Clay Keown	Historian
David Coffey	Grandson of Donald R. Lamb (recently deceased). Don was a navigator with the W (Bill) M Brown crew.
James Lux	Historian (Project "Hot Stuff")
Christopher Dady	Grandson of Louis Delguidice
Brad Stafford	Nephew of Clifford A. Stafford , TSgt 330 th KIA Feb 1944. Pilot was Omar Turner on Lonesome Polecat.
Carol Emily	Daughter of TSgt Mark Weber in 329 th , 389 th & 567 th . Also with 98 th BG (345 th SQ) on Ploesti "Raid in Snake Eyes" w Pilot Blevins. May have also flew in "Urgent Virgin".
Warren McCullough	Son of 1st Lt. Joseph W. McCullough , Pilot; flew 35 missions July 31, 1944 (Ludwigshafen) to Dec 11, 1944 (Hanau).

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.

News article from John W. Archer, Earsham, Bungay, Suffolk, England

Beccles & Bungay

Journal online: bbjournal24.co.uk

Friday, April 20, 2012 3

Solemn ceremony as collision remembered

By **RICHARD WOOD**
richard.wood@archant.co.uk

TRIBUTES were paid to American airmen who lost their lives in a second world war accident yesterday as a memorial was re-dedicated in their honour.

Thirty-six men died after a mid-air collision at Henham on March 29, 1944, and yesterday the newly-renovated black marble tribute was unveiled.

Serviceman of RAF Mildenhall travelled to the Henham estate for the special service after Halesworth Lions had renovated the memorial.

Chaplin Phillip Kaim, from the base, led a brief dedication before members of the base's honour guard raised the Stars and Stripes.

Capt Kaim said the memorial paid tribute to those who had made the ultimate sacrifice for their country, but also reminded everyone of the unique friendship between Britain and the America.

"This is a small marker of that proud heritage that we share together as both nations strive for freedom throughout this vast world," he said.

The American airmen died when there was a mid-air collision above Henham Park on Wednesday, March 29, 1944.

Aircraft had gone out on a bombing mission to the St Nazaire U-boat pens, but two B24s from the 93rd Bomb group at Hardwick hit each other.



MEMORIAL REDEDICATION: The solemn ceremony at Henham Park to remember airmen and rescuers who died there when two bombers collided over the park in 1944.

Pictures: JAMES BASS



Only three of the 20 airmen survived but, as rescuers worked on the wreckage, there was an explosion that cost 19 more lives.

The memorial was first put up in 1994 after a bequest from an airman who had missed a flight on one of the ill-fated B24 Liberators, as well as money from the Earl of Stradbroke at that time.

However, Halesworth Lions, who

hold a Wings and Wheels event on the estate, had noticed the memorial had fallen into a dilapidated state and volunteered to renovate it with help from local firms.

Lions' president Steve Harrowven said: "We wanted to renovate it as it was in a sorry state and without the ultimate sacrifice of those brave young men we might not be here today."

"It is superb that all these people came out to respect them in a fitting tribute."

Horses on the estate looked on with interest as more than 35 people joined together for the special service.

Hektor Rous, who runs the estate on behalf of his father the sixth Earl of Stradbroke, said: "This memorial which has been beautifully restored by the Lions is a testament to the bravery

of those who were many miles from their own homes defending this land in a shared common belief in liberty.

"I am honoured and very proud of this as a permanent memorial."

He added that he has found metal on the estate from the crash.

Others at the rededication included John Levy, county standard bearer with Royal British Legion, the Rev Liz Cannon, vicar of Holton, and Michael Kendall, from The Halesworth (Holton) Airfield Museum, who was wearing a uniform from the USAAF 56th Fighter Group, who served at that airfield.

The group went on for lunch at the Triple Plea at Holton, while the museum was also opened especially for the occasion.

● **Fitting tribute at museum - centre pages.**



CLOSING PRAYER: The Rev Liz Cannon.

Crew information from 93d Bomb Group H AAF, Eighth Air Force, Hardwick Airdrome, Norfolk, England, History 1944-03-01 to 1944-04-30:

March 29, 1944 - Target: Watton, Germany; 30 aircraft dispatched; 14 attacked through cloud cover; two ships lost due to midair collision. Killed in action are:

328th Bombardment Squadron -
2/Lt. Robert L. M. FETRICH, Rfd 3, Warren, O., pilot.

2/Lt. Harry Cassel, Jr., 1445 Orchard Dr., Dayton, O., copilot.
2/Lt. Wm. H. Lowry, 4010 McChill Rd., Chattanooga, Tenn., nav.
S/Sgt. Clifford E. White, of Adamson, Okla., engineer-gunner.
S/Sgt. Carl J. Mead, of Pataskala, O., radio operator.
Sgt. Orland J. Watson, 4827 Gaston Ave., Dallas, Tex., gunner.
Sgt. Wm. R. Bloom, of Mehalen, Ore., gunner.

330th Bombardment Squadron -

2/Lt. Chester D. Makinster, Address Unknown, pilot.
2/Lt. Robert M. Trask, Address Unknown, co-pilot.
2Lt. Robert J. Poe, Address Unknown, bombardier.
2/Lt. Earl J. Morris, Address Unknown, navigator.
S/Sgt. Herman B. Larson, 5809 Cody St., Duluth, Minn., engineer.
S/Sgt. Thomas O. Byrd, 1618 East St., Connersville, Ind., gunner.
Sgt. Wm. J. Franke, 139 Java St., Brooklyn, N.Y., gunner.
Sgt. Stephen Reinias, 529 Garden St., Little Falls, N.Y., gun.
Sgt. Steve T. Clovis, 2552 Cornwall Ave., Youngstown, O., gunner.

Hardwick, Norfolk, UK Website

Colin Mann provided the link to the new museum web site, put together by Seth Reeder. The site has lots to see on the museum and its history plus lots on the group with photos maps and slide shows. He invites you to come along and have a look and let them know what you think.

***The 93rd Bombardment Group (H) Museum,
Station 104, Hardwick, Norfolk, UK.***
www.93rd-bg-museum.org



News from Station 104 Hardwick England, giving you an update on the latest developments at the 93rd BG Museum.

A great deal of work maintaining the museum huts and grounds is being done by a small number of dedicated volunteers who are motivated to preserve the history of Station 104 and the memory of the servicemen stationed there during WWII.

Hut 3 was occupied by the Halesworth 489th BG, they now have their own museum on Halesworth airfield so it was decided that this hut should be repaired from the floor up, re-decorated inside and out and display cabinets designed and built to considerably expand the current museum display. So in the winter of 2011-12 we set about

this revamp making sure that the exhibits would be housed in sealed display areas to protect them.

The picture below shows work in the hut 3 left to right 'Whippet', Max, Derek and Paul (curator) doing the redecorating during the winter, hence the warm clothes!





John, a local farmer and donator of many skills and materials, keeps us all amused with his anecdotes. Note at this point the walls and floor has been repainted and the base for the cabinets laid down.

As I write work is still ongoing. We are filling the display cabinets with exhibits but are yet to put in the Perspex glazing. It is intend to change over the displays periodically to give variation and we are eagerly looking for more items to put on display. Those with a keen eye may recognize a few B-24 parts sitting around and that nurse is a real looker!



Work is in progress to paint the outside of the huts and as you will appreciate this is quite a task in itself and not helped by the wet start to our summer in England. Big thanks to Max & Lenny



The opening of the new mess hall

David Woodrow (owner of the airfield and farm, below) opened the new mess hall on an open day. Both David and his son Stuart have been busy revamping the old site 329 restroom which is close to the museum huts to convert it into this new mess hall and offer refreshments to visitors, seen below on an open day. Doesn't it look good? We will be putting pictures up to finish it off but first we are looking for a name for it.

We are lucky in having volunteers in particular Jacky and Terry, Lynne and of course Margaret who runs the whole canteen and bakes cakes and pies to die for ... they are exceptionally good.



Below in the left picture we have Margaret serving those pies with Jacky & Lynne in the back and on the right two very important people sitting either side Paul Thrower, his Mum & Dad, Eileen & Jack who look after and feed the volunteers on maintenance days.



Open day 19th Aug 2012

Showing the outside the new mess hall, we get quite a few military and classic cars attending our open days but it has to be a very warm day for me to bring my jeep along with no top and the widescreen down believe me!



And Just to show that things continue as they always have here's a picture showing a herd of deer that passed right by when we were working on decorating the huts. I am told they have always crossed at this point before the airfield was built and continue to this day. Any mentions from servicemen stationed at Hardwick?



So that's a brief update on what's been happening in England and there's still plenty to do as we want to improve and expand the museums displays and also keep visitors coming along and having a good day with us and learn the history of station 104 and the 93rd Bomb Group . So if any of your family and friends are over here don't forget to pay us a visit we would love to see you. Derek Fulton

Letters to the Editor

From: pubdz@msn.com
To: webmaster@93rdbombardmentgroup.com;
joyridecp@msn.com
Subject: 93rd Bomb Group
Date: Fri, 6 Jul 2012 18:28:48 -0700

My Father-in-law, Harvey O. Charlebois was a pilot in the 409th Bombardment Squadron and flew 34 missions from May 6, 1944 through July 25, 1944 including one on June 6 to "Beach-Head", France. I have the list of

missions credited to Harvey as well as an order dated February 26, 1944 moving his crew of 10 men along with 3 other 10 man crews from Florida to England. I believe they stopped in Africa on the way to England. Besides crew names, rank and title, the serial numbers for their four B-24H bombers are listed. Would be interested in contacting anyone interested in this information or anyone having further information about Harvey.

Dave Dye, Naperville, IL

From: d.fulton@tiscali.co.uk
Subject: Hardwick England Mess
Date: Wed, 11 Jul 2012 20:24:02 +0100

Hi,
Does anybody know if the Hardwick station in England used by the 93rd had a name for any of their mess halls?

Were they just called 'the mess'? I ask as, for example, the 95th called their NCO's club the Red Feather club and as a helper at Hardwick I just wanted to know if we could call the new canteen the same name.

Hope you can help.
Derek

From: binzchristian4@hotmail.com
To: editor93bg@hotmail.com
Subject: Joseph M. Wurzer, Pilot 409sq
Date: Sun, 29 Jul 2012 08:28:57 +0000

Hello,
I would be very delighted to obtain every available information (military and private) about WURZER, Joseph M. 1/Lt, 0-561173, member of 409 sq of the 93rd und pilot of the B24 called "Southwind". As I was told at the secretary of the US War cemetery at Henri-

Chapelle/Belgium, Joseph Wurzer was MIA since his plane was shot down in Herresbach, Belgium on 1 December 1943.

Maybe, you also can tell me how to contact his family ?

Thanks a lot and please apologize my school-English!
Christian Binz,
Herresbach
B4870 Amel/Belgium

Recipes Corner

Recipes by June Eck

Pickled Eggs and Red Beets

1 15 oz. can of red beets with juice
1/2 cup brown sugar
1/4 cup vinegar
1/2 cup water

3 or 4 cloves (optional) if used, remove from liquid after boiling ingredients together for 5 to 8 minutes. Let cool and add hard cooked shelled eggs to the liquid and let them pickle for 1 or 2 days before using. You can use 6 to 8 eggs for the amount of liquid.

Sweet and Sour Poppy Seed Dressing

1/2 cup sugar
2 tsp. chopped onion
1/3 cup red wine vinegar
1 tsp dry mustard
1 tsp salt
1/2 tsp paprika
1 cup vegetable oil
1/2 tablespoon poppy seed

In a blender or mixer, put sugar, onion, dry mustard, salt & paprika. Blend until smooth. Slowly pour in oil and blend until thick. Add poppy seeds and blend a few seconds. Refrigerate.

Note: Let it stand at room temperature for an hour or so before using so it is more pourable.

Recipes by and submitted by Rayann Marx

Garden Blended Salad

For a blended salad, simply rough chop 10 vegetables and place them in a convenient plastic storage container in refrigerator until needed. Can make salad boxes for up to three days.

Choose at least 10 raw vegetables for your salad such as:

carrot, celery, cucumber, red cabbage, broccoli, cauliflower, zucchini, yellow squash, green onions, colored peppers, beets, radish, turnips

Diced avocado and sprouts can be placed on top of the blended salad. Tomatoes can be used in the blended salad or chopped and placed on top.

Directions for blending:

First place romaine lettuce along with a little kale, if desired, in the bottom of the large food chopper. Then, place the 10 rough, chopped vegetables on top.

Add 1/4 cup or less of salad dressing on top and pulse (about 5 or 6 pulses) to slaw consistency.

Healthy Salad Dressing (Patricia Bragg's)

Combine the following in a jar or blender and mix thoroughly:

2/3 cup of organic olive oil
3 crushed garlic cloves

1/2 cup Bragg Raw Apple Cider Vinegar
1 tsp Bragg Liquid Aminos
1 tsp raw honey
Pinch salad herbs

Cilantro Dressing, From "Recipes for Life from God's Garden," page 183, by Rhonda Malkmus

3 or 4 raw garlic cloves
1 cup fresh cilantro, stems and leaves
1 cup extra virgin olive oil

1/4 cup raw apple cider vinegar (Braggs)
1 or 2 Tablespoons raw unfiltered honey

First, put the garlic cloves in the blender or food chopper and chop them. Then, put everything else in the blender or food chopper and process until desired consistency of dressing is reached.

Post Exchange (PX)

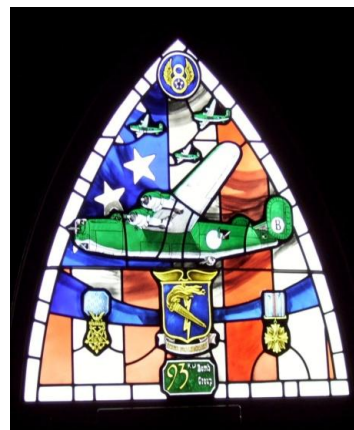
"PX SPECIAL" - Last one in stock! Size XXL

Genuine made in Hawaii WWII Bomber Shirt. Machine washable for easy care. Nice colors!

Features All American B-24 D and the rest of the WWII bomber stable.

Member price including shipping is \$44.00. Pay by check or use PayPal account on the 93rd BG website.

First come first serve on purchase. Email us or use the order blank found in this BOF.



Your Post Exchange (PX)

CAPS & VISORS

	<u>Qty 1</u>	<u>Qty 2</u>
1) Navy Blue with embroidered B-24, 93 rd BG & Ted's Travelling Circus on adjustable strap	\$24	\$45
2) Khaki with "Ball of Fire III" B-24 plus 93 rd BG & Ted's Travelling Circus on adjustable strap	\$19	\$35
3) 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 (NEW and very nice!)	\$22	\$42

PUZZLES

6) 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
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SUNCATCHER

7) 93 rd BG Replica of Memorial stained glass window at Mighty 8 th Museum Chapel – with suction cup	\$14	\$25
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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

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