

Ball of Fire QUARTERLY EXPRESS



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

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Spring 2013

President's Corner

For a Pennsylvanian and Yankee like me, 2013 marks the 150th Anniversary of the Battle of Gettysburg – a battle many consider the turning point of the Civil War. As a boy, I remember my Grandfather telling me about his Father's experience as a soldier. There were even a few Civil War widows collecting their pensions because of their husband's service. Then we were marking the 100th anniversary of the Battle of Gettysburg. Why do I raise this issue? The 93rd flew her first combat mission 71 years ago on October 9, 1942. And this year, we remember the war's events occurring 70 years ago. Among them is the 70th Anniversary of the *Hot Stuff* crash in Iceland on May 3, 1943 with the loss of the crew and their passengers including Lieutenant General Frank M. Andrews.

On March 15, I had the privilege of meeting the 89th Airlift Wing historian, Robert Spiers, at Joint Base Andrews (formerly Andrews AFB) in Maryland. Mr. Spiers and Jim Lux have corresponded extensively over the last several months regarding the *Hot Stuff* Memorial Project. Andrews AFB was established on May 2, 1943 as Camp Springs Army Air Base, one day before LTG Andrews lost his life. Shortly before the 2nd anniversary of his death on March 31, 1945, the base was renamed in his honor. His wife was present at the dedication. The photo features the shield unveiled at the dedication by Mrs. Andrews. Bob showed me two giant binders of original records and photos from the renaming ceremony and a subsequent anniversary ceremony in 2005. Bob is generating considerable interest throughout the base answering the question, "Why is our base named for LTG Andrews?" They are considering an appropriate recognition ceremony for the 70th anniversary.



Your officers have met by teleconference to continue our 2013 reunion planning and discuss ongoing initiatives. We completed our first reading of the by-law changes to be recommended to the membership at our annual meeting. We are continuing our efforts to compile a listing of the many potential archives where documents and memorabilia can be donated.

Today, I received the first post-2ADA Heritage League newsletter. They are continuing the work of the 2ADA to remember the brave deeds of the "Greatest Generation." We share many common goals and interests. Their annual reunion will be in Savannah, GA in July. They are planning a 2014 reunion in Hardwick. If you haven't joined the Heritage League, I recommend you join today. Contact their Membership-VP, 1020 Glacier Ave, Pacifica, CA 94044.

Will the 150th anniversaries of WWII in 2001-2005 generate the same interest and enthusiasm as we see for the 150th anniversaries of the Civil War? Will the Ploesti mission, Big Week and VE-Day be marked by an outpouring of interest? Will re-enactors flock to places like Hardwick to relive the 93rd's adventures? Perhaps a more germane question is will our grandsons and daughters be continuing to perpetuate the 93rd's legacy in 2001-2005? My grandson, Ryan, who is three years old, will be 82-87 years old then – slightly younger than our veterans are today. My granddaughters, Emma and Faith will be 94 and 88 respectively in 2001. How do we transfer this legacy to them?

John Marx, President

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Treasurer's Notes

Dear friends of the 93rd,

Recently, after a long day, I plopped down in the easy chair and turned on the TV. While cruising around, I landed on TPT, public TV in our neck of the woods. To my enjoyment, out came strains of **"Some Enchanted Evening"** and **"Bali Hi"**. Then came the break and reality! It was a public TV fund raiser. They had their hand out, but, with music. We also heard some short bars from **"Carousel"**, **"Showboat"**, and **"South Pacific"**.

Now, I can't offer you music or even a DVD on Yellowstone National Park. But, I do have my hand out for slightly tardy dues. **Tardy!** That was what we were called by the principal when we were late for class! Back in those days, you might get detention for being tardy. Well, I am not here to call those of you who haven't paid your 2013 dues tardy and I can't order you to stay after school and clean the gum from under the desks. But, hopefully, we got your attention.

Our mailing cost for the annual "reminder" this past January was \$74. It may not seem like much in these days of trillion dollar deficits, but, we would really rather not spend it again to send out another batch of reminders.

Great, I am so glad you agree! So, just pull out that check book and warm up that signing hand. Or, for those with a hot keyboard, just go to the 93rd website and send us \$25 for 2013 or \$45 for 2013 and 2014 via the PayPal button. We would be so appreciative. And the best part is, you will continue receiving the best dog gone newsletter out there! (Thanks JoAnne!)

Lastly, if you know of any member who might be working through some tough budget issues, do give me a call at (866) 694-9058 and we definitely with work something out for that very special member.

Thanks for listening!
Jim Guddal 3/13

Hartford, CT Reunion 2013

Mark your calendars and make your hotel reservations now!!!

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

Hotel	The Sheraton Bradley Hotel
Location	Bradley International Airport (right on the airport grounds!!)
Room Rate	\$99.00 for single or double, plus 15% tax and occupancy fees

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

Website	www.sheraton.com/bradleyairport
Address	1 Bradley Int'l Airport Windsor Locks CT 06096
Phone	1-800-623-5311

Use code: **93BG when reserving**

Cutoff date: **September 23rd, 2013** (so make your reservations early!!!)

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

Jim Root, Reunion Coordinator

93rd Website Update

At the time of writing this article, **57,085** people have visited the 93rd BG website since its redesign in **November 2009**. A visitor recently was logged all the way from **Oslo, Norway**.

UPDATES: Please visit the 93rd BG site for an updated "Museum" link. A page has been created to direct people to the new Hardwick - 93 BG website and the Mighty Eighth Air Force Museum website. Also, a new "Feature Film" on the homepage will be updated soon - The film will be of our recent trip to Seattle where the 93rd BG reunion was held last fall.

I'd like to also stress that people should visit the "Guestbook" which can be accessed from the 93rd BG homepage (click on the book and pencil located on the top left). People have been commenting, asking questions and just saying hello to the 93rd. Who knows you might be able to answer a question or two! Also leave a message - it's simple to do.

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

Greetings from the 93rd BG Historian!

Mini Reunion in England 2014 or 2015

We will **NOT** be holding a mini reunion in Norwich, England this year due to low head count numbers. **If anyone is planning a trip to Norwich and the airfield, please contact me or Colin Mann (crowitch@btinternet.com) to help coordinate transportation around the area. There is no reason to pay for a tour. We have many wonderful local people who would be glad to show you around. Help with petrol (gas) is all they ask.** If you are interested in a Mini Reunion around Memorial Day in 2014 or 2015, please let me know. It would be a 3 day event ending on Memorial Day. There may be an optional 2 day pre-reunion package for site seeing around the area of NON 93rd BG/ WW2 places. Please let me know a head count and which years would be of interest by August 1, 2013. Please remember to send address, phone, and email, if available.

Looking for information

Footlocker

I am looking for any information, photos of a wartime 93rd BG footlocker. If you still have yours, I would love to see pictures of it!!

Sidearm 1911a1 or 38cal. pistol

What sidearm was used by the officers and enlisted men? Any information or photos, is greatly appreciated.

Looking for information on the following 93rd BG veterans

328 th BS	Horace E. Rutledge
328 th BS	James W. Craig (KIA Dec. 22, 1943)
329 th BS	Mark B. Weber
329 th BS	Charles E. Liller (KIA Mar. 23, 1945)
330 th BS	Albert A. Chatigny
409 th BS	Fred Wrablik

If you have any information about these men, please contact me as their families are trying to learn more about their wartime experiences.

FREE Memorabilia cataloging and Research

I am willing to scan any documents, records, photos, or artifacts of a 93rd BG veteran and return ALL of the original items (unharmd) along with CD's of all scans/jpeg images along with any additional information I can add. I can add information such as names, plane serial #/artwork and places. I can also photograph 3-D items that cannot be scanned. ***There is NO charge for this service!*** I can also make extra CD copies for family members/ museums. I have done this for several veterans over the years. My contact info is shown below.

Museums/Archive and where to donate items

As I am researching the best places to send your items, there are some key things to think about.

Artifacts/ 3-D items

If you have artifacts/items you should look for a place to preserve and display them. Many museums will accept an item but will not display. I would ask about their plans for displaying your item before donation!

Documents and photos

Paperwork and photos are a different issue all together. Museum/Archive will accept these items but their use is limited to in-house access only. The true value in the documents and photos is the information and the actual image, not the paper! That is why, I am suggestion that you have all of your paperwork/ photos scanned and saved electronically. Then, they can be easily copied and sent to interested museum around the USA and world. This will allow more people to see them. Also in electronic format, they can be sent via email. As the 93rd BG Historian, I routinely search my collection and email the documents to the family. The "**scan and share option**" would also allow the family to retain their heirloom items while allowing all of us to enjoy seeing them and using for research. Please see the above "FREE Memorabilia cataloging and Research" for an option.

A formal document is being finalized that will address where each type of item can be best shared and

preserved. In the meantime, if you would like to discuss your options, please do not hesitate to contact me.

Cheers,

Don Morrison

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

POW Poems*

THE CREW

Ten men's minds molded into one winging off towards the rising sun,
each with his separate job to do but taken together—a combat crew.

What thoughts are theirs while soaring on high to those portals of Hell in the distant sky...

Thoughts of loved ones on a distant shore or memories of other raids flown before
Or do they ponder with bated breath if this rendezvous may be with death.

Flying deep to the heart of the enemy through miles above both land and sea,
Individuals all, in a lumbering crate till the skies seem suddenly filled with hate.

Red and black grow the heavens once blue, with flak and fighters now shot through
And now those ten in their fragile kite become thirty tons of solid fight.

"Bombs away" and the real jobs done, but their trip isn't through, it's just begun,
Back to the coast they battle their way, hoping their number's not up that day,

Then the flak is behind, the fighters are through and once more the skies are clear and blue
Till that proud "24" becomes once again a battle-scarred crate and her crew of 10

Ten individuals, no longer one, limping back towards the setting sun,
Each man has his separate job to do as once again they return from the blue.

MY BUDDY

They say he died in glory, whatever that may be,
If dying in a burst of flame is glory, then it's not for me

My Buddy had the guts all right, he sought not glory nor fame,
He knew he had a job to do and his crew all felt the same,

But Death had the final word, for in its log, it wrote his name
And my Buddy died that morning, in glory and in a burst of flame.

ODE TO THE A.T.C**

Mama, take down your service flag,
Your son's in the A.T.C.,

He's SOL but what the hell, he's safe as he can be.
He's flown all over North Africa and halfway up the Nile
But I'll be damned if he ever flew part of a combat mile.

(** Air Transport Command)

* The poems were written by American Airmen that were being held captive in the German prison camp known as Stalag Luft 1. They were contained in a journal written and compiled by Walter Boychuk, Captain, U.S. 8th Air Force, Kriegsgefangenen No. 5407. He was wounded and shot down over Le Harve, France on Sunday, August 13, 1944. After his capture, he was taken to Berlin for medical care and then sent to Stalag Luft 1 at Barth near the Baltic Sea. He was there until April, 1945 when the war in Europe ended. Thanks to George McLean for providing the poems.

Hot Stuff Update by Jim Lux



Memorial Monument Site Approved
Icelander, Doddi Marteinsson was notified by the mayor of the village of Grindavik, Iceland that the *Hot Stuff* memorial monument site had been approved. Many thanks to United States Ambassador to Iceland, Luis Arreaga, his staff, the Mayor of Grindavik and the superb effort of Doddi and Oli Martiensson.

Doddi and Oli searched for the perfect sight for the monument and found it alongside a highway near Grindavik. Mt. Fagradalsfjall where *Hot Stuff* crashed is clearly visible in the background.



The plan is to have a plaque, describing the story of *Hot Stuff* and those who lost their lives, in place by May 3, 2013 the 70th anniversary of the accident. This is an ambitious goal but one worth trying to achieve.

This is one suggestion for an interim plaque. Note that it is designed to withstand Iceland's severe weather conditions.

If we can't make that date, Ambassador Arreaga will try to arrange a flyover by the US Air Force, as part of a memorial ceremony when they arrive in Iceland this fall.

Monument Fundraiser

Thanks to the work of 93rd Bomb Group Association Treasurer, Jim Guddal and Assistant Treasurer, Nancy Stranger we were able to kick off the *Hot Stuff* Memorial Fundraiser in January. The goal is to raise \$70,000 and we are off to a good start. Thanks to Scott Stewart, a copy of *Ted's Travelling Circus* will be given for donations of \$250 or more.

A special thank you for your donation:

Lillian Ayars

Harrell & Jackie (Lentz) Broome*

David & Nelda Cravey

Eric & Dominique Ducreau

Ray & Alison Ender

Ron & Charlotte Iberg

Robert & Millie Jones

Kermit & Nancy Larson

Jim & Nancy Lux

John & Rayann Marx

Andrew & Marjorie Meyer

Barbara & John Mitchell

Scott Stewart

Leon & Joan Thomas

Terrance & Sylvia Turner

Regis Urschler

Robert Weeks

* Jackie is the daughter of *Hot Stuff* copilot, John Lentz

Another *Hot Stuff* Film Found

I now have color film from the National Archives of *Hot Stuff* being loaded with bombs on what may have been her last bombing mission. There are also shots of nose art of several 93rd BG B-24s including:

Liberty Limited

Liberty Lad

Wham Bam

Exterminator (after completing 28 missions)

Eager Beaver (after completing 28 missions)

Shoot Luke (after completing 26 missions)

Ball of Fire Junior

Heinie Hunter (after completing 18 missions).

My friend, Jake Jacobson, the bombardier on *Hot Stuff* told me about a film crew filming their activities and going on a bombing mission with them. I have been trying to find a copy of the film for over three years. Unfortunately, there is no film of the bombing mission but I'm amazed to have found any film and at all and in color at that.

YouTube advertising on *Hot Stuff* video

YouTube has now monetized the *Hot Stuff* video. They will pay a certain amount if enough people view it and click on the advertisements so please encourage everyone you know to look at the video and check out the ads at: <http://youtu.be/etX1lid-8fs>

While you're at it, I have three other videos you might want to check out. One is called *Flying in the P-38*. I compiled it from several flights in the P-38 Scatterbrain Kid II. One pilot I flew with is Bob Ayars a retired Eastern Airlines pilot and the other is Col. Virgal "Sandy" Sansing

(USAF retired) and WW II fighter pilot. He is also the subject of the second video. The third video is *The P-38 vs. the Iskrajet*. You can view them at the following addresses:

Flying in the P-38: <http://youtu.be/DOhdNuMGinw>

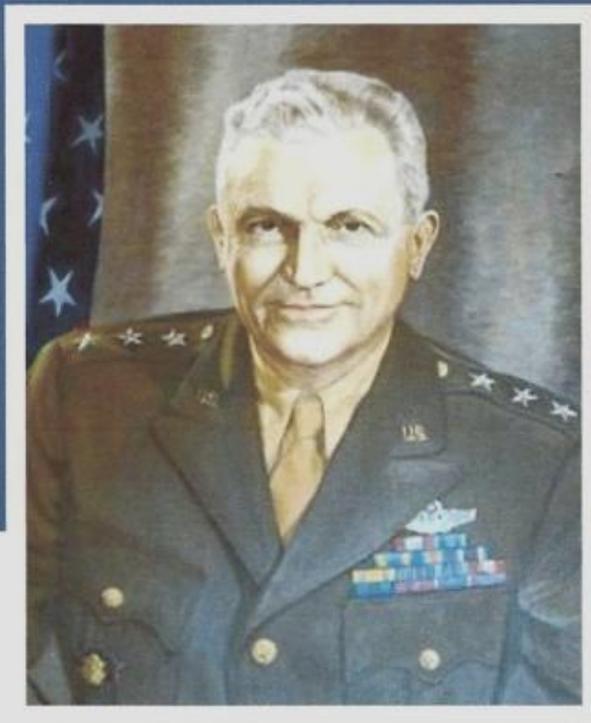
Virgal E. "Sandy" Sansing a true American hero who need your help: <http://youtu.be/a4zBx7QAY3lThe P-38>

Lightning vs. the Iskrajet: <http://youtu.be/MuSE5r7tc6M>

Memorial Ceremony

in Honour of Lt. Gen. Frank M. Andrews
and the other Crewmembers and Passengers who died in
the B-24D Liberator Bomber Hot Stuff Flight Accident on
Mt. Fagradalsfjall in Iceland on 3 May 1943.

Andrews Theater, Asbru, Keflavik Airport, Iceland on 3 May 2013



Lt. Gen. Frank Maxwell Andrews,
U.S. Army Air Corps (1884-1943)
Commander of the European Theater of Operations

Keilir Aviation Academy will organize on 3 May 2013 in the Andrews Theater in Asbru, Keflavik Airport a Memorial Ceremony in honour of Lt. Gen. Frank M. Andrews and the other Crewmembers and Passengers those who died in the B-24D Liberator Bomber "Hot Stuff" flight accident on Mt. Fagradalsfjall in Iceland on 3 May 1943. The Memorial Ceremony is organized in partnership with the US Embassy in Reykjavik, the Icelandic Coast Guard, the Icelandic Rescue Forces, KADECO and AirTransportNews.





The names of the fifteen persons in the B24 flight accident 3 May 1943

Crewmembers

Capt. Robert H. "Shine" Shannon – Pilot
 Lt. Gen. Frank M. Andrews – Copilot (Commander of the European Theater of Operations)
 Capt. James E. Gott – Navigator
 T/Sgt. Kenneth A. Jeffers – Radio Operator
 M/Sgt. Lloyd C. Weir – Crew Chief
 S/Sgt. Paul H. McQueen – Gunner
 S/Sgt. George A. Eisel – Tail Gunner (Survivor)

Passengers

Civilian Adna W. Leonard - Methodist Bishop and Chairman of the Corps of Chaplains
 Col. Frank M. Miller - United States Army Chief of Chaplains
 Maj. Robert H. Humphrey - United States Army Chaplain
 Brig. Gen. Charles H. Barth - Gen. Andrews Chief of Staff
 Capt. Joseph T. Johnson - Gen. Andrews Aide
 Col. Morrow Krum – Member of Gen. Andrews Staff
 Lt. Col. Fred L. Chapman - United States Army
 Maj. Theodore C. Tomad - United States Army



Photos from the Fossvogur Cemetery in Reykjavik, where Lt. Gen. Andrew and the other thirteen Americans were laid to rest with full military honors.



Memorial Ceremony in Honour of Lt. Gen. Frank M. Andrews and the other Crewmembers and Passengers who died in the B-24D Liberator Bomber *Hot Stuff* Flight Accident on Mt. Fagradalsfjall in Iceland on 3 May 1943.

Memorial Ceremony at the Location of the Memorial Monument near Mt. Fagradalsfjall in Grindavik

Friday 3 May 2013

Memorial Ceremony on the road to Grindavik on parking place towards Mt. Fagradalsfjall

13.30 Welcome

Mrs. Bryndis Gunnlaugsdóttir, Chairman of the Town Council of Grindavik

Honoray Guards by the Grindavik Rescue Force

Inauguration of a Plaque interim to the Monument

Mr. Jim Lux, Master of Ceremonies

US Ambassador Luis Arreaga

Thorsteinn Marteinnsson

Olafur Marteinnsson

Honorary Air Show

The Airplanes and Helicopters of the Icelandic Coast Guard and the Diamond Airplanes of the Keilir Aviation Academy will fly from Fagradalsfjall over the location of the Monument at the Ceremony.

14.00 Car Transport to Andrews Theater

A Memorial Monument Honoring the *Hot Stuff* Crew, Lt. Gen. Andrews and those killed in the flight accident on Mt. Fagradalsfjall.

Two Icelanders, Mr. Thorsteinn Marteinnsson and Mr. Olafur Marteinnsson together with Mr. Jim Lux have been instrumental in planning for a memorial monument honoring the B-24 Liberator *Hot Stuff* crew, Lt. Gen. Andrews and those killed in the flight accident on Mt. Fagradalsfjall. Mr. Lux has spent several years researching and seeking long overdue recognition for those involved in this tragic accident.

The Town Council of Grindavik where Mt. Fagradalsfjall is located has approved the site for a Monument which has the support of US Ambassador Luis Arreaga.



This is a design concept for a Memorial Monument Honoring the *Hot Stuff* Crew, Lt. Gen. Andrews and those killed in the flight accident on Mt. Fagradalsfjall.



Mt. Fagradalsfjall on the Reykjanes peninsula



Memorial Ceremony at the Andrews Theater in Asbru, Keflavik Airport

The Memorial Ceremony will be broadcast on the Internet through the Keilir Network so all in service on US Army Bases and NAVY ships can watch and take part!

Friday 3 May 2013

14.15 Refreshment Coffee

14.30 Welcome

Hjalmar Arnason, Director of Keilir Atlantic Center of Excellence and Master Ceremonies.

Presentation of *Hot Stuff*, her crew and those who died in the flight accident on Mt. Fagradalsfjall

*Jim Lux, the Historian of the B-24 Liberator *Hot Stuff**

14.45 Memorial Service

The Chorus of the Keflavik Church

The Ordaining Bishop of Iceland for Skalholt; Kristján Valur Ingólfsson

The Catholic Bishop of Reykjavik, Pierre Burcher

The President of Iceland, Olafur Ragnar Grimsson

The US Ambassador, Luis Arreaga

15.30 Refreshment Coffee

16.00 Historical Moments

Lt. Gen. Frank M. Andrews. One of the founding fathers of the United States Air Force

Tbc. US Air Force

Film - The B-24 Liberator *Hot Stuff*, the first Heavy Bomber in the 8th Air Force to complete 25 Missions in WWII

*Jim Lux, the Historian of the B-24 Liberator *Hot Stuff**

The B-24D Liberator Bomber *Hot Stuff* Flight Accident in Mt. Fagradalsfjall on 3 May 1943

Friðþór Eydal, former Press Attache, US Air Force Base in Keflavik

The Memorial Monument near Mt. Fagradalsfjall in Grindavik
Thorsteinn Marteinnsson and Olafur Marteinnsson

17.00 Closing of the Ceremony

Hjalmar Arnason, Director of Keilir Atlantic Center of Excellency



Andrews Theater at the Keilir Atlantic Center of Excellency

The doors of Andrews Theater were opened in 1959 and the theater was in full operation for as long the American Armed Forces had a facility in Iceland until 2006. Andrews Theater is named in honor after Lt. Gen. Frank M. Andrews, general officer in the United States Army and one of the founding fathers of the United States Air Force. The Andrews Theater was renewed in 2010 and has some 500 comfortable seats and excellent sound and film equipment for international conferences.

TIME
THE WEEKLY NEWSMAGAZINE



Frank Maxwell Andrews
Lieutenant General,
United States Army

Lt. Gen. Frank M. Andrews was general officer in the United States Army and one of the founding fathers of the United States Air Force. In leadership positions within the Army Air

Corps, he succeeded in advancing progress toward a separate and independent Air Force. Andrews was the first head of a centralized American air force and the first air officer to serve on the Army's general staff. In early 1943, he took the place of Dwight D. Eisenhower as commander of all U.S. troops in the European Theater of Operations. After his death Gen. Eisenhower, who became the 34th President of the US 1953 to 1961, took his place as the Commander of the European Operations.

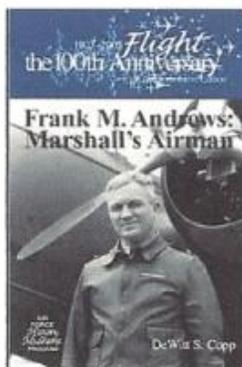
Lt. Gen. Frank M. Andrews was born on February 3, 1884 in Nashville, Tennessee and was killed in an aircraft accident in Iceland on May 3, 1943. He was buried in Section 3 of Arlington National Cemetery. Camp Springs Army Airfield, Maryland was renamed Andrews Field (now Joint Base Andrews Naval Air Facility) for Lt. Gen. Andrews on February 7, 1945. However, he has lost his rightful place in history. Few people remember it was Gen. Andrews who advocated a separate Air Force. He outranked Gen. Eisenhower and replaced him as Commander of the European Theater of Operations and probably, according to Gen. Hap Arnold, would have been given the job of Supreme Allied Commander had he not been killed in the Flight Accident on May 3, 1943.

B-24D Liberator Bomber Hot Stuff
First to complete 25 missions in the 8th
Air Force in the Second World War



Hot Stuff Crewmembers

- Capt. Robert H. "Shine" Shannon – Pilot, Washington, Iowa
- 1st Lt. John H. Bentz – Copilot, Chicago, IL
- Capt. James E. Gott – Navigator, Berea, KY
- 1st Lt. Robert T. Jacobson – Bombardier, Cedars, MS
- S/Sgt. George D. Farley – Gunner, Wellsville, NY
- T/Sgt. Kenneth A. Jeffers – Radio Operator, Oriskany Falls, NY
- S/Sgt. Joseph L. Craighead – Engineer/Gunner, Bedford, VA
- S/Sgt. Grant C. Rondeau – Engineer/Gunner, Racine, WI
- S/Sgt. Paul H. McQueen – Gunner, Endwell, NJ
- S/Sgt. George A. Eisel – Tail Gunner, Columbus, OH (not in the photograph)
- S/Sgt. L. F. Durham – Gunner (not a regular crewmember)



From the book: Frank M. Andrews: Marshall's Airman by DeWitt S. Copp

„Andrews had said that when the end came he hoped it would be in the cockpit, and he got his wish. Everyone else who knew him or served under him deeply mourned his loss.“

„History does not reveal its alternatives, and Andrews's sudden death leaves some haunting questions. Had he lived, would he have commanded the Normandy invasion, as so many of his contemporaries believed? Certainly Marshall had placed him in the position to oversee the buildup for that then unresolved strategy. And what then? Whatever his future might have been, Andrews's star was in swift ascendancy when it was snuffed out, and all the bright promise of tomorrow became reflections on the ordeals of yesterday, the yesterday of a military leader whose name will ever be joined with strategic air power and the fight for air independence.“

B-24 Liberator Hot Stuff. A Story of Triumph and Tragedy.
by Jim Lux, the Historian of the B-24 Liberator „Hot Stuff“



The B-24 Liberator Hot Stuff heavy bomber and her crew were the first in the 8th Air Force to complete 25 missions in World War II. Hot Stuff was ordered back from Europe to the United States to tour the country and help sell war bonds. Lt. General Frank M. Andrews, Commander of the European Theater of Operations, was ordered back to Washington, D. C. by General George C. Marshall, US Army Chief of Staff for summons but Andrews was a close advisor to General Marshall, who had appointed Andrews to take over as the Army commander in Europe to plan air strikes on Germany. Andrews contacted his friend Col. Ted Timberlake, Commander of the 93rd Bombardment Group, and requested to fly back to the United States in Hot Stuff with Capt. Robert "Shine" Shannon whom he also knew. The first stop was the US base in Iceland but the flight crashed on Mt. Fagradalsfjall in the Reykjanes peninsula in Iceland in very bad weather conditions. With the exception of Gen. Andrews, everyone onboard Hot Stuff was soon forgotten. Hot Stuff and the surviving crewmembers were also forgotten. Gen. Jacob E. Smart, former USAF Chief of Staff and Aide to Gen. Hap Arnold during World War II, agreed that: "Shannon's Hot Stuff was the first in the 8th Air Force to complete 25 missions even though the heralded Memphis Belle, B-17 Flying Fortress, wears the label."



Hot Stuff Memorial Fund Project

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

Jim Lux, Project Coordinator

Nancy Stranger, 93rd Bomb Group Assistant Treasurer

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

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

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

H: 512-327-1750

C: 512-731-8024

email: jlux@austin.rr.com

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

B-24 Liberator "Hot Stuff" Memorial Charitable Donation

Donation Amount: _____

Complete Name *(please print clearly)* _____

Address _____ City _____ State _____ Zip _____
(street)

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

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

THE MEMORIAL PROJECT - DVD

93RD BOMBARDMENT GROUP
SAVANNAH, GA 2010

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



FRANKENBITE PRODUCTIONS AND THE 93RD BOMB GROUP ASSOCIATION PRESENTS
"THE MEMORIAL PROJECT - 93RD BOMBARDMENT GROUP, SAVANNAH 2010"

2ND CAMERA BY NICOLE GILLIAM MUSIC BY SCOREKEEPERS EDITED AND DIRECTED BY MICHAEL SELLERS

THE MEMORIAL PROJECT **Stained Glass Window Dedication**
a film by Michael Sellers

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Michael Sellers
565 Carroll St.
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Thoughts for the Future

This film was shown at the 2010 reunion during the Stained Glass Dedication Dinner.

Directed and Edited by Michael Sellers

During World War II, allied forces from airbases in England strategically bombed Germany to weaken its grip on Europe. As in the Pacific, the European theatre of war was costly and deadly. The United States military assigned most of the heavy bombing in Europe to the 8th Air Force. Bombing of German targets eventually allowed Allied troops on the ground to break through German defenses to help win the war. Many members of bomb groups still meet today at reunions set up across the country some 65+ years later. This film follows one such group, the 93rd Bomb Group.

A donation will be made to the 93rd Bomb Group if overall demand is large enough.

Thoughts for the Future
a film by Michael Sellers

Shown at the dedication dinner!

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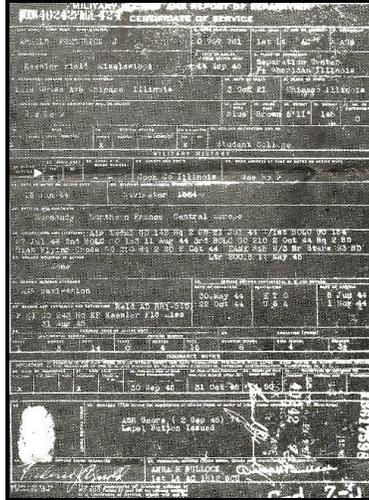
In the white boxes fill in quantity for desired format

DVD (\$10 each)

Blu-RayHD (\$13 each)

Folded Wings

Arnold, Frederick J., January 6, 2013



Frederick J. Arnold was born October 3, 1921 in Chicago, Illinois to Joseph and Emily Arnold and has been a resident of Ely since 1971.

Fred was a navigator and Lieutenant in the 93rd Bombardment Group during WWII. He flew with Leon Bernard. He was a graduate of the University of Michigan where he earned a Master's degree in forestry. He married Jean W. Aylsworth in 1946 and resided in Libertyville, Illinois before moving to Gurnee, Illinois. In 1971, he and his wife bought Coral Ridge Resort in Babbitt, MN. Ten years later Fred and Jean built home on Little Long Lake and later moved to a home on Garden Lake.

He loved fishing and duck hunting, and spent many hours fishing the wonderful lakes of Minnesota and hunting in Canada. Fred was a wildlife artist as a hobby and he painted beautiful pictures of ducks. He also did word carvings of ducks that were magnificent. Fred was involved in the management of the International Sled Dog Races that were held in Ely, Minnesota each winter.

Also, he built two homes and took a course in building log homes.

Fred is survived by his wife of 66 years, Jean; his four children, seven grandchildren, and four great-grandchildren.

Note from Leon Bernard:

Fred and I were crew members for 28 of my 35 missions. I served as pilot and Fred as navigator. I remember him as a reliable navigator, who knew his "stuff." If we were separated from the rest of the formation, he always gave me accurate coordinates to get us home again. After the 28th mission, Fred rotated back to the States to become an instructor. After the war, we saw each other several times when I came to Chicago on business. At some point, Fred moved and we lost touch with each other until Jim Guddal hooked us up several years ago. We kept in touch after that and I was very sorry to hear from his family that Fred had died.

Case, Rodolph, July, 1979



Email from brother, Larry Case:

My brother, Rodolph Case was a pilot in the 93rd group H, 409th squadron, of the 8th Air Force and was shot down over Gotha Germany on 24 Feb. 1944. He was part of Ted's travelling Circus and was shot down after a raid during the Big Week. Was taken prisoner and incarcerated at Stalag Luft 1 in Barth Germany till the war ended. He was the flight officer on the aircraft B24J serial number 42-100236. He returned after the war and served in the air force with the Strategic Air Command and flew with the triad group, which I believe was still the 93rd. He is since deceased and I would like to have his name added to your list of fallen heroes. Rudy as he was called was born in Brookhaven, Ms. My appreciation for your web site.

Rodolph Case B-24 Bomber Crew (provided by J. L. Altizer)

Pilot – Rodolph Case
Co-Pilot – R. D. Allison
Navigator – R. E. Jakobe
Bombardier – J.J. Taylor
Radio Operator – C.W. Shepherd
Ball Gunner - ____ Brown
Waist Gunner - F.M. Conover
Engineer –
Tail Gunner –

Knowing my oldest brother was dying, I sat looking out the window of the airplane in flight at the majesty and wonderment of the world below. As I watched the beauty of the changing clouds I wondered what my memories would be, what description did I have in my minds eye of him. The beauty I saw brought the following thoughts to mind so I jotted them down for later recollection and the opportunity to share my thoughts with someone else. Death for my brother was eminent but he is not forgotten as his equation is described in the following words I call. "Above the clouds".
Larry Case

Above the Clouds

I see the majesty of the clouds,
As the setting sun
Breathes life into them.
How gentle they seem,
And so soft.
How delicious the rain they bring
On a summer eve.
How vast this beauty,
And endless as time.
I did not know him well
As a youth
But he was always there,
His presence as majestic
As the clouds,
Always gentle,
Always soft.
How delicious to know him
On my summers eve of life.
How vast the beauty of his being
And endless as time.
I would ride upon his shoulders,
My gallant steed,
Across fields and pastures,
To an old cabin
On a wooded hill.
And sit upon nail kegs
Listening to the voices
Of my brothers
And their friends.
Music to my youthful ears.
I heard the rush of the wind
O'er the eagles wings

As he soared among the clouds.
I heard the whippoorwills,
Late on a yellow summers eve.
I smelled the freshness
Of the coming rain,
And felt the warmth of the earth
On bare feet.
I saw his face in the clouds
And watched the evening shadows
Grow long.
So these memories of youth,
Remind me of him,
Even when I did not know him well.
And yet, only a moment
With him,
One touch,
By him,
One word,
From him,
In a short span of time,
Has brought to focus,
All these things.
But the wind is quiet now,
For the eagle has landed.
I can still hear the whippoorwills,
Late on a yellow summers eve.
I can still smell the freshness
Of the coming rain.
I can still feel the warmth of earth
On bare feet.
I can still see his face in the clouds.
I watch now,

As the sun sets red
In the distance,
His presence still
As close as yesterday,

Always.
Funny,
I seem to know him well.

For more information about Rodolph Case, go to the Stalag Luft I website: <http://www.merkki.com/caserodolph.htm>

Haug, Siguard W., January 11, 2001

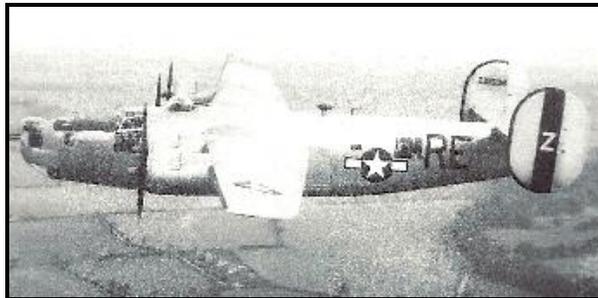


Email from his son, Mark Haug:

My father, Siguard. W. Haug flew in the 328th bomber group as part of the 93 squadron. I do not recall the name of his pilot but I have attached a crew photo. Dad is the Second form the right on the bottom row. Perhaps that will help. If it helps here is dad's dog tag numbers - 13177984 T43-44B. I was fortunate to visit his old base Hardwick in 2000.

I am not sure why I am writing perhaps I just wanted Dad to be remembered for his service. If there is any other information re dad's crew, I would be honored to learn what I can.

Klein, Raymond H., December 25, 2012



Note from his son, Brad Klein: My father, Raymond H. Klein, passed away on 12/25/12. He served in the 8th Air Force, 93rd BG, as a B-24 pilot during WWII.

Excerpt from a biographical letter sent to Brad on January 24, 2000.

After getting my wings in Pampa, Texas, I was asked to fill in a form requesting the type of plane I wanted to fly. My first choice was B-26 (Marauder) transition training, followed by co-pilot in heavy bombers. I asked for co-pilot so I would get a quick assignment to a crew and get into combat. I didn't want to spend the time in transition training in heavy bombers because I thought the war would be over before I got into combat. As is usual in the military you don't often get your first choice.

The attached chronology takes me to England and the 93rd Bomb Group. The crew now consisted of:

Bill Davis – Pilot
Ray Klein – Co-pilot
Don Kleiner – Navigator
Edwin Stellhorn – Bombardier
Harold Fricke – Radio Operator
Hilary Piotrowski – Engineer

Joseph Defoe – Ball Turret Gunner
Floyd Lance – Gunner (waist)
Sheffy Mahan – Tail Gunner
Royce Powell – Waist Gunner

The officers and enlisted men were housed in separate Quonset huts located in different areas of the field.

There were four crews in the officer quarters for a total of 16 men. The hut was heated by a steel stove about the size of a ten gallon can with its chimney going out the roof. We were rationed one bag of coal and one bag of coke per wk. The coal and coke were kept in a fenced in, locked enclosure. The sport of the day was to be a member of a fuel raiding party in the middle of the night.

We shared our hut with the Roy Fulco, Russell Kapp and Herbert Rubin crews. When Fulco's crew was shot down over Magdeburg it was replaced by the Joe Rosacker crew. When Ed Stellhorn was lost while flying with another crew he was replaced by Fritz Lauxman. Fritz was a German whose father had lived in Cologne. Fritz always said he was very careful not to hit the ancestral home.

Incidentally, I have orders listing the names of 33 crews in the 328, 329, 330 and 409 squadrons of the 93rd Bomb Group on January 10, 1945. Needless to say the only ones I remember are those who lived in our barracks.

After six missions I was given a check ride and qualified to fly as first pilot. This made me available when pilots got ill, wounded or killed on other missions. I flew almost all of my missions with the original Bill Davis crew.

In looking over the targets of my 35 missions I was surprised to find that we finished out tour in five months!! I had always thought it took nine months since that was my total time overseas. Some of that time was devoted to training. I was also surprised to see that we flew five missions in a row. The norm was to fly two and then have a couple days off.

I recently bought a world atlas and plotted the missions. The majority were in the Ruhr Valley of Germany which was the industrial heart of Germany. We also hit targets in occupied France and Belgium and Holland. The deepest penetration was hitting the town of Oranienburg which is about 150 miles due north of Berlin. I don't know what target was hit.

The most memorable missions were Magdeburg and Groesbeek. Magdeburg was where we lost Fulco and many other crews. The oil refineries in Magdeburg were hit many, many times during the war and claimed hundreds of planes and crews.

Groesbeek was near Arnhem in the Netherlands and was the site of the infamous Market Garden air-invasion of Holland by British and American airborne and

paratroops. It was a complete disaster and failed miserably.

The 93rd and many, many more heavy bomb groups were called upon to drop supplies to the troops who went in gliders and by parachutes. We practiced for the mission over England at 50 ft. altitude. We had to lift the wings to avoid hitting church steeples. The milk cows in England probably milked cheese for the next month. Needless to say with hundreds of bombers flying over England at 50 ft. altitude the Germans knew exactly what we were rehearsing for.

We had a "cargo-master" from the airborne forces assigned to each plane. His job was to supervise loading equipment into the bomb bays and then releasing the supplies over the drop zone. The supplies we would be dropping consisted of medical supplies, ammunition, food, clothes and small arms and radios. The supplies were packed on pallets each of which was fastened to a colored parachute. Supplies were coded with the colored chutes – red for food, blue for medical, green for clothes, etc.

The plan called for us to form over England and then fly to Holland at 50 ft. over the North Sea. Upon hitting landfall we were to climb to 600 ft. so the chutes would open when the supplies were dropped from the bomb bays. While still over the North Sea we got the word to go in at 600 ft. and then climb to 4000 ft. after the drop. The original plan had us dropping back down to 50 ft. after the drop. The first wave of bombers followed the original plan and were shot-up like sitting ducks. A quick change in plans was made and radioed to us while we were over water.

When we got over land we were overwhelmed by the sights on the ground. There were hundreds of gliders and C-47's strewn over the countryside. Interspersed with all these wrecks were hundreds or thousands of colored parachutes marking the supplies dropped in the first wave. There were also hundreds of white parachutes abandoned by the paratroopers. There were also hundreds of troops, friendly and enemy, plus all kinds of civilians waving American flags. We were so low you could almost see the expression on the faces of the people.

Every German with a pistol, rifle, machine gun and anti-aircraft gun was shooting at us. How could they miss a B-24 or B-17 flying at 500-600 ft? The sound inside of the plane was like that of being in a tin barn while kids threw hundreds of rocks at it.

As I said Market Garden was a disaster with most of our troops killed or taken prisoner, hundreds of gliders and C-47's crashed into junk, 100 bombers shot down and another 100 so heavily damaged they were turned into junk when they got back to England. Many bombers also flew to Sweden, where they were interned, because they couldn't make it back to England. The lead pilot

and his crew in the 93rd flew over to Sweden. He was a major who spent his entire Air Corps career in the Training Command in the U.S. and then was sent to Europe and the 93rd. Market Garden was only his second or third mission and there was always some doubt among the crews as to whether he really had to go to Sweden or whether he couldn't take combat flying!!

Our plane had many small-arms bullet holes when we got back to England but our only wound was that to Royce Powell, our waist gunner. He was manning his gun at the waist opening and was standing next to a fire extinguisher. There were several throughout the plane. They were small – about 18” long and 5” in diameter and were wound with piano wire so that they could stand the internal pressure of the extinguisher fluid at high altitudes. The one near Powell's head was hit by a bullet causing the tightly wound piano wire to whip out and caught Powell across the cheek. His cuts were not serious and Lance, the other waist gunner, patched him up with bandages and tape from the first aid kit.

I don't think we'll ever resolve the Naught Nan mystery. I'm now guessing that when we were transferred from

the 328th squadron to the 329th squadron on Sept. 1, 1944 we lost Naughty Nan in the transfer. Your e-mail contact Bradley was in Naughty Nan in the 328th squadron when it was lost in a mid-air collision over Belgium on Sept. 21, 1944. It now seems probable that was “our” Naughty Nan. By that time we had flown eleven missions which were memorable since they were our first in combat – they were probably flown in Naughty Nan. After our transfer we got “Tobasco Keeds” and probably flew it until our transfer to the 409th squadron. I know for a fact our Naughty Nan's tail numbers were V116 since I have a photo of the tail.

I always called our barracks “Quonset” huts since that was the name in the U.S. In England they were called “Nissen” huts which was probably derived from the name of the English contractor or builder.

Jerry Bouse flew a C-54 to Guam which was loaded with the components of the atom bomb. These components were then assembled into the atomic bomb, loaded into the B-29 “Enola Gay” and dropped on Japan. When Jerry flew the mission to Guam he had no idea that his cargo consisted of atom bomb parts!!

Vangness, Elmer, January 12, 2013



Elmer was born on October 20, 1921, the son of Andrew and Anna (Hagen) Vangness in Carpio, ND. He was raised in the Carpio area and graduated from High School in Hartland, ND, in 1938. He farmed until he enlisted in the Army Air Corp in 1942. After pilot training he served with the 93rd Bomb Group, Norfolk, England, as a B-24 Liberator Pilot.

Elmer received his B.S. and Master's Degrees from North Dakota State University in Fargo. He was united in marriage to Nellie Jean Anderson on January 22, 1954 in Rugby, ND. Elmer taught in Rugby and Crosby, ND, before becoming an Assistant County Agent in Williston, ND. In 1958, they moved to Fargo where Elmer worked for North Dakota State University Extension Service as a

Resource Economist until his retirement in 1986. Elmer was a member of Peace Lutheran Church, the American Legion, the VFW, and the Sons of Norway.

Elmer is survived by his wife, Nellie Jean; his two sons, one daughter, five grandchildren and five great grandchildren. Also surviving is his brother and two sisters. Elmer was preceded in death by his parents; his two brothers and three sisters.

Note from Paul Levine, son-in-law of Sam Harris:
Elmer was a lead pilot with the 329th , 93rd BG. He was Sam Harris pilot. I believe he flew 18 combat missions. He was very active with the Fargo Air Museum as a volunteer and he donated his uniform and other military gear to them. www.fargoairmuseum.org. He was dear man and one hell of a pilot...like so many of the 93rd Veterans.

Paul Levine

Letters to the Editor

I want to thank all of the members of the 93rd BG who sent my family and me the many e-mails and cards expressing their condolences on the passing of my daughter, Debbie Dady. You have no idea what a comfort it was knowing we were in your thoughts and prayers. I want to express my special thanks to my dear friend, Colin Mann for all the virtual bouquets of flowers he sent me each day to let me know even though he

wasn't here in person, I was never far from his thoughts. I know time heals all wounds, but, there will be another hole in my heart that will never quite completely heal.

Thank you all

Alberta DelGuidice and family





From: dogpatchraider@gmail.com
 To: editor93bg@hotmail.com
 Subject: Emailing: Fifi Camarillo 010
 Date: Tue, 19 Mar 2013 21:18:05 -0700

Guys, The only flying B-29 (FIFI) was in Camarillo CA yesterday. I met Ben Kuroki there and about 300 other guest to get a glimpse of history. In more ways than one. Considering Ben was probably the only Japanese American to fly combat missions in a B-29 (Honorable Sad Saki's) over Japan during WWII and after flying 30 missions with 93rd over Europe. We had a great time. This photo is of Ben and Dave Flood. Dave is the CAF Information Officer at the Camarillo Wing and he invited Ben to the event as his guest. Ben looks pretty good for a 96 year old vet don't you think? Let's keep them flying,

Joe and Phyllis Duran

Dave Flood and Ben Kuroki

From: dogpatchraider@gmail.com
 To: editor93bg@hotmail.com
 Subject: Emailing: Fifi Camarillo 010
 Date: Tue, 19 Mar 2013 21:18:05 -0700

Ben Kuroki and Joe Avendano Duran waiting for (FIFI) the last flying B-29. I brought a photo album of Ben's early days to the event in Camarillo, California. We had a great time!

Best Regards
 Joe and Phyllis Duran



Top row:
 Charles A. Fortin (1st Engineer)
 Edwin Novick (Tail Gunner)
 Bernard D. Morelli (2nd Engineer, Top Turret Gunner)
 Nazarene Piccioni (radio operator)
 Harry Howard (nose gunner)
 Elmer C. Krummert (ball gunner)

Bottom row:
 Nathaniel Whitman, 1st Lt (pilot)
 Glen Tessmer, 2nd Lt. (co-pilot)
 Donald D. Makely, 2nd Lt. (bombardier)
 William R. Watters (navigator)

Date: Sun, 10 Feb 2013 15:51:20 -0500

From: heather@kiggans.net

To: webmaster@93rdbombardmentgroup.com
CC: editor93bg@hotmail.com
Subject: Names for the Whitman Crew

Hello,

I came across your web site while searching the web for my grandfather's name. He is listed on your web site on the role of honor page:
KRUMMERT, Elmer C 33693808 S/Sgt
He is also pictured in the Crew Photos, Page 5, with the Whitman Crew. I have a copy of this same picture with the names of the people in the picture written on the

back in my grandfather's hand. I see you do not have the names under the picture, so I thought you might like them. The front and back of the photo are in the attached files.

It was nice to find your web site and read some more about my grandfather's military history.

Sincerely,
Heather Kiggans
Dublin, Ohio
heather@kiggans.net

////////////////////////////////////
Date: Fri, 22 Mar 2013 14:48:38 -0500
From: wculpepper@austin.rr.com
To: 109clearview@verizon.net; editor93bg@hotmail.com
Subject: 93rd BG featured in my novel
Hello,

My name is Walter Culpepper, and I am proud to be a family member of the 93rd BG Association. George McLean, a 93rd BG veteran who is well known to all of you, is my uncle. For the past 4 years he has been collaborating with me on a fictional account of a young man who grows up in our home town of New Orleans, enlists in the U.S. Army Air Corps at the start of WWII, flies with the 491st and 93rd BGs of the mighty Eighth Air Force, and later struggles to survive the devastating floods that engulfed our city after Hurricane Katrina. The name of my novel is **The Replacement Son**. It will be published by Two Harbors Press; the release date is scheduled for June 4th of this year.

This work would never have been possible without my uncle George's boundless generosity, patience, and encouragement. Of course, he is also the inspiration for my fictional hero, Harry McChesney, and is preeminent among my primary sources, particularly for the courageous feats, day-to-day privations, and improbable adventures of the men who fought with the U.S. Eighth Air Force during World War II. Over the past four years my uncle has unselfishly given me hours of his time, speaking with great good humor and modesty about his service in the Army Air Corps, growing up in New Orleans between two world wars, and witnessing what has been termed "the Great Deluge" following Hurricane Katrina. He has shared his library of reference books, personal memoirs, and mementos as well as unpublished recollections, poems, and artwork by close friends who also served in the Big Eighth, flying Liberator bombers back in the day.

As we completed our work together on the book last year, George honored me with an invitation to join the association as a family member. Although I know the material that is covered in the *Ball of Fire Quarterly* newsletter is almost exclusively devoted to historical and factual details of exploits of the brave men of the 93rd, I believe that my novel, **The Replacement Son**, honors that same spirit. It chronicles one man's heroic journey across the turmoil of recent history in a dramatic and entertaining, albeit fictional, fashion. I think the book would be of considerable interest to many of our association members and their families.

I have attached a copy of the press release prepared by my publicist to accompany advance copies of my novel that we are sending out at this time to reviewers across the country. Further information, including three brief excerpts from the novel, can be obtained by visiting my website, www.TheReplacementSon.com. However, because of space constraints, none of the excerpts cover the extensive WWII episodes in the book. I would be very happy to provide, gratis, an advance copy to someone willing to review the novel for the 93rd BG Association. Please let me know where to mail the book and to whom. I think you will enjoy the read. My contact info is in the signature file below.

Best regards,
Walter

Walter S. Culpepper, III, M.D.
1500 W 30th Street
Austin, TX 78703-1404
cell phone: 512-983-7277/home: 512-487-5597
email: wculpepper@austin.rr.com

////////////////////////////////////
Date: Sun, 24 Mar 2013 16:20:00 -0500
From: geomcl@cox.net
To: joyridecp@msn.com; 109clearview@verizon.net
Subject: The Replacement Son

Walter gives me much more credit than I deserve. At the reception following my sister's funeral in May, one of his

friends whom I had just met said "I know all about you" When I asked how I got no reply.

The following month he told me about the book and ask me to read the manuscript for technical errors and inaccuracies. That plus all the memorabilia, etc. which

he had access to is the extent of my involvement.

It is a novel, not history but based on some historic facts and experiences. (After all, I'm still alive) I'm anxious to read the final product myself.

I had never really been aware of the worry and concern that I caused my parents, there are other events beside the war.

I'll get my copy late next month

George



Membership Corner

Hello 93rd Veterans, Families and Friends,

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

story on our website. It would be wonderful if we display the history of as many 93rd veterans as possible, those still living and the ones we have lost. Please, I urge you and your family to record your experience so we may honor your legacy and educate the younger generations. I have started including Featured Veterans from the website in case you may have missed them. To catch up on the Vets previously displayed on the website, I have included another veteran's story in this issue.

Thank you, JoAnne Sargent, Editor



Fred Strombol



Fred enlisted the Army Air Force on December 14, 1942, at 19 years of age and was called to active duty on March 12, 1943. He received his military training in Texas, California, Arizona, and Colorado and was then commissioned as a 2nd Lieutenant. He boarded the Queen Elizabeth on June 19, 1944, and sailed to England, arriving there on June 25, 1944. He flew 30 combat missions in the European Theater as a B-24 co-pilot with the 2nd Air Division, 8th Air Force, 93rd Bomb Group, 330th Bomb Squadron, based at Hardwick Air Force Base in Norwich, England where he was stationed from June 25, 1944, until May 25, 1945. He flew his first mission one day after his 21st birthday. He was awarded three air medals and 3 battle stars in 1944, received two air medals and two battle stars in 1945, and holds an EAME Theater Medal. He participated in the campaigns in Normandy, Ardennes, Northern France, and Central Europe. He was discharged on December 8, 1945 as a 1st Lieutenant. He then served in the Army Reserves and the Air National Guard where he became a helicopter pilot, retiring as a Captain in 1968.



Fred was married to Inez May Trebil in Clinton, MN, on July 10, 1948. For their honeymoon they flew in Fred's Taylorcraft airplane to California, stopping in Monument Valley on their way home. In his working career he served as a flight instructor, owned Strombom Farm Equipment, was Chief Engineer for Prentice Hydraulics, and owned S & L Manufacturing of Ogema. He was an active member of the Ogema Baptist Church, serving as Deacon, Trustee, and Sunday School Teacher; was a Charter Member of the Ogema Lions Club, serving as President, Secretary, and Treasurer; was a member of the Johnson-Hallberg American Legion Post #407, serving as Treasurer; a member of the Ogema Area Development Corporation, serving as President at the time of his death; and was also a member of the Ogema Volunteer Fire Department, the Price County Economic Development Association, and the Ogema Sanitary District #1.

Fred was very dedicated to his family, his church, and the community of Ogema. He was a patriot and was proud of the service he provided to his country. He was privileged to participate with his son, Rick, in an Honor Flight to Washington, DC, in May of 2011. Fred loved the color red and is known for his red socks and red ties, as well as his sparkling blue eyes and broad smile. He had a wonderful sense of humor and enjoyed laughing as well as helping others laugh. Fred greatly enjoyed spending time with his family, and his favorite forms of exercise included waterskiing and snowmobiling. He loved flying, reading and serving his community. Fred and Inez enjoyed traveling to every state in the United States as well as internationally. They traveled by car, motor home, airplane, train, ferry and ship. Fred is dearly loved by family and friends across the country and will be sorely missed by many.



Frederick Arthur Strombom, 88, Ogema, died at St. Joseph's Hospital in Marshfield on Friday, November 11. He was born on July 30, 1923, in Chicago, Illinois, to Fred and Hulda (Lovendahl) Strombom. He was a 1940 graduate of the Austin High School in Chicago, Illinois, and a December 1948 graduate of the University of Minnesota where he earned a Bachelor's Degree in Aeronautical Engineering.

He is survived by his wife, Inez; by four children, eight grandchildren, four great grandchildren, one brother-in-law, and numerous nieces, nephews, and friends. He is preceded in death by his parents, two sisters and their children.

LEON E. BERNARD

I was born in High Point, NC on February 13, 1922. After high school, I went to work in my brother Gilbert's women's shoe store. On June 8, 1942, I went to enlist as an aviation cadet in the Army Air Corps. Although I knew nothing about flying, I had decided I'd rather ride than walk.



After the tests, the doctor told me to come into his office. He said, "Young man, do you really want to fly?" "Yes sir." He told me that since I had had rheumatic fever as a child, he could not accept me into the Corps. Then he said he had checked my heart thoroughly and could find nothing wrong, and if I would revise the form, he would allow me to enlist. I did and was sworn in that day.

I reported to Nashville, TN on February 8, 1943. We were assigned barracks and roommates. One of mine was Francis E. Adams, Jr. (Ed) from Arlington, TN. It was the beginning of a long friendship. We spent our entire army careers together. After testing, we were selected for pilot, bombardier, or navigator training. I was classified as a pilot and on March 3, 1943, went to preflight school at Maxwell Field, Montgomery, AL.

On May 3, 1943, we were sent to primary flying school in Ocala, FL. We trained in Stearman PT 17s. They were biplanes, with open cockpits. We had to taxi in a zigzag pattern to see one side or the other and were unable to see in front of us because the nose pointed upward and the large engine hindered our view. On takeoffs or landings, the pilot had to look out the side of the airplane to see if it was rolling straight down the runway. After six hours of training, it was time for me to solo. I taxied to the end of the runway and took off. I flew a normal traffic pattern and then landed. I looked out the left side of the plane to see if I was rolling straight. Out of the corner of my eye I saw another plane taking off on the same runway. I

made a sharp right turn and was off the runway just as the other plane came roaring by. If I hadn't caught sight of it, both of us would have been killed. My instructor said they were waiting with bated breath for the collision.

July 1, 1943, I went to basic flying school in Greenwood, MS. We flew BT 13s. On September 3rd, I went to twin engine advanced flying training in Columbus, MS. We trained in Beechcraft AT-10s. They were made of plywood. One day as I was on my approach for landing, the plane hit a bird, which knocked a hole in the left wing. After checking that all was OK, I was told to land with a little more airspeed than normal. I parked, got out, and looked at the wing. The bird was still in it. Later, I would think how insignificant the damage was compared to some of the planes I saw coming back from a mission.

On November 3, 1943, we received our Pilot Wings and were made Second Lieutenants. I reported to Maxwell Field for B-24 flight training. I was married on December 5, 1943, to my high school sweetheart, Mary Holton. After B-24 training and a short leave, I was sent to Westover Field, Springfield, MA for crew assignment. We then went to Charleston, SC for overseas training, which included aerial bombing, gunnery, and overwater cross country flying. After training, Mary went to High Point and my crew and I went to New York. On the afternoon of May 30, 1944, we boarded the Queen Elizabeth to go to Europe. There were fifteen thousand troops aboard and the majority of us were on deck as we sailed by the Statue of Liberty. It was a beautiful sight that I will never forget. We landed in Scotland at 5:00 PM on June 5th. The next morning, an announcement came over the loudspeaker that the Allies had invaded the Continent. It was June 6, 1944-D-Day.

We were flown to the 93rd Bomb Group in Hardwick, England, and were assigned to the 328th Bomb Squadron.

I flew my first mission on July 6, 1944. Then the missions came in a hurry. I flew six missions in six days. It was exhausting but we were bombing, trying to help the Allies break through a stalemate at St. Lô.

Most of my missions were pretty uneventful. We picked up some shrapnel damage and twice lost an engine because of flak, but, with the fighter escort, we made it back to base OK. On my eighteenth mission, shortly after releasing our bombs, the airplane was engulfed in a ball of fire and shot straight up in the air a hundred feet. There were no injuries, but no one knew what had happened. When I went in for debriefing, the pilot flying on my left wing said, "You're lucky to be here." One of my bombs had come out tumbling, had hit another one, and had exploded directly beneath my plane.



Back Row: Leon E. Bernard, Pilot; John M. O'Donnell, Co-Pilot; Frederick J. Arnold, Navigator; Glenn J. Brandenburg, Bombardier

Front Row: Raymond J. Link, Nose Gunner; George E. McGuire, Tail Gunner; John J. Houlihan, Radio Operator; Harry E. Jones, Waist Gunner; Ivan F. Smith, Waist Gunner; Edward S. Scheffler, Flight Engineer

I flew 35 missions, 20 of them in Ma's Worry. My 35th mission was on November 5, 1944. I was awarded the Distinguished Flying Cross and the Air Medal with 5 Oak Leaf Clusters. Ed and I finished our tours and flew back to the states, arriving November 25, 1944. After leave, we were assigned as B-24 flight instructors to Smyrna Army Air Base, Smyrna, TN. The war in Europe ended so we didn't do much training. The atom bombs were dropped and the war in the Pacific ended quickly. Ed and I were discharged on September 15, 1945.



I went back to High Point, NC, to be with Mary and our new daughter, Candace. I was briefly in the furniture business, but the company went bankrupt. In 1950, I started a women's shoe store in Greensboro, NC. I was in the shoe business for 10 years. During this time, my son, Alan, was born. In 1960, I sold the business and went back into furniture with my brother, Herman. I stayed in the furniture business until I retired from Bernard's in 1994.

After the war ended, I kept in touch with Ed frequently. We were not only good friends but like brothers. Ed died in 1968 and I think of him often.

In 1990, I had heart surgery and had to slow down a bit. I worked a few days a week, played golf, and travelled with Mary. Mary died on December 2, 2003, and was buried December 4th, one day before our 60th wedding anniversary. We had 60 wonderful years together and I still miss her every day.

Thanks to Jim Guddal, I recently reconnected with Fred Arnold, my navigator, and Glenn Brandenburg, my bombardier. Sadly, Brandy and Fred both died recently..

My daughter Candy and her husband Bob Glickman live outside Philadelphia. My son Alan and his wife Mary Jo live in Saratoga, CA. Their daughter Lisa lives in Sunnyvale, CA. In 2010, Candy, Alan, and I went to the 93rd Bomb Group reunion in Savannah. I had a wonderful time, meeting everyone and reminiscing.



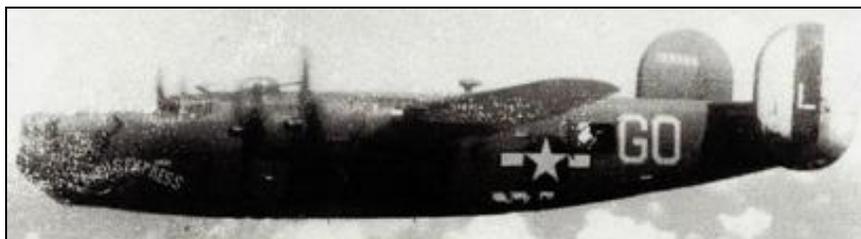
I had a stroke in 2007 and have to use a walker to get around. I still drive, play poker with buddies, and go to Starbucks every day for coffee with friends. Like the Energizer bunny, I'm still going, just a bit slower.

Lisa, Alan, Candy, and Bob at Leon's 90th



The Fate of the U.S. Express
A B-24 Bomber of the 93rd Bomb Group, 328th Squadron
20th Combat Wing of the U.S. 8th Air Force

(as witnessed by PFC Wyndham B. Fletcher, Jr., an armorer of the 328th Squadron)



The incident happened October 15, 1944. The Express had just returned from a bombing mission over Germany. Upon returning to base at the Hardwick Airdrome in East Anglia, Norfolk County, England. The Express taxied to its hard stand (parking spot.) After the flying crew departed the plane, it was refueled in preparation for the next bombing mission. All equipment (engines, oxygen, and bombing systems, guns, turrets, radio, etc.) had to be checked and brought up to standards for the next mission. The crew chief, SGT Johnny Fridell, had climbed to the left wing to inspect an engine.

It was at this time that CPL Myron Griffin and PFC Wyndham Fletcher approached the crew chief seeking permission to draw a small bucket of gasoline from the bomb bay fuel line in order to soak Fletcher's very oily fatigues. Receiving permission and filling the bucket, Griffin and Fletcher proceeded to a small line shack about twenty yards away with the bucket in tow. Every hardstand had a shack nearby for the ground crew to get out of bad weather or loaf awhile.

By now CPL, Ed B. Smith (radio mechanic) arrived, seeking permission from Fridell to turn on the master switch in the cockpit. His job was to check radio equipment. After receiving the o.k., CPL Smith proceeded into the cockpit. Neither he nor Fridell knew that an armorer (name unknown) was in the nose turret and cleaning with gasoline. Because the turret was hydraulic, it could leak hydraulic fluid and would require major cleaning. The use of gasoline for clean-up was strictly a No! No, but was done at times. As CPL Smith flipped the master switch, a spark was created and ignited the gas fumes with a huge poof. As Fridell hollered "Fire!" Griffin and Fletcher thought Fridell had yelled "Fighters!", and began running to the slit trench, thinking the base was under attack from German fighters. When the flames were evident, Griffin and Fletcher saw the turret armorer crawling from the nose wheel of the plane with his head and hands on fire. Smith ran from the bomb bay and Fridell jumped from the wing. Both Smith and Fridell helped to extinguish the armorer's flames and Smith quickly took the man to the hospital in his jeep.

By now the entire plane was engulfed in flames and exploding oxygen tanks, 50 caliber ammunition and warning flares. Griffin and Fletcher dived in the slit trench behind the shack. Realizing the flames were blowing over a B-24 parked outside the nearby hanger, SGT Fridell and another crew chief managed to start two engines of the endangered plane, and taxied it to safety. Quite a daring feat!!

Because of the huge flames and smoke, the sky quickly filled with both British and American planes of every description circling the area, looking like vultures seeking prey. When the explosions ended, quite a crowd gathered gawking at the mess.

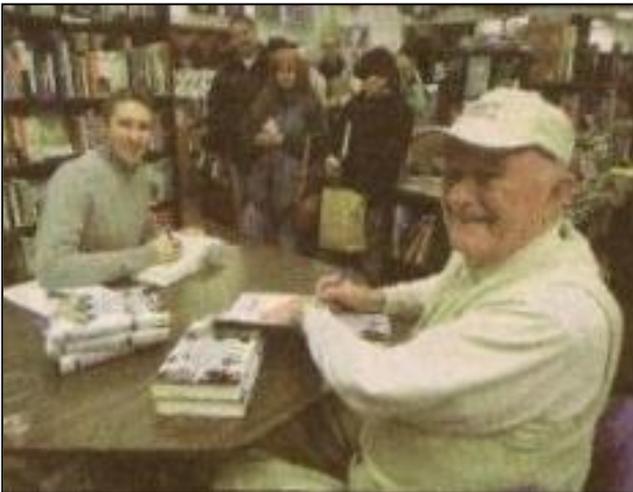
immediately began filling the air with
Shortly thereafter, Griffin and Fletcher sauntered back to their barrack. It was after dark that the now clean fatigues were retrieved, having escaped the fire, the explosives and detection.

As a point of interest, fifty-six years later in Savannah, Georgia at a 93rd Reunion, Fletcher and Crew Chief Fridell met each other for the first time. We enjoyed recalling the incident, and I learned there had been no recognition for his daring deed of saving the other endangered B-24!!!

W.B. Fletcher, Jr. PFC
Ex-Armorer of the 328th Squadron

Another Ray Eck Sighting -- at Adam Makos' Book Signing!

Ray Eck, a radio operator – gunner, flew and fought against Franz Stigler during WWII.



Excerpt from the article: **Local Author Answers “A Higher Call”** by Lou Hunsinger from the Webb Weekly.

The skies over Europe during World War II were a dangerous and unforgiving place and certainly no place for acts of chivalry. But that is precisely what happened on December 20, 1943, when a German fighter ace, aided and spared the crew of a badly shot up B-17 over Germany and helped them make their way safely back to England.

The book penned by a local man, Adam Makos, and co-authored by Larry Alexander.

The “Higher Call” story is about the B-17, commanded by Lt. Charlie Brown, having sustained major damage after its mission to bomb a German munitions factory. Brown’s crew was badly shot up with one crewman dead and six wounded. Brown’s plane

was struggling to return home, Brown himself had been knocked out in the assault, regaining consciousness in just enough time to pull the plane out of a near-fatal nose dive, when an incredible thing happened.

Brown looked out his side window and saw a German fighter—a Messerschmitt 109 --- off to his right, piloted by Luftwaffe ace, Franz Stigler. Brown thought he was seeing things.

“He closed his eyes and shook his head no. He looked again, out the co-pilot’s window. Again, the lone German was still there, and now it was worse. He’d flown over to Brown’s left and was frantic: pointing, mouthing things that Brown couldn’t begin to comprehend, making these wild gestures, exaggerating his expressions.

Brown already in shock, was freshly shot through with fear. What was this guy up to?

He craned his neck and yelled back for his top gunner, screamed at him to get up in his turret and shoot this guy out of the sky. Before Brown’s gunner could squeeze off his first round, the German did something even stranger: He looked Brown in the eye and gave him a salute. Then he peeled away.” Stigler had previously shot down 22

Allied aircraft, so it would not have been very difficult to make Brown’s plane number 23.

“I have been interviewing World War II veterans over the past 15 years and some of them made reference to an incident like this that took place but they were unfamiliar with all the particulars of it,” Makos told *Webb Weekly*. “Finally, after a lot of research and going through a lot of documents I was able to locate the names of the two pilots involved in the incident. It took me a while to find them. The German, Franz Sigler, was the harder of the two to find. He was living in Vancouver, Canada.

The story is told from two perspectives and helps to humanize Stigler and shows that not all who fought for Germany during World War II were malignant, fanatical ideologues.

Makos has been involved with telling the story of World War II veterans, particularly those involved in aviation since about 1997 through a publication he and family founded called *Ghost Wings*. They now operate a

business called "Valor Studios," located in the Denver, Colorado area that expands their quest to bring these stories of veterans to the public by publishing *Valor* magazine and produces military art.

Makos found that both pilots, particularly Stigler, seemed somewhat reluctant to share their tale, but he was able to overcome their reluctance and obtained their story during a series of interviews with the two between 2004 and 2008.

"Stigler told me that his commanding officer, Lt. Gustav Roedel had a great sense of honor and once asked him what he would do if he found an enemy floating in a parachute to earth," Makos said. "He said if he ever heard of Stigler shooting at such a helpless flyer, that he

would himself, shoot Stigler for doing so. He said he should 'fight by the rules of war and keep you humanity.'

It was no doubt this sense of honor and ethics that led to Stigler's act of mercy on December 20, 1943.

Brown, who went on to retire from the Air Force after a more than 20-year career, always wondered who the merciful pilot was that spared his crew. Finally, in 1990 he took out an ad in a newsletter geared to former fighter pilots. Stigler saw the ad and sent a response back to Brown.

Eventually, they met and formed a warm friendship with one another. Makos interviewed the two men together and can attest to that friendship...



New Members Roll Call

Member (Vets are in Bold & **)	Connection to 93rd BG
Susan Logan	Daughter of Vet Fred Arnold
Nancy Stranger (Asst Treasurer)	Daughter of Vet Donald J. Grimes
Walter Rutledge	Vet Horace Eugene Rutledge
Jackie Lentz Broome	Bio Pending
Thomas Nicholas	Vet, Squadron 329, plane "Snow White"
Bradley Klein	Son of Vet Raymond H. Klein
John Roche	child of Pat Roche
Mike Roche	child of Pat Roche
Kathleen Reilly	child of Pat Roche
Trish Roche Mayne	child of Pat Roche
Carrie Hullihan	Bio Pending

We sent out Dues postcards for 2013 in January. Our cost of mailing was \$74 (that's 3 memberships). We would appreciate it if you haven't sent back your dues to please do so **Today**. We are trying to keep costs down and really don't want to send out a reminder card to the 50% of you that got the card and haven't paid.

We appreciate all of your support!

Notes and Quotes

Recently, Vernon Swaim, 328th Tail Gunner, told me about his experience in trying to land on Iceland in October 1944. "We had some difficulty getting to Iceland from Goose Bay with King's crew. Ordered to return because of high westerly winds at Iceland. We were east of Greenland and could not get our wing tanks to transfer to the engine tanks. We were denied permission to attempt a fiord landing in Greenland. (This was a blind

landing at the end of a very narrow water way with a small runway) We were given permission to dump our spare parts, cargo, etc. We were 5-10 minutes from ditching when the flight engineer beat on the pump (to get the gas transferring) and returned to the flight deck when he saw bubbles in the gas sight gauges."

Jim Guddal

AFTER A FIRST DATE, with both splitting the cost of dinner and a movie, the young man was rebuffed at the door by his date. "Since we've gone Dutch on everything else," she said, "You can just kiss yourself goodnight."

"That hound ain't any good now," the handler said with disgust.

"What happened" the sportsman asked, "Was he injured?"

A SPORTSMAN who lived in the city went to a hunting lodge and bagged a record number of birds, aided by a dog named Salesman. The next year, he returned and asked for Salesman.

"No," the handler replied, "Some idiot who had him for a week was so happy with him that he started calling him Sales Manager. Now all he does is sit on his tail and bark."

Reprinted from the American Legion Magazine

News From Across the Pond



2nd Air Division Memorial Library
The Forum, Millennium Plain
Norwich, NR2 1AW
United Kingdom
March 2013

Dear 93rd Bomb Group veterans, families and friends

Keeping in touch with the 2nd Air Division Memorial Library

If you would like to be kept up to date with Library events, activities and future developments, and receive an illustrated email newsletter from us from time to time, we'd be delighted to add you, or any of your friends and family members (children and grandchildren perhaps), to our mailing list.

Simply send an email to libby.morgan@norfolk.gov.uk to be added to the list. And if you don't have an email account, but you have friends or family members that do, perhaps they could receive the newsletter on your behalf.

Looking ahead to our plans for 2013.....

This year we're proud to be celebrating the 50th Anniversary of the dedication of the original Memorial Library, which took place on 13th June 1963, and we have a series of special events lined up to celebrate our 50th birthday in May and June.

We're also looking forward to beginning the 2nd Air Division Archive Digitisation Project in the new financial year. The project, funded by a very generous donation of nearly £50,000 from the 2nd Air Division Association, will be managed and delivered by the Norfolk Record Office. In addition to digitising a selection of the documents and photographs in the archive, the project will also provide internet access to sound recordings which contain recorded memoirs of 2nd Air Division veterans.

We're blessed each year with the presence of two young Americans coming to work with us in the Library, PhD students from the University of East Anglia here in Norwich, who are in receipt of a scholarship from the 2nd Air Division Memorial Trust.

This year's scholars are Kate Anderson (from Ohio) and Blake Darlin (from Pennsylvania). Funnily enough they both have family connections to Norfolk.

Kate's ancestors came originally from Hingham, and Blake's grandfather served with the 466th Bomb Group at Attlebridge. When not busy serving our library patrons, they are helping us to select new books for purchase, organising events for children and adults, and promoting the library via our blog (<http://2ndair.wordpress.com>) and facebook page (www.facebook.com/2ndair).

In addition to the annual Autumn public lecture series that our American scholars are planning, we're also excited to be offering an 8 week study course about the history of the 8th and 9th US Air Forces here in East Anglia during WW2. Starting in October this will be led for us by local historian and author, Ian McLachlan.

And finally I think I should leave you with news about our involvement in an exciting new heritage project, the *Eighth in the East*. The Memorial Library is one of the partner organisations in this project, which has just submitted an application for funding to the UK's Heritage Lottery Fund.

Other project partners include the University of East Anglia, the East Anglian Film Archive, the Norfolk Record Office, Norfolk Museums and Archaeology Service, Eastern Angles theatre company, Norfolk Historic Environment Service, and several independent local air base museums.

Should the application for funding be successful, and we won't know this until May or June this year, the three year project will...

Research and interpret the built and social legacy of the American Eighth Air Force in the East of England, through community archaeology, oral history, film and photography, and re-examination of museum collections

Celebrate this material through local and regional events, exhibitions, touring theatre and other showcase opportunities

Sustain the project beyond its active stage through a website, digital fly-through, learning resources, social media and museum development.

All these stages will be backed up by an extensive education offer for all ages, and a unique marketing campaign that will combine traditional methods of communication with new digital media to further the sustainability of the project.

We now just have to wait and see if the project is awarded the necessary funding, as it can't happen without it.

I'm wondering how to end this letter, and I think I should leave the last word to a young man called Joe who wrote us a thank you letter following a WW2 workshop at his primary school, which I ran with a colleague from the Norfolk Record Office.

"I enjoyed hearing about the pilot's head-gear. My favourite part was learning about the B-24 Liberator. Thank you for coming and talking to us about WW2. The talk was right up my street."

If you'd like to keep in touch with us, we'd love to hear from you, and if any of you would like to make one more visit to Norwich that would be even better. Your friends and members of your families will always, of course, be the most welcome of visitors to your Memorial Library.

Yours sincerely



Libby Morgan
Trust Librarian

<http://www.2ndair.org.uk/>

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

Open letter to the 93rd BG (H) friends and family but also applies all groups, please read before you book your trip. If any of you are thinking of visiting the Museum and base at Hardwick, please get in touch with us first so we can help you plan your visit. This also goes for the other groups.

DO NOT PAY FOR A TOUR GUIDE. We have been showing veterans and their families around Hardwick and the Norfolk countryside ever since they have been coming home to their bases. The most we ever ask is for a little help with the fuel cost. We can arrange for base contacts from other bases to help out if you need to visit more than one.

The Second Air Division Memorial Library has a list of base contacts. These are all volunteers who are happy to show visiting Americans around their chosen base, plus we know the history of our bases, not just what is written in books, with most contacts growing up on or around the bases or surrounding area.

Some of you may be planning a trip to England and then on in to Europe. Well, a planned tour is probably the best way for you to go, however, if you're just going to drop by while on vacation, check with us or the Library first. It was one of the reasons the Second Air Division set up their memorial for you.

We will do our best for you! Our opening hours are 9am to 5pm Mondays to Saturdays.

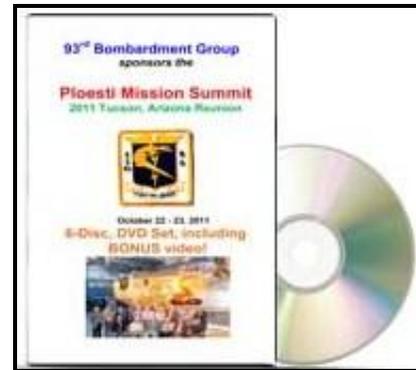
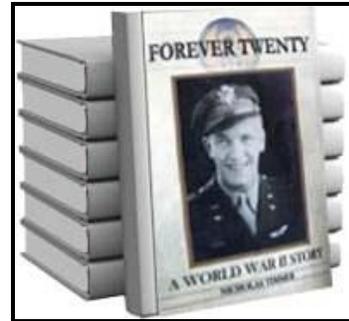
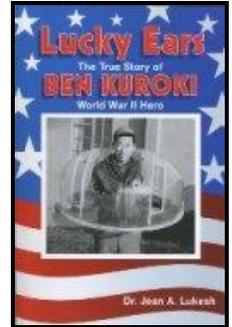
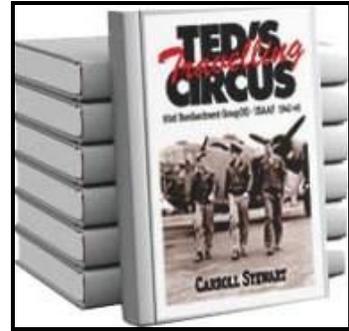
Colin Mann
93rd BG Museum Hardwick England
Friends of the Second Air Division Memorial Chairman (retired)

If you'd like to contact the library, please phone, email or write to them at:

2nd Air Division Memorial Library
The Forum, Millennium Plain
Norwich
Norfolk
NR2 1AW
England

Email: 2admemorial.lib@norfolk.gov.uk
Telephone: +44 (0)1603 774747
Fax: +44 (0)1603 774749

Post Exchange (PX)



Your Post Exchange (PX) Order Form

CAPS & VISORS	<u>Qty 1</u>	<u>Qty 2</u>
Navy Blue with embroidered B-24, 93 rd BG & Ted's Travelling Circus on adjustable strap	\$24	\$45
Khaki with "Ball of Fire III" B-24 plus 93 rd BG & Ted's Travelling Circus on adjustable strap	\$19	\$35
Visors w embroidered 93 rd BG and three gold victory stars – choose white or navy blue	\$16	\$30
COFFEE & THERMAL TRAVEL MUGS		
4) Ceramic Coffee mugs with 93 rd blue shield	\$15	\$28
5) Stainless Steel Travel Mugs with B-24 medallion (NEW and very nice!)	\$22	\$42

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

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

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

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

All product prices include handling and shipping charges

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

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

Grand Total _____

Mail orders to: Jim Guddal, 93rd BG PX
 P O Box 47336
 Plymouth MN 55447
 Or Fax your order to: 763.694.9065

93rd BG BALL OF FIRE QUARTERLY EXPRESS SUBSCRIPTION FORM

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

Name _____

Address _____

Year 2013

City _____ Zip _____

Phone Number _____ Email Address _____

Connection to the 93rd BG:

Name of 93rd veteran _____ Rank _____

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

Airplane Name(s) _____ Pilot(s) _____

Comments _____

Thanks!

(use back side for more info)

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

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

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

Tax deductible Donation \$ _____

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

GRAND TOTAL \$ _____

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

Make checks payable to: 93rd BOMB GROUP (Also pay by PayPal thru the 93rd Bomb Group website)

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

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