

Ball of Fire QUARTERLY EXPRESS



Vol. 18 No. 2

Summer 2010

More Pictures from the Barksdale Reunion (Shreveport, LA)



M/Sgt. Raymond Wier (Fred Wier's dad) took the picture with his box camera. Fred brought the negatives to the Barksdale reunion and Joe Duran made prints. M/Sgt. Wier was the ground crew chief and received special permission from the squadron commander and pilot, Maj. K.O. Dessert, to fly Ploesti. He stood right behind Maj. Dessert.

All hell was breaking loose over the target and M/Sgt. Wier's timing was unbelievable in capturing the historic moment. The huge storage tank was a blazing inferno directly in their path. Maj. Dessert turned the plane sideways and it was a miracle that disaster and death were avoided! Every airman on the mission received the Distinguished Flying Cross, except M/Sgt. Wier because he was the plane's ground crew chief. Decades later, his son brings the negatives to the reunion and the bone-chilling reality!



Bill Neuman & Gerald Veteto; Joe Schwarzgruber; Burton Lenhart & Fred Wier

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

President's Corner

Last night (Jun 11th), Rayann and I were graced with an unscheduled visit from two of our favorite people, Betty and Johnny Fridell. They are off on another whirlwind tour of the United States with their well traveled and trusty trailer. Through a series of changes in their plans they found themselves in a campground a few miles off the Pennsylvania Turnpike near our home. Johnny remembered that we were from Beaver Falls and called. We had a lovely visit enjoyed some coffee, tea and apple pie and sharing a few hours together like the old friends we are. Isn't this why we are a part of the 93rd? We become friends and look forward to sharing our lives together. We hope you will be like Betty and Johnny when you find yourselves near Beaver Falls. We love to see our 93rd friends whenever we can.

Ted's Travelling Circus by Carroll (Cal) Stewart is a tremendous resource. As we marked the 66th anniversary of D-Day this week, I decided to reread Chapter 32, pages 331 to 336. The facts are presented in a straight forward matter-of-fact way, but what a day that was. The 93rd flew four D-Day missions involving 76 planes including War Goddess. The radio operator on War Goddess was our very own Cal Davidson or more formally Sergeant Calvin Davidson (radio). Cal, a farm boy from Oberlin, Ohio recorded his memories about the day's Number Two mission to Coutances: *"We were crossing the Channel at 12,000 feet. From England to the French coast, we saw below nothing but ships. There were some clouds but visibility was quite good. It seemed one could cross the Channel by hopping from ship-to-ship, there were so many vessels."* Most of the War Goddess crew completed their duty tour on D-Day. What a way to complete your missions!

Also mentioned in Cal Stewart's account is a report about the Group surgeon's activities on D-Day. Major Bill Paine (Will Paine, the doctor's son is active in the 93rd and will gladly tell you about his Dad's exploits.) "announced he had benzedrine tablets for combatants needing to stay alert and sleeping pills for those needing to unwind." As Number Four mission was scrubbed and then back on again, the men shifted from the benzedrine line to the sleeping pill line and then back to the benzedrine line again. What pill should I take?

I, too, took part in D-Day. Well not the actual event in 1944 but the 50th Anniversary celebration in 1994. Assigned to the United States Army in Germany, I was detailed to work on the logistics support for Task Force Green, the joint Army, Navy, Air Force and Marines force responsible for staging the ceremonies, welcoming the returning veterans, and providing the necessary support to assure a first class Memorial. I lived for 30 days in the shadow of the American Military Cemetery at Normandy. Whenever I could, I walked through the cemetery to contemplate the men who gave their lives for us. Those men seemed to say, Take care of the freedom, I gave my life for. Of all my missions, during my 30 years in the Army; the privilege of taking part in the 50th Anniversary of D-Day was the most amazing of all. For all of the 93rd veterans who were in the French skies that day, thank you!

Planning continues for our Savannah, Georgia reunion from October 21 – 25. Our theme for the 2010 is **"One More Mission"**. Our mission is to conduct an outstanding dedication ceremony for the stained glass window at the Mighty Eighth Air Force Museum Chapel. Through the faithful gifts of the 93rd family more than \$15,000 was contributed to assure a permanent memorial for the 93rd.

Additional information about the reunion is provided elsewhere in this BOFQE. I encourage every member of the 93rd to make the 2010 reunion a high priority. Family and friends are always welcome. Now is the time to clear your calendar and make plans to attend.

One more recommendation: The 2nd Air Division Association reunion is scheduled to take place in September in New Orleans, LA. Although the two reunions are within six weeks of one another I encourage you to attend both the 2ADA reunion as well as the 93rd's. We have our reservations made. Do you?

John Marx, President

**93rd Bomb Group
Reunion 2010
October 21 – 25
Savannah, GA**

Step #1 - Make hotel reservations now but not later than October 1st to obtain the group rate. For registration call:
1-912-330-8222

The hotel's address and phone number are:
Embassy Suites Savannah Airport
145 West Mulberry Boulevard
Savannah, GA 31322
(912) 330-8222.

Please give the following group name/group code to the reservation agent when making reservation: "93B". State and local taxes of 13% (at this time) are additional. Total cost including taxes is shown in the table below:

Room Style	Daily Rate	Tax (13%)	Per Day Total
Suite with 1 King Bed With Sleeper Sofa (up to 2 guests)	\$119	\$15.47	\$134.47
Suite with 2 Queen Beds (up to 4 guests)	\$129	\$16.77	\$145.77

Rates are available for 3 days prior and 3 days after the meeting dates beginning on October 18th and ending on October 28th. Room rates include:

- Standard King or 2 Queen Bed suites feature the "Heavenly Suite Dreams" bed as well as separate living and sleeping areas
- Fully equipped with refrigerator, microwave and two 32-inch LCD TVs
- Complimentary wired or wireless high speed internet access
- Fully cooked to order breakfast every morning
- Evening Manager's Reception
- Fitness Center and Pool
- Flying Spoons Marketplace
- Shuttle to and from the Savannah Airport

Step #2 - Tell us that you are coming to the reunion and how many will be in your group. Simply mail, call or email Joe and Phyllis so we can estimate how many people will be attending. You can change your mind at any time before the formal registration concludes in September.

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

Step #3 - Make travel arrangements to arrive in time for dinner at 6:30 PM on Thursday October 21st. The hotel provides shuttle service to and from the airport and within a five mile radius of the hotel.

Step #4 - Complete Registration Form and submit with your check not later than September 25th. Make check payable to **93rd Bombardment Group**.

Step #5 - Mail completed form to:
Joe and Phyllis Duran
309 E. Santa Paula St
Santa Paula, CA 93060

Step #6 - Plan to join us for a great time completing "One More Mission" in Savannah, GA.

2010 93rd Bomb Group Reunion Registration Form

Name: _____

Address: _____
(Street) (City) (State) (Zip)

Telephone: _____ Email: _____

Emergency Contact: _____
(Someone not traveling with you) (Name) (Phone Number)

Additional Attendees Names:

Calculate your registration fee:

The registration fee includes: Dinner for 4 evenings, Museum Reception, Museum Entry fees, Transportation, Memorabilia room, Door prizes. The reservation fee does not include your hotel rooms.

Number in group: _____ times \$275 = _____

Savannah River Cruise & Brunch & Bus (Optional – Sunday Oct 24th)
Adults _____ times \$62 = _____
Children (Ages 4-12) _____ times \$42 = _____

TOTAL _____

**Please complete form and enclose check payable to the 93rd Bomb Group for the total amount.
Savannah Reunion Fee Refund Policy: No refund will be made after Sep 22nd.**

REUNION FEE REFUND POLICY

Last minute cancellations can cause significant loss to the 93rd Bomb Group. 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 Reunion October 21 – 25, 2010 Savannah, GA

Thursday, October 21

1:00 PM – Reunion Committee Meeting
2:00 PM – Registration – Hotel
5:30 PM – Complimentary Manager's Reception
6:30 PM - Dinner
7:30 PM – Welcome Program
7:45 PM – Guest Speaker – TBD
8:45 PM – Membership Report – Jim Guddal
8:55 PM – Schedule Review
9:00 PM - 10:30 PM – Memorabilia Room

Friday, October 22

6:00 AM - 10:00 AM - Complimentary Breakfast Buffet
9:30 AM – Educational Program in Memorabilia Room (for all ages)
11:30 AM – Lunch (on your own)
1:00 PM – Depart for Museum
1:15 PM – Mighty Eighth Air Force Museum Tour
3:30 PM – Enroute to Hotel
4:30 PM – Enroute to Savannah
5:00 PM –7:00 PM – Dinner at The Lady and Sons (Paula Deen's restaurant)
7:00 PM – Bus Returns to Hotel
7:30 PM – 10:30 PM – Memorabilia Room

Saturday, October 23

7:00 AM – 10:30 AM - Complimentary Breakfast Buffet
10:00 AM – 12:00 PM – 93rd Business Meeting in Memorabilia Room
12:00 PM – Lunch (on your own)
3:30 PM – Depart for Mighty Eighth Air Force Museum Chapel
4:00 PM – Chapel Stained Glass Window Dedication – Paul Levine
5:00 PM – Reception at Museum
6:00 PM – Dinner and Memorial Service
8:30 PM – Return to Hotel
9:00 PM – 10:30 PM – Memorabilia Room

Sunday, October 24

7:00 AM – 10:30 AM - Complimentary Breakfast Buffet

SCHEDULE	OPTIONAL – Savannah River Cruise & Brunch
12:00 Lunch (on your own)	11:00 AM – Bus departs
1:00 PM - Memorabilia Room Open	11:30 AM – Boarding
4:00 PM - Memorabilia Room Closed	12:00 PM – Sailing
	1:30 PM – Free Time in Old Town Savannah

5:30 PM – Complimentary Manager's Reception

6:30 PM – Dinner

8:00 PM – Farewell Program

Monday, October 25

6:00 AM - 10:00 AM - Complimentary Breakfast Buffet

Documentary Project & 93RD Website

Michael Sellers documentary update:

It's been a quiet Spring, but for Summer 2010 Michael Sellers plans on grabbing a few more key interviews for his documentary project. One key interview will be with Brian Mahoney, the President of the Heritage League. Michael first met Brian at the 2001 2ADA reunion in Norwich, England. Brian was kind enough to lend some of his father's original 16mm film footage taken during the war for a project Michael was working on about the 2001 reunion.

That project ended up being "A Trip to Norwich" which featured Michael's grandfather, John L Sullivan. Ever since then Michael and Brian have kept in touch. Brian will be able to add great insight to the history and legacy of the bomber units stationed throughout the East Anglia region and will also be able to discuss the direction and focus of future Bomb group reunions.

Website: <http://www.heritageleague.org/>

93rd BG website update:

At the time of writing this, 8,920 people have visited the 93rd BG website since the new redesign in November 2009. We recently logged a visitor all the way from Porto Alegre, Rio Grande Do Sul, Brazil!! Please be advised that you will now have the option

to renew your 93rd membership through the website and new members will be able to sign up as well.

Please visit the site for details.

www.93bg.com

Michael Sellers, Webmaster

Treasurer's Notes

PayPal is coming soon! We have established a PayPal account to make payment for dues, donations and purchase of Post Exchange (PX) merchandise more flexible. As this BOF goes to

press, we are working on the details of providing the "link" as part of the 93rd Bomb Group web site. So, keep checking the web site. Once we are up and running, if you have access problems, let me know.

The PX. Many of you have made very helpful suggestions about what items you are interested in buying, such as caps, coffee mugs and patches. We

are still searching out vendors and our goal is to have the products available by fall. Thanks for your patience!

Membership. A hat's off thanks to so many of you that have responded to my appeal about delinquent member dues in the last BOF. For the rest of our members that are behind, we will be sending out a

friendly "post card" reminder shortly. Starting the first of the year, we plan to send out postcards to all members for the annual renewal.

Service Info. Vet's, if you have not already done so, thanks for sending your service Info, ie., rank when mustering out, pilot, co-pilot, crew chief, airplane

name(s) and dates of service. We have been able to put several of you vet's together as a result. Many thanks!

See you in Savannah for the dedication of the stained glass window memorial!

Respectfully,
Jim Guddal
P O Box 47336
Plymouth, MN 55447
June 2010

2nd Air Division Association

Open Letter to the 93rd and Group Relations Committee

The 93 rd next reunion is to be in Savannah, GA October 21 to 25. There will be a dedication ceremony for the stained glass window at the Eighth Air Force Museum Chapel .. The reunion is being held there during this time period since the 93 rd has worked to raise the cost of this memorial and is responsible for the raising of the funds over the past several years.

We all have to work toward a very successful 2nd ADA Convention in New Orleans in September. This may well be our last for the 2nd ADA. For this reason alone we should all work toward making this one of our most well attended. I believe our President Dick Robert is doing an outstanding job working toward a smooth beginning to the possible dissolution in the not too distant future. Many of the "younger generation" members of the Heritage League (and one member of the 93 rd BG) are serving in back up positions to the current officers and are ready to continue the work of the organization. That important work is of course the funding and continuation of support of our Memorial Library in Norwich. Time as I always say is running out, and we Vets want to leave this in good hands.

As some of you may know I am serving as Group Relations Committee Chairman for the 2nd ADA this year. As a result of that position I have had some correspondence from members. A few weeks ago I was surprised by a VISIT from Ted Watson of the 466th BG;. He arrived at our door with "Journal" in hand. He was visiting his brother in Palm Bay and they drove out to visit and talk about the 2nd ADA. Unfortunately I was not at home, but he left his phone number and we did have a nice long conversation later that afternoon. You never know what is going to happen when you agree to do a job. I value all the notes and calls I have had throughout the years I've served in different capacities. I would still like to hear more from those who are Vice Presidents of the Bomb Groups or acting in that capacity.

Don Champlain is a good friend that I met at Church a number of years ago. After he found out that I had served during WWII in the 2nd ADA, he mention that his brother also served in the 2nd ADA but in the 446th BG. As time passed I learned more about his brother and was very interested in what happened to him. . A short excerpt of the story as Don knows it follows. This is being told by the Pilot , who was the only survivor when their ship was hit.

We left the formation about 15 seconds past the bomb release point. I did not bail out. I assume I was blown out. I last saw my crew members before we were hit. I believe that we received a direct hit by flak fire and that the fuel tanks exploded. I did not hear the explosion but was burned when I regained consciousness. I was falling and did not see any part of the plane or crew thereafter. We had received no previous battle damage and were still in formation when hit. 2 Lt Vaughn was probably killed by the explosion, he was last seen in the waist before we were hit and had no contact with him after the hit. If because of Sgt Hohenstein's position he was not killed by the explosion, he probably went down without his chute because he had a detachable chest pack. S/Sgt Looney was probably killed by the explosion, also. S/Sgt Lanier. I Think S/Sgt. Nye was most likely was killed by the explosion of the shell and fuel tanks. T/Sgt Gallagher reported "Bomb Bay Clear" a few seconds before we were hit, no contact thereafter, he also was probably killed by shell fragments of the explosion and fuel tanks. T/Sgt Moseman I believe that he was unconscious from the time we were hit. 2 Lt Champlain reported "Bombs Away" about 15 seconds before we were hit, he had a detachable chest pack, but probably did not regain consciousness in time to use it. If he was blown clear, he was without a chute. 1 Lt Kieffer probably knocked unconscious and that he went down with the ship or was blown out as I was. and had no parachute. he also had a detachable chest pack. 2 Lt Steele my co-pilot also wore a back chute, but normally kept his safety belt fastened therefore probably went down with the ship

The B-24 flown by 1 Lt Colson crashed at 11.35 hours at Neunkirchen, north of Saarbrücken Germany. Records indicate that the plane was shot down by flak and exploded in the air during the attack. After the plane hit the ground it was destroyed 98% by fire and impact. Ten Crew members were killed by the explosion and were buried in the POW cemetery of Neunkirchen, the former cemetery for Jews. One crew member, the Pilot 1 Lt Colson was captured by the 35 922A S.S. Detachment and transferred to a hospital for treatment of his wounds.

Don Champlain will be attending the Convention in New Orleans for the first time. He also served in WWII and was recently given a special French award for his service. He has some interesting stories to tell.

See you in New Orleans and Savannah.
John L. Lee, VP 2nd ADA

Memo from the Convention Chairman

Time is flying...soon it will be time to pack your suitcases for the trip to New Orleans. We'll be waiting to greet you at the hotel. There will be time for doing the work of the 2nd ADA as well as sightseeing, eating, sitting and talking with your old and new friends. You can be certain that you will have some of the best entertainment you have had in awhile coupled with the best Southern Hospitality we can offer. All in all we'll do our very best to make sure this is a Convention to remember.

The Convention dates are September 9-13. If you would like more information, email betbrown31@aol.com or Jlee1922@aol.com. or phone 321 259 6861.

We pray for good weather, for travel mercies and for a good gathering for us all as we "Let the Good Times Roll".

Betty Lee, Convention Chairman 2nd ADA

Stained Glass Memorial Project for the 8th AF Museum in Savannah



Left and right photos by Paul Levine, Secretary; center photo by Bill Neumann

Please read the **SPECIAL REQUEST** from Paul Levine whether or not you plan to attend the reunion.

The outline for the **93rd BG Stained Glass Dedication Ceremony and Dinner** at the Mighty 8th AF Museum in Savannah (Pooler), GA is as follows:

This will be a very special occasion for everyone to enjoy and remember. You DO NOT want to miss this party !!

1. **4pm to 5pm:** Dedication Ceremony at Mighty 8th AF Museum Chapel.
2. **5:15 - 6:15pm:** All guests will retire to the Museum Art Gallery for Cocktails & Hot Appetizers, while USO, Glenn Miller entertain
3. **6:30pm - 8:45pm:** Seating and Full Service Catered Dinner, along with USO, Glenn Miller and Army Air Corp theme music.

Special Speaker presentation; Photo/Video presentation as well, concluding with Memorial Service and Color Guard from Hunter AF Base.

Many more details will be forthcoming in the September BOF.

SPECIAL REQUEST: I would kindly ask all our Veterans and /or families to provide pictures (or even actual metals /ribbons in a presentation case), earned during military service so we can put them on display for everyone to view. You can send pictures to Paul Levine at omahadd@sbcglobal.net or mail them to the address below. If you have any questions, I will do my best to answer at 847-676-1593

A special thanks to everyone on the Dedication committee who are working so diligently to make this a memorable occasion:

Kent Jacquith, Scotty Stewart, Jim Guddal, Fernley Smith, and John Marx

Best Regards,
Paul Levine
Dedication Coordinator
6530 N. Christiana Ave., Lincolnwood, IL 60712

Historian Corner

Greetings from the 93rd BG historian!

Mystery Photos

These photos were credited to the 93rd BG. However, I have no way to verify. There is no identification on the photos.



#1

#1 Unknown Man sitting on hay stack

I am looking for any information on his identity. If he looks familiar at all please contact me.



#2

#2 B-24 with Pin-up nose art

This B-24 with Pin-up nose art may have been assigned to the 93rd BG. This is a B-24 H built at Ford's Plant in Willow Run Michigan. Based on the

markings/aircraft type it is from late 1943 to the end of the war. If the nose art looks familiar please contact me

Special subject

Final Photos of General Andrews



(CPR-8-5-93)(A7-4-43) GEN ANDREWS AND STAFF AT PRESENT ARMS.
GUARD OF HONOR IN FOREGROUND



(CPR-8-4-93)(A7-4-43) GEN ANDREWS-CAL TIM BERLAKE AT
PHOTO DISPLAY AAF STATION 194

These 2 photos show General Andrews visit to Hardwick in April 27, 1943. The first photo is of the presentation of arms was taken near the roadway looking west towards the Control Tower at Hardwick. In the second photo, General Andrews and Col. Timberlake are seen reviewing mission photos. General Andrews was to fly back to the USA with Captain Shannon and the crew of "Hot Stuff" serial # 41-23728. "Hot Stuff" was the first B-24 to complete

25 missions. Sadly, Hot Stuff crashed while on approach to Reykjavik, Iceland on May 3, 1943. It was not until spring 1944 that another B-24 "Bomerang" meet the 25 mission goal. Only one man, Sergeant George Eisel survived the crash in Iceland. These are some of the last photos of General Andrews. Andrews Air Force Base near Washington DC is named in his honor.



The last photo shows "Hot Stuff with 26 mission credits and 7 enemy fighters.

Cheers,

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

POW Poems* "P.O.W. SONG"

Thanks for the memory, of flights to Germany, across the cold North Sea'
 With blazing guns we fought the Huns for air supremacy.
 How lucky we were

Thanks for the memory of FW-190's and ME-109's, flak guns across the Rhine,
 They did their bit and we were hit, it ended our good times,
 We hate them so much.
 We drifted out of formation, we were hit by flak and what a sensation
 And now we sweat out the duration
 Our job was done, we did have fun.

So thank you for the memory, of days we had to stay in Stalag 1 so gay,
 With Jerry stew which had to do 'til Red Cross parcel day,
 How thankful we were.

* 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 - additional poems will be included in future newsletters.

Folded Wings

The information written about each veteran is compiled from available resources: Ted Travelling Circus, emails, letters, obituary, and reunion photos. The amount of information does not imply the value and importance of a

veteran. All veterans are equally honored for their role in WWII.
JoAnne Sargent, Editor



John W. Carney, July 9, 1994

Rank: Staff Sargent
 Serial Number: 34188038
 Bombardment Group: 93rd.
 Bombing Squadron: 329th
 Date of Birth: June 26, 1918
 Place of Birth: Dover, Stewart County, Tennessee
 Place of Death: Clarksville, Montgomery County, Tennessee
 Home Town: Clarksville, Tennessee
 Drafted: February 10, 1942-United States Army Air Corp.
 Induction Center: Ft.Oglethorpe, Ga.-Feb.10-20, 1942
 Army Air Base: Keesler Field, Biloxi, Mississippi - Feb.22-March 21,1942
 Barksdale Field, Shreveport, Louisiana -March 22-May 15, 1942
 Ft. Meyers, Florida - May 16, to August 1, 1942
 Embarcation Base: Grenier Field, Manchester, New Hampshire - August 1 to Sept.2, 1942; Left Grenier Field enroute to Gander Lake, Newfoundland - Sept.2, 1942 35-B24's flew North Atlantic Ocean "In Formation " Three day layover; Arrived Prestwick, Scotland-Sept.6, 1942; Arrived at "Operational Base "- Alcombury, England, Sept.8,1942 to November 24, 1942
 October 7, 1942-First Mission--Lille, France. Lt.Robert Hoover-Pilot; Plane-"Minerva"; Left Scotland, December 14,1943, on the "Queen Ann" at 1200 hrs. There are 10 of us in our group."

Citations, Awards and Decorations:

Purple Heart; Cluster to Purple Heart; Silver Star; Air Metal; Cluster to Air Metal; Good Conduct Metal; Presidential Unit Citation; European-African-Middle Eastern Campaign; American Campaign Medal

Paul M. Stroich, 2007, Enfield, CT

James E. Ronsick, 2008, Emporia, KS

Harvey Jackson, 2010, Greensboro, NC

Richard E. Adkins, 2010, Atlanta, GA

Richard E. Adkins finished a tour as a a Circus pilot and requested transition training to become a P-51 pilot. He resorted to civilian tactics to find a job, sending a resume to Mustang group and squadron commanders in the Pacific. He was en route to the battle zone when the A-bombs were dropped.*

Robert H. "Bob" Heller is living in Penn Yan, NY, but his crew are deceased. (see emails from Kenneth Kenney for more details.)

From John Purvis (son):

Co-Pilot	John S. "Luke" Lucas, 2008	Greensboro, North Carolina
Navigator	Mario J. Rota	New York, New York
Flight Engineer	John D. "Jack" Purvis	Belzoni, Mississippi
Left Waist Gunner	Cecil E. Kenney, 1988	Cumberland, Maryland
Right Waist Gunner	Joseph R. Davis	Saint Louis, Missouri
Nose Gunner	George R. Light	Baltimore, Maryland
Radio Operator	Leonard B. Bartchak	Cleveland, Ohio
Tail Gunner	Michael J. Gentile	Worcester, Massachusetts

Roy G. Martin piloted *Bomerang* on its 50th mission. Kneeling—Harry A. Strand (engineer), Francis A. Sullivan (radio), Robert O. Sparks (tail-gunner), Charles R. Molina (top-turret), Herschel W. Dodd and George H. Kelley (waist-gunners); standing—Martin, Jack Roach (bombardier), Jim Reed (navigator), Luther Bird (co-pilot).



Robert Sparks, March 31, 2010

From Kent Jacquith:

Robert Sparks was the tail gunner on BOMERANG on the Ploesti mission. His recall was excellent and was full of information. Because they were following Hell's Wench, he saw what happened to Baker and Jerstad. The crew of BOMERANG were shot down over Osnabruck Germany on Dec.22, 1943. Three of the crew were KIA, and the rest survived the war as POWs. Bob celebrated his 19th birthday the day after on the 23rd.

Bob was one of a kind. Although he was soft spoken and down to earth, in a matter of fact approach, he did have an exuberance that he displayed in a certain savory quality when it came to being part of the the group, and relating what transpired in his life during his service to his country. As you said to me on the phone Blaine, "You can't put a price on that". Bob had a way of making you feel like an old friend. I treasured that in him, and although gone, he will not be forgotten."



LOUIE'S LAST MISSION

By Alberta DelGuidice

Some of you may not have been aware that one of Louie's wishes was that part of his ashes be scattered over the airfield in Hardwich, England. This wish was carried out by our daughter Karen,

her fiance Dave, myself along with David Woodrow, Pearl Neal, Jackie, Wendy, Colin, Trevor, Paul Thrower, June Jane and Reverend Liz Billett. We first had a memorial service at St. Margaret's at

Topcroft. Reverend Billett delivered a beautiful eulogy including the mention of Louie's leather jacket. (which will be donated to the museum there in Hardwick). We then moved on to the museum, where Pearl donated a wreath to be placed at the memorial in Louie's honor. After that, although the day was somewhat cloudy, Maurice said he would be able to fly. And fly he did. He added paper poppies so that the ashes would be visible and we could see when they were released. They were released over the field. It was a very moving and emotional day. If there was one place that Louie

loved to go back to it was there at the Museum in Hardwick. I was glad that our friends of the 93rd could do this for him and we were able to be a part of it. Everyone is wondering why the 93rd has not returned. They would like all of you to know that they miss these visits and want all of you to make an effort to return. They need your financial and emotional support. While we were over there we went somewhere everyday. Colin made sure of it. This could happen again. After Louie's ashes were scattered we all gathered in the hall for tea, sandwiches and sweets donated by our friends.

Letters to the Editor

A letter from Col. Alfred Asch, USAFR was requested to be included in the Ball of Fire. David Moore sent the letter along with the book, *Lost Squadron* by David Hayes. The book is an account of (2) B-17s and (4) P-38s landing on

the ice cap of Greenland in 1942 short of fuel and caught in inclement weather. The crews were rescued, but the aircrafts were left on the ice cap until August, 1981, 40 years after they had crash-landed.

With David Moore's permission, the letter is below:

Dec. 12, 2009

Col. Asch,

It has been my privilege and honor in meeting you, hearing your stories and getting to know you. I cherish

your friendship and each time we have to share in each other's life.

Our lives are each a mission. Just as in WWII, when you were given a mission, so are we given a mission in this life. As you flew missions in the B-24, serving God and country, some missions were met with more resistance than others. You served in those missions willingly, but with all the emotions God allows us to have. They ranged from courage to fear to respect; from hopefulness to

hopelessness to accomplishment; from peacefulness to anger to bitterness to peacefulness again and from happiness to sadness to joy of survival and accomplishment. You were given a briefing, both for instruction and encouragement for the importance of accomplishing your mission.

As we journey through our mission of life, we sometimes struggle with knowing the purpose of our mission. We someday realize that mission in this life is to "Love the

Lord Thy God with all of your heart!" We too, have been given a "briefing" with both instruction and encouragement to complete our mission.

Just as in completing missions with a B-24, completed by putting on "the whole armor of God" which was nose gunners, tail gunners & waist gunners to protect

yourselves, you were given fighter escorts (angels in the sky) to protect when you could not do it on your own.

And similarly, in life God tells us to "Put on the whole armor of God" to be ready for the battle of this life. And I

realize that He also gave us a gift, His Son! Our "fighter escort" through life!

As I reflect on this Christmas season, I am drawn to reflect on this Gift. The Gift of His Son! This one and only missing ingredient to completing our mission of getting to

God in this life, to spend eternity with Him when this life is done.

It is my honor to having had a Godly-earthly father to "brief me" on the mission of life. It is my honor to get to know

you and learn of a man of faith and great character.

Thank you for being my friend! Merry Christmas 2009

David Moore

Date: Tue, 23 Mar 2010 20:17:46 -0700

From: ripadiddy19@yahoo.com

Subject: 93 BG

To: joyridecp@msn.com

Hi, I'm the grandson of Paul Steichen Senior. He was in the 409 and flew as a navigator in The Silver Eagle. I am trying to find a color version of the nose art from his plane for a project I would like to do but can only find a black and

white photograph of it. I was wondering if you knew someone I could contact or a website that would have it. I do not have the ID# of his plane and only the name.

My uncle Paul Steichen Jr. is now the president/editor of the great ball of fire so I can always give him a call and see if he can pull up anything. But I figured I would shoot an email out in the mean time. Thank you for your time!



From: doniac1967@sbcglobal.net
To: ripadiddy19@yahoo.com; jamesdavidroot@aol.com
CC: joyridecp@msn.com; k8qgc@aol.com;
dogpatchraider@gmail.com
Subject: RE: 93 BG
Date: Wed, 24 Mar 2010 15:41:27 -0400
Hi Ryan,

Please find attached the only color photo I have of Silver Eagle. The outside surface of the tail would have been the same yellow as the engine fronts. It serial # was 42-

50362 (on inside of tail would appear as 250362) YM and letter J on tail (see B&W photo) The last photo is from it's crash.

Please send me a scan you the photo you have so I can compare with my collection. I would like to see the project when finished.

Best Regards,

Don Morrison
93rd BG Historian

From: dogpatchraider@gmail.com
To: joyridecp@msn.com; ripadiddy19@yahoo.com;
doniac1967@sbcglobal.net; jamesdavidroot@aol.com;
k8qgc@aol.com
Subject: Re: 93 BG
Date: Wed, 24 Mar 2010 20:53:42 -0700
Ryan,

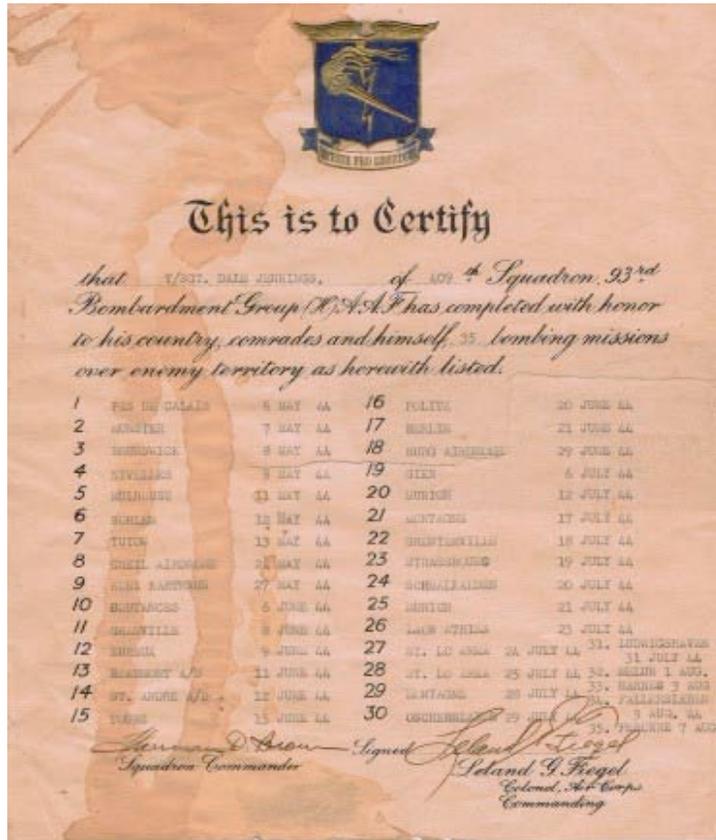
We are so glad to hear about your project and how you are honoring your Granddad. Don sent you pictures of your Granddad's plane so let me see if we can add a little information to go along with the pictures. You may already have this but just in case you don't here we go.

The last photo of the crash was your Granddads' 20th mission to St. Vithon Jan 10, 1945. it was to bomb a railroad bridge. the weather was really bad and on the return flight they were greeted by a severe snowstorm. There was near zero visibility when out of no where, another B-24 sideswiped Lt. Searles Silver Eagle on which your Granddad was the navigator The collision took off the end of the Eagle's left wing panel. They were to low to bail out and were forced to crash land near Bungay. The crew suffered a number of injures including your granddads broken ribs.

Your Granddad would go on to fly 15 more missions on other planes and breaking in new crews. I have some of the pilots names he flew with, they were:

- J. Aradano
- David Brandfass
- Irving Fruchter
- Bruno Bigolin
- Todd (Not sure which one)
- George Litvak
- Edward Mc Guire

I hope this information will help your research. All our best wishes in your endeavor. Please let us know if we can be of anymore service to you and let us know how it goes.
Best regards,
Phyllis and Joe Duran



Date: Thu, 25 Mar 2010 01:29:06 -0700
Subject: Dale Jennings mission info
From: marvinebailey@gmail.com
To: joyridecp@msn.com

This is a record of my step-father's missions, although he had another record crediting him with 43 missions. Just trying to find out if anyone is still alive who knew him or was on the same missions. His plane was a lead plane and his pilot was a 23 year old LT. Col. Thanks for any info. Marvin Bailey



From: Ryan Lare <airwolf2032@yahoo.com>
Subject: regarding my uncle stilson j ashe who served with the 93rd bomb group
To: webmaster@93rdbombardmentgroup.com
Date: Thursday, April 8, 2010, 6:37 PM

wondering what crew he was on and what the plane was called by his crew so i can look at the crew pics page to see if his crew is listed all i know about him is that he served at hardwick completed 25 missions and operated the top turret when under fire and that he was a t/sgt if you can email me back the information about him and his plane and crew that would be great thanks

Ryan Lare

hello i was wondering if you have any information on my uncle stilson j ashe who flew with the 93rd bomb group at hardwick england and flew in b-24 liberators i was



Date: Mon, 31 May 2010 20:30:05 -0700
From: gmlustig@yahoo.com
Subject: info on member of the 93rd

To: joyridecp@msn.com

I am looking for info on which crew my mother's husband

Forrest Oren Henson would have been part of in the 93rd Bombardment Group. He was killed on Dec. 23, 1943 and was listed as MIA for the duration of the war. He fought in the European Theatre. I appreciated any information.

Michelle Lustig



From: leohebert@hughes.net
 To: jlee1922@aol.com
 CC: joyridecp@msn.com
 Subject: Ball Of Fire
 Date: Tue, 30 Mar 2010 17:14:42 -0400

Dear John and Betty ,
 On pages 11 and 12 of the Spring issue under Folded Wings for Lt. Clement a mission was listed on April 4 ,1945 , that I was on

The tail gunners all started to shoot at what they thought was a German aircraft . Our tail gunner was sure he got his first "KILL " , and saw the pilot bailout

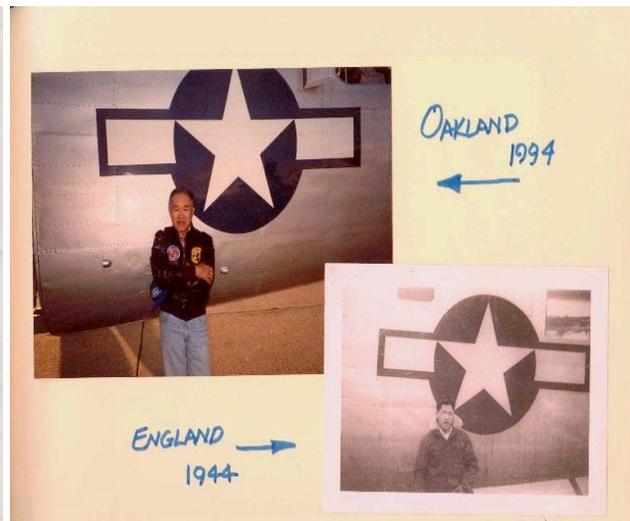
Then the Me-262's attacked from the front of the formation and this is were our nose gunner got a good shot on one of them . This was Ken Howard's first also .

I was in the top Martin turret as sub for the flight engineer , who was checking soom damage . The Jets returned so fast from the rear, and when he was alongside our plane on the left, he suddenly slowed down and I got in some good bursts . We assumed that he must have run out of gas, as there was a shortage of fuel , and he just dropped into the clouds .

We were a little late getting back to the Base for de-briefing, and some of the other crews that were leaving told us they were trying to find out who accidentally shot down an American plane. We all agreed not to claim credit for that encounter .

Apparently, there was some discussion on who got credit for shooting down the Me-263 on Lt. Marmon plane, or another crew . After all of these years I finally found out that Ken did get some acknowledgement.

Joanne is certainly doing a good job with the "newsletter".
 Looking forward to seeing you in New Orleans.
 LEO HEBERT



From: Pam Kawashima <partytime43@hotmail.com>
Subject: Newsletter and annual dues
To: jguddal@yahoo.com
Cc: "Pam Kawashima" <partytime43@hotmail.com>
Date: Wednesday, April 14, 2010, 10:22 PM
Dear Mr. Guddal:

Thank you and the 93rd BG staff for managing this newsletter. The newsletter is a wealth of information and has so much history that can never be captured in any book.

I am sending under separate cover my annual dues for the newsletter (snail mail). There were several questions that I'd like to respond to regarding my "connection" to the 93rd BG.

My dad was in the 93rd BG and I think he was in the 329th and 409th squadrons. He was stationed in Hardwicke, England and flew as a navigator in B-24's (J model). I don't know the exact names of the planes he flew in but some were named after Snow White and the Seven Dwarfs. I've attached a photo of him in his group in Topeka, KA. Some crew members he flew with are Gene Hoffman (pilot of both B17's and B24's, last resided in Florida), Charles Sills (Stockton?, CA) and Mr. Engel (Engle?) was one of his lead officers (I don't know his rank or position in the group). I've also attached a photo of my dad from during the war and one much later next to a B24. (Note the panda badge on his jacket.)

My dad was retired civil service from Alameda Naval Air Station in the east bay of northern CA. He worked in the missile shop repair depot as an inspector and then later in the avionics department. We grew up going to aircraft carrier open houses and air shows. I still enjoy going to air shows of any kind. I try to see the war birds with the Collings Foundation planes out of Stow, MA when they tour northern CA. I flew in their B-24 in 2007 and absolutely loved it. I can't imagine what it was like 60 years ago while under fire! What an experience that was, walking on that narrow catwalk over the bomb bay, sitting at the tail turret gun with air gushing through the back (it is NOT air tight!), having to yell to communicate with anyone

Date: Thu, 15 Apr 2010 18:11:52 -0700
From: jguddal@yahoo.com
Subject: Fw: Newsletter and annual dues
To: doniac1967@sbcglobal.net
CC: dogpatchraider@gmail.com; joyridecp@msn.com; 109clearview@verizon.net
Don:

As our historian, I thought you might want to see this piece

in the plane, looking out the waist gun window with the 50 cal gun in hand, and sitting at the navigator seat directing the pilot and co-pilot.

As with so many kids of WWII veterans, I regret not asking my dad more questions about his time in the war. He passed away of a stroke in Dec. 1997. We have a great scrapbook that he put together of his missions that we got to share with him. Our family will always treasure that. He was a soft spoken man that didn't talk a lot.

One unusual story I can share with you is that my dad was issued the DFC in 1995 over 50 years after it was supposed to be awarded to him. Story is that his commanding officer told him he was to get the DFC after a courageous mission where my dad was the navigator in the lead plane of the squadron. This DFC was never processed or issued. After reading of this happening to other veterans in the 93rd BG Newsletter (military awards falling through the cracks), he inquired with his commanding officer on what could be done about it. His CO wrote that it should be awarded to him as soon as possible at the closest air base! So my dad was able to share this experience over 50 years later with about 40 family members! He got front page coverage at the local newspapers! When I asked how it would be issued during the war, he said he would get a hand shake from his CO. So this was a great way to share this award for everyone.

One thing I would request that the newsletter research and cover is WWII medal and badge significance or meaning. We have several of my dad's and we don't know what many of them mean or why they were issued. I've tried looking on the internet and have not been very successful. I could scan some of them and send them to you if you want to send out a query of what they mean. Or if you have a good book to reference where I can get more information, that would help.

Again, thanks for the effort everyone puts into the newsletter.

Best to you and the staff,
Pam Kawashima

from Pam Kawashima. She really makes a great suggestion about medals. This would be a really informative piece in our BOF for many of our members including myself. What do you think?

Jim

From: dogpatchraider@gmail.com
To: jguddal@yahoo.com; doniac1967@sbcglobal.net
CC: joyridecp@msn.com; 109clearview@verizon.net
Subject: Re: Newsletter and annual dues
Date: Thu, 15 Apr 2010 20:21:37 -0700
Pam,
Thank you for your e-mail and kind words about the Ball of Fire. We are very proud of the job JoAnn is doing.

I was wondering as I read your letter to Jim Guddal if you could give us your Father's name. I couldn't find it anywhere in your letter. That will help us in seeing if we can find information for you.

From: partytime43@hotmail.com
To: dogpatchraider@gmail.com
CC: doniac1967@sbcglobal.net; joyridecp@msn.com; jguddal@yahoo.com
Subject: RE: Newsletter and annual dues
Date: Thu, 15 Apr 2010 23:41:10 -0700

Hi Phyllis and Joe:

Thank YOU for the great newsletter and all the work everyone puts into it!

Sorry I didn't include my dad's name, I forgot that it was on my hard copy (with my annual "dues") and didn't mention it in the email. My dad's name is (1st Lt.) Forrest H. Lam. I know Charlie Sill will remember him because before my dad passed away, they were in touch with each other and my dad sent Mr. Sill a photo of him sitting on a B24 bomb before getting loaded! My dad got a note from one of Mr. Sill's kids saying they got a kick out of it. (I can see the photo in my head in his photo album.) I'm very happy to hear that he is doing well and active on the newsletter.

Other vital information that may help you find any other records on my dad:

From: bkidd6@sympatico.ca
To: joyridecp@msn.com
Subject: FW: Sgt Robert M Kidd (1207)
Date: Thu, 27 May 2010 21:12:19 -0400

As per the attached I am looking for a family member contact for T/Sgt Cox 14063517. He enlisted in Sept 1941

----- Original Message -----

From: Conscript Heroes [mailto:keith@conscript-heroes.com]

Sent: Thursday, May 27, 2010 9:35 AM

To: Kidd, Bob

Subject: Re: Sgt Robert M Kidd (1207)

Hello Bob

Strange coincidence - I am in the process of translating an interview with Françoise Dissard and although she doesn't give any names, the four airmen she mentions as being in the care of the PAO at the time of Pat O'Leary's arrest 2 March 1943 were your father (1207) T/Sgt Jones (#29)

You are correct the Panda was the 409th Sq.

I also noticed that you mentioned Charles Sill. Charlie is still active with the 93rd and he is as sharp as a tack. My husband just spoke to him last week. Charlie flew with a number of crews but it would be worth asking him if he remembers your dad.

If there is any way my husband and I can be of assistance to you please feel free to ask.

Best regards,
Phyllis and Joe Duran

DOB: 7/11/22
Died: 12/25/97
Born in Los Angeles, CA, raised in San Francisco, CA
Resided in San Leandro, CA for over 45 years

I know someone sent in information on his passing to the BOF but don't know who that was. (Maybe it was Mr. Sill.) I recently sent in a note to someone on the newsletter to correct the spelling of his name (two R's in his first name, not one).

Isn't technology great? I'm so glad I'm able to correspond with you and get all this information across (messages, digitized photos) so easily and quickly. I really wish my dad were here to take advantage of the information on the internet today. He always enjoyed the activity on the newsletter. He was on distribution before he passed away. That's how I found out about it, found old copies at his home.

Everyone is doing a great job on the newsletter. Keep up the good work!
Pam Kawashima

and was shot down in Oct 1942. He evaded and travelled with my father through France from Jan 43-May 43 to Spain.

Any help you could provide would be appreciated
Thanks
Bob Kidd

T/Sgt Cox (#28) and F/O Maurice Wilson. Maurice Wilson was later arrested with Fabian de Cortes but the other three were joined by 2/Lt Roper (#27) for the crossing of the Pyrenees in late March 43 along with a group of Marseille survivors from the Pat Line

I have asked some people who know better than me if any of the three Americans are still alive

I would be grateful for any additional information you may have about your father's journey through France

Hopefully more later

Very best

Keith Janes

----- Original Message -----

From: [Kidd, Bob](#)
To: keith@conscript-heroes.com
Cc: bkidd6@sympatico.ca
Sent: Thursday, May 27, 2010 1:42 PM
Subject: Family research

Good Morning

I am doing some research on my father's Escape and Evasion from France in early 1943. In his debriefing after returning to England in May 43 he mentions travelling with two Americans and several Europeans from France to Spain. One of the evaders is shown as a Lt. Roper USAAF. (#27 on your listing) My research has found that a Grady W. Roper (Lt) 92 Bomb Group 327 Bomber Squadron was shot down on October 9, 1942 in B-17 #41-19018 piloted by Francis Chorak. It also appears he returned to England around the same time as my father so may be the Lt. Roper mentioned in the evasion report.

They evaded with a Sgt Jones, (#29 on your site) the 303 Bomb Group 359 Bomb Squadron website shows that a T/Sgt Miles B. Jones and was shot down in B-17 41-24603 "Green Hornet" on the same day as my father January 23, 1943 on a daylight raid to Lorient. Sgt Jones also returned to England in May 1943 so is most likely the other evader.

My father Sgt Robert M. Kidd RNZAF was shot down that night while piloting a 75 Squadron RNZAF Short Stirling on a night raid to Lorient. He was the only survivor and his crew is buried in the Town of St. Thegonnec.

Ideally I would like to contact either of these gentlemen or their families but after 67 years, like my father they probably have flown their last missions.

From: Tom Ertle <Tom@TJErtle.com>
Subject: 93rd Bomber Group, 330th Sqd
To: webmaster@93rdbombardmentgroup.com
Cc: joyridecp@msn.com, jguddal@yahoo.com
Date: Tuesday, June 8, 2010, 9:20 AM
Hi-

I'm looking for information on my uncle's plane. He was shot down on June 13th, 1944. I'm not sure about the name on his plane or anything but his name was David J. Mahoney, Jr. He was a Second Lieutenant and I believe a bombardier on his plane. He is buried at Brittany

I am pursuing several avenues of research including squadron records, 8th Air Force sites and hopefully a notice in newsletters. I have also searched the Department of Veterans Affairs Gravesite locator and have found the following information;

There is a Miles Benton Jones buried in the Camp Nelson National Cemetery in Nicholasville Ky. Who was a SSGT in the USAAF during the war. I have also found a Grady B Roper buried in Honoraville Al. but it appears he served in the US Navy during the war. Is it possible your records show any further information on Lt. Roper. It is also possible the Mr. Roper is still alive but his last known address is in Albany Georgia in 1947 so the trail is very cold.

If you have any information that could aid my research on the two Americans or if I can provide any information that I possess on their evasion through France to Spain, please feel free to contact me.

Thanks

[Bob Kidd](#)

Civil Aviation Safety Inspector / Inspecteur de la sécurité de l'Aviation civile

Tel/Tél: (905) 405-3301 Fax/Télécopieur: (905) 405-3305 TTY/ATS: (613) 990-4500

E-mail/Courriel: bob.kidd@tc.gc.ca Aerodromes and Air Navigation/Aérodromes et Navigation Aérienne website/Site Web:

www.tc.gc.ca/ontarioregion/civilaviation/menu.htm

Transport Canada | LBPIA Transport Canada Centre, 5431 Flightline Drive (PAD-PIA), Mississauga, Ontario L5P 1A1

Transports Canada | Centre de Transports Canada LBPIA, 5431 chemin Flightline (PAD-PIA), Mississauga, Ontario L5P 1A1

[Government of Canada](#) | [Gouvernement du Canada](#)

Cemetery in France. I believe his service number is O-698895. Is there any way I can research this?

Thanks.

Tom Ertle

[Thomas J. Ertle, PLS](#)

[Thomas J. Ertle & Associates, LLC](#)

[Professional Engineering & Land Surveying](#)

[702 Brewers Bridge Road](#)

[Jackson, NJ 08527](#)

[732-370-0909 x12](#)

tom@tjertle.com



Crew of B. 24 Liberator Bomber in background

Lt David J. Mahoney Jr. Bombardier, N.J.
Lt Arnold Sirk Navigator Chicago Ill. Before leaving U.S. port of
Lt Ivan Brown Co Pilot Cal. Taken at Colo Springs Colo
Lt John Hoffman Pilot N.Y. March 1944 shortly before
Bottom Row crew banded after flying
to Africa Apr. 15-1944

A/Sgt E. B. Pichett Nose gunner Colo
A/Sgt M. R. Pelazar Engineer Ohio
Sgt Glen A. Greasy Tail gunner W Virginia
Sgt John J. Himes Top turret gunner Boston Mass
Sgt William C Kraft. Radio Pa.
A/Sgt Daniel V. Matlock Ball turret gunner Tex.

CONFIDENTIAL

THREE HUNDRED AND THIRTIETH BOMBARDMENT SQUADRON (H) AAF
 Office of the Operations Officer
 APO 558 June 15, 1944

SUBJECT: Eyewitness account of Aircraft #42-94153/G

TO : Statistical Officer, 93rd Bomb Gp (H), AAF.

1. Ship #42-94153/G seemed to have had a burst of flak in bomb-bay. When this happened ship made a spiral to right. After a few hundred I lost sight of this ship also as we were moving on and also the weather was hazy. From this ship I saw no chute open. Approximate altitude was 22,000 feet when this ship was hit.

/s/ /t/ HAROLD R. BENNETT,
 2nd Lt., Air Corps.

From: Tom@TJErtle.com
 To: webmaster@93rdbombardmentgroup.com
 CC: joyridecp@msn.com; jguddal@yahoo.com
 Subject: Info on one of your planes
 Date: Wed, 9 Jun 2010 11:28:38 -0400
 Hi Guys

B24 Liberator which was shot down on June 13th, 1944 at about 2100 hrs near Caudin France, 6 km north of Lorient. My Uncle's name was David J. Mahoney, Jr. He was the bombardier on board. Anyway, here is a picture of his plane taken in Colorado Springs in March of 1944. On the back are the crew and position.

I've been doing some digging up stuff on my Uncle's plane and came across the MACR. It's MACR 5912. His plane named Per Diem was S/N 42-95153. Obviously it was a

I just figured I would share.
 Tom

Subject: Re: Info on one of your planes
 To: joyridecp@msn.com; doniac1967@sbcglobal.net;
 jamesdavidroot@aol.com; dogpatchraider@gmail.com;
 k8qgc@aol.com
 From: tom@tjertle.com
 Date: Sat, 19 Jun 2010 14:30:38 +0000

prisoners.

There were two prisoners taken, the tail gunner and either the turret gunner or the waste gunner (not sure of who was where) got out. The flak hit the bombay area, obviously where my uncle was stationed. The report said he was killed instantly.

Hi Joanne

The MACR is the missing air crew report for that particular B24. I guess it would have only be of interest to those family members of that bomber. It got into the details of finding the bodies, burying the bodies and taking

Anyway, I can email over what I have when I get in my office on Monday morning.

Thanks again.
 Tom Ertle

Date: Wed, 9 Jun 2010 10:18:58 -0400
 From: hahlborn7697@charter.net
 To: joyridecp@msn.com
 Subject: 93rd. Bomb Gr. Editor

Dear Joanne

I'm sorry to have sent you my wrong E-Mail address (no

dot needed). I think that I am the last surviving member of Captain Packers crew. I don,t know if "Lt. Bilyeau " is still alive, he was in Louisiana the last I heard. He was our Navigator on all these planes: "GLOBE TROTTER', "THUNDER BIRD', and 'YARD BIRD" the last one.

Shot up over France.on April 16,1943

My wife and I will make every effort to make the reunion in October.

'ALL THE BEST' HARRY



From: dogpatchraider@gmail.com
To: joyridecp@msn.com
CC: hahlborn7697@charter.net; doniac1967@sbcglobal.net; marxj@genco.com; jguddal@yahoo.com; jamesdavidroot@aol.com
Subject: Hal Bilyeu
Date: Wed, 9 Jun 2010 20:42:05 -0700

JoAnne and Bill,
There was question about Packers original navigator, was Hal still with us? He is and we had chance to visit Hal Bilyeau after the Reunion last year in Shreveport LA. I spoke to him a few months ago and he was doing fine. Uncle Joe Avendano and Hal were both part of the original Bunch of the 329th Sq.

and Hal knew Uncle Joe well.Hal had a couple of great stories to tell us and we had a memorable visit with him. Both Uncle Joe and Hal flew the low level Ploesti mission 1, August 1943. Hal also flew a couple of low level practice fights with Uncle Joe and actually flew Ploesti with John (Packy) Roche. Small world!

Hal's address is:

Hal Bilyeu
7309 Camelback Dr.
Shreveport,La. 71105

Best Regards
Joe and Phyllis Avendano Duran
Nephew of Capt. Joe Avendano original 93rd BG pilot
328th-329th sq 1942-1944



Hal Bilyeu and Phyllis Duran



Hal Bilyeu

Guys,
One for the road. Check out Hal's flack Helmet with bomb markings! Check out the photo of Bilyeu on his wall I believe Hal has his Cowboy Boots on for this ride!

Joe Avendano Duran

Date: Fri, 4 Jun 2010 22:19:20 -0500
From: kkenney99@verizon.net
To: joyridecp@msn.com
CC: dogpatchraider@gmail.com; jguddal@yahoo.com; mtsellers@mac.com; k8qgc@aol.com
Subject: Re: RE: Folded Wings
Thanks JoAnne

I didn't know Mr. Lucas that well. I was able to keep in touch with him by phone. He was a Co-Pilot; He flew with Bob Heller, Pilot. I keep in touch with Bob Heller and have been able to visit him in Penn Yan, NY. My dad Cecil E. Kenney was a L/waist gunner with them. They were in the 93rd BG 330/BS. Also would you put **John D. Purvis** in the Folded Wings. He was a Flight Engineer. I am in touch with his son in Belzoni, Mississippi.

This list below, came from a web page that Doug Cook put together for John's dad. <http://reddog1944.com/>

This list came from that web page. John Purvis (son) put this together (see Folded Wings section).

If you want to add the balance of the crew I am sure they are deceased, but please check out if you like.

Date: Wed, 26 May 2010 20:42:34 -0500
From: kkenney99@verizon.net
To: joyridecp@msn.com
Subject: Folded Wings
Please add John (Jack) S. Lucas to the Folded Wings.

Down to the bottom is the 93rd BG 330 BS for John D. Purvis. Doug Cook said if I gave him some info. on my dad he would add it also to this link. Working on that now.

They may have been put in the N/L some other time.
?????

Thanks
Kenneth Kenney

He was with the Heller Crew as Co-Pilot. Passed 2008. My dad was also in this crew Cecil E. Kenney he passed in 1988. Mr. Bob Heller (Pilot) is the only crew member still alive.

Thanks
Kenneth Kenney

Recipe Corner

Recipe by Alberta DelGuidice

3 MINUTE CHOCOLATE MUG CAKE

1 coffee mug
4 TBS all purpose flour
4 TBS sugar
2 TBS baking cocoa
1 egg
3 TBS milk
3 TBS vegetable oil
3 TBS chocolate chips
splash of vanilla

Optional: Some nuts

Add dry ingredients to mug and mix well. Add the egg and mix thoroughly. Pour in milk, oil, and mix well. Add chocolate chips, nuts (if using) and vanilla and mix again. Put mug in microwave and cook for 3 minutes on high. The cake will rise over the top.

DON'T BE ALARM

Allow to cool a little. Tip onto a plate (this can serve 2 if you want to share!)

Recipes by Corinne Guddal (From Cooking for 2)

1. Creamy Pine Coolers (2 servings)

1 cup unsweetened chilled pineapple juice
2 tablespoons confectioners sugar
1 tablespoon lime juice

1 cup softened vanilla ice cream

Place the first three ingredients in a blender; process until well blended. Add ice cream until smooth. "Very refreshing!"

2. Apple Walnut Muffins (6 muffins)

1 cup chopped peeled tart apple
1/2 cup all-purpose flour
1/2 cup sugar
1 teaspoon baking powder
1 teaspoon ground cinnamon
1/4 teaspoon salt
1 egg
1/3 cup 2% milk
3 teaspoons canola oil
3 tablespoons chopped walnuts
1 teaspoon vanilla extract

3 tablespoons raisins

In a small bowl, combine the apple and sugar; set aside. Combine flour, baking powder, cinnamon and salt. In another bowl, whisk the egg, milk and vanilla; stir into the dry ingredients until moistened. Fold in the apple mixture, walnuts and raisins.

Use paper liners in pan, fill 3/4 full and bake at 375 degrees F for 18-20 minutes.

Recipe by MaryAnn Neumann

PECAN PIE
3 eggs

1/3 cup melted butter
2/3 cup sugar
1 cup dark corn syrup

1 tsp vanilla
1 1/2 cup chopped pecans
1 refrigerated Pillsbury pie crust

Line pie pan with pie crust
Mix eggs, melted butter, sugar, corn

Syrup and vanilla
Add pecans
Pour in unbaked pie shell
Bake 45 min. to 1 hour. At 350 degrees

Recipe from Dottie Stahl

Dot's Fat Free Pie Crust

1 3/4 cups flour
1/2 cup vegetable oil (canola)
3 to 4 TBS cold water (if too stiff, add more oil)
1 tsp sugar
Will possibly make two crusts.

Apple Pie Filling

4 cups chopped apples
3 TBS brown sugar
2 TBS flour

1 tsp lemon juice
dash of cinnamon

In a large bowl, toss apples with sugar-flour-spice mix.

Transfer the filling to a pastry-lined pie plate. Put top

crust on, pinch down and seal edges.

Bake in 350 degree oven until golden brown or you can

test with a toothpick for tenderness

Cool , slice , and enjoy

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Thanks!

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93rd BG
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