

Ball of Fire QUARTERLY EXPRESS



NEWSLETTER OF THE 93rd BOMB GROUP

Vol. 14, No. 4

WINTER 2006

93rd BG Hardwick Museum Needs New Lawnmower By Spring *Donations Requested*

Last fall the riding lawnmower that mowed the lawn around the 93rd BG Museum at Hardwick broke down and now needs to be replaced. A suitable replacement will cost 1500 pounds (US \$2900). Donations are now requested from the 93rd BG members for this worthy cause.

Housed in huts built during the war, the museum at Hardwick is the 93rd's most personal memorial. It is operated by our English friends. It is located on the original base along with the dining hall, memorial stone, and the remaining runway. The museum is a great tribute from our friends in England to our 93rd Bomb Group vets. Contributions of any amount will be greatly appreciated.

Please make your checks payable to:
93rd Bomb Group

Send to: Cal Davidson
48973 Plate Road
Oberlin, OH

Thank you.

INSIDE THIS ISSUE

Letters, Letters and More Letters
The Mailbag is Full



Time to Sign-Up for England Tour



The Greyhound and Crew

~ The Air Force Memorial ~

Soaring tribute to Air Force Vets dedicated in D.C.



LETTERS TO THE EDITOR

To Any One Interested:

My name is Robert W. Brown and I was a pilot in the 93rd Bomb Group 328th squadron. My crew and I were shot down June 19, 1944 over Brugge, Belgium. A 17 year old boy saw the plane come down in the city of Brugge. He created a book, pictures and information of the incident to be brought out on the 50th anniversary. I have pictures of my original crew and names. I would like to have these entered in 93rd website. My email address is rwbrown18@aol.com. I could send a copy of the book if anyone is interested.

Hope to hear from you,
Maj. Robert Brown

Hello,

I am looking for any information you might be able to provide about my father, William W. Sykes. He was a navigator on the *Jerk's Natural* B-24 which was shot down over Austria on Oct.1, 1943; all others on the plane were killed in the crash. He ended up in Luft Stalag III for some time before being moved to Luft Stalag in Nuremberg. His service number was 0796623. Any additional information you could provide would be greatly appreciated.

Thanks in advance,

Barry Sykes gbsykes@hotmail.com

Paul,

Didn't think of telling the 93rd until getting the Ball of Fire newsletter today that John passed away on Aug. 6, 2006 from pulmonary fibrosis. He and his crew trained to be a lead crew for the 93rd in 1944.

Take Care,

Helen Farrington hfarr@dejazzd.com

Paul,

Here is a letter from General Smart to Dad dated 9 Jan'05. Please share with all.

Thanks, Scotty Stewart <Scott@npcenter.com>

Dear Cal,

You will recall that Eighth Air Force veterans held a symposium at Hollywood, Florida in the 1970-1980 time periods in which a large number of participants in the 1 August 1943 attack on Ploesti refineries spoke of their experiences. You might have been present. That event was recorded on video and on audio tapes. The video is somewhat murky. The audio remains quite understandable.

A few people who attended the symposium are now weighing the feasibility of improving the video and the possible merits of transcribing the audio parts and publishing the results. If these endeavors are undertaken, common sense urges that they be done while some of the participants and other involved persons still live and retain some of their mental faculties.

You have no doubt interviewed more participants in the low level attack than any other living person. You are therefore more knowledgeable than any other person of what really

happened. Moreover, your recent conversation with K.K. Compton gives you insights not enjoyed by any other person. Thus, I believe you are better prepared than any other historian to reassess whether new information from Compton justifies modification of current perceptions of why the lead group failed to follow the approved plan of attack.

In any event, you are the one person who knows what Compton said to you, possibly what were his reasons for doing so and what he wanted you to do with the information. You are therefore able to decide whether the information Compton give to you in your last meeting with him should be recorded and ,if recorded, where should the record be deposited; and what restrictions, if any, should govern access and use of the contents of your record.

When your schedule permits, please share your thoughts with me on the above. Please use Postal service or E- mail at jacobsmart@msn.com. I am far too deaf to communicate by telephone.

With best wishes for a healthy and successful 2005,

Jacob E. Smart

Paul,

Thank you for the newsletter. There is a group in Dallas called the Happy Warriors. It has around 200 members of which about one half on average attends the monthly meeting at the Frontiers of Flight Museum. They meet the 4th Friday of each month around 11:30 to

1 pm. Most bring a sack lunch and listen to items of interest. I keep records of all and keep them on a spreadsheet. We don't have any 93rd Bomb Group members but nearly every Army Air Corps flight units (large ones) are represented. There are members from the 8th,9th,10th,11th,12th,13th,15th,20th,7th,6th and 5th represented. If you know of anyone in the Dallas, Ft.Worth area who might be interested, have them contact me.

Thank you,

Chuck Hodge (chuck_hodge@yahoo.com)

Paul,

Keep up the good work. The Ball of Fire keeps us in touch.

Sam Parisi

495 Exmoor Ter.

Dunedin, FL 34698

Dear Paul,

Didn't realize I was so far behind in dues. Read with interest that next year's reunion will be in Minneapolis. I entered the service in Ft. Snelling in April,'42. Transferred to AAF in Sept,'42. I was born and raised east of Northfield, MN so am real familiar with that part of MN. I have a nephew who is a chocolatier in Minneapolis. My son, Tim's 101 Airborne, had their reunion in Minneapolis last year. He arranged a tour of the chocolate factory for a number of his buddies and had a great time .If I make it to '07 reunion maybe I can arrange a similar tour. Tim did two tours in Vietnam in a Chinook Helicopter. Retired 3 years

ago after 33 years in the National Guard in Stockton, CA. went out as a 1st Sgt.

Best regards,
Eldred L McElrath
2904 A Fowler Rd.
Ceres, CA 95307

Paul,
Thanks to you and keep sending the Ball of Fire. Hope this check pays back dues and extends it somewhat.

Albert Karels
25992 335th Ave
Henderson, MN 56044

Paul,
Just a short email to tell you that Art Quinn, 93rdBG, passed away Jan 10, 2007 here in Lancaster Co, PA, where he lived. He and John found each other a few years ago and had lunch together many times.

Another good one gone.
Take care,
Helen Farrington

Paul,
Thanks for the card. Mine aren't out yet. My Dad passed away earlier this month, so we were in Phoenix for his funeral. His name was Hans Anderson and his Minnesota National Guard Anti Aircraft unit was activated in early 1941 to defend Alaska against Japanese invasion. In Europe he drove a 4x6 generator truck with a 50 caliber mounted on the roof. He finished the war serving in Patton's 3rd Army and hauling German POWs back to their homes after the war. He was at Dachau. He said: it was not a myth as some modern historians claim. I was at Dachau in 1995. He had a very good life.

Best Regards,
Jim (Guddal) (jguddal@yahoo.com)

Paul,
I saw you listed my 45 missions in the last Ball of Fire but you forgot to mention that I would like to hear from others on the same missions and you forgot my e-mail address.
Robert Barthelmess (sal5622@sanrr.com)

Paul,
Talked to Dr. V. Franklin Colon of Maineville, suburban Cincinnati today. If you remember Franklin grew up in Lincoln and as a child, his neighbor was Ben and Shige Kuroki (Ben was a student at UNL). In 2003 Dr. Colon attended an air show where the only B-24 flying was present. It sparked his memory of reading, as a 10 year the *True Comics* article headlined "*Nisei hero: Ben Kuroki.*"

With the help of a son, a librarian and a research librarian, Doctor Colon was provided an avalanche of material. He contacted Ben and asked permission to submit an article, "*My Brush with History*" to *American Heritage* magazine. Colon's conclusion: "What made my brush with history so memorable is that Ben Kuroki exemplified selfless commitment to his country. Kuroki has represented, since I was 10- years old, loyalty, courage, perseverance and

honor despite great odds. His record epitomizes the American dream of rising from the people to serve our country with honor without regard to race, color or creed. At this time in history, I hope that we have many Ben Kurokis out there. We need them."

Dr. Colon reports progress with *American Heritage*. I sent him half dozen copies of the latest edition of *The Most Honorable Son - Ben Kuroki*.

He'll keep us informed. I've reported same to Ben. -- he's delighted.

Cheers,
Scotty Stewart

Paul,
My mail today brought sad news. My friend, thru Cadets and then for a short time with the 93rd, folded his wings and departed this world. Paul O. Peloguin was not only a friend but a comrade in arms, who flew 45 missions. His son Paul informed me that his father passed away quietly on December 4, 2006. He will be sorely missed. Would you please honor his name by listing his name in the next Ball of Fire?

Thanks. Did you ever receive copy of "My Journal"?
Bill Neumann

Paul,
How are things going? I have not heard from anyone lately. I have been very busy with work. Can you please send me the plans for the 93rd BG reunion in England? I would like to put the dates on my calendar just in case it works out. Have you heard from Colin lately?
Here is my update on the book for the upcoming newsletter.

Update on 93rd BG Photo History

The photo history of the 93rd Bombardment Group is progressing but at a pace slower than I would like. However, the book should be out in the first half of 2007. I have been working on it as much as possible between heavy work load and family. I appreciate your understanding the delay on this important project. By the way, I am looking for any information photos on two 93rd BG aircraft. The first one was named "Little Lee." Who was it named for? The second aircraft was "The Naked Truth." Any information on their crews, Bomb Squadron, mission, etc. is greatly appreciated.

I wish all of you a Merry Christmas and a Happy New Year!
Sincerely,
Don Morrison (doniac1967@sbdglobal.net)

Hi Cal and Paul,
I have found another lost sheep of the 93rd BG. Please send him a newsletter or two so he can learn about us. He was very happy when I called him. He was a 328th BS ground crew the entire war. I will be sending him a pack of some photos that may interest him. I will also ask any photos or records.

Truman L. Sensinger
206 E. Spruce St.
Perkasie, PA 18944

Don Morrison



The London blackout is over. The Allies have defeated Hitler.

SCHEDULE

- May 3** Check in
- May 4** Visit Memorial Library then on to The Fur and Feather Pub in Woodbastwick for lunch
- May 5** Memorial service at Madingley American Cemetery---then a walking tour of Cambridge or continue on to Duxford Air Museum
- May 6** Day at Hardwick with our English Friends-- Memorial service at Topcroft Church--- visit Hardwick Museum, runway and dining room---Fish and Chips Dinner
- May 7** Visit the Queen's home, Sandringham, attend craft fair at Sandringham
- May 8** Norwich sites
- May 9** Departure

ROLL UP FOR THE 2007 VE-DAY TOUR

It is now time to sign up for May 3-9 tour.

To make your hotel bookings at the Swallow Nelson, there are two different rates to choose from. The 1st is the room and breakfast rate (44 pounds per person per night). The 2nd is the room, breakfast and dinner rate. (49 pounds per person per night). With this rate for only 5 pounds more per day, you get a three course evening meal at the Swallow's dining room included. If you like English cooking this would be a good deal and you don't need to travel far for dinner. The only dinner scheduled for us is Sunday at Hardwick. If you like going out to different restaurants, maybe the room and breakfast rate would be the best for you. You need to decide which rate you want when you register. For Sunday, we all get a 44 pound rate with dinner at Hardwick.

To book your room, contact Hayley Hinson at Hayley.Hinson@Whitbread.com . Our registration code is VNR 1296. Use this code to get our reduced rate. We will be staying six nights starting on May 3rd. We have 30 rooms set aside for us on a first come first served basis.

Make your own travel and airline plans to get to Norwich.

Fill out the activities fee form and send to me. The activity fee is \$150 dollars per person. Contact me if you have any questions.

Paul

REGISTRATION FORM

Name(s) _____

Use a separate sheet of paper for additional names

Registration Fee: \$150 per person

Make check payable to Paul Steichen and mail to:

Paul Steichen
1615 Birdhaven Way
Pittsburg, Ca 94565

Please send this Registration Form and book hotel reservations by February 28, 2007.

— And They Named Their Bomber The “Greyhound”



First Lieutenant Miles Richard League, 300 W. Paris Road, Greenville, S. C., plane's pilot.



Navigator aboard the "Greyhound" is 2nd Lieut. J. A. Fox, P. O. Box 1816, Berwick, La.



Technical Sergeant I. R. Sipes, R.F.D. No. 1, Odun, Ind., radio operator on the "Greyhound."

TEN young men, from eight different states in the Union, comprise the crew aboard a Liberator B-24 bomber that is helping blast the Axis powers off the face of the earth in Europe.

This crew of ten young men, while probably no different on the whole than crews of hundreds of other bombers, has won a special niche in the hearts of the 15,000 employees of the world's largest bus company by adopting the name "Greyhound" for their plane.

True enough, one of the officers aboard the "Greyhound" is the son of a prominent official of one of the operating Greyhound bus companies, but all ten men of the crew of the bomber unanimously agreed that the name "Greyhound" and the symbol of the running dog was a fit and appropriate name for their craft.

And so it was that a few weeks ago a gallant and able crew of young men clambered aboard the "Greyhound" at some point in the United States, pointed the nose of the plane toward Europe and sailed off into the East.

Letters have been received from many members of the crew after their arrival in England. What they are doing now, what missions they have been on, what part they are playing in the gigantic air battles over Europe must of necessity remain a military secret. Of one thing, though, we may be sure, that their every action will be such as to reflect credit and honor on their country, their families and friends and upon the Greyhound Lines, which they so highly honored.



Co-pilot on the bomber "Greyhound" is 2nd Lieut. R. C. Sundstrom, 14312 Shaker, Cleveland.



2nd Lieutenant Robert Theis, 77 Emmett Street, Dayton, O., the bombardier on the "Greyhound."



Gunner on the "Greyhound" is Staff Sergeant A. H. Hubert, 20781 Ray St., East Detroit.

And They Named..... (Cont'd)

Pictured on these two pages are nine members of the crew. Every effort was made to secure a photograph of Technical Sergeant C. K. Gregory, engineer aboard the "Greyhound," whose home address is 123 North Broadway, Edmond, Oklahoma, but without success. The fact that we do not have his picture makes him no less a valuable member of the crew and highly essential in the operation of the bomber.

In charge of the "Greyhound" as pilot is First Lieutenant Miles Richard League of 300 West Faris Road, Greenville, South Carolina.

Co-pilot of the "Greyhound" is Second Lieutenant Richard C. Sundstrom of 14312 Shaker Blvd., Cleveland, Ohio.

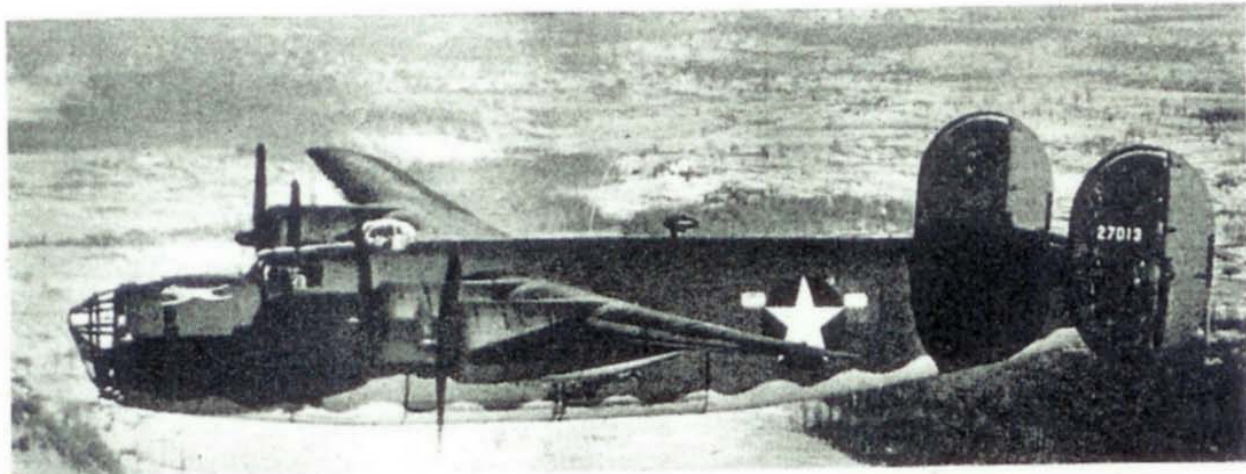
Navigator aboard the "Greyhound" is Second Lieutenant James A. Fox whose home address is P. O. Box 1816, Berwick, Louisiana.

Bombardier and in charge of the bomb sight aboard the "Greyhound" is Second Lieutenant Robert Theis, 77 Emmett Street, Dayton, Ohio.

Staff Sergeant and assistant engineer on the bomber is L. O. Calcut whose home address is R.F.D. No. 2, Lachine, Michigan.



Gunner on the bomber "Greyhound" is Sgt. Richard Hurlburt, 87 Oakland, Maplewood, N. J.



Pictured above is a Liberator B-24 bomber. It is this type bomber the crew, pictured on these pages, is flying over Europe and which they named the "Greyhound."
Official Photo From The Office of War Information.



Staff Sergeant Lloyd O. Calcut, R.F.D. No. 2, Lachine, Mich., is the able assistant engineer.

Technical Sergeant I. R. Sipes, of R.F.D. No. 1, Odun, Indiana, is the radio operator aboard the "Greyhound" and assistant radio operator is Staff Sergeant E. Bernhardt of 148 Tenth Street, Mason City, Iowa.

Manning and operating the waist and tail guns on the "Greyhound" are Staff Sergeant A. H. Hubert of 20781 Ray Street, East Detroit, Michigan, and Sergeant R. C. Hurlburt of 87 Oakland Road, Maplewood, N. J.



Assistant radio operator on the bomber is Staff Sgt. E. Bernhardt, 148-10th St., Mason City, Ia.

PACKY ROCHE & FRIENDS



Taken from the 93rd BG's days in North Africa during 1943

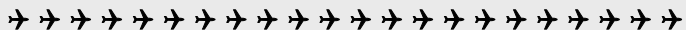
Dear Paul,
 We wish you and yours a Merry Christmas and a
 Happy New Year.

Carlos and Nadine Vasquez
 6341 Samoa Way
 Carmichael, CA 95608



FOLDED WINGS

Don Dukeman John Farrington
Luther Bird Paul O. Peloquin
Art Quinn



➤ **MARK YOUR CALENDARS** ◀

2007 Reunion Set for Minneapolis
 September 27 – 30

Full story in next BOFQE



**The Ball of Fire Quarterly Express
 93rd Bombardment Group**

PAUL STEICHEN, Editor
 1615 Birdhaven Way
 Pittsburg, CA 94565
 Phone: 925.709.7285
 paulsteichen@comcast.net

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