

Ball of Fire QUARTERLY EXPRESS



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

Vol. 21 No. 2

Summer 2013

ALFRED ASCH

THE TENNESSEAN • BRENTWOOD JOURNAL



David Asch holds a flag and helps his father, World War II U.S. Air Force veteran Col. Alfred Asch, hold an award signed by Gov. Bill Haslam honoring the elder Asch's military service. SUBMITTED

World War II bomber pilot gets state recognition

From staff reports

BRENTWOOD — Col. Alfred Asch, a World War II U.S. Air Force veteran, was recently honored with a Tennessee flag that was flown over the State Capitol.

State Rep. Jeremy Durham presented the flag and an award of recognition signed by Gov. Bill Haslam during a special ceremony arranged by The Heritage of Brentwood, where Asch lives.

Asch joined the U.S. Air Force in September 1941 as a combat bomber pilot, flying 28 combat missions in England and 42 over Nazi Germany.

Throughout the course of his career, Asch accepted countless honors, including the Legion of Merit, Purple Heart, American Defense Service Medal, World War II Victory Medal, United Nations Service Medal and more.

The ceremony was led by his son, David Asch, who spoke of his father, reminiscing on his life growing up as a colonel's son.

Musical renditions of the "White Cliffs of Dover" and "We'll Meet Again," were performed by the community's choir.

Table of Contents

President's Corner	3
Treasurer's Notes	9
93rd Website Update	10
Notes and Quotes	10
Greetings from the 93rd BG Historian!	11
Hot Stuff Update by Jim Lux	12
Hot Stuff Memorial Fund Project.....	15
Folded Wings	17
Letters to the Editor.....	19
Membership Corner	22
New Members Roll Call.....	25
News From Across the Pond.....	26
News from Station 104 Hardwick England.....	27
Hardwick, Norfolk, UK Website	29
Post Exchange (PX)	30
Your Post Exchange (PX) Order Form	31
93 rd BG BALL OF FIRE QUARTERLY EXPRESS SUBSCRIPTION FORM	32

DIRECTORY

2012 - 2014 OFFICERS

President – **JOHN MARX**

109 Clearview St., Beaver Falls, PA 15010
724-843-3897; 109clearview@verizon.net

President Emeritus – **PAUL STEICHEN**

1615 Birdhaven Way, Pittsburg, CA 94565

Vice President – **JIM ROOT**

15359 Red Fox Walk, West Olive, MI 49460
616-399-5990; jamesdavidroot@aol.com

Secretary - **NICK TIMMER**

5615 Circle Dr. Newaygo, MI 49337
231 652-2309; timmer@netpenny.net

Treasurer, Membership, PX Mgr – **JIM GUDDAL**

P.O. Box 47336, Plymouth, MN 55447
763-694-9058; jguddal@yahoo.com

OTHER CRITICAL ROLES

Graphics/Media – **KENT JAQUITH**

2633 SW Obsidian #15, Redmond, OR 97756
541-923-4319; gajk38@bendbroadband.com

Web Master – **MICHAEL SELLERS**

565 Carroll St. Apt #4, Brooklyn, NY 11215
917-975-7162; mtsellers@mac.com

Photographer – **BILL SARGENT / JOE DURAN**

1458 Locust St., Denver, CO 80220

Assistant Treasurer - **NANCY GRIMES STRANGER**

995 Cottonwood Ln., Glenwood Springs, CO 81601
970-945-2883; nancystranger@hotmail.com

Editor of the Ball of Fire – **JOANNE SARGENT**

1458 Locust St., Denver, CO 80220
303-945-5418; editor93bg@hotmail.com

Convention/Reunion Coordinator – **JIM ROOT**

(see Executive Vice President)

Historian – **DON MORRISON**

1375 West Comet Rd, Clinton, OH 44216
Home 330-882-2536; Cell 330-819-6409
doniac1967@sbcglobal.net

VETERAN'S ADVISORY BOARD

FERNLEY SMITH

CAL DAVIDSON

303-945-5418; joyridecp@msn.com

REUNION COMMITTEE

JOE & PHYLLIS DURAN

309 E. Santa Paula St., Santa Paula, CA 93060
805-525-4681; dogpatchraider@gmail.com

KENT JAQUITH (see Graphics/Media)

FRED WIER

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

President's Corner

The North Platte Canteen! Do those words mean anything to you? How many of our vets were there? If you were, I'd love to hear about your experience. For the 2nd generation and beyond, the North Platte Canteen was a whistle stop on the main east west rail line in Nebraska. From December 1941 until November 1946, the people of North Platte and surrounding communities, met every single train and expressed their appreciation for the service men and women on the train by providing home cooked food and beverages. With only 10-20 minutes for the steam engines to take on water and fuel, they showed love to lonely soldiers, sailors and marines. For the rest of this fascinating story, read Bob Greene's 2002 book, *Once Upon a Town*. Speaking of great reads, I was privileged to be one of the first to read, *The Replacement Son* by W.S. Culpepper (George McLean's nephew). My review appears elsewhere in this issue. You are going to want to get a copy of *The Replacement Son*!

Jim Lux and his wife traveled to Iceland as our representatives at the 70th Anniversary of the "Hot Stuff" crash. The Icelandic Coast Guard, the American Embassy and the Keiler Aviation Academy organized a memorial ceremony held in the Andrews Theater at the former US Air Force base in Keflavik on May 3rd. The President of Iceland, the American Ambassador, family members of those killed in the crash and other dignitaries honored the crew members and passengers killed in the accident. Lieutenant General Frank M. Andrews, returning from England to Washington DC, flying as co-pilot, was one of only four three-star generals killed during WW II. A plaque was also placed along the highway in view of the mountain crash site in the distance.

We have completed the by-law review and will be recommending changes to adapt to the 2nd Air Division Association dissolution. The revised by-laws will be included in the next BOFQE for member's review prior to the annual meeting. The annual meeting will be one of the events webcast. We are planning to make it possible for members who can't physically attend the reunion to join via the internet. We were able to successfully webcast events from last year's reunion and had 75 people join various sessions. Because of the experimental nature of the webcast last year, we used word-of-mouth to recruit some participants to help with our test. This year, we will publish the webcast schedule and ask those interested to register their interest. We need to make certain our technology is geared to support the level of interest. Although it won't be the same as being there, it will be the next best thing.

For those who do join us in Hartford, brush up on your Mark Twain – We will visit his Hartford home as an optional event on Saturday. One of his later works,

Pudd'nhead Wilson introduces a brand new crime fighting technology—fingerprinting. We think of Mark Twain as simple and quaint, but he is much more than that. His autobiographical work, *Life on the Mississippi*, tells how he became a river boat pilot and relates the adventures he encountered in this important responsibility. River boat pilots are equivalent to today's airline pilots/air traffic controllers rolled into one.

At our most recent Officer's teleconference, we discussed the idea of sponsoring the preparation of a video tour of the remnants of the Station 104 at Hardwick. When completed, the tour would be used to acquaint family and friends with the old base and the great work being done by our friends in England. The idea is fresh and exciting. We haven't coordinated with anyone in England as of yet, but we are exploring the possibilities. We believe a video would greatly advance our organization's goal to "To carry on the traditions and memories of the 93rd Bomb Group after the veterans of that war have deceased." Preserving the base at Hardwick in a professional video allows us to tell the 93rd's story in a new, interesting and easily accessible way. For the many members and veterans who can't return to England, this video will be a way to better understand our history. We have a great deal of work to achieve this new objective. We hope to have more to tell the membership at our annual meeting.

Another new initiative, recommended by Jim Guddal, is called the Very Important Veteran (VIV) program. A 2nd or 3rd generation member(s) will be assigned to any of our veterans and spouse, if appropriate, to assist the veteran from the time the Vet arrives on the plane, train or vehicle until the reunion is concluded and the Vet and spouse have departed. The volunteer member is available to assure the Vet and their spouse receive whatever assistance is needed to help them take part fully in the reunion. The VIV program is intended for those Vets not traveling with able bodied family members who can provide this service. Our goal is to make it possible for any veteran to attend who wants to without worrying about the logistics of getting around, making the airline or train on time and understanding the schedule of events and meals. If you are interested in a taking advantage of this program, please contact Jim Guddal.

Our 2013 Reunion is coming up soon. Registration and hotel reservations can be made now. The Sheraton Hotel is located inside the Bradley International Airport, between terminals A and B. No need for a shuttle, cab, or rental car. Arrival and departure couldn't be easier. We are excited about our first ever New England reunion and hope to make some new friends.

John Marx, President

93rd Bomb Group Reunion – Oct 2013
Hartford, Connecticut
Bradley Sheraton Hotel

“Ted’s Travelling Circus”

93rd Bomb Group (H)
Reunion
World War II



“Greatest Generation”

The 93rd Bomb Group is a highly decorated Heavy Bombardment Group that was stationed in England during the Second World War. The 93rd was formed in 1942. The 2013 Hartford reunion will mark the 13th independent reunion held by the 93rd BG. Our theme is “Greatest Generation”. We will be visiting many military attractions in the area, with a focus on B-24 bombers.

93rd Bomb Group Reunion – Oct 2013
Hartford, Connecticut
Summary/ Schedule of Activities

Day 1 – Thursday, Oct 17

10 AM - 2 PM	Registration / Memorabilia Room Setup
2 PM - 5 PM	Registration / Memorabilia Room open at hotel
3 PM - 5 PM	93 BG Association Officers / Reunion Committee Meeting in Board Room
5:00 PM - 5:30 PM	Reception
6:00 PM - 6:30 PM	Welcome/announcements – John Marx, President
6:30 PM - 7:30 PM	Dinner
7:30 PM - 8:15 PM	Speaker/Entertainment – Local well known Author!

Day 2 – Friday, Oct 18

6:30 AM - 9:00 AM	Breakfast
8 AM - 9 AM	Registration /Hospitality open
9:30 AM - 11:00 AM	Education Session – Ground crews – Jim Root
11:30 AM - 12:30 PM	Lunch
12:30 PM	Depart for Coast Guard Academy 2:00 PM – Tour Groton Naval Visitor Center - Nautilus 3:00 PM – Tour Coast Guard Academy/Eagle 4:00 PM – Regiment Review 5:00 PM – 5:30 PM – Reception 5:30 PM – 6:30 PM – Dinner 7:00 PM – Depart for Hotel 8:30 PM – Arrive at Hotel

Day 3 – Saturday, Oct 19

6:30 AM – 9:00 AM	Breakfast
9 AM – 11 AM	Business Meeting
11:30 AM – 12:30 PM	Shuttle transport in groups of 10 to NEAM
12:30 PM – 3:00 PM	Lunch and tour NEAM
3 PM – 4 PM	Shuttle transport in groups of 10, return to hotel
5:00 PM – 5:30 PM	Reception
6 PM – 7 PM	Dinner
7:15 PM – 8:00 PM	Guest Speaker - Jack Connors, retired Pratt & Whitney Engineer

Day 4 – Sunday, Oct 20

6:30 AM - 9:00 AM	Breakfast
9:30 AM - 11:00 AM	OPTION M - Tour of Downtown Hartford
11:30 AM– 3:00 PM	OPTION M – Lunch & tour Mark Twain House
10:00 AM – 12:00 PM	Jim Lux – Hot Stuff
1 PM - 2 PM	Education session - TBD
6:00 PM - 8:00 PM	Memorial Dinner

Day 5 – Monday, Oct 21

6:30 AM - 9:00 AM	Breakfast and Depart
--------------------------	----------------------

93rd Bomb Group Association Reunion 2013
Thursday, October 17, 2013 – Monday, October 21, 2013
Sheraton Inn Bradley International Airport
Hartford (Windsor Locks) , CT 06096

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

Our Sales Manager:	Kim Ziembra
Hotel:	The Sheraton Bradley Hotel 1 Bradley Int'l Airport, Windsor Locks, CT 06096
Phone:	1-860-627-5311
Room Rate:	\$99.00 for single or double, plus 15% tax/occupancy fees Rate good from Monday, 10/14 – Tuesday 10/22
Use code:	93BG when reserving
Cutoff date:	September 15, 2013 (so make your reservations early!!!)
Includes:	Full breakfast buffet up to 2 persons per room, complimentary parking in garage, complimentary Wi-Fi internet access, full service restaurant on site, and indoor heated swimming pool/fitness center.
Website:	www.sheraton.com/bradleyairport

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

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

Option M: Sunday, October 20th: 9:00 AM – 3:00 PM
Hartford City Tour
Mark Twain House & Museum (includes lunch)
Additional \$65 per person

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

Step #3 - Make travel arrangements to arrive in time for registration at 2:00 PM - 5:00 PM on Thursday October 18th. Dinner reception at 5:30 PM and the opening Welcome dinner starts promptly at 6:00 PM.
The hotel is located on the airport concourse!

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

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

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

REUNION FEE REFUND POLICY

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

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

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

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

Treasurer's Notes



Dear Friends of the 93rd,
The fun part of being your Treasurer is that I am able to get in on some of the neat events happening with our members. This month, **Lt. Col. Raymond Eck** (Ret) completed nine decades on this earth (except for the times he was up in the air in a B-24). In Ray's honor, his family raised \$1,350 toward our security project at the **Hardwick Air Base in England**. On June 9th, his family presented him with a Certificate commemorating this milestone event. I do say, we really have an outstanding membership. We salute Ray and his family!
Thank you!

Ray and June Eck



Ray, June, and family!



While Corinne and I were on a road trip in May, we stopped by **Andersonville, Georgia**. Over the years, I have read books and heard talks on the notorious Civil War Era Prisoner of War Camp located there. However, until we stopped for a few hours and really looked it over, I didn't really appreciate how tough this place was and the many casualties occurred there. We also learned that in the North, there were some POW camps just as rough. Today, a very excellent memorial presents a record of POW camps during the Civil War, WWI, WWII, Korea and Vietnam. If you are down that way, stop in and look it over. It is well worth the time!

One of the many projects your management team has been working on is to provide our members with a short list recommending depositories for our WWII vet's memorabilia. In May, I was pleased to spend a day at the **Mighty 8th Museum in Savannah GA**. The Director of the Research Center allowed me to dive into several of the many boxes that are sent to the museum. I am told by Director Vivian Rogers-Price, that packages of material arrive at the museum unannounced on a fairly regular basis. Working along side the research

assistant, I was able to bring a little organization to the mountain of material they have to sort, catalog and prepare for public consumption. A typical package of memorabilia might be pictures, flight orders, mission records, news articles from the war years, etc. Sifting thru this data is quite a task. Each piece of material is entered into their special museum computer program. This is a very tedious job. While only there for a brief time, I did come away with a feeling that the folks at the Research Center were moving forward with our vet's collections. Progress is being made. This is important, since your 93rd BG Association has monetarily sponsored this work.

In closing, if you decide to send materials to the Mighty 8th Museum, also enclose a charitable donation of a couple hundred dollars. The reality is that like any similar private institution, it takes our collective generosity to keep these programs going to enable new generations to learn how it was for the "**greatest generation**" during the war years.

Thanks for listening! *Jim Guddal* 6/13

*** ANNOUNCING!!! The NEW "VIV" PROGRAM ***

The **VIV (Very Important Vet)** program is being considered for introduction to the 93rd Bomb Group Association. VIV is a service to our Vets who will attend our annual get together. Some of our attendee Vets don't get around quite as well as they used to and could use a helping hand. Sometimes travel logistics can get a little overwhelming. VIV matches a Vet with another able bodied volunteer 93rd member from the time you Vets arrive through the four days to the end of the reunion. Sometimes it is not possible for the Vet's family member or companion to get away to assist the Vet. If the family or companion can see that the Vet gets on the bus, train or plane at their end, then the VIV volunteer would meet the Vet and see that they get to the reunion and back on the bus, train or plane again at the end of the reunion.

For you Vets who want to come to the reunion but are concerned about getting around and would be reassured if a helping hand was assigned to you for the duration of the reunion, let us know if you are interested in this program. Please contact Jim Guddal at 866-694-9058 or e-mail jguddal@yahoo.com. See you at the reunion in Hartford. It will be a grand time!!!

93rd Website Update

At the time of writing this article, 60,970 people have visited the 93rd BG website since it's redesign in November 2009. A visitor recently was logged all the way from Ranchi, Jharkhand, India.

UPDATE: As mentioned in the last BOFQE a video that features the 2012 Seattle reunion has been added to the homepage. Please look in the lower right hand corner where it says "Featured Film". Over 60 people attended the reunion with six 93rd veterans present. Highlights include a welcome dinner with a 2ADA re-enactment group, tour of the Museum of Flight, dinner at Club McChord with special guest Lt. Colonel Harmon S. Lewis Jr., tour of the Boeing plant (not featured due to photo and video restrictions) and a Seattle city tour.

Annual Reunion Webcasting Project

At the 2012 reunion in Seattle the group approved a "test run" of webcasting certain events each day. With a few minor hiccups, we were able to get a small group of people across the country to go to the 93rd website and watch the events as they unfolded. It was a great first attempt and we are planning to do it again in Hartford at the 2013 reunion. We hope to have some improvements to the viewing experience and get even more people to log on and watch. Please look out for updates and go to the 93rd website in the months ahead for more details.

Michael Sellers, 93rd BG Webmaster

www.93bg.com

Email: mtsellers@mac.com

Notes and Quotes

Carol B writes: "Thanks for all you do to keep those memories alive!"

Bernadine M writes: "I'm so proud of my dad and the men he served and flew with. He is also the recipient of the Air medal and 5 Oak Clusters and the distinguished Unit Ribbon. I also correspond with his Pilot Carlos Vazquez and I'm thankful for that opportunity."

AN AIRLINER flew into a violent thunderstorm and began experiencing turbulence. One nervous passenger happened to be sitting next to a minister and turned to him for comfort. "Can't you do something?" she asked. "I'm sorry, ma'am," he replied gently, "but, I'm in sales, not management."

A WOMAN ASKED HER HUSBAND, "Could you please go out and buy a gallon of milk? And if they have avocados, get six." A short time later, the husband return with six gallons of milk. "Why did you buy so many?" his wife asked. "They had avocados"

"Al-QAIDA has issued a list of 22 ways that al-Qaida members can avoid being killed by U S drones. Here's a good one: Don't join al-Qaida." - Jay Leno

Reprinted from the American Legion Magazine

Jim Guddal

Greetings from the 93rd BG Historian! Stranger in a Strange Land



On May 8, 1944, a B-17 (42-31583) of the 358BS, 303rd BG made an emergency landing at Hardwick. The pilot, Lt. Wendell Ferguson demonstrated great skill in bring the wounded bomber back to England with # 3 and 4 engines out. Notice the feathered props. The plane carried the nose art of Clover Leaf/ Little Princess.

Mini Reunion in England 2014 or 2015

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.

If anyone is planning a trip to Norwich and the airfield please contact me or Colin Mann (colinmann64@gmail.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.

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 (unharmed) 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's 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
1375 West Comet Rd
Clinton, OH 44216
Home (330) 882-2536
Cell (330) 819-6409
Doniac1967@sbcglobal.net

Hot Stuff Update by Jim Lux

Hello Everyone,

A friend Lt. Gen. Dirk Jameson (USAF retired) delivered a folder to USAF Chief of Staff Gen. Mark A. Welsh containing copies of documents and a DVD about the story of Hot Stuff, Gen. Andrews and those killed when Hot Stuff crashed in Iceland in 1943. Gen. Welsh wrote a letter (see attachment) that was read at the memorial service at the Andrews Theater in Keflavik, Iceland on May 3rd the 70th anniversary of the accident. Please note that he recognizes Hot Stuff to be the first heavy bomber to complete 25 missions. I now have documents from two USAF Chiefs of Staff who recognize Hot Stuff as being first.

I talked with the Lt. Col. Weller who is in charge of the history department at the Air Force Academy in Colorado Springs, Colorado today and he was very interested in the Hot Stuff/Gen. Andrews Story. I plan to visit the Academy in early July. He will be on vacation but he said he will arrange a meeting with the right people. I will be taking pieces of Hot Stuff wreckage with me. Unfortunately, the Academy doesn't have a museum but he suggested the possibility a Hot Stuff display in the Academy's Library.

A history professor at the US Military Academy at West Point contacted me about a month ago and wanted information about Gen. Andrews and Hot Stuff so I email copies of some of the documents. His is going to work with me in helping promote the Hot Stuff/Gen. Andrews story. West Point has a very nice museum and I offered pieces of Hot Stuff wreckage to them as well. Gen. Andrews graduated from West Point, class of 1906.

I'm also working with Bob Spiers, the historian at Joint Base Andrews in Washington DC. He is trying to restore the tribute to Gen. Andrews at the front gate to the base that was torn out several years ago. I sent him information, a DVD and brochures. He showed the video to the top brass on the base and tried to arrange some type of recognition honoring Gen. Andrews on the 70th anniversary of his death but was told it couldn't be done because of Sequestration. I also heard that Gen.

Welsh would have attended the memorial service in Iceland but couldn't because of.....Sequestration!

I also attached a copy of a letter to Gen. Welsh written by Bill Gros. Bill was a radio operator on the B-24 Liberator called Eager Beaver. He and Ken Jeffers were best friends. Ken was the radio operator on Hot Stuff and was killed in the crash. I think you will find the letter a very interesting read.

The memorial monument fund continues to grow. We had close to \$9,500 as of the end of May. We spent about \$2,000 for the plaque that is now in place along a highway near the crash site. It's close to the Blue Lagoon the biggest tourist attraction in Iceland. The plan is to have the monument in place beside the plaque in time for an unveiling on May 3, 2018, the 75th anniversary of the accident. I think it can be done sooner but the goal is 2018.

A date has been set for a fundraiser golf tournament. The course I belong to was booked up through early fall so the date is now set for November 4th. I will begin working on it in earnest when Nancy and I get back from our vacation.

The video that was shown at the memorial service has been modified to include the story about Gen. Andrews being selected Supreme Allied Commander by the Joint Chiefs of Staff. I'm sending copies of the updated DVD to the President of Iceland, Olafur Grimsson and US Ambassador, Luis Arreaga. I plan to upload the new version on YouTube soon.

It's beginning to look like Hot Stuff and her crew will eventually receive the recognition they so justly deserve and Gen. Andrews recognition as a great leader and great American will be renewed. I truly appreciate the help and support I have received and look forward to working with y'all in the future.

You folks in the Central Texas area, if you know of an organization looking for a guest speaker please let them know I'm available. I gave a presentation to the Austin Rotary Club last week and it was well received.

I'll keep you posted,
Jim

Hot Stuff Dedication

My wife, Nancy and I had a wonderful time in Iceland. My friend Doddi Marteinsson met us at the airport and took us to the site of the memorial plaque. The site he and his brother Ole selected was perfect. The posts for the plaque were in place and the area around it had been cleared.

The following day we went to pick up the plaque only to discover the company doing the job hadn't started working on it and it was to be unveiled the following morning. We were promised it would be finished later that day.

That afternoon we were invited to coffee at the residence of United States Ambassador Luis Arreaga. He gave a very nice welcoming speech and I had the opportunity to speak as well. He spent considerable

time greeting and speaking with everyone who attended. Attendees included my friends Doddi and Oli Marteinsson, officials from Keilir Institute of Technology and members of the Rondeau family. Their father, Grant Rondeau was the flight engineer/gunner on Hot Stuff. He was one of the crewmembers bumped from the flight by Gen. Andrews.

Later that day, to my amazement, we picked up the completed plaque and Doddi and I finished installing it at about 10:00 pm that evening.

Keilir Institute of Technology did an outstanding job of organizing the unveiling of the plaque followed by a memorial service in the Andrews Theater in Keflavik. Several short speeches were given at the unveiling by Ambassador Arreaga, the chairman of the town council

of Grindavik and yours truly. A flyby and a missing man formation were also included by Keilir Inst. of Tech. and the Iceland Coast Guard.

The weather was much like it was 70 years ago when *Hot Stuff* crashed, cold, windy with rain but the clouds weren't nearly as low as they were when *Hot Stuff* failed to make it back to Kaldadarnes Air Field, southeast of Reykjavik.

A band played music by John Phillips Souza prior the memorial service at the Andrews Theater began. The memorial service began with a chorus from Keflavik singing *Amazing Grace*, followed by a prayer by a Lutheran minister. President Grimsson gave an eloquent speech about Iceland and America in World War II. Ambassador Arreaga spoke about Gen. Andrews being the father of the modern Air Force and *Hot Stuff* being the first to complete 25 mission in the 8th

Air Force. He also read portions of a letter Gen Welsh wrote for the occasion. I learned that Gen. Welsh would have attended the memorial service had it not been for sequestration.

When the service ended, President Grimsson stayed and chatted everyone involved and patiently stood in front of a photo to Gen. Andrews to have his picture taken with many of those who attended the service.

The story was on the major television channels and made front page of the newspapers. It's unfortunate the story was not picked up by the news media in the United States.

Cheers,
Jim

Jim, President Grimsson, and Nancy



Oli Marteinsson, Jim, Nancy, and Doddi Marteinsson



Rondeau family with President Grimsson



Jim with Hot Stuff plaque



You can view the video of Hot Stuff and Gen. Andrews at: <http://b24hotstuff.wikispaces.com/>



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON DC 20330

To the family and friends of the crew and passengers of the B-24D "Hot Stuff:"

Tragedy within armed conflict is inevitable. The loss of the B-24 "Hot Stuff" on May 3, 1943, was one of World War II's most significant tragedies, taking the lives of 14 Americans at a pivotal juncture. Although these patriots left us earlier than expected, they and thousands like them fought for freedom thousands of miles from their homes or directly supported those who did. Their sacrifice enabled the allies to repel tyranny and oppression from the Pacific and Europe and helped birth many of the thriving democracies that shape our world today. Most who served in America's military during that fateful time deserve the title "hero." But those who never returned to the homes they fought to protect are the greatest of America's heroes.

"Hot Stuff" was a well-known bomber with an extremely well-known crew. The first heavy bomber to complete 25 combat missions in World War II, "Hot Stuff" was on its way home to tour the Nation and supplement war bond drives. At her controls were Captain Robert Shannon, who had only to fly one more combat mission to complete his tour, and Lieutenant General Frank Maxwell Andrews, recently named commander of all U.S. troops in the European theater of operations. Neither plane nor crew would realize their potential destinies as deteriorating Icelandic weather contributed to their crash into high terrain, and the loss of these Americans may have changed the course of world history. The "Memphis Belle" became the bomber every American knew, and General Eisenhower replaced General Andrews as commander of the European theater, later leading the Normandy assault on D-Day and becoming President less than eight years later.

Beyond the "Hot Stuff's" more well-known crew, Captain James Gott, Technical Sergeant Kenneth Jeffers, Staff Sergeant Lloyd Weir, Staff Sergeant Paul McQueen, Bishop Adna Leonard, Chaplain Frank Miller, Chaplain Robert Humphrey, Brigadier General Charles Barth, Colonel Morrow Krum, Lieutenant Colonel Fred Chapman, Major Theodore Tomad, and Captain Joseph Johnson also perished that day. Each left behind families and friends whose own lives were forever altered. All of us in uniform today stand upon the shoulders of the "Hot Stuff" crew and passengers, and we vow to preserve the freedoms they fought so hard to protect. On behalf of a grateful Nation, thank you for the service of your loved ones, and thank you for the opportunity to remember them on the occasion of this 70th anniversary of their final flight.

*With my greatest respect
and sympathies...*

A handwritten signature in black ink, appearing to read "Mark A. Welsh III".

MARK A. WELSH III
General, USAF
Chief of Staff

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** **ORDER FORM**
a film by Michael Sellers

NAME _____ EMAIL _____

STREET ADDRESS _____ PHONE _____

CITY _____ STATE _____ ZIP _____

Michael Sellers
565 Carroll St.
Apt. #4
Brooklyn, NY 11215

In the white box fill in quantity for desired format

DVD (\$10 each)

Folded Wings

Hinchman, Howard R., June 23, 2013



Email from Joe Avendano Duran:

Just wanted to send word of the passing of our good friend Howard R Hinchman. Howard and crew would start their tour of duty with the 93rd BG ,June of 1943. As part of the replacement crews that were sent to Bengazi, Libya for the low level Ploesti mission 8/1/1943 ,they were assigned a new B-24-D called Hells Wench, #42-40994. They arrived just in time for the new 93rd CO Addison Baker to take over their new ship and used it as the flag ship for the low level Ploesti mission. Howard Hinchman would fly his first combat mission as a extra co-pilot with Herrel Ford's -Satan Angels.

Howard was able to keep his original crew members together with Bill Neumann serving as their navigator. The crew would be hand-picked as part of the first crews to

serve as Pathfinders with the 482nd BG in the Eighth Air Force under original 93rd pilot -John Packy Roche. The top secret unit out of Alconbury would begin to develop radar lead crews to lead all 8th Air Force bomb groups to their targets.

Howard Hinchman, Bill Neumann as well as Packy Roche were very instrumental in helping Phyllis and I in our research on my Uncle Joe Avendano. Joe would serve under Packy Roche as his Operational Officer in the 482nd until his death on Jan 23,1944. Howard would complete his tour of duty with the 389th BG on Dec,12,1945 as a Lt. Col.

Our good friend will be missed.

Joe Avendano Duran

Nephew of Capt Joe Avendano

PS Hinchman crew photo

Back row fourth from left to right: Howard Hinchman-pilot

Third from left to right: Bill Neumann-navigator



Bill Neumann, 91, of DeBary, FL passed away on January 20, 2012. Bill enlisted in the US Army Air Corps in 1942, served in Africa and England with the 93rd BG of the 8th AF, and flew 25 combat missions over Europe as a B-24 navigator. Following the war, he was trained as a meteorologist by the Air Force and flew 50 B-26 missions over Korea as a weather observer. He retired from the USAF as a Lt. Col. In 1964, having served as a weather forecaster on assignments in Japan, France, Germany, and 5 stations in the US. Bill then served an additional 22 years as a forecaster for the DOD at Pease AFB in Portsmouth, NH. He retired from civil service in 1986.



Jones, Harmon, March 23, 1952

HARMON JONES:
Known as 'Jonesy'

BD: 7/10/1906
Erie, McDonald Co.
MO

Death: 3/23/1952
VA Hospital, OK City, OK
Burial: Olympus Cemetery Grove,

OK

Harmon Jones fathered six (6) sons, two (2) before the War and four (4) after, three (3) of which are deceased with the oldest living aged - 84 and the youngest living - 63. Of those six (6), two (2), Teddy Harmon and George Carroll are Vietnam Veterans.

Harmon was named for the combination of the two families of his father and mother and was the middle son of seven brothers and sisters. The Harmon's trace their heritage from the 1840's in Missouri, back to Tennessee and to pre-revolutionary days in the Carolinas, immigrating from Wales. The Jones's trace theirs to a South African Boer immigrating to Arkansas in the mid 1800's.

Harmon worked as a meat-cutter and farmer before the War and for the Grand River Dam Authority REA of northeast Oklahoma after the War. His death was early in life, less than 6 years after his return home, from a brain tumor determined to be the result of a head injury received during service in England. He was proud of his service and was active in his local VFW Post in Grove, Oklahoma. He loved music, was a pianist and the baritone in a local quartet singing in local church and entertainment events. (Picture was taken late 1946/early 1947)

Note from son, Ted Harmon Jones:

Although I've long since lost my father's paperwork, I've recently found an article published in the Joplin Globe on Monday June (2, 5, or 6) 1945:

Sgt Harmon Jones of Southwest City, a veteran of 51 months of overseas duty with the Ninety-third bombardment group, was one of the ground maintenance soldiers of a Liberator station in England who was commended by Brigadier General E. J. Timberlake, Jr., at a "salute the ground-man" ceremony held recently in England. His parents are Mr. and Mrs. W. C. Jones of Southwest City, Missouri.

Although Dad made it back and I and 4 other brothers were born, he passed in 1952 at age 45. Thank you.

Sparrevohn, Fred D. R., March 28, 2013

Dorothy M. Sparrevohn notified Jim Guddal, Membership that her husband Col. Fred D R Sparrevohn (USAF Ret) passed away March 28, 2013. Dorothy said he served from 1942 until 1970.

**Book Review: The Replacement Son
by W. S Culpepper**



Dedicated to my uncle, George McLean, The Replacement Son, grabs an 93rd veteran's attention from the Dedication page. This 2013 novel features two brothers, Buddy and Harry. From the opening line, "It was always about Buddy, way before Harry even knew about Buddy." to the final conclusion, "'Prove...worthy,' that sounds like something Uncle Harry would say, like a hero in one of those old stories." Culpepper's novel tells about a New Orleans family's tale of tragedy and honor. The tale weaves its way from the Cotton Exposition of 1884 to post Katrina New Orleans.

Although Harry comes from a loving family his childhood is disturbed by serious events beyond a little boy's control. He loves his Father and looks forward to his return home each evening with eager anticipation. From Harry's troubled childhood, Culpepper tells the story of a man who grapples with life and a family challenge. Harry's Scottish ancestor established the precepts of conduct passed down from generation to generation by word of mouth and followed for over 500 years. Based on three universal tenants the Code is imparted to the next generation at the age of 18. Harry agrees to accept the Code and the remainder of his life is marked by his efforts to live up to the code's tenants.

World War II begins as Harry reaches adulthood. Like millions of his peers, Harry joins the Army Air Corp with the goal of becoming a pilot. His adventures are clearly inspired by George McLean's real life adventure in the 93rd Bomb Group. Veterans will identify with many scenes describing Army life. Things don't turn out the way Harry expects but his wartime experience becomes an integral part of his life.

The story is told with the approaching Hurricane Katrina forming the backdrop. Peopled with memorable characters like Elmer McChesney, Harry's Father; Bertha, the full-time housekeeper and Harry's protector and friend; Uncle Harry and Aunt May, important member's of his extended family; and Robyn, the Pac-a-Sac clerk, The Replacement Son is a page turner. Like any good novel, the story takes on a life of its own. I asked George how much of the story was true. He said, "It is a novel!" We'll have to press George for the real answer at the October reunion. I've never read a book before that I knew the person who was in the dedication. Even if I hadn't known George, I would have enjoyed the read anyway. Don't miss this exciting and tension-filled life story!

John Marx

Letters to the Editor

Date: Wed, 10 Apr 2013 18:38:32 -0700
From: better_communities@yahoo.com
Subject: 93 BG Request
To: webmaster@93rdbombardmentgroup.com;
editor93bg@hotmail.com
To Whom It May Concern:

I recently starting doing research about my great uncle **1st Lt. Joseph G. Simpson**. He was a navigator in the 330th squadron on plane 41-23712. As you may know, this was the plane that crashed in southwest England on October 29, 1942. All but one crew member was killed in the crash.

I've been able to find the basic details about the crash and my great uncle, but I feel like I've come to a dead end in terms of finding out specific information about his service, the crew, plane, etc. In particular, I'm interested in finding photos of the crew and the plane, and trying to find out more about the pilot (Capt. William J Williams II), and the sole survivor (SSgt. H. E. Thorpe). Any help tracking down additional information is greatly appreciated! In addition, I'm happy to share the information I've found with anyone who's interested.

Thanks!

Rob Garner

//////
Date: Tue, 23 Apr 2013 18:22:55 -0400
Subject: **Lt. Carlos Turner** information
From: brianturner.sheets@gmail.com
To: editor93bg@hotmail.com
Hello,

//////
Just today, he showed up on a casualty list on Ancestry.com in which it listed both his squadron and group. Also included was the information that he was awarded the Distinguished Flying Cross, Air Medal with 3 Oak Leaf Clusters, and Purple Heart.

My first cousin once removed was Lt. Carlos Turner who, unfortunately, did not return from World War II and, as I have discovered, was a member of the 93rd. My father, who was also a veteran of WWII, told me stories of Carlos growing up. The pair had grown up together and were in many ways as close as brothers and it was always with a great deal of sadness when he spoke of him.

Given the dates of the newspaper articles, I thought it might be possible that the B-24 he was on was shot down during the "Tidal Wave" mission mentioned in the history on your web site but, of course, I cannot say for sure. I was wondering if there was any information that you may be able to supply me on whether this is indeed the correct mission or if there are any other specifics that you could supply. Or, if nothing else, where I could obtain such information.

My father passed away several years ago and it wasn't until most people that were gone that knew the details that I decided to compile my family's history. While there were many articles in the state's papers about what was considered to be his disappearance at the time, none of them contained information on his bomber group nor any information more than the fact that he was MIA.

Anything you could pass along would be greatly appreciated as I am compiling an ancestry book for my family and would like to have as many details about by heroic cousin and the heroic men he served with as possible.

Thank you very much for your time.

Brian Turner

From: editor93bg@hotmail.com
To: brianturner.sheets@gmail.com;
doniac1967@sbcglobal.net; mtsellers@mac.com
Subject: RE: Lt. Carlos Turner information
Date: Wed, 24 Apr 2013 13:07:33 -0600
Hello Brian Turner,

The 93rd ranged over the Gulf of Mexico's Yucatan Peninsula, Cuba and the Caribbean, and swept portions of Florida's Atlantic Coast. The Lib-men never dreamt that within a couple fortnights they'd be feuding with German submarines some 3,500-4,000 miles away. A major general awarded Air Medals to Williams and his bombardier, Lieutenant Carlos Turner of Rosebud, KY. - the 93rd's first combat decorations.

I did find some information about Lt. Turner in Ted's Travelling Circus by Carroll (Cal) Stewart:

Chapter: Parlous Days / 1943
Page 89

Chapter: Unterseebotten / 1942
Page 18

... Two weeks later, Lieutenant William J. Williams' Lib was over the Gulf, southwest of Ft. Myers when his navigator sighted a U-boat. They made a run and released two 300-pound depth-charges while passing over the sub from bow-to-stern. Oil rushed to the surface.

March 31: The engineering works at the Rotterdam shipyards was tabbed. The Circus encountered 10/10ths cloud-cover for the run-in, flak was heavy and accurate. Thirty fighters ganged up. Bombs were not dropped because reasonable accuracy was very doubtful. Lieutenant Bill F. Williams and his 409th crew failed to return.

On several occasions during those training and sub-hunting flights, crews spotted freighters that had been attacked. Ship-wrecked men and flotsam were reported.

MIA with Williams were: Lieutenants Earl C. Kent, Richard H. Schoenberger, Carlos Turner;; Sergeants

Alfred I. Windle, Louis B. Kirkpatrick, Vincent O. McMahon, James N. Thomas, Wilber H. Elliott, Lester C. Rambo. Confirmed KIA were Williams, Schoenberger, Turner, Kirkpatrick, McMahon, Thomas, Elliott, Rambo, Windle. Four months later, Windle's body washed ashore in Kent. He was buried in the American Military Cemetery in Brookwood.

Best of luck in compiling your family's history.

Take care,
JoAnne Sargent, Editor



Date: Thu, 25 Apr 2013 13:07:00 -0400
Subject: Re: Lt. Carlos Turner information
From: brianturner.sheets@gmail.com
To: editor93bg@hotmail.com

Hi JoAnne,
Thank you and thanks to Don and Michael for your help and for how quickly it was provided. I am including a picture and an article from the Harlan Daily Enterprise, my cousin's hometown paper. Please feel free to use them and my e-mail any way that you see fit and do so with my greatest appreciation. The article is a brief piece but is the best preserved of what I have discovered.

If you notice, the article is dated August 27, 1943 which is long after his disappearance. This date was what led me to believe that he possibly could have been involved in the "Tidal Wave" mission. I guess I have just become too accustomed to the modern information era and how quickly data is dispersed. Still, the information that Don found is excellent and greatly appreciated. It did jog a memory of my father telling me the German U-boat story. Though time I am sure has altered by memories to some degree, it seems that my father said that this was the closest to the continental United States that a U-boat was ever destroyed. Whether this is true or not or whether I am remembering it correctly is hard to say but the U-boat incident is a wonderful bit of history nonetheless.

One other point of interest is that while the book quoted, as well as the majority of my family, has his first name spelled "Carlos", the newspaper article, The Tablets of the Missing at Cambridge, and the photo I am sending you (one he sent to his aunt Georgia) all have his name spelled "Carlus".

Having researched my family for quite some time now, I am finding incidents such as this to be a very common occurrence.

Thank you so much once more for your help and for the wonderful work you are doing in preserving the history of the heroic men of the 93rd.

Best regards,
Brian Turner



From: "jim@shermansmartialarts.com"
<jim@shermansmartialarts.com>
To: webmaster@93rdbombardmentgroup.com
Date: May 27, 2013 at 10:10 PM
Subject: **Oliver C Jones, Jr.**

about his plane, and the village in England it had crashed in, and a memorial they have for it. I was named after him, his nick name was "Jimmy", and I possess his purple heart and other military artifacts. The pilot of his plane was Marvin Tucker, 2nd LT.

Hello,
I am trying to track down info on my Uncle, Oliver C Jones, Jr., KIA March 31, 1945, I finally found his name on your roll of honor, so I guess I'm on the right track. My mother, and my grandparents would unfortunately never speak of the circumstances of his death. She told years ago that someone contacted her in regards to identifying him in a picture, and that he was doing a story

Any help would be appreciated. Thank you

James Sherman
Master Instructor
Sherman's Martial Arts
410-310-1561
jim@shermansmartialarts.com





From: GunnerBill0306@aol.com
 Date: Tue, 28 May 2013 06:47:38 -0400
 Subject: 93rd Bomb Group, 328th Bomb Squadron
 To: editor93bg@hotmail.com

Sir,

My Uncle was a member of the 93rd Bomb Group, 328th Bomb Squadron. His name is **Richard M. Sandberg**.

On August 5, 1945, while flying over Nazi occupied Holland in a B-24B, Richard's plane was shot down. The entire crew was lost, in addition to Richard, those souls lost included; 2Lt James R. Sample (P), 2Lt Murray F. Houseman (CP), 2Lt Stanley E. Renk (N), Sgt James W. Gibson (NT), S/Sgt James r. Hickey (TT), S/Sgt Robert L. Galbraith (RO), Sgt Paul W. Kleyman (LW), and Sgt Joseph P. Piazza (TG).

I have been working to create Military Tribute Shadow Boxes for members of my family. Can you direct me as to how to find a unit patch for the 93rd Bomb Group, 328th Bomb Squadron?

Thank you & thank you for supporting Veterans.

Bill Holland
 CWO-4 USMC(Ret)

From: craig@biggestlittlecitymedia.com
 Subject: Normandy
 Date: Thu, 13 Jun 2013 21:54:30 -0500
 To: editor93bg@hotmail.com

Dear 93rd Bomb Group,

I just returned from the American Cemetery. As I walked through this sanctuary I certainly thought about all of those men who sacrificed their lives for my freedom. Because I am from Kansas, I found a fellow Kansan.

The name on the stone was:

Clifford A. Stafford T SGT 330 Bomb SQ 93 Bomb GP (H) Kansas Feb. 11 1944

I then looked on your website and found:
 STAFFORD, Clifford A 37211296 T/Sgt

I have no idea who this man was, but I do know I certainly owe him and the other men a lot.

I do professional imaging and I created an image. I wanted to share this with his family and or legion Post.

If you have the ability to let me know how to go about learning more about this man, I would certainly appreciate to share my image with his family.

Sincerely,
 Craig A. Sooter
 Halstead Kansas

Hello Craig,

Below is the info I found in the book, Ted's Travelling Circus by Carroll (Cal) Stewart, Chapter 27 Big Week 1944, page 280

February 11: A flak burst tore Lieutenant Omar A. Turner's ship in half during the third Siracourt blow in 11 days. Only one chute was seen. Nineteen Circus Libs delivered.

Footnote 68: KIA with Turner were: Lieutenants Hubert R. Tardiff (co-pilot); Wilfred J. Koehn (navigator); Theodore H. Olson (bombardier); Sergeants **Clifford A. Stafford** (top-turret), Mitchell W. Powell (radio), Ruel K. Boone and Robert R. Hagey (waist-gunners), Herbert J. Garrow (tail-turret), Willis D. King (ball-turret). In jumping, King failed to clear his own ship's tail section. For Turner and several crewmen, it was their 25th mission.

JoAnne Sargent, Editor

12/JG26 were based there.

Date: Sun, 23 Jun 2013 19:32:33 +0200
 From: rv.bocquet@gmail.com
 To: editor93bg@hotmail.com
 Subject: 93rd missions august 44

I am trying to establish which 8th Air Force specific units flew those missions over Buc. I can usually manage that by fetching the units diaries, which unfortunately do not seem to be available for the 93rd BG.

Good afternoon,

I am interested in the history of Buc airfield, south of Versailles, France. This airfield, now an industrial area, was created by Louis Blériot, before WWI. It has been bombed at least 3 times by the 8th Air Force B-24s between June 15th and June, 25th while 10/JG26 and

Would you be so kind to direct me to a place, site or publication where I might be able to consult them ?

Best regards,
 Hervé Bocquet

From: bulge@hotmail.com
 To: editor93bg@hotmail.com

Subject: WW2/Cook/93 BG
 Date: Tue, 25 Jun 2013 18:13:42 +0000

Dear Sir,

I am from Holland and have an interest in the US servicemen who fought/died for our freedom.

I am searching in particular a picture from:

ROY COOK, ASN 15337089.

He was from Scioto County, OH, Portsmouth.

He was with the 409 Sq/93 BG, killed December 22 1943 (#42-63969).

Perhaps there was a notice about his death in a local newspaper in 1943/1944 or there was picture from him in a yearbook, but I had no luck at the local library/societies.

Can you perhaps help?

Thank you in advance,
kind regards from Holland,
Antoine

Membership Corner

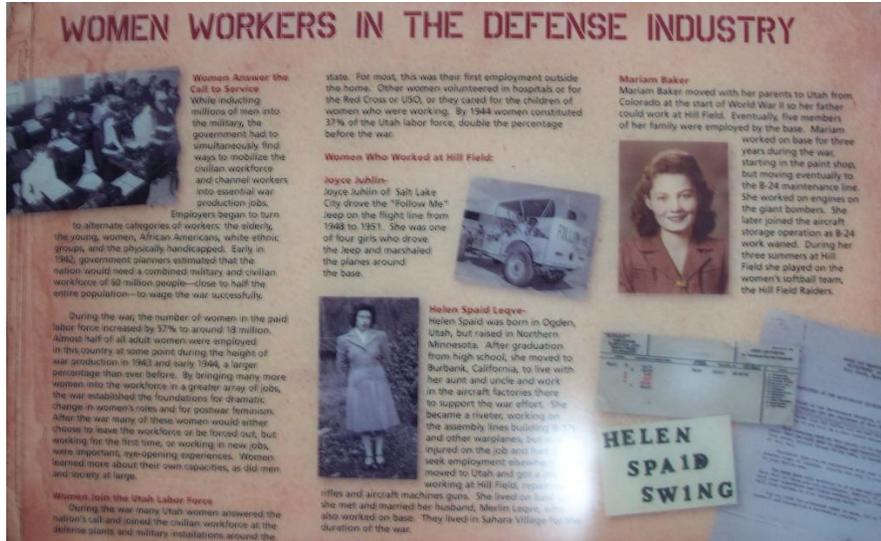
Mariam Meister Baker

Mariam was born in 1927 in her grandmother's house on Kimball Creek in rural Garfield County, Colorado. Her parents had a small farm up nearby Roan Creek, about 1½ miles from the nearest neighbors. Mariam and her two sisters attended a one-room school with 5 students. Mariam was double-promoted in second grade to allow the teacher to have two children in one grade. After they lost the farm during the Depression, they moved to nearby DeBeque where her father ran the pool hall to support the family. They moved several times as he sought work. The day after the outbreak of WWII, her father took the train to Utah to work at Hill Air Force Base. Shortly afterward, Mariam's mother and older sister followed to work there as well. A few weeks later, the two younger girls were able to join them.

Attending large Ogden High School was difficult for a quiet girl accustomed to small schools but she

maintained A grades, despite being a year younger than her classmates. During the summer she worked at Hill Field in the maintenance shop, starting at age 16. She attended Weber College for one year, where she was honored as the friendliest girl in the college but, rather than attend the banquet where she would be given the award, she chose to attend tryouts for the Hill Field softball team. Her team played once in a tournament in Denver. Mariam continued to play softball for the next 40 years, using a designated runner in her late 60s.

Mariam was a calm, firm mother who reared 8 children born in 13 years without raising her voice. Her children were taught to respect others and to work hard without complaint. She has no interest in gossip and always looks for the good in people.



The plaque is in front of the exhibit of the women working on the B-24. One of the women represents Mariam.



Mariam at Hill Field

Mariam is featured in an exhibit honoring women workers at Hill Field. The text of the plaque says: "Mariam Baker moved with her parents to Utah from Colorado at the start of World War II so her father could work at Hill Field. Eventually, five members of her family were employed by the base. Mariam worked on based for three years during the war, starting in the paint shop,

but moving eventually to the B-24 maintenance line. She worked on engines on the giant bombers. She later joined the aircraft storage operation as B-24 work waned. During her three summers at Hill Field she played on the women's softball team, the Hill Field Raiders.

Connie McCourt, daughter of Mariam & Wayne Baker

Wayne Baker

YOUNG GO GETTER – AIRMAN- ENTREPRENEUR – HUSBAND - FATHER – AMERICAN PATRIOT

During 2004 the 93rd Bomb Group Association toured the Hardwick Aerodrome located about 15 miles south of Norwich in Norfolk England. It was while we were gathering for a luncheon hosted by our British friends in the museum there that I met Wayne Baker. It was the first reunion gathering attended by Wayne and his lovely wife Miriam. After exchanging greetings, the conversation turned to the days of 1944 when Wayne had been stationed there. One of his memories was of the B-24 "Sweater Girl". Later, as I am paging through a scrap-book kept at the museum, I happened across a snapshot of you guessed it, "Sweater Girl". Looking around the room I spotted Wayne and dragged him over to where the album was laying. I will always remember the joyous look of a man who had been here 60 years before having reconnected with an old friend, the Liberator. She and other B-24s had carried him safely to and from enemy targets for 32 missions.

Wayne was born in Afton, Wyoming, in 1924, the fifth of 8 children. His father, Lonnie, had a large herd of Holstein cows but lost the farm during the Depression. Making a living in Star Valley Wyoming was difficult so Wayne helped supplement the family's food by hunting. He would wait until 2 ducks were lined up so he could shoot both in the head with one bullet. Ammunition was expensive and money was tight. Wayne's growing skill with firearms would serve him well years later as a member of the 93rd BG 330th BS flying over fortress Europe.

Wayne's eye for making a buck started at about age 10, he worked for local farmers during the summer for room and board and later for wages. In his spare time, he collected scrap iron, which his father sold for him in Utah when he went down to obtain fruit. Wayne found that, if he kept a little money in his pocket, other kids would gather scrap from their farms and sell to him when they wanted to go to the movies. Once he obtained a transformer from the local dump. His cousin and he made a welder out of it and welded the bucket on a backhoe for a construction team. 80 years later he is still welding.

When I was a kid, we made home brew from Watkins root beer extract. In 1933, Wayne and his brother Carl made the real stuff out in their barn. They got wind of Revenue Agents being in town. Carl had barrels of mash and "there was a big scurry to dump it in with the hogs so they would eat up the evidence. The hogs got drunk and laid on their backs squealing with their feet in the air. The chickens also got into the mash. They wandered around, plopping on their sides and

falling on their heads. Some of them would lie on their backs, put their feet in the air and squawk. They were so drunk they could not get back on their feet again."

At age 17, Wayne missed several months of school because of a head-on wreck with a drunk driver so he went to his brother's in California to work and earn money with the intention of returning to school the next year to graduate. He arrived December 6, 1941. He worked for Western Union riding his bike about 100 miles a day in the Oakland area. He then went to work at a shipyard where he was soon training women to cut metal for construction. After more than a year he decided to travel home to Star Valley for a visit. Upon his return, he received a draft notice. During induction into the service in Monterey, CA, Wayne's mechanical abilities landed him in the Army Air Corp. It was March 30, 1943. His training would take him all over the West with stops in Fresno, Santa Monica, Englewood, Kearns, UT, Las Vegas and Muroc Dry Lake Base (later renamed Edwards AFB).

As a new flight engineer, Wayne signed for a B-24H which was picked up at McClelland Field in Sacramento, CA in March 1944. The crew flew the magnificent aircraft via the southern route with stops Miami, Cuba and Fortaleza. It was here that Wayne and his assistant spent four days changing out the engine gaskets until an oil leak problem was fixed. Then, it was off to England via Dakar, Marrakech, Portugal, Spain, Wales and finally Hardwick Aerodrome.

Mission #3 to Konz-Karthus proved to be Wayne's real initiation into the war. On route to the target, a burst of flak made a direct hit on the plane right off his wing. The plane blew up with no survivors. These had been guys he trained with. Besides being flight engineer, Wayne was assigned to the top turret equipped with twin .50 caliber machine guns. In the process of trying to access ammo, his parachute harness caught on the controls and pinched his arm. Because it wasn't broken, he didn't abort the mission. Not realizing that his oxygen gauge wasn't working properly, he closed his eyes for a moment only to wake and see a propeller blade just inches from his turret. It scared him so much he lost his voice so he dropped out of his turret, got between the pilot and co-pilot and put the plane into a dive. The plane shuddered as the plane above it flattened 10 inches of their rudder. The pilots didn't know what had hit them and Wayne couldn't tell them until later. Filled with complete panic, Wayne told the flight surgeon that he wouldn't fly any more. The flight surgeon reassured him that his panic and the pain

in his arm were due to a lack of oxygen so he returned to duty. At age 19 Wayne received the Distinguished Flying Cross for that mission.

On a later mission to bomb the Munich marshaling yard, a short circuit in the electrical system released the bombs prematurely on what looked like a park. Through the bomb bay doors, Wayne watched the whole country blow up. By accident, they had hit a munitions dump that the Allies had been searching for. Over Munich, one engine was hit by flak. Because it takes more fuel to fly with 3 engines than 4, Wayne had to calculate whether they had enough fuel to reach England. As they crossed over the coast of England, they lost the second engine. Just before touchdown at Hardwick, they lost the third engine. He says that a B24 flies about like a rock on one engine. As they landed they lost the 4th engine. When asked why he cut it so close, he just laughed and said, "Well, you wouldn't want me to waste fuel."

When he returned to the States, Wayne visited a cousin in Ogden, Utah, and was smitten by his fiancée's sister Mariam. It wasn't long before Wayne and Mariam married. They honeymooned on the train to Oakland where Wayne mustered out of the army. Over the next several years they lived in Idaho, California, Montana, Wyoming, and Utah, building their own homes in Great Falls, MT, and Roy, UT.

Wayne worked with his brothers, who were contractors in California. He continued in the trade when they moved to Clearfield, Utah. Both Wayne and Mariam worked at Hill Field taking B-24s out of mothballs for the Korean War. Later, they invested in a second-hand store and Wayne began scrapping metals on the side. During a visit with Mariam's parents in Carbon County, Wayne attended an auction of scrap from an old coalmine. Seeing the value of materials being offered, he bought the scrapping rights for the Rains Mine. When that project was finished, he scrapped out several other mines in the area, selling working used machinery to other mines through Mountain States Machinery & Supply a company he and Mariam had started.

Along the way, Wayne earned his private pilot's license and bought a Cessna 182 and later a 210. Flying customers to remote areas to look at the used equipment made many sales and paid for the first plane in the first week. He flew for the next 35 years, sometimes with hair raising events.

In 1964 an opportunity rose to go into the coal mining business. Despite having no mining experience but having developed a sense for salvaging underground mining equipment, he opened the Plateau Mine along with celebrity Art Linkletter as the major investor. In 3 years, they made 1300% profit. The mine ran for 30 years on the basic plan laid down by Wayne at the beginning.

After the sale of the mine Wayne invested in Rocky Mountain Arms which made mini revolvers. He and Mariam then bought a homestead surrounded by Caribou National Forest up a side canyon from Star Valley and built a new home just 10 miles from his grandfather's homestead near Freedom. In 1976 he

founded Freedom Arms, which produces the world's finest handguns, the main one being the .454 Casull. Sons Bob and Donnie and son-in-law Corey run the factory now. Wayne attends at least a dozen gun shows a year and sells several guns a week to customers all over the world. In this arena, he has met and made friends with Slim Pickens, Gen'l's Norman Swarzkoff and Chuck Yeager, Gene Autrey, Roy Rogers, actor Marty Kove and astronaut Joe Engle. Representing this business has taken Wayne and Mariam to Switzerland, Germany and South Africa. In talking with Chuck Yeager one time, they concluded Chuck had been piloting one of the P-51s escorting the B-24 formation in which Wayne flew.

Shortly after they moved to Star Valley, neighbors began asking Wayne to fabricate steel items for them since by then, he was an experienced bridge builder. Nearly 40 years later, Wayne continues to design and build steel bridges, cattle guards, gates, etc. His company is the principal distributor of structural steel in the Star Valley. At age 88, he spends his days scrapping out his metal pile when he isn't selling, designing, or welding.

While Wayne has been the public face of their business', 1930's he and Mariam have been a team from the beginning. She ran the second-hand store while he scrapped the mines. When Mountain States was struggling, she learned to keep the books to save money and continued to keep them for 50 years. Her quiet, sensible nature complements his fire. In his autobiography, Above the Clouds, the Story of an American Entrepreneur, Wayne says, "At least 50% of my success can be attributed to Mariam. She is a helpmate and anything that I do she supports...I've made a lot of mistakes ... and would have been a lot better off today if I had listened to her more. But if we get involved in a project, we're both in all the way and she's always in there to help me 100% - good, bad, or indifferent."

Mariam and Wayne were blessed with 7 children. Tragically, their son Alan was killed in a car accident at the age of 18. The family has also grown with the arrival of many grandchildren. Wayne is a **true patriot** who has continued to dedicate his life to his country. He supplies copies of the U.S. Constitution with each copy of his autobiography. He and a friend have supported a trainer who meets with new Congressmen and Senators to make sure they understand the Constitution.

There is so much more to this story. The Baker story is not just about an airman during WWII, it is about an American couple growing up during the 1930's depression who married, raised a family and overcame the challenges of most entrepreneurs starting out in business. Space limitations has not permitted me to present more material. However, the reader can see "the rest of the story" by obtaining a copy of ABOVE THE CLOUDS through the 93rd BG PX. You will find details to purchase the book on the web site and at the back of this newsletter. You will enjoy it a lot!

I thank Wayne and daughter Connie for providing the material included in this article. Excerpts

from ABOVE THE CLOUDS have been reprinted with their permission. *Written by Jim Guddal.*



Wayne & Miriam at the Shootists Holiday in Raton, New Mexico, 2005. Freedom Arms hosts a target shooting event each year.



Wayne and Mariam at the Secret Service Base in Virginia, 1984

JSOnline, Milwaukee-Wisconsin Journal Sentinel <http://www.jsonline.com/multimedia/photos/209101631.html>

Grafton Legion honors Roy Harms

American Legion Post 355 on Monday unveiled a large stained-glass window, created by artist Gary Elshoff, featuring the B-24 bomber aircraft flown by Lt. Roy Harms when he and his crew were killed. Harms was the first Grafton resident to die in World War II.

This photo Lt. Roy Harms hangs in the Rose-Harms American Legion Post in Grafton. - Image credit: Mike De Sisti



American Legion Post 355 Commander Jim Arentz (left), and former Post 355 Commander Al Richards unveil a stained-glass window, created by Gary Elshoff, featuring the B-24 bomber flown by Lt. Roy Harms. - Image credit: Mike De Sisti

New Members Roll Call

Member (Vets are in Bold & **)	Connection to 93rd BG
Allison Swaim	Grand child of Vernon Swaim
Frank Olynyk	Bio pending
Andrea Bookbinder	Daughter of 1st Lt. James A. Weiss, 409th BS Flew on Sterile Errol with pilot Jerome O'Toole

News From Across the Pond



2nd Air Division Memorial Library
Remembering the past....
Inspiring the future...

Fifty Years Ago...

The dedication of the American Memorial Room (the original 2nd Air Division Memorial) took place on 13th June 1963. In addition to the many British and American dignitaries in attendance nearly a hundred 2nd Air Division veterans had returned to Norwich (for the first time since 1945) to be present on this very special occasion.

The day began with a procession and service at St. Peter Mancroft Church. During the service General Kepner, the former Commander of the 2nd Air Division, and an Honorary Freeman of Norwich, asked the Bishop

The Eastern Daily Press of Friday 14th June 1963 covered the opening of the American Memorial Room, and we've recently been given an album of photographs that was presented to the governors of the Memorial Trust by Eastern



Counties Newspapers Ltd following the dedication service. This is just one of the photographs from the album, featured in the EDP article, with its original 1963 caption...

"A friend... a brother... a son... American womenfolk wait to find the names of relatives and friends amongst the 6302 dead of the 2nd Air Division after the depositing in the American Memorial Room at Norwich Central Library yesterday of the Book of Remembrance."

Destroyed in the devastating Norwich Central Library fire on 1st August 1994, the original "Book of Remembrance" was replaced by a new 2nd Air Division Roll of Honor, dedicated on the occasion of the opening of the new Memorial Library on 7th November 2001. Containing nearly 7,000 names, the Roll of Honor is displayed in the Library, and a digital copy can be found on our website at

www.2ndair.org.uk/Library_resources/Roll_of_Honor/index.htm

Another photograph in the album shows the Roll of Honor being carried from Norwich City Hall to St Peter Mancroft Church. One of the Honor Guards in the photograph is Wayne Persinger, who is currently running a family business here in Norwich (Captain America's Hamburger Heaven).

Wayne writes: "as a matter of interest, viewing the photo depicting the two colonels, one carrying the Roll of Honor, I am the Honor Guard on the right directly behind them. Who would have thought then that I would be in Norwich in 2013 running a very successful business? The other Honor Guard is Airman First Class Harold Deal and we were both posted at RAF Sculthorpe with the Air Police Squadron."

E Morgan

Libby Morgan

Email: libby.morgan@norfolk.gov.uk

Website: www.2ndair.org.uk

Follow us on www.2ndair.wordpress.com and

<http://www.facebook.com/2ndair>



Trust Librarian

Tel: 01603 774747

Fax: 01603 774749



News from Station 104 Hardwick England

Museum update - June, 2013

The revamp of hut three vacated by the Halesworth 489th BG has gone really well and is now open to the public, although we still consider it as a work in progress as we look to move all our 93rd BG related exhibits into it.

It was hard work but it has had its benefits – studying all the pictures before remounting them and cleaning the exhibits led to great discussions on what life was like for those young men and women uprooted to this part of England. The photos in

particular can always be relied on to produce details previously missed; just looking back in time at their faces can give you just a small insight into their tough life and camaraderie that developed.



With the new cabinets completed we now have a suitable home for more exhibits to be displayed to their best effect. During the hut restoration we found that we had to replace electricity cables due to some wire chewing from a mouse (now evicted!) and have laid cable runs between the huts ready for the new security system to be installed.

An increasing number of 93rd BG specific exhibits have been introduced into the new displays, such as this 330th squadron patched jacket and a M1 helmet dug up from Hardwick airfield. We hope to develop this theme further as we source more items directly associated with the 93rd.

Expanding the display area allows us to include more unusual exhibits such as smoking paraphernalia and USAAF cushions along with the radio operator's station from a B24 Liberator and a stove from Hardwick. It would be nice to get the stove working for next winter!



Maintenance of the outside of the huts 1 2 and 3 is an ongoing task and the volunteers are repairing and repainting whenever the weather permits along with cleaning the exhibits and keep the grounds neat and tidy to bring them up to scratch for open days. We have had a few problems with the black bitumen paint lifting from the sunny side of the huts but we persevere, rub down and recoat. Has anybody has information on what paint was used originally, where it came from, and if any maintenance was necessary during war time usage? Somebody has mentioned it could be tar left over from coal gas production but we would like to know for sure.



Max, painting



Jack, trimming



Richard, drilling



Lenny, making tea



If we continue maintenance at the present rate over this summer we hope to have the outside of the three huts in a stable condition ready for winter. But our thoughts are also on doing some remedial work on Hut 4, currently a store, to keep it watertight, in hope one day we may expand the museum. Maybe even a small workshop at one end.... You can see some of the original horizontal corrugated lining is still intact.

June 2013 open day
Derek, Richard, Max, Paul, Jack

The volunteers (Lenny is restore and set up the newly As you can see by the cars constant stream of visitors to the Margaret's cakes and Maurice's complementary comments was very encouraging and helps



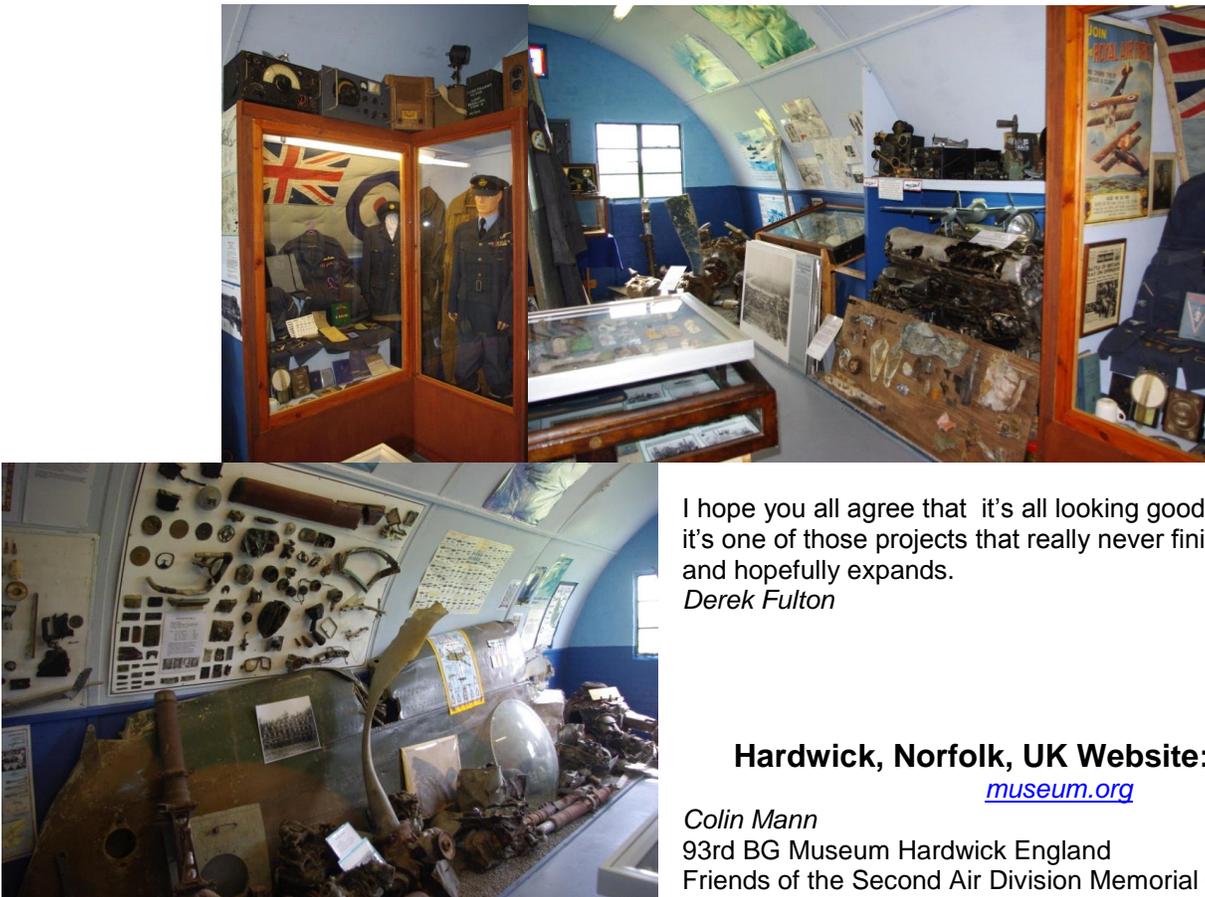
missing) who worked over the winter to opened hut at the June open day, relaxing! parked in the background there was a airfield, enjoying the new exhibits, Mustangs. We had a lot of interest and about the new displays from visitors which make it all worthwhile.

Although our focus over the last year has been hut 3 work has still gone on looking after the exhibits and outside of the other huts. So here is a reminder, and for those who have not visited, what is in huts 1 & 2.

Hut 1 The Mighty Eighth USAAF Memorabilia



Hut 2 RAF Memorial Room and RAF Memorabilia

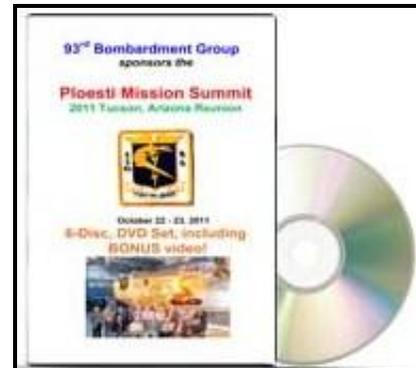
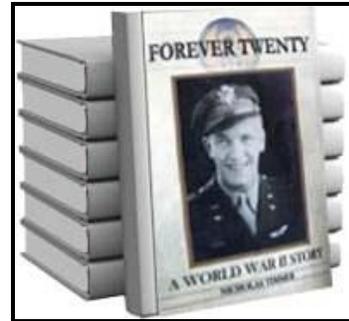
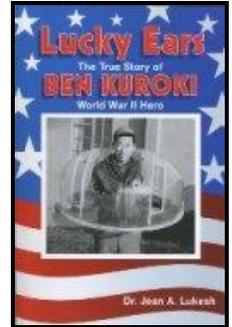
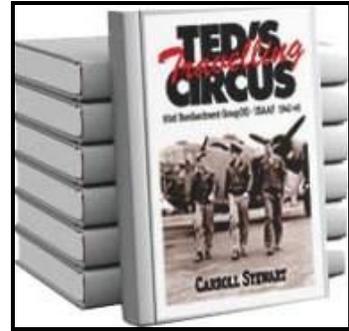


I hope you all agree that it's all looking good at this stage but it's one of those projects that really never finishes just develops and hopefully expands.
Derek Fulton

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

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

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

KEEP OUR HISTORY ALIVE! Consider a membership for a friend or family member. (Make a copy of this form for additional memberships. Thank you!)

The PX: We have in stock, coffee & tvl mugs, caps with B-24 image, visors, BOF III B-24 puzzles, Memorial Window Sun catcher replicas, books & Ploesti DVDs. Go to the PX page in the BOF for ordering information or contact Jim Guddal- "jguddal@yahoo.com"