

Ball of Fire QUARTERLY EXPRESS



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

Vol. 20 No. 1

Spring 2012

President's Corner

In January, my work took me to the Hartford, CT area for the first time. Only a few short months before, the 93rd decided to hold our 13th Reunion in the Hartford area. The air connections through New York were frequent and convenient, while the airport was easy to navigate through. Featured in the airport lobby is a giant model of Mark Twain's home constructed out of red and green legos. Measuring 6' by 3' by 3', the local pride in a home town boy made good was evident. Pratt & Whitney have already agreed to host our group at their facilities. We think they will treat us even better than they treated Mark Twain. Alberta DelGuidice, our local contact, and her family are eager to show off their state, too. Although a year-and-a-half from now it's not too soon to make your plans for 2013.

We have introduced a new tool to assist our coordination among the officers and reunion coordination team. We held our first teleconference on Feb 18th to discuss a number of topics: membership, 2nd Air Division & Heritage League Status, the Reunion, and where our veterans should donate their papers and memorabilia. We planned a 30 minute call and talked for nearly 90 minutes. We used a free teleconference service called, FreeConferenceCall.com. Participants are required to pay their long distance charges but there is no fee for the service itself. Our first call was very interesting, and we shared a number of great ideas. Our next call is scheduled at 5:00 PM, Eastern, on March 31st. If you would like to join let me know.

The most exciting idea during the call came from Michael Sellers. He suggested we conduct a webcast of parts of our reunion for those who can't attend.

Members who can't be at the reunion can take part remotely! We already record many sessions particularly the education program so there is not a great deal of extra effort. Michael is investigating the technology to see what is required to make the webcast a reality. We will provide more detail as we determine if we can make this a reality or not. This idea supports our goal to perpetuate the memory of the 93rd BG in a format appealing to today's young people.

Jim Root and our reunion committee are moving forward with the planning for our 12th 93rd BG Reunion to be held in Seattle, WA in October. More detail is provided elsewhere in this BOFQE. Anyone living in the Seattle/Tacoma area is welcome to help us finalize the details. John Cadle has already provided valuable assistance and is willing to continue, but would welcome additional help. Contact Jim Root if you are interested. His number is 616-218-0787. He lives in the Eastern Time zone. His email is JamesDavidRoot@aol.com.

Finally, I am looking for volunteers to serve on this year's nominating committee. Comprised of two members appointed by the President, the Nominating Committee is responsible to recommend a slate of candidates to fill the officer positions for 2012-2014. Officers serve a two year term and may be reelected to additional terms. The current officers' terms expire in October. If you are interested in serving as a member of the Nominating Committee, please contact me: 412-327-1909 and 109clearview@verizon.net.

John Marx

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Webmaster – MICHAEL SELLERS (see Documentary Project)

93rd BG By Laws and The Constitution of the United States

Dear Friends,

Recently, I was reading our By Laws and was struck by the words of the 2nd paragraph found in Article II-PURPOSE. It reads:

“The 93rd Bomb Group will continue to advocate and to support an adequate, effective and efficient Army, Navy, Marine Corp and Air Force at all times.”

It reminds me of a part of The Constitution of the United States found in the 2nd Amendment which says:

Amendment II

“A well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear Arms, shall not be infringed.”

Did you know? The first ten Amendments (Bill of Rights) were ratified effective December 15, 1791. And what about the First and Second Amendments?

Amendment I

“Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people to peaceably to assemble, and to petition the Government for a redress of grievances.”

Amendment III

“No Soldier shall, in time of peace be quartered in any house, without the consent of the Owner, nor in time of war, but in a manner to be prescribed by law.”

Jim Guddal, Member

Treasurer's Notes

In Article II-Purpose of our By Laws it states: “The purpose of this organization shall be:”

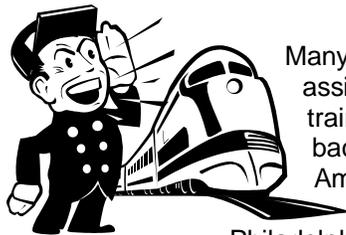
Paragraph 4: “To support the programs and effort of the Memorial Trust of the 2ADA Memorial Library, located with the Norwich Center Library, England, the Museum at Hardwick, the Might Eighth Air Force Museum at Savannah, Georgia, and any like organization that exists to perpetuate the memory of those who served in WWII.”

As we have publicized in a previous Ball of Fire, the Ploesti project at the Mighty Eighth Museum was successfully completed thanks to the generosity of our membership. The 93rd sponsored an “audio dome and display case” near the location of a Ploesti diorama which had been previously donated by the 44th BG.

Looking to the future, your 93rd leadership is considering various options for our next project. Recently, we received a member donation designated for use at Hardwick. Your Treasurer has now established a fund to receive donations and will reserve those funds for projects at Hardwick. We are working to identify those projects and priorities which will keep this unique museum thriving well into the future. We'd also like to hear from our members with ideas.

If you have been considering a donation to your Association, you can do it two ways. Send your check to this office or go to the updated 93rd website and make your contribution thru the PayPal button found in the Membership Department.

Jim Guddal, Treasurer



ALL ABOARD! The Ball of Fire Express to Seattle

Many of our vets rode trains to assigned induction centers, to training bases and eventually back home after the war.

Amtrak has a direct route from Boston, New York, Philadelphia and Washington DC to

Seattle. That's where our 2012 reunion will be. Amtrak also has a direct route from San Diego to Seattle. Some of our members took the train to Shreveport in 2009 and to Savannah in 2010. Just picture it! Some of you get on in Boston. A few more board in New York and so forth. We pick up more of you in Chicago, Minneapolis and off we go. It is a four day trip for those boarding in Boston and two days from Mpls. Same thing goes for San Diego. Along the way we see some of the best scenery in the USA. Getting excited yet? By the time the Ball of Fire arrives in Seattle, you are already warmed up for the party. What fun!!

Sound a little crazy? Maybe, but wouldn't it be a blast! Some of us talked about it in Savannah and the consensus was YES, LET'S DO IT! If you think this train is one you would like to be on, send me an e-mail jguddal@yahoo.com or send me a note. Jim Guddal, P O Box 47336 Plymouth, MN 55447. A number of Vet members in the Midwest have expressed interest. Do you think Amtrak would paint some nose art on its lead engine?

Watch for more information in the next Ball Of Fire. Also, check out an Amtrak nearest you.

This was originally printed in the Ball of Fire December 2010.

2012 93rd Bombardment Group Association Reunion

[Update as of 3/20/12](#)

Planning for our annual reunion in October is coming along very nicely! It will be another fabulous, family-oriented, educational and fun time for all attendees!

I have attached a "tentative" schedule of events for the reunion, and will send more information, including final cost by the next BOF update. You can check our website as well for updates at www.93bg.com.

This year we will offer more "optional" events for those who may not want to travel out as much, plus it will offer a more reasonable cost package for the reunion. We will be having more educational sessions, a visit to the Museum of Flight, the Boeing Factory and Museum, the Joint Military Base (Lewis-McChord), and a scenic tour of downtown Seattle with shopping and free time! A few surprises and a few "special" guests will be included as well! Contact me with questions/comments!
Jim Root: 616-218-0787 (Eastern Time zone).

Make your reservation soon! Please use the **reservation group code: "93B"**.

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

Embassy Suites Seattle - Tacoma International Airport

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

Plus sales tax(rate is 9.5%), and hotel occupancy (tax rate is 12.4%)
Plus \$10.00 per night for additional adult

Our Sales Manager is:

Dorothy Hitchcock
15920 West Valley Highway
Seattle, Washington 98188

Direct Line: (206) 219-2148

Fax: (425) 227-9567

E-Mail: Dorothy.Hitchcock@hilton.com

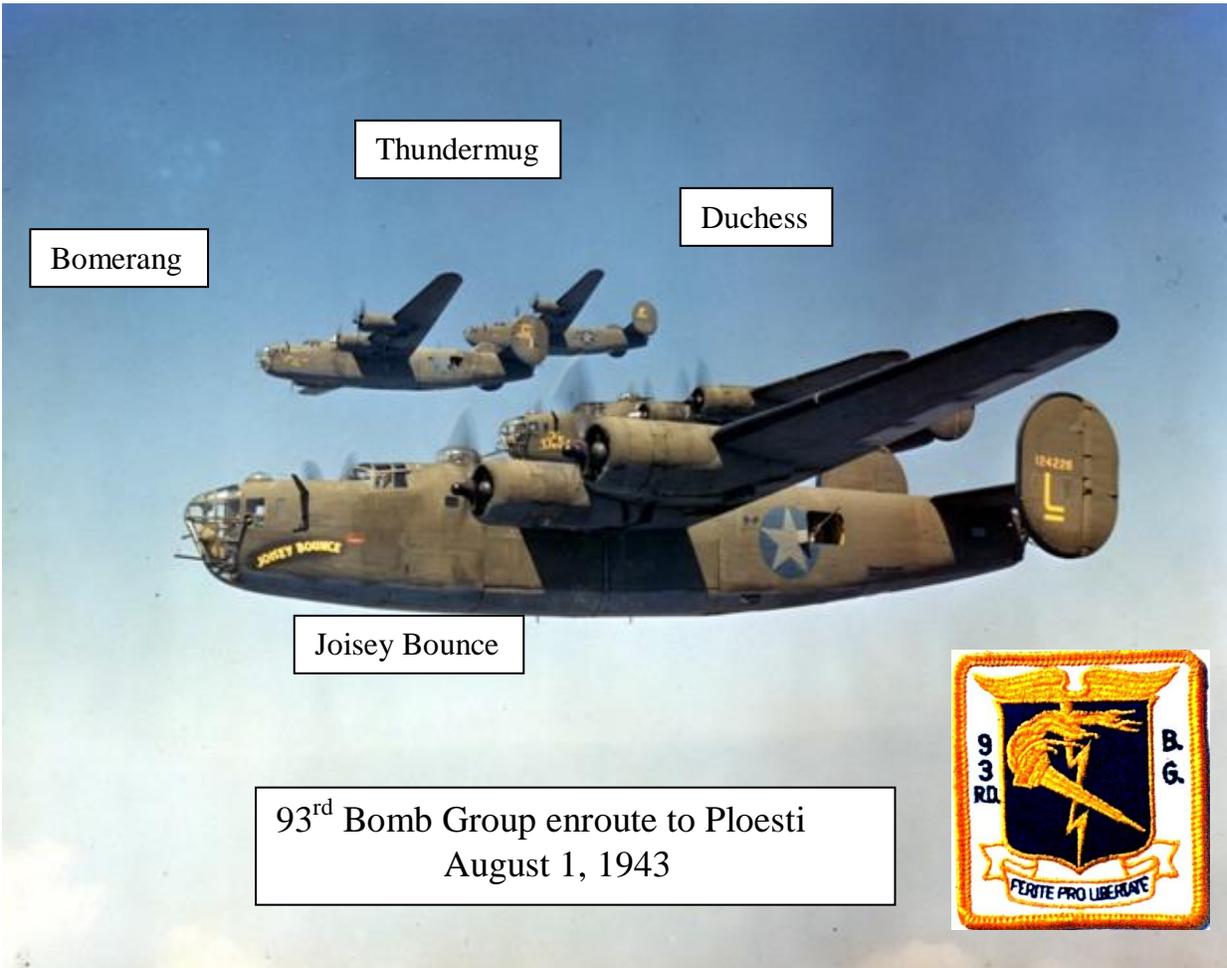
[Embassy Suites Seattle-Tacoma Intl. Airport Brochure & Website](#)

“Ted’s Travelling Circus”

93rd Bomb Group (H)

Seattle Reunion

World War II



“Never Forget”

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 2012 Seattle reunion will mark the 12th independent reunion held by the 93rd BG. Our theme is “Never Forget”.

October 18 - 22, 2012

Summary / Schedule of Activities

Day 1 - Thursday, Oct 18

10:00 AM - 2:00 PM	Registration / Hospitality Room Setup at hotel
2:00 PM - 5:00 PM	Registration /Hospitality open at hotel
2:00 PM - 4:00 PM	Reunion Committee/Officers Meeting at hotel
5:00 PM - 5:30 PM	Reception at hotel - Atrium
6:00 PM - 8:00 PM	Welcome Dinner at hotel
	Special Guest: Tukwila Mayor

Day 2 - Friday, Oct 19

	Breakfast at hotel
	Registration /Hospitality open daily at hotel
9:00 AM - 10:30 AM	93 rd BG Education Session at hotel
	"Life at Hardwick and England"
11:00 AM - 3:00 PM	Museum of Flight : lunch & tour
5:00 PM - 5:30 PM	Tour Joint Base - McChord-Lewis
6:00 PM - 8:00 PM	Dinner - Club McChord
	Special Guest: Base Commander Col. Paul Eberhart
	Entertainment: 56 th Army Swinging Band of Courage

Day 3 - Saturday, Oct 20

	Breakfast at hotel
9:00 AM - 11:00 AM	Business Meeting (40 people) at hotel
11:30 AM - 4:30 PM	Boeing Manufacturing/Museum Tour (Optional)
11:30 AM - 12:30 PM	Lunch & Learn at hotel - MOF Speaker - TBD
1:00 PM - 3:00 PM	Education Session at hotel
	"Life in the US homefront"
5:30 PM - 6:30 PM	Reception at hotel - Atrium
6:30 PM - 8:00 PM	Dinner/program at hotel
	Special Guest & Program: TBD

Day 4 - Sunday, Oct 21

	Breakfast at hotel
9:00 AM - 11:00 AM	Education Session at hotel
11:30 AM - 4:00 PM	Seattle City Tour (Optional)
1:00 PM - 3:00 PM	Education Session at hotel
	"B-24 Aircraft and Nose Art"
5:00 PM - 6:00 PM	Reception at hotel - Atrium
	Entertainment: Ted's Travelling Combo Band
6:30 PM - 8:00 PM	Closing/Memorial
	Dinner at hotel
	Honor Guard

Day 5 - Monday, Oct 22

Breakfast and Depart hotel



93rd Musical Members Invitation - Jam(b) Session Music Seattle Reunion

Dear Group - We are still looking for participants to take part in a little vintage music at the reunion in Seattle. Presently we have two saxophones, an alto and a tenor, and a bass guitar. We would like to find some brass, i.e., a trumpet, cornet, trombone, even a tuba, how about a clarinet, or perhaps a violin. We could also use a keyboard player as well.

Contact Jim Root if you are interested. His number is 616-218-0787. He lives in the Eastern Time zone. His email is JamesDavidRoot@aol.com.

Any questions, like 'who was it that got Doris Day her start in singing', contact Kent Jacquith at: dejacque04@bendbroadband.com or 2633 SW Obsidian #15, Redmond, OR 97756 or 541-923-4319.

Greetings from the 93rd BG Historian!

I am working several mini research projects relating to the 93rd BG. If you can shed any light on them, please contact me. No detail is too small to help in the research!!

Looking for McBride Crew lost Aug 1, 1943

I am looking for anyone who has information/photos, next of kin or knew this crew. Their names are: McBride, Jarvis, Huston, Gill, Ellison, Domke, Krugel, Key, Burton, Riddle, and Clifford. I have found a photo which I believe is this crew shortly before Ploesti. They were part of the 329th Bomb Squadron.

Loss of 42-95034 on June 12, 1944 flown by the 409th BS

I am looking for anyone who has information/photos, next of kin or knew this crew. Their names are: Irving Fruchter, Sam Bargamian, Davenport Karow, Alfred Thompson, Joseph Novak, Henry Balzer, Harland Wilkinson, Paul Blateric, Donald White, and Joseph Doyle. The aircraft suffered a major mechanical issue and the crew bailed out near Newport Essex, England. The unmanned aircraft crashed in a field and burned.

Mission of Sept 18, 1944

On the mission of Sept 18, 1944 there were extra crewmen on each plane. The mission of Sept 18 was a supply drop to the airborne troops near Arnhem. Their names do not appear in the list of 93rd BG personnel.

The mystery crew position was called SOS. I am looking to determine what the SOS position was and what organization they were assigned to. Any recollection is greatly appreciated.

Crew of Secar Harris lost March 15, 1944

They bailed out over Switzerland/German border March 15, 1944 following a mission to Friedrichshaven. The crew was Wayne Moeller, Julius Rosenfeld, Stewart VanderVeen, Secar Harris (pilot), John O'neill, Marshall Ward, Leask Herman, Joseph Helms, Clyce Forrester.

Looking for anyone who knew T/Sgt. Donald N. (Pat) Kraeger

He was in the 409th BS and flew 21 missions from July, 20, 1944 to April 16, 1945.

Glenn Miller concert Sept 2, 1944

If you have any photos, diary notes or recollection of this concert please contact me.

Cheers,

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

POW Poems*

CAPTURED ARMEN

We are the men who no longer fly mid the threat of fire and flak,
We are the ones who are forced to standby, to the fight we can never go back.
Our small domain is encircled by wire, not even the ground can we roam to wait quietly by the war does require,
please God, why can't we go home?

On the days when the weather is very clear and we gaze up into the sky,
Sometimes we see what our captors fear, our own planes flying by.
Then we on the ground see the scorching flak so we send up a silent prayer to ask God to guide them safely back.

LITTLE BROTHERS

When the bombers wing on to the target our escort is standing by,
we cannot see them for they are way up high,
When the enemy plans to attack us it's then that he does appear,
we call them "Little Brothers".
To us they're very dear.

When we leave the target to the deck they fall,
those P-47's, P-38's and P-51's are surely on the ball
They hunt down Jerry's freight trains down there on the deck,
when they find one rolling they leave it in a wreck.

They protect us on our missions up there in the blue, we envy our "Little Brothers",
we praise them through and through.
When this war is over, thrilling tales they'll tell
Up there close to heaven yet so close to hell.

Keep 'em flying, "Little Brothers" way up in the blue,
The bomb raids aren't over, they still depend on you.

* The poems were written by American Airmen that were being held captive in the German prison camp known as Stalag Luft 1. They were contained in a journal written and compiled by Walter Boychuk, Captain, U.S. 8th Air Force, Kriegsgefangenen No. 5407. He was wounded and shot down over Le Harve, France on Sunday,

August 13, 1944. After his capture, he was taken to Berlin for medical care and then sent to Stalag Luft 1 at Barth near the Baltic Sea. He was there until April, 1945 when the war in Europe ended. Thanks to George McLean for providing the poems - other poems will be included in future newsletters.

93rd Website & Documentary Films

93rd Website Update

At the time of writing this article 37,821 people have visited the 93rd BG website since it's redesign in November 2009. A visitor recently was logged all the way from Buenos Aires, Argentina.

NEW!! We have updated the PX and now have a smooth and easy way for people to order 93rd memorabilia, souvenirs, and more!! Please check it out when you have time: http://93bg.com/postexchange_itemslist1.html

Two Films Produced by the 93rd BG Still Available!!

The Memorial Project / DVD-\$10 each

This film was produced by the 93rd BG and documents the dedication of a stained glass window at the Mighty Eighth Air Force Museum in Savannah, GA. Please look for an order form in this issue of the Ball of Fire or go to the PX webpage to order by credit card.

Thoughts for the future / DVD-\$10 & Blu-ray-\$13 each

This film reminds you of the contribution the 8th Air Force and it's bomb groups courageously gave towards

the war effort and how so many years later, groups like the 93rd are still meeting and remembering. DVDs are \$10 and Blu-ray discs are \$13 - included as a bonus is the film *Liberators Over Europe*. This film is a complete summary of the 8th Air Force's operation in Europe and contains footage of many bomb groups in the East Anglia area during the war. It even shows Maj. Gen. William E. Kepner personally donate the initial check to the Lord Mayor of Norwich for the construction of the 2nd Air Division Memorial Wing. This is a very clean transfer from an original print at the National Archives.

Also please visit the website

www.thoughtsforthefuture.com for more information.

Please look for an order form in this issue of the Ball of Fire or go to the PX webpage to order by credit card. If enough copies of the film are sold - a donation will go back to the 93rd BG association.

www.93bg.com

Michael Sellers, 93rd BG Webmaster

THE MEMORIAL PROJECT - DVD

93RD BOMBARDMENT GROUP
SAVANNAH, GA 2010

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



FRANKENBITE PRODUCTIONS AND THE 93RD BOMB GROUP ASSOCIATION PRESENTS
"THE MEMORIAL PROJECT - 93RD BOMBARDMENT GROUP, SAVANNAH 2010"
2ND CAMERA BY NICOLE GILLIAM MUSIC BY SCOREKEEPERS EDITED AND DIRECTED BY MICHAEL SELLERS

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

ORDER FORM

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)

Thoughts for the Future

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

Directed and Edited by Michael Sellers

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

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

Thoughts for the Future
a film by Michael Sellers

Shown at the dedication dinner!

ORDER FORM

NAME _____

EMAIL _____

STREET ADDRESS _____

PHONE _____

CITY _____

STATE _____

ZIP _____

Please send this order form with check or money order to:

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

In the white boxes fill in quantity for desired format

DVD (\$10 each)

Blu-RayHD (\$13 each)

Folded Wings

Ahman, Jr, S/Sgt Frank P., December 21, 1984

(email from his son, Tom Ahman, see Letters to the Editor for more info)

S/Sgt Frank P. Ahman, Jr was the left waist gunner on the Gambling Lady, 329 Sq, 93rd BG.

Allatt, Major Peter J.D., December 26, 2011

Major Allatt was born in England on June 30, 1924, the son of John Dobson and Ada Lawrence Allatt. Upon the death of his mother, he came to the United States with his father and grandmother when he was four years old. They lived in New York City and he attended New York City schools.

Upon graduation from DeWitt Clinton High School, he enlisted in the United States Army where he completed pilot training and, as a member of the Army Air Corps, flew 17 missions over Germany with the 93rd Bomb Group.

April 5, 1945 - The Finale*

Lieutenant John H. Van Zandt, in a nearby ship, made the following report upon reaching Base.

I was flying as F/O Allatt's co-pilot in ship 157-L. We had broken formation under adverse weather conditions and at altitude of 900 feet and were flying home alone. As we crossed the coast line, I remarked about the anti-invasion defenses along the beaches. At that moment, we felt the ship jumping around and wondered what it could be. I looked out the window to my right and saw

tracers coming over our tail from the left. I noticed a 93rd aircraft below us. He was being boxed in by anti-aircraft fire, probably .20- and .40-mm stuff. The aircraft (Sample) started a steep bank to the left as though he were trying to evade the flak. I followed the ship out of my vision. Our engineer, Sergeant Ernest E. Fleming, reported the plane (Sampler) completed a 180-degree turn. At the end, he was flying on his back. (pages 474-475)

After the war, he attended Harvard College, Class of 1951, and graduated with a degree in history. He then spent many years in the reinsurance business. He also continued in the United States Air Force Reserve, both active and inactive, until he retired in 1984. In 1968, he was recalled to active duty as a result of the Pueblo Affair in Vietnam. He served for 18 months.

In addition to his wife, Elizabeth, Allatt is survived by one son, two daughters, six grandchildren and seven great-grandchildren. A private graveside service was held at Arlington National Cemetery, Washington, D.C

Brandenburg, Glen, January 19, 2012



Glen Brandenburg (lower right) volunteered in the US Army Air Corps during WWII where he served as a bombardier/navigator in the 8th Air Force, surviving 35 missions over Europe.

Comment:

Glen Brandenburg of Eden Prairie MN went to join his crewmates. He was bombardier and navigator on the Leon Bernard crew. (Ma's Worry) Please see the article in the last BOF. I was privileged to have met with Glen in December for a meeting with another 93rd vet, Burt Karels (also Ma's Worry). God Bless Glen!

Glen, we thank you for your service.

Respectfully, Jim Guddal

Keever, John L., February 26, 2011

(email from son, Tom Keever)

John L. Keever was born March 17, 1924 and was a radio operator on a B-24 in the 8th Air Force based in England. He flew 30 combat missions as lead crew radio operator and received the Distinguished Flying Cross

and Air Medal with Five Oak Leaf Clusters. He always enjoyed receiving your news letter and loved to recount his years of service to the US Air Force and his country.

Neumann, Clarence William, January 20, 2012



All,
This is a shot of Bill Neumann shaking hands with the King of England. One of my favorite Neumann photos. Talk about a piece of history!

You have from left to right: Maj. Gen. Jimmy Doolittle, King of England, George VI, Col. Howard Moore, (Ranking Officer for the 482nd ,Pathfinders Unit) (Pilot) Capt. Howard Hinchman, Lt. Bill Neumann (navigator) and Lt. Donald Dahl, (Co-pilot). Photo was taken in 1944.

I've been told by reliable sources that Bill didn't wash his hand for several months, HAHAHA!

Thought it would be fun to share this one with you all,
Joe and Phyllis

(Originally published in BOFQE Spring 2011)



Bill Neumann, 91, of DeBary, FL passed away after a short illness on January 20, 2012 at the Central Florida Regional Hospital. Born November 7, 1920 in Detroit, MI, he was the youngest son of Harry and Minnie Dreyer Neumann.

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 and lived in NH until moving to DeBary in 1999 following the death of his first wife Dolores.

Survivors include his wife, Mary Ann Swanson-Neumann of DeBary, his only son Jeffrey R. (Patricia) Neumann of Edisto Island, SC, and his brother Edward Neumann of Taylor, MI.

Interment was at Arlington National Cemetery.

Comments from 93rd group:

The 93rd has given up a very loyal and supportive member and a very good friend. God Bless you Bill! We thank you for your service.
Respectfully,
Jim Guddal

Dear Corinne, Jim, and 93rd,
My family and I are extremely saddened by Bill's passing. I last saw him and Mary Ann in Savannah. He was so full of life. I was always amazed at how youthful

a 90 yr old he was. What a wonderful guy!!! I will cherish my memories of him.
May God Bless his soul and be kind to Mary Ann.
Paul Levine & Family

Thanks Jim for letting me know about Bill's passing. I just talked to my grandparents and let them know. Bill will be missed very much.
Michael Sellers



Jim (Guddal),

Thanks for the notice. Very sad - Bill was the best and will be missed. Here is one of my last pics with them, before leaving Tucson.

Jim Root

Membership Corner
RAYMOND ECK

RAYMOND ECK

'THEY DIDN'T WANT US MISSING ANY OF THE ACTION'

Defenders of FREEDOM
 THE STORIES OF THOSE WHO SERVE OUR COUNTRY

EDITOR'S NOTE: On Mondays, the Sun-Gazette offers a series on the men and women who risk everything to defend our nation and the freedom of others in this world through military service. If you know of such a story, contact Dave Thompson at 326-1551, Ext. 3103, or e-mail dthompson@sungazette.com.)

By DAVID THOMPSON
 dthompson@sungazette.com

"Hell."
 That is how Williamsport resident Ray Eck described the bombing missions he flew over Germany during World War II.

During the war, Eck, a radio operator and gunner on a B-24, flew 27 missions, which he said were not for the faint of heart.

"There were moments of stark terror with the flak hitting you," Eck said. "We lost our engineer — he was killed on one mission — and one time we had to crash land in Le Havre, France. We counted over 150 holes in the plane that we could see. The ones underneath (the plane) we couldn't see because it was all smashed up."

A crash landing was not enough of an excuse for Eck's crew to miss a bombing run, he said.

"They flew us back in a C-47 the next day," he said. "They didn't want us missing any of the action."



This is to Certify

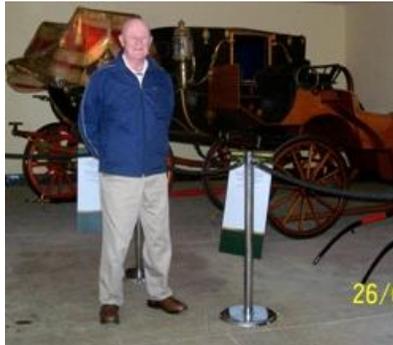
RAYMOND E. ECK of 326th Squadron, 93rd Bombardment Group (H) A.A.F. has served with honor to his country, commended himself on bombing missions over enemy



Alex Lepore and Joseph Troisi — also said. The B-24 carried a crew



Ray & June Eck in England, May 2011



RAYMOND ECK (Continued)

Eck was born in Williamsport in 1923 and graduated from Williamsport High School in June 1941.

He attended drafting classes at Williamsport Technical Institute for several months, then, on Dec. 1, 1941, he went to work for General Electric in Philadelphia.

Eck wanted to fly and, while in Philadelphia, tried to enlist as a Navy flier but failed his physical due to allergies.

He was drafted into the Army in Spring 1943 and was sent to basic training in Clearwater, Fla. He was sent to radio operator school at Scott Air Force Base, Ill., and gunnery school in Yuma, Ariz.

While shooting skeet with a shotgun on the gunnery range, Eck was noticed by an officer who saw Eck shooting both right- and left-handed.

The officer asked Eck, who is right-handed, why he chose to shoot with the other hand.

"I told him I wanted to make a kill," Eck said.

The officer, seeking to make an example of him, closed down the range to everyone but Eck, who alternating between shooting right- and left-handed, hit 49 of 50 targets.

"He told me, 'Shoot any damn way you want,'" Eck said.

After gunnery school, Eck was sent to Casper, Wyo., where he met and trained with his bomber crew.

"I was just going along with the system," he said. "In the service, you do as you're told."

After flight training, Eck and his crew were sent to Fort Dix, N.J., then shipped out from New York in a convoy that took 13 days to cross the Atlantic Ocean to England.

Eck was sent to Ireland for combat training, then rejoined his crew, which was assigned to the 93rd Bomb Group of the 8th Air Force at Hardwick Air Force Base, England.

Eck said two Williamsport residents —

were assigned to the bomb group.

Most of the bombers in the group had pictures — typically, pin-up style — painted on their noses, but not Eck's.

"They liked to paint pretty girls on them," Eck said. "The man in charge of our plane wouldn't let us paint anything on it because every one painted before was lost in combat."

Eck said his first mission was on Sept. 29, 1944; his last, on April 15, 1945.

During missions, Eck was situated behind the co-pilot of the airplane. During the flight to the target, Eck said he did "pretty much nothing."

"We maintained radio silence during the mission and following the bomb drop, the radio operator in the lead plane sent a strike message to the 8th Air Force headquarters that we dropped our bombs," he said.

Eck's crew became the lead crew after only five missions, he

of 10. The type of bombs the airplane carried depended on the target, he said.

Regardless of the target, missions were dangerous affairs in which planes could meet a fiery demise as a result of anti-aircraft fire or attacks by fighter planes, Eck said.

"We had no protection," he said. "The B-24 was known as the 'flying coffin.'"

On one occasion, a fighter plane attempting to ram Eck's airplane flew so close to it that Eck could see "the whites of (the pilot's) eyes."

As the war dragged in, Eck noticed the frequency of fighter attacks increased, while the duration of the attacks decreased.

Earlier in the war, fighters already were airborne and waiting for the bombers, he said. They came toward the bombers from out of the sun so it would be hard to see them.

As the war progressed and fuel became scarce for the Germans, their fighters remained on the ground until a bomber attack occurred.

"They'd have enough fuel to go up, make one pass at you and then they had to land," Eck said.

The war in Europe ended at about the time



Eck flew his 27th mission.

"We were scheduled to go to the South Pacific because we were still at war with Japan," Eck said. "Then they dropped the atom bomb."

After the war, Eck was discharged. He married June Bloom in 1947. The couple had four daughters.

Eck went to Parks Air College of St. Louis University on the G.I. Bill. After graduating in 1950, Eck was commissioned a 2nd lieutenant in the Air Force.

He retired in 1972 as a lieutenant colonel after 27 years in the service.

"I ended up as a commander of a Minuteman II missile squadron in Great Falls, Mont.," Eck said.

After retiring, Eck went back to school to get a master's degree. He taught at South Hills Business School in State College for two years, then taught a year at the Missouri Military Academy before taking a job as assistant superintendent at Castle Heights Military Academy in Lebanon, Tenn.

Eck returned to Williamsport in 1987.

"It's my roots (and) my mother was still alive," he said.

Eck said his wife died in 2006. He married June Evans about 3 years ago.



Williamsport resident Ray Eck, above left, served as a radio operator on a B-24 bomber in Europe during World War II. Also shown, clockwise from upper left, an inside view of a B-24, a document certifying the 27 missions Eck flew during the war, Eck's plane prior to a bomb drop near the Swiss Alps, Eck's bomber crew (he is in the back row, far left), airmen in England on cleaning day, and Eck, right, with a comrade in Ireland. In the bottom photograph, Eck is at right feeding pigeons in Trafalgar Square, England.

PHOTOS PROVIDED

More pictures in England, May 2011

Ray and June Eck



Topcroft Church



Vernon Swaim & Ray Eck (Hardwick Airfield)



BEN KUROKI INDUCTED INTO NEBRASKA AVIATION HALL OF FAME



Ben Kuroki, a Japanese American, was born in the Gothenburg/Cozad area in 1917 but was raised near Hershey. After the bombing of Pearl Harbor, Ben volunteered to join the American Army but was turned down because of his heritage. He was later allowed to join the newly formed Army Air Corps, which thrilled Kuroki because he had been taking flying lessons before the war. He wanted to fly aerial warfare against Japan but knew he would never be the pilot, but hoped to be a gunner. Kuroki found his biggest enemy was racial prejudice. The military could not see beyond his Japanese heritage, but fortunately his crew members did. They even named two of their planes for him and walked en masse with him so that someone would not mistake him for the enemy. Kuroki was fighting two battles, one against America's enemies and the other against racial bigotry.

During World War II, he flew as a top gunner on B-24's in Europe and North Africa. Twenty-five missions meant a ticket home but Kuroki signed up for an additional five missions. He took part in one of the deadliest single air combat missions in the war, the low-level raid on the Ploesti oil refineries in Romania. After his thirty missions, he was sent back to the States to recruit Nisei men from the Japanese internment camps to join the 442nd Regiment, which became the most decorated American Army unit during the war. After that brief assignment, Kuroki requested and was granted

the assignment he always wanted. He was cleared by Secretary of War, Henry Stimson, to fly as an aerial gunner in B-29's over Japan. He became the only Japanese-American aviator to fly missions directly against Japan and the first Japanese-American war hero. By the end of the war, Kuroki had completed twenty-eight air missions in the Pacific theater of war. With a total of 58 missions, he greatly surpassed the average air crew member's, which was only ten to twenty-five.

But Kuroki's war was not over. He decided his 59th mission was to eliminate racial bigotry and to promote American patriotism. Almost all of his numerous speeches over the years have begun or ended with "I am the luckiest dude on this planet, because I was born in America and Nebraska."

Kuroki served as an aviator in three theaters of war and four American Air Forces. During this time, he received three Distinguished Flying Crosses, an Air Medal with three Oak Leaf Clusters and the Distinguished Service Medal. He has been invited to the White House on four occasions between 2006-2008. At one of these visits he received a Presidential Citation. Cal Stewart(now

deceased), a former crew member and his son, Scott, wrote and published a small booklet entitled *The Most Honorable Son, Ben Kuroki, WWII Gunner - 4 Air Forces: 8th, 12th, 9th, 20th* to tell Kuroki's story. Ben has been honored several times by the Nebraska State Historical Society and Nebraska's Governors. He was also the subject of a PBS documentary called *Most Honorable Son*. In November of 2010, Kuroki was invited back to Washington D.C. for the 13th annual American Veterans Center Conference where he received the Audie Murphy Award. Now at the age of 94, Ben Kuroki has been inducted into the Nebraska Aviation Hall of Fame.

<http://www.aero.state.ne.us/bkuroki.htm>

"Notes & Quotes"

Vets, please send any anecdotes about your service time that others might enjoy hearing about. And veteran's wives or girl friends left at home or in service at that time, we'd like to hear from you as well.

Submitted by Jim Guddal (jguddal@yahoo.com)

No matter how old some people get, they never seem to lose their attractiveness. They merely move it from their faces to their hearts.

Author unknown

The young and the old have all the answers. Those in between are stuck with the questions.

Author unknown

For all of us who will fail at one thing or another, take heart in one fact. In baseball, you can fail two out of three times at the plate and still make a few million dollars a year.

Author unknown

Military

The late General Emmet "Rosey" O'Donnell used to tell this story about an incident early in his career. He was a lieutenant at a U S Air Force base near Denver, Colorado, when the commanding general of the base ordered O'Donnell to do something. Lt. O'Donnell, with what could be called foolish courage, suggested a better way.

"O'Donnell", said the commanding officer, "are you proposing to countermand an order?"

"General, sir," replied O'Donnell, "I'm sure you didn't reach your present rank by being a yes man."

"No," said the general, "but that's how I made colonel."

From Bits & Pieces®

Friday, October 21, 2011

Ploesti Raiders to commemorate actions on BAFB

By Airman 1st Class Samuel O'Brien

2nd Bomb Wing Public Affairs

Team Barksdale will host a heroic group of World War II heroes here beginning today. In 1943, the Ploesti Raiders set out to destroy oil refineries around Ploesti, Romania, in hopes of cutting fuel supplies to the Axis powers during the war. Today their lives are a little less dangerous.

"It's a lot of guys sitting around telling each other war stories," said retired Col. Bill Seals, 98th Bomb Group/Wing Veterans Association president. "We'll take a tour and spend a day on the base. We also have a whole day devoted to talking about the Ploesti Raiders, so all the guys will have a chance to tell us their story."

The visit will offer a chance for Barksdale members to ask questions and chat with the raiders. Today, the Raiders will attend a banquet in their honor, with special guests including Lt. Gen. James Kowalski, Commander of Air Force Global Strike Command, as well as many other active and retired senior officers.

The reunion marks a chance for the WWII heroes to reminisce about the missions and share stories with those who might be unfamiliar with the Ploesti raids. It's also a chance for the Raiders to see some friends they may not have seen in a while.

"They're World War II veterans," said Dennis Posey, 98th Bomb Group/Wing Veterans As-

"We'll take a tour and spend a day on the base. We also have a whole day devoted to talking about the Ploesti Raiders, so all the guys will have a chance to tell us their story."

RETIRED COL. BILL SEALS
98th Bomb Group/Wing Veterans Association president

sociation reunion coordinator. "It's important for them to get together while they still can. What if tomorrow never comes?"

While the event marks a chance for many to reconnect with former squadron mates, it's also an opportunity for some to see friends made during previous reunions. Retired Tech. Sgt. Bob Rans is the last member of the group that made the first Ploesti run, a low-altitude attack that resulted in the capture of Rans and 209 other Raiders.

"I can expect to see friends I've made at all the reunions, but I'm the last of my crew," Rans said. "I won't see anyone I served with."

Rans spent four months in a Romanian hospital before he was moved to a prison camp. He was under enemy control for 15 months. During that time, several more raids were carried out as part of a Ploesti operation that included over 30 missions.

The Ploesti Raiders earned the most decorations in any single wartime assault. Everyone who flew received a Distinguished Service Cross and five Medals of Honor were awarded, a record for any single assault.

"It doesn't matter which mission you flew," Rans said. "The experience we went through changed all of our lives. It's something we went through together. We saw it all. It's important to not forget these things. That's why we're having this reunion."



James Adams crew (arrow is pointing to Jim)



James Adams, John Marx, and George McLean

Letters to the Editor

To: joyridecp@msn.com
Subject: Thank you
From: thorbyn@aol.com
Date: Mon, 2 Jan 2012 02:02:05 -0500

Joanne, I would like to thank you from the bottom of my heart. It was a great Christmas this year for my family and you and the 93rd BG were a big part of it. I have been sharing my research on my grandfathers service with my family as it has been progressing. Getting my first copy of the 93rd news letter was great. Seeing Joseph Kingston come back to life in print was wonderful. Even better was to find he had been listed as the featured veteran on the site's home page. I found that on New Years Eve. I showed my father that night, as I was visiting him at his home. The next morning, I rushed off to see my Grandmother. After fixing her

computer so it would connect to the internet again (she had kicked the cable out of the back of the computer), I was able to show her. Last but not least, I was able to show my Aunt who was up later for a family gathering. The smiles from all were well worth all of our efforts.

Thank you so much. BTW, do you have any idea how long Rolly will be listed as the featured vet, or how to find the write up after he is taken down as I would like to be able to share the links with family who live further away when the time is right.

Thank you and the 93 BG for everything you do. You have helped make this project possible.

Joseph R. Kingston Jr.

From: TAHMAN@WOH.RR.COM
Subject:
Date: Sat, 25 Feb 2012 22:16:46 -0500
To: joyridecp@msn.com

Hello Joanne,

I recently discovered your website and really enjoyed sharing it with my mother. My father, S/Sgt Frank P. Ahman, Jr, died on December 21, 1984. He was left

waist gunner on the Gambling Lady, 329 Sq, 93rd BG. I have a number of photos of the crew and can identify all of the members of the crew on the photos. I do not have a good photo of the nose art, but I do have a couple of photos of his plane. I also have a poem, penned on Randolph Field stationery, titled, "The Gunner". Do have a copy of this, or do know anything about it?

Thanks,
Tom Ahman

From: joyridecp@msn.com
To: tahman@woh.rr.com; don.morrison@beis.com; mtsellers@mac.com
Subject: RE: S/Sgt Frank P. Ahman, Jr
Date: Mon, 27 Feb 2012 09:26:37 -0700
Hello Tom,

Thank you for telling me about your father, S/Sgt Frank P. Ahman, Jr. I am directing your question to our Historian, Don Morrison.

Our website was created and is maintained by our talented webmaster, Michael Sellers. He will add your father's name to the Folded Wings section on the website.

As Editor I would like to include your father in the Folded Wings section of our next newsletter. If you have more information about his service I would be happy to include it as well. How fortunate for you and your mother to have the crew picture and to be able to identify all the crew

members. Would you mind sending me the picture along with the names of the members? The picture will be part of your father's article. If you decide to have your father's information and picture included the next newsletter, please send it to me by Wednesday, March 21st. I will send you a complimentary copy when it is published.

On another note, I encourage you to join our group. We are planning our next annual reunion in Seattle in October and we would enjoy meeting you and your mother. Other members of your family are welcome as well. I have attached our last newsletter that highlights our reunion in Tucson. The newsletter is in PDF format. If you are unable to open/read it I can send you the other version in Microsoft Word.

I appreciate your father's service and sacrifices he made as part of the Greatest Generation.

Take care,
JoAnne Sargent

----- Forwarded Message -----

From: Steve Zimmerly <zimmms49@yahoo.com>
To: "jguddal@yahoo.com" <jguddal@yahoo.com>
Sent: Saturday, February 18, 2012 4:06 PM
Subject: Submitting A Photo

Jim
Hello. My name is Stephen Zimmerly and I had sent an email to the webmaster of the 93rd Bomb Group website in November

of 2011. As of today I have received no response from the webmaster. Below is a copy of the email sent to the webmaster.

I am submitting this email on behalf of Richard R. Trousdale who was with the 93rd Bomb Group 328th Squadron. Richard (Dick) has asked me to contact you and find out what the procedure is for submitting an old photo of the John Kerler Crew. Dick was the Top Turret Gunner/Radio Operator on a B-24 Liberator on 35

missions over Germany.
This photo once submitted can be posted on your website under Crew Photos.
Please reply to this email with the proper procedure for submitting a photo of the John Kerler crew.
Thank you.

Stephen Zimmerly
zimms49@yahoo.com

From: John Thornbrugh [mailto:notification+zrdoocpccz1@facebookmail.com]
Sent: Tuesday, March 13, 2012 11:08 PM
To: 93rd Bombardment Group
Subject: [93rd Bombardment Group] Willard R. Thornbrugh (top right) -Pilot of the...

John Thornbrugh [posted in 93rd Bombardment Group.](#)



John Thornbrugh

3:02pm Mar 13

Willard R. Thornbrugh (top right) - Pilot of the Maulin' Mallard.



From: libpilot@hawaii.rr.com
To: g+40fzttc000zg3kp1xjp02ryd65nma4l00004avl7jxg20n46@groups.facebook.com
CC: dogpatchraider@msn.com; joyridecp@msn.com
Subject: RE: [93rd Bombardment Group] Willard R. Thornbrugh (top right) - Pilot of the...
Date: Wed, 14 Mar 2012 18:56:24 -1000

Hello John,
I flew my 11th 22nd and 24th missions in Maulin Mallard. The 11th was to Hannover which had 120 o4 150 mm flak, grey smoke rather than black, the second the eye could detect it the smoke cloud was bigger than the

airplane. 88 mm was about 10 feet in the comparison. Bursts broke up our formation. Nov. 5 44. No. 22, Jan 28 1944, was a Coke plant in Dortmund. I never made the target, Hit crossing the coast and barely made it to an English shoreline landing strip. No 24, Feb 24, was a fouled up mission to a rail line near Leipzig. Maulin Mallard was old and tired by then. After we climbed from 6000 to 24000 in central Germany to attack the secondary, my engineer said We are critically low on fuel. We dropped out, lined up on a target of opportunity and headed down hill. We barely made B53 in Belgium, the nearest, strip where we spent the night.

Three exciting missions but she brought us back
Walter Hughes Pilot 93rd

From: libpilot@hawaii.rr.com
To: joyridecp@msn.com
CC: hamsterbear@comcast.net
Subject: Maullin Mallard
Date: Wed, 14 Mar 2012 19:33:28 -1000

Joanne, Please forward this to John Thornbrug, it is a continuation of a note sent via facebook in reply to his facebook note.

Mission 22, Jan 28 45, was to a coke plant in Dortmund. We never made it to the target. Hit by costal batteries on the way in and barely made it to a British strip near Great Yarmouth.

Mission 24. Feb 23 1945, was a fouled up mission to a rail line near Leipzig, 22000 in, drop down and bomb at 6000 feet visual target was covered. Secondary bomb from 20000. Maulin Mallard was old and tired. When we got to 20 000 Engineer said we were critically short on fuel. We dropped out, dropped on a target of opportunity and headed down hill. Barely made it to B53, a Manson mat runway just over the lines. Stayed overnight/ They gave us 400 Gal, just enough to get home.

Walter Hughes Pilot 93rd



From: Beer van Vermeer <beervanvermeer@kpnmail.nl>
 To: 'jim guddal' <jguddal@yahoo.com>
 Sent: Sunday, February 5, 2012 2:37 PM
 Subject: RE: 93rd BG Membership

Hi Jim,
 I am Jaap Vermeer an Airwar researcher from Holland. My connection with the 93rd is The B-24J, 42-73507 " SUNDAY GIRL" the Killian crew. Tailgunner S/Sgt. Duthiel "Dutch" Borchherding visit us twice with his wife Delores. The Sunday Girl crashed 30th January 1944, 6 miles from my house, all crew safe 6 evd, 4 POW included Dutch. In 2010 I wrote my book with the title "From Dutch to Dutch". 16 aircraft crashes in my vicinity. I am a member of the 93rd on Facebook and made new friends. Even my Willy's Jeep of 1942 has the marks of the 328th BS / 93rd BG. This year there will be flowers on the Wall of Missing for the 93rd members who are still MIA. The 2nd May I will visit Margraten US Cemetery with my American guest and take the flowers with us. I hope that I can help Americans who need information about their love ones. That we remember and commemorate those who fought far from home and family for what we may call FREEDOM.

Kind regards,
 Jaap Vermeer (Member of the Dutch Empire – MDE)
 Karel Doormanstraat 3
 3861 GA, Nijkerk
 The Netherlands
 beervanvermeer@kpnmail.nl
 http://www.groenegroep.nl



Duthiel "Dutch" Borchherding (on left)



From: glenn_strong@hsb.com
 To: joyridecp@msn.com
 Date: Wed, 25 Jan 2012 15:17:15 -0500
 Subject: B-24D Pudgy/ 93rd BG
 Jeffery Bassett, the son of Wilmer Bassett provided me with this photo of AC [PUDGY # 42-40613](#) .
 A few years ago, 2004, a fellow from Roumania was trying to obtain a photo. He had posted on the AAF ArmyAirForces.com and mentioned he had been in

touch with Calvin Davidson the Newsletter editor. Is Calvin reachable?? If so does he know how to contact the guy in Roumania?? I don't know his name. The fellow lives in Bucharest and not far from OGREZENI where the plane went down and wanted the photo and apparently had some pieces of the AC too.
 Please let me know if Calvin can help with this.
 Regards, Glenn M. Strong / Associate Historian 459th Bomb Group

From: glenn_strong@hsb.com
 To: joyridecp@msn.com
 Date: Mon, 30 Jan 2012 08:06:49 -0500
 Subject: RE: B-24D Pudgy/ 93rd BG

Thanks, I can forward the photo if you like. My dad was a pilot in the 459th BG and a POW at SL III and I have been the Associate historian for them.
 Glenn M Strong

From: JOANNE and WILLIAM SARGENT
[mailto:joyridecp@msn.com]
Sent: Monday, January 30, 2012 2:10 PM
To: glenn_strong@hsb.com; Morrison, Don
Subject: RE: B-24D Pudgy/ 93rd BG
Glenn,

Thank you for telling me about your father. Perhaps, our

From: Morrison, Don [mailto:don.morrison@beis.com]
Sent: Monday, January 30, 2012 2:17 PM
To: Strong Glenn
Cc: JOANNE and WILLIAM SARGENT; Morrison, Don
Subject: RE: B-24D Pudgy/ 93rd BG
Hi Glenn,

From: K8QGC@aol.com
Date: Sun, 5 Feb 2012 09:13:35 -0500
Subject: Re: B-24D Pudgy/ 93rd BG
To: joyridecp@msn.com

Historian, Don Morrison would be interested in seeing your photo, too. I have included him in this email.

Also, Don has more personal contact with Cal Davidson, in case he does not reply soon. I am not sure how often Cal checks his emails.

JoAnne Sargent

I will get a hold of Cal. I am not sure how he is doing now. I will see if I have any correspondences from Romania. Can you send me a high resolution scan of the photo or put me in touch with Mr. Bassett?
Thanks,
Don M

Hi Joanne,
Sorry but I have nothing that I can remember to help Glenn.

Cal

////////////////////////////////////
From: SaltonWestCoast@aol.com
Date: Sun, 8 Jan 2012 19:48:09 -0500
Subject: Roy C. Harms Crew
To: dogpatchraider@gmail.com;
wingedprop@windstream.net; vmwalzel@att.net;
joyridecp@msn.com

existed), so much of his information was never passed along. You may recall the video interview that Pete Frizzell did with Siladie, and showed at the 2003 Ploesti Reunion. Siladie passed away a number of years ago, and I don't know where his files and notebooks ended up. No doubt Pete knows, if he doesn't have them, himself.

Dear Joe:

I noticed the e-mail about Alfred M. Holen in the latest 93rd newsletter. He's listed as "Arnold M. Holden" in the Crew Index of Dugan + Stewart's "Ploesti." I see him listed as "Arnold Holen" in Chris Gregg's Ploesti Crew Spreadsheet, usually the most accurate reference. I don't know which of these names/spellings is correct.

Chris's list shows that Albert Stahl, Jack J. Reed, and Ralph E. Richardson all survived to become Romania POWs. However, the brief newspaper article, below, claims that all 10 crewmembers perished. Roger Freeman, in his book

"Ploesti Through the Lens," wrote that engineer Jack Reed bailed out successfully, but the rest of the crew was killed. Dugan + Stewart also list Reed as surviving, but list Stahl and Richardson as KIA. Your guess is as good as mine as to the truth, here, but I would assume that Jack Reed lived and became a POW. I'm not sure about the rest.

Jimmy Siladie, the Romanian-American who worked for U.S. Graves Registration in Romania after the war, may have documented the disposition of the bodies of the Harms crew and the crash location. Siladie had notebooks with extensive details, but sadly, in the years before the internet, he had difficulty tracking down the relatives of men who died in the Ploesti campaign, and the relatives had difficulty finding him (or had no idea he

There was some discussion several years ago that Harms probably crashed in the fields -- a vineyard, to be specific -- near the Chitorani school, not far from the refineries of White I (Romana Americana, the 376th target). Pat Schenk felt that the Ray Wier photo of a smoking B-24 crash site (see p. 75 of "Ploesti Through the Lens") was most likely Harms's ship, and I agree with his assessment, considering that Harms was flying in Potts's element. A crash photo from the Romanians, on the bottom right of page 126 of Freeman's book, shows a wreck that Pat deemed to be Harms's B-24, and again I agree, judging from the surroundings.

I'm attaching a 2004 article from the Milwaukee Journal Sentinel, about Roy C. Harms and his childhood friend, LeRoy Paulin. It may be of interest. The Romanian immigrant and resident of Ohio, mentioned in the article, was almost certainly Siladie. If Siladie found a set of badly burned dogtags marked Roy Coulson Harms, then Siladie would definitely have recorded the location of the crash site. Whether Paulin discussed the location with Siladie, and made note of it, I wouldn't venture to guess. I don't know whether Paulin is still alive, or not, but if so, he'd be about 88 or 89. He might be worth looking up, as he obviously devoted a lot of time to tracking down information about the fate of Harms and his crew.

Best regards,
Al S.

Paper: The Buffalo News
Title: REPORTERS NOTEBOOK
Date: November 2, 1989
Section: Local
Page: C-4

SEARCH FOR A FAMILY -- Does anyone know about the family of Lt. Albert W. Stahl, shot down in a B-24 raid

over Ploesti, Romania, in 1943?

LeRoy Paulin, 565 Washington St., Grafton, Wisconsin, 53024 writes to say that a friend of his was pilot on that mission when all 10 crew members were lost and their bodies were never found.

"I have some information about the fate of this crew, and am trying to reach Lt. Stahl's relatives," Paulin writes. "His mother was Margaret Stahl, last address at 44 Eckert St., Buffalo."

From: wingedprop@windstream.net
To: SaltonWestCoast@aol.com;
dogpatchraider@gmail.com; vmwalzel@att.net;
joyridecp@msn.com
Subject: Re: Roy C. Harms Crew
Date: Mon, 9 Jan 2012 19:05:40 -0600

Al and all,

"Arnold" Holen is KIA and is buried in the Nat'l Memorial

Cemetery of Arizona. Interestingly, he is one of eight TW men that have cemetery locations yet are listed as MIA by the AMBC. I have emailed this info over the years with no response. I have Stahl and Richardson both listed as MIA (with no cemetery).

Pat

From: dhk@asphaleiabizsystems.com
Subject: 93rd Bomb Group Aircraft & Crews At Ploesti
Date: Fri, 13 Jan 2012 12:15:56 -0500
To: doniac1967@sbcglobal.com;
webmaster@93rdbombardmentgroup.com;
joyridecp@msn.com

Hi

Got your email from the 93rdbombardmentgroup.com website. My name is Dave Klaus and I'm a retired Air Force officer in the final stages of producing a multiple-DVD film history of the 1 Aug 43 mission to Ploesti, Romania, using original and historically accurate (no "generic" B-24 shots!) from several film archives. I've accumulated many thousands of feet of original footage--although the 93rd is seriously underrepresented in the available official film!

I hope you can help me by answering a few questions about the specific aircraft and crews who flew the mission.

I've already done pretty massive research in the US National Archives and Air Force History, and have accumulated about five shelf feet of paper records in addition to the thousands of feet of original film copied in high definition video. Among the records I have all the mission Sortie Reports (intelligence reports filled out immediately after the crews returned from the mission); Missing Air Crew Reports (MACRs); and 93 BG, 201st Combat Wing, and 8th Air Force letter orders and message traffic covering the aircraft and crews that were dispatched to North Africa for the mission.

In general the 93rd records are fairly complete and I believe I have good data. However, as you can see from the attached spreadsheet, there are a number of unconfirmed pieces of data that I hope you can help unequivocally nail down.

As a historian unwilling to propagate incorrect information, I have pretty specific standards for including "confirmed" information. Very early in my research I quickly learned, as undoubtedly you have as well, that too many people are too loose with historical data and often merely repeat what they've heard or read elsewhere. Unfortunately this repetition, usually from the same unverified source, tends to gain wide acceptance as "truth."

For the verified list included in my film history, data must come from multiple official documents that agree in every respect, or in the case of aircraft serial numbers and nicknames, from photographs that clearly show the entire serial number and the nickname in the same frame. I also consider the information to be verified if it comes from a contemporary diary which includes both the full serial number and aircraft nickname. I understand some data may remain unverified--but not for lack of trying!

The attached Microsoft Excel spreadsheet has data cells are colored to denote the verification status of the data.

GREEN - Verified and believed completely reliable
YELLOW - Reported but not confirmed (or contradictory reports)
WHITE - Irrelevant to this question
BOLD RED PRINT - Important information that needs confirmation

Specifically, I request your help in positively verifying the following information (in addition to any other comments you may have):

- Correct spelling of Avendo/Avendane (I believe your own website states "Avendano")
- Correct aircraft letter for Stamopolis ("N" or "N Bar," both of which appear in official documents
- Many of the aircraft nicknames--all listed in YELLOW cells

Although less important, if you can help with any of the five mission turnbacks, I'll include that data as well.

Thanks very much in advance. Please let me know if you have questions or any of my data is not clear to you.

Sincerely
Dave
DAVID H. KLAUS
President
Asphaleia Business Systems Ltd
703-220-7681

"Choose happiness"



From: dogpatchraider@gmail.com
To: dhk@asphaleiabizsystems.com
CC: qajk38@bendbroadband.com;
jguddal@yahoo.com; joyridecp@msn.com;
don.morrison@beis.com
Subject: Capt. Joe Avendano
Date: Fri, 13 Jan 2012 19:54:55 -0800

Dave,
of the Dogpatchraiders crew. This photo I'm sending is of his crew, there were a couple of last minute changes before the mission. I have posted all the changes on the Best B-24 Web Site. You may want to take a look at it and compare it with what you have. On another note he would land Dogpatchraiders in Sicily on the returned leg of the mission with his wounded.
If I can be of anymore help please drop me a line.

My name is also Joe and Joe Avendano was my uncle. He was one of the original men from the 93rd Bomb Group who took the B-24's into the European Theater in Sept. 1942. Ploesti was his 29th mission. As the skipper

Date: Mon, 13 Feb 2012 22:00:09 -0600

From: geomcl@cox.net

To: joyridecp@msn.com; dogpatchraider@gmail.com;
109clearview@verizon.net

Subject: Fwd: Topcroft parish church and remnants of Hardwick base

In doing my granular research on the 93rd BG and the layout of the base at Hardwick, I put in the coordinates of St. Margaret, the parish church of Topcroft, and here is a screen image that came forth:

The red pin labeled, "A" in the top right-hand corner of the sat photo is the location of the church, and you can clearly see the remnants of 3 intersecting runways and part of the perimeter road in the lower left. The church is one of the distinctive round-tower churches of Norfolk, just as depicted in the print/reproduction that is hanging

Best regards,
Joe Avendano Duran
nephew of Capt Joe Avendano original 93rd BG Pilot
328th 329th sq 1942-1944

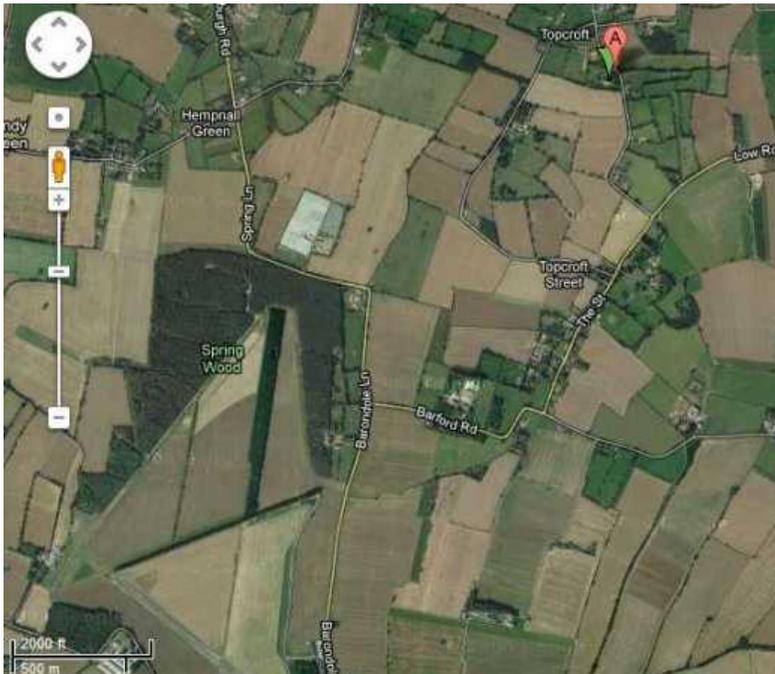
in your office. I believe it's actually a bit farther away than the artist has rendered it in your print, about 1.3 mi (as the B24flies) using the scale in the above plot. Here is a recent photo of St. Margaret:

a rather distinctive landmark for pilotage, given the right weather conditions and time of day....

Walter

ps: what squadron were you in when you were part of the 491st, the or 855th? I have conflicting info in my notes.

(Note: Walter is George McLean's nephew, a retired physician, who has read all George's books and collectibles. His dad was a navy MD assigned to the Marines and made island invasions with them. Unfortunately, we know little about his experiences.)



WORLD WAR II AIRCRAFT FACTS

Below is a summary of the effort required in WWII. It focuses on the American side of things, but the British, Germans and Japanese expended comparable energy and experienced similar costs. Just one example for the Luftwaffe; about 1/3 of the Bf109s built were lost in non-combat crashes. After Midway, the Japanese experience level declined markedly, with the loss of so many higher-time naval pilots. This piece is worth saving in hard copy.

Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight to it.

276,000 aircraft manufactured in the US ..
43,000 planes lost overseas, including 23,000 in combat.
14,000 lost in the continental U.S.

The US civilian population maintained a dedicated effort for four years, many working long hours seven days per week and often also volunteering for other work. WWII was the largest human effort in history. Statistics from Flight Journal magazine.

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

B-17 \$204,370. P-40 \$44,892.
 B-24 \$215,516. P-47 \$85,578.
 B-25 \$142,194. P-51 \$51,572.
 B-26 \$192,426. C-47 \$88,574.
 B-29 \$605,360. PT-17 \$15,052.
 P-38 \$97,147. AT-6 \$22,952.

PLANES A DAY WORLDWIDE

From Germany's invasion of Poland Sept. 1, 1939 and ending with Japan 's surrender Sept. 2, 1945 --- 2,433

days

From 1942 onward, America averaged 170 planes lost a day.

How many is a 1,000 planes? B-17 production (12,731) wingtip to wingtip would extend 250 miles. 1,000 B-17s carried 2.5 million gallons of high octane fuel and required 10,000 airmen to fly and fight them.

THE NUMBERS GAME

9.7 billion gallons of gasoline consumed, 1942-1945.
 107.8 million hours flown, 1943-1945.
 459.7 billion rounds of aircraft ammo fired overseas, 1942-1945.
 7.9 million bombs dropped overseas, 1943-1945.
 2.3 million combat sorties, 1941-1945 (one sortie = one takeoff).
 299,230 aircraft accepted, 1940-1945.
 808,471 aircraft engines accepted, 1940-1945.
 799,972 propellers accepted, 1940-1945.

WWII MOST-PRODUCED COMBAT AIRCRAFT

Ilyushin IL-2 Sturmovik 36,183
 Yakolev Yak-1,-3,-7, -9 31,000+
 Messerschmitt Bf-109 30,480
 Focke-Wulf Fw-190 29,001
 Supermarine Spitfire/Seafire 20,351
 Convair B-24/PB4Y Liberator/Privateer 18,482
 Republic P-47 Thunderbolt 15,686
 North American P-51 Mustang 15,875
 Junkers Ju-88 15,000
 Hawker Hurricane 14,533
 Curtiss P-40 Warhawk 13,738
 Boeing B-17 Flying Fortress 12,731

Vought F4U Corsair 12,571
Grumman F6F Hellcat 12,275
Petlyakov Pe-2 11,400
Lockheed P-38 Lightning 10,037
Mitsubishi A6M Zero 10,449

North American B-25 Mitchell 9,984
Lavochkin LaGG-5 9,920
Note: The LaGG-5 was produced with both water-cooled (top) and air-cooled (bottom) engines.

Grumman TBM Avenger 9,837
Bell P-39 Airacobra 9,584
Nakajima Ki-43 Oscar 5,919
DeHavilland Mosquito 7,780
Avro Lancaster 7,377
Heinkel He-111 6,508
Handley-Page Halifax 6,176
Messerschmitt Bf-110 6,150
Lavochkin LaGG-7 5,753
Boeing B-29 Superfortress 3,970
Short Stirling 2,383

Sources: Rene Francillon, Japanese Aircraft of the Pacific war; Cajus Bekker, The Luftwaffe Diaries; Ray Wagner, American Combat Planes; Wikipedia.

According to the AAF Statistical Digest, in less than four years (December 1941- August 1945), the US Army Air Forces lost 14,903 pilots, aircrew and assorted personnel plus 13,873 airplanes --- [inside the continental United States](#). They were the result of 52,651 aircraft accidents (6,039 involving fatalities) in 45 months.

Think about those numbers. They average 1,170 aircraft accidents per month--- nearly 40 a day. (Less than one accident in four resulted in totaled aircraft, however.) It gets worse.....
Almost 1,000 Army planes disappeared en route from the US to foreign climes. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England . In 1942-43 it was statistically impossible for bomber crews to complete a 25-mission tour in Europe .
Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission, against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas .
[On average, 6,600 American servicemen died per month during WWII, about 220 a day.](#) By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in

captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867.

US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure.
The losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain , Australia , China and Russia . In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45. However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

Experience Level:

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft.

The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. **Some had one hour.**
With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "**They all have a stick and a throttle. Go fly `em.**" When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "**You can learn to fly `51s on the way to the target.**"

A future P-47 ace said, "**I was sent to England to die.**" He was not alone. Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade: of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 copilots were less than a year out of flight school.

In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-

17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours, respectively-- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2.

The B-29 was even worse at 40; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to stand down for mere safety reasons. The AAF set a reasonably high standard for B-29 pilots, but the desired figures were seldom attained. The original cadre of the 58th Bomb Wing was to have 400 hours of multi-engine time, but there were not enough experienced pilots to meet the criterion. Only ten percent had overseas experience. Conversely, when a \$2.1 billion B-2 crashed in 2008, the Air Force initiated a two-month "safety pause" rather than declare a "stand down", let alone grounding.

The B-29 was no better for maintenance. Though the R3350 was known as a complicated, troublesome power-plant, no more than half the mechanics had previous experience with the Duplex Cyclone. But they made it work.

Navigators:

Perhaps the greatest unsung success story of AAF training was Navigators. The Army graduated some 50,000 during the War. And many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel --- a stirring tribute to the AAF's educational establishments.

Cadet To Colonel:

It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D. Landers, a 21-year-old Texan, who was commissioned a second lieutenant on December 12, 1941. He joined his combat squadron with 209 hours total flight time, including 20 in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group --- at age 24.

As the training pipeline filled up, however those low figures became exceptions.

By early 1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including 250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.

FACT:

At its height in mid-1944, the Army Air Forces had 2.6 million people and nearly 80,000 aircraft of all types. Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft.

The 2009 figures represent about 12 percent of the manpower and 7 percent of the airplanes of the WWII peak.

IN SUMMATION:

Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones over Afghanistan and Iraq . But within living memory, men left the earth **in 1,000-plane formations** and fought major battles five miles high, leaving a legacy that remains timeless.



New Members Roll Call

We welcome the following new members into the 93rd Bomb Group Association Family!

Member (Vets are in Bold & **)	Connection to 93rd BG
Kyren Swaim	Grandchild of Vernon Swaim
Max and Kirk Johnson	Grandchildren of Mari Strombom Johnson
Jessica Root	Daughter of Jim Root
Eugene Tompkins	Pending
James L. Adams Jr	Son of James and Dorothy Adams
Thomas E. Adams	Son of James and Dorothy Adams
Mark Adams	Son of James and Dorothy Adams
Walter Culpepper III	Nephew of George McLean

If you became a member since December 2011 and are not listed above, let us know. Thank you to all of the members who sign up their families and to those of you making referrals to others regarding becoming members of this great organization. We continue to be a robust association even as other BGs are closing down. We keep them flying!
jguddal@yahoo.com

NEWS FROM THE POST EXCHANGE (PX)

New Product

At the October Tucson Reunion, we introduced a very practical new product which is pretty snappy looking as well. If you don't have one, now is the time to latch on to this hot/cold stainless steel travel mug with an easy to operate sealable cap. Smack dab on the front looking at you is a very classy B-24 Medallion. The mug sets nicely in most auto cup holders and its glass size styling fits any hand. Only \$19.95 including shipping will buy your own unique mug. Send your check to the PX or pay for it via the PayPal connection now available on the 93rd BG web site in the Post Exchange. Be sure to check out the pictures of this item and other PX products found later in this BOF.

New Book

We welcome the addition of "Forever Twenty" written by 93rd Member Nicholas Timmer. Forever Twenty will take you back to Michigan in the 1920s and the home of Robert Timmer, destined to become part of the 93rd's exceptional history. Check out this latest addition to the growing 93rd library of great books. It sells for \$21.95 including shipping.

Now in Stock

Customized ceramic coffee mugs with the 93rd BG shield

93rd BG caps and visors Stainless steel hot/cold travel mugs

B-24 over Ploesti jigsaw puzzles Memorial Sun catcher

Books: Ted's Travelling Circus; Ploesti; Above the Clouds; Lucky Ears; Forever Twenty



Your Post Exchange (PX)

CAPS & VISORS

	Qty 1	Qty 2
1) Navy Blue w embroidered B-24, 93 rd BG & Ted's Travelling Circus on adjustable strap	\$24	\$45
2) Khaki with "Ball of Fire III" B-24 plus 93 rd BG & Ted's Travelling Circus on adjustable strap	\$19	\$35
3) Visors w embroidered 93 rd BG and three gold victory stars – choose white or navy blue	\$16	\$30

COFFEE & THERMAL TRAVEL MUGS

4) Ceramic Coffee mugs with 93 rd blue shield	\$15	\$28
5) Stainless Steel Travel Mugs with B-24 medallion (NEW and very nice!)	\$22	\$42

PUZZLES

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

7) 93 rd BG Replica of Memorial stain glass window at Mighty 8 th Museum Chapel – w suction cup	\$14	\$25
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BOOKS by 93rd BG Authors

Ted's Travelling Circus by Cal Stewart (*member price*) \$69.95 \$134.00

Ploesti by Cal Stewart and James Dugan (See 93rd Web site & Amazon)

Above the Clouds by Wayne Baker \$24.95 \$47.50

Lucky Ears The True Story of **Ben Kuroki** (\$9.99 avail at Amazon & Barnes & Noble)

NEW!-Forever Twenty by Nicholas Timmer \$21.95 \$42.00

*****All product prices include handling and shipping charges*****

Pay by check or money order with Coupon below to the 93rd BG. 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

Year 2012

Name _____
 Address _____
 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 (2012 only)	\$25	\$ _____	
2 year discount rate (2012 & 2013)	\$45	_____	
Child or grandchild special (2012 only)	\$20	\$ _____	
Tax deductible Donation		\$ _____	<u>The 93rd is a 501(c)(3) Organization.</u>
<u>GRAND TOTAL</u>		\$ _____	

*** 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 93 rd BG P.O. Box 47336 Plymouth, MN 55447	<u>KEEP OUR HISTORY ALIVE!</u> Consider a membership for a friend or family member. (Make a copy of this form for additional memberships. <u>Thank you!</u>)
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The PX: We have in stock, coffee & travel mugs, caps with B-24 image, visors, BOF III B-24 puzzles, Sun catcher replicas of memorial window & books. Go to the PX page in the BOF for ordering information or contact Jim Guddal "jguddal@yahoo.com"