

Ball of Fire QUARTERLY EXPRESS



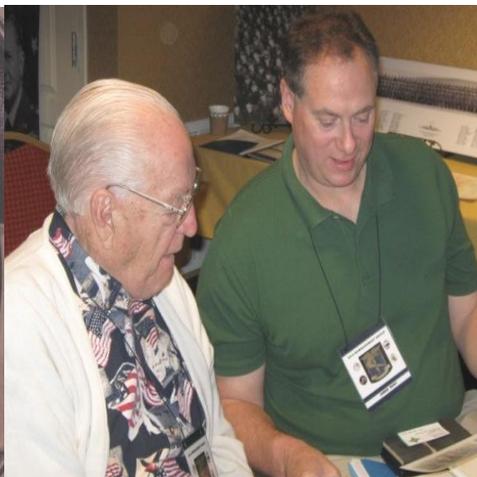
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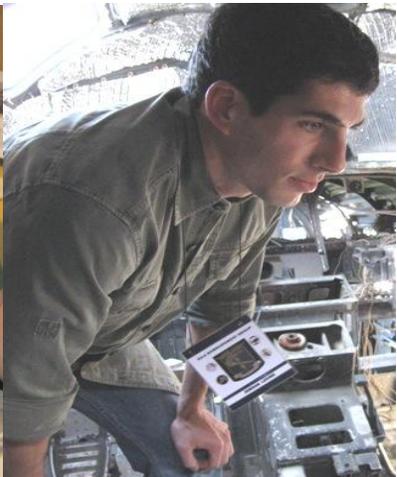
More Pictures from the Barksdale Reunion (Shreveport, LA)



Kent Jaquith, Paul Levine, & John Marx



Fernley Smith & James Root



Jordan Levine



George McLean & Vernon Swain



Cecilio Preciado



Rayann Marx & Becky Burch

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President’s Corner

Our annual reunion is only days away, but there is still time to make your plans to attend. If you can be there, we need you to take part in our mission to dedicate the stained glass window in the Mighty Eighth Air Force Chapel. Our goal to establish a permanent memorial to the 93rd at the Mighty Eighth Air Force Museum is a reality. We honor all the men who have lost their lives during the war as well as all who have since completed their life’s journey. The Embassy Suites Savannah Airport will continue to honor our group rate until October 1st. Elsewhere in this issue you will find the registration form. The best way to make this memorial a reality to you is to be present at the dedication. Don’t forget to bring your children, grandchildren and great grandchildren. This legacy is for them and their progeny.

Last month, Rayann, our son, Rich, and his 3-year-old daughter, Ellie (Emma’s little sister), traveled from our home in Pennsylvania to Ypsilanti, MI to attend the “Thunder over Michigan” air show. A featured event was the assembly of WW II bombers. There were nine B-17s and one lonely B-24 on display when we arrived at 10 a.m. The static display didn’t last long as the crews began to taxi the bombers to the runway for the air show. As each bomber passed by our site, we marveled at their beauty and raw power in evidence. Eventually, each of the bombers took off and entered into a race track flight pattern over the gigantic crowd. One could imagine the steady stream of B-24s departing this same airport during the war for the far flung reaches of the

world. Then known as Willow Run, Ford stopped manufacturing cars and agreed to build the Consolidated bomber. By war’s end the Ford plant built 8,600 B-24s, the largest number built anywhere and about one per hour at peak production. From 1942 – 1945 dozens of planes made their initial test runs and departed for the various theaters of war from the Ford facility. Sadly for us, the lone B-24 made a single loop and was forced to land due to mechanical problems. My hope was to take a ride on her later in the day but that was not to be. (Tickets for a half hour flight were \$425.)

As I write, I am awaiting my connecting flight home to Pittsburgh after attending my first 2nd Air Division Association Convention. Because of our commitment to the 93rd over the last several years, we had never made the 2ADA convention a priority. Even in Dallas in 2008, my responsibilities kept me from attending their annual meeting or banquet although many of our veterans did. We had a great time meeting many new friends including some 93rd folks who have never joined us in our separate 93rd reunions, but have remained committed to the 2ADA. We were joined by several 93rd reunion regulars to include John and Betty Lee, Jim and Corrine Guddal, and Michael Sellers, with his camera recording the events for posterity. The 2ADA with a membership of 1,763 had 162 people in attendance with 52 veterans registered.

At the business meeting, the veterans decided to amend their by-laws to lower the number of veterans required to be in attendance to preclude activation of the automatic

dissolution clause. They lowered the number from 50 veterans to 20 veterans. Secondly, they decided to delay until next year a decision on a proposal to merge the 2ADA and Heritage League rather than force the 2ADA to go through dissolution. The year long delay allows both organizations to study the proposal (originated by our own Jim Guddal, the backup Treasurer for 2ADA), explore its implications and decide if a merger would meet the needs of both and satisfy their respective by-laws. New officers were elected for next year. Chuck Walker was elected as the new 2ADA President. Their next convention will be in Dallas during September of 2011.

The Heritage League's annual meeting was very interesting as well. The Heritage League has 247 active members as well as 110 Honorary Life Time Members.

Treasurer's Notes

Annual Dues Notices for 2011 will be sent out by post card the end of December. This will be the first time the 93rd has used this approach to letting everyone know that it is time to renew. We sent out Second Notice reminders for 2010 dues last July which had very excellent results. We thank all members who responded so quickly. The tanks got filled up!

When we sent out the Second Notice post card in July, some members commented that they had not received the first notice. Your treasurer considered the first notice as the many reminders published in previous Ball of Fire newsletters. From now on, the First Notice will be the Annual Dues Notice sent in December each year. The Second Notice will be sent out in late spring or early summer. However, if everyone can respond to the first notice, it will save the 93rd additional expense and your volunteers some time. Thank you for your understanding and prompt response in January 2011!!!

Their consistent message is that they exist to perpetuate the memory of 2ADA, to honor their veterans and to preserve their accomplishments for future generations. They are standing by to help the 2ADA in any way possible.

We are eagerly awaiting our next reunion and the chance to spend time with our friends and family. Without question, we have a tremendous opportunity to advance our objective of perpetuating the memory of the 93rd for future generations. See you in Savannah!

John Marx, President

Your Post Exchange (PX) is up and running! Merchandise will include coffee mugs, books, and caps. We plan to stock squadron patches also. Stay tuned!

For now, please send checks or money orders for payment. For your convenience, we are trying to set up Paypal and are looking at a credit card.

If members have family, friends or other persons interested in the 93rd and its great history, how about handing them an application. Better still, if you have a son, daughter, niece, nephew, grandchild or great-grandchild, buy them a member ship for Christmas, birthday or other important occasion. It is a great way to learn about the 93rd's service to the free world.

Thanks for listening!!
Jim Guddal
Sept 2010

Greetings from the 93rd BG historian!

Mystery Photos

Herbert Paustian and unknown man



This photo was found on the internet site, EBay. No other information was provided. It shows Herbert Paustian of the Photo Group and an unknown man acting out the Russian symbol of the Sickle and Hammer. If the unknown man looks familiar at all please contact me.

This photo shows a B-24 of the 409th BS in March/April, 1945. Based on some of the men in the photo, it was Joseph J. Tully crew. Shown in the photo from L to R is: George T. Chase (engineer), Phillip P. Weigand (radio), Lawrence P. Jean (Top turret gunner), Jack F. Phipps (tail gunner),

Lt Tully's Crew of the 409TH Bomb Squadron

Joseph J. Tully (pilot), Richard H. Amstutz (navigator), Robert C. Stahl (bombardier), all others are unknown or not regular crew. The plane was 42-50XXX and was an H Model built at the Consolidated Plant located in Fort Worth, TX. If you have any further information on the plane, date or men in photo, please contact me.



Looking for Information!!

Family members of the following men are looking for any information on their relatives' service in the 93rd BG. They are: Donald L Perkins, Stilson J. Ashe, Harold W. McDonald and Norris J. Wilson. If you have any information on any of these men please contact me.

Book Refund

If you have not received your refund for the 93rd BG History Book from Turner Publishing, please contact Bill Jayne.

Cheers,
Don Morrison
93rd BG Association Historian

Documentary Project & 93rd Website

93rd Documentary Project

Well 2010 should be a great year for finishing up shooting on Michael Sellers' documentary project about the 93rd BG and bomb group reunions in general. He has plans to attend the 2ADA reunion in New Orleans.

He missed an opportunity in the summer to grab an interview with Brian Mahoney, the president of the Heritage League. Brian and the Heritage League will be present at the 2ADA reunion, so Michael is going to track him down there. Michael wants to get the Heritage League's story and find out what their focus is for the future of our WWII veterans. And then in October,

Michael is going to attend the 93rd BG reunion in Savannah, GA. With a dedication of a 93rd BG stained glass memorial on the grounds of the Mighty Eighth Museum and many more activities, it should be an eventful reunion to capture on video.

93rd BG Website

To date, the newly redesigned 93rd BG website has had 12,261 visitors since it's launch in November 2009. In recent visits we've tracked a visitor all the way from Kranj, Bohinj, Slovenia. The website has been updated with all the current info for the upcoming reunion in

Savannah. Please tell family and friends to visit the website if they are curious about the activities for the reunion or if some wish to register to attend but don't get the BOFQE. We have full 2010 registration instructions and a downloadable file to get anyone signed up quick and easy. Also please make sure to visit the Guestbook area on the site. We have people writing in from all over the world saying hello to the 93rd BG or trying to make connections for information. Just look for the notebook

and pencil icon in the top left area of the homepage, and click.

www.93bg.com

Michael Sellers, Webmaster

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



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

Greetings to allwe're 30 days from one of the Best D_ _ _ Reunions the 93rd has ever had. Here is the down and dirty version of what will be a memorable Dedication event for a very Memorable Combat Unit of the Army Air Corp..

Dedication Ceremony, Speakers, Cocktails, Group Picture, Honor Roll, Special Momento keepsakes (like you have never seen), Presentation of Ploesti Raid painting to Museum from 93rd BG, Catered Dinner (2 entrees, sides and dessert served on china), special

Many Many thanks to Fernley Smith, John Marx, Scott Stewart, Jim Guddal, Kent Jacquith and Michael Sellers for yeoman's work and dedication to this event.

We're at 70+ and counting thus far.....I dearly hope if there is any way you can make it to the reunion or at least to the dedication

Reunion Committee

We have had a wonderful response with our Veterans and their families sharing photos or other memorabilia that can be displayed at our Reunions. I'd like to thank all of you for making our memorabilia room displays so wonderful! Every year at our Reunion, we have a half a dozen or more people stop by just to wander through and ask questions. It's not only fun for us but gives us a chance to tell others about the 93rd's history and legacy.

2nd Air Division Association

Date of Dedication: Saturday, October 23
Commences: 4 pm (1600 hrs)
Closing: Scheduled for 9pm but who knows?
Where: 8th Air Force Chapel and 8th AF Museum

*displays, Special Dignitaries, Video presentations and Entertainment that will delight you and bring tears to your eyes, and much more.
This will be a day and night to remember for all of us.*

Warmest Regards,
Paul Levine
Secretary and Dedication Coordinator

Let me encourage those who haven't participated in this endeavor to feel free to bring your crew photos or anything else you'd like to share to the Reunion.

See you all soon in Savannah.

Phyllis Duran

The 2nd ADA Convention was well attended by 163 and there was a great deal of activity going on until the very end. I am looking forward to the 93rd Reunion in Savannah and hope we will experience a similar interest. There were 16 members of 93rd there and I would like to thank each of them for their attendance and contributions . Betty was Chairperson and she very busy

for a time before and during the time in New Orleans. We were grateful to the 93rds own young Webmaster, Michael Sellers who was everywhere doing the video during the Convention. He graciously stood in for the 2nd ADA's regular photographer who was unable to attend this years Convention.

A decision was made not to dissolve the 2nd ADA at this time. I feel that we could have and should have done more to turn over the responsibility to the younger individuals as the 93rd has successfully accomplished. I appointed Jim Guddal as back up Treasurer last year when I was President and he is doing an excellent job

and is well received by the members. Jim had submitted a proposed merger with the 2nd ADA and the Heritage League which was well received by not acted on at the meeting. Presently the Heritage League provides a Back up Secretary who takes minutes of the meetings as well.

The new President of the 2nd ADA is Charles(Chuck) Walker and he announced that the next Convention will most likely be held in Dallas, TX. sometime later than

Labor Day of next year. We'll keep you updated on that.

John L. Lee, VP 2nd ADA

POW Poems*

Freedom

Stranger to Freedom is that man
 Who never in his has known the barbs of exile, foreign land,
 The pressure of the great alone.
 Who sifts full freedom in his hand.
 Stranger to Freedom is that man
 But he must dream of what is free, Comrade to Freedom, He.

Stone walls do not a prison make
 Nor Iron bars a cage,
 But this barbed wire does one helluva good job!

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

93rd Bomb Group - Reunion 2010

**October 21 – 25
 Savannah, GA**

Step #1 - Make hotel reservations now, but not later than October 1st to obtain the group rate.

For registration call: **1-912-330-8222**

The hotel's address and phone number are:

Embassy Suites Savannah Airport
 145 West Mulberry Boulevard
 Savannah, GA 31322
 (912) 330-8222

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

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

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

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

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

Joe and Phyllis Duran

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

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

Step #5 - Mail completed form to:
Joe and Phyllis Duran

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

times \$275 = _____

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

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

REUNION FEE REFUND POLICY

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

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

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

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

**93rd Bomb Group Reunion Schedule
October 21 – 25, 2010
Embassy Suites Savannah Airport, Savannah, GA**

Thursday, October 21

1:00 PM – Reunion Committee Meeting – Habersham Boardroom
 2:00 PM – Registration – Hotel Lobby
 5:30 PM – Complimentary Manager’s Reception
 6:30 PM – Dinner – Savannah A
 7:30 PM – Savannah Skylarks
 8:10 PM – Welcome Program/Schedule Review
 8:20 PM – Membership Update – Jim Guddal
 8:30 PM – Webpage & Video – Michael Sellers
 9:00 PM - 10:30 PM – Memorabilia Room – Savannah C

Friday, October 22

6:00 AM - 10:00 AM - Complimentary Breakfast Buffet
 9:30 AM – Educational Program in Savannah B (for all ages)
 11:30 AM – Depart for Museum
 11:45 AM – Lunch (on your own) at Mighty Eighth AF Museum Pub
 1:15 PM – Mighty Eighth Air Force Museum Tour
 3:30 PM – Enroute to Hotel
 4:30 PM – Enroute to Savannah
 5:00 PM –7:00 PM – Dinner at The Lady and Sons (Paula Deen’s restaurant)
 7:00 PM – Bus Returns to Hotel
 7:30 PM – 10:30 PM – Memorabilia Room – Savannah C

Saturday, October 23

7:00 AM – 10:30 AM - Complimentary Breakfast Buffet
 10:00 AM – 12:00 PM – 93rd Business Meeting in Savannah B
 Treasurer and Membership Report – Jim Guddal
 2011 Reunion Overview – Jim Root
 12:00 PM – Box Lunch
 3:30 PM – Depart for Mighty Eighth Air Force Museum Chapel
 4:00 PM – Chapel Stained Glass Window Dedication – Paul Levine
 4:45 PM – Group Photos in Chapel
 5:00 PM – Reception at Museum
 6:00 PM – Dinner and Memorial Service
 9:30 PM – Return to Hotel
 9:30 PM – 10:30 PM – Memorabilia Room – Savannah C

Sunday, October 24

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

SCHEDULE	OPTIONAL – Savannah River Cruise & Brunch
12:00 Lunch (on your own)	11:00 AM – Bus departs
1:00 PM - Memorabilia Room Open	11:30 AM – Boarding
4:00 PM - Memorabilia Room Closed	12:00 PM – Sailing
	1:30 PM – Free Time in Old Town Savannah
	2:30 PM – Bus Return to Hotel

5:30 PM – Complimentary Manager’s Reception
 6:30 PM – Dinner – Savannah A
 8:00 PM – Farewell Program

Monday, October 25

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

Lt. Colonel Addison E. Baker – Akron, Ohio



Framed Poster now at Barksdale AFB --- Baker Conference Room (Thanks to Scott Stewart!)

Ploesti Mission (from History of the 93rd, 93rd BG website)

Located in the foothills of the Transylvanian Alps, Romania - Ploesti oil fields was the major source of petroleum products for Axis forces in the Mediterranean. In the belief that a "knockout blow" against Ploesti would shorten the war in Europe, the Allied leadership at the Casablanca Conference decided to attack the refineries. Col. Jacob Smart, a planner on the staff of Army Air Forces commander General Henry H. Arnold, believed that a low-altitude attack would not only allow pinpoint accuracy, it would also catch the defenders by surprise and reduce casualties, which were expected to be very heavy. The plan called for the 93rd to be the second group in the lead formation, with the group split into two forces. Force A was to hit the Concordia Refinery complex while Force B was to hit the Standard Petrol and Unirea Sperantza blocks, which were labeled Targets White Two and Three, respectively. "Tidal Wave," as the mission was named, started to go wrong

when German detection devices in the Alps picked up the ignition systems of the 178 Liberators as soon as they took off from their bases around Benghazi on Sunday, August 1, 1943. All Axis air defenses were alerted that a major mission was underway. Though the Allies did not appreciate its magnitude, a massive defense system had been built up around the refineries, making Ploesti possibly the most heavily defended target in the world. Dozens of large caliber anti-aircraft guns had been installed around the complex while literally hundreds of smaller automatic weapons defended against attack by low-flying aircraft. Barrage balloons were positioned around the refineries, though the planners had anticipated that the wings of the low-flying B-24s would cut their tethers. There were also several squadrons of German and Romanian fighters based in the region, as well as in neighboring Bulgaria and other countries along the route.

The lead elements of the Tidal Wave force reached the vicinity of the refineries before they were attacked. An unfortunate error by Col. K.K. Compton led the formation into a turn short of the Initial Approach Point. The formation of B-24s was headed for Bucharest, though Colonel Baker and other pilots and navigators in the formation were aware of the error. Seeing the stacks of the refinery through a veil of rain showers to his left, Colonel Baker led the 93rd into a left turn to attack the refineries, even though they were out of position for an attack on their assigned target. By this time enemy fighters had found the formation and the Battle of Ploesti was underway. After breaking formation with the errant 376th, Colonel Baker took the two forces of the 93rd down to treetop altitudes. As they approached the refinery complex, the low-flying B-24s encountered terrible ground fire. Since the targets for which they had been briefed were on the other side of the city, the 93rd made for targets of opportunity, which happened to be the targets that had been assigned to the 98th and 44th groups, which had fallen behind the lead formation and lost all visual contact with the airplanes that preceded them. Airplane after airplane was hit by ground fire; crew members were killed and wounded and some airplanes were shot down, but the two elements of the 93rd group held their formation. Colonel Baker's airplane took numerous hits as it approached the refinery and caught fire, but the 93rd group commander held his course and led Force A over the target he had selected as the stricken bomber continued to take hit after hit. Two miles from the bomb line Baker jettisoned his bombs in attempt to keep the Liberator in the air. After crossing over the stacks, the airplane pitched over on one wing and crashed in a wheat field. Baker and his copilot, Major John Jerstad, would be awarded the Medal of Honor for leading their group over the target in their burning airplane. Of the thirty-nine 93rd B-24s that took off from Benghazi, thirty-four reached the target. Only fifteen came away from the target in formation and of those, only five escaped with little damage.

The Story of the August 1943 Ploesti Raid gets a New Look!

Your 93rd Bomb Group in collaboration with one of its members, is proposing to provide an excellent painting of the bombing mission to a significant US museum. A large diarama of the raid over Ploesti has already been presented to that museum by one of the five bomb groups that flew the mission. An effort is being made by Treasurer Jim Guddal to expand that exhibit to include all five bomb groups with the 93rd's contribution as a center piece. The painting has three B-24s flying through the smoke and fire and is just spectacular! Other artifacts including a gyro, load adjuster, binoculars and a

piece of a B-24D fuselage with the US star on is may also be included in the exhibit.

Watch for more details in future Ball of Fire newsletters. In the meantime, if you or someone you know has artifacts from any of the Ploesti raids involving the 93rd, please contact me. I can be reached at 763.694.9058.

Jim Guddal

New Member Corner

MEMBER	Connection to 93 rd BG
George and Marabel Baker	Nephew of Lt. Col. Addison Baker – Medal of Honor from Ploesti Mission on Hell's Wench.
Raymond J. and June Eck	93rd 328th BS 9-'44 to 5-'45 PILOT: Eugene Justen; Current Rank: LTC USAF Retired
David James	Son of Paul V. James, navigator on the Nester's crew (see Letters to the Editor for crew picture & comment).
Kenneth Kenney	
Mike McDonald	Son of Harold W. McDonald, tail gunner in 329 th 1944-45.
Bonnie Sharp Rawson	
Gary Sapienza	

2ADA Journal Summer 2009

Per Jim Guddal, the following articles are printed with permission: Walter F. Hughes' story and 2nd Air Division Bomber Record.

My Visit to East Anglia, December 2008

BY WALTER F. HUGHES (PILOT, 93RD BG)

I arrived at the Imperial War Museum, Duxford at 10:30 a.m. on December 20, 2008 in the company of an English lad, Guy Talentire, age 10, of Colchester, my honorary guide and his grandparents. I had contacted Phillipa Wray, archivist for the American Air Museum, who arranged a complimentary entry for me.

My work colleague, Dr. Peter Briggs of St. Ives, arrived earlier and alerted the docents so I was graciously received.

The American Air Museum is in a separate and very beautiful building molded into the surroundings such that one has little concept of its vastness until stepping inside at a level above the floor displays and eye-level with suspended ships like the B-17 and C-47.

The display is impressive; a B-52 on the floor is the centerpiece. The next most prominent are the B-24 and SR71 Blackbird. A B-17, C-47, and many more are well displayed and described for visitors.

The B-24 included an impressive audio-visual accompaniment, including the common "Friendly Fire, folded wing" video that is never so labeled. Close inspection of the video reveals that the B-24 wing is broken by bombs coming from above. Overall, a very impressive display of American military planes.

My only concern with the exhibit is that my co-pilot Peter Scott's name is not on the roll of honor which is a part of the U.S. Air Museum's WWII display.

We walked back to the Imperial War Museum and looked at the equivalent display of British warplanes — also a very well



Walter Hughes at the 2nd Air Division Memorial Library



Libby Morgan and Walter Hughes

done exhibit.

I drove to Madingley Cemetery where I had buried Peter Scott on Wednesday, November 22, 1944. The entry way was the same, but the small chapel was gone. New was a visitor's center, a beautiful chapel with reflecting pools. A major difference was that when we buried Peter, the graves were in a grid. Now they are in semicircles, and though I carry a vision of the location, I would not place it in the new design. There was a memorial wall with names of the people buried there. Pete's name was not on it.

In the visitor's center I asked about Pete because his name was not on the Register of Honor in the visitor's center. After fruitless searching, the curator asked if Peter had been "repatriated." When I answered that he had been reinterred in Arlington, he explained: When a body is removed from Madingley, or any overseas cemetery, ALL traces are sent with the body and no record of any kind remains at the overseas cemetery. Seemed odd to me, but in any event, Madingley is a beautiful cemetery, well worth a stop for contemplation in a quiet and beautiful setting.

On Monday, December 22, Peter Briggs and I drove to Norwich and parked the car about five miles out in a park-and-ride. I highly recommend it as the only way to get around Norwich or any other English town. Like all English cities, narrow streets and no parking make driving into town a nightmare.

We met my son, Robert, and my English host, Brenda Basten, at the 2nd Air Division Memorial Library. I had made arrangements with Libby Morgan, archivist and Trust Librarian, for the visit and to meet two authors who had expressed a wish to meet me.

The library is in the new "Millennium Forum Building," built after the fire in the original library. It is a beautiful building, and the 2ADA Memorial is a bright area to the left of the entry to the

main library.

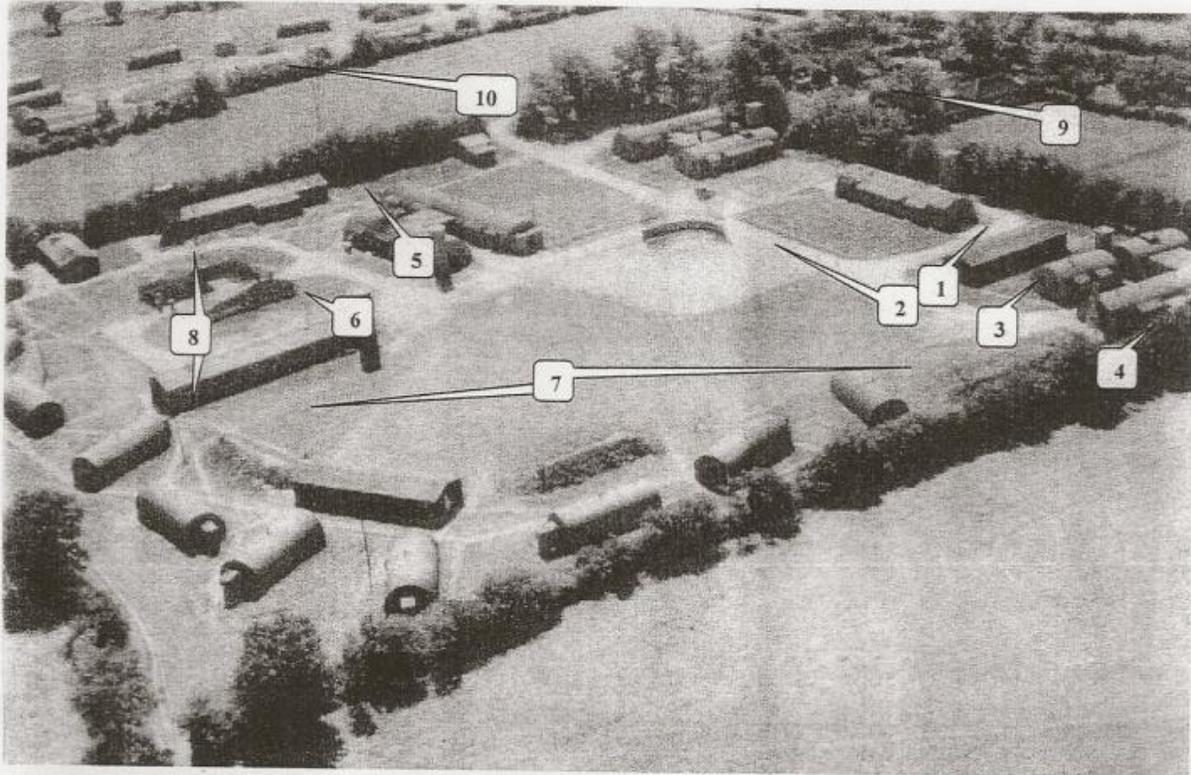
When the authors, Dr. Sam Edwards and Mr. Martin Bowman, and my escorts, Dr. Briggs, my son Robert, and hostess Brenda Basten arrived, Libby set up a PowerPoint display with my slides and I talked about flying in WWII.

Having heard my concern about Peter Scott not being listed at Duxford or Madingley, Libby showed me the Memorial Book and copied and gave me the page whereon Pete is listed.

I did not get to meet Jenny Christian, but just from the feel of the library, it is a place of kind and gracious welcome. I am proud to be a part of it.

men's quarters were located.

We drove down Barondale Lane to a gate near the south end of the airfield and met Paul Thrower. Shortly, John West arrived and took us in his pickup through the gate and onto the south-east end of the NW-SE runway. This runway is still mostly paved and used for farm purposes, drying hay, storing equipment, etc. We drove across the main N-S runway, which was very hard to visualize from this location. We drove on to the intersection with the old NE-SW runway and turned right, NE, again crossing the old main runway. From here it is easier to visualize the main runway. There is a line of trees paralleling the NE-SW runway and



Approximate, from W.F. Hughes' memory: (1) 330 SQ Pilots Hut, (2) Playing Field, (3) Flying Officers Club, (4) Flying Officers Mess, (5) Ablutions, (6) Coke Yard, (7) 409 SQ Flying Officers Quarters - Lower WAAF Site, (8) 93rd Flying Officers Quarters, (9) Small Dairy Farm, (10) 328 SQ - 329 SQ Flying Officers Quarters - Upper WAAF Site. Not shown in upper left corner, parallel to Ablutions building, "Den of Iniquity" quarters for 330 SQ flying officers including Peter Scott, Ralph Hendershot, and Louis Windsor of Hughes crew and others, 1944-1945.

HARDWICK AIRFIELD

The way to get to former Hardwick Airfield from Norwich is to go south on A 145 to Hempnall - Bungay Road B 1527, go east about two miles through Hempnall to Alburgh Road, turn right through Hempnall Green where the road becomes Spring Lane. After a couple of right angle turns it becomes Barondale Lane. Barondale Lane is the road parallel to the main runway, along the old flight line. The first road left is Barford Road which runs past the lower and upper WAAF sites on out to the right turn into the 93rd museum site, the old 329th enlisted men's quarters.

I had arranged with Paul Thrower, the owner of the 93rd museum, and his brother in law, Maurice Hammond, to visit the old airfield. There are two farms that comprise the old air base. John West and his brother own the landing field itself and David Woodrow owns the other side of the road where headquarters, hospital, ground officers mess and living quarters, and all enlisted

across where the main runway was. At this point, by looking left through the trees, one can see the outline of the woods where the bomb dump was and the shape of the trees at the north end of the main runway. The soil is poorer where the runway was taken out and the growth of the crop of grain is somewhat shorter, which helped in the visualization. We continued on the NE runway to the perimeter taxiway, turned right, and drove down through the old flight line site. There are no buildings left, tower, hangars, briefing room, ready room, bombsight room, no roads, foundations, nothing. Further down the taxiway were farm buildings.

I told John that I remembered pigs being driven down the road in front of the hangars. He said that the man driving them was his uncle.

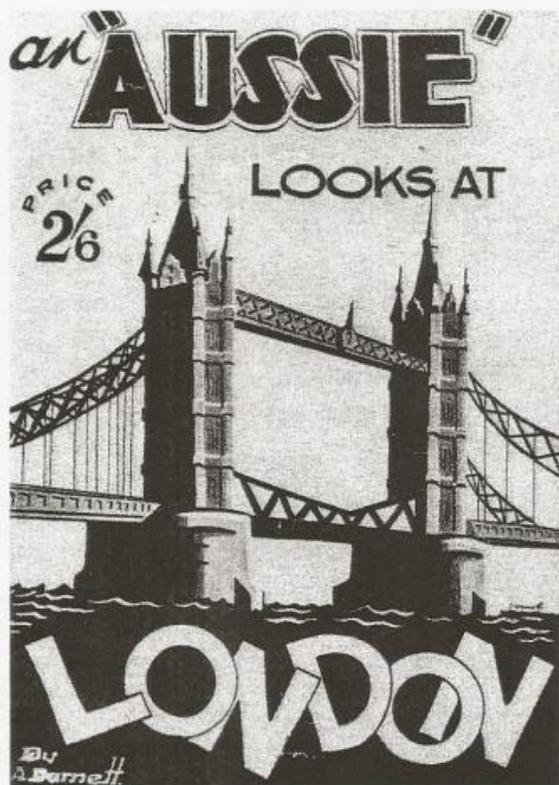
We continued down the taxiway to the point of entry, where we bid John West a fond farewell after an hour of wonderful nos-

(continued on next page)

Empire Echoes in WWII

REPRINTED FROM "FLY PAST"

Right and below: A tongue-in-cheek guide to London, and by default, the rest of the UK! The Yanks were not far behind.



"MET." REPORT ON LONDON



VISIT TO EAST ANGLIA (continued from page 25)

talgia and talk of another time and place.

With Paul we drove back to Barondale Lane and turned right on Barford Road, past the lower and upper WAAF sites. We did not drive into the lower WAAF site, home of the 330 and 409 Squadron flying officers, because it was obviously an in-use residence without any original buildings, but I have a great picture of it as of 1944. I did not get a picture of the upper site where 328 and 329 Squadron flying officers were housed . . . Two very dilapidated buildings remain among shaggy trees . . . Further along Barford Lane we turned right into the 93rd museum site that is housed in Quonset huts formerly occupied by flying enlisted men of the 329th Squadron . . . Paul opened the two Quonset huts and showed us the many artifacts that he has collected. He has an amazing collection of memorabilia and pieces of B-24s from wrecks and worn-out planes around the area. It includes plane parts and crew artifacts from Bob Mark's plane which crashed at the south end of the runway while I was there.

We then drove on ranch roads to the 93rd memorial plaque near the ground officers mess and Col. Timberlake's residence. Several buildings remain, some used for farming purposes such

as the enlisted men's mess.

The farm is owned by Mr. David Woodrow. He was waiting for us at a nearby hangar used by Maurice Hammond and his associate, Robin. All three welcomed us to the airfield farm.

Inside were Mr. Hammond's two restored and flying P-51s, a Stearman, and several other flying aircraft. In one corner was an exhibit of Floyd Mabee's memorabilia with an audio presentation. It was excellent.

Mr. Woodrow said he bought the farm in 1953 and had to fight hard to save the few buildings that were left because the contract with the original landowners specified that they had to be returned as close to original as possible.

Mr. Woodrow leases a lot with the hangar to Maurice Hammond who keeps his planes there. Mr. Hammond flies his planes for benefits and other personal and civic events. We spent three most pleasant and nostalgic hours rehashing the 93rd and the war and farming in the modern era, including climbing into one of the P-51s for a photo session. Included in the hangar was a kitchen with refreshments to accompany the hours of nostalgia.

Eventually, the hour was late and we reluctantly bid our airfield farm hosts farewell at 7:30 p.m. on December 22, 2008. ■

THIS WAS THE 2ND AIR DIVISION BOMBER RECORD

The information below was gleaned from Roger Freeman's "Mighty 8th" books, Lloyd's *Liberator Global Bomber*, 8AFMMF: "Project Bits and Pieces" and Air Force's *History of WWII Combat Units*.

Group #	44th	93rd	389th	392nd	445th	446th	448th
Tail Marking (Late)							

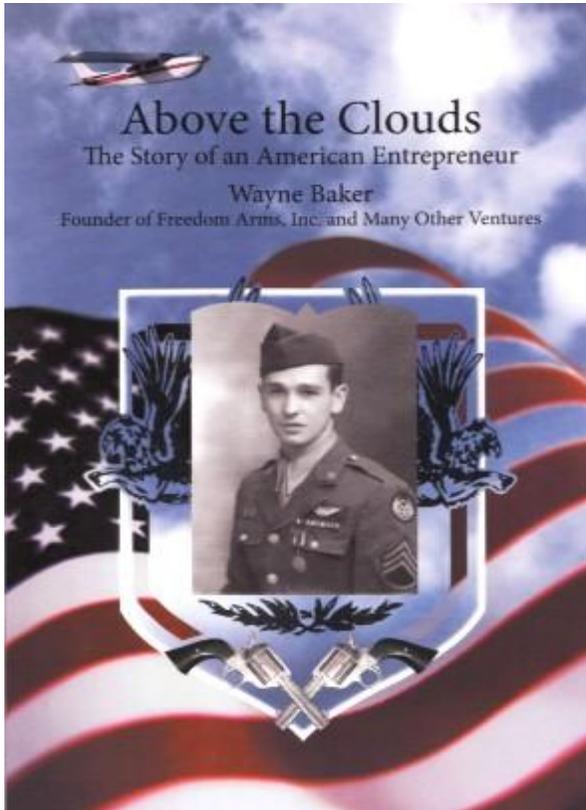
Location Name	Shipdham	Hardwick	Hethel	Wendling	Tibenham	Flixton	Seething
Background Color	WHITE	YELLOW	BLACK	WHITE	BLACK	YELLOW	YELLOW
Wing Letter (Early Tail)	A	B	C	D	F	H	I
Arrived in Europe	11 Sept 42	6 Sept 42	11 June 43	1 Aug 43	4 Nov 43	4 Nov 43	30 Nov 43
First Mission	7 Nov 42	9 Oct 42	9 July 43	9 Sept 43	13 Dec 43	16 Dec 43	22 Dec 43
Total Missions	343	396	321	285	282	273	262
Total Group Sorties	8,009	8,169	7,579	7,060	7,145	7,259	6,774
Bomb Tonnage	18,980	19,004	17,548	17,452	16,732	16,819	15,272
Aircraft Combat MIA	153	100	116	127	108	58	101
Other Losses	39	40	37	57	25	28	34
Enemy A/C Claimed	330	93	209	144	89	34	44
Last Mission	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45

Group #	453rd	458th	466th	467th	489th	491st	492nd
Tail Marking (Late)							

Location Name	Old Buckenham	Horsham St. Faith	Attlebridge	Rackheath	Halesworth	Metfield/ N. Pickenham	N. Pickenham
Background Color	BLACK	RED	RED	RED	GREEN***	GREEN	WHITE
Wing Letter (Early Tail)	J	K	L	P	W	Z	U
Arrived in Europe	22 Dec 43	29 Jan 44	7 Mar 44	12 Mar 44	1 May 44	25 Apr 44	14 Apr 44
First Mission	5 Feb 44	24 Feb 44	22 Mar 44	10 Apr 44	30 May 44	2 June 44	11 May 44
Total Missions	259	240	232	212	106	187	64
Total Group Sorties	6,655	5,759	5,762	5,538	2,998	5,005	1,513
Bomb Tonnage	15,804	13,204	12,914	13,333	6,951	12,304	3,757
Aircraft Combat MIA	58	47	47	29	29	47	51
Other Losses	25	18	25	19	12	23	6
Enemy A/C Claimed	42	28	29	6	1	9	21
Last Mission	12 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	10 Nov 44*	25 Apr 45	7 Aug 44**

* 489th BG returned to States for B-29's. ** 492nd BG disbanded and assumed Carpetbagger missions. *** All yellow while in 20th Combat Wing.

Book Review



ABOVE THE CLOUDS – The Story of an American Entrepreneur By Wayne Baker
276 Pages – Softback – Many colored pictures; ISBN 978-0-9741568-3-5; Media Press Provo, UT

There are many great books about World War II flyers from the “Greatest Generation” and the part they played while serving our country. What I liked about this book in addition to the author’s war time experience, is the depth of the human side, the man and his life. As a flight engineer and top turret gunner, Wayne completed 32

Wayne paints a vivid picture of growing up amidst the hardships of the twenty’s and thirty’s as one of eight children in the mountains of Wyoming. Life was not a bowl of cherries. However, both as a young man and like so many veteran’s of WWII, he overcame the obstacles. After the war together with his wife and life partner Mariam, Wayne would found several successful business’ from mining equipment salvage and coal mining with partner Art Linkletter to manufacturing one of

Perhaps the most significant point this author makes, in my view, is about his patriotism and what this country means to him. I highly recommend this book. You can purchase this book through the 93rd Bomb Group PX for a cost of \$19.95 plus \$6.00 for shipping and handling by

(Above the Clouds) “relates stories about our personal effort to rescue a coal mine. It was one of the most exciting adventures in my own personal life. The book will give you a close-up on what might happen when you dare to take a risk in a field you know nothing about with a complete stranger.

You may even be encouraged to take on a project, as I did, where your trust and faith in another human being is all that is important. “

I hope you enjoy the book as much as I did.”

- Art Linkletter

Most of us live on this earth bound by ideas and rules imposed on our minds by others or ourselves. My father lives his life above the clouds where nothing is impossible and where he sees endless possibilities. He never lets fear or doubt stop him from trying out new ideas.

My father once said, “I’ve been able to invent a lot of things because no one ever told me I couldn’t. There was no one around to tell me it was impossible.” He takes the impossible and makes it possible.

And where is Mom in all of this? She is the co-pilot sitting right beside him where she has always been, helping to keep the flight as smooth as possible.

- Christine Wilshaw, daughter

WAYNE BAKER – ACHIEVER

- Freedom Arms – producer of world’s finest handguns •
- Coal mine which produced 10 times the national average •
of tons per man-shift
 - Survivor of threats by union thugs •
 - 32 bombing missions over Nazi Germany •
 - Bridge builder – design, construction, installation •
 - Founder of several other successful businesses •

missions with the 330th Squadron of the 93rd Bomb Group, most with B-24J “Sweater Gal”. His first mission was May 23, 1944. While proudly serving his country, Wayne was awarded the DFC, the Croix de Guerre and many other medals. He gives us some exciting narrative about certain missions and staying alive.

the highest quality firearms in the world, the “454” at his company Freedom Arms. Along the way, Wayne and Mariam have met Chuck Yeager, Roy Rogers, Gen’l. Norman Schwarzkopf and many other celebrities. He would log over 9,000 hours flying Cessna aircraft while operating his thriving equipment business. In his 80’s, Wayne can still be found outside his home welding up bridges for a local creek or river.

either sending a check or Paypal via our web site at www.93bg.com

Jim Guddal, 2nd Gen

Folded Wings

The information written about each veteran is compiled from available resources: Ted Travelling Circus, emails, letters, obituary, and reunion photos. The amount of information does

not imply the value and importance of a veteran. All veterans are equally honored for their role in WWII.

JoAnne Sargent, Editor

Abel, Lt. Col (Ret) Bernard, June 12, 2010 (Rye Brook, NY)

Appleman, MSG Edward, November 9, 2008

(Letter from Mr. B. Joseph Troisi)

MSG Edward Appleman was the assistant engineer and nose gunner on Capt. Ross Baker's lead crew of the 328 Squadron. He was an unusual airman. He had completed pilot training and was waiting to be assigned a plane to fly. He got tired of waiting and since gunners were in huge demand then, he went into and completed gunnery school and became a member of the Baker

crew along with me a former waist gunner on that crew. We finished our tour later in Sept '44 with 30 missions and more than 10 of them leads. MSG Appleman wrote a great log of our 30 missions and was a top hitter on our baseball team which we formed while the officers were busy in lead crew school.

Burton, Emmett Bassett, December 24, 1977)

(Email from son, Robert Burton)

Emmett Bassett Burton flew on a bomber tagged, "EL Lobo" and was in N. Africa as well as Hardwick Station. He achieved the rank of Lt/Col in the regular Air Force. His true love was flying,

especially his last assignment with the 305th Bomb Wing at Grissom AFB, Indiana on the General Dynamics B-58 Hustler which could achieve mach 2. He was also Chief of Standboard for the wing.

Cleveland, Howard R. (Iuka, MS)

DeBrino Sr., Michael J., March 16, 2006

Michael J DeBrino Sr. of Schenectady NY is survived by his wife, Mary DeBrino.

Ferguson, Harvey N, 2001 (TX)

Harmon, Leon, March 23, 2010



(Note from Leon's sister Leanne Finley)

I know that Leon always enjoyed your reunions and was proud of his

(Note from Phyllis and Joe Duran)
Joe and I were saddened to hear of Leon Harman's passing. We first met Leon during our San Diego, CA

Reunion. Since that time he has traveled every year to be with all of us. Last year he came all the way to Shreveport, LA by train from Port Angeles, WA.

service. We learned that between his first entry into the Colorado National Guard in 1938 and his discharge from the USAF Reserves he had a total of 32 years of service.

I know Leon was honored and thrilled to be asked to help in the Candle Lighting Ceremony representing his 330th squadron last year. He flew 29 missions with the 93rd as a tail and nose turret gunner. We will miss him.

Jacobson, Robert T., September 14, 2010

(See email and crew picture, "Hot Stuff" from Jim Lux in **Letters to the Editor**)

Lawhorne, Maurice T., 2007

Lotsch, 1st Lt Charles F., July 7, 2007 (Audubon, PA)

1st Lt Charles F. Lotsch was part of the 329th (Snow White).

Lum, Charles, 1978 (CA)

Malley, Hugh I., 1989 (CA)

June 10, 1944 (D-Day Plus 4, three missions):

Number 1—Take-off at 0545 (delayed an hour). Evreux Aerodrome, a first-rate Luftwaffe base midway between

the front and Paris, would attract 42 Circus ships plus three squadrons from the 448th (Seething). Two 446th (Bungay) squadrons hit Wimereux gun emplacements,

near Boulogne in Calais, in support of a Commando raid. The 329th furnished seven pathfinders for the three-

During Circus assembly, the Libs made crazy contrails in the chill early morning air. Colonel Porter was formation commander; Major McCafferty, deputy, and Lieutenant Hugh Malley, second section leader. German fighters

June 14 1944 Takeoff for 12 ships at 0425 for Orleans/Bricy Aerodrome, led by Lieutenant Hugh I. Malley. The 'drome was visually bombed with good-to-

McDonald, Harold W., August 23, 2010

(Note from his son, Mike McDonald)

Harold W. McDonald was a tail gunner on a B-24 in the 329th Squadron. He flew 30 successful missions over Germany in 1944-1945. He passed away at the age of

McKee, Charles H., January 2010

Meyers, Paul, June 29, 2009 (Fort Wayne IN)

Reineck, Rollin C., 2007 (?) (Kailahi, HI)

It had been a different ball game for original Circus navigators like Roger the Lodger Ahlquist, Ed Weir, Rollie Reineck and Carl Bathel, flying the early B-24Ds. They often had to abandon their charts and plastic E-6B plotters to crouch or lie almost on their bellies to fire .50-

Ed Weir's diary: Side windows and nose views were seldom useful for terrain and landmarks due to the European weather. We breathed oxygen in the 50- to 60-below stratosphere. Metal skin seemed to shrink,

A constant asset throughout the heavy bomber campaign was the combined firepower of massed .50-cal.guns that warded off enemy attackers. Each bomber

Reineck retired as a colonel and resided in Hawaii. His hobby had been pressing the U.S. government, through the Freedom of Information Act, for details on Amelia Earhart's attempt to circumnavigate the world near the

Earhart had been the first woman to make a solo flight across the Atlantic.

Reineck wondered if Earhart's around the world flight was in fact a U.S. intelligence operation during the

Reineck wrote the very compelling book about Amelia Earhart titled "Amelia Lived". (Kent Jacquith, active 93rd member)



Rinehart, Frank James, September 19, 2009

(Newspaper article from Bill Gros)

In September 1942, pilot Frank Rinehart and his crew flew their brand new B-24, Eager Beaver from Manchester, N.H. to

pronged 20th Wing operation. (page 339*)

took to the air but opted not to engage. Flak was meager but very accurate at two points, including Caen, still in enemy hands. Two 20th Wing Libs went down; all Circus ships returned. (page 339*)

excellent results from 19,500 . Four Circus craft sustained ack-ack damage. Returnees landed at 1035. A second assignment died abornin'. (page 343*)

90 from natural causes. He was a great man, dad, grandfather, great-grandfather and a pillar of his church and community here in Northern California.

cal. socket-mounted nose guns, fields of fire severely restricted,. Luftwaffe pilots knew that. When enemy fighters weren't at issue, the navigators determined wind speed, true air speed and course.

camouflage paint jarred loose and contributed to drag, and fatigue came early. During those early days in 1942-43, U.S. and RAF fighter support was meager or non-existent.

relied on an adept navigator for dead reckoning if something went awry. (page 419*)

equator. In June 1937, the famous woman flier and her navigator, Frederick J. Noonan, vanished after taking off from New Guinea for Howland Island in the Pacific. A great naval search failed to locate them.

Japanese military expansion. No remains have been found. (pages 498, 499*)

of the 459th Bombardment Squadron in Guam. He was awarded the Bronze Star, the Distinguished Flying Cross, and the Air Medal with four Oak Leaf Clusters. He was 24 years old.

Frank's favorite activity was getting together with his original Eager Beaver flight crew (328th Squadron). The men and their wives were like a close family, reuniting for many years. With Frank's passing only one surviving crew member remains, Bill Gros, the radio operator.

Schanes, Steven Eli, September 18, 2010 (San Diego, CA)

(Note from John Marx, President of 93rd BG)

Steve was not active in the 93rd BG but he did participate in the 2005 parade and dedication ceremony in San Diego although he never formally attended a reunion. Steve was a lead navigator. He wrote that he was constantly airsick and deathly afraid of heights. I

had the privilege of meeting him and visiting in his home in San Diego on several occasions. He was a warm and caring person and made visitors feel at home. His daughter said he died suddenly after a very happy and active day.

Staton, J. W., December 20 2009 (Topeka, KS)

J W Staton is survived by his wife, Joyce Staton.

Thompson, David W., July 31, 2010

(Newspaper article from son, Jeffrey Thompsom and Ted's Travelling Circus)

David W. Thompson was a B-24 pilot on the *Duchess* in the 330th Squadron. While serving in Europe, his plane was shot down by German fighters in February 1944 and he spent more than a year as a prisoner of war in Germany. His decorations included the Distinguished

Flying Cross and the Purple Heart. Later he flew cargo planes and did personnel work with the Air Force, retiring in 1966. His final active-duty assignment was at the Pentagon. After he retired as a Lieutenant Colonel, he performed personnel work at NASA headquarters from 1968 to 1990.



Thorstenson, Conway "Connie", March 3, 2009

(Newspaper article from John A. Julien)

Conway "Connie" Thorstenson served as a flight engineer and top turret gunner, flying over 40 bombing missions. He was a part of the European Theater targeting various areas in Germany and France. After returning from the war, he chose several careers through out his life always retaining his love of flying.

Waldron, William A., September 9, 2006 (Edison, NJ)

Westrem, John, January 27, 2008

August 20, 1943: Lieutenant John R. Westrem Circus ship cracked up in French Morocco, killing two, on a cross-country flight. KIA were Lieutenant Emanuel Friedlander and Master Sergeant Gordon T. Lill. (page

235*)

John Westrem of Nampa, ID is survived by his wife, Cleo Westrem.

Yates, Leonard, 1975 (MN)

* *Ted's Travelling Circus* by Carroll (Cal) Stewart

Letters to the Editor



Edward L. Stromdahl
Duluth, Minnesota
Primary: St. Louis, Missouri
Basic: Independence, Kansas

Class 44-D Pampa Army Air Field

**Duluth News-Tribune,
Friday, June 15, 1945.**

Recently promoted to his present rank, First Lt. Edward L. Stromdahl, B-24 Liberator pilot of Duluth, is a member of the 93rd bomb group, known as the Traveling Circus, which has made three trips to Africa to provide air co-operation for the Tunisian, Sicilian and Italian campaigns. Lieutenant Stromdahl is the son of Mr. and Mrs. V. Stromdahl, 209 North Twenty-seventh avenue west.

1st Lt. Edward L. Stromdahl

Subject: Edward Stromdahl
Date: Sun, 27 Jun 2010 07:25:00 -0500
Can you tell me which Bomb Squadron 1Lt. Edward L. Stromdahl was assigned to? as well as which crew?

Thanks, Al Grady

Subject: FW: Edward Stromdahl
Date: Tue, 29 Jun 2010 20:51:38 -0400

Hi,
Here is the info I can find. I not sure what else you may want. He was in the 328th BS.

Missions

Date	Serial	Position	Notes
2 20 45	44-40480 T	Copilot	
2 21 45	44-40480 T	Copilot	
2 25 45	44-40157 L	Pilot	
2 27 45	44-40157 L	Pilot	
3 1 45	42-50594 A	Pilot	
3 9 45	42-51229 B	Pilot	
3 12 45	41-28865 K	Pilot	
4 4 45	44-40697 N	Pilot	Serial # was a typo should be 44-50697 N
RZI	44-49609 V or Q	Pilot	

Serial #	Radio call letter	Photo	Name
44-40480	T	Yes	I'll Get by
44-40157	L	Yes	Lucky Lass
42-50594	A	No	No name
42-51229	B	Yes	Little lee
41-28865	K	Yes	Maybe named "Loni" later changed to Homin Pidgin before RZI
44-50697	N	Yes	no name
44-49609	V or Q	Yes	All American 329 th plane He was still in 328 th

I am not sure what else may interest you. Please let me know.

**Thx,
Don Morrison**

Date: Wed, 26 May 2010 09:28:20 -0700
Subject: Re: The Window

Paul:
Thanks for the photo of the window. Dr. Suess' Bartholomew for the 5,000 hats takes them all off to you for your involvement in your local Memorial Day

ceremony. I will ask JoAnne in this e mail to include something about your service in the next BOF. Serving today in that way is part of our mission and more of us should be doing it. My thanks to you! Paul, I hope you don't mind my suggestion.

Jim

Subject: Re: The Window
Date: Tuesday, May 25, 2010, 9:57 PM

I have digital pictures of door and over door...I hope it will work.

Jim,

Fernley, I received the picture today....thanks

FYI ..I participate in our village's memorial day parade each year by driving dignitaries in our old convertible cars(Jim. you would appreciate this)....this year, I have an initiative going to recognize and acknowledge every veteran who served in any conflict or war , that lived in our fair village of Lincolnwood.....I will be speaking at the Memorial Day ceremony and will proudly represent the

93rd BG and convey, the best I can , on the exploits of the 93rd and what you endured....hope to get it on video

I am grateful for the help I am getting with the dedication ceremony...were going to have one great event , one for you to be proud of

Paul

Subject: crew members
Date: Thu, 26 Aug 2010 12:16:22 -0700

330 th squadron Flew 33 missions 8 APR. 44 to 25 JULY 44 Ships name- "Bonnie Lee" #41-29430/H Crashed 7/21/44

List of my crew (Hugh I Malley)

DUTY	NAME	RANK	STATE	STATUS	CONTACT
P	Malley, Hugh I	1st Lt	CA	Deceased, 1989	No
CP	Reily, William D	1st Lt	Conn. (?)	Unknown	No
N	Fitzpatrick, Robert C.	1st Lt	Mass. (?)	Unknown	No
B	Lawhorne, Maurice T.	1st Lt	VA	Deceased, 2007	Family-2010
Top	Woodring, Raymond C	T/Sgt	OK	Unknown	No
RW	Young, George J.	S/Sgt	Midwest(?)	Unknown	No
LW	Yates, Leonard	S/Sgt	Minn	Deceased, 1975	No
Tail	Lum, Charles	S/Sgt	CA	Deceased, 1978	No
Nose	Ferguson, Harvey N.	S/Sgt	TX	Deceased, 2001	No
Radio	Alves, Albert A.	T/Sgt	CA	Unknown	N/A

Subject: Monopoly and silk escape maps
Date: Wed, 14 Jul 2010 12:21:14 -0600

This reminds us of Dad's silk escape map. We put a photo of it in Dad's book. Sorry I didn't attach the copy to the last email.
Dad – Donald Emery
Connie McCourt

Monopoly and WWII Silk Escape Maps (You'll never look at the game the same way again!)

Starting in 1941, an increasing number of British Airmen found themselves as the involuntary guests of the Third Reich, and the Crown was casting about for ways and means to facilitate their escape...

Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of 'safe houses' where a POW on-the-lam could go for food and shelter.

Paper maps had some real drawbacks -- they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush.

Someone in MI-5 (similar to America 's OSS) got the idea of printing escape maps on silk It's durable, can be scrunched-up into tiny wads, and unfolded as many times as needed, and makes no noise whatsoever.

At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington, Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort.

By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game, Monopoly. As it happened, 'games and pastimes' was a category of item qualified for insertion into 'CARE packages', dispatched by the International Red Cross to prisoners of war.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany or Italy where Allied POW camps were regional system). When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.

As long as they were at it, the clever workmen at Waddington's also managed to add:
1. A playing token, containing a small magnetic compass
2. A two-part metal file that could easily be screwed together
3. Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!
British and American air crews were advised, before taking off on their first mission, how to identify a 'rigged'

Monopoly set -- by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWs who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war.

Dear Joanne,

My name is Bill Gros and I was RO on the Eager Beaver, one of the original planes and crews of the 328th Squadron. This is to inform you of the passing of Frank J. Rinehart the pilot, on September 19, 2009. We flew 29 missions as a crew. I am enclosing a copy of Frank's obit so that you may take what you will for the folded wings column. Just before Frank's death I was able to visit the Memorial Library in Norwich and Hardwick. I had Frank's son relay the information to him that the centerpiece of the wall mural in the library lounge was a picture of the Eagle Beaver. The news produced his last smile.

What a friend the 93rd has in David Woodrow, the owner of the farm where Hardwick was located. This wonderful

The story wasn't declassified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honored in a public ceremony.

It's always nice when you can play that 'Get Out of Jail Free' card!

I realize most of you are (probably) too young to have any personal connection to WWII (Dec. '41 to Aug. '45), but this is still interesting.

man hosted me and five members of my family at his home for tea and cakes. He then spent most of the day driving or guiding me around the base to restore my memory of the layout. In a few of the old buildings he maintains a museum maintained to honor us. There were quite a few people visiting it, and many came by to shake my hand and thank me for my service when they became aware of my presence. I wonder if it would be possible to provide David with a copy of the Ball of Fire. He had done so much for so many of us, whether private or general, and I know he would be honored. Thanks too for your service to the group. Your work is appreciated.

Sincerely, Bill Gros, Paoli, PA, 08-24-10



Back: Paul V. James (N); Willard E. Nester (P); William M. Hartness (B); Robert E. Fugleberg (CP)
Front: Louis J. Brewster (WG); Curvin J. Trone (TG); Francis H. Schulte (E);
Elmond W. McLemore (R); John L. Comotter, Jr. (WG); Lovell L. Coleman (BG)

Subject: RE: 93rd BG Subscription
Date: Thursday, August 19, 2010,
12:55 PM
6/23/2010

Also - attaching crew photo of "Nester's Crew" - the one I have, which was copied from a scrapbook at Hardwick when I was there, has the names of the crew members - the photo on the website doesn't include the crew names.

Thanks,
Dave James

Note from Dave: The D'NIF crew was originally assigned to the 491st BG-Metfield. They were selected as a lead crew and transferred to the 93rd 329th Squadron. Not sure that the plane (D'NIF) 44-40100 came with the crew.

Lost Dog Tag Returned To Vet 65 Years Later

Found for Sale at Auction

By Karen Cernich
Missourian Feature Editor

The last time Staff Sgt. Duthiel "Dutch" Borchering, Washington, remembers having both of his dog tags with him was right after the B-24 Liberator bomber he was aboard crash landed in a Dutch farmer's field Jan. 30, 1944, during World War II.

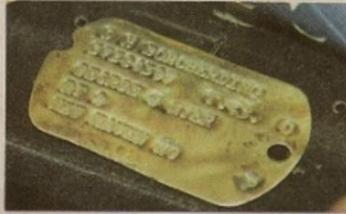
When he came home from Germany in 1945 after spending more than a year in various POW camps there, Borchering only had one dog tag with him. He always wondered what happened to the other one.

He still doesn't know exactly what happened to it, but now — more than 65 years after the war in Europe ended — he has it back.

This past Monday a veteran from Steeleville, Ill., Steve Ebers, who serves as senior vice commander of the American Legion Post 480 there, drove to Washington to hand deliver Borchering's other dog tag to him.

He had displayed the tag in a small black velvet box alongside a mini-American flag.

Ebers said a member of Post 480, Raynold Eggemeyer, purchased



Borchering's tag and some 90 others, back in 1996 when he found them for sale at an auction. He brought them back to the Legion Hall in Steeleville, where they sat on a shelf for more than 10 years.

When Ebers became senior vice commander in 2007, the previous commander handed the tags over to him. Ebers didn't know what to do with them, but he put them in alphabetical order and put them on display in a trophy case.

Last year, Ebers started thinking about the men behind the dog tags and decided he would see if he could locate the men and return the tags to them.

Ebers began at his computer, doing searches on the various names. After

• See Dog Tag Page 2A

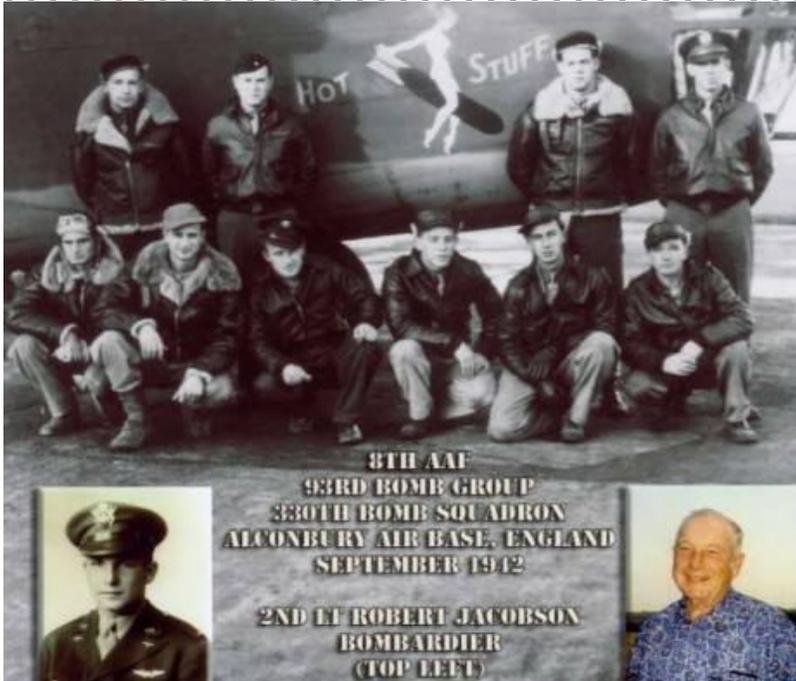


Duthiel "Dutch" Borchering



The

photos and news article were published in the Washington Missourian, Weekend July 3-4, 2010. Staff Sgt. Duthiel "Dutch" Borchering, Washington, received his lost dog tag from Steve Ebers, senior vice commander of the American Legion Post 480 in Steeleville, Illinois. A member of Post 480, Raynold Eggemeyer purchased over 90 tags at an auction in 1996. Ebers has been looking for their owners, returning 22 tags so far.



(Top row L to R) Bombardier, Robert T. Jacobson, Pilot, Robert H. Shannon, Co-pilot John Lentz, Navigator, James E. Gott
(Bottom L to R) Waist Gunner, Grant G. Rondou, Terret Gunner, Joseph I. Craighead, Waist Gunner, Durham, Belly Gunner, Paul H. McQueen, Radio Operator, Kenneth H. Jeffers, Tail Gunner, George D. Farley



Subject: "Hot Stuff" Recognition
Date: Wed, 1 Sep 2010 15:27:18 -0500
John L. "Jack" Hudson

Lt. Gen. USAF (Ret.)
Deputy Director
National Museum of the USAF

Wright-Patterson AFB OH

Copilot, John Lentz, and Tail Gunner, George Farley and "Hot Stuff" were forgotten. Bob went on to complete 15 more missions for the 498 BG in B-29s over Japan.

Hello Jack,

I would appreciate your help in getting "Hot Stuff" and its crew the recognition they so justly deserve. It is urgent to make this happen as soon as possible because of Bob's health. I have been unable to determine if John Lentz and George Farley are still living.

Thank you for listening to the story about my friend Bob Jacobson. He is 93 years young and in guarded health. He is, however, still very sharp mentally and is quite pleased with the research being done regarding his B-24 "Hot Stuff" and his fellow crew members.

I have included several photos and web site references for your review.

I would like "Hot Stuff" and her crew to receive their due recognition. It appears that the B-17 "Memphis Belle" and her crew received all of the recognition for being one of the first or, by some accounts, the first heavy bomber to complete 25 missions, while "Hot Stuff" and her crew received little or no recognition. I'm not trying to disparage the accomplishments of "Memphis Belle" and her crew but they completed their 25th mission on May 19, 1943. "Hot Stuff", in the 93rd BG, 330th BS, was not only the first heavy bomber to complete 25 missions, but also the first heavy bomber to complete 31 missions prior to May 1, 1943.

Thanks again,
Jim Lux

References:

The following 93 BG web site confirms that "Hot Stuff" was the first heavy bomber to complete 25 missions <http://93rdbombardmentgroup.com/historyfull.html>

Bob, never realized his crew was the first to achieve 25 missions. It was just another mission to him and the rest of the crew because there was no 25 mission limit at that time. They simply continued flying without any notoriety until, after completing mission 31, when they were selected to be sent back home to tour the U.S and help sell War Bonds.

Nat. Museum of the USAF Fact Sheet describing the crash of "Hot Stuff": <http://www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=3361>

The photo with the Fact Sheet identifies the B-24 as Lt. Gen. Andrews airplane. Capt. Robert H. Shannon was the PIC and the airplane was assigned to him. It was his aircraft. Gen. Andrews was his copilot.

I restored several photos and combined them.

After "Hot Stuff" crashed in Iceland on May 3, 1943, the three remaining original crew members, who were bumped from the flight, Bombardier, Bob Jacobson,

(Note from Editor: Unfortunately before any recognition was awarded, Robert T. Jacobson passed away on 9/15/2010)

Subject: Re: New Member Nephew of Col Addison Baker

particular about Lt. Col. Addison Baker who was my father's first cousin.

Date: Wed, 25 Aug 2010 17:38:51 -0400
Hi JoAnne,

Best regards,
George Baker

Thank you for the welcome and the newsletters. I am looking forward to learning more about the 93BG, and in



On Mon, Sep 13, 2010 at 11:38 AM, Nebraska Governor Dave Heineman will record a video that will be used to intro Ben during the Washington DC event.

Ben will receive (and I think others also will) the Audie Murphy award (Murphy was the most decorated soldier in WWII).

Cheers,
Scotty

Sent: Monday, September 13, 2010 10:52 PM
Subject: Re: Details on DC event honoring Vets, Including Ben Kuroki

game and just passed his driving test for another 5 years.!

Scotty
Visited with Ben and Shige last week. Ben is 93 years old and still going strong. He is still working on his golf

Keep them Flying! Best Regards
Joe and Phyllis Duran



Recipe Corner

Recipes by Maxine Veteto

Poppy Seed Cake

Ingredients:
1 box of yellow cake mix
¾ cup oil
¼ cup of poppy seeds
4 eggs
8 ounces of sour cream

Preheat oven to 350 degrees.

Lightly oil bundt pan and sprinkle with sugar.
Combine cake mix, oil and sour cream.
Add eggs one at a time, mixing well.
Stir in poppy seeds.
Pour into bundt pan and bake 45 minutes.
Let cake set 10 to 15 minutes to cool.
Turn on cake plate.

Buttermilk Pie

Ingredients:
½ cup flour
2 unbaked pie crusts
3 cups sugar
6 eggs
1 cup Buttermilk
1 cup margarine, melted (not too hot)
2 tablespoons vanilla
1 pinch of salt

Beat eggs well then add sugar and flour.
Beat mixture while adding margarine, buttermilk.
Add vanilla and a pinch of salt.
Mix well.
Pour into unbaked pie crusts.
Bake at 350 degrees for 1 hour.
Variation: Substitute 2 teaspoons of lemon extract for
vanilla OR sprinkle nutmeg over pie before baking.

Recipe by Dottie Stahl

Quick-n-Easy Bean Soup

1 can (16 oz) Busch Navy Beans
1 med onion , chopped fine
1 can Campbells Chicken Broth (add more if desired)
1 Tbs bacon bits (add more if desired)
1/4 to 1/2 cup Potato Flakes (as in mashed style)

Mash the beans extra mushy . Brown the chopped onion
and add bacon bits. Stir in the bean mixture and add
chicken broth. Cook this altogether and when it comes
to a boil, add more chicken broth if desired. Let it boil
about 10 minutes and if necessary add more potato
flakes to make it more creamy.