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781ST BOMB SQUADRON ASSOCIATION

PANTANELLA NEWS

JULY 1986

REUNION - It's only a couple months away. This is the last notice you will receive before the reunion. The time to make your decision is NOW! After August 1 we cannot guarantee rooms at the Sheraton. There will be space nearby, but why not stay where all the action is? Believe it or not, but we have 110 reservations, plus wives, making it a total of 215. The excitement is running high. Join in for one of the most memorable times you will ever have. Full details enclosed.

THINGS TO THINK ABOUT - Come prepared to decide when and where you want the next reunion. Also let us know if you want to serve in the association in any capacity. We will be electing officers and directors and appointing committee chairman. Any one can serve.

PRIZES AND RECOGNITION - That's for the best photos and stories. The deadline is reunion time. We need those to complete our history book. This is your last chance to add your part of the history of the Fighting 781st. We also want to list your name in the right section or crew, so if you haven't sent in a questionnaire, do so right away. We need to know your rank when leaving Pantanella, your section or crew name, any awards or decorations, if you were POW, any enemy kills, dates in squadron, number of missions or sorties and a brief description of your activities at Pantanella and since.

EVERYONE IS INVITED - This is not a reunion of a particular group or section. Every section and every crew will be represented. You will certainly know someone. Take a look at the roster of registrants.

REUNION CONFIRMATIONS - The hotel does not send out confirmations. If you notified me with a 781st reservation you are confirmed. If you are not on the enclosed list please contact me.

ARE YOU READY - I am. If you see this silver B-24 without wings along the highways, just follow along and it will take you to Colorado Springs!



MISSION #110 - Blechhammer South Oil Refinery, 20 November 1944. To finish the report on this mission I will first cover the completion of the bomb run, then the formation's return to Pantanella, and a report on the POWs.

As previously reported, Lt. Col. Lokker was leading the wing when he took a direct hit, caught fire and went down within minutes of bombs away. The deputy lead took over and led the group over the target. The smoke screen obscured the target until 40 or 50 seconds before bombs away, when the bombardier sighted the refinery and was able to make a visual run. The bombs were released at 1227 hours at 23,000 feet. The second attack unit leader also bombed visually. Photographs showed that some bombs fell into the refinery. A total of 44 tons of 500 lb. RDX bombs (.1N & .01T fusing) were dropped.

Flak at the target was intense, accurate, and heavy. The formation did not rally as briefed due to the fact that the lead aircraft was shot down, the deputy lead suffered extensive damage to his fuel and hydraulic lines, Able four was damaged with two engines smoking and falling out of formation. A second plane in Able box took a direct hit, blew up and went down. Baker box lead had its rudder cable destroyed by flak, and was unable to make the rally off the target, and the entire box flew through the main concentration of flak. Other aircraft were damaged and had wounded aboard. To add to the confusion, three enemy fighters made a pass from high at 6 o'clock in line astern and the gunners began to fire at them. P-51's came in at once and drove the attacking enemy fighters away. The second attack unit was intact and rallied as briefed and the remaining aircraft from Able and Baker box formed on the second attack unit. The crews reported that there were several barrages of rapid fire flak, which they described as a series of about 14 to 16 almost simultaneous bursts at the rate of 2 bursts per second, suggesting multi-gun batteries.

The route back was flown as briefed and the weather remained the same. Along the way at 16,700 feet at 1440 hours, three Me-262s were seen. Two parallel, intermittent vapor trails were seen coming from each fighter. The vapor trails seemed to come out in short bursts or puffs. The fighters moved back and forth in patrol like fashion and did not attempt to attack the formation. Over the spur time ran out for one of the damaged aircraft and the crew bailed out. The remaining 18 aircraft landed at 1630 hours.

Now for the names of some of the men in the aircraft and details about them and their planes. Deputy lead was flown by Fred Johnson with Tom Moore as co-pilot. Standing between them on the bomb run was Arthur Tennille, operations officer. After bombs away Johnson fell out of formation due to extensive damage to the fuel and hydraulic lines in the bomb bay. After some repair of the lines by the crew he rejoined the formation. Upon return he had to hand crank the landing gear down.

Flying Able 4 (the slot) was Joseph Norman with co-pilot Bob Wills. They were directly behind Col. Lokker's plane and flew through the fire ball, picking up the left landing gear that broke off Lokker's plane. It landed on the nose of Norman's plane with the tire ablaze. The crew thought they had "had it" and began bailing out. By the time Norman could control the crew, and assure them that he had control of the aircraft, two had bailed out. With two engines smoking he radioed that he was heading for the nearest safe area. He made it to Russian territory and returned to Pantanella some time later.

Further back in Able box was Ernest Taft. He was the second one to take a direct hit, go into a dive and blow up. No chutes were seen. We now know that Taft and his navigator made it out. Taft reported that the top gunner jumped without a chute. In the excitement to get out either he forgot the chute or the fire

forced him out. At interrogation Taft was told by the Germans that his crew was captured by German civilians. He was also told that his co-pilot got out but he never saw him again. From reports we now have, we know that many airmen were killed by the civilians. This may explain the reason he did not see any of his crew except the navigator, and the fact the Germans later brought him some of his crew's personal effects. A complete search on Taft's crew was not made.

Flying Baker lead was Lubie Robinson, who had his rudder cables destroyed by flak. According to Al Honey, top turret gunner, the ball gunner was seriously injured by flak and was administered morphine by Harry Greene, the navigator. Brown, the engineer, pulled arming wires from the bomb bay and, with the assistance of Harry Greene, Roy Lamberson and R. W. Nickels, they looped and spliced the cable and restored control. They returned to Pantanella safely. The above mentioned men were all from the 783rd squadron.

The crew that bailed out over the spur was Campbell's, however, I do not know what squadron he was with.

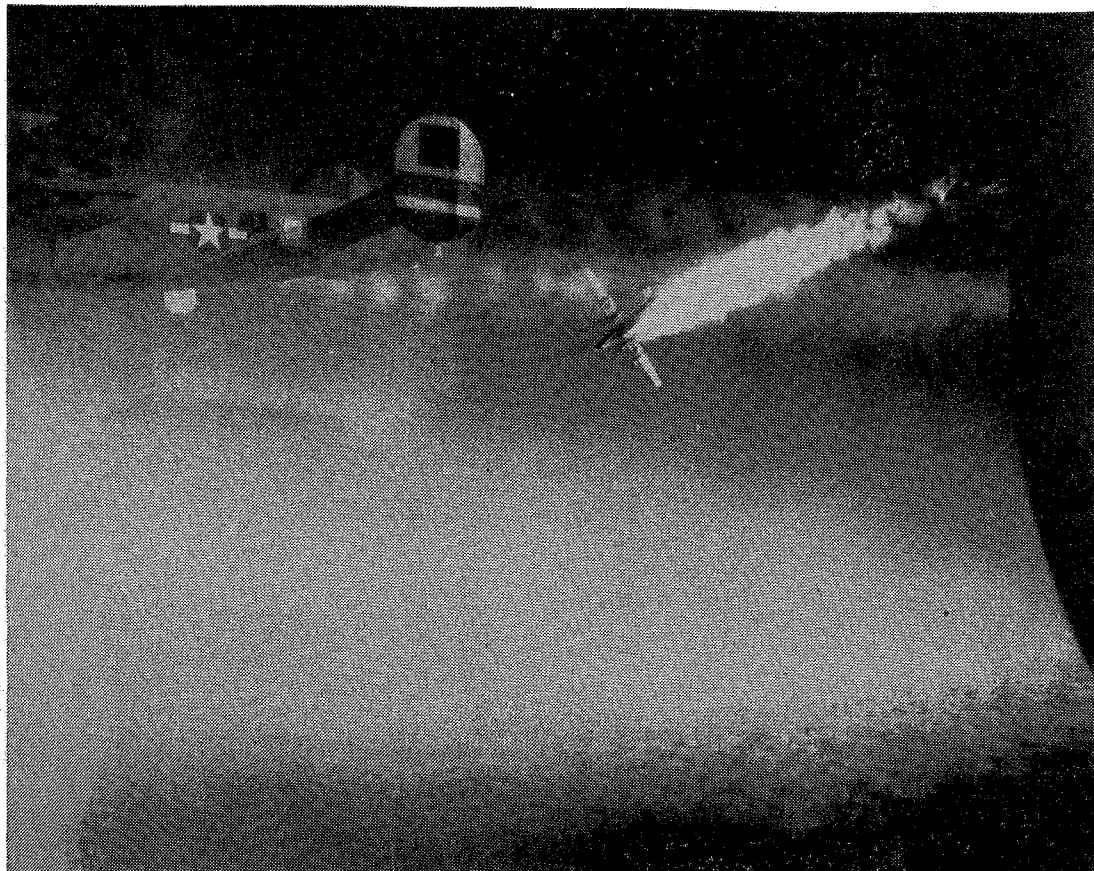
Flying second attack unit lead (Charlie One) was Maj. Zewadski from the 780th squadron. Co-pilot was Ernie Van Asperen and most of the rest of the crew were Althoff' from the 781st. Also flying in Charlie box were Hudson, McKeon, Benson and Bilger. All returned safely except for one wounded aboard Benson's aircraft.

On the ground in Germany, the five survivors of Able One were immediately captured, interrogated and interned in POW camps or the hospital until liberated by American troops. Milton Duckworth, the co-pilot remained in the service and continued to fly. He retired with the rank of Colonel in 1974 and now lives in Florida.

Lee R. Billings, waist gunner, was last known to be somewhere in Eastern United States. I have been unable to locate him and have no further information on him.

Bob Hockman, the bombardier died some ten years ago. He got out of service and managed a department store.

James A. Bourne, waist gunner was recently located in Florida. He was somewhat shocked when I first called him since he had not spoken to anyone from the group for nearly 40 years. I sent him some information and called him in a week and found a much more relaxed man. He recounted being in the waist when hit, and tried to get to the tail gunner, but could not due to the fire.



The next thing he knew he was pinned to the roof as the plane rolled over. When it exploded he was blown out with his chute partially torn and the shroud lines coming out. He remembers trying to stuff them back in, but does not remember pulling the rip cord. It was a miracle that he kept conscious, since he was severely burned, one eye gone, and when hitting the ground he broke a leg. He landed in the refinery that was being bombed and was captured immediately. He was placed in a hospital in Blechhammer for a month. Then he was moved to Bad Soden Hospital just before the Russians overran the area. He spent the rest of the war healing his wounds and getting skin grafts. After being liberated he returned to the US for another year in the hospital, then back to school where he graduated as an electrical engineer. Today he is retired and living in Florida. James expects to be in the area during our reunion and may join us there.

JOSEPH P. KUTGER - After being freed by the Russian troops from Stalag Luft I, Kutger returned to the US and remained in service. He retired with the rank of Colonel in 1961. During his military career he served with the Hawaiian Air Material Command until 1949; with the Strategic Air Command until 1952; commanded a Psychological Warfare Squadron in the Far East until 1954; then served with the Air Proving Command until 1957; and then with the original faculty of the Air Force Academy until 1960. After military retirement he then served as a civilian with Hdqrs Tactical Air Command during the Cuban Missile Crisis; then as Chief of the Programming Division of the Office of the Army Chief of Staff's think tank--The Strategy & Tactics Analysis Group (STAG). When Vietnam heated up he served there from 1965 until 1973--the final five years on the MACV Staff in a Flag Officer Equivalent paramilitary position. He is listed as a biographee in Marquis Who's Who in America, and in Marquis Who's Who in the World, as well as in numerous other reference works. Kutger has authored numerous articles in military and professional journals, and for many years has been considered an expert in unconventional warfare. Dr. Kutger and his wife live in California.

Yes, Mission #110 was somewhat unusual, but as costly to men and planes as always. Our squadron lost five air craft and crews over this target on 9 missions, plus a number than went down along the way home. The crews lost were Lovey, Gaines, Lokker, Mullan and Clodfelter.

ORDNANCE SECTION - On the right L to R, Back; H. Thielke - H. Shuster - J. Zadrozny - B. Jacobs, Front; J. Kipp - F. Shonk - J. Ministrelli. And "Angie" the mascot! This section seems to be the best organized so far. I have received the roster of all 30 men and their photo with full identification. I believe it was Eugene Janovick who was first located, and John Zadrozny, who sent in the roster, photo, etc. He felt half would be at the reunion. Eleven located so far, with 3 deceased.

ARMAMENT SECTION - We have the photo and John Patrick sent in the roster, can anyone identify all on your group photo?





COL. CHARLES F. MCKENNA III - Our first squadron commander is pictured above in the cockpit of his airplane. After some urging, I received the following letter;

" After your phone call I thought that there really wasn't too much that would be of interest to the fellows in the 781st. But, at your suggestion, here goes . . .

Not knowing what to do with everyone after the war, many of us went to military schools. I was sent to the Command and General staff school. After that I was sent to Midland, Texas as C.O. of a base about to close. I had 4,000 officers and 4,000 airmen; then, with the demobilization process in full swing, all of a sudden I had some 4,000 officers and only 188 airmen. You can imagine the scramble to hold things together.

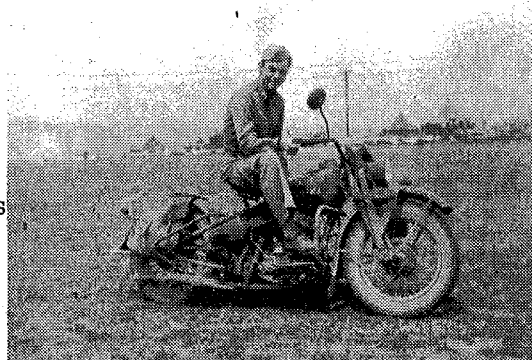
Next, on to Okinawa and Tokyo where not much happened. In 1950 I just missed the start of the Korean affair and arrived in the Pentagon -- one year on the Joint Staff and over two years on the Air Staff. During my time there two major things happened. I assisted in planning for one of our atomic shots in Bikini and then 3 years later while in SAC, I was on alert on Guam with my Wing and had to take 4 bombers to Eniwetok to fly around the shot I had planned 3 years prior. The shock blew out our electrical system, one engine quit and all the dust and dirt of years in the cockpit flew out into the cabin. If this was the result when we were 7 miles away, I wanted no more of it.

The other interesting event, while in the Pentagon, was arranging the preparation, deployment and arrival in England of the first atomic equipped fighter wing - great secrecy in 1953 with a clearance required that was higher than Top Secret.

After the Pentagon it was SAC as Wing C.O. of an RF-84F Fighter Wing, then a B-47 Bomb Wing. At the ripe old age of 41 I retired, to see what the business side of our life was like!

Eight years in the defense industry and 18 years as a stock broker when I retired again as a Branch Manager of a major brokerage concern. It was interesting as it all happened, Jim, but was just a small part of our preparedness. Looking forward to our Colorado reunion."

Thanks Col. "Mac" for filling us in on part of your career. We know there is more to tell. His fine leadership got the 781st. the first commendation the group gave. Early after his arrival at Pantanella he was tapped to be deputy group commander of the 464th. He went on to complete his mission and return to the US. He returned to start another tour and got shot down over Vienna on his first mission. He spent the rest of the war in Stalag Luft One. We'll hear more about his time in the POW camp, etc. in later Newsletters. We look forward to hearing more from Mac at the reunion.

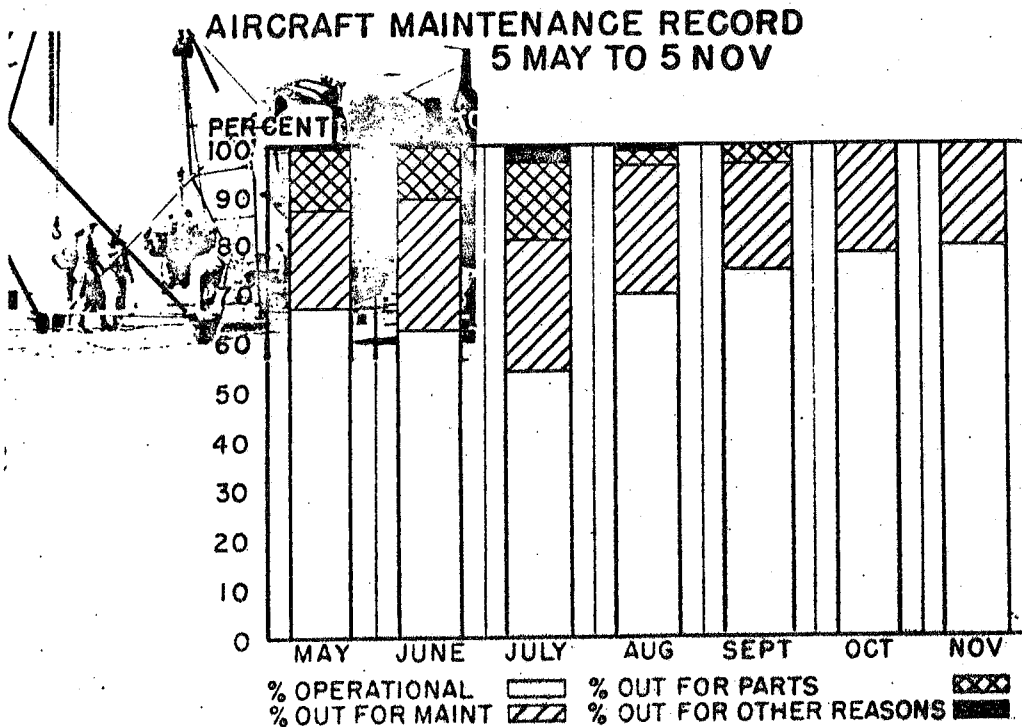


HISTORY - Work is progressing nicely, thanks to Harry Carl and those of you that are sending in information. We need ALL the stories, photos, and anything you think may help in completing our history book. An old dairy could be helpful, letters, anything during your days at Pantanella. A copy machine copy of your photos will do, and we'll let you know if we could use the originals.

REUNION BOOKLET - Since this is our first reunion, we will have a booklet with some squadron information, old and new photos, and the events that took place during our reunion. We plan on about 40 pages, costing about \$20. We'll discuss this further at the reunion.

SECTION ROSTERS AND PHOTOS - We need help here. If you have a section roster or photo with identification let us know. The only one complete so far is ordnance.

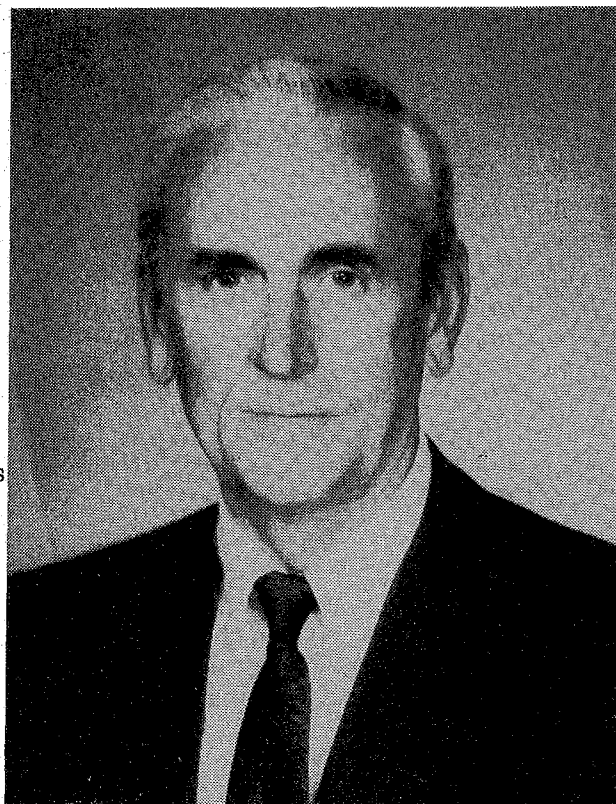
ENGINEERING - The chart on the right is the group record. Our squadron did it's share to help in this fine group record. Can anyone in engineering identify all 104 on the photo taken at McCook? That should be worth a prize!



OTHER	3	2	3.8	1.1			
PARTS	12.5	10.5	15.4	2.8	2.6		
MAINT	21.	27.	26.9	27.	23.1	22.1	20.9
OPER	66.2	62.3	53.9	69.1	74.3	77.9	79.1

BRIG. GEN. DAVID WINN - Gen. Winn will be with us and will address the Gala Honors Banquet on Saturday evening. He began his distinguished military career flying B-26's out of North Africa and Sardinia, beginning in 1943. After completing 54 missions he transferred to P-38's and F-5's in Italy, near Foggia. During Korea he spent 6 years in "Hanoi Hilton" as a POW. Many assignments after Korea included staff duties with the Joint Chief of Staff at the Pentagon, and his last assignment before retirement was commander of NORAD Cheyenne Mountain Complex, the underground combat operations center near Colorado Springs. He has degrees from the University of Minnesota and George Washington University, and is a graduate of the National War College.

Gen. Winn writes and speaks on national and international affairs, consults with technological and business firms, and maintains high interests in flying and the aviation industry.



After receiving our newsletter Gen. Winn wrote that he found our squadron exceptionally interesting, and that we appeared to remain a bunch of tigers! Gen. Winn is our kind of leader, and I know you will find him a most interesting speaker, and you will have the opportunity to ask him a few questions. We are most gratified to have him with us and we appreciate the time he has taken from his busy schedule to be with us.

CAPS - The first order has been placed and we'll be placing the final order right after you receive this newsletter. Let us know as soon as you can if you want one so we can order the right amount. Over 100 already requested. We have decided to mail to those who want one and cannot attend the reunion. It's \$9 if you pick it up at the reunion, and \$10 if mailed. They're a beautiful cap - real cloth with leather adjustable band, all machine stitching for the insignia. A cap you can be proud to wear to represent the Fighting 781st! We will not have any other items with the squadron insignia.

WE NEED YOUR HELP - To clear up some names on our rosters etc. A Marvin Tannenbaum and Theodore Poole checked in the squadron as Mickey operator pilots. Does anyone remember them? We don't believe they had a crew, but would like to verify. They checked in May, 1944. On October 22, Lt. Edward McKean checked in. Did he have a crew? In April Louis Glavis transferred in from the 485th BG. Anyone remember him?

We do not have crew photos of the following: Argene Barnett, Gerald Bilger, Ollie Blankenship, Michael Blakita, Lawrence Breneman, Alfred Becker, Raymond Doss, George Ellison, Robert French, Louis Glavis, James Griffith, Robert Gaston, George Hewitt, Robert Joyner, Robert Jones, Alexander Lovey, Robert Martz, Clayton McDaniel, Francis Maccani, Edward McKean, John Nelson, Marian Pitts and Howard Wilcox. We know some of the pilots are deceased, but crew members, let's check the old files and dig up those pictures. It just won't be right if we don't have all the crew pictures.

ROY N. BYRD - I recently located Roy, our squadron bombardier, living in West Texas. After the service Roy did some stock farming, completed his education, and in 1959, was ordained in the Presbyterian Church. His pastorate is now Colorado City, Texas, and he notes that he raises and shows miniature schnauzers. The picture at the right shows Roy and myself leaving the French Riviera. We were exceptionally happy as the war was drawing to a close - it was all over three days after the picture. Harold Crossing, who was with us, took the picture. Roy, we're looking forward to seeing you at the reunion.



PRESS ON

NOTHING IN THE WORLD CAN TAKE THE PLACE OF PERSISTENCE
TALENT WILL NOT; NOTHING IS MORE COMMON THAN UNSUCCESSFUL MEN WITH TALENT
GENIUS WILL NOT; UNREWARDED GENIUS IS ALMOST A PROVERB
EDUCATION ALONE WILL NOT; THE WORLD IS FULL OF EDUCATED DERELICTS
PERSISTENCE AND DETERMINATION ALONE ARE OMNIPOTENT

I often think of the above saying, given to me a number of years ago by a close friend and business partner. I thought of it recently when I had to be persistent with the IRS in applying for tax exempt status for our association. I got the instruction booklets, typed up the constitution and by-laws, filled out the correct forms and made application. It came back - I refiled in person. Again it came back. This went on several more times, phone calls, and finally, after six months we have our formal letter of tax exempt status. You all owe me one ration of whiskey. Remember what it was? Two ounces of 100° bourbon!

Tax exempt status means you can deduct any contributions to the association. It also means we can mail as a non-profit organization, so the 3½ ounce mailing is only 8½¢. It should save over \$500 per year in mailing costs.

SOME BEST MADE PLANS CAN GO AWAY - Yes, we cancelled our trip to Europe. Keedaffy (you spell it your way and I'll spell it my way) influenced the wives so, we decided there is always another year. A few fishing trips and a lot of time keeping track of the association, and the time went by in a flash.

GATHERING OF THE EAGLES - This affair sponsored by the Air Force Association took place in Las Vegas April 26 to May 2. I attended this gathering of over 7000 attendees. Words cannot express my feelings about this tremendous event. It was once-in-a-lifetime opportunity to mingle with the living legends of America's aerospace past as well as those who are our key to the future. It paid tribute to the three generations of aviation and to the men who were a part of it. Some in attendance were; Jimmy Doolittle and 36 of the Doolittle Raiders, Jimmy Stewart, Chuck Yeager, Fourteen Medal of Honor recipients, Air Chiefs from 26 free nations, military and civilian leaders of our aerospace programs, and many speakers from around the world. The Confederate Air Force did a super job with many planes on display and flying, including P-38, B-29, B-24, B-17, C-47, P-51, A-20, and many more. What a thrill to hear those engines purr. I'll have a video tape to show at the reunion.

LARRY TIEHEN - After some urging, we got the following story about Larry's experience after a bad day over Blechhammer. He writes, "The target was Blechhammer and the date was Friday, 13 October 1944, and it was my first mission after Capri rest camp. On the bomb run our plane was shot down. I escaped capture and headed for the Russian front line, traveling only at night. The front was quiet, but flares kept being fired all night long. I kept walking toward the flares figuring that that must be where the front was. During the day I would hide, often watching German troops and horse drawn wagons with supplies heading east and civilians pushing carts heading west. As the days went by, I began to venture out in the daylight. One day I saw a group of men and women working in a field and I watched them for several hours. Then I decided to commit myself and went over to them. They rushed me into a house, took my uniform, gave me civilian clothes, and locked me in a bedroom. At night I was tied to the wrist of a young man as we slept in the straw above the bedroom. After three or four days I felt I was in the wrong place. I had the chance to escape, so I did. I will never know who the people were, or what country I was in. By now I am in the middle of the German front line and all the civilians are gone. I can't walk at night any more because of so many mine fields. Then I came to a very wide river (later to find it was the Vistula in Poland) and the Russians were surely only 25 or 30 miles away. I couldn't cross the river because of heavy rain. The weather was cold and I did not have a jacket, so I stuffed straw in my shirt for warmth.

After surviving several confrontations with the Germans, the bad weather and no food, I became sick and unable to go on. I was caught 26 November while lying in the straw of an abandoned barn. The Germans came to tear down the barn for the lumber to line their trenches on the banks of the Vistula River. I ended up at Stalag Luft #4, paralyzed in both arms and legs, the result of European diphtheria. I must tell you when I went through German interrogation at Frankfurt-on-Main, it was an incredible experience. If you haven't heard about it ask any EX-POW. The interrogator informed me that Col. Lokker had been shot down, was well, and in a POW camp.

Larry then gave me the names of the crew members and added, "Ed Chapin was wounded in the shoulder and right arm (bad). We tied his arm to his body, put his chute on backwards and threw him out - he didn't want to go. After the war I went to college two years, became a heavy equipment salesman, and now at 62 I have no plans to retire as I am enjoying life too much. As we used to say at POW camp, "we have heard your story, close the hanger door."

After reading his story I just had to call Larry as I knew he had more to say. He said George Gaines, the pilot and Karl Brown, radio operator, evaded the Germans and got with the Partisans and made it back to Pantanella in four months. The other six of the nine man crew were captured immediately. He said the whole thing was so abrupt, just coming off rest camp at lovely Capri and back to the cold cruel war - "From feather beds to straw beds!" L to R - Unknown, Karl Brown, Radio - George Gaines, Pilot - Murray Knowles, co-pilot - Mel Farber, Bombardier - Bottom - Tom McNew, Tail Gunner - Louis Deslatte, Engineer - Jack Smith, Top Gunner - Larry Tiehen, Nose Gunner - Vann Reynolds, Navigator.



MEMBERSHIP - We're still dropping bombs within the 1000' circle. The score for members is now 340 , plus 270 in the Folded Wings Section. In less than eight months we're at the half way mark. In addition to those hard working state chairmen, we have some individuals coming up with new ideas and new members. A new member, Howard Schuster, just recently wrote to four postmasters and found three out of four. Two had to be added to the Folded Wings. Harold is now Missouri state chairman. Walt Longacre continues to get results from the Veterans Service Officer. Bob Mathews just had 10 letters returned, but he said he hasn't quit yet. Ben Donahue is finally finding success in California. California is tough because of the growth and changes; no one seems to still be living near their former addresses. We have no members in Utah, so I've contacted the Mormon church, and they promised help. Thanks to many of you for running local ads in the Veterans papers. Many newspapers are also accepting reunion notices. I've contacted local radio stations, with some success.

Some take a little extra effort. Here's one that is close to home and I just must tell. Barney Russell was my navigator and I lost contact with him in 1948. I tried several phone calls and letters without success. Pierre Kennedy, our tail gunner, volunteered to take over the task of finding the rest of our crew. He writes, "I finally contacted Barney Russell. We knew that Barney lived on Chestnut Street in Camden, Arkansas in 1944, and believed that he became a dentist after the war. First, I sent a letter (returned), to him "or Current Resident", to his old address. Then I tried both the American Dental Assoc., and American Medical Assoc. with addresses obtained from the library. Results were negative. Then, through Marcel, I received the address of the Arkansas Dental Assoc in Arkadelphia, Arkansas. No luck there either, however, the secretary suggested that I call a dentist in Camden, Barney's old home town, for information. This dentist's receptionist answered, and an elderly lady in the waiting room came to the phone on hearing the receptionist talking to me. She recognized the Russell name, and said she thought the Russell family on Chestnut Street had moved to Magnolia, and she thought Russell was an "occulits". This kind lady and the receptionist then found a Magnolia directory, checked the yellow pages, and found Russell under "Optometrist". Although they gave me the wrong number, I obtained the right one and called Barney that evening. It took 4 letters and 5 phone calls, and Barney is very excited about being located." Pierre also found Leonard Goldstein, living in Florida. A long way from Cincinnati, where he lived after WWII. Thanks Pierre, we now have found our entire crew.

I'm collecting some birthdates and social security numbers. If you are going to your drivers license bureau you'll need birth dates. Let me know and I'll furnish you what I have.

In the recent Liberator Club "Briefing" there was a notice by George Shiller, asking for information on Sgt. Karl Brown. I recognized the name as a member of George Gaines crew that went down over Blechhammer. We are looking for both of these men. I obtained Gaine's address of two years ago, so we should locate him. Nothing on Brown, of course. Shiller was with the Polish underground and his group saved 27 American airmen in the Blechhammer area during WWII. Gaines and Brown evaded and got with the underground, and returned four months later. Larry Tiehen was also with this crew, but headed toward Russia, as indicated in a separate article in this newsletter. The other six, of the nine man crew, were captured and were POW's.

DUES - I'm getting requests on information regarding dues. We have not established any dues, as it will be the action of the membership at the reunion to handle that. In the meantime we have suggested if you want to contribute a ten or twenty, it will help with the costs. We didn't form the association to raise money - we just want to find everyone to give you a chance to correspond with ol' buddies, and attend a reunion if you can. If you enjoy the association I know you will support it with an nominal fee.

REUNION RESERVATIONS AS OF JUNE 15 - All but about 5 will be accompanied by their wife. If you're not on this list and plan on coming, let's hear from you immediately!

Althoff, James	Deal, Eugene	Koch, Kenneth	Schaps, Nick
Andrus, Burt	Deslatte, Louis	Layne, John	Schreiner, Edward
Badler, Bernie	Dickey, John	LeBlanc, Albert	Schuster, Harold
Bailey, Daniel	Donahue, Ben	Levinson, Milton	Shelby, Cader Lex
Bartlett, William	Downs, James	Longacre, Walt	Shetterly, Robert
Bickley, Billy	Elliott, R. W.	Lyons, James	Shipley, W. Horton
Becnel, Aurelius	Ellett, William	Maccani, Frank	Smith, Harry
Beeson, Warren	Emmel, Leonard	Martin, Adrian	Smith, William
Bovett, Arthur	Fahrer, John	Martis, Gene	Sutton, Walter
Benson, Grant	Flaherty, Dennis	Mathews, Robert	Snyder, Marcel
Bradley, Charles	Foote, Loren	Maynard, Russ	Storm, Richard
Branch, Rae	Ertel, John	McBride, William	Tedin, Ken
Burda, Vernon	Gaston, Robert	McKenna, Charles	Thompson, Albert
Byrd, Roy	Givens, Harold	Moeller, Homer	Thompson, Bryon
Burgin, Richard	Goldstein, Leonard	Myers, Lowell	Tiehen, Larry
Butterfield, Harold	Graham, Oliver	Orr, David	Wassaner, Frank
Carden, Warren	Hartley, Warren	Parkhurst, Ken	Wheeler, Leslie
Carl, Harry	Haushold, George	Pelleschi, Gino	Willett, Henry
Cass, Gaythor	Header, John	Quagan, H. Frank	Williams, Jack
Cauble, Ray	Hemphill, Charles	Rachow, William	Williams, Thomas
Chapin, Edward	Honthaas, Albert	Rapoport, Morris	Wilson, Robert
Christian, Spec	Ihde, Paul	Russell, Barney	Winkowski, Stanley
Clausen, Walter	Ingalls, Mason	Russell, John	Wray, James
Clodfelter, Donald	Ingram, Charles	Reed, Curt	Wroblewski, John
Cowart, O. J.	Jostworth, William	Rehn, Kenneth	Zadrozny, John
Crowley, John	Kennedy, Pierre	Reuss, Harry	Zartman, John
Crutcher, Richard	Kienitz, James	Roberts, L. M.	Zwerko, Charles
Daniel, Denis	Kill, Francis	Robinson, Theron	Yost, Frederick
Dahl, Carl	Knox, Clarence	Samuelson, Dale	Yurek, William
	Mallette, Paul	Postema, Donald	

We are holding rooms for all of the above except; Andrus, Crutcher, Benson, Thompson (Albert), Williams, (Jack).

I did not receive reunion reservation from the following; Cauble, Chapin, Deslatte, Samuelson, Sutton (Walter), Wassaner. I would like you to send me one so that we can get our numbers as accurate as possible. We want to know when you are arriving, if your wife will accompany you etc. It's all on the reservation form.

PLEASE - Call or write me if you don't agree with the above. Some may not be properly registered at the hotel. One reservation had no name. One had just the first name. A lot of time has been put into this to make it run smooth. We can only make arrangements for you if you fully inform us.

Frankly, we are going over expectations. We are exceeding room limits for some events, but we will make arrangements to take care of the problem. We may leave the hotel on Saturday afternoon, but with most people driving, a couple miles away will be no problem. At this point it wouldn't surprise me if we had 300 in attendance.

WHAT TO BRING - WWII memorabilia, photos, jacket, etc. Saturday will be Pantanella day and WWII uniforms and jackets will be in order. Bring anything that you might think will be of interest to you ol' buddies.

And we prefer to receive cash at registration for meal tickets etc., since it will be easier for us to pay our obligations in cash.

CREW ROSTERS - We do not have complete crew rosters on the following crews;

Blankenship, Ollie	Gaston, Robert	Leggase, George	Newman, Hyman
Blakita, Michael	Glavis, Louis	Lovey, Alexander	Nelson, John
Becker, Alfred	Hewitt, George	McKean, Edward	Tannenbaum, Marvin
Doss, Raymond	Joyner, Robert	Martz, Robert	Wortham, Harold
French, Robert	Kennedy, John	Martin, Kenneth	

We want the crew rosters as it was checked into the squadron.

FOLDED WINGS - I would like to end the newsletter one time without the need to report on our fallen comrades, but I guess the facts of life cannot escape us. Walt Longacre reports on two well known pilots that have died. Ollie Blankenship, operations officer, and Alfred Mullan, Jr. More information on these and the many others, when the information becomes available. Our sympathy and condolences to their families.

FATHER EUGENE F. MC CAHEY - Our Catholice Chaplain (visiting) for the group passed away December 24, 1982. Stan Winkowski reported this and that it was Fr. McCahey that married Stan and Alice in June, 1943. It took place in San Antonio just before Stan began his flight training.

HEALTH - I've heard from some that their health wasn't the best, may be in a wheel chair, or use a cane. Don't be embarrassed - you'll have a lot of company. You'll be with old friends, so come join us.

VOLUNTEERS - We need some ladies to help at registration on Thursday. Please write Dolly Snyder if you will be there early Thursday and can help. We'll get "volunteers" from you fellows when you arrive.

COURTESY - The reunion is for the enjoyment of all who attend. If something isn't working out perfect, try to help out rather than complain. A lot of volunteer time and funds have been put into this reunion for your enjoyment, let's keep it in this spirit.

One very important consideration is to keep us informed of any change of plans. CANCELLATIONS should be made directly to the hotel, however PLEASE let us know also, since we will no doubt have someone who needs a room. It will also help us to keep our meal counts, etc. correct. Marcel and I will be at the hotel from Tuesday on, if you need to call us.

ORDERLY ROOM - April, 1944. Photo sent by John Patrick, crew chief on Yellow "A", and Georgia Wolf. We're receiving quite a few good photos like this. We'll be publishing as space permits. Some one said, "Maybe you should save some pictures & stories for next year". Most of you have responded very well on information. I just wish I could publish it all now.

