



783RD LATRINE-O-GRAM

CHRISTMAS 1989 ISSUE

ALAMOVILLE, TEXAS

SEASONS GREETINGS TO ALL OF YOU "DRAFTED RECRUITS" AND THE GOOD LADIES OF THIS OUTFIT!
MAY 1990 BE THE BEST YEAR EVER FOR YOU & YOURS!

LOST SOUL SEARCH

HART, CURTIS E. (SUE)
17 ARTHUR AVE
PATCHOQUE, NY 11772
516-475-0625
LOCATED BY: JIM MC CLOSKEY

MACINTYRE, NEIL (MARILYN)
49 RAMBLEWOOD AVE
STATEN ISLAND, NY 01905
718-356-0191
LOCATED BY: JIM MC CLOSKEY

THYBERG, CLARENCE
35 GLEN AVE
LYNN, MA 01905
617-592-3028
LOCATED BY: JIM MC CLOSKEY

THORNTON, WILLIAM (MARY)
5632 MAPLE RIDGE DRIVE
CINCINNATI, OH 45227
513-561-9158
LOCATED BY: JIM MC CLOSKEY

GRIMM, RICHARD BOB (DECEASED)
BOX 338
EMLENTON, PA 16373
LOCATED BY: JIM MC CLOSKEY

ROHDE, CHARLES (CHUCK)
3608 COTTAGE GROVE AVE SE
CEDAR RAPIDS, IA 52403
319-365-2443
LOCATED BY: JIM MC CLOSKEY



WELCOME BACK FELLAS! YOU WERE NOT FORGOTTEN! WE JUST COULDN'T LOCATE YOU! We hope you will join up with us once again and renew the great friendship of the Quid Fit Gang. Each of you will be contacted shortly and a write up on your happenings will appear in the next LOG.

ATLANTA REUNION:

All of you 'Pooky Pills', who elected to sit home 'Boob Tubing', 'popped in the churn' and missed a good one when you didn't answer the bugle when it blew at the opening of our Atlanta round up. Yep! It did rain and storm the entire time. However, we figure it was part of the 'Big Sky Pilot's Master Plan'. With the inclimate weather prohibiting leaving the hotel it forced the 187 in attendance to spend more time visiting, getting reacquainted and becoming much closer.

Sitting back 'eye balling' the gathering presented quite a spectacle. You would see two 'Ole Cooters' take a look at each other from a distance. Next, they would slowly approach each other. Then they would gradually close in circling one another similar to fighting roosters preparing to mix it up. Observing closely you would see their heads bobbing up and down as they closed closer to the other. Actually, what was happening both were so damned blind they were trying to get their bifocals adjusted to read one another's name tags. Finally, one would get a fix and recognize the others name and there would be a warm embrace of two 'Ole Has Been's' who hadn't seen each other for over 40 years. They would then commence an animated 'jaw bone' session about the days on the hill. Directly, one would point across the room to some other 'Ole Has Been' and the other would run over and grab another long lost friend he hadn't seen in many moons. It can be said without reservation the cup of friendship ran over the brim throughout the reunion.

All who heard our talk at the Ice Breaker in Dayton should hit their recall button. You will recall how we spoke of that flame that represented the pride and spirit of the proud 783RD found only in truly great outfits and characteristic of winners. You will recall our reveiwing the original crews 'scragged' in May, June, July and August of 1944. And-our describing with each loss that flame-the pride and spirit of the 783RD-would flame higher. And-how that flame-the pride and spirit of the 783RD-was contagious. The great replacement crews coming in during that time were inflicted with this pride and spirit enabling them to take their places in formation and continue going out to delivering a 'Ass Kicking' to the 'Jerries'. And-how they were to pass this pride and spirit along to subsequent incoming crews till wars end. Likewise, you will recall it was emphasized this pride and spirit wasn't limited to the flying crews but was most evident in the great ground echelon who labored so long and hard doing such a tremendous job under the most difficult conditions-the Aircraft Mechs; the Armorers; the Ordinance Gang; the Electricians; the Sheet Metal Gang; the Truck Drivers; the Cooks; the Medics; the Clerks and each and every person who contributed so unselfishly making the 'Quid Fit' Gang a true winner. Folks! At Atlanta a one eyed 'Village Idiot' would have had no problem seeing these thoughts in living action. The Atlanta Round Up was truly living proof of this observation.

TOO MUCH & TOO MANY TO DESCRIBE--'Arkie' & Mildred Bonds with their two lovely daughters; Paul & Helen Smith accompanied by their good looking daughter (wonder if 'Smitty' knows who to suspect); the indomitable Bo Bolinski with that 'black cloud' still following him around; Al Yatkkauskas strutting on his artificial leg the gift of a damned 'Kraut'; John Stewart rolling along in a cheerful mood in his wheel chair; 'The Baron' 'hippty hopping' on his walking cane; Jay Vorhies standing in the place of her Bill; Dora Jo Carter standing in the place of her Luther; Floyed Coffield and Ralph Smith doing a great job as a Chaplain; Don & Francis Kelly representing the 'Bomb Loaders'; Harry Green leading the life of a 'tee totaler'; Bob & Rosey Anderson bringing their beautiful 783RD banner that hangs at each Reunion; Larry De Crow still acting like a Delta Captain by arriving late; Nyme Farage continuing to march along to the orders of June; Golden & Martha Jones just trucking along; Norm Lund looking well after his recent illness; Al & Geneva Wylie in their 783RD T Shirts that were such a big hit; Jim May the 'Ole Man' of the outfit strutting like a young rooster; Monty Montgomery being navigated along by Gladys; Harry Ogden always being first in line when the bar opened; Charlie Payne still escaping the clutches of a divorce lawyer when Evelyn learns the truth about his escapades; 'Three Hole' Gillespie saying how high each time Teeny says jump; John Plarr continuing to just roll along; Bob Thomas with that new gorgeous blonde wife strutting like a young peacock; Harry Harvey falling out of a limousine at the front door of the hotel with his first words being, "where can a fella get a drink around here"; Burt Andrus still ram rod straight and the unquestioned leader of this bunch of 'Drafted Recruits with his lady kay on his arm; Jake Putnam still bouncing up and down; Harry & Lola Fike hawking their PX goods; Mike Magazzino wondering who nominated ^{him} for the Treasurer's job; Van Dyke looking good after his recent heart problems (wonder if he and Stewart have ever considered Bo's black cloud might be contagious); John Walker still the same 'Mr Dependable'; Bob Willeke claiming to be the baby of the outfit while looking more like a Spanish American War Veteran; Evelyn Ellis showing her swollen ankles blaming all the standing in the hospitality room as the cause when we all know it is that cheap wine Charlie springs for giving her the 'Jake Leg'; Jim Mc Closkey nervous as a 'Lady of the Nite' in church just before chairing the Ice Breaker; Bobby Wills with his California lady on his arm looking as if he could use a 2 quart blood transfusion; and Billy Powell looking so happy and keeping his pledge, "I'll be at the Reunion if I have to come in an ambulance" with his faithful Norma by his side were all sights for sore eyes. They are but a few of the many recollections experienced at the round up that come back to us as we sit here 'hunting & pecking'. Yep! You 'Pooky Pills' that stayed home damned sure didn't eye ball anything to equal the above spectacles on you 'boob tube'. You missed a good one!

JIM DULITZ CREW TURNS OUT IN FORCE--led by Jim, Tom Fitzpatrick, Bob Dumas, Connie Maffey, Bob Lawsen, Linford Lavarack and Morton Gillespie with their lovely ladies marching by their sides answered the bugle when it blew. This crew personifies that pride & spirit we have spoken of so often.

JOE BASTAIN COULDN'T MAKE ATLANTA--Joe and his beautiful vivacious wife Phyllis had joined with us at Colorado Springs, Dayton & Vegas. With her recent passing Joe reported he didn't feel up to joining with us. We can certainly understand. However, you should know both you and especially Phyllis the better half of that team were missed by all. We all hope by the time 'wheresoever & whensoever' 1991 rolls around you will rejoin our ranks once again. Hang in there pardner! It is always darkest before the sun shines.

REUNION THANKS--for making the reunion such a memorable occasion a SPECIAL THANKS IS OWED THE FOLLOWING:

EVELYN PAYNE--is owed a BIG THANK YOU for those 'Dealies' she made for the ladies featuring an original hand picked Georgia cotton boll. How this lady has put up all these years with that Charlie Payne is the 9TH, 10TH & 11TH wonders of the world.

PEG MC CLOSKEY--a BIG THANK YOU for the wrist corsages she made for each of the ladies attending the Banquet. The were muchly appreciated. Like Evelyn Payne she got far from a bargain when she agreed to let that useless Mac park his shoes under her bed.

SARAH ROUSH--is owed a BIG THANK YOU for those beautiful pillows she made given as a door prize. What a nice thing to do. When you get a 'good un' like her Milton you must find some way to sure your appreciation.

A SPECIAL THANKS FOR MAKING THE REUNION A MOST MEMORABLE OCCASION GOES TO--CHARLIE ELLIS, JIM MC CLOSKEY, BILLY POWELL, FRANK GOPLEN, CHARLIE PAYNE & GUY CARTER who did an outstanding job in planning and making the round up a big success. From past experience we know first hand the hard work, sweat, frustration that goes with the responsibility. THANKS FOR A GREAT JOB!

REUNION VCR TAPE WILL BE MADE AVAILABLE--a VCR tape was made of many of the high lites and will be made available to those wishing to purchase one. The photography might not be as professional but we can give you an 'Oklahoma Guarantee' the clarity will be much better than previous ones. As soon as the 'powers to be' can reach a decision on price etc the info will be printed in the next LOG.

NEW SQUARON OFFICERS—the following 'Misfits' were elected by those attending the Reunion to serve until the next Reunion:

- | | |
|--------------------------------|--------------------|
| BURKE 'RED' HUBER | PRESIDENT |
| FLOYD COFFIELD | VICE PRESIDENT |
| MIKE MAGAZZINE | TREASURER |
| BILLY POWELL* | SECRETARY |
| FRANK GOPLEN REPLACING DON KAY | BOARD OF DIRECTORS |
- * See Taps Section

Folks they ain't much. Considering the pay you couldn't expect much. Seriously, they may be a collective group of 'Droopy Drawered Drafted Recruits' but you can bet your saddle, hat, boots & spurs they will give you maximum effort.

Riveting work: Old B-24 to get an overhaul

By David White

OF THE SENTINEL STAFF

KISSIMMEE — Forty-four years ago, a B-24 Liberator bombed Japanese ships and troops while stationed at a British air base in India.

Now the same World War II bomber looks like a beached silver whale, its 66-foot aluminum fuselage stranded at a hangar west of the Kissimmee airport, shorn of its wings, tail and thousands of

other parts.

Aircraft restorer Tom Reilly, 46, plans to have the four-engined craft back in the air within a year for a non-profit foundation in Massachusetts.

Only about 10 Liberators still exist, he said, including one at the Air Force Museum in Dayton, Ohio. Just one, based in Liberty, Kan., has flown in recent years.

In World War II the United States built more than 18,000 B-24s, each of which carried a crew of 10 and bristled with 10 machine

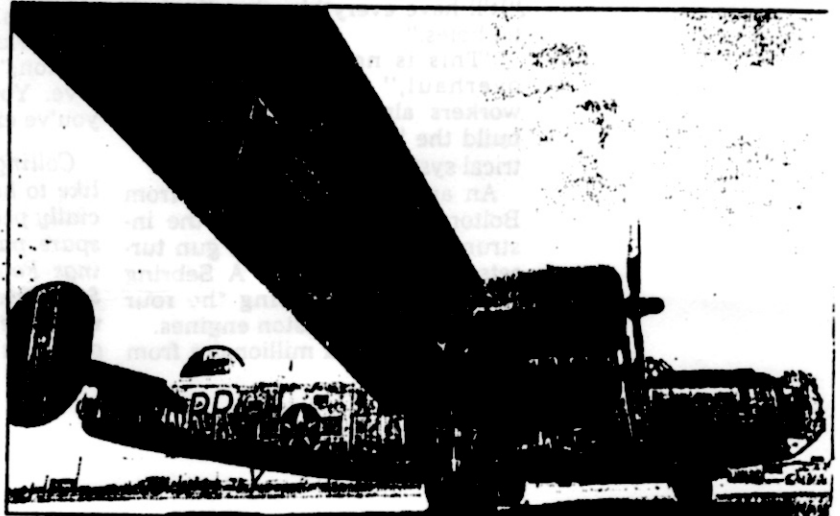
guns and 8,000 pounds of bombs. They flew in all theaters of the war.

Reilly has pieced together a B-17, B-25 and several other World War II warplanes at his hangar, which he calls Bombertown USA. And he's promised to have 15 men working full time on the B-24 until it, too, is airborne.

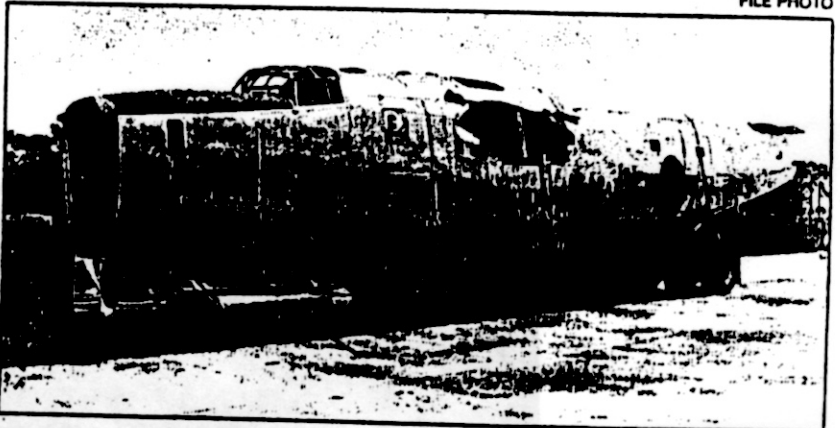
His workers already have spent a year rebuilding the airplane's wings and flaps with about 200,000

Please see B-24, D-6

D-6 The Orlando Sentinel, Saturday, July 2, 1988 ***



FILE PHOTO



RICHARD SHEPHERD/SENTINEL

A restored B-24 (above) — the World War II vintage bomber in Kissimmee still needs wings and a bunch of other work.

From D-1

aluminum rivets.

The fuselage arrived Friday, strapped with yellow plastic bands atop a tractor-trailer that drove 1,300 miles from the Boston area.

"It's like trying to carry a giant egg down the road," said truck driver Ben Natrass, 42, Rockford, Ill. "Airplanes are made to fly. They're not made to go down the road. They're all so fragile."

Much of the aluminum skin of the airplane is less than one-sixteenth of an inch thick, so the mostly empty fuselage weighed only 6,000 pounds. Its ungainly size was more of a problem than its weight.

"Our biggest problem was at night, trying to find a truck stop or motel where you could fit it into," Natrass said. His truck, trailer and B-24 fuselage together were 100 feet long and more than 18 feet high.

Most of the bomber's 110-foot wingspan should be lifted by crane and fastened onto the fuselage by September. "That'll be the tricky part," said chief structural repairman Dan Cameron, 42.

Fastening the wing tips will be even harder, he said. In 1944, midgits slipped inside the wing sections to rivet them together. "We don't have any midgits," Cameron said.

The entire airplane, complete with plugged .50-caliber machine guns and sand-filled 500-pound bombs, is supposed to roll out of the hangar by next July.

By then, Reilly and his workers will have driven about half a million rivets into the B-24, which counted 1.25 million rivets and other parts when new.

"One hundred percent of the airplane will be reconstructed," said Reilly, who started rebuilding airplanes 16 years ago in Orlando. "It'll have everything but the bullet holes."

"This is not just a spray-can overhaul," said Reilly, whose workers also will install and rebuild the hydraulic, fuel and electrical systems.

An antique plane restorer from Bolton, Mass., worked on the instrument panel, machine gun turrets and bomb sights. A Sebring company is rebuilding the four Pratt & Whitney piston engines.

Bob Collings, a millionaire from

Collings, 49, said he wants to display the B-24 each year in 25 or 30 air shows, World War II reunions or Air Force open houses, to give people a chance to "go through it, see it fly and kind of share in part of our heritage."

Collings, who formed a non-profit foundation so people could see antique airplanes and cars outside museums, made his fortune by starting and selling a cash register company and then a planning company. He also owns a B-17 Flying Fortress, B-25 Mitchell, P-51 Mustang, F-4U Corsair and nine other World War II aircraft.

He started with antique cars, but began collecting old bombers and fighters four years ago. He doesn't fly. Instead, he hopes a Delta Air Lines pilot who flies "war birds" for the Confederate Air Force in Harlingen, Texas, will fly his restored B-24.

Collings said his bomber was one of 2,000 B-24s that America gave to the Royal Air Force during World War II. Built in Fort Worth, Texas, in August 1944, the airplane flew for the British 99th Bomb Squadron in India starting in October 1944.

After the war, the British left about 36 B-24s in India, and the country's new government in 1947 added them to its fledgling air force.

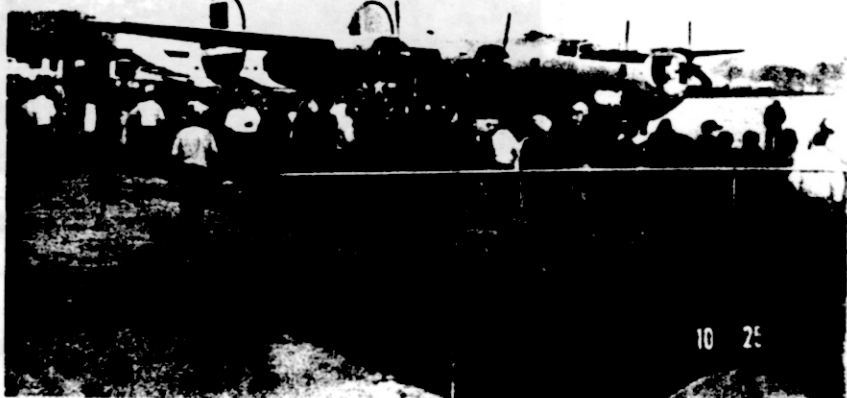
The bombers served the Indian Air Force until 1968. Collings' bomber then was bought by another collector who took it apart, but never rebuilt it. It sat for years corroding in a hangar in England.

Collings saw the airplane advertised for sale three years ago in a trade paper, snapped it up and started rebuilding it. That makes the folks at Reilly's Aviation happy.

"How many people get to work on a 45-year-old airplane?" asked Bruce Carter, 38, a structural repairman.

"Working on airplanes is an addiction," agreed Reilly. "It's like love. You can't explain it unless you've experienced it."

Collings said anyone who would like to help rebuild the B-24, especially people with B-24 manuals or spare parts, should call The Collings Foundation in Stow at 617-568-8924. The charity is registered with the Massachusetts attorney general's office.



'OLE PREGNANT PORPOISE FLYS ONCE AGAIN--as you can see by the above photo the 'Ole Pregnant Porpoise'; 'Consolidated Time Bomb' or whatever you chose to call them has been restored in mint condition and once again is 'splitting the ozone'. The above photo was courtesy of Charlie Ellis taken when the 'Ole Bird' visited Louisville, KY Tuesday & Wednesday Oct 24 & 25, 1989. The following were quoted from his letter:

"Lynne said you might want a picture of the Collings Foundation B-24 for the LOG. It is the only one still flying anywhere in the world. It landed on Tuesday October 24, 1989 at Bowman Field (a general aviation airport approximately one mile from our apartment) that trained Glider Pilots (Evelyn's Brother) for the Army during WW II.

Needless to say Evelyn and I spent quite a bit of time looking it over. The restoration job was superb. It took off at 9:30 AM Wednesday October 25. We were out there before 8:00 AM so as not to miss it. The Pilot & Co-Pilot looked almost my age. We were told they were ex Air Force and Airline Pilots.

How did we know that our dear Bill passed away as we watched this big bird gracefully take up to the sky? Norma called at 7:05 PM that evening".

Folks if you digested the above you are much stouter than the 'Ole F/O' if a big lump of sadness isn't gripping your throat at this moment.

TAIL MARKINGS--you will note it has the 465TH Group tail markings. Jim Althoff and his 781ST Squadron raised a sizeable sum of money to have this honor. At the same time we have a sneaking suspeicion our Stan pace, CEO of General Dynamics, which Consolidated is a division of dropped some 'Big Green' on this project.

LATEST LATRINE RUMOR--we received word from reliable sources (the 4th stool down) that our Ben Du Bose a member of Norm Lund's Crew and later an Air Force 'Life Termer' spent many hours helping in the restoration. If this be the case those two 'Throttle Jockeys' flying it around are braver than the 'Ole F/O' risking their behinds in anything that 'Drafted Recruit' has been tinkering with. Seriously, now that we have given our old compadre a good 'goose' as well as his Xmas present we offer our CONGRATULATIONS to Benjamin on a JOB WELL DONE!

WEDDING BELLS:

BOB & 'MISS CALIFORNIA OF 1989' THOMAS--(one look at that gorgeous hunk of pulchritude and we totally forgot or didn't hear her name) were united some 5 months prior to the Atlanta Round Up. Can you believe this 'Ole Cooter' claims he found her on the front steps of the Church?

MICKEY & CATHY SCHWARTZ--recently took a stroll down the aisle. Looking at her photo reminds one of a long legged thoroughbred racing filly being hooked up to a worn out, aged plow horse.

Cogitating on the actions of the above two 'Ole Cooter's one can only conclude they have allowed their minds to enter into contracts their aging bodies cannot possibly fulfill. We aren't sure whether CONGRATULATIONS or CONDOLENCES are in order. So, we will allow the participants to select whatever fits their pistols.

SICK CALL:

DICK SNOW--we received word that Dick was to undergo heart surgery. We hope all went well and he is enjoying a good recovery.

CHARLIE PAYNE--following our Atlanta Round Up Charlie was riding his granddaughter on a bicycle and she accidentally got her foot entangled in the spokes of a wheel causing one and all to take a big tumble. Fortunately, the granddaughter wasn't injured. However, Charlie suffered a broken elbow and is sporting a cast on his arm. Ain't no fool like an 'Ole Fool'.

TAPS:

BILLY JACK SMITH--who served in the Armament Gang passed away May 28, 1989. He was retired after 44 years with Phillips Petroleum. His wife Mary's note read, "he had surgery for cancer which went well with all being removed. However, a blood clot developed". NOTE--we called Mrs Smith 3 times seeking more information but received no answer. We felt it important to pass along some words that appear on page 90 of the Squadron History that best describe the kind of guy Billy Smith was. They were written by Albert Lewis when he described his tent burning on October 25, 1944. "The smoke was intense and we were nearly overcome trying to get equipment out. I was so excited I hardly knew what I was doing. A sort of nauseating hysteria gripped me. Billy Smith, John Foran RAYMOND Husak and I plunged in and out of the flames trying our best to save as much as possible. Billy, John and Ray certainly did a swell job retrieving what they could". If any of you ever witnessed a tent burning caused by one of those gasoline heaters you know it amounted to a semi flash fire. The above words describing how Billy disregarded his personally safety to attempt saving a friends belongings tells you just what kind of a fellow he was. When BILLY SMITH passed on we lost a good one.

BILLY POWELL—a 50 mission Bombardier, who flew on 'Pappy' Brown's crew, and served the Squadron so faithfully as Secretary for two terms and was reelected for his third term passed away Wednesday October 25, 1989 at the age of 69. He had waged a determined battle with 'Big C' over a long period of months. On that morning his loving wife Norma had gone to the hospital and given him his bath which he preferred. Afterwards he said, "Norm I can't make it much longer". With that statement he slowly and peacefully slipped away departing for Eagles Nest around 10:30. In addition to 'Little Buddy' he is survived by his daughter Susan and husband Greg Johnson and a granddaughter; his son Dean and wife Sharon and two grandchildren; and his son Scott and wife Linda and their two grandchildren. He retired from Timken Bearing after 43 years of service. His last position being Manager of International Scheduling & Controls. When we lost BILLY POWELL we lost one of the best.

Bill Fisk, Jim & Peg Mc Closkey, Mike & Sarah Maggazine, 'Pappy' & Marjorie Brown were in attendance at his last services.

TIME OUT:

Whether it is appreciated by some or not the 'Conductor of this Tour' is going to lay some thoughts on you about our years of friendship with Billy Powell. When the Greenwood crew, which I was a member, hit the 'Jack Pot' and had the good fortune to be transferred from the 781ST to the 783RD at Mc Cook, NE how well we remember Billy being the first of many to extend his hand of welcome to a fellow 'Toggle Jockey'. Today, we wonder if it was coincidental that we both flew our last missions on August 28, 1944 when we made the trip to Szony, Hungary? Who knows? At any rate we were to share many unforgettable moments on 'The Hill' not to mention more than our share of that sorry 'Italian Gin' & juice. With our missions completed we were to go our separate ways. Thru the years that passed from time to time we would wonder about the 'Ole Gnag' with 'Ole Banana Nose' always being one of the special ones. After Don Kay rounded up the group, who met at Colorado Springs, it was my job to mail out 'Welcome Back' packets to 'Lost Souls' being located. It disappointed us greatly that many never acknowledged receipt. Such was not the case with 'Billy Boy'. Upon receipt of his package he immediately called not only expressing appreciation but inquiring as to what he could do to be of help. This was to rekindle our long lost friendship. He arrived at Dayton with a large arm load of very professional ^{signs} he had painted to designate the meeting rooms. On his own initiative he had designed and had printed up the blue 'Quid Fit' decals that so many have purchased and enjoyed. Perhaps the best decision ever made by the Squadron at Dayton or since was his election to Secretary. The position he served so faithfully and loyal. After the Dayton reunion he retired and he and 'Little Buddy' made an extensive tour of the United States. We are so pleased they chose to make 'Alamoville' one of their stops so we could share their great friendship. A 'Hootis Pootis' plant a gift they were to leave still sits in our living room as a reminder of their visit. Later he wrote and invited us to meet them in Myrtle Beach, SC for a week of golf and friendship. Characteristic of Billy he made all of the arrangements. It is a week that will live long in our memory. We would play golf each day and the girls would hit the shopping malls laying their 'plastic' on the unsuspecting 'goods merchants'. It was during this trip we learned much about 'Billy Boy'. His rise in position with Timken had been arduous and slow. In the early days to make ends meet and give his family the better things of life he had operated a sign painting shop after hours. Often times completing orders dictated working late into the night with his getting little rest before hitting the deck for that day's work for Timken. With this type of family leadership his family pitched in and helped him operate a roadside Hot Dog stand in the summer months. All the time Norma was pursuing a full time working career pulling her share of the load. These events were not expressed for the purpose of sympathy but were revealed as pride in working and achievement. Determination marked his every effort. In this regard he could be down right ornery. All of the golfers well remember his rigging the 'A Team' hoping to win the Vegas Golf Tournament. The 'A Teams' loss was only temporary. Determined to win he rigged a trip to Nashville where he and Nyme Farage would play as the 'A Team' and Cop and I were the 'B Team'. So determined for victory he devised a point system favoring the 'A Team' for the 3 days of play. On the first day he danced a jig when the 'A Team' finished ahead. On the second day when the 'B Team' passed them by he was dejected. On the third day when the 'A Team' came from behind and won he almost had a litter of kittens. Determination and orneryness—you bet. These characteristics were to rise to an even higher plateau during the many months of his illness. Throughout we stayed in touch offering what support one could deliver from the sidelines. At all times he remained determined and confident saying, "I'll see you in Atlanta". And see us he did. With determination, orneryness and his cheerful disposition he participated in all events to the fullest. He had even looked forward to doing the putting for his great 'A Team' in the Golf Scramble that was rained out. With his unselfish devotion to the Squadron he even volunteered to continue serving the Squadron as Secretary if reelected. And—which the members unanimously voted for. On the Monday before his passing we called him at the hospital offering what words of encouragement we could. For the first time we detected hopelessness and despair in his voice. At the time we contributed it to the fact that he had advised us he must forego his Secretarial duties. Little did we realize it was our final good bye and our friend would be gone within 48 hours. We have attempted to tell of Billy Powell and his determination, courage and family leadership not to mention his unquestioned loyalty to the 783RD Bomb Squadron that was so important. We would be remiss not to tell of one final event. His sons Dean & Scott proved 'Billy Boy' had put his brand on them. As a final thought they went to the funeral home pinned his Quid Fit button on his coat lapel and placed a golf ball and tee in his pocket. Billy Powell the man may be gone. But the memories and spirit of all the things Billy Powell offered on his walk thru life will survive forever. ADIOS AMIGO!

TWAS THE NIGHT BEFORE THE MISSION



Twas the night before the mission
and all through the Group
The wheels and Big Wigs
were grinding out poop.

The bombers were parked
on their hardstands with care,
waiting for Armament
soon to be there.

The flyers were nestled
all snug in their beds,
while missions of milk runs
danced through their heads.

When out of the darkness
there came quite a knock,
We cursed the "OD"
and looked at the clock.

"Briefing will be in two hours", the caller calmly said -----
Well, that meant we'd have forty more winks in bed -----
Time marches on and then, gaspin and sighing, we'd leap from the sack
to make with the flying.

We rush to the mess hall
quick as a flash,
We eat cold powdered eggs
and hideous hash.

Then the long bumpy ride
to the Group briefing room,
Where the Big Wigs preside
and dish out our doom.

The target is told,
The first six rows faint -----
For low and behold!
Vienna it ain't!!

The brain has slipped up,
my poor aching back!
We are bombing a place
that throws up no Flak!

So it's back to the line;
The road is now smooth,
and the weather is fine.

The crew is at station,
the check list is run.
The engines run smoothly,
as we give her the gun.

Then suddenly the pilot
calls out in despair,
Look at the tower!
they've just shot a flair!

We dash to the window
with hearts full of dread--
The darn thing is Red!

So it's back to the sack
and we sweat out our fate ---
For there's a practice formation
at a quarter past eight.

From the 99TH. BOMB GROUP newspaper,
"FORTRESS FUN TIME"
FOGGIA, Italy

FORWARDED & REQUESTED TO BE INCLUDED BY OUR-FLOYD COFFIELD!



SQUADRON HISTORY BOOK:

Floyd Gregory has completed the History Book of the 783RD. He brought sample copies to Atlanta for inspection, additions, corrections etc. It met with wide acceptance and approval. Please appreciate he had only a smattering of records and a few diaries sent to work with. It was the consensus of the majority proof reading same that he had done an outstanding job. He advises it has gone to the printers and copies will be available for \$15/copy or less depending on the final billing. The exact amount will be furnished in the next LOG. He advises all ordering their copies at Atlanta that he hopes to have them in the mail before Xmas. REMEMBER! Those wishing to obtain copies will deal directly with:

FLOYD GREGORY
2014 SOUTH ANDERSON
URBANA, IL 61801

Floyd deserves great credit for a superior job. Another 'Droopy Drawered Drafted Recruit' proving once again that pride and spirit found only in the 783RD.

DIRECTORY CORRECTIONS:

DON & DORIS KAY, 60673 TETON COURT, BEND, OREGON 97702-PHONE NUMBER UNAVAILABLE-NEW ADDRESS

FLOYD & BARBARA COFFIELD-813-639-8944 CORRECT LISTING FOR PUNTA GORDA, FL WINTER HOME

HERE WE GO AGAIN:

If it can be screwed up a 783RDER will find the way. In listing the new Association officers earlier we screwed up and failed to list another important Association Officer. That being the PX Officer. Harry Fike has agreed to be your 'goods merchant' for another 2 years. You can obtain your Quid Fit Cups, Glasses, Reunion Tapes, Caps etc at the following address:

HARRY FIKE
2817 VOLQUARDSEN ST
DAVENPORT, IA 52804

"BIG AL WYLIE"-NEW 783RD ASSOCIATION SECRETARY:

The Officers of your Association have selected AL WYLIE the renown Tail Gunner on the Kramer Crew held together by Norm Lund to handle the job of Association Secretary and writing the LOGs. This is without a doubt the most important and responsible job in the Association. Personally, we feel they made an excellent selection. He is a true, blue Quid Fitter thru and thru having attending every reunion and supported each and every endeavor of the Association. There is no doubt in our government issued mind that he will give this trying assignment 200% effort. And-you can bet your boots & spurs the better half of that outfit-his wife Geneva-will beside him every step of the way pulling more than her share of the load. REMEMBER! WHAT YOU READ IN THE LOG IS IN DIRECT PROPORTION TO THE INFORMATION EACH OF YOU SUPPLY AL. Make a note of his address shown below and take the time and effort to send him news regarding births; weddings; illness; travels; hobby activities; get together; even 'Ole War Stories' etc. A few minutes of your time will make your next publication more interesting and enjoyable reading. DO YOUR PART TODAY; TOMORROW; NEXT WEEK; NEXT MONTH & NEXT YEAR-SEND INTERESTING INFO! GO GET THEM YOU 'DROOPY DRAWERED DRAFTED RECRUIT TAIL GUNNER'. WE KNOW YOU WILL BUST A GUT DOING A GOOD JOB!

AL WYLIE
2403 HICKMAN AVE
PICAYUNE, MS 39466
601-798-8380

PARTING SALVO:

On that Monday we talked with Billy Powell we promised him to get out this issue. Filling his capable shoes was an impossible task. However, we have given it our best shot. For those, who have bitches and gripes as to the contents, we suggest you see the Chaplain. He will no doubt agree and punch your TS TICKET twice.

In the mean time we wish to take this opportunity to wish each of 'YOU DRAFTED RECRUITS' and all the GOOD LADIES of this outfit a MERRY CHRISTMAS. MAY 1990 BE THE BEST EVER FOR YOU AND YOURS!

QUID FIT FROM THE 'OLEF/O'

Sam

