



# 783<sup>rd</sup> Latrine O Gram

JUNE 2001

Fifteenth Air Force  
55<sup>th</sup> Bombardment Wing

## 'HOOK & BULL' AND FATHER OF 783<sup>RD</sup> QUID FIT GANG COLONEL BURTON C. ANDRUS, JR USAF RET

Since the printing of the first official Latrine O Gram in March 1984 many individuals have received much print. A review of the many copies since will reveal failure on the part of all the writers to recognize and give Colonel Burt Andrus the much deserved recognition due for organizing; training; and leading the Quid Fit gang of 'Umriagos' to a proud combat record while hitting some of the most heavily defended targets in the European Theater. Today with so many of the Squadron members having been successes in the work place the lessons in leadership and the ability to adapt and improvise under difficult conditions can be contributed to their Squadron experiences. Most important are the civic contributions a large part of the Squadron members have been credited with.

Burt was born September 21, 1917 in New York where his father Burton C. Andrus, Sr was serving as a active duty Army Cavalry Officer at Plattsburg Barricks. At the end of WW II his father was appointed Commandant of the German war prisoners on trial at Nurenburg . It should be recognized that seeing the actor portraying the part of the Commandant in the movie Nurenburg was depicting the actual involvement of Burt's father in carrying out his duties during these historic trials. While viewing the movie if you were observant enough to note the wings worn, you know this was no Hollywood adaptation. Colonel Andrus, Sr early on had recognized the contributions that could be made by utilization of air power and had become one of the first rated Aerial Observers flying with General Hap Arnold. Burt's grandfather Frank Burton Andrus was a West Point graduate in the class of 1881. This gentleman led an Infantry Company during the fighting in Cuba earning a Silver Star. Later in the Philippines during Philippine Insurrection he was awarded a second Silver Star for his bravery under fire. Burt, with his family military heritage of grandfather and father and being raised on various Army Posts, was afforded at an early age the opportunity to learn valuable military leadership skills not only from family members but from observation and association with neighboring officers like General Hap Arnold and General Keys who distinguished themselves as leaders during WW II.



Following his graduation from West Point in the class of 1941 Burt completed twin engine flite training at Ellington Field and was assigned to flying White House VIPs to destinations all across the United States. With access to the White House staff all of us knowing Burt know full well at the first appropriate time he called in markers from his youth for reassignment to combat duty.

In August 1943 Captain Burton C. Andrus, Jr was given orders to command; activate; and select a cadre for a Heavy Bombardment Squadron designated to be the 783<sup>rd</sup> a part of the 465<sup>th</sup> bomb Group. In reality an awesome responsibility of taking a group of

'Sunday School' aviators fresh from flying schools and leading them against the greatest and most experienced combat Air Force in military history.

With his back ground described above it is no secret how he pushed, shoved, cajoled and pulled strings to select the likes of 1st Sgt Jim Sexton with 18 years service; Executive Officer, Captain Harry Schwartz a WW I veteran; Squadron Bombardier, 1st Lt John Knaus who had been training Yugoslovian Flyers and later to become Group Bombardier; Squadron Navigator, 1<sup>st</sup> Lt Joe Montgomery who had been instructing; (continued)

1<sup>st</sup> Lt Art Tennille who was to become Squadron Operations Officer and was so respected; T/Sgt John Walker, Operations Sgt and so well thought of; 1<sup>st</sup> Lt Charles Kimball a Mayo Clinic graduate that all came to revere; Engineering, Captain Joe Rothwell without a doubt the most conscientious man one was to ever know to name a few that composed the original cadre so important to successfully organizing and supporting a fighting Squadron.

Under the leadership of Burt and those named above at Mc Cook Army Air Base, Nebraska they took on the task of training the original 17 combat crews and ground echelon. The crews were composed of individuals from every walk of life. Most of the Crew Commanders and pilots were straight from advanced and transition schools having only a couple of hundred hours in their log books. None had yet to experience scrap iron 'busting' in and around their planes. The other members of the Flite Crews were equally inexperienced. Except for a few senior non coms the ground Echelon were equally inexperienced. Knowing what lay ahead Burt pushed the staff keeping a tight training schedule with crews flying both day & night training missions 7 days a week while attending ground school classes 6 days a week. During this period the ground echelon came in for their share of training.

When the Squadron arrived at Panatella they were assigned to a barren rocky hill requiring erecting tents; building sanitary facilities to accommodate over 500 men; establishing mess facilities; erecting an Orderly Room tent as well as ones for Operations and Medical sections. Likewise down on the line improvisation became a necessity. This was when Burt's previous tough demands began coming to the top like thick cream on top of skim milk. His military upbringing and leadership began producing great initiative and improvising by his troops. The 783<sup>rd</sup> became the first Squadron in the Group to have a resemblance of permanent sanitary facilities. The first in the Group to have electricity to all the tents. The first in the Group to complete permanent mess facilities for both the officers and non coms. Most of the above were accomplished during those first 3 or 4 weeks while all troops were rationed to one canteen of water per day. You could drink it; bathe with it; brush your teeth with it; but one per day was all you got. When the tents arrived woe unto the officer that got one before each and every GI had theirs. The same for the cots and blankets. Before the enlisted mess was completed and all personnel were using a single chow line the officer that made the mistake of entering the chow line before every GI had been thru was making a mistake he would never forget. A 'scolding' by Burt Andrus was an unforgettable experience. On the other hand do your job well and he would make you proud and ten feet tall. During this period the Squadron had commenced flying combat missions displaying the same initiatives in the air. All of the many successes in the air and other accomplishments due to Burt's leadership have been documented and too many to cover at this point.

One of his impressive leadership attributes known to only a few needs addressing. With each Combat Crew 'scragged' he took the time and effort to write a personal letter to the family of every crew member. Whenever possible if he didn't know of some personal act that individual had committed he would take the time and inquire so that it could be included in the hopes of giving some comfort to the family. Having provided him with facts on occasions this writer can testify while departing looking over our shoulder and witnessing tears running down his face. Some may have thought of him as 'Ole Iron Ass' but to those of us afforded

the opportunity to evaluate all sides of our leader know inside he was soft as a marshmallow.

Later in his career when Burt took command of the 96<sup>th</sup> Bomb Wing a B-47 nuclear outfit flying missions that kept Russia at home during the cold war the morale was low. This Wing was on or near the bottom of the SAC barrel in alert ratings. Two of the Crew commanders with whom the writer has visited both agreed after his arrival due to his leadership morale sky rocketed and they immediately rose to the top taking the top awards in the alert missions General LeMay was famous for conducting. As late as last week when I talked with one of the Crew Commanders active in their reunions he stated Burt is still considered the leader and father of the 96<sup>th</sup> the same as he is with the 783<sup>rd</sup>. Keep in mind although based at Abilene, TX nuclear armed crews of the 96<sup>th</sup> were kept on continuous duty flying out of England, Spain, Guam & Alaska. They knew full well if the bugle blew to hit 'Ivan' they would go in at 200 feet. Being unable to outrun the blast they recognized they would be fried.

Following his tour with 96<sup>th</sup> Bomb Wing he was selected to activate the first Minute Man Missile Wing to be located in Montana. This Wing was just getting up and operational when the Cuban crisis arose. Like the B-47s that made Russia have second thoughts this unit gave them a total and complete problem. If Comrade Kruschev had good intelligence on Burt Andrus this 'Ole Toggle Jockey' will bet his boots and spurs he had good reason to back off knowing full well the 'Ring Knocker' would put a rocket down his chimney at the blink of an eye.

All of you five star 'Arm Chair Generals' tilt your recliners back fully and take a big drink to get your brain barrels spinning at top speed. Consider the load he toted with the 783<sup>rd</sup>. The years with the 96<sup>th</sup> knowing that if the order came down he would have to ask his troops to make a one way trip. With the Minute Man missile job he knew full well if he executed the orders he might possibly receive he could start WW III. Perhaps by now you are realizing few folks have ever shouldered such heavy responsibilities over longer periods of time.

Today our 'Ole Hook & Bull' with his wife Kay is retired to a great retirement center in Colorado Springs near the Air Force Academy. With the service records of his grandfather, father and son he is proud that four generations of the Andrus family have a record of having served 99 years of consecutive military service. Both he and Kay have had their ups and downs with health problems that have prevented their attending reunions. Being in contact with him on a regular basis we predict the odds are good he will join with us once again at Omaha and retake command of his old outfit. His son Curt a graduate of the Air Force Academy today is a successful Colorado Springs Real Estate Broker. His younger son Bob is a practicing Dentist in Pueblo, Colorado. Marny a daughter is also a resident of Colorado. Windy a daughter was lost to leukemia some years back. Her daughter has completed college and has a very responsible position in Switzerland. Five other grandchildren reside in Colorado.

**COLONEL BURT ANDRUS ALL THE MEMBERS  
CONSIDER YOU WERE AND ALWAYS WILL BE THE  
'HOOK & BULL' AND FATHER OF THE 783RD!**

**QUID FIT!**

## TAPS



**FRANK MAYALL**-was born in Hillsboro, ND on January 4, 1918 receiving his education there. As a young man he moved to Humboldt, IA for employment with the J. F. Anderson Lumber company. On November 14, 1941 he and Lois Miller were married. With the advent of WW II he enlisted in the Army Air Corps. Upon completing pilot training he was made a Crew Commander and joined the 783rd flying some 28 missions. Upon receiving his discharge he returned to Humboldt and employment with the Anderson Lumber company being transferred to Litchfield, MN. In 1952 he moved to Rutland, IA and joined the Rutland Lumber Company which he later purchased. For the next 27 years Frank enjoyed successfully operating the lumber company until he decided selling and retiring. In 1981 his wife Lois passed away. On April 15, 1983 he and Mildred Bloomquist were united in marriage making their home in Rutland until she passed away in 1993. In February of 2000 his health declined necessitating his entering the Humboldt Care Center North. Frank was active in civic affairs being a member of the Humboldt St Mary's Catholic Church; the Knights of Columbus; the American Legion; The V.F.W.; the Rutland Town & Country Club and the Humboldt Workshop Association for Retarded Citizens. In 1987 he was the recipient of the Governor's Award. He is survived by his 3 sons James; John and Michael; along with daughters Ms Pat Jenkinson; Ms Mary Plathe & Ms Judy Olson; 14 grandchildren; 6 great grandchildren and his special friend Ms Dorothy Beanblossom. Our Harry Fike, having flown a mission with Frank, drove over and attended his services representing the Squadron. **WE HAVE LOST ANOTHER OF THE BEST!**

**FLONNIE LAWSON**-the wife of Bob Lawson the Top Turret gunner on the Dulitz Crew passed away. She and Bob had been High School sweethearts and married 52 years. In addition to Bob she is survived by a son John Lawson & wife Suzanne and a daughter Ms Pamela J. Cole and 4 adoring grandchildren. Flonnie was active in her Church, served on the Library Board along with a number of other civic activities. **WE HAVE LOST ANOTHER GRAND LADY!**

**SOL LITMAN**-passed on recently. He flew as the Engineer- Gunner on the Mickey Schwartz Crew. From Mickey and Bob Willeke we learned he had falsified his age and enlisted when he was only 16 years old. This probably gave him the distinction of being the youngest to fly with the Squadron. They both were most complimentary of his mechanical ability recounting how on two different occasions he showed great initiative once improvising repairs to battle damage inflicted on their turbos and on another occasion rerouting some critical oxygen lines. **WE HAVE LOST ANOTHER OF THE BEST!**

**JIM FRINER**-one of the guys who did such a great and dedicated job serving in the Refueling Section down on the line and our Mike Magazzine had lunch and enjoyed a great and memorable visit. That same day shortly following Mike's departure Agnes had to rush Jim to the hospital suffering from heart problems from which he never recovered. Having undergone a tripple by-pass some two years earlier he did well for the first year but from that time on he slid down the hill of life. He enjoyed a successful career as a Metallurgist. Jim was rightfully proud of his work at the Missile site at Plattsburg, NY. He never lost interest in airplanes. Agnes, reports while driving across the USA he would detour 100 miles to visit an airfield or air museum. Golf and the Yankees were another of his loves. He was most supportive of his wife's bowling abilities through the years having given her \$20 each time she rolled a 200 game. Jim found it most amusing when she complained she should receive a larger sum for at age 83 she only rolled one or two per year. **WE HAVE LOST ANOTHER OF THE BEST!**



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**Joe Einecker**-got so worked up devising new rules for the golf scramble that he blew his original open heart surgery requiring the 'Butchers' to reopen him and redo his piping while installing a 'Pig Valve'. He is reported home making a good recovery and looking forward to attending Omaha along with Doe. This lady has experienced more than her share of health problems. *Why do they always install 'Pig Valves' when working on Golf Hustlers?*

**Kay Hooge**-all attending the San Antonio Round Up will remember the wife of Paul Hooge a Gunner on the Swansy Crew that had their tail feathers pulled out up in southern France experiencing quite an experience with the French Underground. Like so many she recently under went by-pass and valve replacement surgery. She is reported making a good recovery and regaining her strut once again.

**Bob Willeke**-who flew as a Gunner on the Schwartz Crew had been missed at recent Reunions. When we talked with him learned he is confined to bed and on oxygen 100% of the time. He conveyed a great attitude considering his plight. His wife Josephine must be doing double duty considering Bob's condition.

**Murv Huston**-the 'Michigan Hustler' who flew on Andy Anderson's Crew as a gunner and a regular Reunion attendee has joined the ranks of the 'Cardiac Cowboys' when he suffered a recent 'blow out'. Always claiming to be the youngest attendee present we can't understand why being just a pup he went down with heart problems? Adding insult to injury a virus swept his 'Idiot Box' causing the loss of all of his files. You can bet come hell or high water he will be there when the bugle blows in Omaha to help Andy defend their ill gotten Golf Scramble Championship obtained under questionable circumstances at the Davenport get together.

**Trudy Stewart**-the recent widow of John Stewart reported she had suffered a bout of pneumonia that necessitated a stay in the hospital and is making a good recovery thanks to her supportive family. She plans on attending Omaha health permitting. Maybe she can keep Bo Bolinski, John's Bombardier on the straight and narrow.

**Charles & Evelyn Ellis**-just talked with them and they are residing at Pine Tree Villa ; 4604 Lowe RD; Louisville, KY 40220; PHON AC 502-454-0656. Health problems have dictated they become full time residents of this retirement facility. Both were in good spirits and send their regards to all of the Quid Fit 'Umbriagos'.

*Once again! Your taking time to send a word of encouragement to the above will make their day as well as yours!*

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#### LATRINE O GRAMS FROM THE 3<sup>RD</sup> STOOL DOWN

**GOLDEN JONES**-will be remembered as a Crew Commander having completed 35 missions. Along with his wife Martha were regular attendees at our Round Ups until health problems curtailed their ability to travel. "Recognizing his outstanding and distinguished service to

Our Country and Our Community the Freedom Museum U.S.A., Pampa Texas hereby honors GOLDEN N. JONES" by electing him to their HALL OF FAME.

**CHARLIE PAYNE**-your one and only Association VP has learned the French Government must be planning on 'stiff arming' our inept Congress members for another hand out. They have announced giving all of those who flew missions to Southern France during a certain time frame helping to liberate them from the 'Jerries' they had surrendered to a certificate or some such drivel. Charlie has contacted the Consul

General of France in Atlanta, GA on how you can apply if you desire. Instructions will be printed in the LOG if ever received. It should be remembered when the Cold War with Ivan heated up they kicked our Armed Forces off all their bases sucking up to the 'Rooskies'. My father's 'grandpappy' pulled out of 'Frogville' and came to this country proving he was a wise 'Ole Dude' and knew what was best.

**STAN PACE**- made a talk to the members of the Eldorado Country Club in Indian Wells, CA which was taped. He has been good enough to forward a copy for our members viewing. This will be present in the hospitality room at Omaha. In it he reviews how fortunate he was to

receive excellent hospitalization and medical treatment for his extensive burns over a period of months before being placed into the regular life of POWs and receiving the usual 'Jerrie' treatment and lack of food.

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#### POSTAL PROBLEMS

**CHANGE OF ADDRESS**-Each month 4 or 5 members move without notifying Mike Magazzine or myself of your change of address or new phone number. When your newsletter mailed on bulk mail postage is returned the Post Office makes a charge which comes out of the 'Ole F/O's' coin purse. That is a minor problem. If not home when returned a trip to the Post Office and a stand in the inevitable waiting line occurs. Then time is spent attempting chasing you down. Last mailing included those on the roster not having paid dues. So far 36 MIAs have been returned. PLEASE HELP!

**POSTAL DELIVERY**-last mailing was delivered to the Post Office on March 30<sup>th</sup>. Those going to Midland, TX only took 18 days. The one to Venice, FL made the trip in a speedy 22 days. One to Clarkston, MI made it in a galloping 34 days. One going to Harriet Cohen in Willamsville, NY took so long we thought she was going to suffer cardiac arrest before it finally arrived. The one winning the Blue Ribbon delivered by 'Turtle Express' was the one that took 30 days from our Main Post Office across town to Andy Anderson at Air Force Village II.

We will make an exploratory trip to the Post Office before the next mailing and see if a more reliable method is available.

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# ON TO OMAHA

Dear Squadron Members,

The Omaha reunion (September 6 -9) is well on its way to reality. Reservations are arriving on a regular basis. It is encouraging that so many of you are making your reservations early enough for us to be sure our plans fit your needs.

We are happy to tell you that the Park Inn Regency Lodge has instituted a new continental breakfast policy – a full breakfast buffet. You won't come away hungry from this spread. We were there in April and, believe me, it is great!

When Lola and I were in Omaha in April we visited all of our tour stops. Our conclusion is that you will be more than satisfied with your tour package. We played 9 holes of golf at Miracle Hills and decided it was an excellent course for our outing. Also, I want to remind all golfers that spikeless shoes are a requirement for Miracle Hills.

I have asked a number of members to take on certain responsibilities for the reunion and the usual comment is "we will do whatever we can to help." No one has declined. With this kind of support, how can a reunion not be a great success?

If you are coming, have a safe trip. If you are still thinking about it, don't think any longer, just send in your reservations and join us for one heck of a good time.

Harry Fike, President

783<sup>rd</sup> Bomb Squadron Military Reunion  
Travelers

## Southwest Airlines

is offering you a discount!

Southwest Airlines is offering a 10% discount on most of its already low fares for air travel to and from Omaha to attend the 783<sup>rd</sup> Bomb Squadron Military Reunion. You or your travel agent may call Southwest Airlines Group and Meetings Reservations at 1-800-433-5368 and reference (Your Reunion ID R7325). Reservations Sales Agents are available 8:00 a.m. - 5:00 p.m. Monday-Friday, or 9:30 a.m. - 3:30 p.m. Saturday and Sunday. You must make reservations five or more days prior to travel to take advantage of this offer.

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**SOME RECOLLECTIONS OF MY OCT 20, 1944 MISSION TO MUNICH, GERMANY** BY Delbert Forsberg  
*EXCERPTS WITH DIRECT QUOTES IN QUOTATION MARKS AND ITALICS*

Delbert and Delmer Forsberg identical twin brothers both graduated from Pilot training ; received instrument training at Smyrna, TN; were given crews; received new B-24s just off the Ford assembly line; both then flew to Pantanella where Delbert was assigned to the 465<sup>th</sup> Bomb Group 783 Bomb Squadron and Delmer being assigned on the back side of the hill to the 464<sup>th</sup> Bomb Group.

On the 20 October 1944 raid to Munich while climbing out entering Yugoslavia," we were hit by 88mm flak. The flak guns were mounted on railroad flat cars and moved daily so we would not know their positions. Our Number 4 engine was hit and caught fire. The fire extinguisher was knocked out along with the prop feathering circuit. As a result the engine ran away and blew up".

*"We immediately flew back over the Adriatic to dump our bombs so civilians would not be killed. Then we went back over land to attempt picking a spot to bail out. We tried to pick an area where our morning briefing indicated might be in friendly Partisan territory. We all bailed out and went down in a battle zone, Partisans vs Chetniks. Six of us were picked up by the Partisans and managed to return to our base safely. Four were captured by the Chetniks and sent to Germany where they were held as POWs until the war ended. The Partisans helped the six of us reach the Island of Vis. We were then flown by an Air Corps plane to Bari, Italy for de-briefing and de-lousing".*

On landing in Yugo, "we found we were in a battle zone with gunfire audible and soldiers visible in the distance. Two people were practically on me as I landed. One was a small old lady yelling something. I figured she wanted my parachute which I gave to her. The other person was a tall man with blonde hair about 20 years old. He was hollering and motioning us to follow him. He and his gun convinced us to follow him. He ran us for a couple of miles before stopping to rest. Then on to a small farm house with five people inside".

*"The living room had a small raised well in the center with cups hanging on the sides. They started dipping wine out of the well giving each of us a cup full. After a couple of cups we made some understanding by using hand motions, a little French taught us in High School, English and a little Italian".*

The afternoon on the day they bailed out they were taken to one of Tito's headquarters a small house at the foot of a mountain commanded by a young man named Vinko Kuzina. This

happened to be in an area now called Bosnia. Tito had set up approximately 100 such places in Yugo where one of his trusted Partisans was in charge. Vinko speaking English explained their circumstances and future . They would attempt helping them reach the Island of Vis where they could be returned. They would have to walk by nite and sleep by day. All effort had to be made to be seen as little as possible for the Chetniks controlled most of the coast.

*"We found that food was very scarce but the Yugoslavian people were fantastic sharing what little they had with us. At one house we stayed after the evening meal, a few neighbors came over. They all put on their bright colored folk type outfits and entertained us with music, singing and dancing. We all were amazed at the professional sound and dance they portrayed, after which they wanted us to perform. My Bombardier, Lyle Long, was a natural comedian giving an imitation of a monkey including grunts and funny scratching which they thought very funny".*

At one home they were taken it was described as having 4 adults and a small girl. Their fruit cellar contained only about a half bushel of nubbin potatoes. Outside were 5 chickens scratching in the yard. One of the chickens was killed and cooked along with about a fourth of the potatoes and shared equally with them. He couldn't get over how big hearted those people had been in sharing not knowing where their next food would be coming from.

*"Each day we would get replacement guides, even on days we did not move. We knew from our intelligence briefings on our walk across country to expect seeing Dog Tags hanging from trees. These were from other crew members shot and killed by the Chetniks. They would hang the Dog Tags like trophies. We were requested to gather and bring them back with us. Knowing if we did so and were captured by the Chetniks with Dog Tags in our possession we would likely be shot I advised the crew to leave them. During our walk we spotted more than a dozen tags".*

*"One day we traveled by rowboat along the coast. It was an odd shaped boat with high ends, about 14 feet long. After a couple of hours in high seas, most of us got sea sick. Our guide used two oars for propulsion. We were concerned about taking in water and our little boat would be swamped. This didn't seem to concern our guide".*

(continued)

*"We spent two days in an old school house being used as a hospital. There were about 20 soldiers with all kinds of injuries. There were two nurses and an old man they called Doctor. The first night we saw one of the nurses climb up a ladder to the hanging oil lamp. She unscrewed the base and poured some kerosene into a pan. The other nurse held a soldier down while the first nurse poured the kerosene on his mangled private parts. He screamed with pain. There wasn't any medicine so they improvised. The next night they brought in a pregnant woman ready to deliver her baby and laid her down beside the cot they had given me to sleep on. During the night I awakened with her moaning and screaming. I watched as the two nurses delivered a healthy baby. They finally got the Doctor awake. He came over and cut the baby's cord, then went back to sleep. I thought he had too much wine".*

*"After waiting a couple of days the Partisans felt it was safe to try to get to the Isle of Vis. We boarded a 20 foot boat for the trip of approximately 4 hours. After two hours in 6-8 foot seas, most of got sea sick but otherwise arrived safely. The next day a stripped down B-24 landed and took us back to Bari, Italy for debriefing".*

*"When I returned to our base they put me on R&R duty flying crews over to Naples, Rome and the Isle of Capri".*

**The two Forsberg brothers were thought to be the only identical twins flying in the 15<sup>th</sup> Air Force. After the War they were partners in the RV; Marine; Mobile Homes & Trailer sales in addition to operating Mobile home Parks.**

**It is hoped Del Forsberg's documentation of the Dog Tags will explain the actions of several of us who objected strenuously when one of the LOG editors printed his love affair for the Chetniks and planted trees to honor them. The SOBs' had executed some of our good friends. Forgive hell! Get even!**

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**Good Folks! We have finally accumulated 3 or 4 more stories like the above . If you find them of interest for other issues of the LOG drop us a line. NEVER FORGET-your LOG is no better than what the members take time to send. Keep the news coming!**

**With the next issue of the LOG being due in September your President agreed it best to wait and mail following our Omaha Reunion September 6-10 to give those not being able to attend a chance to learn the latest Poop from Group.**

**Membership in this outfit is no different than your Savings Account at the Bank. The more you deposit the greater your pleasures to be derived from your withdrawals. The more you participate in the affairs of the Association the greater the friendships and memories and pleasure you will derive.**

**As you know your President- Harry Fike; Vice President -Charlie Payne; Treasurer -Bobby Wills; Secretary -'Ole F/O' serve at the pleasure of the Board. During the past two years they have squirted their best putty always considering the interest of each and every member when decisions arose. In their behalf it has been a pleasure serving as your Officers. The Good Lord willing and the creek doesn't rise hope to see 'you all' at Omaha 2001!**

*"My twin brother Delmer was shot down right after I returned to base. He didn't fare as well as I did. He and 8 of his crew were captured by the Chetniks and held as POW's until the end of the war. His small Tail Gunner hid in a corn field until after dark and then managed to make contact with the Partisans who aided him in returning to his base in three weeks. He came over to my Squadron and told what happened".*

*"I had discussions with Headquarters personnel as to my future. My choice was to return to the States as a Flight Instructor or continue flying missions. There was a concern that if I was shot down again and captured it could jeopardize the partisan underground. They could retaliate by shooting me immediately if they learned I had escaped once already. I decided to continue flying missions. Headquarters agreed because of high casualties, creating a shortage of experienced personnel. I continued flying missions until the war in Europe ended".*

*"When I returned to flying missions some of the crews called me the old man. The funny thing about this was I was all of 22 years old".*

**DELBERT FORSBERG**

**QUID FIT  
SAM**

# **783RD BOMB SQUADRON ASSOCIATION**

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