



783rd Latrine O Gram

MARCH 2005

Fifteenth Air Force
55th Bombardment Wing

783rd BOMB SQUADRON REUNION Tucson, Arizona OCTOBER 6 – 9, 2005

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This is being written on Saturday, March 12, 2005. Lola and I just returned from a 3400 mile auto trip to Tucson. We were gone just seven days with only one and one-half days there. The traffic was much lighter going west from Davenport which made the trip a lot easier. The Lord was good to us and we were able to accomplish a lot. But first, let me outline the process that led to the selection of Tucson and the great southwest for our 2005 reunion.

We had fifteen different cities nominated for our 2005 reunion site. I took the members' nominations that I had and those provided by Sam, added the nominations from the board and came up with a winner – Tucson. Oklahoma City, New Orleans, and Washington, D.C. area were tied for second choice. We had a package from Buffalo (Niagara Falls) previously given us by the Kulczyk family, and the last two months we have been receiving a lot of material from Gettysburg (I believe that Connie Maffie started that ball rolling). Lola and I have been to both areas and thoroughly enjoyed them as would our squadron members. One thing you must keep in mind is that the number of votes was small compared to our total membership. Based on these results, I did research on the internet, looked at airline connections, talked to a number of people and finally concluded that Tucson was indeed the city to recommend to the board.

I contacted as many of the board members as I could and all of them (a majority of the board) approved the choice of Tucson. Some board members were unreachable or in one case the telephone was disconnected. While some of you may be disappointed, I hope that the attractions, the southwest hospitality, the intrigue of Tombstone, and a visit to an outstanding military aircraft museum will whet your appetite – not to mention the comradery.

We found it quite easy to drive around the city of Tucson, which is Arizona's second-largest city with a population near 500,000. The city sits in the Sonoran Desert surrounded by mountains (not like the Rockies though). The normal maximum temperature in October is 86 and the minimum is 55 degrees. The humidity is low and in October the normal rainfall is less than one inch. The airport is served by 12 airlines, with around 70 daily flights. They have nonstop service to 14 major cities.

Our headquarters will be the beautiful Holiday Inn Palo Verde in southeast Tucson. It is located near the Interstate (only a few blocks from I-10). There is complimentary transportation to and from the airport, which is only 4 miles away. They even have complimentary Shuttle service to nearby restaurants, entertainment and shopping. Our Standard Room rate is \$72. The rate for a Poolside Casita Suite is \$85. These rates are for single and double occupancy. These rates include a deluxe Full American Breakfast Buffet daily (which normally costs \$7.50). You can make your reservations now if you wish and if you need a handicap type room it would be advisable to act soon. Just remember to call the hotel direct at (520) 746-1161 and identify yourself as a 783rd Bomb Squadron member. Do not call their 800 number.

Lola and I are very pleased with our host hotel, the golf course we will play, and the tour attractions. We believe that you will like them too. Our schedule will be similar to that of previous reunions – arrival on Thursday with the Ice Breaker Buffet; tours; banquet on Saturday night; golf on Sunday; and the Farewell Dinner on Sunday evening.

Full details and your registration form will be in the June LOG.

ALL ABOARD!!



Harry Fike



**TUCSON
IN 2005
OR BUST!**

CAPTAIN ART 'RED' TENNILLE, JR KIA REMEMBERED



2/LT Art 'Red' Tennille along with T/Sgt John Walker shortly thereafter promoted to M/Sgt were assigned to the original cadre of the 783rd Bomb Squadron to assist 1st Lt Tom Clark the first Squadron Operations Officer. After arrival at Pantanella, Italy it became apparent that Art & John Walker would be saddled with all of the primary crew selections for each of the many bombing missions to come. All having known them will remember no two individuals ever shared such a difficult task more harmoniously over such a long period of time. Once the Squadron cut it's teeth under fire and was selected to hit the major targets such as Ploesti, Vienna, Munich, Blechammer, Friedrichshafen, Weinner Neustadt etc it became apparent to all members of the flying crews the thankless task Art faced in selecting the crews that had begun taking losses due to enemy action. Today statistics document the average Combat Crewman with the 15th air Force completed only 7 missions before being 'scragged'. Having to introduce the new replacement crews into flite rotations plus at times having to choose substitutions of personnel within the various crews added to the burden of his task. This was a very touchy issue but the 'Ole Red Head' with his slick Georgia drawl would always prevail with his 'smooth talk'. Beginning with the first combat mission flown on May 5, 1944 thru the end of September 1944 the Squadron had already lost eleven crews— one hundred ten men plus four other crew members wounded or KIA in only five months. By this time most of the lucky remnants of the original crews had completed their 50 missions. Only a few stragglers of the original 17 crews remained to finish up. Of the seventeen original crews going over consisting of ten men each the crew of Captain Frank Kara was the only one to complete their 50 missions with all ten of the

original members returning to the states. On the August 24, 1944 raid on Pardubucie, Czechoslovakia having been previously promoted to Captain Tom Clark leading the second attack unit was 'scragged' by enemy fighters. Early on in recognition of his outstanding efforts in scheduling & coordinating the combat crews while doing an outstanding job of addressing & dealing with the many problems that arose from the combat action & losses that was so important in keeping morale high Art had been promoted to 1/Lt. With the loss of Tom Clark he was immediately handed his Captain's 'railroad tracks' becoming Squadron Operations Officer. Like all of the Squadron Staff Flight Rated Officers he was saddled to his desk not being afforded the opportunity like the combat crew members to fly as frequently as he would have chosen. And-he was known not to always follow such protocol as going thru the accepted chain of command. This is based on the writer having witnessed him at one 'social gathering' buying a drink for a VIP and laying on some 'smooth palaver' that served to get him scheduled as the Co Pilot for the Group Leader the following morning. Shortly after the Squadron arrived at Pantanella many will recall his receiving word his wife had given birth to a son named Tom. Along with Colonel Andrus whose son Curt was born the following month the two strutted around like two peacocks in full strut. Around the first of September 1944 some of the originals that had begun completing their missions the last week of August were Captain Norm Perry, 1/Lt Nyme Farage and your writer. They were rewarded by being allowed to take a plane to Cairo, Egypt for a 3 day leave. In recognition for their dedicated Squadron efforts Captain Tennille, Captain Monty Montgomery the Squadron Navigator and 1/Lt 'Salty' Tarantino, who had completed 35 missions and was soon to be transferred to a P-47 Fighter Squadron, were included in the excursion. Had a book been written detailing some happenings & events it could well have made the best seller list.

continued

Remembering Captain Art 'Red' Tennille continued

Today with Nyme Farage and your writer being the only living members of this expedition we have agreed out of respect for the families of the others having passed on we would only reveal some of the more humorous events. The first having occurred was on landing at Payne Field, Cairo, Egypt; parking the plane; and reporting into operations a hamburger stand was noted nearby. After 6 months of 'Pop Flemings' chow curiosity drew the group for a hasty visit where we learned real, honest to goodness, American hamburgers with everything on them could be had for the equivalent of 5 cents American and the same for a ice cold bottle of Coca Cola including no questions asked on seconds and thirds. The accommodations at the famous & historical Shepherds Hotel later destroyed found each individual with a large private room and bath. In the dinning room 5 course meals on white linen with a full array of British silver ware was the rule. And the 'scrumptious' breakfast on the hotel garden veranda where we were introduced to camel's milk butter, British marmalade on Egyptian bread was enjoyed each morning of the intended 3 day visit that turned out to be 7 days in length when the damned war weary airplane suffered a series of mechanical malfunctions preventing take off each morning. Today if the hotel had not been destroyed a stay in the same rooms enjoyed would necessitate Bill Gates dipping into his reserve account. With this imposed delay each individuals money quickly ran short. The solution to this situation resulted in all 6 individuals becoming 'money launderers'. Each morning the group would hurry out to Payne Field and exchange what Egyptian currency remained for Italian lira. Then hop a ride back to town where the lira was exchanged for Egyptian currency. After 4 or 5 round trips with the increased value gained on each trip the groups financial resources would be restored sufficiently to permit another afternoon of sight seeing like pyramid visiting and camel riding plus an evening of fun festivities—Quid Fit ingenuity in action. On returning to Pantanella we all hid out until 'Red' had reported back to Colonel Andrus fully expecting the 'Ole Man's' fury for returning late. Art laid a heavy dose of his 'snow' on the Colonel and he welcomed the groups return with open arms. Within days Perry, Farage and your writer received orders and departed for the USA. At Pantanella with the coming of winter the weather clattered

and only nine missions were flown in the month of October compared to the 21 flown in August. With the decrease in combat operations this gave the Ground Crews the opportunity to make the badly needed mechanical repairs to the planes. Also, it afforded the opportunity for the replacement crews to undergo additional training such as the installation of Bomb Trainers for the Bombardiers; Instrument Trainers for the Pilots all falling within the responsibility of 'Red' aided by his side kick John Walker who by then had become thicker than two thieves. With winter coming on everyone was scrambling to secure building materials for their 'Casas' to replace their tents. In the month of November weather improved enough for 15 combat missions to be flown keeping those in Operations busy once again. In December Operations managed to get off 12 missions. In January the weather permitted only 3 missions to be flown. It was on that fateful mission January 20, 1945 to Linz, Germany nearing completion of his combat missions while flying with the Schoener Crew they sustained combat damage that dictated their attempting an emergency landing on the strip located on the Isle of Vis just off the Yugo coast. It is important to note Hitler rewarded his top people complete facilities as trophies of war. At Linz he had given Hermann Goring the head of the Luftwaffe a large steel mill. Consequently, Goring in his position had the town heavily ringed with AA plus a Squadron of his Yellow Nose Bastards who were most unfriendly. Thus, while making their run on the target they received heavy opposition that accounted for the damage to their aircraft resulting in the crash and all but one being KIA. The very fact Art nearing the end of his combat missions without hesitation scheduled himself for such a dangerous mission documents the unselfish type officer and individual he was. Without a doubt because of his unselfish devotion to duty and sincere honest personality he had elected to fly one of the toughest missions. It wasn't until some time later a replacement Bombardier arriving after my time on the 'Hill' having returned to the USA saw the Quid Fit patch on my A-2 jacket and introduced himself that I learned of this tragic loss. He must have thought me quite ungrateful when I wheeled and walked away the necessary action to hide my tears of sorrow on learning the loss of such a friend all the 783rd combat crew members respected so much.

It should be noted the grave marker pictured was taken at the Milledgeville, GA cemetery where a Memorial Service was held and the marker placed beside his father & mother. Following the war all of those interned at the Bari, Italy cemetery were removed and relocated to the large National Cemetery on the west coast near Anzio where 'our friend' lies today in Plot 1 Row 4 Grave 10.



TAPS

IN MEMORY OF OUR EAGLES NEST FLITE MEMBERS

**MAY THEY REST IN PEACE KNOWING THEY ARE NOT
FORGOTTEN**

LOUIE CARL JACKSON-the oldest living member of the Squadron born March 20, 1908 passed away February 1, 2005. In less than two months he would have celebrated his 97th birthday. He will be remembered as the Squadron Carpenter. Some will recall his constructing a 'Casa' that he and Jim Christensen shared. Many will remember the care with which he crafted the caskets for the members of the Owens Crew all KIA when they augered in at the end of the runway December 6, 1944 as well as those made for the Italians lost the day the bomb dump blew up. Following his discharge he spent his working career as a carpenter constructing homes in and around Winder, GA. He was preceded in death by his beloved bride of 58 years Johnnie Herndon Jackson. Survivors are his sons Phillip Jackson of Winder & Ronnie Jackson of Flowery Branch, GA; daughter Linda Coleman of Winder; grandchildren, Mandy, Tracey & Wesley Jackson; Bruce Crowe and Kathy Wallace; brother, Hull Jackson of Snellville; and sisters Lillian Shedd & Ruth Garrett of Winder; & 6 great grandchildren. **WE HAVE LOST ANOTHER OF THE BEST.**

ORVILLE J. HEIM-one of the 17 original Crew Commanders passed away suddenly following intestinal surgery. During the Korean conflict he was recalled and flew in the B-29 program. He is survived by his wife Angela; daughters, Donna, Jeannine & Christine; son, Kevin; brothers, Milton & Leonard; sisters, Marian & Lenore; 11 grandchildren; 1 great grandchild; & was preceded in death by a brother Herb. He was retired from ACIC Defense Department Mapping Agency. **WE HAVE LOST ANOTHER OF THE BEST.**

PILLS, IMPLANTS & USED PARTS DEPARTMENT



DALE REEVES-who worked on the line along with Mike Magazine and a part of the Ground Crew that kept Perry & the Pirates flying recently had a combo Pace Maker & Defibrillator installed after a three week visit to the 'Butcher Shop' has returned home looking forward to being reinvigorated with his new implant. Having one of the Guidant Corporations Cardioverter Defibrillators implanted in January 2003 allow my offering a word of warning. If simultaneously you suddenly experience a blinding white light before your eyes; fly across the room thinking a

mule has just kicked you in the chest; accompanied by a loud popping noise don't pull a Red Foxx and 'beller' out, "Elizabeth this is the big one I'm coming to join you". As 'Ole Salty' Tarantino would say, "keep a cool stool Jack & don't panic". Your heart rhythms merely got out of sync and that gadget has just served it's purpose. When you recover your cool you can then rush down to the VFW and tell all of the 'Ole Has Beens' you have just experienced an earth shattering experience. And-you won't be lying for a change.

ORBIN RUTLEDGE-Gunner on the Golden Jones Crew has suffered a doubled barreled case of arthritis that has put a 'quietus' on his traveling days. He and his bride Elba having been regular and faithful participants of reunions will be missed when the bugle blows at Tucson.

TRIP DOWN MEMORY LANE

LATRINE CONSTRUCTION



L-R MARTINEZ WITH SHOVEL & HELMET; CHARLIE PAYNE 3RD FROM L WITH SHOVEL & NO HAT; VERNON LEGGETT SITTING DOWN IN FRONT; & GUY 'BARNEY' OLDFIELD RIGHT REAR STRADDLING HOLE-OTHERS NOT IDENTIFIED

SITTING DOWN ON THE JOB



CHARLIE PAYNE SEATED REAR 2ND FROM LEFT
VERNON LEGGETT SQUATTING IN FORE FRONT
OTHERS NOT IDENTIFIED

KILROY WAS HERE

S-13 BLUE NAVY JEEP ACQUIRED BY LEND LEASE DEAL



L-R GERALD CROWE; JOHN PLARR WITH
CARBINE; NORB VAN ASSCHE & CHARLIE
PAYNE-DRIVERS SEAT--'BARNEY' OLDFIELD
FACING OTHER JEEP

CHARLIE PAYNE LOUNGING IN CASA



CHARLIE LOUNGING IN CASA-WRITING
HOME-NOTE HIS DANCING SLIPPERS & ART
GALLERY

IMPORTANT WW II MEMORIAL INFORMATION

GENE MOXLEY-the renown author of 465th REMEMBERED; MISSING IN ACTION and others was considerate enough to forward the following info which many may be interested in pursuing: "I am enclosing the information about the World War II Memorial. Anyone interested can call 1-800-639-4992 and request an information packet for submitting names. Upon completing the information they should then mail the packet to the following address:

World War Two Processing Center
P. O. Box 305
Calverton, NY 11933

They are allowed to submit a 300 word biography of their tour of duty and their photo. The photos are not returned so it is best to submit a Xerox copy.

Your entry can also be E-Mailed to the Processing Center and that will be explained in the information packet.

After they submit their name it will be added to the registry and can be seen on the Internet by entering: WWII Memorial. Then click on: WWII Registry, then click: Search The Registry. Then they can enter their name and it will appear on the screen.

Sam, my goal is to keep the memory of the 465th Bomb Group (H) and all who served in it, alive in the hearts and minds of anyone I can reach. My wife and I firmly believe that the men and women of WW II saved the world and we will never forget that we owe our freedom to you and your comrades and all veterans of WW II. God Bless each of you".

Gene, you and your bride with all of the work and love given to publishing your books have made a great contribution appreciated by more than you may realize. At reunions time and time again many 'Ole Has Beens' have been witnessed pouring over your various books and attempting to recall long forgotten happenings. Likewise, you will never know the number of calls and letters received making reference to info your books contained. You folks are to be commended for an outstanding job. Our thanks and appreciation for your efforts in collecting and preserving our history that otherwise would have been forgotten.

LATRINE O GRAMS RECEIVED FROM 4TH STOOL DOWN

TEENY GILLESPIE-wife of Lee Gillespie, who flew as a Gunner on the Dulitz Crew, recently suffered the heart breaking loss of her 5th brother. On behalf of all the members of the Association and personally we extend our sincere sympathy and condolences. Teeny & Lee have attended the majority of the reunions. All having the pleasure of making her acquaintance admire this lady greatly. Although small in stature she is a mountain of joy, enthusiasm plus being equally spiritual. Unlike the majority of wives she put in her time during WW II in uniform serving as a Yeoman in the Coast Guard. In addition to being a great person she is most deserving of a star in her crown for tolerating the 'Georgia Cracker' who parks his shoes under her bed since he is far from being a bargain.



MELANIE JONES-the grand daughter of Charlie Payne will soon complete her junior year at the United States Air Force Academy. She is one of four cadets chosen for having written an outstanding essay being rewarded with a three weeks tour of Africa this summer. Her goal continues to be pilot training upon graduation. Should she achieve her goal all pray she doesn't fly those birds the way her grandfather drove those GI trucks. It seems like only yesterday when she entered the Academy. Time Flies By !

continued

LILLIAN SNOW PEJSA--will be remembered as the widow of Dick Snow the 35 mission Engineer on the Golden Jones Crew. Lillian recently tripped down the aisle with Bob Pejsa. All should give this couple our congratulations for courage above and beyond starting a new venture at this late day. All of Lillian's friends be sure to note her new address; phone number & E Mail shown on the cover sheet.

NYME FARAGE-the 'Ole Toggle Jockey' on the Bate's Crew is selling his pad located on the golf course at Crossville, TN and moving to Warner Robbins, Georgia where his son Rick is building he and 'Big Mama' June a retirement cottage on his estate. Never thought I would see my old friend surrender to old age and have one of his children take over as 'Care Provider'. However, don't be misled with this maneuver and get into a golf game with this father and son hustlers' for that pair of 'Camel Drivers' will wind your clock while emptying your pocket books. The only worse fate if son Mike shows up and gets into the act. All should remember how he attended our Omaha Round Up and walked away with all of the money, marbles and chalk without breaking a sweat.

THE CONDUCTOR OF THIS TOUR -was invited to attend the grand opening of the Chateau Tennille located in the center of 33 wooded acres with Serenity Creek running immediately behind the manor on the outskirts of Milledgeville, GA. Tom & Ann can indeed be proud of their elegant estate where no detail was left unturned having included a theatre room; TV room; exercise room etc. During our stay we had the pleasure of visiting with Art's two sisters Ms May Donnally & Ms Betty Brassell; some of their children; and most of all attending the 90th birthday celebration of his first cousin Ms Sybil Fowler. Entering the ball room attended by some 100 folks she was found out of the dance floor kicking up her heels. During the following week in a visit she advised she would be spending the month of April in Scotland and departing by way of a trip down the Volga River in Russia before returning home. During our stay we learned 'Ole Red' was possibly 'kissing kin' to a majority of the county population.

MAKE TUCSON YOUR OCT 6-9-05 OBJECTIVE

With our arrival in Tucson for first phase OTU in the B Two Dozen at that time among the biggest training at Davis Monthan AFB in 1943 we of the big. Today on your return you will find like found a typical sleepy Mexican Village not so many cities in this great land Tucson thanks to much different than Laredo AFB where we had the tourist industry acting as a catalyst has become taken Gunnery training. Today a return a large industrialized city. In addition to the many compares to many returning home following a tourist attractions you will find the Pima Aerial & long absence of many years. Davis Monthan Space and 390th Bomb Group Museums equally AFB was where Colonel Andrus recruited many enjoyable to the 8th Air Force Museum enjoyed at of the first Squadron members for the 783rd. Savannah. With the majority of our members Likewise, many of the crews completed first having already said hello to their 80th birthday it phase OTU training there before going on to doesn't take a 'Rocket Scientist' to comprehend McCook, NE for second and third phase OTU. this may well afford the last opportunity for 'ole And-- it was where the majority completed their friends' to enjoy a final visit. Likewise, this is an first flites in the 'Consolidated Time Bombs' opportunity for you west coast members to join in known as the B-24 Liberators. Those of us without near the travel distance that the east coast fresh out of the training command with the gang will have to make. Our greatest hope is all of largest birds flown in being Lockheed Vega you members; children & grandchildren that joined Venturas while in Gunnery School thought we with us at Savannah show up along with many were among the hottest on our first ride others and make this a great round up.

QUID FIT

SAM

783 BOMB SQUADRON ASSOCIATION

SAM MARIE

13306 LOBELIA

SAN ANTONIO, TX 78232

(RETURN SERVICE REQUESTED)



REPORT ADDRESS & PHONE CHANGES TO

MIKE MAGAZZINE 24023 E. OAKLAND RD BAY VILLAGE, OH 44140
PHONE 440-871-3203

ADDRESS CORRECTIONS & ADDITIONS

Bob Piwonka; 3704 Park Meadow Ln; Bryan, TX 77802

Lillian Snow Pejsa; 1000 Intage Lane; Apt 248; Bellingham, WA 98226

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AREA CODE CHANGES

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