



# THE PYRAMIDIERS

The Newsletter of the 98th Bomb Group/Wing Veterans Association

August 2018

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## Message from the President

In my very first message to you via this newsletter, I introduced myself, my family, and shared some details about both my career in the USAF, and teaching career afterwards. I mentioned that I am now a “full-time” substitute school teacher here in Ohio, and I wish to use a recent subbing experience in a high school classroom to frame this issue’s remarks. It was a day or two before Veteran’s Day last fall, and the teacher I was subbing for in a Social Studies class had me show a video about honor flights. The weekend before this class there had been an honor flight leaving from, and returning to Dayton, and some of this school’s band members had participated in the welcome home festivities at the Dayton Airport, so the timing of showing this video was very appropriate. The documentary was about a small town in southern Wisconsin, when a local businessman, after seeing a newscast about an honor flight from Ohio, decides his town should also sponsor one. The first part details the organizational challenges his team faced, and introduces two local World War II vets with amazing stories (just like our guys). One had been a POW in Germany, and when he was liberated, his photo graced the cover of Life magazine. He was just skin and bones when he was released and the caption of the cover photo was, “The Human Skeleton.” The video then documents their Honor Flight to Washington DC, and their rousing homecoming at the Milwaukee airport. Ironically, on two separate occasions I’ve flown home from 98th Bomb Group reunions with my father-in-law, Phil Tarpley, and both times we landed in Milwaukee just before an Honor Flight was due to arrive. Phil and I got to experience the joy, the excitement and the



Bill West

*continued inside, page 2*

## Message from the President *continued from page 1*

patriotism displayed by those welcoming back their heroes, and Phil later experienced for real, as he also got to be a part of an Honor Flight from Wisconsin. I was so moved by the video that I purchased one to share with my family, and with all of you during our Gettysburg reunion in September.

Speaking of Gettysburg, have you been watching Fox News' excellent 'Legends and Lies' series on the Civil War (it airs each Sunday night)? As I watched the episode on the battle at Gettysburg, I gained a whole new insight on the issues facing both General Lee and General Meade, and their tactics, and I can't

wait to return to this truly historic battlefield. Linda and I toured the battlefield about ten years ago—we purchased a CD from the gift shop which we listened to while it directed us to many of the observation sights along the battlefield, and then explained what actually happened at the site. While that was a fine learning experience, I am looking forward to touring it again, this time with a trained US Park Service employee—and my friends from the 98th. Can't wait to see you all again!

Best wishes,  
*Bill*

## For the Record . . . For the Record . . .

### Deceased

L Name	F Name	MI	Street Address	City	State	Zip	Group	DOD
Burgess	Harley	L.	51 Orchid Dr	Rochester	NY	14616	415	08/27/2016
Clayton	Harold	E.	518 NW 6th St	Ontario	OR	97914	343	04/2013
Mudie	John (Jack)	W.	3132 Kingridge Way	Glendale	CA	91206	345	07/30/2016
	Lt Col (Ret)							
Cherrette	Mrs. Jane	M	13175 Huron House Dr	Skaneec	MI	49962	Honorary	11/15/2016
Clark	Mrs. Jane		15223 Fontana St	Overland Park	KS	66224	Honorary	12/19/2016
Harper	Mrs. Herb (Joan)		3290 No Pone Rd	Georgetown	TN	37336	Honorary	09/28/2017
Morgan	Mrs. Helen	M.	40 Tommy Marks Way	South Weymouth	MA	02190	Honorary	07/17/2017
Rosenblum	Mrs. James	W.	135 Craigie St	Portland	ME	04102	Honorary	01/09/2005
Tomerlin	Mrs. Jane	S.	14 Cedar Hill Rd	Longview	TX	75601	Honorary	12/15/2015

### New Address

L Name	F Name	MI	Street Address	City	State	Zip	Group
Apple	Kenneth	A.	11024 Innisbrooke Ln	Fishers	IN	46037	344
Scholten	Victor	L.	1521 Post Ave	Rockford	IL	61102	344
Seal	Kenneth	B.	399 E Los Rincones	Green Valley	AZ	85614	343
Victor	Donald	B.	7761 Tree Lake Blvd	Powell	OH	43065	345
Young	James	C.	PO Box 319	McEwensville	PA	17847	345
Strauss	Suzanne	R.	110 E Center St., #3508	Madison	SD	57042	Associate
Baldwin	Mrs. Richard		11266 W Calle Con Queso	Casa Grande	AZ	85194	Honorary
Pitt	Mrs. William	V.	13001 Canterbury Rd	Spring Ranch	TX	78070	Honorary
Scott	Mrs. Virginia	C.	5277 State Highway 49 N, SPC 10	Mariposa	CA	95338	Honorary
Spolski	Mrs. Andy		127 Sunset Dr	Bardstown	KY	40004	Honorary

## Message from the Secretary/Treasurer

Hello from Michigan, where we have gone from winter directly to a hot, humid summer with temperatures in the high 90s! This is the hottest in the 33 years I have been here.

Reunion time is fast approaching and we are all very excited about our destination. Gary and the Hensel girls + #3 sister Brenda have done a great job setting this up—so much so I decided to do a little prep work to get you all excited about where we are going; so you'll want to get signed up right away! Believe me you won't want to miss out on this trip!!

Gettysburg is an amazing story—what took place there is such an important part of the history of our America. I am sure it will be quite an experience to stand on such hollowed ground, thinking about those who fought here, the leaders who guided them, and the President who led them all.

I am really looking forward to the Eisenhower Homestead. As a little girl I remember when he was running for President (*"I Like Ike"*), and have always admired his service and dedication to our country in WWII—most especially the leadership he provided to our men in uniform.

Gary assures me there will not be a lot of walking required. The most walking will be to get on the buses

or to get off the bus to walk up to the Eisenhower residence. So no excuses—do your homework by reading the articles, and we'll see you there! End of my commercial!

- Please be sure to keep us updated on address changes, change of status, and make sure we have your email address on file.
- Send in articles or suggestions for future newsletters. This is a great opportunity to document and share your stories for posterity.
- Make sure your dues are current by checking the date after your name on the address label on the newsletter.
- From Herb Harper: "I have just recently learned the remains of S/SGT Vinsent Politte, crew member of B-24, "Semper Felix," 345th Bomb Squadron who was KIA on the Tidal Wave Mission and buried in Belgium have been POSITIVELY confirmed by DNA testing."

My sincere apologies to Gary and Carol Potter for inadvertently omitting them from the Tucson Reunion Attendees List.

See you in Gettysburg!  
*Susie*

## 98th Bomb Group Veterans Association 2017 Scholarship Awarded

This scholarship is awarded annually in honor of the late William H. Simons and the men of the 98th Bomb Group, which is the most highly decorated Group in the history of the US Army Air Corps (receiving two Presidential Citations), and remains so in today's US Air Force. This year we have selected Emily Renee Meeks of St Marys, West Virginia to receive the 98th Bomb Group Veterans Association Scholarship Award of \$2000.00. Her dedication and hard work demonstrated both at school and in her community warrants this recognition.

Emily will be attending Ohio Valley University this fall where she is planning her studies to achieve a major in Education with a minor in Psychology. She plans to start out her career as either a teacher or school counselor. From there she hopes to further her education becoming a psychologist or social worker where she can "make a difference in the lives of every individual, including the lives of veterans and their children."

*continued on page 7, see SCHOLARSHIP*

# My Time in the 98th

by: Lt. Col. Walter L. Wegner

Master Navigator, DFC, Air Medal w/7 OLC, Bronze Star, Commendation Medal w/2 OLC

My time in the 98th from January 1948 to March 1951 was exciting to say the least. Upon arrival at Fairchild AFB in January I was assigned to the 344th Squadron as a 1st Lieutenant Navigator on Captain Tom Eastman's (great pilot) crew where I stayed the whole three-plus years. With no training in the B-29 I did my best to learn about this big plane. The radar operator 1st Lieutenant George Wilmer was in the back of the plane and kept his radar a big secret. Time was our own and we flew training missions all over the US. A few months later the crew officers of the 98th and 92nd Bomb Wings were assembled in the theater

when General Kenny, then head of SAC, gave us a talk. He said that if we went to war with the USSR that we would fly over the Pole, drop our bombs, bail out, and that he would see us after the war. He was soon replaced by General Curtis LeMay.

Later I joined the ranks of the officers with "extra duties" when called in by the Squadron CO LTC Bill Crum (Major General Retired, later killed in an aircraft accident). He said to me Walt, you are the "Flyaway Kit Officer," to which I asked what that was; and he said "I don't know, but you are it." For those also unfamiliar with "Flyaway Kit"—it was 10 aluminum bins full of parts, built-up wheels and built-up engines to be deployed on TDYs. I spent my non-flying hours putting a pile of parts into these bins. That spring we spent about a week at Windover, Utah for practice bombing,

## Memorabilia News

New (for those of you who weren't able to attend the Tucson Reunion)...a fabulous new 98th Commemoration Coin that features the Force for Freedom Insignia on one side and on the other side is an absolutely beautiful rendition of the Pyramid. Bonnie and Joan will have these in Gettysburg or if you prefer to order and have them sent to you, they are \$14.00 each, which covers the coin and the shipping.



This year marks the 75th Anniversary of WWII's Operation Tidal Wave—the air attack by bombers of the US Army Air Corps based in Libya and Southern Italy on nine oil refineries around Ploesti, Romania on 1 August 1943. This was part of a strategic bombing mission to deny petroleum-based fuel to the Axis.

This mission was one of the costliest for the USAAC in the European Theater, with 53 aircraft and 660 air crewmen lost. It was the second-worst loss ever suffered by the USAAC on a single mission and its date was later referred to as "Black Sunday." Five Medals of Honor and numerous Distinguished Service Crosses were awarded to Operation Tidal Wave crewmembers, making it not only the most highly decorated group in the history of the USAAC, but also of today's US Air Force.

With that in mind, we have new hats featuring the desert-sand-colored B-24—part of that history. This is something for everyone to wear with pride—to honor the courage of those who were part of that mission regardless of their contribution.

Hats are \$20.00 each with shipping included.

To order either, you can mail a check to Joan, or—better yet—come to Gettysburg!

Joan Hensel  
1920 Leonard Street, York, PA 17404-5233



cold and living in tar paper shacks with potbelly stoves for heat. After that we were about 10 days at Goose Bay, Labrador for polar/grid navigation—my first sine Navigation School in May 1944.

In the summer/fall of 1948 we were sent TDY to Kadena AFB Okinawa for three months that became four. Our crew was flown over by Col. Richard Dick, the group CO, as our pilot was left behind as he was the Squadron Supply Officer, no less. Upon landing I had to deploy my 10 Flyaway Kits to support our planes. The base was just like it was after WWII + no per diem. While there we had two hurricanes and we had to fly to Guam along with the old 19th Group for WWII. On the second hurricane one of the 19th's planes was lost so we started search patterns and then one of our planes went down on a search mission and was found ditched

## Historically Speaking

Date: 10 May 2018

Re: ODE to the "FALLEN OF PLOESTI"  
*Hand written and signed by John R. Kane, Colonel, USAF*

To: Staff Members, Veterans of the 98th Bomb Group Veterans Assoc., and ALL it may concern

As a former Member of the 98th Bomb Group, 1948-1952, I have NOW passed my 89th birth year and find that it is time to finalize some of my records and historical archives.

Therefore, I have made some personal **decisions**.

I have in my archives Colonel Kane's original, personal "TO THE FALLEN OF PLOSEST" in his own hand AND signed. Not fully knowing just where this document should go, I have decided to donate it BACK to the KANE FAMILY.

Over the past years, I have met and become friends with John Franklin Kane, John R. Kane's only son, and Dr. Donna Graham, a close friend of the family, and KEEPER of MUCH of the Kane's FAMILY history.

**Herbert C. (Herb) Harper, U.S.A.F. Ret**  
98th Bomb Group Veterans Assoc Historian Emeritus

on Fais Island (another story, see Herb Harper). The planes left on Kadena were turned into the wind with a pilot and engineer in each plane with sandbags on the wings. Airspeeds up to 90 knots were observed. While there, our crew was flown by Captain Ed Leathers on training missions, who was a good pilot and lots of fun. He called me hoss or navigator, and was the Squadron party officer. So it was that I got the club to fill up the two B-29 blisters with the usual drinks, and that later we put on a skit about the Knock-Knock joke.

We finally got home to the US in December 1948.

During the winter of 1948/49 while flying at 30K our astrodome blew out taking out my maps and the lining in the tunnel. Fortunately, we were over Hill Field (Ogden, Utah) and landed for repair. The next day I walked through the snow to the hanger where our plane was to see how the repair was going, just in time to see them pump air into the plane to 30+K and guess what...the astrodome blew out again, so back to work.

That spring, as I remember, General LeMay paid us a visit in his B-50. He taxied right up to our hanger with his head out the window with a cigar in his mouth. Our HQ was upstairs in the hanger and he missed the stairs and walked into one of the shops where there was a Pfc. who had never seen a four-star. LeMay asked him his name and he could not speak. After his visit upstairs he went into the same shop where by that time the Pfc. had been fully briefed. Me—I always tried to stay as far away from Gen. LeMay as possible!

Bad times came in 1949 with the RIF of officers. Two of our 1st Lt. co-pilots were grounded. They went with us to Yakota in 1950 and were put back on flying status. The summer of 1949 we went TDY to RAF Sculthorpe, England for three months. At a stop in Bermuda, Cpt. Ed Leathers took us to the Elbow Beach Hotel where they had a piano and we drank beer and sang some rather bad songs and we were flown out. The Bomb Group before us got restricted to base at Sculthorpe, so we invited the locals to a party at the O Club. We lieutenants were in line to greet each local, get them a drink, and seat them. 1st Lt. Truman Hume went to get the drinks for a couple, tripped on the rug, threw the drinks in the air, and grabbed a portly matron around the waist and slid to the floor. The party got rough after that and we were no longer restricted to base.

Our crew was selected for a three-day trip to Brussels for Belgian Air Force Day. Nice trip. Upon arrival the crew officers had lunch in a big hanger with officers of all the NATO countries. I was seated next to a French pilot. He told me he was from the Lorraine region of France—occupied by the Germans and was drafted into the German Air Force and trained in ME-109s. For you pilots, the ME-109 had narrow landing gears and was subject to rocking on landing. Each rock was 10 pushups with parachute. He said he had the strongest shoulders in the group. On his first mission to Italy he just kept flying south until he saw an airfield and landed. A gas truck drove up. He was asked how much gas he wanted before the driver looked at the plane. In a few minutes he was surrounded by MPs. He told them he wanted to fly for the RAF and did so for the rest of the war.

In July we flew wheels down to the depot at Burtonwood for a landing gear check. Upon the return flight at around 3,000 feet our #3 engine caught fire behind the firewall. We descended to try to reach the base at RAF Marham after trying all of the things to put the fire out. When the fire was burning the horizontal stabilizer, our Captain Tom Eastman ordered us to bail out. I went out at about 1000 feet along with the radio operator, 1st Lt. George Wilmer who broke an ankle upon landing. Tom went out at about 500 feet and landed on his back on a road and had a concussion. The right wing burned off shortly after we bailed out. There went all of our parts shortages plus our WWII Uniforms, now into the blue uniform. An oil line behind the firewall on #3 had been cut causing the fire, but the accident report (which I have a copy of) didn't mention this.

The winter of 49 was cold and we put bomb platforms in all of our planes and loaded bales of hay to drop over the Plains States to stranded cattle. On one flight we were short of gas and landed at Rapid City AFB on a snow-covered runway with smoke pots to show where the runway was. I said at that time that I sure hoped I would never get stationed there—never say never as I was later stationed there for nine-plus years (another story).

In 1950 the 98th got a new CO, Lt. Col. Roland Campbell (Maj. General Retired). If you will turn to the front of the **FORCE FOR FREEDOM, VOL II** and look at the 344th picture there, count nine persons to the left in the front row, and you will see my smiling face.

We were scheduled for PCS to Ramey AFB Puerto Rico but the Korean War came along and with very short notice we flew to Japan to join the 92nd from Fairchild, yes with my Flyway Kits and on a lead crew. Our group CO was Col. Richard Carmichael (Maj. Gen. Retired) who was shot down over Japan during WWII and became a Japanese prisoner.

He took a liking to our crew and we flew most missions as lead over 1-5 groups.

My WWII missions in the CBI were single ship of 3-ship formations, and here I was as a 1st Lt. having to get the groups behind us. I learned fast. Our crew made select crew with spot promotions, mine was to Squadron Navigator. I got a Bronze Star for the Flyway Kits, where I spent all of my non-flying time. Our crew flew 54 missions with complete crew, including one night mission to Manchuria called off before we crossed the border (yet another story). On one mission the prop picked up a sparkplug on the runway on takeoff and it went through the bomb bay door, hit a shackle and released a 500 bomb so we had to abort. Our crew and squadron had all WWII bomber crew members and the Russian Migs could not penetrate our formations. We could see them taking off from Manchuria on some missions but our fighters could not attack them on the ground with pockets of 100,000 or more Chinese soldiers—tough war.

We would fly a mission about every three days and after the 9th mission the plane had to go in for a 100-hour inspection and we would miss the next mission, as our plane came out of inspection on that day. We would fly a short test hop and fly a night mission dropping leaflets along the bomb line. We found that the North Koreans were using them for toilet paper, so we impregnated them, lot of sore 'you know what's' after that. Each Crew Chief had a couple of Japanese assigned to



Lt. Col. Walter L. Wegner in his younger years

help and they were always there to get our left over flight lunches. Upon return from one mission one of the Japanese was in a hurry and ran under the wing and into the wind-milling prop, killing him instantly. There was an RB-45 at Yakota that flew mostly night missions. We were coasting out on one mission and heard them give an emergency call, and they went into the ocean, location unknown. On coasting out several missions, we flew over the Chosen Reservoir where Col. Chesty Puller and the 1st Marine Division were surrounded in the coldest winter in history—they fought their way out to the coast. Over the years I have had the opportunity to meet several of the Chosen few.

### Other notable 'funnies' . . .

There was a squadron of South African fighter pilots stationed nearby and they liked to come to our club and do a Zulu war dance for us—crazy guys.

Christmas 1950...General Rosey O'Donnell was invited to our club for a dinner/party. A rather large turkey was there and guess what, it disappeared, enter 1st Lt. Truman Hume.

On a three-day R&R to the Fuji View Hotel, we were at the bar with a glassed-in tank behind the bar with a small alligator and guess what, Truman got the alligator and brought it to the bar for a drink. He was sent back to the base.

Sometime after the alligator incident we were in our two-story barracks after a mission and the fire alarm sounded. We got out fast. The building burned to the ground. We had a come-as-you-are party at the club that night.

Into my second set of blue uniforms in one year. By now I knew every part and part number on the B-29 and the crew chiefs would come to me where I had my Flyway Kits wanting a gasket that went on a 'whosit' near a 'whatsit' and I found it for them.

New crews arrived and we flew with them. Our crew came home in February 1951 and I was still a 1st Lieutenant with a total of 54 missions in Korea plus 52 missions in WWII. Then we were assigned to Topeka to train B-29 crews for Korea, and I finally made Captain. Why SAC didn't send ready crews from bomb groups in the states is still a mystery to me.

Then off to AOB school for a year and nine years at Rapid City where I did get a spot promotion with four

years in B-36s plus staff assignments, three years in Spain, and two years at Vandenberg; and retired in June 1967 with 24 years. I spent the last 19 years of my 24 years in the AF in SAC.

### NOTES:

The senior member of the 98th is M/G Francis Nye who trained and went overseas on 17 July 1942 in the 344th under then Maj. Killer Kane, later Colonel and Medal of Honor winner. Gen. Nye was my boss at Ellsworth AFB when I was on Wing staff. Gen. Nye is still with us and turned 100 on 29 June 2018. I have a copy of his memoirs.

Gen Nye was the last of my former bosses. All of the rest have gone to the *Big Hanger in the Sky*.

I am the sole survivor of my WWII B-24 crew, my 344th B-20 crew and the last of the primary officers of my B-36 crew.

The dates, times, and places are to the best of my knowledge.

In my Air Force career I flew 105 bombing missions in two years, and have a total of 5,206 flying hours according to my Form 5.

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## Scholarship *(continued from page 3)*

To Emily, Patriotism is "dependability because individuals must always step up to do their part within their city, county, state, and country. Every citizen must provide their service in some way. Whether expressed through military service, health care, running for political office or volunteerism. So many opportunities are available to do your part for the country that has granted so many freedoms. Patriotism involves leaders stepping up and guiding each other to make the better decisions. The final quality of patriotism is taking pride in the country we live in and doing everything within our power as individuals to make this country great. I have learned...that one cannot achieve success alone, but by working with others we can achieve greatness."

The officers and members of the 98th hope this Scholarship helps preserve the memory of the brave men who put their lives in harm's way to fight for the freedom we enjoy today, so they are never forgotten.

# Eisenhower National Historic Site

President Dwight D. Eisenhower's association with the town and battlefield of Gettysburg began in the spring of 1915 when, as a cadet at the US Military Academy at West Point, he visited with his class to study the battle. Three years later during the First World War, Capt. Eisenhower found himself back in Gettysburg with his wife Mamie and their first son. Despite his hope for duty overseas, he had been appointed commander of Camp Colt, the US Army Tank Corps Training Center located on the fields of Pickett's Charge.

At war's end Eisenhower left Gettysburg for a new assignment, one of many in a 31-year career in which he rose to the rank of Five Star General. After World War II, while president of Columbia University, the



Photos courtesy of the National Parks Service. Top is the Eisenhower house, bottom is the barn. The Eisenhower's acquired the property in 1950 when the home was in disrepair. Renovations were completed in 1955. Portions of the home date from the 1700s; the barn from the 1880s.

General and his wife returned to Gettysburg to search for a retirement home.

In 1950, fondly recalling Camp Colt days, they bought a 189 acre farm adjoining the Gettysburg Battlefield. The Eisenhowers' retirement was delayed, however, when the General left for Europe to assume command of NATO, the North Atlantic Treaty Organization; after which he returned home to run for the Presidency in 1952. To kick off his Pennsylvania campaign, he welcomed state Republican leaders to a picnic at the farm.

During his first term as President, he and Mamie renovated their Gettysburg home. Much of the original house was not sound and had to be torn down. The construction was complete by March of 1955 and the Eisenhowers began to visit on weekends and holidays where they entertained family and friends at the farm.

Though Eisenhower used his weekends at Gettysburg to escape the pressures of the Presidency, work was never far away. He began each morning with a briefing on world events. Meetings with staff were common especially during his heart attack recuperation in 1955 when the Gettysburg Farm became the "Temporary White House."

Back in Washington, the President received a steady stream of dignitaries, many of whom he invited to Camp David for meetings, then on to his farm. After a tour of his Angus herd and cattle barns, Eisenhower brought these world leaders back to the house to sit on the porch. Eisenhower said the informal atmosphere of the porch allowed him, "to get the other man's equation."

In 1961, after 45 years service to their country, General and Mrs. Eisenhower retired to their Gettysburg Farm, where for the next eight years they led an active life. The General worked weekdays at his Gettysburg College office, meeting political and business associates, writing his memoirs, and serving as elder statesman advising Presidents and meeting world leaders. But the Eisenhowers' greatest joy was to simply spend time on their farm with family and friends.

General and Mrs. Eisenhower donated their home and farm to the National Park Service in 1967. Two years later, the General died at the age of 78. Mrs. Eisenhower rejected the idea of moving to Washington to be closer to family and friends and continued to live on the farm until her death in 1979. The National Park Service opened the site in 1980.

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## Indiantown Gap National Cemetery

Indiantown Gap National Cemetery is a United States National Cemetery located in East Hanover Township, in Lebanon County, Pennsylvania. Administered by the United States Department of Veterans Affairs, it occupies approximately 677 acres, and has well over 44,000 interments.

Indiantown Gap derives its name from the various Native American communities that resided in this region of Pennsylvania; the first inhabitants were Susquehannocks, an Iroquois tribe.

Starting in the 1930s, it became a training area for the United States Army and control of the facility was turned over to the Pennsylvania National Guard in 1998.

In 1976, a section of Fort Indiantown Gap Military Reservation was selected as the national cemetery for the states of Delaware, Maryland, New Jersey, Virginia and West Virginia. The Commonwealth of Pennsylvania donated land for the site to the US Veterans Administration, specifically the branch of the VA known as the National Cemetery Administration (NCA).

Established in 1982, the cemetery is a final resting place for three Civil War and one Spanish-American War Veteran, as well as veterans from WWI, WWII, Korea, Vietnam

and Persian Gulf to include Iraq and Afghanistan. Indiantown Gap National Cemetery is also home to the elaborate Pennsylvania Veterans Memorial. Dedicated in 2001, it is the largest memorial in any National Cemetery in the US. The combination of open-air space and building stands 107 feet high and 360 feet long and recreates the feeling of a war-torn building.

As a tribute to honor the veterans and the military personnel that are buried at the cemetery, about 100 volunteers gathered at Indiantown Gap National Cemetery to assemble an Avenue of Flags that will be on display from now until Veterans Day in November.

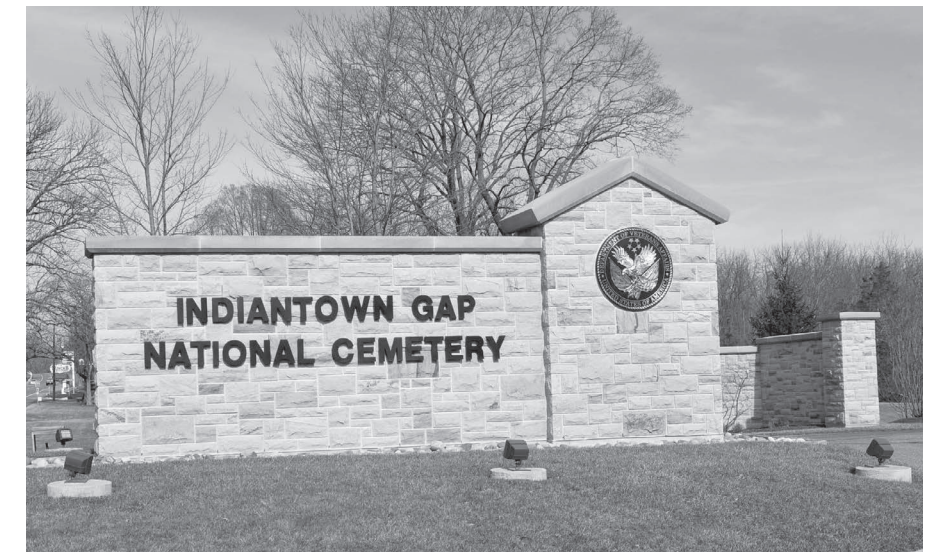


Photo by Karl Stelly

# Reunion Schedule • Sept 24–Sept 28, 2018

## 98<sup>th</sup> Bomb Grp/Wing Veterans Association

**Hotel:** Best Western Premier / The Central Hotel and Conference Center  
800 East Park Drive, Harrisburg, PA 17111

**Reservations:** (717) 561-2800

**Hotel Rate: \$109.95 plus tax and fees (breakfast included)**

### DAY 1 MONDAY, SEPTEMBER 24, 2018

6:00pm Cash Bar  
7:00pm Welcome Dinner

### DAY 2 TUESDAY, SEPTEMBER 25, 2018

Guided Tour of Gettysburg Battlefield  
6:45am Coach arrives at Hotel  
7:00am Depart for Gettysburg, PA  
8:00am Arrive at Visitors Center  
8:30-10:30am Battlefield Tour with Licensed Guide  
10:45-11:30am Cyclorama and Film  
11:30am Free time for Museum  
12:45 pm Depart to Dobbin House  
1:15-2:30 pm Lunch (Deli Buffet)  
3:45 pm Estimated return time to Hotel

### DAY 3 WEDNESDAY, SEPTEMBER 26, 2018

Guided Tour of Indiantown Gap National Cemetery  
8:30 am Coach arrives at Hotel  
8:45 am Depart for Cemetery  
9:30-11:30 am Tour with "Step-on" Guide  
12:30 pm Estimated return time to Hotel  
3:00 pm Association Meeting in Welcome Room

### DAY 4 THURSDAY, SEPTEMBER 27, 2018

Eisenhower National Historical Site  
8:00am Depart for Gettysburg  
9:00am Arrive at Gettysburg Visitors Center  
9:30am Shuttle to Eisenhower National Historic Site  
11:15am Depart for Visitors Center and Coach to Hotel  
12:25pm Estimated return time to Hotel

### DAY 5 FRIDAY, SEPTEMBER 28, 2018

8:30am-2:30pm Ladies Brunch Event  
6:00pm Cash Bar in the Welcome Room  
6:30pm Color Guard  
7:00pm Banquet Dinner

Buses (except Ladies Event) will have wheelchair lifts. Please contact Gary in advance for special needs (scooters, etc.), or for anyone wheelchair-bound and not able to get up the bus steps.

**Gary Schinsing – (805) 704-6751**

**God Bless All of You, God Bless America,  
and be safe until we meet again.**

# Reunion Registration

## 98<sup>th</sup> Bomb Grp/Wing Veterans Association

**Registration Fee \$100.00**

Last Name \_\_\_\_\_ First \_\_\_\_\_

Name as you would like it to appear on your nametag \_\_\_\_\_

Address \_\_\_\_\_ E-Mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Sqd \_\_\_\_\_ Years \_\_\_\_\_ A/C \_\_\_\_\_ Duty \_\_\_\_\_

Spouse/Guest Last Name \_\_\_\_\_ First \_\_\_\_\_

Spouse/Guest Name for nametag \_\_\_\_\_

Address (if different) \_\_\_\_\_

**DAY 1** Sept. 24th 6:30pm Cash Bar  
7:00pm Welcome Dinner . . . . . \$ 30 x \_\_\_\_\_ Persons = \$ \_\_\_\_\_

**DAY 2** Sept. 25th 7:00am Depart for Gettysburg Battlefield Tour with Lunch  
. . . . . \$ 75 x \_\_\_\_\_ Persons = \$ \_\_\_\_\_

**DAY 3** Sept. 26th 8:45am Depart for Guided Tour of Indiantown Gap National Cemetery  
Living History Stories in the afternoon in the Hospitality Room  
. . . . . \$ 25 x \_\_\_\_\_ Persons = \$ \_\_\_\_\_  
3:00pm Association Meeting in Welcome Room

**DAY 4** Sept. 27th Eisenhower National Historic Site  
. . . . . \$ 40 x \_\_\_\_\_ Persons = \$ \_\_\_\_\_

**DAY 5** Sept. 28th Ladies Event . . . . . \$ 35 x \_\_\_\_\_ Persons = \$ \_\_\_\_\_  
Cash Bar and Buffet Banquet Dinner

Registration . . . . . \$115 x \_\_\_\_\_ Persons = \$ \_\_\_\_\_

Scholarship Fund . . . . . (Donation) . . . . . \$ \_\_\_\_\_

Annual Dues . . . . . \$ 20 x \_\_\_\_\_ Persons = \$ \_\_\_\_\_

. . . . . Total . . . . . \$ \_\_\_\_\_

**Make checks payable to: 98th Bomb Grp/Wing Veterans Association. Please return completed registration form & check to: Ms. Suzanne Mioduszewski, 1137 Joyce Lane, Ann Arbor, MI 48103**

**Be sure to make your Hotel reservations early!**

# The Battle of Gettysburg

The Battle of Gettysburg was a three-day Civil War battle fought in Pennsylvania. Confederate General Robert E. Lee led his troops against the Union forces, led by Major General George Meade.

## Battle of Gettysburg Facts:

- The Battle of Gettysburg took place in the North, when the South invaded the small town of Gettysburg, Pennsylvania.
- Ten roads led into Gettysburg—a main reason that the battle was fought there. It was easy to locate.
- The battle was fought July 1-July 3, 1863.
- Before Gettysburg, Robert E. Lee had just led his army to victory at Chancellorsville in May.
- The Union won the Battle of Gettysburg.
- A key to the Union victory was holding off the Confederate attack of the center of the Union line at Cemetery Ridge on July 3. This was a devastating defeat for the South.
- The Union victory is considered a turning point in the Civil War. It forced Lee's Army of the Potomac to return to Virginia. It became apparent the South would likely not win the war after this defeat.
- Over 50,000 soldiers on both sides fought on the first day of the battle. There were over 15,000 casualties, which is more than the Battle of Bull Run and the Battle of Franklin combined.
- The biggest day of fighting was on the second day. Over 100,000 soldiers fought that day and there were over 20,000 casualties.
- Nine of the 120 generals at Gettysburg died, more than at any other battle.
- Approximately 45,515 people were wounded, died, or went missing during the battle. Both the North and the South suffered about the same number of casualties
- Citizens of Gettysburg called for Pennsylvania Governor Andrew Curtin to do something about the number of poorly dug graves scattered across the region. They believed that the Union men who died in the battle deserved better.
- A new national cemetery at Gettysburg was dedicated on November 19, 1863. Confederate soldiers who died at Gettysburg are primarily buried at Hollywood Cemetery in Richmond, Virginia.
- President Abraham Lincoln was the second speaker on the day that the cemetery at Gettysburg was dedicated. Only 272 words, his Gettysburg Address is considered one of the most important speeches in American history.

## The Gettysburg Address

*Four score and seven years ago our fathers brought forth on this continent, a new nation, conceived in Liberty, and dedicated to the proposition that all men are created equal.*

*Now we are engaged in a great civil war, testing whether that nation, or any nation so conceived and so dedicated, can long endure. We are met on a great battle-field of that war. We have come to dedicate a portion of that field, as a final resting place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this.*

*But, in a larger sense, we can not dedicate—we can not consecrate—we can not hallow—this ground. The brave men, living and dead, who struggled here, have consecrated it, far above our poor power to add or detract. The world will little note, nor long remember what we say here, but it can never forget what they did here. It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us — that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion — that we here highly resolve that these dead shall not have died in vain — that this nation, under God, shall have a new birth of freedom — and that government of the people, by the people, for the people, shall not perish from the earth.*

Abraham Lincoln • November 19, 1863