



THE PYRAMIDIERS

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

May 2012

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Message from Bill Seals . . .



Greetings from the coastal plains of the upper Texas Gulf coast. Winter skipped our little piece of the world this year and we have been having low temperatures that normally would be our daytime highs. This means we will have a very productive year for pests of all kinds. But, we are not complaining because we have had rain finally! After a drought that was classified as “extreme” and lasted nearly sixteen months, we have had rain. In fact, we likely will reach last

year’s total rainfall by May Day. Hurray.

As a result of our unseasonable weather, our yards and landscape look like it is early June. The oaks and pine trees have made their annual mess and are sporting nice light green leafs and needles. The azaleas and hawthorns have about finished blooming, and the roses are about to reach full bloom. Altogether, a rather pleasing scene.

As a result of our nice climate, I was feeling pretty good about things until this past weekend when the Devil who rules this computer “crashed” its operating system. With luck I got it back up, but everything that I had created on it is gone! A few things (pictures mainly) are on DVD, and most files can be recreated as needed. But the article I had written for this space (well before it was due—because we are going on a boat ride) is gone.

Whether you would consider this good or bad news, I don’t know. It was about Harry S. Truman, our thirty-third president, and was based on David McCullough’s book, TRUMAN. Here is a bit of what of what I wrote in a very condensed form . . .

Many Americans found Mr. Truman amusing. His enemies thought he was a product of the Pendergast political “Boss” system, and

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For the Record . . . Membership Update

New Members

Last Name	First Name	M.I.	Street Address	City	ST	Zip	Aircraft	Squadron
Johnson	Mrs. Nanette		6176 A1A S Unit 312	St. Augustine	FL	32080-7539	Honorary	B-24
Caristi	Peter	E.	572 Patten Dr.	Hermon	ME	04401	Associate	
Snell	Kathleen	D.	2152 Charmaine Dr.	Upland	CA	91784	Associate	B-24 344

New Address

Last Name	First Name	M.I.	Street Address	City	ST	Zip	Aircraft	Squadron
Broe	La Vern	M.	104 6th Ave. NW	Waterford City	ND	58854-7315	Member	B-47 OMS
Bush	Franklin (Peter)	W.	P.O. Box 782	Fish Creek	WI	54212-0782	Member	B-24 345
Kalous	Paul	J.	3061 N. City Rd. K	Eureka	WI	54963	Member	B-47 343
Knodel	Robert	M.	4309 Wyndham Park Dr.	Saint Peters	MO	63376-2987	Member	B-47 343
Sheldon	Raymond	K.	750 S. La Posada Circle, Apt. 30	Green Valley	AZ	85614-5117	Member	B-24 345
Wright	Lyle	B.	2725 E. Fir St., Unit 62	Mt. Vernon	WA	98273-2702	Member	B-24 415
Barnes	Mrs. Mildred	N.	P.O. Box 162	Waco	GA	30182-0162	Honorary	B-24 343
Melland	Mrs. Charlotte		Valley View Apt. 601 1706 NW O'Brien R	Lees Summit	MO	64081	Honorary	B-47 343
Parkhill	Mrs. Mynta		21628 N. 56th Dr.	Glendale	AZ	85308-6225	Honorary	B-24 344
Pettigrew	Mrs. Mary Ellen		1540 Kenland Ct.	Colorado Springs	CO	80915-1450	Honorary	B-24 415
Supko	Mrs. John	P.	105 Vista Court	Cross Junction	VA	22625-2541	Honorary	B-24 344
Bolen	Richard		1121 Shady Rest Lane	Naples	FL	34103-3335	Associate	B-24
Miller	Rita		551 Aspen Glen Dr.	Cincinnati	OH	45244	Associate	B-29 344
Schinsing	Simone		1561 21st St.	Oceano	CA	93445-9206	Associate	B-29 345
Chrispin	Grant	W.	345 Dawson St.	Sault St. Marie	MI	49783-2117	2007 Scholarship	B-24 345

Deceased

Last Name	First Name	M.I.	Street Address	City	ST	Aircraft	Squadron	DOD
Booton	Glen	E.	5860 Resik Dr.	Dayton	OH	Member	B-24 344	2-12-2012
Leck	Peter		27 Kuhn St.	Somerset	NJ	Member	B-24 415	1-16-2012
Marsh	Gustave	W.	252 Old Canterbury Tpke, R-4	Norwich	CT	Member	B-24 345	3-23-2012
Paulson	Lawrence	M.	504 S. Willow	Paullina	IA	Member	B-24 345	11-29-2009
Testy	John	W.	4232 San Juan Ave.	Jacksonville	FL	Member	B-24 343	2-16-2012
Van Beek	Lester	D.	1022 Garfield Ave.	Sheldon	IA	Member	B-29 345	2-8-2012
Willingham	Nelson	H.	13357 Monroe Rd 611	Paris	MO	Member	B-24 344	10-6-2011
McCunn	Mrs. Phyllis		505 E. Maple St.	Red Oak	IA	Honorary	B-47 343	
Mulligan	Mrs. Lois	F.	P.O. Box 90008	City of Industry	CA	Honorary	B-24 415	

We Remember . . . and Mark Their Passing

We are deeply saddened to learn of the loss of another member of the *Greatest Generation*, Sergeant **John “Jack” Testy**, a true American hero and recipient of the Purple Heart. His contributions to the heritage and legacy of the 98th Bomb Group and the 344th Bomb Squadron will always be remembered, not only by us but also by a grateful nation.

Those of us who had the opportunity to get to know John at recent reunions feel very fortunate to have

shared his company, listened to his stories, and seen his smiling face — it was really something to see! He seemed to get ‘younger’ each time we saw him, which can only be attributed to the devotion and loving care of his son, Earl, who gave his father many wonderful memories that now belong to him forever. There was truly a lesson in love.

Gustave Walter Marsh passed away on March 23, 2012. He was born December 2, 1925, raised in East

President’s Message

continued from page 1

unqualified to be president. Having assumed office upon the death of Franklin D. Roosevelt in April of 1945, Truman was considering running for president in 1948 despite abysmal approval ratings. Not wanting to harm the prestige of the office, he asked his longtime friend General Eisenhower (few knew Ike’s party affiliation) if he would run.

When Ike declined to run, Truman decided to run despite near universal political wisdom that he didn’t stand a chance of being elected. By taking his appeal directly to the people in a series of grueling “whistle stops,” he pulled off what is acknowledged as the greatest upset in American history. This man who lived by the creed, “Say what you mean, and do what you say,” has entered the history books as one of our great presidents. The near miraculous recovery of the world that followed World War II was due in large part to the Truman administration. Hope we can find other leaders who will live by Mr. Truman’s creed and solve our current problems.

On pages 18 and 19 of this newsletter, you will find all the details of our reunion in Colorado Springs in September. I must hasten to add that all these details will be worked out by our Vice President while I enjoy a nice long boat ride. Who says being number one doesn’t have perks? Hope to see you there.

With Warmest Regards,

Bill Seals
President

Hampton, CT and graduated East Hampton High School in 1946. Walter was a Staff Sergeant in the Army Air Corps, 98th Bomb Group serving as a tail gunner; and was a proud veteran of WWII. He was an avid fisherman, golfer, world traveler, and hiker of the Connecticut blue blaze trails.

He was pre-deceased by his sister Mildred Larsen and brother Harold Marsh. His son Robert Marsh of Hampton, CT and daughter Nancy Marquis and

from our Secretary/Treasurer

Hello and Happy Spring from the very proud grandmother of a new Coast Guardsman! The time seems to be flying by and this lovely early spring has been a welcome surprise. I can’t believe that May is upon us, and once again time for Scholarship applications to be submitted. While thinking about members recently lost, as well as those past who preceded them, it made me again realize how important it is to ensure their stories and the legacy they left behind is shared with these young people to pass on. This is a wonderful organization and our Scholarship Program is a great thing we are doing. We are very fortunate and grateful to have received generous gifts recently from Earl Testy, family and friends in memory of Robert Rutledge, and Robert Wood.

We need new members to keep the 98th a viable, dynamic organization, so remember that membership is open to anyone with an interest in the 98th through a yearly membership fee of \$15. The Newsletter alone is worth that — I’m sure you will all agree that every edition is better than the last! Kudos to Dolores!

Please send me your member news, address changes—and if you have an email address—please share it with us. As always, contact me if you have any questions regarding your membership status.

Hope to see you in Colorado Springs!

Susie Mioduszewski
Secretary/Treasurer

granddaughter Avery of Germantown, TN survive him. He was interred with Military Honors at the Veterans Cemetery Middletown, CT.

We have only recently learned of the passing of **Lawrence Paulsen** who was a B-24 pilot stationed in southern Italy who flew 38 missions into northern Italy, which was under German control. He was shot

continued, next page

A Brief History of the 98th

Constituted as the 98th Bombardment Group (Heavy) on 28 Jan. 1942. Activated on 3 Feb. 1942. Trained with B-24s. Moved to Mediterranean theatre, July-

We Remember . . .
continued from previous page

down April 8, 1945—four men were killed in the crash, while seven survived. One of the seven was a man Paulsen had to push out of the plane, since he was frozen and would not parachute out of the bomb bay without the shove. After landing, Paulsen spent a month as a P.O.W. at the end of the conflict. A half century later the man found contact information for Paulsen and called him to thank him for saving his life.

OBITUARY

MARJORIE WILLIAMS SCHOLTEN

We are saddened to report the passing of Marjorie Scholten, wife of S/Sgt. Victor L. Scholten. She is remembered as a very compassionate woman who offered friendship and kindness to many people. She leaves her husband, two daughters and five grandchildren. Relatives and friends appreciated her generosity and support of them over the years. Victor L. Scholten has been a supportive member of the 98th for many years. He served in the Army Air Force as a waist gunner on the B-24, *CONSOLIDATED MESS*, and also flew missions with the 458th Bomb Group in England. The 98th wishes to extend its condolences to Victor on his loss.

OUR CONDOLENCES TO: BOB & MARION LADISLAW

We were saddened to hear that longtime 98th Member and Memorabilia Chairman, Bob Ladislaw, and his wife, Marion, recently lost their daughter, Therese—due to natural causes. We send our sincere sympathy.

August 1942, and served in that area until the end of the war. Assigned to Ninth Air Force in November 1942; to Twelfth Air Force in September 1943.

Entered combat in August 1942. Bombed shipping and harbor installations in Libya, Tunisia, Sicily, Italy, Crete and Greece to cut enemy lines to Africa. Also hit airdromes and rail facilities in Sicily and Italy.

Received a DUC for action against the enemy in the Middle East, North Africa and Sicily from August 1942 to August 1943. Awarded another DUC for participation in the low-level assault on oil refineries at Ploesti on 1 Aug. 1943. Although its target had already been attacked by another group, the 98th proceeded through dense smoke and intense flak to bomb its assigned objective. Throughout WWII, the 98th continued bombing the oil fields at Ploesti, rendering this strategic target useless to the enemy.

Col. John R. “Killer” Kane, group commander, received the Medal of Honor for leading the 98th to complete this attack despite the hazards of oil fires, delayed action bombs and alerted defenses.

Afterward the group flew many long-range missions to Italy, France, Germany, Austria, Czechoslovakia, Hungary, and the Balkans to bomb such strategic targets as industries, airdromes, harbors and communications and engaged primarily in such operations until April 1945.

1st Lt. Donald D. Pucket, one of the group’s pilots, was awarded the Medal of Honor for action during a mission against oil refineries at Ploesti on 9 July 1944. Just after bombing the target, Lt. Pucket’s plane was crippled by antiaircraft fire and crew members were wounded. He canned the crew, administered first aid, surveyed the damage, and, realizing it was impossible to reach friendly territory, gave the order to abandon ship, refusing to desert three men who were unable to leave the bomber, Lt. Pucket stayed with the plane which, a few moments later, crashed on a mountainside.

In addition to strategic operations, the 98th also flew interdiction and support missions. Aided Allied forces at Anzio and Cassino. Participated in the invasion of Southern France. Assisted the Russian advance in the Balkans. Returned to the U.S. April-May 1945.

Redesignated 98th Bombardment Group (Very Heavy) in May. Inactivated on 10 Nov. 1945.

Activated on 1 July 1947. Assigned Strategic Air Command. Trained with B-29s. Redesignated 98th Bombardment Group (Medium) in May 1948.

Moved to Japan in August 1948 and attached to Far East Air Forces for duty in the Korean War. Engaged primarily in interdicting enemy communications but also operated in support of UN ground forces. Targets included marshalling yards, oil centers, rail facilities, bridges, roads, troop concentrations, airfields and military installations. Inactivated on 16 June 1952 while on temporary duty in Japan.

Activated as 98th Air Refueling Group (Heavy). Assigned as Reserve unit Barksdale AFB, LA as part of 434rd Air Refueling Wing. Flew support missions in Operation Just Cause, Panama and Operation Desert Storm/Desert Shield, Iraq.

SQUADRONS: 343rd—1942-1945, 1947-1952
344th—1942-1945, 1947-1952
345th—1942-1945, 1947-1952
415th—1942-1945

MAJOR STATIONS: Barksdale Field, LA / Fayid, Egypt; Lecce, Italy; Spokane, WA; Yokota, Japan and Lincoln AFB.

COMMANDERS: Robinson, Rush, Kane, Bleyer, Kames, Gray, Manzo, Ericksen, White, Cairnes, Dick, Rees, Carmichael, Wade, Harding, Curtic, Close, Westover, Davis, Robinson, Reddoch, Wursten, Coleman, Wood, Garland, Cribble, Wiseman, Garrison, Moore, Sowers, Martin, Stallsmith, Keplinger, Krautkramer, Griffin, Pasero.

CAMPAIGNS: **WWII**—Air Combat, EAME Theater; Egypt-Libya; Air Offensive, Europe; Tunisia; Sicily, Naples-Foggia; Anzio; Rome-Arno; Normandy; Northern France; Southern France; North Apennines; Rhineland; Central Europe; Po Valley. **Korea**—UN Defensive; UN Offensive; CCF Intervention; 1st Un Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korean Summer-Fall, 1952. Desert Shield/Desert Storm.

DECORATIONS: Distinguished Unit Citations: North Africa and Sicily, August 1942-17 Aug. 1943; Ploesti, Rumania, 1 Aug. 1943. Republic of Korea Presidential Unit Citation, August 1950-June 1952.



98th Bomb Group

Crew Members

Americans who served our country during World War II on the ground and in the air were extraordinary and dedicated individuals. Combat crews operated in hostile countries performing dangerous air assaults while being attacked by large numbers of enemy aircraft. Ground crews assumed a grave responsibility to maintain safe aircraft that would serve to bring these crews home safely. These members of the *greatest generation* were willing to put their lives on the line to maintain our freedoms. Many made the supreme sacrifice. They will remain in our memories forever.

The following sample crews may be of interest to those of you who may recognize or remember some of the participants.

Top photo, facing page: Crew of *Bottoms Up*. Standing: Sgt. William Gatesy, Waist Gunner; S/ Sgt. Joshua Fugate, Engineer; Sgt. Donald D'Arcy, Ball Turret Gunner; Sgt. Thomas Swihart, Waist Gunner; Sgt. Joseph Wegrzn, Tail Turret Gunner; S/ Sgt. Kenneth Recorr, Radio/Top Turret. Kneeling: Lt. William Franklin, Bombardier; Lt. Truman D. Green, Pilot; John Felthaus, Navigator; LL Raymond A. Kurner, Co-Pilot.

Pictured below: Ground Crew of the B-24 Aircraft, *Joker*. Our apologies, but we do not have IDs for the men in the photo. Perhaps you'll recognize a familiar face.

Bottom photo, facing page: Ground Crew at Ramid David, Palestine, 1942. George Hightower, John Adkins, Harry Poole.



Crew of *Bottoms Up*



Ground Crew of the Aircraft *Joker*



Ground Crew at Ramid David, Palestine, 1942

additional photos, next page

More 98th Bomb Crews

continued from previous page



Crew of *Honeysuckle Rose*

Pictured above: ***Honeysuckle Rose*** and her crew. Standing: S/Sgt. Randy Harris, Ass't Engineer/Ball Turret Gunner; 1/U. Harry Finkie, Co-Pilot; 1/Lt. Bob Mennell, Pilot; 1/Lt. Don Webber, Bombardier; 1/Lt. Clyde Brozvn, **captions continue, facing page**



Crew of *The Sandman*

Missing in Action . . .

On February 21, 1945 on a bombing mission over Vienna, Austria with a railroad marshalling yard as target, an aircraft of the 98th Bombardment Group was shot down. All but three of the crew made it down with parachutes and all but one were captured immediately. Three days later Staff Sgt. Clyde Davis was brought into the German guard-house.

After ten days the crew members were taken to Frankfurt, Germany for interrogation. At Frankfurt the American prisoners received fresh clothing including shoes and overcoats and were allowed to mail one card home.

Clyde wrote a card to his wife, Doris, and child, telling them he was a prisoner of war, not wounded and was all right.



Staff Sgt. Clyde Davis

Other prison camps followed. From Nuremburg to Mosseburg it was a forced march of about 100 miles, sleeping in barns or hayfields at night. The second day out they were strafed by planes but unhurt.

At Mosseburg, facilities were better but food was scarce—the daily ration was soup made from dried cabbage leaves and onion tops. They would have starved to death, as did many Russian prisoners, had it not been for the Red Cross rations they received once a week.

In the meantime, Doris Davis was notified by telegram and then letter from the War Department stating her husband was missing in action. She refused to give up

hope that Clyde was still alive but her faith was really put to the test one Sunday morning when the church had a memorial service for three fallen soldiers, one of them her husband.

On May 8th, 1945 General Patton's troops arrived and liberated the prisoners. They were taken to LeHavre, France where they enjoyed the first good meal since their capture; then one stop in England and then home to the U.S.A.

The ship landed in Boston and on Memorial Day 1945 Clyde called his wife in Iowa. That call was the first word she received that he was alive and well.

Clyde, upon his discharge and return to Batavia, Iowa started carrying the U.S. Mail as a Rural Carrier. On February 14, 1946 he had the privilege of delivering to his wife and family the card he had written almost a year before at that prison camp in Germany.

That is why she never had learned he was alive and well until his call from Boston. No one knows where the card had been or what caused its delay.

98th Bomb Crews (captions continued)

Honeysuckle Rose and her crew . . . continued

Navigator; S/Sgt. Ray Jette, Tail Turret Gunner. Kneeling: S/Sgt. Joe Gigliuto, Waist Gunner; T/Sgt. Harold Coles, Flight Engineer; S/Sgt. Al Meca, Nose Turret Gunner; T/Sgt. Nate Ragan, Radio Operator/Top Turret Gunner.

Pictured bottom left: *The Sandman* and crew in Tunisia, North Africa, November 1943. Standing: Bob Sternfels, Pilot; Lt. Sims, Co-Pilot; Lt. Flesch, Navigator; Lt. Polaschek, Bombardier; S/Sgt. Bill Stout, Flight Engineer. Kneeling: T/Sgt. Frank Just, Radio Operator; S/Sgt. Harry Rifkin, Ass't. Radio Operator; S/Sgt. Norbert Petri, Armorer; S/Sgt. Merle Bolen, Armorer; T/Sgt. Ray Stewart, Ass't Flight Engineer. This plane and crew are immortalized in the famous photo with them rising from smoke at Ploesti. The light mark on the side is from a cable snapped by the propeller during the raid.

National Prisoner of War Museum

The Andersonville National Historic Site is the only site in the National Park System to serve as a memorial to all American Prisoners of War. Located in Andersonville, Georgia the museum opened in 1998. Its primary purpose is to interpret the role of prisoner of war camps and to commemorate the sacrifice of Americans who lost their lives in these camps. Internment is a physical and emotional ordeal that is all too often fatal. According to the Geneva Convention all POWs are to be treated humanely. However, the interpretation of these rules vary. Over 18,000 people are buried in this National Park.

The military prison at Andersonville was known as Camp Sumter and was one of the largest military prisons during the Civil War. During the 14 months that the prison existed, more than 45,000 Union soldiers were confined there. It has been reported that 13,000 died from malnutrition, poor sanitation, disease, exposure and wartime trauma.

An effort was made to decorate the graves of prisoners who died at Andersonville in 1869. Dr. Hamilton Pierson held memorial services and supervised the decoration of graves in the National Cemetery. For

those activities he was ordered away by the Ku Klux Klan and narrowly escaped with his life.

At the end of the Civil War, the Camp's commander, Captain Henry Wirz, was arrested and tried for the way prisoners were treated. He was convicted and hanged as a war criminal.

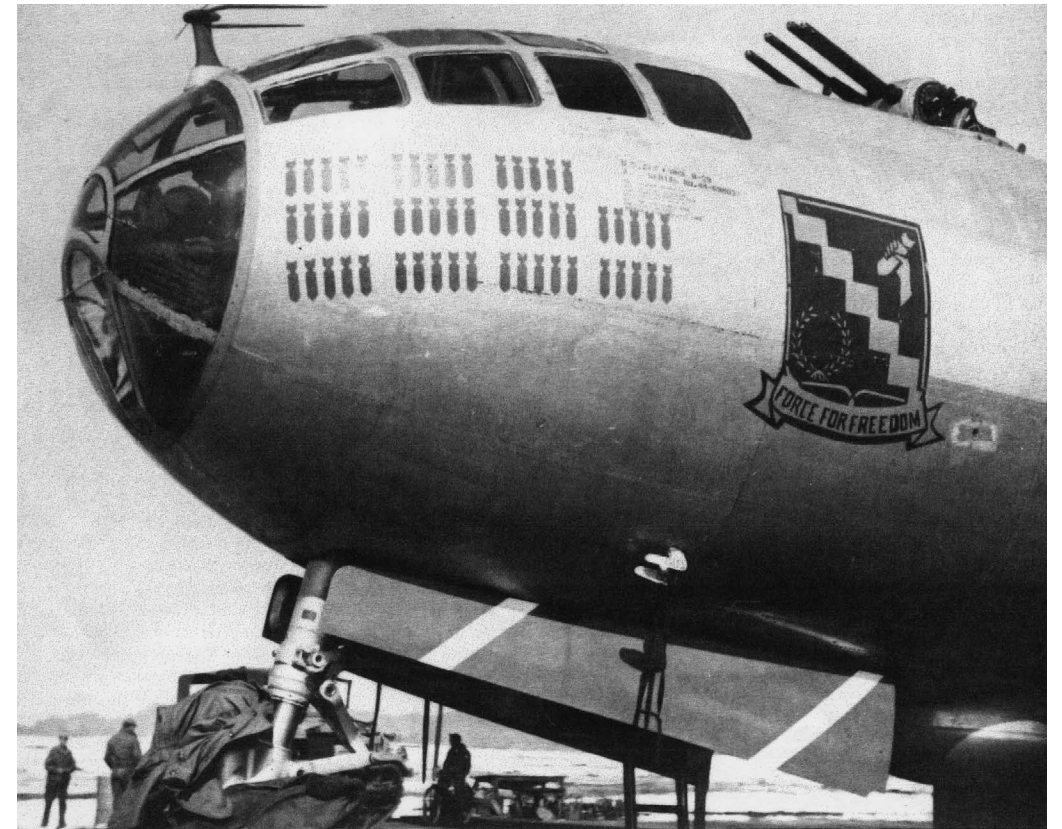


The American's Creed

I believe in the United States of America as a government of the people, by the people, for the people, whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign states; a perfect union; one and inseparable; established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes.

I therefore believe it is my duty to my country to love it; to support its Constitution; to obey its laws; to respect its Flag; and to defend it against all enemies.

William Tyler Page



Pictured below: Arthur Schuster, A. L. Thomas, Thomas N. Linn, Victor L. Kostner.

More on Andersonville . . .

Did you know that each year the Anderson National Historic Site hosts a series of activities to commemorate the Memorial Day Holiday? Join us to remember.

Andersonville National Cemetery

The burying ground for those who died at Andersonville is now a National Cemetery, connecting the past to the present, still serving modern-day veterans.

All images on the facing page are modern except for the bottom photo which shows Andersonville as it was during the Civil War.



The First Naples Raid

“The True Picture”

The following was submitted by Herb Harper and comes from George Baroni’s book:
THE STORY OF THE 98TH, 1942–1945.

History was made on December 4th, 1942, when the first raid on Italy was carried out with Naples the selected target.

The article on the facing page headlined “Fortresses Smash Naples” was not a typographical error by one of the large New York dailies giving that “other” plane credit for the raid. This was strictly the doings of the Liberators, our B-24s. Each plane carried three “2,000 lb.ers” and the mission was so successful, due to its complete surprise, that over 90 percent of the bombs hit military targets.

Ships, warehouses, and harbor facilities were really plastered as the Italian ships were docked “wall to wall.”

Lt. Cain was credited with hitting a battleship. Col. Kane went as co-pilot on the “*Alice, the Goon*” with Lt. Gore Huggins as pilot.

When the bomb bay doors wouldn’t open, “Killer” yelled over the interphone, “Drop the bombs anyway” with the result of six direct hits (three bomb bay doors, one battleship and two tankers.)

After the “bombs away” call, “Killer” yelled to Jimmy Shoup “Now you can close the bomb bay doors.”

“Haw! Haw! Haw!”

The Italians admitted the raid was short and violent.



FORTRESSES SMASH DOCKS OF NAPLES IN SURPRISE RAID

BATTLESHIP HIT

Americans, in First Blow at Italy, Cause Great Damage

DEFENSES SURPRISED WHEN RAIDERS ARRIVE

Reinforcements Reach Army Preparing Attack on Tunis, Bizerte.

By Leon Kay

CAIRO, Dec. 5 (UP) — American flying fortresses in their first attack of the war on Italy were revealed today as to have struck a heavy blow at Italy’s great southern port of Naples, scoring hits on an Italian battleship and two cruisers.

The big American bombing planes, making a flight of several hundred miles across the Mediterranean, struck Naples at dusk yesterday and caught Italians by surprise.

The American planes had trailed Italian aircraft across the Mediterranean and the Italians apparently were not aware of the approach of the U.S. raiders until the attack was launched.

The Americans centered their attack on the Porta Dimassa Quay, a communique revealed, and upon ships moored alongside.

“Numerous hits were scored among the ships,” the communique said, “resulting in explosions and huge fires.

“Other hits were made on the Angione mole, starting fires and sending up great clouds of gray and black smoke.”

Direct hits were scored on a battleship in the harbor, the communique said, as well as on docks and railroad facilities.

The American planes encountered no Italian fighters due to the surprise of the attack but said they met “Considerable inaccurate anti-aircraft fire.” All of the bombers returned safely.

The Middle Eastern Command called the raid a success and the Italian High Command admitted it caused heavy damage, 159 deaths and 358 casualties in wounded.

It was the first American attack on the Italian mainland. And it was indicated that their bombs were shattering dock and other targets before the Italian defense had the slightest intimation of warning.

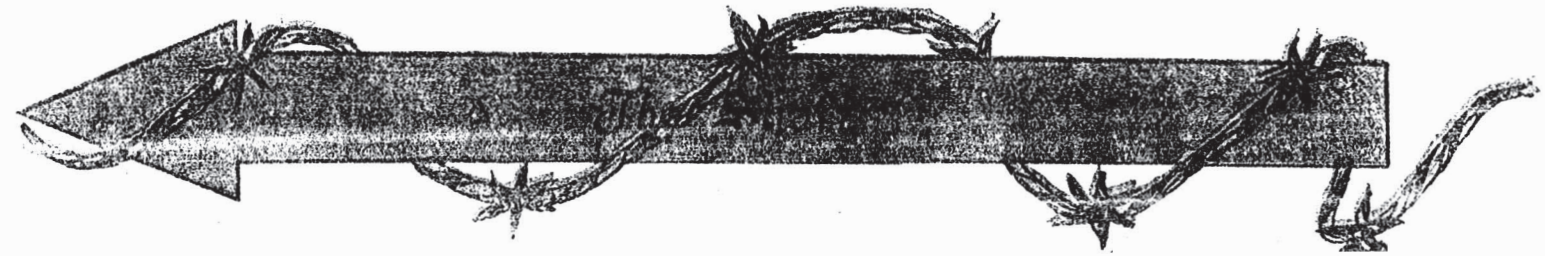
The Italians described the attack as “short and violent” and asserted that one of the raiding planes was shot down.

Naples is Italy’s largest southern port and a center for shipment of supplies and reinforcements to the Axis forces in Africa. With Genoa regarded as largely out of commission due to heavy Royal Air Force attacks, the knockout of Naples would severely handicap efforts to send more Italian and German Troops to Africa.

The Royal Order Of The Purple Shaft With Barbed Wire Cluster

During The Korean War

As a flight engineer, I had 20 months of schooling which consisted of seven months of airplane and engine mechanic school; two months engine specialist school; seven months flight engineering school, half dealing with physics and aerodynamics of flight and half with B-29 mechanics and emergency procedures,



etc.; two months flight school; two months of combat crew training and then the final two weeks of Escape and Evasion school in the Sierra Nevada Mountains for all members of the flight crew headed for Korea.

I was part of a lead crew of the 344th Bomb Squadron of the 98th Bomb Wing. Being a B-29 lead crew we were the best at what we did. This meant our plane was the first over the target. All the other aircraft, when flying a mission, followed our command. This meant we had the best navigator in our Wing to locate that target. The bombardier had to be the best in the Wing. This was the status quo for every member of our crew. In other words we were the TOP GUNS, so to speak. If you couldn't perform to the maximum you didn't hang around long. Our motto was "THE BEST ALWAYS."

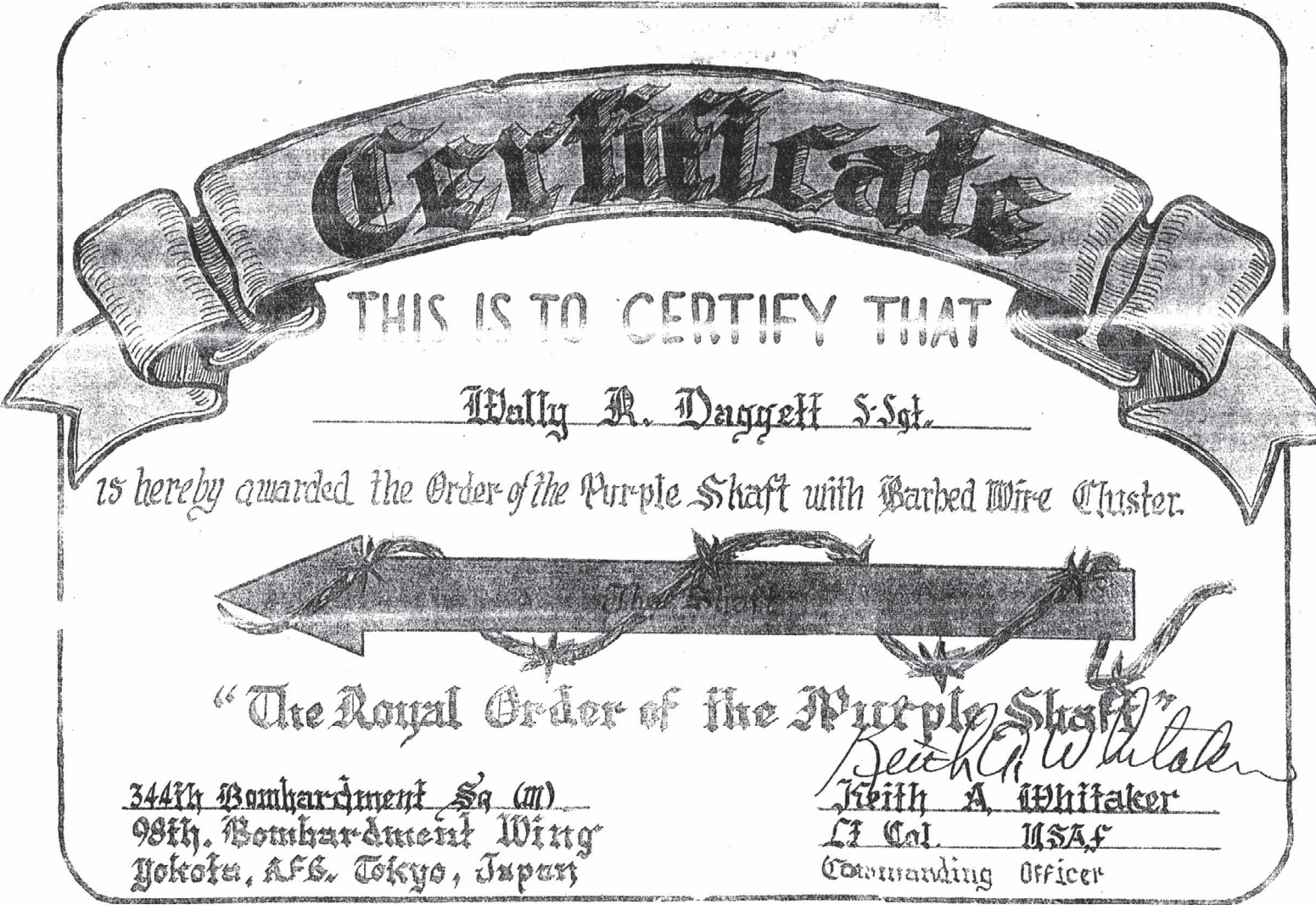
You are only as good as your team is as a whole and this certainly is true when flying. This includes the entire ground crew assigned to our aircraft. The ground crew consists of mechanics who are all specialists in their field be it radio, radar, sheet metal, hydraulics, instruments, electrical, propellers, and engines that makes sure our airplane is ready to go. The ground crew worked all hours, whatever it took, to have that plane ready to go. I often came out and spent time with the ground crew between missions. It helped in establishing a camaraderie as we never felt anyone was any better than anyone else because of rank. I am proud to say we had one of the best records in the 98th Wing with no aborts in 35 missions. No one man could cause this to happen. It took teamwork between the ground crew and the flight crew to make us a lead crew. Unfortunately the ground crews never received the recognition they all deserved, in my opinion.

Other crews went home (stateside) after 25 to 30 missions but our Wing Commander informed us that he couldn't release us at this point. He was short lead crews, so we were still needed. Besides flying our combat missions we became a test hop crew checking out the engines installed on aircraft. The new engine had to be checked out in flight. We also were an instructor crew for replacing crews in the Wing. Consequently we ended up flying 35 missions.

For exceeding the normal missions flown by crews during the Korean War our Commanding Officer Lt. Col. Keith Whitaker awarded our crew the Order of the Purple Shaft Certificate and ribbon with a barbed wire cluster. This cluster actually represents two shafts. I believe this certificate and ribbon was our Commanding Officer's way of expressing his personal gratitude to us for our continuing to do our best when getting the shaft for having to remain longer.

I am proud of all the honors I received during my military career but this certificate and ribbon, although never officially authorized or recognized as a legitimate award, was the most endearing to me and I proudly wore the ribbon overseas while with the 98th.

*Wallace R. Daggett, former T/Sgt. USAF
Korean War Combat Veteran*



Words To Live By

As we journey throughout our life we meet many people. Some remain just acquaintances but there are those that become more than that. In the Military Services you may be with a group for only a year or two but the kinship felt for each other during that period of time goes very deep and stays with you for the rest of your life even though you may never cross each other's path again. Such is the case with myself and my aircraft commander, 1/Lt. Fred Treyz.

We were a lead B-29 bomber crew over the skies of Korea during the Korean War in 1952/53. To be 1/Lt. Treyz's flight engineer was an honor I was very proud of. He was an exceptional pilot.

Treyz had served as a pilot during the latter days of World War II. After that War ended he continued to fly as a crop duster and later as a commercial airline pilot. He was in the reserves so was called to once again serve his Country during the Korean War.

Fred was 28 years old when I met him. I was 22 at that time. The many months of training before we were sent to Japan brought crews together and Fred chose each man he wanted on his crew. He was very selective because teamwork with a crew of eleven men was essential to him in getting the job done. He took his responsibilities as an aircraft commander very seriously. His judgment was crucial for the crew's survival as we flew our missions.

During the Korean War he was presented with the Distinguished Flying Cross. Fred was a jet pilot during the Vietnam War and was presented two Silver Stars during that War. He retired after thirty years of service in the 70s.

I had lost contact with Fred after the Korean War so when I finally decided to try and reach him in 2005 I had to go through the Air Force Locator System in San Antonio, Texas. I was informed that he died in 1984. I was told if I wrote a letter they would forward it to the nearest next of kin. I did, and waited for sometime, when finally a letter came from Fred's widow. Since that time I have also heard from Fred's sister.

They informed me that Fred had died from brain cancer and they feel that he was a victim of fumes from Agent Orange as he spoke of fumes getting into his fighter cockpit regularly as he made low level flying missions in the Vietnam War.

When he died, as a retired brigadier general, he could have been buried in Arlington National Cemetery but he was a humble man and told his beloved wife that he wanted to be buried in her hometown so she could visit him. Arlington was too far away for her.

When Fred's wife and sister were going through his things after his death, in a pocket of one of his uniforms, they found the following note:

A Thought for Today

This is the beginning of a new day.

God has given me this day to use it as I will.

I can waste it or use it for good.

What I do today is important because I am exchanging a day of my life for it.

When tomorrow comes this day will be gone forever, leaving in its place something I have traded for it.

*I want it to be **Gain**, not **Loss***

Good**, not **Evil

***Success**, not **Failure**, in order that I shall not regret the price I paid for it.*

This depicts the man I had the privilege to know. He was a very serious young man back when I was part of his team. This was Fred's philosophy then and from what I have been told by family members was throughout his life.

Would that we all would value each day of our life. Each day is a gift from GOD!

Wallace R. Daggett

1248 Roseland Drive
Kewaskum, WI 53040

... just for fun ...

Laws to Remember

Law of Mechanical Repair — After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity — Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

Law of Probability — The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers — If you dial a wrong number, you never get a busy signal and someone always answers.

Variation Law — If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now (works every time).

Law of the Bath — When the body is fully immersed in water, the telephone rings.

Law of Close Encounters — The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

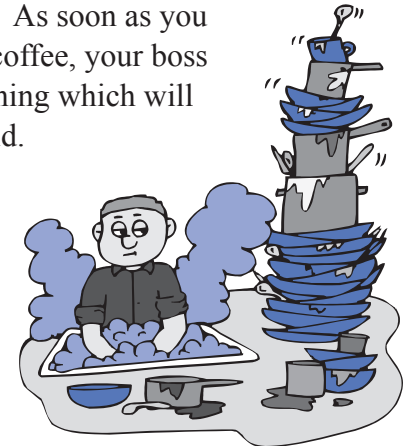
Law of the Result — When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics — The severity of the itch is inversely proportional to the reach.

Law of the Theater & Stadium — At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.

The Coffee Law — As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Murphy's Law of Lockers — If there are only two people in a locker room, they will have adjacent lockers.



Law of Physical Surfaces — The chances of an open-faced jelly sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet or rug.

Law of Logical Argument — Anything is possible if you don't know what you are talking about.

Brown's Law of Physical Appearance
If the clothes fit, they're ugly.

Oliver's Law of Public Speaking
A closed mouth gathers no feet.

Wilson's Law of Commercial Marketing Strategy — As soon as you find a product that you really like, they will stop making it.

Doctors' Law — If you don't feel well, make an appointment to go to the doctor. By the time you get there you'll feel better . . . but if you don't make an appointment, you'll stay sick.

If you don't forward this to one of your friends within the next five minutes your belly button will unscrew and your butt will fall off. Really . . . it's true . . . it's called Fallbutt's Law!

Reunion Schedule • September 10–14, 2012

98th Bomb Grp/Wing Veterans Association

The Secretary/Treasury will post registration times.

Hotel: Colorado Springs Marriott, 5580 Tech Center Dr., Colorado Springs CO, 80919.
Call: (800) 932-2151 for reservations. *Note: Departure date is Sept. 15, 2012.*

- Day 1 Monday September 10, 2012**
 4:00 PM Association Officers Meeting with Hotel Staff
 6:00 PM Cash Bar
 6:30 PM Welcome Dinner
- Day 2 Tuesday September 11, 2012**
 10:45 AM Bus to Royal Gorge Train, one of the most eye-opening train trips you will ever take. Beautiful scenery & unbelievable engineering/construction.
- Day 3 Wednesday September 12, 2012**
 9:00 AM Bus to AF Academy Tour & Lunch
- Day 4 Thursday September 13, 2012**
 8:15 AM Bus to Cog Train & Lunch, the ride alone is more than worth the trip; it's without a doubt one of the most scenic trips in the Rockies (14000 ft).

 10:00 AM Bus to Garden of the Gods & Lunch, Mother Nature at her finest; other than the Canyon's of Utah this is one of the most breath-taking sights we have seen.
- Day 5 Friday September 14, 2012**
 9:00 AM Bus to Ladies Event (to be determined)
 9:15 AM Executive Board Meeting
 9:45 AM General Meeting 98th Veterans Association
 6:00 PM Bus to 98th Banquet at Peterson AFB

NOTE. The elevation of Colorado Springs is 6,008 feet, and the top of Pike's Peak (The top of the Cog Railroad) is 14,110 feet. Also, the evenings can be quite cool and the top of the mountain will be cold. Please plan accordingly.

Questions? Contact: Bill Seals (281) 395-3005 or (281) 415-7392
 Dennis Posey (770) 971-3972 or (770) 826-7237

Reunion Registration

98th Bomb Grp/Wing Veterans Association

Registration Fee \$75.00

Last Name _____ First _____
 Name as you want it to appear on your name tag _____
 Address _____ E-Mail _____
 City _____ State _____ Zip _____
 Sqd _____ Years _____ A/C _____ Duty _____
 Spouse/Guest Last Name _____ First _____
 Spouse/Guest Name as you want it to appear on name tag _____
 Address if different _____

Banquet Food Request . . . Choice of One (1) Plated Entré

- #1 Orange Horseradish Glazed Roast Pork
- #2 Seared Six-Ounce Chicken Breast with Boursin, Tomato and Artichoke with Lemon Garlic Butter
- #3 Broiled Top Sirloin with Burgundy Mushroom and Demi Glace
- #4 Oven Roasted Cod Filet

Your Choice # _____ Guest Choice # _____

Sept 10	Day 1 – 6:30 PM – Welcome Dinner	\$20.00 x _____	Persons = \$ _____
Sept 11	Day 2 – 10:30 AM – Bus departs for Royal Gorge Train	\$40.00 x _____	Persons = \$ _____
Sept 12	Day 3 – 9:00 AM – Bus departs AF Academy Tour & Lunch	\$25.00 x _____	Persons = \$ _____
Sept 13	Day 4 – 8:15 AM – Bus departs for Cog Train, Garden of the Gods Tour & Lunch	\$50.00 x _____	Persons = \$ _____
Sept 13	Day 4 – 10:00 AM – Bus departs for Garden of the Gods Tour & Lunch	\$20.00 x _____	Persons = \$ _____
Sept 14	Day 5 – 9:00 AM – Bus departs for Ladies Event (Dress Cute)	\$20.00 x _____	Persons = \$ _____
	Registration Fee	\$75.00 x _____	Persons = \$ _____
	Annual Dues	\$15.00 x _____	Persons = \$ _____
	Total		\$ _____

Make checks payable to: **98th Bomb Grp/Wing Veterans Association**

Please return completed registration form & check to: Ms. Suzanne (Simons) Miodusezwski
 1137 Joyce Lane
 Ann Arbor, MI 48103



COLORADO SPRINGS

The Pyramidiers is the newsletter of the 98th Bomb Group/Wing Veterans Association. If you would like more information about our Association, visit our website at: <http://www.pyramidiers.com> or **THE PYRAMIDIERS.**