



THE PYRAMIDIARS

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

November 2010

OFFICERS

JOHN FORNWALT
Founding President

BILL SEALS
President
2526 Plumfield Lane
Katy, TX 77450
281-395-3005
colbillyseals@hotmail.com

KENNETH SCROGGINS
Vice-President
903-566-2217
jewelscroggins@aol.com

SUZANNE (SIMONS) MIODUSZEWSKI
Secretary/Treasurer
Scholarship Chairperson
1137 Joyce Lane
Ann Arbor, MI 48103
734-678-3838
suzannes@me.com

LURA HAYES
Assistant Secretary/Treasurer

DENNIS POSEY
Reunion Coordinator
770-509-7734
dennis_posey@att.net

DOLORES J. HARITOS
Editor
5 Elmbrook Road
Bedford, MA 01730-1810
781-275-0478
peterharitos@verizon.net

GARY C. HENSEL
Memorabilia Chairman
717-757-6656
henselgc@comcast.net

HERB HARPER
Historian
3290 NO. Pone Road N.W.
Georgetown, TN 37336-4809
423-336-2768
BOMBGRP98@aol.com

Message from Bill Seals . . .

Hits, Runs, and Errors

Greetings to all,

The line for the first inning is: one hit, no runs, and two errors.

One hit: If you were unable to attend our reunion at Savannah, you missed a big hit. The very good welcome dinner set the tone for the rest of the week. Day two started with an interesting and entertaining tour of the “historic district” of Savannah, followed by a great lunch. A tour of



the “Mighty Eight Air Force” museum and lunch was enjoyed by all on day three. The next day was filled by an impressive tour of Fort Stewart, the home of the Third Infantry Division. Our group was treated like VIPs by the people who gave us a briefing on and a tour of their training facilities. We even had a chance to do some “hands on” training ourselves. This was followed by an explanation of the background and significance of “The Warriors Walk,” the 3rd ID’s memorial to the nearly 450 soldiers who have died in Iraq and Afghanistan. Lunch at the club preceded a visit to the 3rd ID museum which featured an inspirational talk by the museum’s director and time to view some of the exhibits. As always, the highlight of the week was the opportunity to visit with old friends and a chance to make new ones. I especially enjoyed seeing my heroes, the men and women of the “Greatest Generation.” Great reunions don’t just happen—they take an enormous amount of work. I personally offer my thanks to the people who made this one possible: Dennis Posey; Susanne Mioduszewski; Ken Laninga; and the Hensels: Bonnie, Joan, and Gary.

No runs: But, your staff is off and running hard towards our next reunion. While we were at the 343rd reactivation ceremony, we

continued on next page

Message from Bill Seals

continued from previous page

received a suggestion that we have a joint reunion with the “Ploesti Raiders.” Since all of us there liked the idea, I asked the members at our business meeting what they thought of the idea. They too liked the idea, and a motion was made and unanimously approved that we re-evaluate our reunion plans for 2011. Here’s the deal, if we can get 25-30 of the Raiders to give a firm commitment that they will try to attend, we will have our reunion at Shreveport next year. As many of you know, there were 18 or 19 high-level missions flown against Ploesti in 1944 by 21 bomb groups from 15th Air Force. The 98th flew 14 of them, in addition to the low-level raid. Considering that there were 10 or more crewmen in each aircraft, and that we intend to include all of the support troops, there are a lot of Raiders still around. Your staff’s job is to get as many as possible to come to the reunion, and we are working hard at that task. We hope to have a firm decision by the time the February newsletter goes to press.

Two errors: The speakers at our banquet were Colonel John Montgomery, Lieutenant Colonel Chuck Drouillard, and Chief Master Sergeant Mark Darden. Col. Montgomery is the commander of the 98th Range Wing and Chief Darden is the wing’s superintendent. Chief Darden defined the roles of the Chiefs in today’s

Air Force, and Colonel Montgomery presented an excellent briefing on what is happening with the wing currently. LTC Drouillard explained how our Air Force ground controllers provide close air support for the Army.

Unfortunately, one of our members made some remarks to our guests regarding the number of awards and decorations they were wearing, and another made some inappropriate remarks to Chief Darden which involved the number of stripes he wears. I think most of our members (I certainly do) would consider both of these individuals as “way off base” with their remarks. I sincerely hope none of our members will make such remarks to anyone in the future, especially to our guests. Enough said?

Hopefully, this newsletter will reach you prior to Thanksgiving, and I wish you and your family a Happy Thanksgiving; a Joyous and Merry Christmas; and a Happy and Healthy New Year.

With Warmest Regards,

Bill Seals
President

Message from the Reunion Coordinator

“2010 98th Veterans Association Savannah Reunion”

Can you believe it? The Reunion turned out better than we ever expected! Thank you attendees a thousand times! We appreciate all your wonderful comments, smiles, handshakes, hugs from the ladies and your words of thanks. All these things are what make it worth the effort. Your comments make us proud of what we do and what a great feeling to hear you say “I’ll see you next year.” Thank you from the bottom of our hearts.

Maybe we will even work a little harder on the next 98th Reunion!!!

Peggy & Dennis Posey
Reunion Coordinators

Message from the Immediate Past Treasurer

Dear fellow members of the 98th Bomb Group/Wing Veterans Association,

Nine years ago I first heard about this organization, joined up and went to my first reunion in Tucson, AZ. I went hoping to meet some old friends of my youth, which I did, but somehow I got talked into becoming the secretary/treasurer of this group. Merle and Dennis were pretty desperate. I went home pretty scared about what happened, but it wasn’t long before I realized that I was entering one of the more interesting phases of my life. I thoroughly enjoyed meeting so many nice people, and really appreciated all the notes, letters and phone calls of the many members and the stories they could tell, some of them over and over, but then I did too. As a young teenager, I was fascinated by the stories of the Air War in Europe and now could talk to some of the active participants in that war. Wow! What an experience. I just want to thank all you

wonderful people for letting me serve you as secretary and treasurer for the last nine years. I am truly honored to be a member of this organization with such a great history. I’m sure that Susie and Lura will do a much better job than I.

One more announcement: Will everyone who has an E-mail address, please make sure that Susie has it, as it will become a means of getting a receipt for any money sent in. If you do not have one I’m sure one will be sent by snail mail. From now on all mail and dues should be sent to Susie, her address is on the cover of this newsletter. I hope to see all of you at the next Reunion. One more thing, help me root for Michigan when they play Ohio State later this football season!

Thank you, everyone!

Ken Laninga
Immediate Past Treasurer

Message from the Secretary/Treasurer

It’s hard to believe it has already been a month since we were in beautiful, charming Savannah—one of my very favorite cities. What a fantastic time we all had! Dennis did his usual great job of planning and getting us to wonderful places to experience. (The fact that he has an excellent ‘advisor’ in Peggy does not escape any of us!) It is exciting to see that there are more “kids” and grandchildren joining our ranks and attending reunions.

It was good to share time with so many old friends and at the same time make so many new ones. These times are the heart of the 98th and its legacy, as my friend Art Plouff expressed it so well in his poem “Reunions” (see page 8). When I look around during our reunion times, I remember those who are no longer with us and think about those who cannot be with us. Their spirit is so pervasive you can almost reach out and touch it. How proud they are that we still honor them by coming together to share their stories and carry on the tradition!

For those of you who were not in Savannah, Ken Laninga has ‘retired’ after years serving both as Secretary/Treasurer and recently just Treasurer to further enjoy his life without the hassle of computers

and spreadsheets! Ken is a wonderful man who has been a great asset to our organization, spending untold hours doing this job, often going the ‘extra mile’ to take care of our members. I learned a lot from him and have really enjoyed working with him. A BIG thank you to Ken for all your hard work!

Reminders—make certain you don’t miss any of our great newsletters by sending me any change of address information. Also, if you have summer and winter addresses make sure we have both with their effective dates. Now that Ken has retired, all correspondence, checks, etc. should be directed to me at 1137 Joyce Lane, Ann Arbor, MI 48103. I can also be contacted via email at suzannes@me.com.

If you haven’t yet taken the time to check out the new look of our web site and all the information now available, be sure to do so soon. It’s unbelievable! From all of us—great job Herb Harper and special thanks to Tara Copp Connolly for all their work.

Until we are together again, stay in touch and be safe...

Susie M.

Thanks to Suzanne, Lura, and Ken

As you may have noticed on the front page of this newsletter, we have a new Treasurer. Suzanne Mioduszewski has added the duties of the Treasurer to her Secretary duties. She has been joined by Lura Hayes who will assist her in carrying out the duties of both offices. Thanks to both of these great gals for volunteering to fill these essential offices.

Ken Laninga has stepped down from the Treasurer’s job after many years of service—first as Secretary and Treasurer and more recently as Treasurer. His service over these years was truly outstanding. Ken, I don’t know what we would have done without you. On behalf of our association, I extend our heartfelt thanks.

A Most Enjoyable Reunion in Savannah!

The 98th Bomb Group/Wing Veterans Association held their Annual Reunion in historic Savannah, Georgia on September 12-16, 2010. Members, their families, friends and visitors enjoyed greeting each other as well as making new friends. The hospitality room seemed alive as members raised their voices in emotional challenges and discussions. Military memorabilia was available and included a variety of caps, shirts and visual prints much of which was sold. Savannah with its National Landmark Historic District was viewed as a remarkably beautiful city. Especially the system of public squares which actually were attractive public parks surrounded by Victorian mansions, churches and businesses. The tour of historic Savannah in open buses provided members with a comfortable view of the city. Interesting attractions included the Factor's Walk consisting of five story buildings along the waterfront. Here the cotton market flourished and white gold (cotton) made the city of Savannah wealthy. Also of interest was the Waving Girl Statue, Savannah College of Art and Design and Oglethorpe Square named for the founder who designed the city. Lunch at the



River House was superb and members were given a recipe of "Artillery Punch," Savannah's most famous drink.

Another day was spent at the "Mighty Eighth Air Force" museum devoted entirely to Air Force History. A vast number of very interesting exhibits included a prisoner of war camp, a home designed to harbor military escapees and a women's military hall. Included were movies of strategic bombings demonstrating successful military strategy. Lunch was delicious and although the weather was hot and humid we had a great time. The Mansion Forsyth Park, a AAA Four Diamond Luxury Hotel was the site of the 98th Bomb Group/Wing's Ladies Breakfast. All the women, wives, friends, visitors and relatives enjoyed a fantastic breakfast. The main dish was Peach Pecan French Toast. Following breakfast each lady rose to speak of their dedication and support of the 98th Bomb Group/Wing. There



were very interesting comments made about the military role of their husband's and limitations imposed by military service. Another great day completed the planned tour of Savannah.

Another planned tour generated much enthusiasm. It included a special treat for all airplane enthusiasts. They got to participate in a private tour of the Gulfstream Air-

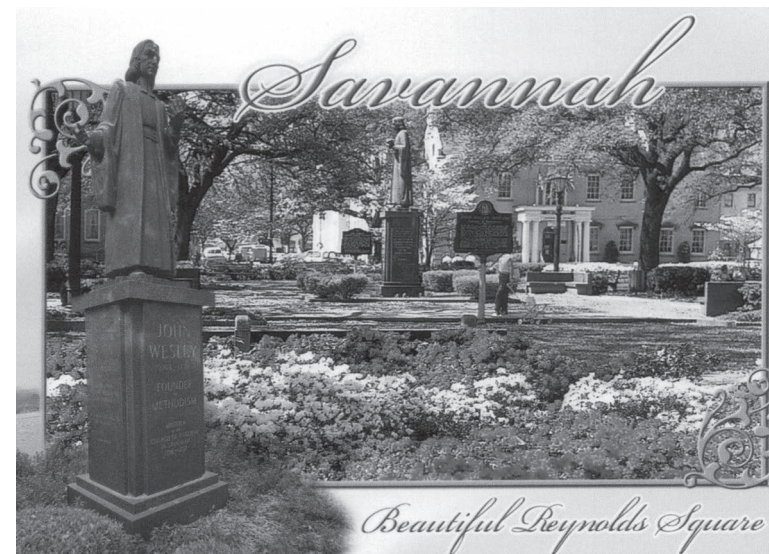
continued on next page



Members enjoy a fascinating discussion and presentation of wartime military strategies in the Quonset Hut at the Mighty Eighth Air Force Museum.

It was a beautiful day when members enjoyed a tour of Savannah in an open air bus to take pictures and to enjoy the fantastic scenery.

The view included Savannah's public squares with their flowering trees, bushes and historically beautiful mansions.



The Savannah Reunion

continued from previous page

craft factory. This included a history of how private airplanes got started and their role in today's society. According to our reunion co-ordinator all we need is \$50 to \$60 million and we too can own a private aircraft.

The Banquet

The highlight of the total week was the Associations Annual Banquet held at the Hunter Air Field Club, located on Hunter Air Field, Savannah, Georgia.

A number of interesting speakers made the evening a most momentous occasion. Speakers included Colonel John Montgomery, Commander of the 98th Range Wing at Nellis AFB, Nevada, and lieutenant Colonel Chuck Drouillard and Chief Master Sergeant Mark Darden, Wing Superintendent.



All members and their guests enjoyed a presentation of the Color Honor Guard. Following an enjoyable cocktail hour, all enjoyed a delicious dinner. The evening ended with a spirited raffle as a variety of fascinating prizes served to generate a generous amount of money for the Scholarship Fund.

Many thanks to our wonderful and supportive members who continue to attend our reunions and to keep the organization active. Also, thanks to the membership for



your valuable contributions to the Newsletter which has made it most interesting to everyone. Best Wishes for an enjoyable Holiday Season, but most of all, stay safe and healthy.

Your Editor

Dolores J. Haritos



Reunions

by Arthur Plouff – 344th

Dedicated to the Legendary Ninety Eighth Bomb Group

I look forward to our reunions, held each and every year,
By a group of men who fought in a war,
With a most fabulous plane called a B-24
To listen to their stories, of how it was to fly,
To bomb a target in a foreign land, after hours in the sky.
Bringing it back all shot to hell, with dead and wounded men,
Knowing that tomorrow, you do it all over again.
Some stories are told by ground crews,
Of what happened way back then.
And there's a pride that swells within me,
For was I one of them.
Many of these men were PRISONERS OF WAR.
Who crashed landed with their B-24,
They have some wonderful stories to tell,
Of the many months they spent in hell.
We had the best of leaders, and one was JOHN R. KANE.
A product of old BAYLOR U. who brought us all our fame.
Of all the stories that's been told.
There was none more daring, or so bold,
As the August 1st raid in forty three,
By the NINETY EIGHT BOMB GROUP from BENGHAZI.
The target was PLOESTI, deep on Romanian soil,
And we paid one helluva price, to deprive them of all their oil.
As I sit among these Heroes, of mighty WORLD WAR TWO,
It's hard to even imagine, what they've all been through.
Each one has a different story, about what they did in the war,
But the subject always comes back to their love for their B-24.
Their wives seem to enjoy these reunions.
They must be SAINTS from above.
To hear their men talk of their B-24s,
And know that they share in their love.
Their medals are all tarnished, their RIBBONS worn and frayed,
These men are getting old now, but their memories never fade.
On the third of February in forty two,
The NINETY EIGHTH was created without much ado.
It went on to become the best in the war,
Flying the fabulous B-24.
It's coming up on SEVENTY NINE YEARS, since the NINETY EIGHTH was born.
We even had a role to play, in a war called DESERT STORM.
We wind up with a big banquet, and toast with a glass of cheer.
With a blessing from GOD for good health,
So that we'll all be back next year.
And we have our moment of silence,
And bow our heads to pray,
I hope that GOD will hear my plea,
And reunite us all some day.

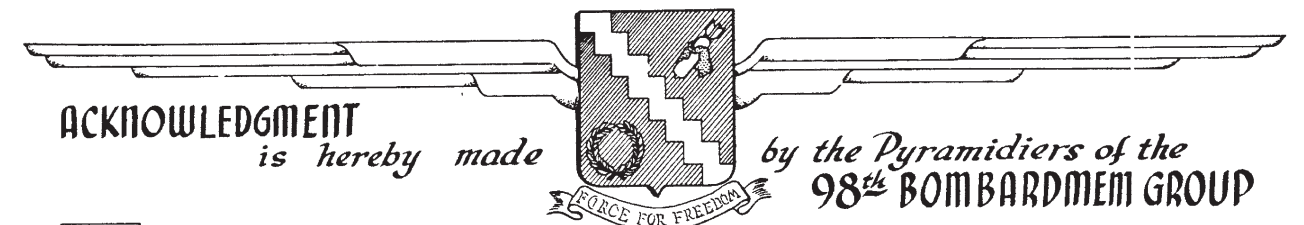


Capt. Le Roy B. Morgan

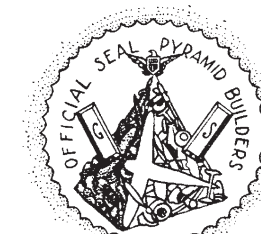
Remembering Doris

It is with much sadness that I report the passing of Doris Tarpley, wife of supportive member Philip Tarpley. We knew Doris socially because of her interest as an active participant in the annual reunions. She was a very sweet and personable lady who enjoyed socializing with members and their wives. I cannot remember her ever missing the Women's Breakfast. We will miss her very much and send our condolences to her family.

The Editor



CAPT. LE ROY B. MORGAN
to
FOR having completed 300 flying hours as Pilot in the MIDDLE EAST and MEDITERRANEAN THEATRES in mortal combat with forces hostile to the United States. Time and time again he demonstrated his personal courage against the enemy and he always dealt out more than he received. HOWEVER, the fragments of enemy material received in combat and brought back were MANY and for time immemorial are for all to behold in the famous PYRAMID located on the African Desert, thirty miles southeast of Tobruck.



FOR HIS DILIGENT EFFORTS AND UNTIRING DEVOTION IN COLLECTING GREAT QUANTITIES OF ENEMY SCRAP IRON AND CONTRIBUTING WORN OUT PARTS OF B-24's FOR ERECTION OF THE KILLER KANE PYRAMID, RECEIPT IS HEREBY TENDERED.

FOR THESE ACTS, HE IS HEREBY ACCEPTED --- FOR THE DURATION OF HIS NORMAL LIFE --- AS AN HONORABLE MEMBER OF THE OVERWORKED AND UNDERPRIVILEGED PYRAMID BUILDERS AND IS DULY AUTHORIZED TO WEAR THE EMBLEM OF THE TRIBE.

Herewith AFFIXED THE OFFICIAL SEAL OF THE PYRAMID BUILDERS, THIS 22 DAY OF SEPT. , ONE THOUSAND, NINE HUNDRED and FORTY THREE, Anno Domini

Philip Kane
KILLER KANE
Tribal Leader, No. 1.

300-HOUR COMBAT DIPLOMA

The following is reprinted and edited with the permission of Bob Bogash. Bob's email address is bob2@bogash.com, and his web site can be found at: www.rbogash.com.



The Lockheed Super Constellation (pictured left) underwent Museum of Flight restoration at Boeing's Plant II before the plant was demolished.

End of an Era

1944? No—it's the year 2010.

Early Saturday morning in a rainy Seattle. 0300 hrs local time. The location: Boeing's historic Plant II—about to be torn down after three quarters of a century producing thousands of the most significant and historic airplanes ever built. In preparation for demolition, three airplanes that have been undergoing Museum of Flight restoration in the factory's assembly bays will have to be moved. Just as in days past, with lights and images reflecting off the wet pavement, the last three airplanes are rolled out. The giant hangar doors are raised, the tugs and towbars are hooked up, and with lights flashing, they are moved out of the factory and onto the historic ramp. Where so many have gone before. Then across East Marginal Way and out onto Boeing Field.

They are the last airplanes to roll out of these doors. Ever.

One of the final three is a Boeing B-17—especially heart-tugging as she is the last B-17 to roll out of these doors. Boeing built 6,981 B-17s in this factory during WW II, at a peak rate of 16 per day. I guess you could say they built 6,981 and rolled out 6,982, including this last ship, 65 years after her last sister.

Finally, a Boeing B-29 rolls under the raised hangar doors and out into the



dark and wet night. The very last airplane that will ever roll from this factory.

Everyone present knows they are witnessing history unfolding in front of their eyes. More than a few tears run down more than a few cheeks, to mingle with the soft Seattle drops of rain.

During WW II, the plant was completely camouflaged to look like a residential area as protection against possible Japanese air attack.

In the late 1940s and early 1950s, myriad B-50 bombers and C-97 Transports were produced in this factory.

In 1952, in the darkness and wet of a Seattle night, the Prototype Boeing B-52 8-engine Bomber was rolled out and across East Marginal Way. She was shrouded in secrecy and covered by canvas and tarps. This amazing airplane is still in front-line combat service to this day.

XC-97

In October 1944, the first Boeing XC-97 (pictured below) rolled out of these doors—later to become the C-97 transport, KC-97 Tanker, and B-377 commercial Stratocruiser. (See the camouflage on the roof?)

continued on next page

B-47

On 12 Sept 1947, a radical new airplane—the Boeing B-47 six-jet bomber Prototype is rolled out.



A Boeing Plant II Primer

The ramp that these three historic airplanes roll across, and the building they leave is one of the most historic aviation sites in the world.

And so today, History meets History as the last three airplanes roll out of these doors. Boeing's Plant II is truly aviation Hallowed Ground.



B-17

Here, in April 1944 (pictured left), are the 16 B-17 Flying Fortress bombers produced in this building that day—and every day!

Subject: Blackbird... Bye Bye: A truly fascinating read

Years ago, I had the privilege of meeting a former SR-71 pilot and listening to him give a talk at Seattle's Boeing Museum of Flight. What an incredibly interesting talk that was, too. His name is Brian Shul, and he is now a photographer/author, writing four to five books on the SR-71 as well as a book on the U.S. Air Force Thunderbirds and one on the U.S. Navy's Blue Angels called "Blue Angels, A Portrait of Gold." If you EVER get the chance to hear him speak, take advantage of it. What follows is an interesting read from an SR-71 pilot . . .

SR-71 Blackbird

In April 1986, following an attack on American soldiers in a Berlin disco, President Reagan ordered the bombing of Muammar Qaddafi's terrorist camps in Libya. My duty was to fly over Libya and take photos recording the damage our F-111s had inflicted. Qaddafi had established a 'line of death,' a territorial marking across the Gulf of Sidra, swearing to shoot down any intruder that crossed the boundary.

continued on next page

SR-71 Blackbird (continued from previous page)

On the morning of April 15, I rocketed past the line at 2,125 mph.

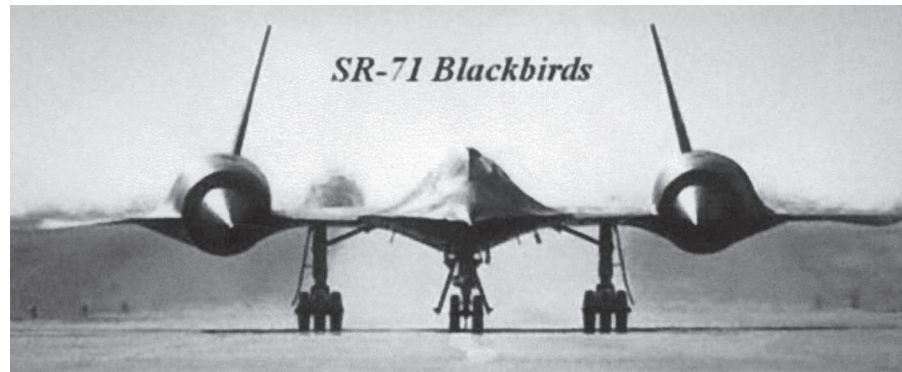
I was piloting the SR-71 spy plane, the world's fastest jet, accompanied by a Marine Major (Walt), the aircraft's reconnaissance systems officer (RSO). We had crossed into Libya and were approaching our final turn over the bleak desert landscape when Walt informed me that he was receiving missile launch signals. I quickly increased our speed, calculating the time it would take for the weapons—most likely SA-2 and SA-4 surface-to-air missiles capable of Mach 5—to reach our altitude. I estimated that we could beat the rocket-powered missiles to the turn and stayed our course, betting our lives on the plane's performance.

After several agonizingly long seconds, we made the turn and blasted toward the Mediterranean. "You might want to pull it back," Walt suggested. It was then that I noticed I still had the throttles full forward. The plane was flying a mile every 1.6 seconds, well above our Mach 3.2 limit. It was the fastest we would ever fly. I pulled the throttles to idle just south of Sicily, but we still overran the refueling tanker awaiting us over Gibraltar...

Scores of significant aircraft have been produced in the 100 years of flight, following the achievements of the Wright brothers, which we celebrate in December. Aircraft such as the Boeing 707, the F-86 Sabre Jet, and the P-51 Mustang are among the important machines that have flown our skies. But the SR-71, also known as the Blackbird, stands alone as a significant contributor to Cold War victory and as the fastest plane ever—and only 93 Air Force pilots ever steered the 'sled,' as we called our aircraft

The SR-71 was the brainchild of Kelly Johnson, the famed Lockheed designer who created the P-38, the F-104 Starfighter, and the U-2. After the Soviets shot down Gary Powers' U-2 in 1960, Johnson began to develop an aircraft that would fly three miles higher and five times faster than the spy plane—and still be capable of photographing your license plate. However,

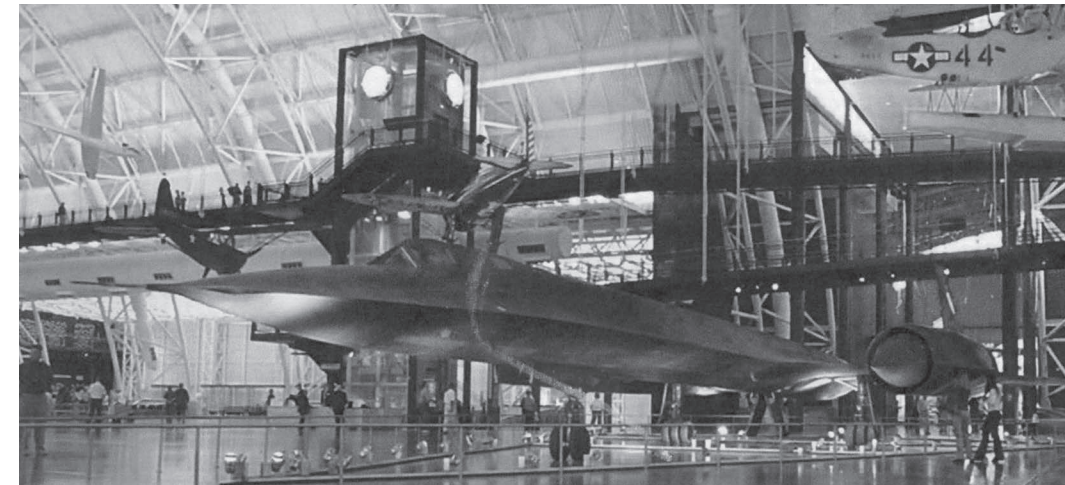
flying at 2,000 mph would create intense heat on the aircraft's skin. Lockheed engineers used a titanium alloy to construct more than 90 percent of the SR-71, creating special tools and manufacturing procedures to hand-build each of the 40 planes. Special heat-resistant fuel, oil, and hydraulic fluids that would function at 85,000 feet and higher also had to be developed.



In 1962, the first Blackbird successfully flew, and in 1966, the same year I graduated from high school, the Air Force began flying operational SR-71 missions. I came to the program in 1983 with a sterling record and a recommendation from my commander, completing the week-long interview and meeting Walt, my partner for the next four years. He would ride four feet behind me, working all the cameras, radios, and electronic jamming equipment. I joked that if we were ever captured, he was the spy and I was just the driver. He told me to keep the pointy end forward.

We trained for a year, flying out of Beale AFB in California, Kadena Airbase in Okinawa, and RAF Mildenhall in England. On a typical training mission, we would take off near Sacramento, refuel over Nevada, accelerate into Montana, obtain high Mach over Colorado, turn right over New Mexico, speed across the Los Angeles Basin, run up the West Coast, turn right at Seattle, then return to Beale. Total flight time : two hours and 40 minutes.

One day, high above Arizona, we were monitoring the radio traffic of all the mortal airplanes below us. First, a Cessna pilot asked the air traffic controllers to check his ground speed. "Ninety knots," ATC replied. A Bonanza soon made the same request.



One-twenty on the ground was the reply. To our surprise, a navy F-18 came over the radio with a ground speed check. I knew exactly what he was doing. Of course, he had a ground speed indicator in his cockpit, but he wanted to let all the bug-smashers in the valley know what real speed was "Dusty 52, we show you at 620 on the ground," ATC responded.

The situation was too ripe. I heard the click of Walt's mike button in the rear seat. In his most innocent voice, Walt startled the controller by asking for a ground speed check from 81,000 feet, clearly above controlled airspace. In a cool, professional voice, the controller replied, "Aspen 20, I show you at 1,982 knots on the ground." We did not hear another transmission on that frequency all the way to the coast.

The Blackbird always showed us something new, each aircraft possessing its own unique personality. In time, we realized we were flying a national treasure. When we taxied out of our revetments for takeoff, people took notice. Traffic congregated near the airfield fences, because everyone wanted to see and hear the mighty SR-71. You could not be a part of this program and not come to love the airplane. Slowly, she revealed her secrets to us as we earned her trust.

One moonless night, while flying a routine training mission over the Pacific, I wondered what the sky would look like from 84,000 feet if the cockpit lighting were dark. While heading home on a straight course,

I slowly turned down all of the lighting, reducing the glare and revealing the night sky.

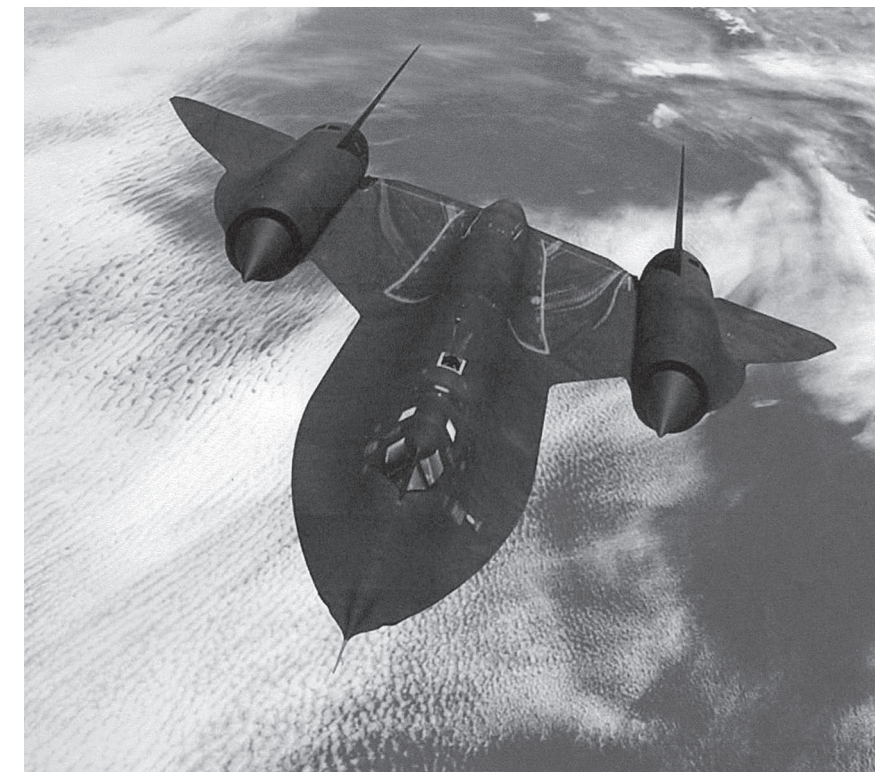
Within seconds, I turned the lights back up, fearful that the jet would know and somehow punish me. But my desire to see the sky overruled my caution, I dimmed the lighting again. To my amazement, I saw a bright light outside

my window. As my eyes adjusted to the view, I realized that the brilliance was the broad expanse of the Milky Way, now a gleaming stripe across the sky.

Where dark spaces in the sky had usually existed, there were now dense clusters of sparkling stars. Shooting stars flashed across the canvas every few seconds. It was like a fireworks display with no sound.

I knew I had to get my eyes back on the instruments, and reluctantly I brought my attention back inside. To my surprise, with the cockpit lighting still off, I could see every gauge, lit by starlight. In the plane's

continued on next page



Letter to the Editor . . . B-29 Down Over Korea

Dear Mrs. Haritos,

I was somewhat taken aback upon reading the May 2010 edition of *Pyramidiers*, one in which I had a small article regarding the B-50. My surprise emanated from the articles by our Historian Herb Harper and Mr. Phillip Chinnery. Both had written about the loss of a B-29 on 18-19 November 1952 in the Korean War. I can elucidate to a small degree both articles since it was my crew which was lost on this mission.

Major Sawyer's crew did not normally fly A/C 6392 (B-29). Rather, our aircraft (tail # forgotten) had the Nose Art name of "Reserved" and a very well done

depiction of a Varga girl as painted by "Rembrandt" a talented Japanese artist known for his very good art work, on the right-hand side of the aircraft nose. At the time of this mission "Reserved" was down for scheduled maintenance. This resulted in the use of A/C 6392 by Major Sawyer and crew.

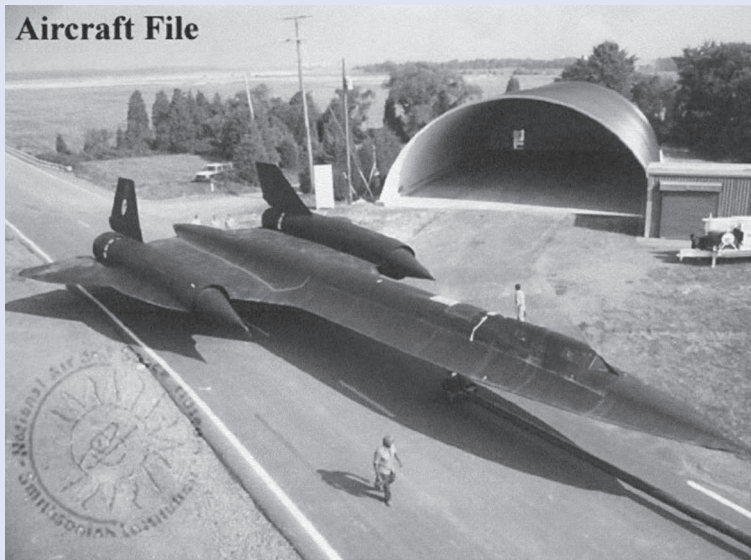
The crew chief of our plane, Reserved, was a big southern boy called Smitty, who was about due to "rotate." It may help to understand some of the questions raised in the aforementioned articles if one knows that at that time in the war a "normal rotate" in the 98th meant 30 missions for aircrew and about seven or eight months for crew chiefs. It was a normal

SR-71 Blackbird (continued from previous page)

mirrors, I could see the eerie shine of my gold spacesuit incandescently illuminated in a celestial glow. I stole one last glance out the window. Despite our speed, we seemed still before the heavens, humbled in the radiance of a much greater power. For those few moments, I felt a part of something far more significant than anything we were doing in the plane. The sharp sound of Walt's voice on the radio brought me back to the tasks at hand as I prepared for our descent.

The SR-71 was an expensive aircraft to operate. The most significant cost was tanker support, and in 1990, confronted with budget cutbacks, the Air Force retired the SR-71.

Aircraft File



The SR-71 served six presidents, protecting America for a quarter of a century. Unbeknownst to most of the country, the plane flew over North Vietnam, Red China, North Korea, the Middle East, South Africa, Cuba, Nicaragua, Iran, Libya and the Falkland Islands. On a weekly basis, the SR-71 kept watch over every Soviet nuclear submarine and mobile missile site, and all of their troop movements. It was a key factor in winning the Cold War.

I am proud to say I flew about 500 hours in this aircraft. I knew her well. She gave way to no plane, proudly dragging her sonic boom through enemy backyards with great impunity. She defeated every missile, outran every MiG, and always brought us home. In the first 100 years of manned flight, no aircraft was more remarkable.

The Blackbird had outrun nearly 4,000 missiles, not once taking a scratch from enemy fire.

On her final flight, the Blackbird, destined for the Smithsonian National Air and Space Museum, sped from Los Angeles to Washington in 64 minutes, averaging 2,145 mph and setting four speed records.



Pictured to the left: Major Sawyer's Crew: (left to right) William F. Sawyer, Beverly A. Swingle, Robert Bird, James K. Peck, A. Richard Winchester, Horace N. Tiller, James H. Porter, James L. Nichols.

Pictured below: Varga girl painted by a Japanese artist on the aircraft known as "Reserved."

procedure for on-coming aircrews to fly an orientation mission with an off-going or rotating crew. However, since there were, and had been, so many interim "repl-depl" (changes) as we called it, among both aircrew and ground crew there were few, if any, of either intact as time progressed.

This was, I believe, Major Sawyer's 30th mission as it was for several of the crew like Horace Tiller (Terry),



the F.E. on the mission. TSgt Jensen was not normally a part of the crew, but was flying in the ECM slot as a fill in. I was told that he was on his 100th mission and that it was the most flown by anyone in B-29s in Korea. Major Keene and Lieutenant Sistak were on the mission as on-coming aircrew replacements and were accomplishing their orientation flight which would explain the number of crew aboard this mission. One correction which needs addressing is that the two known survivors were Major Sawyer ("Buzz"), and Lieutenant Winchester (Winnie) not Lieutenant Swingle who was not a survivor. Sadly, Lieutenant Swingle's remains were recovered and he is reported as KIA. I never again saw L.T. Winchester, however, Major Sawyer did come by to see me after his interrogation at Yokota. He was rotated state-side very soon after, and I have had no contact since. At the time, I was medically constrained to quarters, except for meals, due to allergic reaction to 100/130 grade fuel (so I was told) the symptoms were hundreds of water blisters on my lower arms and legs and my hands and feet. I healed eventually, and in early December I was assigned to an aircraft recovery crew.

A number of the B-29s with combat damage or maintenance problems were forced to recover at Suwon (K-13) or Seoul (K14) Korea. On one of those good days/bad days late in December, we took-off from K-13 in a B-29 of the 345th headed for Yokota, with a newly changed number 3 engine. Shortly after

continued on the back cover

Savannah Reunion Roster • 98th Bomb Group

Last	First	SQ	AC	Address	City	ST	ZIP
Ayala	Tony	345	B-24			NC	
Ayala	Elaine	345	B-24			NC	
Bacher	Elizabeth	415	B-24	515 Golden Pond Court	Saint Johns	FL	32259
Bacher	Rick	415	B-24	515 Golden Pond Court	Jacksonville	FL	32259
Banks	Phil	343	B-24	P. O. Box 789	Eutaw	AL	75462-0789
Banks	Kathleen	343	B-24	P. O. Box 789	Eutaw	AL	75462-0789
Banks	Cile	343	B-24	P. O. Box 789	Eutaw	AL	75462-0789
Bartlett	Les	344	B-47	7 N. Bull Moose Cir.	Chandler	AZ	85224
Bartlett	Pat	344	B-47	7 N. Bull Moose Cir.	Chandler	AZ	85224
Beach	Darlene	415	B-24	1320 Pleasant Hills Rd.	Williamsport	PA	17701
Bond	Wm "Bill"	345	B-24	840 Gerhardt Dr.	Pensacola	FL	32503
Bond	Mary	345	B-24	840 Gerhardt Dr.	Pensacola	FL	32503
Borowski	Charlotte	415	B-24	390 E. 5th Ave.	S. Williamsport	PA	17702
Brady	Kim				Roswell	GA	
Brown	Charles	344	B-29	4695 Goodman St.	Grove City	OH	43123
Brown	Pam	344	B-29	4695 Goodman St.	Grove City	OH	43123
Bynum	John	343	B-29	6372 S. Cardinal Ave	Tucson	AZ	85746
Carlson	George R.	344	B-29	3001 SW 24th Ave. Apt 512	Ocala	FL	34471-7821
Catlin	Joyce	343	B-29	1102 Cedar St.	Pokemoke City	MD	21851
Clayton	Harold	344	B-47	6150 Wiehe Ave.	Riverside	CA	92506
Clayton	Gale	344	B-47	6150 Wiehe Ave	Riverside	CA	92506
Clemmons	Hubert	415	B-24	6 Bradley Court	Lebanon	TN	37087
Clemmons	Maud	415	B-24	6 Bradley Court	Lebanon	TN	37087
Cooper	Katy	345	B-24			MD	
Cooper	Vernon	345	B-24			MD	
Darden	CM/Sgt Mark T.	98th R.W.		921 Copper Moon Lane	No. Las Vegas	NV	89031
Dennis	Derroll	345	B-47	4838 Glen Coe St.	Leesburg	FL	34748
Dennis	Evelyn	345	B-47	4838 Glen Coe St.	Leesburg	FL	34748
Dipietro	Tony	344	B-29	5815 Greenhurst Dr.	No. Little Rock	AR	72116
Dipietro	Louise	344	B-29	5825 Greenhurst Dr.	No. Little Rock	AR	72116
Dipietro	Elisa	344	B-29		No. Little Rock	AR	
Donnelly	Ralph	415	B-24	19647 Panther Ct.	Grass Valley	CA	95949
Donnelly	Tim	415	B-24	19647 Panther Ct.	Grass Valley	CA	95949
Douglass	Pat	345	B-24	2727 N. Wickham Rd #102-9	Melbourne	FL	32935
Driscoll	Jerry	345	B-24	PO Box 1244	Perry	TX	32348
Driscoll	Wynne	345	B-24	PO Box 1244	Perry	TX	32348
Drouillard	Lt Col Chuck				Ft Stewart	GA	
Fornwalt	Ruth	415	B-24	390 E. 5th Ave.	S. Williamsport	PA	17702
Fornwalt	John	415	B-24	390 E. 5th Ave.	S. Williamsport	PA	17702
Franklin	Louie (Lou)	344	B29/B-47	2042 Iowa Ave NE	St Petersburg	FL	33703
Franklin	Juanita	344	B29/B-47	2042 Iowa Ave NE	St Petersburg	FL	33703
Gamble	Charlie	344	B-29	121 Regency Run Ct. #4	Cincinnati	OH	45240
Geiger	Floyd	343	B-29	6716 N. Greenwood Blvd.	Spokane	WA	99208
Geiger	Helen	343	B-29	6716 N. Greenwood Blvd.	Spokane	WA	99208
Gladding	Herb	343	B-29	1102 Cedar St.	Pokemoke City	MD	21851
Griggs	Peggy	344	B-29	1780 Chasewood Park Lane	Marietta	GA	30066
Haritos	Pete	345	B-24	5 Elmbrook Rd.	Bedford	MA	01730
Haritos	Dee	345	B-24	5 Elmbrook Rd.	Bedford	MA	01730
Harper	Herb	345	B-29	3290 No Pone Rd.	Georgetown	TN	37336
Harper	Joan	345	B-29	3290 No Pone Rd.	Georgetown	TN	37336
Hayes	Ralph	343	B-29	3328 San Mateo St.	Clearwater	FL	33759
Hayes	Lura	345	B-24	15275 Payne Rd.	Marysville	OH	43040
Henderson	Dick	344	B-29	1415 S.E. 85th Ave.	Portland	OR	97216
Henderson	Elinora	344	B-29	1415 S.E. 85th Ave.	Portland	OR	97216
Hensel	Bonnie	344	B-24	317-C Bristol Dr.	York	PA	17403
Hensel	Gary	344	B-24	2916 Halstead Lane	York	PA	17404
Hensel	Joan	344	B-24	1920 Leonard St.	York	PA	17404
Hensel	Carol	344	B-24	2916 Halstead Lane	York	PA	17404
Horton	DeValle (Bob)	HQ	B-24	613 Country Club Dr.	Kingman	AZ	86401
Iler	Richard (Dick)	345	B-29	3904 Olympic Ave	Louisville	KY	40207
Iler	Clara Louise (Ciel)	345	B-29	3904 Olympic Ave	Louisville	KY	40207
Jaworski	Phil	344	B-29	500 Twp. Rd 1500	Ashland	OH	44805

Savannah Reunion Roster • 98th Bomb Group

Jaworski	Marilyn	344	B-29	500 Twp. Rd 1500	Ashland	OH	44805
Koplinka	George	345	B-29	75 Chelsea Rd	White Plains	NY	10603-1146
Koplinka	Peg	345	B-29	75 Chelsea Rd	White Plains	NY	10603-1146
Ladislaw	Bob	OMS	B-47	55 Koons Dr.	Enon	OH	45323
Ladislaw	Marian	OMS	B-47	55 Koons Dr.	Enon	OH	45323
Landon	Jim	345	B-29				
Landon	Sue	345	B-29				
Laninga	Ken	345	B-29	3616 Lincoln Rd.	Hamilton	MI	49419
Laninga	Ken G.	345	B-29	P. O. Box 462	Mackinaw City	MI	49701
Laninga	Randy	345	B-29	3616 Missouri	Peoria	IL	61603
Loudermilk	Alice	343	B-29	153 Leeanne Dr.	Nashville	TN	37211
Miller	Rita	344	B-29	121 Regency Run Ct. #4	Cincinnati	OH	45240
Mioduszewski	Suzanne	345	B-24	1137 Joyce Lane	Ann Arbor	MI	48103
Montgomery	Col. John	98th R.W.	F-16	377 Duffer Dr. Bldg. 200	Nellis Air Force Bas	NV	89191-7001
Moretto	Lou	344	B-29		No. Little Rock	AR	
Moretto	Millie	344	B-29		No. Little Rock	AR	
Newton	Glenn	343	B-47	303 Ohleyer Rd.	Yuba City	CA	95993
Newton	Millie	343	B-47	303 Ohleyer Rd.	Yuba City	CA	95993
Nuhn	Perry	344	B-47	15 Osprey Cir.	Okatie	SC	29909
Nuhn	Rita	344	B-47	15 Osprey Cir.	Okatie	SC	29909
Ostovich	Ted	344	B-47	216 Waterside Drive	Indian Harbor Beach	FL	32937
Posey	Dennis	344	B-29	1780 Chasewood Park Lane	Marietta	GA	30066
Rans	Robert	415	B-24	11792 Lake Aston Court Apt. 310	Tampa	FL	33626-3126
Rawlings	Judith	344	B-24	120 Oxley Ave.	Cynthiana	KY	41031
Rawlings	Melinda	344	B-24	202 Linwood Dr.	Lexington	KY	40504
Robinson	Hondo	A&E	B-47	1004 E. 24th St.	Holland	MI	49423
Robinson	Ellen	A&E	B-47	1004 E. 24th St.	Holland	MI	49423
Robinson	Margaret			9640 SW 96th St.	Ocala	FL	34481
Robinson	Melinda				Highland Park	IL	
Russell	Gerald	343	B-47	19806 McDonald Lane	Hindsville	AR	72738
Russell	Barbara	343	B-47	19806 McDonald Lane	Hindsville	AR	72738
Schinsing	Bob	345	B-29	102 Lucia St.	Newark	NY	14513
Schinsing	Lilly	345	B-29	6340 Geary Blvd	San Francisco	CA	94121
Schinsing	Gary	345	B-29	1561 21st St.	Oceano	CA	93445
Seals	Bill	345	B-47	2526 Plumfield Ln.	Katy	TX	77450
Seals	Connie	345	B-47	2526 Plumfield Ln.	Katy	TX	77450
Selders	John	345	B-24	322 Millertown Rd.	Bloomsbury	PA	17815
Sells	Ray	343	B-47	7600 Sandlewood Dr.	Oklahoma City	OK	73132
Sells	Rosie	343	B-47	7600 Sandlewood Dr.	Oklahoma City	OK	73132
Skambis	Anne	345	B-24			FL	
Skambis	Chris	345	B-24			FL	
Skambis	Kathleen	345	B-24			FL	
Skambis	Chris Jr.	345	B-24			FL	
Smith	Fay	344	B-29	649 Bonnie Dell Drive	Marietta	GA	30062
Smith	Bernadine	344	B-29	649 Bonnie Dell Drive	Marietta	GA	30062
Staudenmeier	Louis J. (Lou)	343	B-24	1137 Race St	Ashland	PA	17921
Staudenmeier	Wynn	343	B-24	1137 Race St	Ashland	PA	17921
Streitburger	Herk	343	B-24	45 Birchwood Cir.	Bedford	NH	03110
Tarpley	Phil	343	B-24	414 Division St.	Rio	WI	53460
Tejeda	Alex	415	B-24	2500 6th Ave. #701	San Diego	CA	92103
Tejeda	Barbara	415	B-24	2500 6th Ave. #701	San Diego	CA	92103
Testy	John	344	B-24	4232 San Juan Ave.	Jacksonville	FL	32210
Testy	Earl	344	B-24	4232 San Juan Ave.	Jacksonville	FL	32210
Tilley	Tom	343	B-47	3812 Blossom Ln.	Odessa	TX	79762
Tilley	Ann	343	B-47	3812 Blossom Ln.	Odessa	TX	79762
Trithart	Bob	345	B-29				
Tyler	Bob	HQ	B-24	613 Country Club Dr.	Kingman	AZ	86401
Tyler	Cheryl	HQ	B-24	613 Country Club Dr.	Kingman	AZ	86401
Victor	Don	345	B-29	65 Castle Hill Ave.	Great Barrington	MA	01230
Weinberger	Cy	343	B-29	153 Leeanne Dr.	Nashville	TN	37211
Weinberger	Betty	343	B-29	153 Leeanne Dr.	Nashville	TN	37211
Wells	Bill	345	B-29	2143 N. Pine St.	Orange	CA	92865
Wells	Ann	345	B-29	2143 N. Pine St.	Orange	CA	92865

New Members Roster • 98th Bomb Group

LAST NAME	FIRST NAME	M	STREET ADDRESS	CITY	ST	ZIP	AC
Dennis	Derrol	L.	4838 Glencoe Street	Leesburg	FL	34748	M B-47
Farfone	Warren	J.	25501 Camino Los Padres, Apt 228	Laguna Niguel	CA	92677-5856	M B-24
Hall	William	R.	N33W7311 Buchanan Street	Cedarburg	WI	53012-2253	M B-24
Lark	H. J.		150 Downs Blvd. Apt B203	Clemson	SC	29631-2045	M B-24
Leonardi Sr.	Anthony		4844 E. Kentucky	Denver	CO	80426-2285	M B-24
Pressley	David	D.	4245 Oakview Drive	Forest Park	GA	30297	M B-47E
Vernon	Robert		1816 Alison Ave.	Bossier City	LA	71112-4351	M B-47E
Sherman	Leigh	E.	73 Eclipse Drive	Saint George	UT	84770-8007	M B-29
Testy	John	W.	4232 San Juan Ave.	Jacksonville	FL	32210-3341	M B-24
Aultman	Dana	C.	32 Cox Lane	Camden	DE	19934-4558	A B-24
Bacher	Elizabeth	A.	515 Golden Pond Court	Jacksonville	FL	32259-9291	A
Behr	Donald	A.	1644 Rocky Mound Rd.	Graham	TX	76450	A
Bowes	Robert	J.	98 Jefferson Drive	Hillsborough	NH	03244	A B-24
Connolly	Tara Copp		635 Ellen Wilson Place	Washington	DC	20003	A B-24
Hendley	William	B.	694 Stillwater Drive	Paris	TN	38242	A B-24
Higgins	Carol	A.	570 So. Richmond	Tulsa	OK	74112	A B-29
Kakaska M.D.	George	H.	8215 Westchester Drive Ste 135	Dallas	TX	75225	A B-24
Laninga	Randall	K.	3616 No. Missouri	Peoria	IL	61603	A B-29
Laninga Jr.	Kenneth	G.	PO Box 462	Mackinaw City	MI	49701	A B-29
Pilkenton	Morgan		9055 E. Catalina Hwy, Apt 8203	Tuscon	AZ	84749-7415	A B-24
Ruby	Dennis		2985 Taywood Meadow	Sarasota	FL	34235	A B-24
Schinsing	Lily		6340 Geary Blvd	San Francisco	CA	94121	A B-29
Sims	Daniel	T	1229 Courtyard Drive	Charlottesville	VA	22903	A B-24
Testy	Earl	J.	4232 San Juan Ave.	Jacksonville	FL	33210	A B-24

Address Changes • 98th Bomb Group

LAST NAME	FIRST	M.	STREET ADDRESS	CITY	ST	ZIP	AC	SQD
Ackerman	Kenneth	E.	215 North Westfield Apt 726	Oshkosh	WI	54902	M B-24	345
Ahl	James (Col.)	E.	10280 Sheraden Blvd #305	Westminster	CO	80020	M B-29	344
Anz Jr.	Archie	M.	9126 Johnny Reb Dr	San Antonio	TX	78240-2850	M B-47	343
Ashwill Jr.	Nelson	A.	501 W. 107th Street, Apt 504	Kansas City	MO	64114-5918	M B-29	343
Batman	Ernest	E.	4173 Pirates Landing	Winter Haven	FL	33884-2475	M B-24	415
Beauregard	Frank		87 Locust Street	Lynn	MA	01904-2911	M B-24	343
Carmody	Kenneth	A.	4155 S. County Road 157	Strasburg	CO	80136-9623	M B-29	344
Clark	George	L.	21652 Cabrosa	Mission Viejo	CA	92691-1240	M B-24	343
Clayton	Harold	E.	1372 SW 8th Ave	Ontario	OR	97914	M B-24	343
Dennison	Edwin	P.	98 Main Stree, Suite 205	Southington	CT	06489-2500	M B-24	344
Golder	Theodore	W.	1715 E. Alluvial Ave #105	Fresno	CA	93720	M B-47	344
Hartel	Robert	W.	210 South Jenkins Street	Centrailia	MO	65240-1352	M B-24	345
Kalous	Paul	J.	996 Tullar Road	Neenah	WI	54956-5144	M B-47	343
Keating	James	S.	2339 Wellee Beach Drive	Banning	CA	92220-7512	M B-47	345
Lange	Richard	L.	3241 Stuart Street	Denver	CO	80212-1713	M B-24	343
Leck	Peter		27 Kuhn Street	Somerset	NJ	8873	M B-24	415
Magon	Arthur	G.	7007 N. Wiscomb Apt 811	Spokane	WA	99208-4462	M B-29	344
Northey	Richard	P.	37 Bulow Woods Circle	Flagler Beach	FL	32136-5200	M B-24	344
Reagan	Francis	B.	101 Risk Road	Cathlemet	WA	98612-9645	M B-29	343
Shell	Harry	T.	113 So. Gersham Ave.	Hamilton	OH	45013	M B-24	344
Solberg	Frederick	W.	5612 Thicket Lane	Columbia	MD	21044-2527	M B-24	343
Upton	William	F.	100 River Ranch Resort Road	Heber Springs	AR	72543	M KC-97	ARS
Benscoter	Mrs. Marilyn	G.	450 Krocks Road, Unit 348A	Allentown	PA	18106-8931	H B-24	345
Campbell	Mrs. Robert	D.	18170 N 91st Ave Apt 2261	Peoria	AZ	85382-0876	H B-24	345
Darlington	Mrs. Jeanne	M.	668 Hotchkiss Lane	Memphis	TN	38104-5019	H B-24	343
Disana	Mrs. Ginni		410 Quail Lane	Longview	WA	98632-9278	H B-47	343
Dwyer	Mrs. Pat		14 Overbrook Road	Catonsville	MD	21228-1944	H B-47	343
Engelbrecht	Mrs. Marie	B.	400 Lake Ave NE Apt S205	Largo	FL	33771-1684	H KC-97	ARS
Geiselman	Mrs. Florence	S.	PO Box 97	Shady Grove	PA	17256-0097	H B-24	345
Havens II	Michael	D.	1465 Coopers Hawk Drive	Hanahan	SC	29410-8236	H KC-97	ARS
Hibdon	Ruth		5600 Pioneers Blvd, Apt 73	Lincoln	NE	68506-5174	H B-47	
Hofer	Mrs. Vernon	R.	6024 Cedar Bend Way	Avon	IN	46123-7256	H B-24	343
Jackson	Mrs. Mona	L.	219 Homestretch Blvd	Deland	FL	32724-7663	H B-24	345
McEvoy	Mrs Phyllis		403 Putnam Street	West Hazelton	PA	18202-2120	H B-24	345
McKenna	Mrs. Tracy		2431 S. Elba Road	Lapeer	MI	48446-9654	H B-24	344
Neff	Mrs. Ruth		26806 Jackson Rd.	Circleville	OH	43113-9438	H	345
Park	Mrs. Lois	H.	2905 N Main Street Apt 137	Paris	TX	75460-2245	H B-24	415
Piper	Janelle	M.	200 Kingsway Drive	Warner Robbins	GA	31088-4004	H B-24	343
Schabner	Mrs. Lynn		1044 SW Firestone Ave	Port Saint Lucie	FL	34953-3601	H B-24	345
Taylor	Mrs. Robert	M.	294 Oakwood Circle	Lompoc	CA	93436-1313	H B-47	345
Whitehead	Mrs. Laura	M.	5453 Alhambra Ave	Los Angeles	CA	90032-3130	H B-29	343
Wight	Mrs. Lee	D.	39201 Joy Road, Apt 119	Westland	MI	48186-4790	H B-24	343
Williams	Mrs. Leo	M.	1651 N. Franklin Place	Milwaukee	WI	53202-2201	H B-24	343
Taylor	Jack	D.	530 S Lake Ave	Pasadena	CA	91101-3515	A B-24	344
Wever	Karen	S.	PO Box 6525	Tulsa	OK	74156-0525	A B-24	344
Doty	Mildred		1211 W Ocean View Ave, Apt 8	Norfolk	VA	23503-1157	A B-29	345

Active Members Roster • 98th Bomb Group

LAST NAME	FIRST NAME	M	STREET ADDRESS	CITY	ST	ZIP	AC	SQD	DOD
Adams	Glenn (Lt Col. Ret)	A.	P.O. Box 1037	Sedona	AZ	86339-1037	B-24	344	May 18, 2010
Banks	William	D.	6800 Paragon Road, Apt 310	Dayton	OH	45459	B-24	344	June 13, 2010
Batman	Ernest	E.	4173 Pirates Landing	Winter Haven	FL	33884-2475	B-24	415	January 9, 2010
Beauregard	Frank		87 Locust Street	Lynn	MA	01904-2911	B-24	343	September 30, 2008
Brighton	Kenneth	A.		Peterboroug	NH	02420-2802	B-24	415	April 28, 2010
Carr	Dave	L.	25475 Coral Tree Court	Murrieta	CA	92563-5358	B-29	344	July 1, 2009
Chapline	Edward	M.	1627 Common Drive	El Paso	TX	79936-5235	B-24	345	September 12, 2010
Dahlin	George	F.	1317 El Corral Lane	San Marcos	CA	92078-5219	B-24	415	June 20, 2009
Hall	Richard	S.	P.O. Box 957	Arnold	CA	95223-0957	B-24	344	
Holmquist	Earl	S.	261 Columbus Dr.	Fairfield	CA	94533-5835	B-29	345	May 2, 2010
Huddleston	Lee	W.	6940 Belinder	Shawnee Mission	KS	66208-2760	B-24	343	November 5, 2009
Ondeck	Stephen		9524 Westlake Drive	Eagle River	AK	99577-9568	B-24	345	August 6, 2009
Penrod	Larry	D.	7041 Bent Tree Blvd. Apt 716	Columbus	OH	43235-3920	B-29	345	February 5, 2010
Pintabone	Frank		1326 Coverbrook Lane	Sebastian	FL	32958-5946	B-24	343	November 25, 2008
Sawyer	Willis (Col)	B.						343	April 2010
Snyder	Max	D.	4089 Split Rail Lane	Fenton	MI	48430-9116	B-29	FMS	February 17, 2010
Vanderhoof	Merl	Q.	506 West End Avenue	Newton	IL	62448-1828	B-24	415	August 29, 2009
Varnerin	Albert	J.	86 Saunders Road #229	Norwood	MA	02062	B-24	415	
Weaver	Fred	J.	11554 Midhurst Drive	Knoxville	TN	37922-4768	B-47	A&E	March 25, 2009

B-29 Down Over Korea

continued from page 15

take-off, that same engine caught fire—magnesium fire. I thought we would be doing a bail out drill, but we successfully returned to Suwon with the fire extinguished. In a haste to insure that the aircraft not burn, one of the fire trucks ran into the #2 engine prop dome putting a four-inch wide one-inch deep dent in the dome. As we finally left the aircraft for the day now needing another #3 engine and a new #2 prop dome, it had become a very dark evening. As we approached the active runway preparing to cross toward our quarters, I watched a C-47 begin to taxi across the runway a few hundred feet to our right. I then saw a P-80 on that same runway on take-off roll. There was no chance for anyone to do anything in the way of avoidance. The dark evening sky was suddenly made bright as day with a huge fireball. I learned later that the C-47 was a Greek Hospital ship with a number of people on board; there were no survivors.

After a second #3 engine change and a trip to Seoul (K-14) by Jeep to pick up a new prop dome, we did return intact to Yokota. That was my last Korean mission. I flew state-side early in February 1953. Although I am not positive I do believe that, to this day, Major

Sawyer's crew suffered the last in combat loss of the 98th B.W. on 19 November 1952.

Sincerely,
CMS (RET) Terry L. Kidd
98BW, 345BS. B29

Incidentally, several aircraft from the 19th B.W. out of Kadena were also airborne on 18-19 November 1952. I later flew several missions in Vietnam during 1965-6 with Major James Faircloth a navigator who was on a mission near Major Sawyer's flight profile during the same time. He told me that he heard the radio chatter and that he thought it was YAK fighters which shot down Buzz and crew after the search lights locked on their aircraft.

I am unsure to whom I should attribute the picture of Major Sawyer's crew, however, it does not include some of the crew members who were possibly not available at the time of the photo. The picture of "Reserved" was taken prior to the lettering of the name and was provided to me by the gentleman in the picture, a fellow Pyramidier, CMSgt (Ret.) R. L. Jones, 98th B.W. 343 B.S. (B-29.) Bob resides in Atwater, California.

Special thanks to Don Victor, B-29, 345th BS, for the photographs he supplied for use in this issue.

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.