



FORCE FOR FREEDOM

MAY 2001

THE PYRAMIDIERS

THE 98TH BOMB GROUP / WING



VETERANS ASSOCIATION

<http://members.aol.com/BOMBGRP98/index.html>

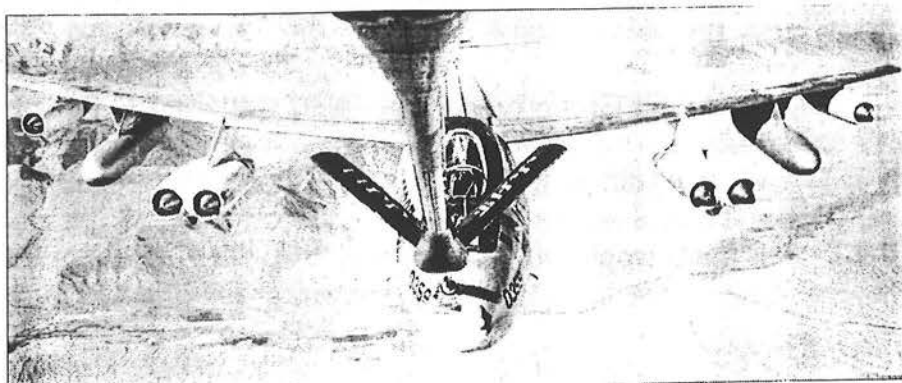
***** **A MESSAGE FROM MERLE** *****

I am looking forward to Tucson! It will soon be here and we will wonder, has a year passed since our last Reunion? A schedule of events at Tucson is listed in our Newsletter. May I suggest an early registration in order for us to properly prepare for our group. It seems our interest and enthusiasm for our group has increased. This is good! We need everybody's support. We especially need someone to volunteer to be our new Secretary / Treasurer / Editor. I am extending a special invitation to Bob Sorenson. Bob, you will be surprised at how much B-29 talk goes on at our Reunions!

To all members, your support makes it all happen!

OFFICERS

MERLE L. ALBRITTON	President	1-863-773-9729
CORY O. ORNE JR.	Vice President	1-518-548-3372
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coord. - Tucson	1-714-546-0956
DENNIS POSEY	Reunion Coord. - Dayton	1-770-971-3972
JOHN FORNWALT	Past President	1-570-323-5036
GERALD B. CUSTER	Past President	1-719-475-2613
GARY C. HENSEL	Memorabilia Chairman	1-717-757-6656
HERB HARPER	Historian	1-423-336-2768



UNCLE SAM - I'M BACK!

H. G. Turner - 343rd Bomb Squadron - Gunner

After Germany surrendered, the armed services cut back. Men were discharged based on a point system. I received my discharge from the Army Air Corps on September 14, 1945, while I was at Fort Sharrian, Illinois. I returned to Dubuque, Iowa and was happily reunited with my brother Donnie and my family. At first, I was delighted to be back in civilian life. However, as time elapsed, I discovered things were not a great as I had envisioned. I jumped from one job to another. Housing was very difficult to find. Colleen, Sue and I lived with my sister Etola, her twin daughters, my mom, brother Donnie, and sister Doris. It was a house full! After several months, we finally found three rooms on the third floor of an apartment house which we rented. Shortly after moving into this apartment, Colleen gave birth to our second child, Dennis Dale Turner. The birth of my son was a bright spot in an otherwise dismal state of affairs. I hated my job, was socially drinking too much, and playing cards most every night. My life was becoming a shamble! On June 17, 1947, I re-enlisted in the Air Force with the rank of Staff Sergeant (S/Sgt).

My family returned to military life in a 1937 DeSoto and an old 17 foot trailer house. Our destination was Fort Sharrian, Illinois for induction and then on to Lowry AFB, Colorado for classification and orders. I was assigned to the 92nd Bomb Group stationed at Spokane AFB, Washington for the next three years. During this assignment I was assigned to a crew on a B-29 aircraft and went on many temporary duty (TDY) assignments including Japan, Okinawa, and England. My first TDY was to Yokota, Japan during the latter months of 1947. This was during the occupation of Japan and almost everything was off limits. Americans were not allowed on trains that the Japanese operated. We were only to use the trains operated by our military. Military Police were everywhere and they didn't care much for TDY fly boys. As much as I hated the Japanese for what they had done at Pearl Harbor and their treatment of our prisoners, it was sad to see the defeated soldiers in their ragged uniforms standing and laying around. They had no place to go. They worked in the rice fields and ate out of garbage cans. If you threw down a cigarette butt, 15 - 20 Japanese men would fight over it. It was very sad to witness.

Our mission at the time was highly classified. We were to fly across the 38th parallel, sometimes into North Korea and also up the Yellow Sea to China, to report on all troop and equipment movements. At times we were fired on by small arms because of the extremely low altitude we were flying. We were literally so low at times, just above sea level, that we were actually looking up at the ships. The Chinese and the North Koreans would shake their fists at us. We had the opportunity to fly over Hiroshima and Nagasaki to view the damage caused by the atomic bombs. Never had I seen anything so destructive. The only things standing were some iron frames of what used to be buildings and no life movement at all, as the area was still highly contaminated.

Late in 1948, the 98th Bomb Group (which was also stationed at Spokane AFB) was alerted for TDY to Okinawa. The order read that they must arrive in Okinawa with 30 flyable aircraft. However, the 98th was short of crews, so they were going to fill this order from the 92nd Group. I was the next gunner in line to go when all the crews were filled. Of course it was fate that I would go. On the way to Okinawa, one of the planes when landing in Hawaii, before continuing on to Okinawa, crashed and burned killing

all on board. The 98th had only 29 aircraft, thus one more had to be taken from the 92nd and this plane included me. The plane I was assigned to was called *the Hangar Queen*. It got its name from always being in the hangar for repairs. We renamed it *Hogan's Goat*. On our way to Hawaii, we experienced our first major problem with this aircraft, as one of the engines blew up. We spent approximately three weeks in Hawaii before finally getting on our way to Okinawa. This was to be just the start of our problems.

Shortly after our arrival at Okinawa, we were alerted to evacuate Okinawa because of a developing typhoon and proceed to Guam AFB. As we prepared for take-off from Okinawa, our B-29 aircraft, *Hogan's Goat*, developed engine trouble forcing us to return to the base. Repairs were quickly made, and we finally got airborne very late that evening leaving Okinawa for Guam. Once we arrived at Guam, a sea search operation was being formed for a B-29 that had gone down at sea. Our crew was scheduled for the night sea search mission.

While searching for the downed B-29 crew, our B-29 aircraft *Hogan's Goat* started to develop electrical problems. First we had problems with the radar and then the navigation equipment went haywire. Our radio man could not contact anyone. We soon realized we were lost somewhere over the Pacific Ocean and almost out of fuel because we had been flying for well over 20 hours. We started to prepare for ditching at sea. While we were preparing for ditching, the navigator called on the intercom and reported he saw a small atoll (Fais Island) up ahead. This was a miracle since we hadn't seen any land since leaving Guam. That day in November 1948, God was definitely our copilot.

We approached and flew over the island at treetop level, looking for a spot to bailout, but there was nothing but jungle. On the beach we saw a small group of natives jumping and pointing at our plane. My thoughts were *are they friendly or cannibals?* We ditched the plane parallel with the beach and the plane came to a sudden stop. We all survived with a few scratches, bumps and bruises. Our co-pilot was the first to make it to shore. Two warriors with large bolo knives captured him and pulled him down the beach. I was the last ashore as I brought a dinghy with me with some supplies. As we each made it to shore we were taken by force and lined up in front of the big chief (King) of the island. He looked like a Japanese Sumo wrestler. The warriors were pointing, jabbering and pushing us around. Our anxiety mounted because of the uncertainty as to whether these natives were hostile or friendly. Finally we figured out the King wanted to be given gifts. This created a problem since we had just pulled ourselves out of the sea and didn't have much to offer as gifts. However, we all had a few small possessions and presented them to the chief. We gave him a knife, belt, sunglasses and coins, but none of these items seemed to satisfy him. One of the officers from our plane had some Christmas candy in his pocket that had run together from being soaked, and he motioned the chief to taste it. Hurray! Hurray! The chief loved it! The tribe now accepted us. We made a motion that we were hungry and thirsty. The King clapped his hands and gave his warriors orders to get us something to drink and eat. The natives went up the coconut trees like monkeys. They dropped coconuts with one whip with their knives, just missing their fingers. They split the coconuts in half and handed them to us. They gave us yams and other jungle food all soaked in coconut milk. It tasted terrible! If the natives weren't going to kill us, the food surely would. Later that day some of us became ill and had diarrhea.

The tribe consisted of approximately 250 natives including women and children. The natives were of average size and brown. Many natives had tattoo designs all over

themselves which may have been a status of rank. I never saw any fire, drinking water, dogs or cats. I remember seeing only some large lizard like animals that could climb trees. Some of the adult natives wore clothing over their lower bodies and none of the children wore clothing. The natives lived in huts made of grass, leaves and whatever else the jungle provided. They kept time by counting moon phases.

We were marched a short distance into the jungle to a small shack and motioned by the natives to open the shack door. We got the door open and found cots and first aid supplies in the shack. Everything in the shack was rusty and of little use. We discovered later that Japanese were on the island during the war and white soldiers such as us invaded the island and either killed the Japanese or ran them into the sea where they may have drowned. During that period U.S. forces had set up and left this first aid station. The natives must have been told no to go near it because it appeared to have never been opened. This was our living quarters while we were on the island. We learned much of this information from one tribe member who knew some English.

Approximately noon the next day, while cranking out S.O.S. on our survival equipment (Gibson Girl) , the natives went wild -- Jumping, pointing and hollering. Off in the distance we could see a speck in the sky. Soon we identified the speck as one of our B-29s. We later learned that they had picked up our S.O.S. The plane dropped food and water, which we needed badly, and a message that a rescue would be on its way soon. Just before sundown a Naval Martin PBM seaplane appeared. It is impossible to express the feelings I had knowing I was about to be rescued. The ocean was getting very rough and the PBM had to land on the other side of the breakers. The natives loaded a couple of us in each of their outriggers and took off for the PBM. I didn't think it was possible to get over the breakers, but the natives knew exactly what they were doing and got them through them with great ease. Every adult male, including the King came out to the PBM. the natives were afraid to get close to the plane. We finally got close enough to catch a line that a Navy airman threw to us and we were pulled to safety.

Once rescued, we were flown to Saipan. On our arrival we were given a hero's welcome, including interviews and pictures. We were then taken to the hospital for a complete check up. After a few days on Saipan we were flown back to Guam Air Base and shortly thereafter back to Okinawa. After a couple of weeks in Okinawa, I was flown back to the good old USA, Spokane AFB, where I was reunited with my family. My wife and family had been notified that we were missing somewhere in the Pacific Ocean and due to typhoons in the area it was doubtful we would be found. I had bought my wife a portable sewing machine at Guam, which I had taken on the B-29 with me. It accompanied me through the complete ordeal. I had taken it out of the downed aircraft with the survival equipment, and never let it out of my sight until I was safely in the USA. It has been one hell of a conversation piece for many years. At this writing, my wife still has it.

+++++

Your Organization Needs Your Help

With the cost of mailing going up every time we turn around, you can help your organization save money. The 2002 yearly dues are due 1 July 2001. If we can save the cost of sending out dues reminders to everyone, you organization will save some big bucks. Give it some thought and send in your dues without the dues reminder!!!

Thank You for your cooperation in advance!!

98th Bomb Group / Wing Veterans Association - May 2001

+++++ CHANGE OF ADDRESS +++++

Name	Address	City / State	Zip Code	Unit	A/C
John M. Atkins	209 West Jefferson Street #303	Winterset, IA	50273-1667	344	B-47
Mrs. Lena Baroni (H)	2215 Ambassador Dr. NE #69	Albuquerque, NM	87112-2770	344	B-24
Franklin (Peter)W. Bush	P.O. Box 782	Fish Creek, WI	54212-0782	345	B-24
Mrs. Rose Marie Connors (H)	4175 Ivanhoe Drive #L4	Monroeville, PA	15146-2649	343	B-24
Mrs. Ruth C. Crossno (H)	207 North Hickory Street #20	Sapulpa, OK	74066-2570	A&E	B-47
John R. Duncan	106 Sunnybrook Circle N	Ormond Beach, FL	32174-	A&E	B-47
Lisa M. Evans (A)	425 E Washington Ave. #207	Escondido, CA	92025-2911	345	B-24
Arthur W. Fields	4904 Links Avenue	Banning, CA	92220-	343	B-24
Mrs. Bessie G. Hall (H)	5127 East Chilkoot Avenue	Tampa, FL	33617-3546	343	B-24
Keith A. Harper (A)	P.O. Box 17261	Chattanooga, TN	37415-8261	345	B-29
Christopher T. Hartig	1406 Via Terrassa	Encinitas, CA	92024-5379	345	B-24
Marion H. Havelaar	5421 Cavalry Post Drive	Arlington, TX	76017-4514	345	B-24
Mrs. Sterling T. Hendricks (H)	3507 Northwest Parkway	Dallas, TX	75225-4012	343	B-24
Howard E. Hunt	3336 Wilson Street	Hollywood, FL	33021-4837	345	B-24
Gordon I. Jewett	P.O. Box 149	Montgomery, VT	05470-0149	345	B-24
Mrs. Libby Kalmon (H)	1404 NW 122nd Street #410	Oklahoma City, OK	73114-8052	343	B-24
Albert B. Moody Jr.	1252 Southampton Drive	Alexandria, LA	71303-3036	345	B-24
Warren A. Orr	840 Cathedral Court #1	Sacramento, CA	95825-4484	415	B-24
Mrs. Russell K. Pierce Jr. (H)	7400 Crestway Drive #724	San Antonio, TX	78239-3089	344	B-24
Kenneth B. Seal	404 E Pasco Chuparasos	Green Valley, AZ	85614-	343	B-29
Domenic E. Spadola	123 Davis Street	Oakville, CT	06779-	HQ	B-24
Robert L. Swift	P.O. Box 20054	Colorado City, CO	81019-2054	345	B-29
Ralph P. Thompson	22536 Briarwood Road	Georgetown, DE	19947-	345	B-24

CORRECTIONS

Please make the following corrections to your 2001 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
William R. Hall	1517 George Street	Manitowoc, WI	54420-	345	B-24
The William R. Hall that lives in Wisconsin is very much alive! Please restore to 345 - B-24 - Active!					
Arnold M. Hansen	1511 Peterson Road	Burlington, WA	98233-	343	B-24
Please add Arnold's name to the Inactive Members list- Info from William S. Coker					
G. Walter Marsh	252 Old Canterbury Tpk #R-4	Norwich, CT	06360-1376	345	B-24
Walter is still with us - Post Office Error - Please restore to 345 - B-24 - Active!					
William W. Mathews	4 Penn Boulevard	East Lansdowne, PA	19050-2625	344	B-29
Mail returned - No forwarding address - Please drop from Roster					
Mrs. Dorothy E. Packwood (H)	2488 Central Avenue	Riverside, CA	92506-	345	B-29
Mail returned - No forwarding address - Please drop from Roster					
Leonard O. Rossiter	4100 W 3rd VA Med Ctr SN20	Dayton, Oh	45428-9900	343	B-24
Mail returned - No forwarding address - Please drop from Roster					
Mrs. Maxine Summerhays (H)	5805 West Harmon #313	Las Vegas, NV	89103-	344	B-24
Mail returned - No forwarding address - Please drop from Roster					
Robert B. Swain	2100 East 2nd Street #307	Long Beach, CA	90803-7309	344	B-29
Last name misspelled - Please Correct to <u>Swain</u>					
Howard E. Walker	8100 West World Drive #236	Bakersfield, CA	93311-	343	B-24
Mail returned - No forwarding address - Please drop from Roster					
(A) Associate Member	(H) Honorary Member				

Please file this page with your 2001 Roster to keep everything together!!

NEW & RETURNING MEMBERS*****

Name	Address	City / State	Zip Code	Unit / Aircraft
Mike Bubla Jr. (R) Phone #715-423-2997	2831 2nd Avenue S E-Mail:	Wisconsin Rapids, WI	54495-5648	344 / B-24
John C. Clemens (R) Phone #814-866-2305	166 West 32nd Street E-Mail: jcclemens@earthlink.net	Erie, PA	16508-2414	343 / B-24
Maj. Gen. Richard M. Cody (R) Phone #703-560-9394	8210 Guinevere Drive E-Mail:	Annadale, VA	22003-1349	345 / B-29
Richard O. Crosby Adam Genga (R) Phone #203-375-3147	45 Rue de Thenisy 201 Fourth Avenue E-Mail:	Sognolles-en-Montois Stratford, CT	77520 France 06615-7712	344 / B-24 415 / B-24
Mrs. Lucy G. Godwin (H) Tim J. Godwin (A) Phone #205-664-8410	3221 Georgetown Place 956 Ryecroft Road E-Mail: tgodwin340@aol.com	Hoover, AL Pelham, AL	35216-5111 35124-1524	344 / B-24 344 / B-24
Mrs. Patricia J. Grieves (H) Mrs. Mary E. Hayes (H)	P.O. Box 77 3328 San Mateo Street	Amenia, ND Clearwater, FL	58004-0077 33759-	ARS / KC-97 343 / B-29
Herman J. Hochman (R) Phone #713-723-9342	5110 Braesheather Drive E-Mail:	Houston, TX	77096-4106	343 / B-24
Clayton S. Johnson Phone #760-438-1054	2418 Unicornio Street E-Mail: claysells@prodigy.net	La Costa, CA	92009-	343 / B-29
William M. LeNoire (R) Phone #201-487-4838	61 Davis Avenue	Hackensack, NJ	07601-	345 / B-29
Mrs. Lois F. Mulligan (H) Jeffry M. Oerding (A) Phone #503-650-5053	1328 Golden Vista Drive 1182 Josephine Street E-Mail: jo-nasal@world.att.net	West Covina, CA Oregon City, OR	91791- 97045-	415 / B-24 All / B-24
Willard S. Paulson (R) Phone #707-459-1724	245 North Street E-Mail:	Willits, CA	95490-3421	343 / B-24
Earl L. Rexroth (R) Phone #520-883-0255	4722 West Mossman Road E-Mail:	Tucson, AZ	85746-9403	ARS / KC-97
Mrs. Stephen W. Sluck (H) Mrs. Beverlee Stenberg (H) Mrs. Hazel S. Stephens (H) Mrs. Grace J. Yamnitz (H)	3905 Colorado Street 28896 Notre Dame Street NE 21158 West NC Highway 87 2798 Highway V	Texarkana, TX North Branch, MN Fayetteville, NC Perryville, MO	75503-2814 55056-6401 28306-9407 63775-	415 / B-24 343 / B-24 343 / B-24 344 / B-24
(A) Associate Member	(H) Honorary Member	(R) Returning Member		

NEW INFORMATION ON THE FOLLOWING MEMBERS

Name	Address	City / State	Zip Code	Unit / Aircraft
William A. Banks Phone # 972-492-3636	1910 Vista Oaks Drive E-Mail: bbanks99@earthlink.net	Carrollton, TX	75007-	345 / B-29
Gerald B. Custer Phone # 719-475-2613	1050D Fontmore Road E-Mail: coljerry@compuserve.com	Colorado Springs, CO	80904-	344 / B-47
William R. Hall Phone # 920-682-5822	1517 George Street E-Mail:	Manitowoc, WI	54420-	345 / B-24
Christopher T. Hartig Phone # 760-633-1757	1406 Via Terrassa E-Mail: hartig@prodigy.net	Encinitas, CA	92024-5379	345 / B-24
Jack H. Katz Phone # 609-655-1922	5C Chadwick Lane E-Mail: jackhkatz@aol.com	Monroe Township, NJ	08831-2600	345 / B-24
Edward N. York Phone # 904-789-1733	2034 Claremont Drive E. Mail: edyork1@mpinet.net	Deltona, FL	32725-3373	343 / B-29

Please file this page with your 2001 Roster to keep everything together!!

***** DEPARTED COMRADES *****

Name	Address	City / State	Zip Code	A/C	DOD
Lloyd R. Barrett	1484 E. Madison Ave.	El Cajon, CA	92021-	B-24	24 Feb 2001
Leroy J. Bruce	2125 Riding Trail Drive	Chesterfield, MO	63005-5401	B-29	Unk.
Bruce A. Clark	2508 West Broadway	Hopewell, VA	23860-	B-24	Oct 1998
Theodore J. Godwin	3221 Georgetown Place	Hoover, AL	35216-5111	B-24	23 Apr 2001
Jack T. Grieves	P.O. Box 77	Amenia, ND	58004-0077	KC-97	3 Feb 2001
Woodrow W. Hartsock	P.O. Box 166	Bluefield, VA	24605-0166	B-29	2 Nov 2000
Robert R. Humphreys	690 State Street	Franklin, IN	46131-	B-24	2001
Donald D. Little	14728 160th Street	What Cheer, IA	50268-8522	B-24	23 Mar 2000
William B. Melton				B-24	7 Aug 1993
James R. Mulligan	1328 Golden Vista Dr.	West Covina, CA	91791-	B-24	14 Sep 2000
Stephen W. Sluck	3905 Colorado Street	Texarkana, TX	75503-2814	B-24	23 Feb 2001
Ray W. Stenberg	28896 Notre Dame St.	North Branch, MN	55056-6401	B-24	10 Feb 2001
Herman E. Stephens	21158 W NC Hy 87	Fayetteville, NC	28306-9407	B-24	2 Dec 2000
Clifford Stocking Jr.	6484 Route 36	Mount Morris, NY	14510-9624	B-24	16 Oct 1999
Eugene J. Stocks	1722 E Pioneer Ave #11	Puyallup, WA	98372-	B-29	1 Sep 1998
James L. Stubbs	300 South 2nd Street	Dardanelle, AR	72834-4022	B-24	22 Aug 2000
Vernard E. Yarnitz	2798 Highway V	Perryville, MO	63775-	B-24	31 Dec 2000

AUTHOR SEEKING HELPIII

Joe Freitus is a writer seeking individual war histories, from members of the 98th Bomb Group. He is putting together a series of five books, each to contain individual war histories. The two books that he is looking for our help is *War Stories - The Aviators* and *War Stories - The Pows*. These books will be used a supplemental reading for high school students, Social Studies classes, maybe even college students.

The problem he is having is in locating people who flew heavies from Africa and Italy to Europe. He has plenty of material from the ETO - England - 8th Air Force. He is looking for people from our group who would share their war history to be included in these books.

With the flight of time, these personal war histories are being lost as more and more veterans pass on. Generations today and tomorrow will not have the understanding of what these men and women did for their country. In order to preserve at least some of the remaining individual war histories, they plan to offer at least 50 personal war histories in each book, more if they can be obtained.

If you would be willing to share your war histories with these young people, he will need the following information from you:

How old were you when you joined? Where did you train? What outfit were you with and where did you serve? What war story can you relate? What happened to you?

Write Joe a letter and relate your history, write your own story as long as you wish. Or place it on tape if you wish. Remember, the young people of today have no idea what happened or what you did! PLEASE do not say you were not a hero -- Everyone who served is!!!

Joe will basically editing what is written, not writing these histories. If you would like to participate in either of the two categories *Aviators* or *Pows*, Joe can be reached at:

Joe Freitus
 101F Windsor Lane
 Williamsburg, VA 23185
 Phone #757-564-3938 or E-Mail: jfreitus@bellatlantic.net

PLOESTII!

By Merle L. Albritton - Pilot - 345th BS - B-24

April 24, 1944. Target today is an oil refinery in Ploesti, Romania. It is the most heavily fortified target in the European Theater. Bomb load: nine 500-pound RDX. Altitude: 23,400 feet. Our plane is the legendary *Chug-a-Lug*. This will be her 104th mission, and our second over Ploesti.

Take-off and climb to altitude were normal. For some reason, instead of flying directly to the target, our leader detoured over Bucharest. Flak was extremely heavy. Fighters (ME-109s & FW-190s) were really aggressive; over 100 of them. After a 22 minute dogfight, we started a 28 minute run through flak. We were really hammered. The number one engine was shot out, the throttle control to the number two engine was cut, the left aileron was blown off, about four feet of the wing tip was shot off, the hydraulic system was shot out, the turbo was out on engines two and three, the rudder cable cut, and all guns were out. The number four engine was the only engine fully operating and I had it past the red line. This engine should have been blown apart, considering the time it ran in that situation.

As we came off the target, it was obvious that we were in big trouble. Fighter planes look for *crips* and we were a prime target.

Fortunately for me, Bob Millan and Bob Mennell, my good friends, were in the same flight as I. I think one of Millan's gunners, Bob Stenard, first saw me going down. Nat Ragan may have been the one to tell Mennell. These two men slowed the flight element down to my speed and dropped down to cover me and some other planes. They let me take the lead home. The combined firepower of those who had guns operating was enough to discourage fighter attacks until some P-38s picked us up later in the flight home.

Arriving at home base, the next problem was getting my crew on the ground safely. The landing required the skill and experience of the entire crew, and they responded in a way far beyond what anyone should have expected. The landing was the wildest ride of my life - but it was safe.

After landing damage assessment found over 200 holes of various sizes, including one you could crawl through. To put *Chug-a-Lug* back in the air would almost take a factory overhaul.

We were told that *Chug-a-Lug* would be repaired, fly one more mission, then be returned to the U.S. for a tour to sell war bonds. I don't know if the tour happened, but our 98th Bomb Group historian, Herb Harper, verifies that she was returned to the U.S. on July 19, 1944. *Chug-a-Lug* - The Greatest!

This mission, especially this one, taught us a lot of things. Teamwork makes a crew successful, concern for others saves lives, and most of all, God is never the co-pilot; He is the pilot!!

If this seems unbelievable, you should have been there.

Crew: Merle L. Albritton - Pilot, Joe Kappell - Co-Pilot, Jim Neal - Bombardier, Forest Johnson - Navigator, Robert Steadman - Engineer, Robert Hartel - Radio Operator and Gunner, Otto Kitzman - Gunner, Eugene Beck - Gunner, Harry Miller - Gunner and Gerald Hoffman - Gunner. 345 Bomb Squadron - 98th Bomb Group

**98th Bomb Group / Wing Veterans Association 2001 Reunion Information
Tucson, Arizona - 9 to 13 October 2001 - Holiday Inn Palo Verde**

1. Tour - Davis-Monthan AFB [Lunch at the DM AFB Officers Club] & Pima County Air Museum

With hopes of being selected as the location for an US Army Air Base, Tucson built a new airport using the guidelines provided by the US Army. Charles Lindberg, *the Lone Eagle*, dedicated the new airport as Davis-Monthan Field in 1927. The airfield was named after two native sons who died in the infancy of flight: Lieutenants Samuel H. Davis and Oscar Monthan. The field's first military customer was Jimmy H. Doolittle. In 1940, with war clouds on the horizon, Tucson was announced as a location for an US Army Air Base. Its mission during World War II was to train bombardment air crews in the B-24 Liberator and the B-29 Superfortress bombers. With the end of the war, operations at Davis-Monthan Field came to a virtual standstill. All that remained was a storage area for the B-29s and the C-47s. This area is now called the Aerospace Maintenance and Regeneration Center [AMARC]. The jet age came to Davis-Monthan in 1953 when SAC units converted to the new B-47 Stratojet - this was SAC's first jet bomber. The same year the Air Defense Command arrived with their F-86A Saber jet fighters. Today A-10s, OA-10s and the EC-130 are stationed at Davis-Monthan. The Aerospace Maintenance and Regeneration Center stores more than 4,500 aircraft.

Pima Air & Space Museum brings history to life for aviation enthusiasts of all ages and it enjoys an international reputation as one of the best anywhere. It features over 200 aircraft on display, both outdoors and in five large hangars totaling over 100,000 square feet. An original WW II barracks contains an extensive model collection chronologically arranged showing virtually every US military aircraft from Pre-WW I to the present. The museum also is the location for the Arizona Aviation Hall of Fame. Among those honored include Senator Barry Goldwater and astronaut Frank Borman. The 390th Bomb Group Memorial Museum is located on the grounds, a museum within a museum, that houses a B17 Flying Fortress and exhibits detailing the 390th's World War II operations in the European Theater with the 8th AF. There is also a beautifully restored B-24 in one of the other hangars.

2. Tour - Desert Museum and Mission Tour

Called by the New York Times "the most distinctive zoo in the United States", the Desert Museum is Southern Arizona's most popular visitor attraction. Nestled in the Tucson Mountain Park, 14 miles west of downtown Tucson, the Desert Museum exhibits the living outdoor world of nature found in the Sonoran Desert region. On your way to the Museum, you'll drive through Saguaro National Park which preserves the most magnificent Saguaro forest in the world. The great Sonoran Desert region is filled with natural beauty and mystery. The Arizona-Sonoran Desert Museum provides a unique opportunity to see a comprehensive collection of the plants, animals, and geology of this area. Among Tucson's great man-made landmarks, Mission San Xavier del Bac, the "White Dove of the Desert" continues the legacy of Spanish missionary Father Kino. The lovingly preserved, architecturally exquisite church southwest of the city on the San Xavier Indian Reservation still serves the Tohono O'odham Indians, for whom the church was built by Franciscan friars in the late 1700's.

Holiday Inn Palo Verde Information

Transportation - The hotel offers free transportation to and from the Tucson Airport. Upon arrival use the courtesy phone to call hotel and get the van sent to the airport. When you leave, schedule with the hotel the day before you leave.

Finding the Hotel - On Interstate 10 coming from the east, get off at Exit 264B (Palo Verde Drive), turn right for about 4 or 5 blocks. The hotel is on the left. On Interstate 10 coming from the west, get off at Exit 264B (Palo Verde Drive), go left under I-10 and go .5 miles. The hotel is on the right.

Hotel Amenities - All rooms have television, clock radios, hair dryers, Irons and ironing boards, and coffee makers. The hotel also has a swimming pool, sauna, Jacuzzi and a workout room.

Hospitality Room - This year we are going to do things different in the Hospitality room. Most hotels now charge \$35.00 a gallon for coffee. Our bills for the Hospitality Room in Philadelphia were around **\$1,000.00 a day for the coffee!!** Your Association and You can not afford these prices. We are going to limit the amount of coffee to 5 gallons (at \$20.00 a gallon) a day starting at 7:30 AM each morning and when that is gone, that is it for the day.

Also there will be NO photo book this year as we can not afford it!!

**98TH BOMB GROUP / WING VETERANS ASSOCIATION
2001 REUNION - TUCSON, ARIZONA**

DAY 1 - TUESDAY

9 OCTOBER

10:00 AM Officers Meet with Hotel Staff
12:00 Noon **Hospitality Room Opens**
12:00 - 2:00 PM **Registration - Nametags & Reunion Pins**

DAY 2 - WEDNESDAY

10 OCTOBER

7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 AM - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM to 5:00 PM Free Day for Sight Seeing
5:00 to 9:00 PM Extra Cost Excursion - Dinner at Hidden Valley Inn - \$29.00 per person

DAY 3 - THURSDAY

11 OCTOBER

7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 AM - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM to 2:00 PM Extra Cost Excursion - DM AFB & Pima Air Museum Tour - \$33.00 per person - Lunch at DM AFB Club included
6:00 - 7:00 PM Cash Bar - Palo Verde Hotel
7:00 - 9:00 PM **Dinner at The Palo Verde Hotel**

DAY 4 - FRIDAY

12 OCTOBER

7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 AM - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM - 2:00 PM Extra Cost Excursion - Desert Museum & Mission Tour- \$20.00 per person
Evening free You can make your own dinner plans

DAY 5 - SATURDAY

13 OCTOBER

7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 - 8:45 AM Flight Leaders Meeting
9:00 - 11:00 AM **Ladies Continental Breakfast**
9:00 - 11:00 AM General Business Meeting
6:00 - 7:00 PM Cash Bar - Palo Verde Hotel
7:00 - 9:00 PM **Reunion Banquet at The Palo Verde Hotel**

!!!! ALL ITEMS ABOVE IN BOLD PRINT ARE COVERED BY YOUR REGISTRATION FEE!!!!

GET YOUR HOTEL RESERVATIONS IN EARLY!!

Room Rates / Per Day - Room / 1 Queen Bed = \$61.73 - Room / 2 Double Beds = \$72.19 - 2 Room Suite = \$82.97 All prices with tax included. Parking is free. For reservations call Holiday Inn Palo Verde 1-520-746-1161 Room Rates apply 3 days before to 3 days after Reunion. Identify as 98th Bomb Group - After 10 September no guarantee but same rate if they have rooms.

98TH BOMB GROUP/WING VETERANS ASSOCIATION 2001 REUNION - TUCSON, ARIZONA

Please use this form to reserve your places at the 98th Bomb Group / Wing Veterans Association Reunion in Tucson, Arizona 9 - 13 October 2001. Registration Fee is \$60.00 per person. Please enter names as you want them on your nametags.

LAST NAME _____ FIRST NAME _____

SPOUSE / GUEST NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SQUADRON _____ AIRCRAFT _____

Registration Fee \$60.00 X _____ Persons = \$ _____

Extra Cost Excursions

Oct. 10 Dinner - Hidden Valley Inn \$29.00 X _____ Persons = \$ _____

Prime Rib _____ Chicken _____ BBQ Ribs _____

Oct. 11 Tour - Davis-Monthan AFB (Lunch at Club) & Pima Air Museum
[9:00 AM to 2:00 PM] \$33.00 X _____ Persons = \$ _____

Oct. 12 Tour - Desert Museum & Historic San Xavier Mission
[9:00 AM to 2:00 PM] \$20.00 X _____ Persons = \$ _____

Total Amount Paid \$ _____

Make checks payable to: **98th Bomb Group Veterans Association**
Mail to: **310 Sunnywood Lane, San Marcos, TX 78666-8914**

**WE LOOK FORWARD TO SEEING YOU
IN TUCSON IN OCTOBER!!!**

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
- 98th Emblem Lapel Pin \$5.00 each
- 1997 Branson, 1998 Cleveland, 1999 Spokane, 2000 Philadelphia Pins \$2.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

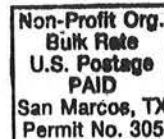
**Gary C. Hensel
2950 Lehigh Road
York PA 17402-3841**

The **1998 Cleveland** and the **1999 Spokane Reunion Books** are available now for **\$5.00** each. The **2000 Philadelphia Reunion Books** are available for **\$17.00** per copy. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos TX 78666-8914**. **Help your organization recover some of its funds! Get your copies today!!!**

***** REUNION INFORMATION *****

- 2001 Tucson, Arizona Palo Verde Holiday Inn 09 - 13 October
- 2002 Dayton, Ohio Undecided Undecided
- 2003 **Seattle Or March Field Area or St. Louis Stay Tuned!!**

**The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested**



SUZANNE D. MIODUSZEWSKI
465 HARBOR WAY
ANN ARBOR MI 48103-6666





FORCE FOR FREEDOM

AUGUST 2001

THE PYRAMIDIERS

THE 98TH BOMB GROUP / WING



VETERANS ASSOCIATION

<http://members.aol.com/BOMBGRP98/index.html>

******* A MESSAGE FROM MERLE *******

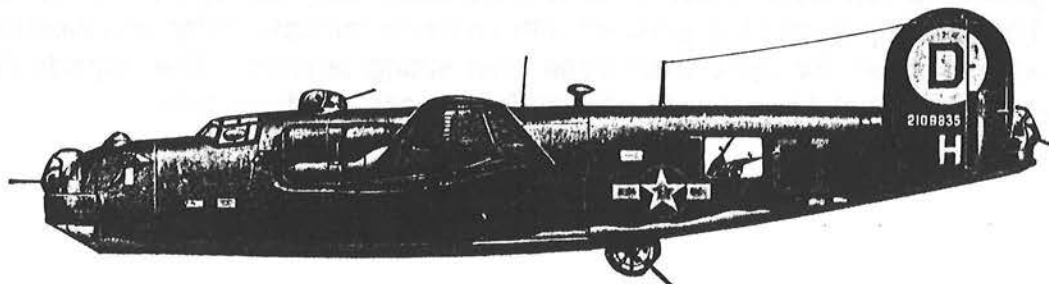
Tucson is almost here! Dayton's agenda is almost complete. It takes an enormous amount of time and effort to put together activities and accommodations at a reasonable price. Lee, Dennis, Bob and those who help in any way are due our support and a big Thank You.

Last year, Stan announced that Tucson would end his tenure as our Secretary / Treasurer / Editor. We are indebted to Stan for his superior service. We need, and must have, someone to fill this position. We need someone for Secretary / Treasurer and someone for our Newsletter Editor, as we will split these jobs. If we can't fill this position, our option is in our By-Laws.

Thank you for your support and cooperation.. See you in Tucson!! 24 + 29 + 47 = 98th!!

OFFICERS

MERLE L. ALBRITTON	President	1-863-773-9729
CORY O. ORNE JR.	Vice President	1-518-548-3372
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coord. - Tucson	1-714-546-0956
DENNIS POSEY	Reunion Coord. - Dayton	1-770-971-3972
JOHN FORNWALT	Past President	1-570-323-5036
GERALD B. CUSTER	Past President	1-719-475-2613
GARY C. HENSEL	Memorabilia Chairman	1-717-757-6656
HERB HARPER	Historian	1-423-336-2768



Sharpest Boys in the Air Force **by Stanley Frank**

They call themselves four-headed monsters, an allusion that began as a sardonic gag and has become an apt description of a new breed of airmen. The reference to four heads is more factual than fanciful in the supersonic age. A "monster" is a thoroughly normal fellow who has been trained within an inch of his faculties to function interchangeably in a jet bomber as the pilot, navigator, bombardier and radar operator, skills that require four individuals specialists in World War II. The Flying Fortresses, liberators and Superforts that blasted Germany and Japan carried ten-man crews, but only three monsters will ride in the B-47, the plane that assures the United States of continued supremacy in strategic air power.

The Boeing B-47 Stratojet is the swept-wing, six jet plane that has made all propeller driven military aircraft obsolescent. Every blueprint in the world for a piston-engine bomber or fighter was, in effect, thrown into the wastebasket on February 8, 1949, when a B-47 flew 2,289 miles from Moses Lake, in Washington, to Andrews Field, in Maryland, in three hours and forty-six minutes - an average of 607.8 miles an hour. The big bird's maximum speed, since increased by modifications, is classified information, but it is no secret that the B-47 can run away and hide from any jet fighter except our own F-86 Sabre, which is generally considered to be superior to Russia's best jet, the MIG-15, in Korea.

It is no violation of security to report further that three major aircraft manufacturers are producing B-47's on top-priority orders from the Air Force. The reason for this intensive tooling up is obvious. The B-47's extreme speed and altitude - more than 40,000 feet - combined with advanced radar and electronic equipment for flying at night and in foul weather, make it the no. 1 atom-bomb carrier of Lt. Gen. Curtis E. LeMay's Strategic Air Command. The plane fails to meet only one criterion demanded by global planners. Limited combat radius will require the use of overseas bases in the event of an all out war. Intercontinental range is being built into the B-52, a jet-engined behemoth intended as the most likely future replacement for the B-36, but for the next two years the Air Force's Sunday punch will be wrapped up in the B-47.

Manuals thick enough to stun a horse have been compiled explaining the revolutionary features of the B-47, but, for once, the men who fly it are more arresting. The first tailor made crew in the history of aviation, the four-headed trio had to be created to make the B-47 operational, just as the coaxial cable had to be invented to expand the scope of television. Although a jet bomber is a highly complicated piece of machinery, training people to handle it would have presented no special problems if it were not for one unprecedented circumstance. The engineers who designed the plane seemed to provide space for the crew purely as a reluctant afterthought.

Now the B-47 is not a puddle-jumper. It is slightly longer than the B-50, which carries a crew of eleven, and for purposes of more familiar comparison, it is practically identical in size with the DC-6 commercial airliner which accommodates 56 passengers and a crew of five. Laymen may wonder why space is at such a premium on an airplane 107.5 feet long and almost three stories high, but it is not necessary to hold an aeronautical degree to understand certain basic facts. When loaded with 20,000 pounds of bombs for a combat flight, the B-47 has a gross weight of 185,000 pounds - and fuel accounts for 105,000 pounds.

The fuel factor is especially critical in a jet; even when cruising at its most efficient speed and altitude, the B-47's six jet engines burn up several thousand pounds an hour, and consumption can be ten times greater at sea level. Fuel tanks and the bomb bay take up 80% of the plane's over-all dimensions. The remaining space is jammed with so much intricate radar and electronic equipment that there simply not room for more than three men sitting tandem. The torpedo like fuselage is streamlined so radically that it is not wide enough for two seats side by side.

The plane's configuration has forced us to cram more capabilities into one man than anyone believed was possible a few years ago explains Brig. Gen. Julius K. Lacey, commandant at Mather Air Force Base at Sacramento, California, where the four-headed monsters receive their preflight training. Reducing to proposition to simple terms, all three men must be proficient pilots, navigators, bombardiers and radar operators, so that they can relive one another on long missions or move into any seat in case someone is a battle casualty. These men are, unquestionably, the most highly trained experts ever developed in any branch of the military service. Predictions about the future in the air have a nasty habit of making you look silly, but I think it's safe to say they represent the ultimate all-around airmen.

One thing is certain: the B-47's crew couldn't be busier if it tried to sweep the sky clear of clouds with a broom. The pilot, copilot, and observer are charged with responsibilities that occupied two to six men in World War II. The pilot for example, has to watch some 150 dials and controls from take-off to landing. His instrument panel is no more complicated than a B-36's, but the throttle jockey of the latter has a flight engineer to help him monitor the controls and take care of mechanical emergencies whereas the man in the B-47 is strictly on his own. Once the plane is air borne, he can expect little assistance for the copilot, who is the radio operator, gunner, keeper of the flight log, and most important, the quick, stand-by calculator of information the observer feeds to him constantly.

The observer riding in the nose of the plane is the key member of the crew and the likeliest candidate for a straight jacket. He'll feel right at ease in one after his experience in the cramped quarters of a B-47. The observer is hemmed in so completely by dials and gadgets that he can see the ground only through two peepholes in the instrument panel, and the sky through the glass canopy of the escape hatch. Better visibility would no permit him to enjoy the scenery for his job demands unflagging concentration on 125 fluctuating instruments that determine the performance of the plane and the safety of three lives.

Excessive speed and altitude, the jet's chief assets in penetrating an enemy's defense, magnify the slightest error in navigating alarmingly. Barreling along a ten miles a minute, the observer can get thoroughly and hopelessly lost by identifying incorrectly a blip on the radarscope. Failure to make a correction for a ten-mile-an-hour shift in the wind will consume fuel that means the difference between a safe return and a crackup in a desolate field. Almost superhuman precision is needed on the payoff of the mission - the bomb run over the target. The one point in space from which a bomb can be dropped with maximum results is determined by speed, wind drift, altitude, weather and the ballistic characteristics of the missile. These factors can be computed accurately only within two and a half miles of the target - or the final fifteen seconds of the approach. After *Bombs Away*, the observer has nothing to do but sweat out a flight pattern that will bring him back with sufficient fuel for a landing at an alternate airfield if the weather is bad over his home base. Then he is free to have a nervous breakdown on his own time.

Skeptics believe the concept of an interchangeable crew in a B-47 is a visionary scheme that will never work on a mass scale because the mental qualifications are too stiff. Only a genius or a bloke with a trick mathematical mind, the contend, can absorb the staggering technical knowledge necessary for mastering the four skills. Lt. Gen. Robert W. Harper, head of the Air Training Command, has the answer for that argument. *We started the program a year ago without preliminary tests, Harper declares, and we've found enough men to prove the idea is feasible. There isn't a genius or a preselected superman in the bunch. They're ordinary fellows, the sort of people who always have been the backbone of the military establishment in a democracy.*

The number of quadruple-rated men, designated as SSN 1025's on the Air Force roster, who have gone through the school at Mather Field is classified, but this much can be revealed: There will be no shortage of crews when the B-47's commence rolling off the assembly lines this summer. The 1025's who are waiting to be checked out in jet bombers are on active duty, perfecting their proficiencies in B-36's and B-50's.

As General Harper points out, the most comprehensive training program ever conceived by the Air Force was launched without fanfare last year. Ordinarily, elaborate criteria for screening candidates would have been developed, but the Korean situation was too explosive for fancy procedures. Some people in the Training Command were appalled by the B-47's demands on human capabilities, but they had no choice in the matter. There was the plane that cinched America's leadership in the air, and bodies to fly it had to be provided. A curriculum was drawn up, a call for volunteers was issued, and the staff at Mather shuddered sympathetically for the boys who were about to be put through the wringer. It was nice but superfluous gesture. The boys are doing fine.

Eligibility for the 1025 program has been eased considerably, now that two classes have sailed through the school without tripping over academic booby traps. Originally, the only volunteers accepted were regularly commissioned officers less than thirty years old with two years of college and 1500 hours of flying multiengine planes. Today, any reservist under 33 can qualify with 500 hours of multiengine time. One requirement has not been relaxed. In addition to owning pilot's wings, a candidate must have been a certified navigator or bombardier during the war, a necessary measure to reduce the training period to some sort of practical minimum. Even so, a man holding two ratings cannot complete the Mather course in less than 43 weeks - and he still must go through 20 more weeks at Wichita, Kansas before he can be entrusted with \$4,000,000 worth of airplane. By that time, the Government's investment in him amounts to \$75,000.

Although the four-headed monsters are the new elite of the Air Force, they are typical postwar career officers. Some are college graduates and others went into uniform a decade ago fresh out of high school. Their temperaments are as diverse as their service records. Training airmen for several functions is not exactly a new idea, although no one dreamed five years ago the four headed monsters, replete with wives, children and dogs, presently would be causing housing and baby-sitter shortages on Air Force bases. During the war, the urgent need for specialists did not allow time for teaching more than one skill. Besides, manpower and facilities were unlimited for assembly line production of crews, but V-J Day brought the reverse situation. Like other branches of the military establishment, the Air Force's appropriation and authorized strength were slashed to the bone. The cutback was so drastic that navigation and bombardment schools were put out of business and remained closed until 1949. In the meantime, the development of high precision radar and electronic equipment demanded more experienced personnel than every before. Pilots were a dime a dozen, but the scarcity of navigators and bombardiers was especially critical with the huge B-36 ready for action. Officers holding those ratings were to comprise fully half the B-36's crew of 16. Since recruits were unavailable, the talents of the comparative handful of qualified men still in uniform had to be spread over wider technical areas.

In 1946, a combination navigation-bombardment-radar course in economy size package was instituted at Mather Field as both an expedient and an experiment. There was no authoritative answer to a question disturbing squadron leaders in the field: Could the classroom commandos maintain top proficiency in several precise skills under rugged flying conditions? Graduates of the program, dubbed *three-legged men* dispelled that doubt by rotating assignments with no loss of efficiency on 40 hour missions in the B-36. The Training Command did not go into a tailspin, therefore, when the B-47's specifications crowded all observer functions into one seat. It was logical to assume that a three-legged man would occupy the position - and then General LeMay, who was to command the jet bombers, dropped a blockbuster. The three-legged man did not fill the bill for the long haul. Eventually, he declared, each crew member of the B-47 had to be a jet pilot as well as a navigator, bombardier and radar man.

The controversial storm LeMay kicked up has not subsided yet. Critics insist that men burdened with so many techniques surely will blow their tops. LeMay chews on the cigar that is a permanent addition to his face and insists that the crew of the B-47 must be as interchangeable as

the spark plugs in a car. It would be foolhardy, he argues, to send an expensive plane into combat with only one man on board who can guide it to the target and bring it home safely. More than one man familiar with electronics may be needed to repair mechanical failures en route. LeMay has another, equally important, consideration in mind. He knows that there will be a serious morale problem if the observer, who is chiefly responsible for the planes performance, is not given the chance to become the aircraft commander. And he hasn't a chance in the world unless he is a pilot.

The United States Air Force always has been a pilot's air force, which is not an exercise in double-talk. Pilots traditionally dominate the upper echelons and top administrative posts. LeMay, a former bombardier himself, as well as a command pilot, is well aware that the pilot's prestige often is resented by crew members stuck in less glamorous jobs. He hopes to forestall the discord that can be disastrous in a small group by giving the three men in the B-47 equal opportunities to taking turns at the controls. LeMay concedes it may be impractical to adopt the idea as standard procedure. One man may nail down the pilot's seat on superior ability, but the copilot and the observer will have a fair shot at the No.1 spot.

[The above article appeared in the 30 June 1951 issue of the Saturday Evening Post magazine]

With the formation of 30 Bomb Wings of B-47E's in the mid 1950s, this concept was done away with. Each wing had 45 to 60 airplanes and were manned at 1.5 crews per aircraft. This made the numbers of people to meet the requirements of the above program impossible to find. The crew consisted of an Aircraft Commander, Co-pilot and Navigator / Bombardier, and they still had to be team players and were crewed together for years at a time. The Navigator / Bombardier was still a busy fellow as the B-47 had almost no navigation aids. Navigation was by celestial and radar. The Navigator / Bombardier did the precomputing for the celestial fix and the Co-pilot did the shooting of the stars for him. The Co-pilot was also a busy fellow doing the following: . He was the gunner for the radar directed twin 20mm turret in the tail of the aircraft. He also was the electronic countermeasures guy with a receiver to pick up hostile radars. He had control of the electronic jammers and the chaff dispensers to thwart the hostile radars. He also was the flight engineer when it came to fuel management. The B-47E had the capacity for 112,000 pounds of fuel in several tanks. The fuel had to be burnt in the correct sequence of tanks to keep the CG of the aircraft in limits. He also put fuel from the airborne tanker in the correct tanks for the same reason. All B-47 crews were smart and very capable but it is my opinion is that the smartest guy's on a B-47 base in this era were the guys from the A&E Squadrons who maintained all of the electronics, radios, and the armament systems!! - **Editors Note!!**

To all members of the 98th Bomb Group / Wing Veterans Association

It has been my good fortune to have been able to serve you and the organization for the past six years. This will be my final Newsletter as I am stepping down from this position at the Tucson Reunion. I am stepping down for health and personal reasons. I hope that you will give the new Secretary / Treasurer / Editor the same cooperation that you have given me. I would like to think that I am leaving the 98th Bomb Group / Wing Veterans Association business better than I found it. There are a terrific bunch of people that make up this organization and I wish all of them the best!!

**Thanks again to All of You!!
Stan**

World War II Magazine Article

There was an article that appeared in the July 2001 issue of the World War II magazine that was very mean-spirited of the performance of the 98th Bomb Group and of Colonel John R. Kane. The article was entitled *A veteran of the August 1943 Ploesti raid reveals long-hidden details of the costly operation*. It was written by Major General Philip P. Ardery who did fly the mission. I was called by General Bill Bacon telling me about the article. In coordination with General Bacon and Merle Albritton, I wrote and mailed the following letter to the editors of that magazine.

World War II Editor - Primedia History Group
741 Miller Drive SE Suite D-2
Leesburg, Virginia 20175

Dear Sir,

I am writing this letter regarding the article about the Ploesti low-level raid on 1 August 1943. The article was written by Major General Philip P. Ardery and appeared in the July 2001 issue of your magazine. This article gives the impression that Colonel John R. Kane made navigational errors and also implies that Colonel Kane should not have received the Medal of Honor. Our members are very concerned about these allegations.

No navigational errors were made by the 98th Bomb Group. They were one of three groups that flew the mission as planned. Colonel Kane and his group were right on course and suffered because of the mistakes of others. The history of this mission is well known and is well documented by several historians and the Army Air Force. Mistakes were made, but 58 years from the date of the mission is no time to lay criticism on anyone.

The thought that Colonel Kane did not deserve the Medal of Honor is extremely galling to all of our members, several of whom flew that mission. The 9th Air Force and the Army Air Corps thought he deserved the Medal of Honor. The United States Air Force of today thinks he is a hero and deserving of the Medal of Honor. This is proved by two examples: The Logistics building at Lackland AFB, Texas was dedicated to Colonel John R. Kane in 1996. The B-52 Weapons System Training Building at Barksdale AFB was dedicated to Colonel John R. Kane in 1998. This is quite an honor as 8th Air Force Headquarters is at Barksdale AFB. One would think that the building would have been dedicated to an 8th Air Force hero instead of one from the 9th Air Force.

Major General Philip P. Ardery is entitled to his opinion, but that opinion is very distressing to our members. It is felt that his expressing this opinion 58 years after the mission is uncalled for and a slur on the good name of a very brave, heroic officer.

Sincerely

98th Bomb Group / Wing Veterans Association - August 2001

+++++ CHANGE OF ADDRESS +++++

Name	Address	City / State / Zip Code	Unit	A/C
Courtland R. Braden	38 Beech Drive	Aliso Viejo, CA 92656-4221	345 B-47	(Inactive)
William D. Buchanan	811 B Skylark Drive	Columbus, MS 39702-	345	B-24
Tele. #662-240-0530	E-Mail: canan@stargtr.net			
Mrs. Marguerite Clemens	1616 John Paul Court	Oxford, MI 48371-4470	415	B-24
John F. Considine (S)	403 1st Street N #302	Elysian, MN 56028-9608	344	B-29
Tele. #507-267-4658				
Mrs. Ruth C. Crossno (H)	P.O. Box 282	Mounds, OK 74047-0282	A&E	B-47
M. J. Doherty (A)	902 San Saba Court	The Villages, FL 32162-	HQ	B-29
Tele. #352-753-7239				
Laura T. Finch (A)	11837 Ashbrook Court	Germantown, MD 20876-2726	344	B-24
Mrs. Aleta C. Freeman (H)	1465 Riverbend Road NW	Salem, OR 97304-1910	415	B-24
Donald A. Gillies	8005 Lakeshore Road	Lakeport, MI 48059-1322	FMS	B-47
Tele. #810-327-6372				
John A. Godsey	2212 Estates Drive	Fairfield, CA 94533-9719	A&E	B-47
	E-Mail: tensenuf@aol.com			
Gerard A. Haggerty	703 O'Henry Close	Moosic, PA 18507-	A&E	B-47
Tele. #570-963-9623				
Paul R. Handwerker	1529 Foust Road	Xenia, OH 45385-7309	345	B-47
	E-Mail: handworkers@aol.com			
Lee W. Huddleston	6940 Belinder	Shawnee Mission, KS 66028-2760	343	B-24
Tele. #913-262-4354				
Georgann Mantor Jordan (A)	PMB 200 17194 Preston Rd #12	Dallas, TX 75248-	343	B-29
Tele. #903-777-3519	E-Mail: go3373@aol.com			
Robert M. Knodel	2292 Hill House Road	Chesterfield, MO 63017-7211	343	B-47
	E-Mail: rmknodel@hotmail.com			
Mrs. Phylis McCunn (H)	1805 North 8th Street #12A	Red Oak, IA 51566-3115	343	B-47
Mrs. Helen M. Morgan (H)	1335 Blue Hill Avenue #F101	Milton, MA 02186-2307	343	B-24
William J. O'Brien	801 Marina Park Drive	El Dorado Hills, CA 95762-3710	345	B-47
	E-Mail: billobl1@mindspring.com			
Dr. William E. Scannell	P.O. Box 2021	Fredericksburg, TX 78624-1917	344	B-47
	E-Mail: william@scannell.net			
William H. Simons	The Gables 309 Gables Drive	Marysville, OH 43040-	345	B-24
Harry W. Spera	819 East Rose Marie Lane	Phoenix, AZ 85022-6021	449 BG	B-24
Norman S. Thistle	11 Forbes Lane	Windham, ME 04062-5146	345	B-24
Tele. #207-892-9127				
Bruce A. Trimble	11060 Byron Terrace	Tualatin, OR 97062-	345	B-47
Tele. #503-612-6982	E-Mail: ctrimble@teleport.com			
Edward S. Walsh	704 Margaret Drive	Kerrville, TX 78026-5022	343	B-29
Tele. #830-792-6835				
449th Bomb Group Association	4859 Stanhope Drive	St Louis, MO 63128-2848		B-24
(We trade Newsletters)				

CORRECTIONS

Please make the following corrections to your 2001 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
Robert E. Bennett	1680 Dorothy Drive	Rapid City, SD	57703-6221	343	B-47
	Robert is listed in the Active & Inactive Lists for 343 - B-47 - Please remove from Inactive List - HE IS ACTIVE!!				
Mrs. David Duncan (H)	4622 Brookdale Drive	Midland, TX	79703-6806	344	B-47
	Mail returned - No Forwarding Address - Please Drop				

(A) Associate Member

(H) Honorary Member

(S) Summer Address

(W) Winter Address

NEW MEMBERS *****

Name	Address	City / State	Zip Code	Unit / AC
Gregory L. Brubaker	2527 East 2550 North	Layton, UT	84040-8137	345 B-24
Harold E. Chapman	1912 Longmeadow Drive	Arlington, TX	76015-4039	345 B-29
	Phone #817-467-5032			
Matthew W. Chrispin (A)	7605 Toweron Lane	Columbus, OH	43235-	345 B-24
	Phone #614-766-1202			
	E-Mail: mchrispin@aol.com			
Clinton "Gene" E. Colberg	698 N. Santa Cruz Ave #2	Los Gatos, CA	95030-4301	A&E B-47
	Phone #408-399-5033			
Harvey L. Fain	2393 Cyote Circle	Golden, CO	80403-8774	A&E B-47
	Phone #303-582-0453			
Walter J. Furlong	3808 Perryhurst Place	Baltimore, MD	21236-	345 B-24
Mrs. Florence Geiselman (H)	708 Prospect Avenue	Waynesboro, PA	17628-2516	345 B-24
Donald H. Goede	1207 Morning Star Drive	Colorado Springs, CO	80906-1206	HQ B-24
Mrs. Marion C. Hendrickson (H)	40 Barnesdale Road	Natick, MA	01760-333	343 B-24
Seldon O. Henry	201 West Place	Trenton, OH	45067-1241	B-29
Dr. Jon M. Igelman	3424 Wynfield Drive	Richmond, IN	47374-8306	HQ B-47
	Phone #765-935-6319			
Stanley P. Kavrik	11850 E. Calle Javelina	Tucson, AZ	85748-8349	343 B-29
	Phone #520-885-8788			
Bernard J. Lesiak	31 Morning Glory Lane	Lakewood, NJ	08701-5718	344 B-29
	Phone # 732-901-9977			
Melvin C. Manly	1304 Stillman Street	Selma, CA	93662-3222	343 B-29
	Phone #859-896-2216			
Charles Shannon (H)	1127 West Barrow Drive	Chandler, AZ	85224-	344 B-29
	Phone #602-786-9394			
	E-Mail - dillion.blake@home.com			
Wm. Houston Sipes	68 Carlisle	Jackson, TN	38301-	345 B-24
	Phone #731-668-5249			
Richard Workman	1341 Martins Camp Road	Gilbert, SC	29054-	OMS KC-97
	Phone #803-892-5679			

DEPARTED COMRADES *****

Name	Address	City / State / Zip Code	A/C	DOD
John D. Blyth	131 Baird Avenue	Wadsworth, OH 44281-2217	B-24	8 Jun 2001
Howard S. Geiselman Jr.	708 Prospect Avenue	Waynesboro, PA 17628-2516	B-24	3 May 2001
Donald F. Good			B-24	11 Jul 2001
Elliott N. Hendrickson	40 Barnesdale Road	Natick, MA 01760-333	B-24	3 May 2001
Everett H. Melcalf Jr.	2500 E Las Olas Blvd #608	Ft Lauderdale, FL 33301-1585	B-24	12 May 2001
Harry F. Press	29 Highland Drive	Richboro, PA 18954-1823	B-24	29 Mar 2001
Benjamin Schmitz			B-24	14 Jun 2001
Lyle E. Stockton			B-29	23 Dec 2000
Henry A. Syslo	3717 27th Street #B24	Columbus, NE 68601-2239	B-24	24 Jul 1995
Bert R. Wright	P.O. Box 5	Wigham, GA 31797-0005	B-24	1 Sep 1995

(A) Associate Member **(H) Honorary Member**

Please file this page with your 2001 Roster to keep everything together!!

For Your Information!!!

1. **McCook Army Air Base Historical Society** will hold an Open House and Reunion on 28 -29 September 2001. The Air Base will be open to all visitors Friday and Saturday afternoons. For more information write to:

McCook Army Air Base Historical Society
P.O. Box B-29
McCook, NE 69001

2. **Veterans of Underage Military Service** is a fledgling veterans organization incorporated in 1991. They are initiating a concentrated membership recruiting effort to reach all of America's underage veterans who have not heard about VUMS. Most are now in their golden years and time is fleeting. The organization estimate that 3 - 5% of World War II and Korea veterans were underage when they enlisted. If you served in the military at least one [1] day while younger than the Minimum legal age, please contact for more information and Membership application:

Robert G. Thorpe - [345 - B-47]
6616 East Buss Road
Clinton, WI 53525
Phone #608-676-4925
E-Mail: BDavison1110@earthlink.net or www.oldvums.com

3. **The International B-24 Liberator Club** has printed a 2002 B-24 Liberator calendar. It is very nice- I received a copy and will have it at Tucson in October. If you purchase one between now and December 31, 2001, our organization will receive \$0.50 for every copy sold to our people. If you do purchase one, please let them know that you are in the 98th Bomb Group Veterans Association. For ordering information, see the panel below:



**Order your copy
today!**

\$10 (plus \$2.50
shipping &
handling)

Make your checks payable to:
"B-24 Liberator Club"

***This calendar is packed with
photos and historical information.***



B-24 Liberator Club (98BG)
1672 Main Street, Ste. E
PMB -124
Ramona, CA 92065

Your organization will receive a portion of the sale of each calendar through 2001. We track sales by the special code in the () following "B-24 Liberator Club" to the left.

**98TH BOMB GROUP / WING VETERANS ASSOCIATION
2001 REUNION - TUCSON, ARIZONA**

DAY 1 - TUESDAY

9 OCTOBER

10:00 AM Officers Meet with Hotel Staff
12:00 Noon **Hospitality Room Opens**
12:00 - 2:00 PM **Registration - Nametags & Reunion Pins**

DAY 2 - WEDNESDAY

10 OCTOBER

7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 AM - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM to 5:00 PM Free Day for Sight Seeing
5:00 to 9:00 PM Extra Cost Excursion - Dinner at Hidden Valley Inn - \$29.00 per person

DAY 3 - THURSDAY

11 OCTOBER

7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 AM - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM to 2:00 PM Extra Cost Excursion - DM AFB & Pima Air Museum Tour - \$33.00 per person - Lunch at DM AFB Club included. (**Photo ID Required !!**)
6:00 - 7:00 PM Cash Bar - Palo Verde Hotel
7:00 - 9:00 PM **Dinner at The Palo Verde Hotel**

DAY 4 - FRIDAY

12 OCTOBER

7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 AM - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM - 2:00 PM Extra Cost Excursion - Desert Museum & Mission Tour- \$20.00 per person
Evening free You can make your own dinner plans

DAY 5 - SATURDAY

13 OCTOBER

7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 - 8:45 AM Flight Leaders Meeting
9:00 - 11:00 AM **Ladies Continental Breakfast**
9:00 - 11:00 AM General Business Meeting
6:00 - 7:00 PM Cash Bar - Palo Verde Hotel
7:00 - 9:00 PM **Reunion Banquet at The Palo Verde Hotel**

!!!! ALL ITEMS ABOVE IN BOLD PRINT ARE COVERED BY YOUR REGISTRATION FEE!!!!

GET YOUR HOTEL RESERVATIONS IN EARLY!!

Room Rates / Per Day - Room / 1 Queen Bed = \$61.73 - Room / 2 Double Beds = \$72.19 - 2 Room Suite = \$82.97 All prices with tax included. Parking is free. For reservations call Holiday Inn Palo Verde 1-520-746-1161 Room Rates apply 3 days before to 3 days after Reunion. Identify as 98th Bomb Group - After 10 September no guarantee but same rate if they have rooms.

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
- 98th Emblem Lapel Pin \$5.00 each
- 1997 Branson, 1998 Cleveland, 1999 Spokane, 2000 Philadelphia Pins \$2.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

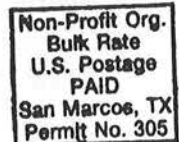
**Gary C. Hensel
2950 Lehigh Road
York PA 17402-3841**

The 1998 Cleveland, the 1999 Spokane & the 2000 Philadelphia Reunion Books are available now for \$5.00 each. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the 98th Bomb Group Veterans Association and mail to Stan Flentje, 310 Sunnywood Lane, San Marcos TX 78666-8914. Help your organization recover some of its funds! Get your copies today!!!

***** REUNION INFORMATION *****

2001	Tucson, Arizona	Palo Verde Holiday Inn	09 - 13 October
2002	Dayton, Ohio	Crown Plaza Hotel	24 - 28 September
2003	Seattle Or March Field Area or St. Louis		Stay Tuned!!

**The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested**



SUZANNE D. MIODUSZEWSKI
465 HARBOR WAY
ANN ARBOR MI 48103-6666



98TH BOMB GROUP/WING VETERANS ASSOCIATION 2001 REUNION - TUCSON, ARIZONA

Please use this form to reserve your places at the 98th Bomb Group / Wing Veterans Association Reunion in Tucson, Arizona 9 - 13 October 2001. Registration Fee is \$60.00 per person. Please enter names as you want them on your nametags.

LAST NAME _____ FIRST NAME _____

SPOUSE / GUEST NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SQUADRON _____ AIRCRAFT _____

Registration Fee \$60.00 X _____ Persons = \$ _____

Extra Cost Excursions

Oct. 10 Dinner - Hidden Valley Inn \$29.00 X _____ Persons = \$ _____

Prime Rib _____ Chicken _____ BBQ Ribs _____

Oct. 11 Tour - Davis-Monthan AFB (Lunch at Club) & Pima Air Museum

[9:00 AM to 2:00 PM] \$33.00 X _____ Persons = \$ _____

Oct. 12 Tour - Desert Museum & Historic San Xavier Mission

[9:00 AM to 2:00 PM] \$20.00 X _____ Persons = \$ _____

Total Amount Paid \$ _____

Make checks payable to: **98th Bomb Group Veterans Association**
Mail to: **310 Sunnywood Lane, San Marcos, TX 78666-8914**

**WE LOOK FORWARD TO SEEING YOU
IN TUCSON IN OCTOBER!!!**



FORCE FOR FREEDOM

FEBRUARY 2001

THE PYRAMIDIERS

THE 98TH BOMB GROUP / WING

VETERANS ASSOCIATION

<http://members.aol.com/BOMBGRP98/index.html>



******* A MESSAGE FROM MERLE *******

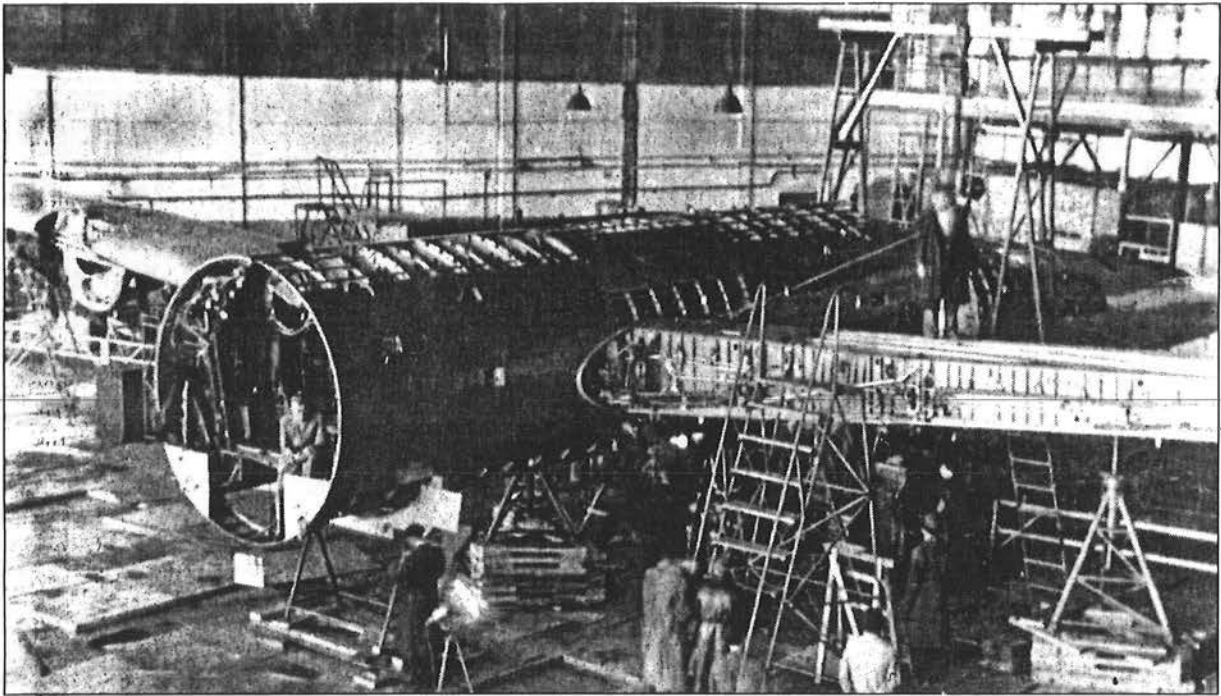
The Holidays are over. I hope each of you enjoyed them as much as my family and I did. As we look to the future, let us do so with optimism. I would like to see an increase in our membership and more participation from individuals. If you have any suggestions, let us know. It may be the one thing to make our organization even better.

Lee Taube and his helpers have about finalized plans for Tucson. Details will be in our Newsletter. In the spirit of helpfulness and cooperation, Bob Ladislaw and Dennis Posey are working on our Dayton Reunion. As you know, Bob lives in Ohio and Denis in Marietta. Marietta is a lot closer to Ohio than California, and less expensive in travel costs. Dennis will have a recommendation on our 2003 Reunion at our Tucson meeting. Lee will be helping Dennis on our west coast site.

Thank you for your cooperation. The 98th is Alive and Well!!!

OFFICERS

MERLE L. ALBRITTON	President	1-863-773-9729
CORY O. ORNE JR.	Vice President	1-518-548-3372
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coord. - Tucson	1-714-546-0956
DENNIS POSEY	Reunion Coord. - Dayton	1-770971-3972
JOHN FORNWALT	Past President	1-570-323-5036
GERALD B. CUSTER	Past President	1-719-475-2613
GARY C. HENSEL	Memorabilia Chairman	1-717-757-6656
HERB HARPER	Historian	1-423-336-2768



ASSOCIATED PRESS

An undated file photo of the Soviets' secret B-4 project hangar shows a dismantled B-29 Superfortress plane at the Central Aerodrome in Moscow.

Soviet Union stole B-29

Tu-4 copied from bomber

By PAULINE JELINEK
ASSOCIATED PRESS

WASHINGTON — They call it reverse engineering. The Soviet Union confiscated one of the most advanced aircraft in America's World War II fleet, took it apart, then replicated it in just two years, historians say.

New details of how Soviet engineers copied the B-29 Superfortress and renamed it the Tu-4 bomber were released last week after a 12-year investigation by the Smithsonian Institution's National Air and Space Museum in cooperation with the Russian government and historians.

"The magnificent story of the Tu-4 has now come full circle," said George Larson of Air & Space/Smithsonian Magazine, which published the research in its February edition.

"It's a phenomenal feat of human engineering," museum curator and author Von Hardesty said at a panel discussion at the Russian Embassy.

Revealing new details about a long-confounding Cold War mystery, the investigation tells what happened to three B-29s the Soviets never sent home after crews were forced to land on Soviet soil with engine problems or other emergencies in late 1944.

Allies at the time, the Soviets had asked for the B-29 under a U.S. lend-lease program, but Washington refused and sent them instead transports and other bombers. After the B-29s landed on Soviet soil, the crews were returned.

But Soviet leader Joseph Stalin ordered the bomber copied to give his military an aircraft far superior to what they had at the time, Hardesty said.

One of the confiscated planes was left untouched and used as a model and a second was used for test flights, said Maximilian Saukke, son of a Soviet engineer on the project.

The third, Saukke told the panel, was disassembled.

"The Tu-4 was a big surprise" when the West saw it flown at a 1947 Soviet air show, Hardesty said.

U.S. intelligence officials suspected soon thereafter that the Soviets seemingly had copied the B-29. The new research, though, details how the Soviets did it —

through reverse engineering.

"We wondered how did they do this, how did they manage it, how did they get the material and the human resources ... the discipline?" Hardesty said.

In part, it was done with strong management, a lot of hard work and the threat that failure could land workers in exile in Siberia.

Saukke said lead designer Andrei Tupolev "had a unique feature in his character. ... He attracted very talented people."

Thousands eventually worked on the project — dubbed B-4 for bomber with four engines. And they did it 12 hours to 14 hours a day, seven days a week, at 900 factories and research institutes, researchers said.

They made 105,000 drawings of the confiscated plane.

"They took it apart component by component, panel by panel, almost rivet by rivet," Hardesty said.

He said they finished the design work in one year and produced planes in the second.

"Tupolev ... had radio links out to the various factories, and they would report almost daily on their progress. It was the equivalent of their Manhattan Project — high priority," Hardesty said, comparing the task to the U.S. effort to build the nuclear bomb.

AVIATION CADET MUSEUM

Once upon a time, there were certain young men. These were not ordinary young men, rather they were knights of the air, much like the legendary knights of King Arthur's days. After all, who else would don a flying machine and engage in mortal combat thousands of feet in the air? From 1917 until the end of the Vietnam war, these valiant warriors have fought and died for their country. Most people today have never heard of the Flying or Aviation Cadets. But the truth is, whether you care to accept it or not, these boys turned into men by this outstanding training program, are the ones who built the modern United States Air Force.

The soon-to-be-built Aviation Cadet Museum near Eureka Springs, Arkansas, will house the history of the Flying / Aviation Cadets. This will not be a dry museum: yes, it will incorporate all the historical items of their times, but it will be much more than that. It will be a place where everyone can come, and for a brief monument in history, become a cadet. You will even be able to fly your own simulator. In short, a place where every man, woman and child can travel back in time to the glory days of the Cadet Corps.

We are going to recreate a cadet training base. We have been offered, free of charge, barracks and other buildings from Ft. Chaffee, Arkansas. These were built in 1941. Our cost includes moving them to our site (we have first option on 72 acres of land) and reassembling them. The unit moving cost will be somewhere between \$35,000 and \$55,000. The chapel being the most expensive one. I will be doing cost analysis on the foundation, site work, and refurbishing in the next several weeks to arrive at a complete cost for each unit. We need sponsors for these buildings - individuals, classes, groups of classes, bomb groups, fighter wings, private industry etc. all can help. The sponsor will have a plaque attached to their building stating their sponsorship, a permanent memorial.

For more information contact the Aviation Cadet Museum Inc. at 542 County Road 2073, Eureka Spring, AR 72632 or call at 501-253-5008. You may visit us online at: www.aviationcadet.com. The Aviation Cadet Museum Inc. is a 501-(c)(3) corporation and all donations are tax deductible. The 98th contact is: C. Wallace McPherson, 5877 Itaska Avenue, St. Louis, MO 63109 - phone 318-481-1440 or E-mail walnorm@swbell.net

We Need Your Help

1. **James Eddy, 7352 Fort King Road, Zephyrhills, FL 33541, telephone 813-788-2329** is asking our help in locating his friend **Anthony Maglicoa**. Anthony entered service June 4, 1942 and was discharged July 4, 1945. He was in the 344th BS and was on the Ploesti low level mission on Brewery Wagon. His nickname was "Baggy" and was a ball turret gunner and radio operator. If anyone can help, please call James.
2. **Joe Freitas, 101F Winsor Lane, Williamsburg, VA 23185, telephone 757-564-3938, E-mail jfreitus@bellatlantic.net** is putting together five books of individual war histories. These books will be used as supplementary reading for High School Social Studies Classes. The third volume "War Stories, The Aviators" has very few stories from people who flew out of Africa / Italy to hit the Axis. If you can help, please call Joe. This would be good time for you to tell your story and boost the history of the 98th Bomb Group. I think that this is a very needed subject that should be told to our youngsters.
3. **Your Editor** is sorry that both the Roster and the February Newsletter are late this month. The printer that I use, and the one that does great work and the lowest possible price, was in the process of moving and is now settled and busy with our documents. All is well again!!

JUST A COMMON SOLDIER

He was getting old and paunchy and his hair was falling fast
And he sat around the Legion Hall, telling stories of the past,
Of a war that he had fought in and the deeds that he had done,
In his exploits with his buddies, they were heroes, every one.
All his Veteran buddies listened for they knew where of he spoke,
But we'll hear his tales no longer, for old Bill had passed away,
And the world's a little poorer, for a Soldier died today.
He 'll not be mourned by many, just his children and his wife,
For he lived an ordinary and quite uneventful life.
Held a job and raised a family, quietly going his own way,
And the world won't note his passing, though a Soldier died today.
When politicians leave this earth, their bodies lay in state,
And thousands note their passing, and proclaim that they were great.
Newspapers tell their life story, from the time that they were young,
But that passing of a simple Soldier goes unnoticed and unsung.
Is the greatest contribution to the welfare of our land
A person who breaks promises and cons his fellow man,
Or the ordinary fellow, who in time of war and strife,
Goes off to serve his Country and offers up his life?
It's so easy to forget them, because it was so long ago
The "Old Bills" of our country went to battle but we know
It was not the politicians, with compromises and ploys,
Who won for us the freedom that our Country now enjoy.
He was just a "Common Soldier" and his ranks are growing thin,
But his presence should remind us, we may need his like again.
For when the Countries are in conflict, then we find the Soldier's part
Is to clean up all the troubles that others often start.
If we cannot give him honor while he's here to hear our praise,
Then at least let's give him homage at the ending of his day's.
Perhaps a simple notice, in the paper that would say,
"Our country is in mourning, 'cause a Soldier passed away"

Author Unknown

+++++

Veterans Day

by Father Dennis Edward O'Brien, USMC

It is the soldier, not the reporter, Who has given us freedom of the press.
It is the soldier, not the poet, Who has given us freedom of speech.
It is the soldier, not the campus organizer,
Who has given us the freedom to demonstrate
It is the soldier who salutes the flag,
Who serves beneath the flag, and whose coffin is draped by the flag
Who allows the protester to burn the flag.

Short Biography of Charles Shannon
Author of the Pyramiders Over Korea - May 2000 Newsletter

I grew up on a farm in Montana. My father was an Army Air Corps veteran of World War II. My brother and I were raised with the ideal that everyone owes some sort of service to the United States. It wasn't a matter of IF we would enter the military, but merely When and in what service. With this in mind, I enrolled in the ROTC program at Montana State University in 1966. By that time, I had decided to make the military my career. Unfortunately, those plans were destroyed by a parachute accident in the spring of 1968 that left me a paraplegic. I eventually gravitated toward the infant computer industry and was able to make a living. However, the interest in the military never waned. Most of my leisure time reading was in some way military related. In 1994, after a 24 year absence from college, I enrolled in The American Military University at Manassas, Virginia. Their distance-learning curriculum allowed me to continue my career in Arizona while pursuing a Master of Arts Degree. Then followed some serious study of various subjects. One topic was the story of the 98th Bomb Group in Korea in which an uncle had served. I firmly believe that the stories of our veterans need to be preserved for posterity - they are priceless.

E-Mail Memo from Bob Sorenson to Ken Russell (Both 345th BS - B-29)

Ken: I really enjoyed reading the research paper by Charles A. Shannon that appeared in the 98th Bomb Group Newsletter, even though there were some errors that should have been noticed by someone. For instance, on page 2, next to the last paragraph, command went to Colonel William R. Close, not Colonel Winston R. Chase as indicated. Too bad there was no mention of our July 30 raid involving 63 bombers. And on page 4, you already noticed the error in the date of the Ashiya crash, which was the morning of June 25 instead of June 28 as noted. Also under the remarks, the cause should have been designated "crashed after landing" instead of "crashed". Our landing was letter-perfect. We just needed another 1,500 of runway.

But if the Association keeps turning out interesting material about the use of B-29s in Korea, I may want to rejoin. I also visited the web-site with the information on the missing crew members from that November 1952 flight. Keep up the good work and you might want a web-sir of your own.

Letter from Ken Russell to your editor

Dear Mr. Flentje In the May newsletter, there is a list of aircraft losses for the 98th for the Korean War. There is a crash at Ashiya on June 28, 1952. I was on that plane. The correct date is the morning of June 25th. We took off from Yokota on June 24th at 1930 and flew front line support. As we returned, the weather was bad at Yokota and we headed south to clear the storm and it was only slightly better at Ashiya and so we went in GCA (Ground Controlled Approach). They set us down one third of the way down a short runway and we went off the end of the runway and totaled the plane "Trouble Brewer". We were so low on fuel we could not have gone around anyway. The only injury was the bombardier who landed in the nose of

the plane was injured when we hit a bank and the nose wheel failed and the plane broke in half. The crew on "Trouble Brewer" was:

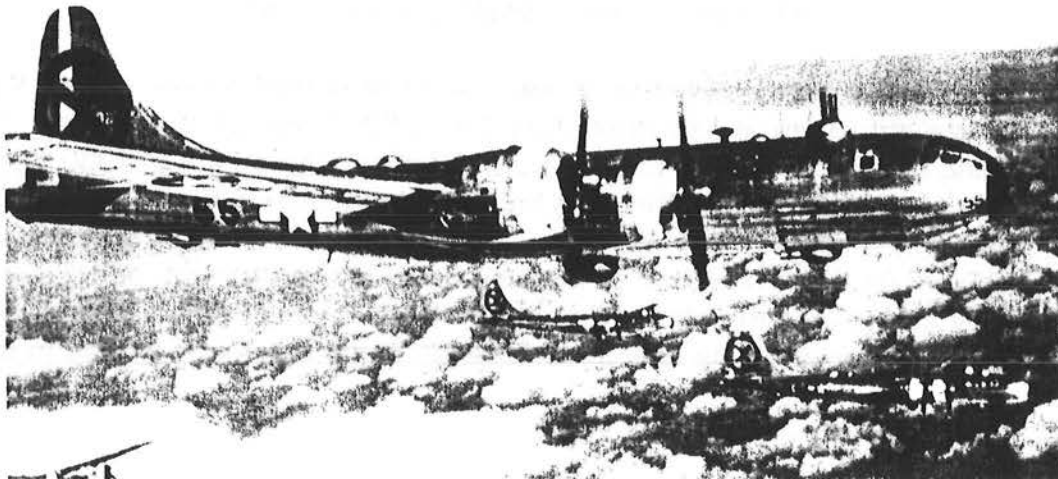
Aircraft Commander	D. O. Funk
Pilot	Robert Sorenson
Navigator	Lee Reasor
Radar Operator	Don Robb
Bombardier	Bert Crandall
Engineer	Dick Justiss
CFC Gunner	Joe English
Right Gunner	Dean Allen
Left Gunner	Ken Russell
Tail Gunner	J. Lundell
Radio Operator	Jerry Cox

Sincerely Kenneth Russell

From your Editor:

I want to thank Charles Shannon for his excellent research paper. I want to thank both Ken Russell and Bob Sorenson for their input. This example points out the unlimited problems for a researcher to get all the complete facts in spite of all the time and effort one puts in to researching and writing a paper. It is very easy to get some wrong facts from so-called official histories and still do a great job writing the article. Charles put a lot of work into the writing of this paper and is still interested in the 98th. He will be in attendance at our Reunion in Tucson.

As one can see from his biography, life has not been kind to Charles and that he was never given the chance to be connected with any unit of the military. I think that it would be fitting and proper to make him an Honorary member of our organization so he can know the comradeship of a top notch military unit. Ours is one of the best units that ever graced the US military and is still that way today. So unless anyone has some real strong reasons why I shouldn't., Charles will join our ranks as an Honorary Member. We will all get a chance to meet and welcome him at our Reunion in Tucson.



98th Bomb Group / Wing Veterans Association - February 2001

+++++ CHANGE OF ADDRESS +++++

Name	Address	City / State	Zip Code	Unit	A/C
John K. Aden	P.O. Box 164	Cora, WY	82925-0164	344	B-47
Hubert D. Clemmons	6 Bradley Court	Lebanon, TN	37087-4303	415	B-24
Mrs. Ruth C. Crossno (H)	1301 South Park #C-26	Sapulpa, OK	74066-	A&E	B-47
Dr. Joseph A. Dugan	14300 Gaines Avenue	Rockville, MD	20853-2155	343	B-24
Julia K. Flentje (A)	4334 East San Miguel Street	Colorado Springs, CO	80915-2713	344	B-47
Darrell M. George	2924 Charles Bryan Road	Bartlett, TN	38134-3834	344	B-24
Joseph P. Jamieson	P.O. Box 24	Millinocket, ME	04426-0024	344	B-47
Mrs. Stella M. Kipp (H)	1572 Horshoe Trail	Chester Springs, PA	19425-1909	343	B-24
Philip G. Loignon	26 Santa Clara	San Clemente, CA	92672-	345	B-47
Janeen A. Maulding (H)	2346 Eagleview Circle	Longmont, CO	80504-7797	HQ	B-24
Mrs. Charlotte Melland (H)	1916 NW Peach Street #A	Lees Summit, MO	64081-1122	343	B-47
Robert M. Watson	2360 Marian Avenue	Carson City, NV	89706-	343	B-47

(A) Associate Member

(H) Honorary Member

***** CORRECTIONS *****

Please make the following corrections to your 2001 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
Mrs. Eva Figueria (H)	108 Montford Court #201	Virginia Beach, VA	23452-	343	B-24
Mail returned - Can Not be delivered at this address - Please drop from the Roster					
G. Walter Marsh	252 Old Canterbury R-4	Norwich, CT	06360-1376	345	B-24
Mail returned - Can Not be delivered at this address - Please drop from the Roster					
Mrs. John L.M. Taylor (H)	806 Bonnie Glen Drive	Marietta, GA	30067-	345	B-24
Mail returned - Can Not be delivered at this address - Please drop from the Roster					
Mrs. Tony Teal (H)	P.O. Box 132023	Tucson, AZ	85732-	345	B-24
Mail! returned - Can Not be delivered at this address - Please drop from the Roster					

(A) Associate Member

(H) Honorary Member

Please file this page with your 2001 Roster to keep everything together!!

98th Bomb Group / Wing Veterans Association - February 2001

***** DEPARTED COMRADES *****

Name	Address	City / State	Zip Code	A/C	DOD
Wallace F. Adams	808 Walnut Street	Carthage, MO	64836-1961	B-24	21 Nov 2000
Albert E. Beaufore	4213 Seminole Drive	Royal Oak, MI	48073-6316	B-24	24 Jan 2001
Mrs. Harry S. Casler	30564 Skipton Cordova	Rd. Cordova, MD	21625-2904	B-24	Aug 1999
Emiel F. DeBaets	P.O. Box 307	Shelby, NE	68662-0307	B-24	17 Sep 2000
William R. Hall	2408 Bay Street	Sarasota, FL	34237-8117	B-24	12 Dec 2000
Tom F. Hamway	10412 Maple Road #8	Hartland, MI	48353-1116	B-24	3 Dec 2000
Jack C. Hart	13765 Vista Dorada	Salinas, CA	93908-	B-24	24 Aug 2000
Raymond A. Kurner	HC 02 Box 249	Palacios, TX	77465-9705	B-24	3 Jan 2001
Elmer G. Matuska	2924 Lassen Avenue	Stockton, CA	95204-1203	B-24	30 Sep 2000
Morito Miyose	1330 Koko Head Ave.	Honolulu, HI	96816-	B-29	25 Aug 2000
Robert V. Owsiany	179 Hogs Back Road	Oxford, CT	06478-1340	B-24	15 Sep 2000
John (Jack) H. Robertson	573 Saddlehorn Drive	Chesapeake, VA	23322-1302	B-24	2000
Jack A. Thompson	P.O. Box 698	Piney Flats, TN	37686-0698	B-29	Fall 1998
Lawrence A. Whitehead	Route 5 Box 92	Clelland, TX	77327-9004	B-29	11 Feb 2001
Elwood Wilhelm	P.O. Box 123	Harvard, ID	83834-0123	B-29	Oct 2000
(A) Associate Member	(H) Honorary Member				

***** NEW MEMBERS *****

Name	Address	City / State	Zip Code	Unit	A/C
Mrs. Wallace F. Adams (H)	808 Walnut Street	Carthage, MO	64836-1961	415	B-24
Nelson A. Ashwill Jr.	607 East 107th Terrace	Kansas City, MO	64131-4325	343	B-29
Mrs. Barbara Beaufore	4213 Seminole Drive	Royal Oak, MI	48073-6316	345	B-24
Philip Bertram (A)	1101 Howard	Bellaire, TX	77401-	415	B-24
Richard F. Brown	10401 West El Capitan Circle	Sun City, AZ	85351-	68 FS	P-38
Sean Cohane (A)	1575 Tanglewood Lane #223	Escondido, CA	92029-	345	B-24
Mrs. Emiel F. DeBaets (H)	P.O. Box 307	Shelby, NE	68662-0307	415	B-24
Thomas W. Dowsett	44036 Galion Avenue	Lancaster, CA	93536-6057	345	B-29
Laura T. Finch (A)	P.O. Box 11294	McLean, VA	22102-9294	344	B-24
Douglas L. Hall (A)	2916 Teton Trail	Tallahassee, FL	32303-	343	B-24
Mrs. William R. Hall (H)	2408 Bay Street	Sarasota, FL	34237-8117	343	B-24
Don R. Hallock	P.O. Box 370	Hobart, WA	98025-0370	345	B-29
Mrs. Irene Hamway (H)	10412 Maple Road #8	Hartland, MI	48353-1116	345	B-24
Mrs. Geri Holly (H)	226 Old Stonehouse Road	Mechanicsburg, PA	17055-	345	B-24
Kenneth L. Kemp (A)	7443 Pinehurst Drive	Quinton, VA	23141-1521	345	B-24
Bryan R. Kurner (A)	714 Tammy	San Antonio, TX	78216-3457	415	B-24
Mrs. Raymond A. Kurner (H)	HC 02 Box 249	Palacios, TX	77465-9705	415	B-24
Allen F. Manning	403 Buck Street	Pembroke, NH	03275-	344	B-29
Gerald E. Marshall	2693 South Balsam Street	Lakewood, CO	80227-	345	B-29
Mrs. Elmer G. Matuska (H)	2924 Lassen Avenue	Stockton, CA	95204-1203	415	B-24
Thomas H. Morgan	2367 Four Seasons Court	Crown Point, IN	46307-9341	PMS	KC-97
Mrs. John H. Robertson (H)	573 Saddlehorn Drive	Chesapeake, VA	23322-1302	415	B-24
E. Hondo Robinson	1004 East 24th Street	Holland, MI	49423-9164	A&E	B-47
Max D. Snyder	4089 Split Rail Lane	Fenton, MI	48340-	FMS	B-29
David Soto (A)	29605 Solana Way #J10	Temecula, CA	92591-	345	B-24
Jack M. Stegelman	1311 Oak Road	Catoosa, OK	74015-2216	345	B-29
Robert B. Swaim	2100 East 2nd Street #307	Long Beach, CA	90803-7309	344	B-29
Dorothy Lewis Vanderhaak (A)	39675 Glenwood Court	Murrieta, CA	92563-5558	344	B-24
Mrs. Laura M. Whitehead (H)	Route 5 Box 92	Cleveland, TX	77327-9004	343	B-29
George D. Wright	26732 State Route 9 NE	Arlington, WA	98223-8146	344	B-29
(A) Associate Member	(H) Honorary Member				

Please file this page with your 2001 Roster to keep everything together!!

98th Bomb Group / Wing Veterans Association 2001 Reunion Information Tucson, Arizona - 9 to 13 October 2001 - Holiday Inn Palo Verde

1. Tour - Davis-Monthan AFB [Lunch at the DM AFB Officers Club] & Pima County Air Museum

With hopes of being selected as the location for an US Army Air Base, Tucson built a new airport using the guidelines provided by the US Army. Charles Lindberg, *the Lone Eagle*, dedicated the new airport as Davis-Monthan Field in 1927. The airfield was named after two native sons who died in the infancy of flight: Lieutenants Samuel H. Davis and Oscar Monthan. The field's first military customer was Jimmy H. Doolittle. In 1940, with war clouds on the horizon, Tucson was announced as a location for an US Army Air Base. Its mission during World War II was to train bombardment air crews in the B-24 Liberator and the B-29 Superfortress bombers. With the end of the war, operations at Davis-Monthan Field came to a virtual standstill. All that remained was a storage area for the B-29s and the C-47s. This area is now called the Aerospace Maintenance and Regeneration Center [AMARC]. The jet age came to Davis-Monthan in 1953 when SAC units converted to the new B-47 Stratojet - this was SAC's first jet bomber. The same year the Air Defense Command arrived with their F-86A Saber jet fighters. Today A-10s, OA-10s and the EC-130 are stationed at Davis-Monthan. The Aerospace Maintenance and Regeneration Center stores more than 4,500 aircraft.

Pima Air & Space Museum brings history to life for aviation enthusiasts of all ages and it enjoys an international reputation as one of the best anywhere. It features over 200 aircraft on display, both outdoors and in five large hangars totaling over 100,000 square feet. An original WW II barracks contains an extensive model collection chronologically arranged showing virtually every US military aircraft from Pre-WW I to the present. The museum also is the location for the Arizona Aviation Hall of Fame. Among those honored include Senator Barry Goldwater and astronaut Frank Borman. The 390th Bomb Group Memorial Museum is located on the grounds, a museum within a museum, that houses a B17 Flying Fortress and exhibits detailing the 390th's World War II operations in the European Theater with the 8th AF. There is also a beautifully restored B-24 in one of the other hangars.

2. Tour - Desert Museum and Mission Tour

Called by the New York Times "the most distinctive zoo in the United States", the Desert Museum is Southern Arizona's most popular visitor attraction. Nestled in the Tucson Mountain Park, 14 miles west of downtown Tucson, the Desert Museum exhibits the living outdoor world of nature found in the Sonoran Desert region. On your way to the Museum, you'll drive through Saguaro National Park which preserves the most magnificent Saguaro forest in the world. The great Sonoran Desert region is filled with natural beauty and mystery. The Arizona-Sonoran Desert Museum provides a unique opportunity to see a comprehensive collection of the plants, animals, and geology of this area. Among Tucson's great man-made landmarks, Mission San Xavier del Bac, the "White Dove of the Desert" continues the legacy of Spanish missionary Father Kino. The lovingly preserved, architecturally exquisite church southwest of the city on the San Xavier Indian Reservation still serves the Tohono O'odham Indians, for whom the church was built by Franciscan friars in the late 1700's.

Holiday Inn Palo Verde Information

Transportation - The hotel offers free transportation to and from the Tucson Airport. Upon arrival use the courtesy phone to call hotel and get the van sent to the airport. When you leave, schedule with the hotel the day before you leave.

Finding the Hotel - On Interstate 10 coming from the east, get off at Exit 264B (Palo Verde Drive), turn right for about 4 or 5 blocks. The hotel is on the left. On Interstate 10 coming from the west, get off at Exit 264B (Palo Verde Drive), go left under I-10 and go .5 miles. The hotel is on the right.

Hotel Amenities - All rooms have television, clock radios, hair dryers, Irons and ironing boards, and coffee makers. The hotel also has a swimming pool, sauna, Jacuzzi and a workout room.

Hospitality Room - This year we are going to do things different in the Hospitality room. Most hotels now charge \$35.00 a gallon for coffee. Our bills for the Hospitality Room in Philadelphia were around **\$1,000.00 a day for the coffee!!** Your Association and You can not afford these prices. We are going to limit the amount of coffee to 5 gallons (at \$20.00 a gallon) a day starting at 7:30 AM each morning and when that is gone, that is it for the day.

Also there will be NO photo book this year as we can not afford it!!

**98TH BOMB GROUP / WING VETERANS ASSOCIATION
2001 REUNION - TUCSON, ARIZONA**

DAY 1 - TUESDAY 9 OCTOBER
10:00 AM Officers Meet with Hotel Staff
12:00 Noon **Hospitality Room Opens**
12:00 - 2:00 PM **Registration - Nametags & Reunion Pins**

DAY 2 - WEDNESDAY 10 OCTOBER
7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 AM - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM to 5:00 PM Free Day for Sight Seeing
5:00 to 9:00 PM Extra Cost Excursion - Dinner at Hidden Valley Inn - \$29.00 per person

DAY 3 - THURSDAY 11 OCTOBER
7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 AM - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM to 2:00 PM Extra Cost Excursion - DM AFB & Pima Air Museum Tour - \$33.00 per person - Lunch at DM AFB Club included
6:00 - 7:00PM Cash Bar - Palo Verde Hotel
7:00 - 9:00 PM **Dinner at The Palo Verde Hotel**

DAY 4 - FRIDAY 12 OCTOBER
7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 AM - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM - 2:00PM Extra Cost Excursion - Desert Museum & Mission Tour- \$20.00 per person
Evening free You can make your own dinner plans

DAY 5 - SATURDAY 13 OCTOBER
7:30 AM - 9:00 AM **Coffee, Tea & Donuts Available in Hospitality Room**
8:00 - 8:45AM Flight Leaders Meeting
9:00 - 11:00 AM **Ladies Continental Breakfast**
9:00 - 11:00 AM General Business Meeting
6:00 - 7:00 PM Cash Bar - Palo Verde Hotel
7:00 - 9:00 PM **Reunion Banquet at The Palo Verde Hotel**

!!!!!! ALL ITEMS ABOVE IN BOLD PRINT ARE COVERED BY YOUR REGISTRATION FEE!!!!!!

GET YOUR HOTEL RESERVATIONS IN EARLY!!

Room Rates / Per Day - Room / 1 Queen Bed = \$61.73 - Room / 2 Double Beds = \$72.19 - 2 Room Suite = \$82.97 All prices with tax included. Parking is free. For reservations call Holiday Inn Palo Verde 1-520-746-1161 Room Rates apply 3 days before to 3 days after Reunion. Identify as 98th Bomb Group - After 10 September no guarantee but same rate if they have rooms.

67.⁰² Conf # 61042829

98TH BOMB GROUP/WING VETERANS ASSOCIATION 2001 REUNION - TUCSON, ARIZONA

Please use this form to reserve your places at the 98th Bomb Group / Wing Veterans Association Reunion in Tucson, Arizona 9 - 13 October 2001. Registration Fee is \$60.00 per person. Please enter names as you want them on your nametags.

LAST NAME _____ FIRST NAME _____

SPOUSE / GUEST NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SQUADRON _____ AIRCRAFT _____

Registration Fee \$60.00 X _____ Persons = \$ _____

Extra Cost Excursions

Oct. 10 Dinner - Hidden Valley Inn \$29.00 X _____ Persons = \$ _____

Prime Rib _____ Chicken _____ BBQ Ribs _____

Oct. 11 Tour - Davis-Monthan AFB (Lunch at Club) & Pima Air Museum

[9:00 AM to 2:00 PM] \$33.00 X _____ Persons = \$ _____

Oct. 12 Tour - Desert Museum & Historic San Xavier Mission

[9:00 AM to 2:00 PM] \$20.00 X _____ Persons = \$ _____

Total Amount Paid \$ _____

Make checks payable to: **98th Bomb Group Veterans Association**
Mail to: **310 Sunnywood Lane, San Marcos, TX 78666-8914**

**WE LOOK FORWARD TO SEEING YOU
IN TUCSON IN OCTOBER!!!**

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
- 98th Emblem Lapel Pin \$5.00 each
- 1997 Branson, 1998 Cleveland, 1999 Spokane, 2000 Philadelphia Pins \$2.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

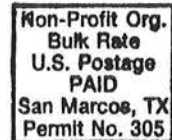
**Gary C. Hensel
2950 Lehigh Road
York PA 17402-3841**

The **1998 Cleveland and the 1999 Spokane Reunion Books** are available now for **\$5.00** each. The **2000 Philadelphia Reunion Books** are available for **\$17.00** per copy. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos TX 78666-8914**. **Help your organization recover some of its funds! Get your copies today!!!**

***** REUNION INFORMATION *****

- | | | | |
|------|--|------------------------|-----------------|
| 2001 | Tucson, Arizona | Palo Verde Holiday Inn | 09 - 13 October |
| 2002 | Dayton, Ohio | Undecided | Undecided |
| 2003 | Seattle Or March Field Area or St. Louis Stay Tuned!! | | |

**The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested**



SUZANNE D. MIODUSZEWSKI
465 HARBOR WAY
ANN ARBOR MI 48103-6666



***** NOVEMBER 2000 *****



THE PYRAMIDIERS

THE 98TH BOMB GROUP / WING VETERANS ASSOCIATION

<http://members.aol.com/BOMBGRP98/index.html>

***** A MESSAGE FROM MERLE *****

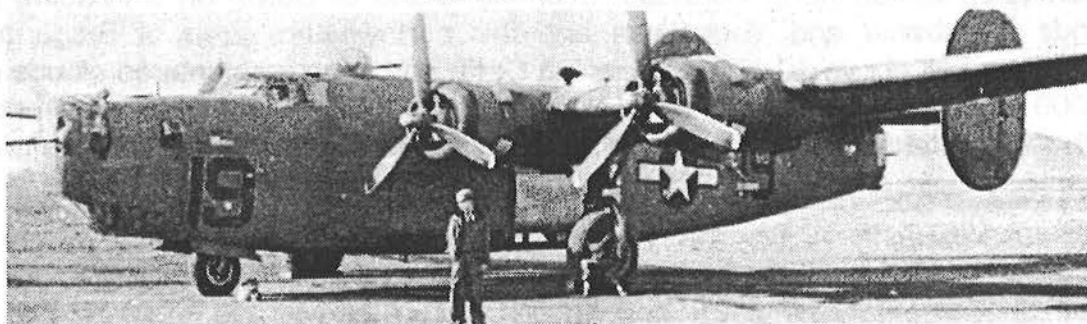
Philly was great! History, Fun, Fellowship, Friends and Food! That is what Reunions are all about. But the one thing that lasts is Friendship.

How is your math? Try This ! $24+29+47 = 98$ I bet you thought this total was 100. Well, I suppose a third grader would say so, but to me it is 98. The 98th! Not only those people who flew these particulars planes but all the others who were associated with the 98th in any capacity.

You have elected Stan, Cory and me to serve our group for this next year. Add Lee to this and that is what we will do. Serve you, the 98th. Your cooperation is greatly appreciated, your support will make the 98th even better. Get ready, Tucson! Remember $24+29+47 = 98!$

OFFICERS

MERLE L. ALBRITTON	President	1-941-773-9729
CORY O. ORNE JR.	Vice President	1-518-548-3372
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coordinator	1-714-546-0956
JOHN FORNWALT	Past President	1-570-323-5036
GERALD B. CUSTER	Past President	1-719-475-2613
GARY C. HENSEL	Memorabilia Chairman	1-717-757-6656
HERB HARPER	Historian	1-423-336-2768



Ploesti - August 1, 1943

by John E. O'Grady (93rd BG) - "Snake Eyes" 42-240316

Double, double, toil and trouble - Fire burn and cauldron bubble - (Act IV MacBeth)

The refrain, chanted by the witches in MacBeth, was brought to mind, by the scene confronting us as we approached B-24 #240316-X. The men of the ground crew huddled around a smoking fire, intent on the activity within the circle. A closer look revealed a burning oil soaked rope formed in a closed circle. The men were dropping the morning's catch of scorpions, one by one, into the ring of fire. Crazed by the heat and trapped within the searing inferno, the scorpion ended the agony by stabbing itself in the back with the venomous stinger on the end of its long segmented tail. Eerie ritual indeed, but it was a momentary distraction from the grim task of preparing for the toil, trouble, and fire awaiting us, the raid on the Ploesti oil refineries in Romania.

The gray dawn revealed the Libyan airstrip, that Sunday, August 1, 1943, and disclosed the apprehension etched on the faces of the combat crew. Nine of us faced combat for the first time. The pilot, 2/Lt. Blevins, had flown in combat with the 98th Bomb Group. 2/Lt. Toles, navigator was on loan from the 389th Bomb Group. My crew, #15, minus Paul Peloquin, navigator and Raymond Michels, copilot, both grounded with dysentery, filled the remaining eight positions. I was a last minute replacement for the scheduled copilot: F/O O'Grady, copilot; 2/Lt. Moore, bombardier; T/Sgt. Knotts, engineer; S/Sgt. Dietrich, assistant engineer; T/Sgt. Weber, radioman; S/Sgt. Clemens, assistant radioman and right waist gunner; S/Sgt. Martin, armorer and left waist gunner; and S/Sgt. Propst, tail gunner. The crew went to their stations while Lt. Blevins and I inspected the plane, kicking the left tire and patting the battle scarred fuselage. From the port side around the nose to the starboard side and there it was! *Snake Eyes* was painted on the right side only. Under the name the nose art was dice showing "crap". All we needed was to a black cat cross our path.

Crouching to enter the forward port bomb bay, I checked the bomb load, three racks full. A bulging *Tokyo Tank*, in the forward starboard bay, carried the additional fuel necessary fuel for the long flight. Up the catwalk to the flight deck, I followed Lt. Blevins into the cockpit and settled into the right bucket seat. Check list completed, we were ready to start engines at 0655 hours. Tension increased with each routine task.

Snake Eyes was the fourth B-24 to take off in Section 4. Section 1 lost one plane that had crashed and was still burning on the edge of the Benina Main runway. The rest of the Pyramiders climbed into the Libyan sky to join Killer Kane. Lt. Blevins settled *Snake Eyes* into the diamond position, behind and slight below Major Hahn, the section leader. On the bomb run we would take a position in a V formation off the left wing of 2/Lt. Ward, the Major's left wingman. 1/Lt. Fravega was on the lead plane's right wing. The code name for Section 4 on this mission was *Hawk*. The Pyramiders formed above Benina about 8:10 and were shaped up and on course heading north to cross the Mediterranean Sea by 8:30. Lt. Blevins turned the controls over to me as he slid back, pulled out a paperback, flipped the pages, found his place and settled down to reading. He seemed unaware as I white knuckled it until I got the hang of flying formation from the right seat. The monotonous drone of the four Pratt & Whitney engines was interrupted by the test firing of the twin .50 caliber guns in the top turret. Suddenly the war became a reality. My eyes were riveted on Major Hahn's plane as I held *Snake Eyes* in the diamond slot. Since the sections, of ten planes each were stepped up, we were hundreds of feet above the lead section with Section 5 above and behind us.

The formation turned north northeast over the island of Corfu, on a heading to cross the southern lands of Albania and Yugoslavia and the northwestern area of Bulgaria enroute to Romania. We were well above 10,000 feet leaving Corfu and soon encountered clouds ranging from 8,000 to 14,000 feet. Mountains ahead ruled out flying under the clouds and the absence of oxygen in all the 98th Group planes left Colonel Kane one option. He circled the formation in preparation for

a frontal penetration. Lt. Blevins knew this procedure and took over at this point. The formation opened up to establish a safe distance between planes and each plane held a constant airspeed and heading as the sections disappeared one by one into the mist. *Snake Eyes* nosed into the soup and suddenly we seemed to be alone. Lt. Blevins flew on instruments while I kept my head turning to spot any plane that might get dangerously close. A wing on the right, a wing on the left, or two vertical stabilizers ahead were the objects I strained my eyes to see but they remained hidden in the opaque mist. Suddenly we squirted out of the cloud bank and saw the group scattered before us. It took precious time to gather the formation which would delay our arrival over the target. We finally got back on course to Pitesti, our Initial Point.

The formation was descending as we neared the target area and the sections were forming the attack formation. Lt. Blevins eased back and slid left to take a position off John Ward's left wing. Speed increased to over 200 miles per hour as most of the planes dropped to tree top level. The crew kept us informed on the run to the target over the intercom.

Its on fire! Look a that black smoke blowing to the right! It's like hell up there!

Bombs are going off and blowing stuff into the smoke and fire!

What happened? Some group hit it by mistake?

There's puffs of black all around us! That's flak, boy and it's heavy!

I heard about flak you could walk on! Hell!! This stuff is walking on us!!

That train off to the right - box cars with the sides down and some big guns blasting away at us! Somebody shot up the engine but the guns are still firing!

They got balloons up too! Some planes are cutting through the cables! Shoot at those babies! Good Shootin' somebody!

They've got guns everywhere! Guns in the haystacks! Gun towers! Gun pits! They're shooting at us with rifles!

Comments were punctuated by bursts of .50 caliber's firing throughout the plane. The WURRUMPH WURRUMPING of 88 shells bursting all around the formation was accompanied by the constant POOM POOM POOMING of smaller anti-aircraft weapons. Eardrums seemed reedy to puncture. *Snake Eyes* shuddered and started a snap roll to the left. We were hit! Blevins yelled an order! I heard *right rudder* and jumped on the right rudder pedal with both feet and jammed it to the wall. Blevins was trimming the rudder to take the pressure off our legs and at the same time he hauled back on the wheel to climb sharply. Recovering from the hit had delayed our climb to hurdle a tall chimney directly in our path.

Lieutenant! Whew! We missed that stack by inches! What a roller coaster ride that was!

We got bounced around back here but we got rid of the hot sticks! (incendiary bombs were thrown out the waist windows by hand)

Let's get out of here!

Tail gunner to pilot! Only one from Section 5 made it past the target!

24s were dropping like flies back there. Some pancaked in the flat fields and seemed to be Ok. Most of them blew up or went down in flames! Man! What a pounding we took!

Engineer to pilot! I'm at the left waist gun. Martin took a hit in the gut. A burst hit under his window! Knotts broke off as the .50s went into action during a fighter attack. Knotts came back on during the lull. I gave Martin a shot of morphine.

Anybody else hurt back there?

This is Clemens, sir. I got hit in the left ankle and my left arm. I bandaged them so I can stay at my guns. We got some company! Every gun in the plane cut loose!

Sir, Clemens again. Number 4 got hit and gas is spraying out past my window. I can smell it!

Lt. Blevins nodded when I moved to cut off and feather number 4 engine. We retrimmed as Lt. Blevins took us down to roof top level where we hedgehopped over trees and tall buildings. Once we reached the open fields, we were skimming the ground. This action frustrated the Messerschmitts.

The fighter pounced on the planes that failed to hit the deck. Ward's plane fell prey to the fighters because he stayed up at about 1,000 feet.

Knotts filled us in on the damaged left vertical stabilizer. There was a jagged hole in the upper leading edge that had caused the drag that nearly caused us to spin in on the approach. The hole under the left waist window did not effect the performance of the plane. Weber, the radioman, checked the bomb bay and shocked the crew with his message. *The bombs! They're still in the racks!*

Hal Moore had flipped all the switches and grabbed the salvo lever to follow through. When he pushed the lever, to assure the drop, it broke off in his hand. The violent action when we were hit could have warped the hangers and jammed them. Lt. Blevins agreed with Lt. Moore's suggestion that he safety the bombs and release them manually into the Danube River. The fighter had broken off his attack as we approached the Danube. Hal opened bomb bay doors and waltzed down the narrow catwalk. The turbid water swished by beneath his feet as he safetied each bomb and tripped it out with a screwdriver. The consensus of the crew was that this river, immortalized by Strauss, was not blue.

Major Hahn's plane, with Fravega on the right wing, was the only part of the section intact. Blevins caught up and completed the element by easing into the left wing position. F/O Salyer joined us in the diamond spot, our original position in the formation. Two other B-24s, from Section 4 survived the bomb run. Morgan and Sternfels took a beating from cables and anti-aircraft fire yet they were able to get back to Libya. Ward was shot down by a German fighter and three planes to the right of Fravega - Doree, Thomas, and Hussey fell victim to flak, fire and/or explosions at the target. Weisler's plane was the lone survivor, of the six that made it to the target in Section 5. Sections 4 and 5 sustained fifty percent losses.

Our mini-formation survived another fighter attack. A biplane, that must have been a trainer, got caught up in the air war and dove right through the middle of the formation. The foolhardy little plane spun on down in one piece. If by chance the pilot did land the plane, it was well ventilated by .50 caliber bullets. That was our last encounter with the fighter and it led us into what turned out to be a false sense of security.

Hey! Isn't that a JU88 out there at three o'clock?

I was at the controls, staying close to the lead plane, and dared not take a look but the rest of the crew craned their necks to verify the sighting. Someone remarked *That's an 88 all right, at our altitude and air speed, but he's out of range of our .50s - He can't hurt us from there!* A sharp explosion punctuated the statement! I saw the bright flash on our left out of the corner of my eye and felt the impact as the plane vibrated from the hit. She was still handling OK and I was able to hold our position. Lt. Blevins reported the hit to the crew. The innocent JU88 off at a distance was calling one or more German bombers above us, giving them our altitude and air speed. The information helped the plane(s) above aim their aerial bombs at the formation. They either missed other tries or ran out of bombs. Our plane was the only one to sustain a hit. The bomb tore a piece out of the trailing edge of the left wing behind number one engine. The left flap was welded to the wing, the oil pressure on number one was dropping slowly. Blevins voiced concern about the condition of the left landing gear. We crossed our fingers.

Gas consumption was our main concern now. Knotts, the engineer, was switching valves to drain the last drop in each tank. Suddenly we reached that *Maxwell House* drop and all three engines quit cold. *Snake Eyes* started to drop like a rock. That instant before the engines sputtered and roared again felt like an eternity. Knotts had been ready to switch tanks but the incident added a few more gray hairs to the day's crop.

Major Hahn, with his number one engine feathered, headed the formation toward Sicily. We were forced to feather our number one engine when the oil pressure dropped too low. Number two was still running smoothly but number three was losing oil pressure. As we approached the

southeastern coast of Sicily, three Spitfires came in close to look us over. The leader snapped us a salute, rocked his wings, pointed down and led us to an RAF base in the vicinity of Syracuse.

Snake Eyes the most battered of the four, made the first approach. The fighter strip looked very short. Running through the checklist, we found we could not lower the flaps as we had feared. *Gear down and locked! Check list complete!*

Blevins lined up with the strip and nosed the plane down. I was reading the air speed aloud as he kept it around 135 miles per hour. He was trying to use every inch of the short runway. The nose came up and as the wheels touched down he pulled back the throttles to land at about 130 miles per hour. The crew had been briefed and had braced themselves for a possible crash landing. *Snake Eyes* dropped on the left and pulled left toward the trees that lined the air strip. The aerial bomb had flattened the left tire. Blevins reacted and advanced the number two throttle as he pushed the right brake. *Snake Eyes* responded sluggishly and started to turn right. A few hundred yards ahead, a man jumped out of the trees, his legs running before he hit the ground. He headed toward the runway but realized that he was on a collision course with our corrected path and reversed his direction and dashed back to the trees. Blevins reacted to the first move and released right brake as he cut the power on number two. When the man headed back for the trees, a right turn was attempted but by that time the trees had caught the left wing and pulled us into the row of trees. As *Snake Eyes* plowed into the trees, the man made his final dash toward the runway. A rugged stone wall ran parallel to the treeline. The trees and the wall finally stopped us with our left wing over the wall and our nose up against it. Number two, our last good engine, hit the wall and the prop snapped off. *Switches Off!* Blevins and I were the last to exit the top hatch. Clemens, gasping for breath, told us that he had jumped out the right waist window before the plane stopped. The flak wound to his ankle was forgotten in the near panic situation.

Where is Martin? I asked. *He's still in the plane. Well? Get him out of there!* I surprised myself, Flight Officer O'Grady gave a command with some authority. Even some of the British airmen sprung into action to assist. Martin was passed through the left waist window on a stretcher and carried to the waiting lorry. I told Martin that he would be back with us in no time. Clemens followed the stretcher bearers after a last hand shake. I was told by the crew that Martin had a severe case of dysentery but refused to go on sick call. He didn't want to miss the first mission with the crew.

Major Hahn, Lt. Fravega and F/O Salyer landed safely. One of the crews came over and pirated the guns and ammunition. They had jettisoned everything they could to conserve fuel. The ground crews of the Spitfires were examining *Snake Eyes* with great interest. The RAF chap that had jumped out of the trees explained that he was running communication lines when he saw *Snake Eyes* heading toward him. *Blimey gov'ner I t'ought you 'ad me!* I assumed he was talking to me but he was looking at *Snake Eyes* as he spoke.

Gentlemen, if you will please follow me, I will direct you to the mess. An RAF officer led our hungry crew to the mess tent where we dined on a gourmet meal of beans and fried tomatoes. A few British eyebrows were arched as I declined the milk and sugar and drank my tea straight. A friendly RAF sergeant collected our well fed group and escorted us to our billet, which in this case was the hospital tent. Lined up in a neat row, was our sleeping accommodations, a stretcher for each man on the dirt floor of the tent. The air raid shelter was visible through the open tent flap. The sergeant gestured toward the shelter and informed us *Jerry may be over tonight!* The German troops still held northern Sicily and were in the habit of bombing the air strip every other night. The threat of an air raid was not enough to keep us awake after thirteen hours and twenty four minutes in the air.

Hal Moore told us about the frantic activity that took place on the flight deck while *Snake Eyes* was jolting and grinding to a halt. Knotts, the engineer was standing on the catwalk with his arms on the back edge of the flight deck leaning forward. The nose wheel buckled and the nose hit the ground. The underside was being chewed up and Knotts was running on the debris that was sliding under his feet. On the flight deck, the top turret had broken loose and was spinning erratically.

Lt. Moore braced himself to help Knotts as he jumped forward. The turret was spinning and the foot rest was about to smash Knotts in the head when Hal threw an arm around Knotts' neck and pulled his head down. The headlock had saved Knotts from a nasty blow on the head but it caused him to lose his purchase and slip back into the moving junk. Knotts struggled to keep his footing for another try. The scenario was repeated two more times before Hal was able to clamp on a good hold and pull Knotts onto the flight deck under the spinning foot rest. The menacing foot rest whipped around until *Snake Eyes* jolted to a halt.

Major Hahn's flight plan included our crew as passengers for the return to Libya. Repairs held up the flight which gave us a chance to visit a nearby farm to dicker for some lemons. We gave the farmer the equivalent of one dollar for all the fruit we could carry. One of the other crews followed our example but they equipped themselves with every container available. They returned with twice the amount we had. We had not mentioned our sharp deal and one of the other crew boasted *We gave the old farmer an American cigarette and he was all smiles*. Our deal suddenly became Top Secret.

The lead plane was airworthy but the RAF could not spare enough of their precious fuel to get us back to Benghazi. They sacrificed sufficient fuel for the short hop to Malta, a supply base, where the planes were serviced. At 2247 hours, 2 August 1943, Major Hahn made a perfect landing at Benina Main and taxied past the empty spots that attested to the heavy losses.

Paul and Mike, our navigator and copilot, met us in the mess where we were interrogated and fed. Back at our tent there was no chance to sleep until Hal and I related the events of the past two days in detail.

Martin, the armorer who was seriously wounded, died after clinging to life for six days. Clemens was recovering from an operation that removed the flak from his left ankle. The fragments in his arm were left to work their way out. This information was sent to me by the American Red Cross.

Crew #15 was taken off DS (detached service) with the 98th Bomb Group, 9th Air Force and assigned to the 389th Bomb Group, 576th Bomb Squadron, 8th Air Force as per our original orders. We flew one mission to Canello, Italy. Captain Gerrick flying his plane V- (V bar) was joined by three members of his crew, 1/Lt. Wilson, navigator; T/Sgt. Craddock, engineer; and S/Sgt. Paulin, gunner, all Ploesti survivors. I flew the right seat while 2/Lt. Moore, bombardier, Knotts, Weber, Dietrich and Propst completed the crew. Compared to Ploesti, Canello was a milk run. There was heavy but inaccurate flak over the target plus a few timid fighters that never came close.

The 389th, 93th and 44th Bomb Groups returned to England and what was left of the replacement crews were transported by C-47s of the ATC. Crew #15 came to Africa to join the 389th Bomb Group but was placed on detached service with the 98th Bomb Group for the Ploesti mission, returned to the 389th Bomb Group for one mission and finally returned to England. Our orders sent us to the 93rd Bomb Group at Hardwick, Station 104, located in East Anglia near the village of Topcroft, south of Norwich. Home at last, we unpacked our toothbrushes and settled down to complete our combat tour of 28 missions (25 was increased to 28) with Ted's Traveling Circus. Finally I would like to salute the 409th's B-24 Baggy Maggy, in which we flew our last 11 missions and sing the praises to her crew chief, then T/Sgt. Joseph T. Zak who kept her in the air for 60 missions without an abort. KUDOS!

[This interesting article was sent to your editor by Paul Peloquin - Navigator - B-24 - 345th BS. Thanks, Paul for the material.]

98th Bomb Group / Wing Veterans Association - November 2000

+++++ CHANGE OF ADDRESS +++++

Name	Address	City / State	Zip Code	Unit	A/C
Jim Blue	6540 N Black Canyon Hwy #16	Phoenix, AZ	85017-1896	345	B-47
Hal K. Bowman	216 Edinburgh Drive	Cary, NC	27511-	343	B-47
Ovide (Tony) A. Carrier	736 Clancy Drive	Dalzell, IL	61320-	343	B-24
Mrs. Jane H. Cherrette (H)	506 Lost Creek Drive	Marquette, MI	49855-8616	343	B-24
John F. Considine (W)	1610 58th Avenue S #3	St. Petersburg, FL	33712-	344	B-29
Wallace R. Daggett	1248 Roseland Drive	Kewaskum, WI	53040-	344	B-29
Charles E. Dean	3850 East Atlantic Ave. #293	Highland, CA	92346-	ARS	KC-97
Arthur W. Fields	1475 Dovetail Way	Gilroy, CA	95020-8302	343	B-24
Gordon Flournoy	2946 Florence Drive	Columbus, GA	31907-	344	B-24
Dean O. Goff	2131 Jefferson Street	Napa, CA	94559-	A&E	B-47
Clyde C. Hall	4617 Fairfax Court	Birmingham, AL	35235-1994	343	B-24
Robert A. Hambury	310 Cedar Drive	Salisbury, MD	21804-5212	A&E	B-47
Howard E. Hunt	1178 East Everton Road	Connersville, IN	47331-8908	345	B-24
Frank Just	3411 I Street #3	Sacramento, CA	95816-4543	345	B-24
Jack H. Katz	5C Chadwick Lane	Monroe Township, NJ	08831-2600	345	B-24
R. G. Ketchum	27955 South Lakeview Drive	Park Hill, OK	74451-	A&E	B-47
Anthony J. Leonardi Sr.	11570 East Dorado Avenue	Englewood, Co	80111-4144	344	B-24
Philip G. Loignon	26 Santa Clara	San Clemente, CA	92672-	345	B-47
William J. McMillen	44815 Rock Island Drive	Lancaster, CA	93535-2714	415	B-24
Robert E. Morrison	5600 Ferret Drive	Fort Mohave, AZ	86426-8849	343	B-47
Sharmain L. Nicholson (A)	1181 Dolphin Road	Singer Island, FL	33404-	415	B-24
John C. Park	110 Forest Lane	Murchison, TX	75778-4608	415	B-24
Mrs. John A. Piper (H)	118 Thunder Road	Eatonton, GA	31024-5539	343	B-24
Edwin W. Pollard Jr.	632 R.S. County Road 1307	Emory, TX	75440-	344	B-24
Keith T. Ragan (A)	35 Fredericksburg Drive	Middletown, DE	19709-3831	345	B-24.
Howard F. Revie	515 Rado Drive	Grand Junction, CO	81503-	344	B-29
Mrs. Marge F. Robinson (H)	9640 SW 96th Street	Ocala, FL	34481-	343	B-47
Kenneth B. Seal	817 Forest Lake Drive	Lakeland, FI	33803-3738	343	B-29
James F. Shoup	9422 Route 68	Rimersburg, PA	16248-9511	344	B-24
Brenda J. Shue (A)	Route 8 Box 8259	Spring Grove, PA	17362-	344	B-24
William H. Simons	717 South Walnut Street #1	Marysville, OH	43040-	345	B-24
Harold E. Smiley	P.O. Box 492	Hancock, MD	21750-0492	345	B-24
John Timar	12084 N Star Cluster Drive	Tucson, AZ	85653-	343	B-24
Troy L. Trexler	17077 San Mateo Street #1313	Fountain Valley, CA	92708-	344	B-29
Robert M. Watson	1318 North Edmonds Drive	Carson City, NV	89701-3520	343	B-47
David S. Watt	635 Willow Valley Sq #H-306	Lancaster, PA	17602-4870	343	B-24
Fred L. Whitlock	18 Driftway Point Road	Danbury, CT	06811-	OMS	KC-97
(A) - Associate	(H) - Honorary	(S) - Summer	(W) - Winter		

***** DEPARTED COMRADES *****

Name	Address	City / State	Zip Code	A/C	DOD
Tom W. Bennett	1501 Gulf Blvd. #603	Clearwater, FI	34630-2903	B-24	28 May 98
Edwin D. Berninghausen	710 Stanton Avenue	Richland, WA	99352-3816	B-29	22 Jun 2000
Billy Joe Brantley	200 West Dewey	Sapulpa, OK	74066-	B-29	Sep 2000
Samuel L. Deaner	1622 State Street	Harrisburg, PA	17103-	B-24	7 Aug 99
Rev. Christopher J. Hinckley	P.O. Box 2131	Dothan, AL	36302-2131	B-29	9 May 2000
Bernard E. Johnson	705 Leprechaun Lane	Papillion, NE	68046-2109	B-47	15 Jun 2000
Donald E. Kearsley	5639 Charlie Chan Dr.	San Antonio, TX	78240-2308	B-24	30 Jan 2000
Morito Miyoshe					25 Aug 2000
Victor Osimitz	609 Echo Lane	Racine, WI	53406-	B-24	18 Jul 2000
Maj. Gen. Russell K. Pierce Jr.	606 Fenwick Drive	San Antonio, TX	78239-2533	B-24	28 Jun 2000
David Rinzler					
Walter J. Ryan	16 Oakbourne Road	West Chester, PA	19382-7336	B-24	5 Oct 2000
Rudolph O. Schmeichel	11829 Broadmoor Drive	Dallas, TX	75218-	B-24	2 Aug 2000
Joe Scolis	82 Nield Road	Springfield, PA	19064-3321	B-29	5 Dec 86

Duane H. Simms	300 Pinecrest Road	Warner Robbins, GA	31093-2845	B-47	1 Dec 99
Ralph E. Sims	2913 Sitting Bull Road	Cheyenne, WY	82009-9620	B-29	3 Apr 2000
Claire B. Smith	Route 1 Box 327-1	Vian, OK	74962-9332	B-24	2000
Donald B. Tennant	21 Nottingham Drive	Greensburg, PA	15601-5938	B-24	Jul 2000
Russell Trout	604 East Race Street	Stowe, PA	19464-	B-24	Mar 99
Mrs. Martha J. Underwood (H)	1214 Las-O-Las Drive	Miamisburg, OH	45324-3339	B-24	5 Jun 2000
Joe B. Williams	1107 Oakview	Fort Worth, TX	76117-	B-47	15 Jul 2000
Leo M. Williams	P.O. Box 428	Bloomfield, NE	68718-0428	B-24	5 May 2000
(A) - Associate	(H) - Honorary				

+++++ NEW & RETURNING MEMBERS +++++

Name	Address	City / State	Zip Code	Unit	A/C
Hugh C. Andersen	225 West 3rd North	Rigby, ID	83442-	344	B-29
Ralph Anderson	2153 Lovers Lane	Vinton, VA	24179-5416	345	B-29
William G. Berninghausen (H)	4421 SE 24th Street	Gresham, OR	97080-6196	343	B-29
Mrs. Mamie Brantley (H)	200 West Dewey	Sapulpa, OK	74066-	345	B-29
Jason S. Clark (A)	24712 Cora Cresta	Lake Forest, CA	92630-	345	B-24
Samuel L. Deaner Jr. (A)	1622 State Street	Harrisburg, PA	17103-	415	B-24
James T. Dell	Route 4 Box 7600	Berkeley Springs, WV	25411-	345	B-29
Kenneth Doak	3756 North 59th Avenue E	Newton, IA	50208-8713	FMS	B-47
Lisa M. Evans (A)	1051 W El Norte Parkway #203	Escondido, CA	92026-	345	B-24
Richard L. Henderson	1415 SE 85th Avenue	Portland, OR	97216-1323	344	B-29
Alan R. Huard (A)	5453 Alhambra Avenue	Los Angeles, CA	90032-	343	B-29
Charles E. Johnson (H)	705 Leprechaun Lane	Papillion, NE	68406-2109	345	B-47
Mrs. Patricia M. Kearsley (H)	5639 Charlie Chan Drive	San Antonio, TX	78240-2308	343	B-24
Charles W. Leeper	139 Academy Hill	Lewistown, PA	17044-	415	B-24
Donald E. Luther	18833 West 12B Road	Culver, IN	46511-	551	Atlas
Joseph Napieralski (A)	4558 Mocasa Court	Bay City, MI	48706-2748	344	B-29
Jack A. Olson	3401 North 53rd Street	Lincoln, NE	68504-1868	FMS	B-47
Cory (Don) O. Orne III (A)	207 Carren Drive	North Prairie, WI	53153-	344	B-24
Mrs. Victor Osimitz (H)	609 Echo Lane	Racine, WI	53406-	343	B-24
Mrs. Russell K. Pierce (H)	606 Fenwick Drive	San Antonio, TX	78239-2533	344	B-24
Willie Pierce Jr.	293 St. Johns Church Road	Goldsboro, NC	27534-	343	B-29
Jim Pollard (A)	500 West Harbor Drive #317	San Diego, CA	92101-	344	B-24
Gerald B. Renner	13911 St. Michael Drive	Little Rock, AR	72211-	343	B-29
Mrs. R. O. Schmeichel (H)	11829 Broadmoor Drive	Dallas, TX	75218-	415	B-24
Patricia A. Schneider (A)	12150 Macon Road	Saline, MI	48176-9382	345	B-24
Mrs. Ralph E. Sims (H)	2913 Sitting Bull Road	Cheyenne, WY	82009-9620	344	B-29
William F. Spaulding	478 Burnley Lane	Drexel Hill, PA	19026-5235	345	B-47
Mrs. Donald B. Tennant (H)	21 Nottingham Drive	Greensburg, PA	15601-5938	343	B-24
John W. Thaxton Jr.	1342 Scrub Oak Circle	Boulder, CO	80350-6256	343	B-29
Roland Tibbetts	19375 Cypress Ridge Ter #401	Landsdowne, VA	20176-	415	B-24
Willis (Bill) L. Wendt	927 Kintyer Way	Sunnyvale, CA	94087-	345	B-29
Mrs. Joe B. Williams (H)	1107 Oakview	Fort Worth, TX	76117-	345	B-47
Mrs. Leo M. Williams (H)	P.O. Box 428	Bloomfield, NE	68718-0428	343	B-24
(A) - Associate	(H) - Honorary				

***** CORRECTIONS *****

Please make the following corrections to your 1998 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
Frederick C. Cushman	96 State Street	Brewer, ME	04412-1914	343	B-29
	Mail returned - Not deliverable - No forwarding address - Please drop				
Donovan E. Henderson	19285 East Legend Avenue	Parker, CO	80134-7478	345	B-29
	Mail returned - Not deliverable - No forwarding address - Please drop				
Mrs. William M. Holly	101 Race Street Box 459	Boiling Springs, PA	17007-	345	B-24
	Mail returned - Not deliverable - No forwarding address - Please drop				
Reginald P. Martin	288 Broadbrook Road #3D	Enfield, CT	06082-5302	344	B-29
	Mail returned - Not deliverable - No forwarding address - Please drop				

Please file this page with your 1998 Roster to keep everything together!!

From: Stephen E. Ambrose To: Veterans of the 15th Air Force

I have begun the research for a book on some of the men who flew in the B-24s and served in the 15th Air Force. I want this book to be much like the history I wrote of the soldiers in the European Theater called *Band of Brothers*. In order to write about you, I (or my research assistant Hugh Ambrose) will interview as many of you as we can in the coming year. But there is no way we can get all the histories needed to tell this tale by ourselves. We need your help. I hope that you will help us by sending a copy of your oral history, memoir, diary, and / or letters home. Regardless of what you did - mechanic, pilot, gunner, cook or HQ staff - you made an important contribution and your history is important. Aside from appearing in my book, your history will join thousands of others at the Eisenhower Center, the archives of the National D-Day Museum in New Orleans, where it will be available to scholars and film-makers for all-time. Please take some time to sit down with a tape recorder and talk about your experiences. It's important.

Veterans often say that they don't need to do an oral history because they weren't in combat, or they don't feel that what they did was all that important. Well, that's not true. The history of World War II is only now being written. In the coming decades, historians will ask lots of new questions. I don't know what these questions will be, but I'm sure they will be focused on a lot more than combat. Some of the questions will probably anger you. Did you hear about the Smithsonian's WW II atomic bomb exhibit of a few years ago? Or how about the book that claimed that Eisenhower deliberately starved tens of thousands of German POWs? These are the harbingers of the debates to come. We need to make sure that the historians of the future have an accurate record so they get the story right.

Veterans often ask me how to do an oral history. The guiding rule is that you talk about whatever was important to you at the time. Begin with a description of who you were before you enlisted, which includes, but not limited to, a discussion of when and where you were born. Then carry forward with your training. What became your specialty? When did you ship overseas and where did you go? Don't get too concerned with names and dates, we can find those. Tell us what no one else can: about your emotions, about the taste, touch and smell of daily life. Tell us about the people you knew: your buddies in your unit, the woman you met at the bar, the kid who did your laundry.

As you relate what happened, remember that I am not simply interested in tales of combat. Tell me about your leaves, your recreation, your promotions, about all the days you spent in transit or simply waiting at a base. Were you married before you left? Tell me what you thought was significant. Tell me about the equipment that you used. Did it work well? Was the enemies' equipment better? How good was your CO? Who was the best pilot? Of course, if you were in combat, I want to know what happened.

When you come to the end, you might try going back to the beginning and going back through again. I find that people always remember so much more the second time around. Don't forget to add a bit about what you have done since the war and how you feel about all this now. Take your time. Remember that cassette tapes are cheap. Turn the recorder on and start talking. It helps to have a daughter, a grandson, or an old friend in the room to talk to. I find that it usually takes an hour before the memories start flooding back and that after two and a half to three, you're tired. I suggest you wait a day, then repeat the process. You're bound to add some more details. Pull out old photos, look at maps. Talk to your wife or to a friend from your unit and let them add their part to the story.

When you are done, send the tape to me at the address above. I promise you that all of the transcripts will be used, in one way or another. Of course my son (who is a trained historian) and I

will try to speak to as many of you as we can. We also have a phone recorder, so we hope to conduct a few interviews over the phone. With your help, I know that we can write a book that does honor to your record of service. But most of all, by leaving this record, you will have done your country another good deed. You will have left a record that will serve future generations in good stead as they strive to understand their world. As time passes, new questions about the war will arise. Again, I can not tell you what those questions will be, but I can tell you that they will come. And if those future historians can get the accurate information directly from the people who know, then they will use it. Your oral history will go into one of the nation's premier archives, where it will be found and used.

Please call my office at 406-443-7943 or send a letter to P.O. Box 1713, Helena MT 59624-1713 and let me know that you'd like to help. Thank you for considering this request.

Your biggest fan

Stephen E. Ambrose

Author and Historian

A New Book on the Ploesti Mission, 1 August 1943

A new book on the Ploesti Mission, Low Level, 1 August 1943, co-authored by our member, Bob Sternfels is available. Bob was the CO of the 345th Squadron in the 98th in Libya and Italy. On the Ploesti mission, he hit the Astro Refinery along with the other 98th B-24s. The picture of the B-24 leaving the huge cloud of smoke, published throughout the world in 1943, narrowly missing the refinery's smoke stacks, was Bob's plane *The Sandman*. The book tells the story about the planning from the actual senior planner of the Ploesti Mission, Col. Jake Smart. Bob took Col. Smart on his very *First Combat Mission* in the same plane that became the famous photo of the Ploesti Mission. After dropping his bombs on the assigned target, Bob escorted Col. Killer Kane to Cyprus and when Col. Kane landed short crashing his plane, Bob was selected to take Col. Kane back to Benghazi. The book also reveals for the *First time Why Col. K.K. Compton made the Wrong Turn by His Navigator, Capt. Harold Wicklund*. When the command from General Ent was given to bomb targets of opportunity, Compton's plane salvoed the bombs with the bomb bay doors closed. The mystery of who dropped the bombs is interesting, Compton's bombardier said he didn't, Compton's copilot said he didn't. It is reasonably certain that General Ent, balloon pilot from WW I who was riding as an observer, probably was not familiar with a B-24 to know how to salvo the bombs. Another question, were the bombs armed when they went through the bomb bay doors? Everyone will enjoy this book and for the *Very First Time* this book *Tells The Truth About the Ploesti Mission!* The book is available from the self publisher, **Bob Sternfels, 395 Pine Crest Drive, Laguna Beach CA 92651**. The cost is \$22.00 for the 98th BGVA members. Get in touch with Bob today!

98th Bomb Group / Wing Veterans Association 2001 Roster

I am preparing the 2001 roster for members of our Association. As you are all aware, I have been asking for Phone # and E-Mail addresses when I sent out the renewal notices. I would really like to include this information in the Roster as so many members have asked me to do. **I need your help to help make this book a meaningful Roster.** If you have not given me your current Zip Code (XXXXX-XXXX) please do so. This 9 digit number could be very important to your mail through the Post Office in the very near future. If I do not have your current phone # and / or E- Mail address please get it to me before 1 January 2001. Lets all work together to make the 2001 Roster a document that will be of great value to our members!!

Historic Aviation Memorial Museum - Tyler, Texas

At our 2000 Reunion in Philadelphia, Ken Scroggins made a presentation asking our financial support of the Historic Aviation Memorial Museum in Tyler, Texas. This Museum is up and running and does have a couple of paintings on loan from our organization on display. The members voted to give \$1,000.00 to this up and coming Museum. We have fulfilled our obligation and have received two very nice Thank You letters, one from Ken and his wife, Jewel, and the other from the Museum. We are glad we could help this worthwhile organization. If you are ever in the Tyler area, be sure and visit this Museum at the Tyler airport.

Walter Ryan - Strong, Faithful Supporter of the 98th Bomb Group Veterans Association

"Walter "Wimpy" Ryan, 84, of the Southeast Pennsylvania Veterans Center passed away on 5 October 2000 at the Pottstown Memorial Medical Center. He was the widower of Aloha Boyer Ryan. Born in Northbrook, he was the son of the late Walter D. and Anna Hawthorne Ryan. He attended West Chester schools. A veteran, he served in the U.S. Army in the 98th Bombardment Group during World War II" Walt was strong and faithful member of the 98th Bomb Group Veterans Association. Art Harvey, Paul Warrenfeltz, and Art Plouff went to visit Walt during our 2000 Reunion in Philadelphia. Art Harvey said he didn't look great then but they didn't dream he was that close to death. I am sure that these members really feel good about taking the time to go see Walt. Too often, we all have had opportunities to see our old friends and don't make the effort to see them. We never know what tomorrow will bring, so see your old buddies anytime there is an opportunity to do so. He will be greatly missed by all the members of the 98th Bomb Group Veterans Association.

The Pyramiders Over Korea

This article appeared in our May 2000 Newsletter. It was greeted with great enthusiasm by many of our members who have provided much more information to supplement the article. The amount of material is too great to work into this issue so it will be all put together in the February 2001 Newsletter. I didn't want the people who sent the articles in to think that I was ignoring them. Thank You for all the input and keep those B-29 - B-47 - KC-97 - Atlas Missile stories coming.

WE NEED YOUR HELP!!

1. **Joseph F. Donahue, 6100 West Spencer Place, Milwaukee WI 53218-4943** is trying to locate William Wasserkrug who was assigned to the 98th Bomb Group while Joseph was sent to the 376th at Benghazi. The last time Joseph saw William was in a Field Hospital south of Tunis in Dec. 1943. If you can help Walter, please get in touch with him.
2. **Patricia A. Schneider, 12150 Macon Road, Saline MI 48176, Telephone #734-944-5203** is the sister of Sgt. Ray L. Gleason who was lost on the Ploesti low-level mission. If there is anyone who knew Ray, please get in touch with Patricia. Ray flew with the 345th Bomb Squadron.
3. **George H. Kaylor Jr., 4300 Ava Road, Bethpage NY 11714, telephone #516-731-8331, E-Mail gkaylor@optonline.net**, is looking for information concerning his father, George H. Kaylor, who was lost on the Ploesti low-level mission. George Sr. was on 1/Lt. Gooden's crew, flying Margie. If anyone knew George Sr., please get in touch with George Jr.

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
- 98th Emblem Lapel Pin \$5.00 each
- 1997 Branson, 1998 Cleveland, 1999 Spokane, 2000 Philadelphia Pins \$2.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

**Gary C. Hensel
2950 Lehigh Road
York PA 17402-3841**

The **1998 Cleveland and the 1999 Spokane Reunion Books** are available now for **\$5.00** each. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos TX 78666-8914**. Help your organization recover some of its funds! **Get your copy today!**

***** REUNION INFORMATION *****

- 2001 Tucson, Arizona Palo Verde Holiday Inn 09 - 13 October
- 2002 Dayton, Ohio Undecided Undecided
- 2003 **Seattle Or March Field Area or St. Louis Stay Tuned!!**

**The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested**

Non-Profit Org.
Bulk Rate
U.S. Postage
PAID
San Marcos, TX
Permit No. 305

SUZANNE D. MIODUSZEWSKI
465 HARBOR WAY
ANN ARBOR MI 48103-6666





***** AUGUST 2000 *****



THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE PRESIDENT'S CORNER



Our 98th staff is one of the best in action! The 98th challenge from our staff follows: *"We take pride in our VOLUNTEER work, we strive to achieve, we respect one another, we continue to believe that doing our best as we follow each step will brighten our future as each goal is met."* To put a Reunion together requires many established goals. Countless hours, phone calls and letters take place in the preparation of our Reunions, to say nothing of the dedicated members who work diligently during the Reunions, etc., sign in table, memorabilia table, the "Donut Man" and music providers. God bless all of you.

Our Philly Reunion has been put together so attendees can have a good time with spouses, friends and all members, and the Tucson Reunion plans are nearly complete. Looking forward to seeing all of you in September. God Bless! Jerry

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coordinator	1-714-546-0956
JOHN FORNWALT	Past President	1-570-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-937-864-7823
HERB HARPER	Historian	1-423-336-2768

B-47's Leave Lincoln Runway to Sun, Stains

By Howard Silber

Lincoln Air Force Base.

Only the weak December sunshine and some dark oil stains occupied 50 acres of aircraft apron at the Lincoln Air Force Base late Tuesday afternoon.

It was a stark change from the not so long ago.

Until recently that vast plain of concrete berthed a fleet of warplanes—jet-powered, nuclear-weapon-carrying B-47 bombers of the Strategic Air Command. Ninety B-47's were authorized for Lincoln's Ninety-eighth and 307th Bombardment Wings. But, at times the two units owned more than that number.

Going back just a little farther, there were 30 piston-engine KC-97 tankers tied down on that same apron. These planes, an adaptation of the Boeing Stratocruiser airliner, were used to refuel the bombers in flight. It was a powerful armada of bombers and auxiliary planes.

But gradually it was weakened as Defense Department officials decided that the United States would place the larger share of its nuclear deterrent in the nosecones of ballistic missiles.

* * *

New Tankers

Even before that decision was made, the roar of the four jet engines of the KC-135—a bigger, faster, higher-flying tanker—provided the death-knell for the KC-97's. Gradually the propeller-powered fuel carriers were flown into retirement.

Then the 307th Bomb Wing was inactivated. Its bombers departed.

Finally it was the turn of the Ninety-eighth, a proud outfit that had pounded the Romania's Ploesti oil fields in 1943 in a series of some of the most famous raids in the annals of aerial warfare. It had dropped bombs across the length and breadth of Nazi Europe later in World War II and had carried the mailed fist of SAC in bombing strikes against Communist installations during the Korean War.

The order was sounded for the Ninety-eighth to give up its bombers and the weapons they carried. Tuesday afternoon the last part of that order was carried out.

* * *

To Graveyard

Three veteran SAC pilots gunned the engines of their bombers—a total of 18 powerful turbines for the three B-47's.

Precisely at 1:45 p. m., a bomber piloted by Lieut. Col. Louie Franklin, Jasper, Ala., sped southward on the long main runway and, after racing slightly more than six thousand feet, broke from the concrete and climbed into the cloudless sky.

One minute later the B-47 commanded by Lieut. Col. Lyle F. Knight, Driggs, Idaho, lifted from the runway and nosed into the thin smoke left behind by the lead plane. Co-pilot of Colonel Knight was Capt. Otto L. Kovar, Jr., a Nebraskan whose parents live at 415 North Lincoln Street, Fremont. While there were planes enough to go around, Captain Kovar was an aircraft commander in his own right.

At 1:47 p. m. Maj. Thomas W. Boles, Upland, Ind., nosed the third B-47 into the crisp air.



Moore . . . Commander.

The bombers grouped together south of Lincoln. Five minutes later they were back to make a final pass over the base. Then the three aircraft commanders guided their planes to Davis-Monthan Air Force Base, Tucson, Ariz., site of the world's biggest airplane graveyard. The nine crew members were to return to Lincoln by commercial airliner.

* * *

11 Years Ago

When they return, the aircraft commanders will see the vast, empty aircraft apron. Their thoughts will go back to a time when the same apron also was vacant. All three had been at Lincoln AFB as members of the Ninety-eighth before the first of the B-47's arrived.

That was 11 years ago Tuesday—December 7, 1954.

Major Boles recalled his 11 years as a B-47 commander—numerous flights across the Atlantic to advance bases in Great Britain and Spain, 42 hundred hours at the controls of the jet bombers.

"That's still a good plane," said the 40-year-old officer. "It's the best thing we've got. It's difficult to fly. It isn't very forgiving. But it's a wonderful airplane.

"It's faster on the deck than a B-52 and, with surface-to-air missiles, you're going to have to get under radar by penetrating down on the deck. It's truly a pity to see the B-47 go," he declared.

Another man who will look at the empty expanse of concrete is Col. Clifford J. Moore, Jr., commander of the Ninety-eighth.

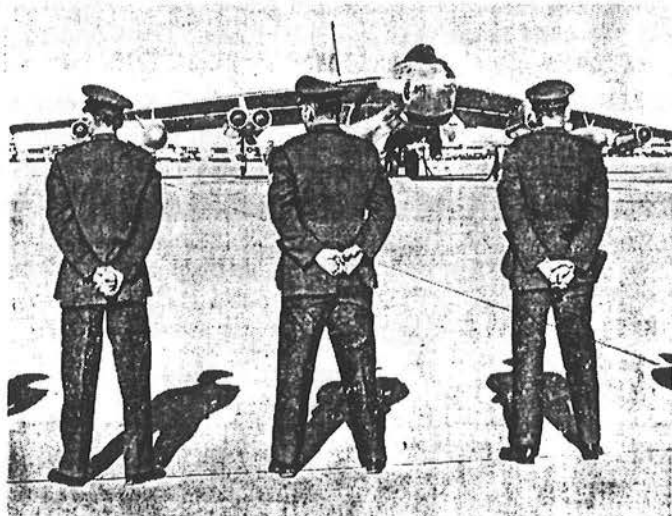
Just before the last of the B-47's departed, he had reviewed the history of his fighting organization.

"This may be the last base for the Ninety-eighth," he said sadly. The Ninety-eighth no longer has its teeth. Soon it will die.

Last B47s Salute, Leave Base for Good

By Lucille Hutchinson - Lincoln Star Staff Writer - 7 December 1965

Three departing B-47s, gleaming in a bright December sun, saluted Lincoln Air Force Base personnel and numerous spectators with an impressive formation Tuesday, tipping left wings to mark the final take-off of the bombers which arrived here 11 years ago. The six engine swept-wing Stratojets, scheduled to fly past the control tower one mile apart at 500 feet to allow a check of the landing gear, were hailed by officers and enlisted men as the huge aircraft swept by in a low, close pattern. Long lines of blue uniformed airmen along the runway saluted the taxiing planes, destined for the graveyard at Davis Monthan Air Force Base near Tucson, Arizona. These three B-47s will be sealed and stored in the hot, dry climate and could conceivably be used again. However, some of the B-47s have been demolished, according to Capt. Phillip Doud. Col. Raymond J. Bryan, Base Deputy Commander of Maintenance, piloted another B-47 earlier Tuesday to Wichita, Kansas, where it will be used as a museum piece in the city where Boeing built 1,390 B-47s. *It is a sad occasion to realize you have flown your last B-47* Capt. Doud commented, but he added that the pilots and crews recognize the older bombers must stand aside for *more modern and efficient systems. Speed and altitude capabilities have outmoded the B-47* according to Lt. Col. Louie Franklin who piloted one of the aircraft to Arizona. The inventory of the 13-yr-old planes is longer than was originally planned, he noted, even though the ship and its weapons are still effective. Ceremonies highlighted the day at the Air Force Base, starting with a luncheon and remarks by the Wing Commander Col. C. J. Moore, tracing the life of the now defunct 98th Strategic Aerospace Wing. The bomber wing, organized in February 1942, came to Lincoln July 25, 1954, following meritorious action in the Korean conflict. The first B-47 arrived at the base Dec. 7, 1954. Lt. Col. Franklin led the pre take-off briefing for Tuesday's mission in front of press representatives, complete with the *time hack* (synchronizing watches), flight plans and weather conditions. Franklin's crew on the B-47 #1943 was not anxious to leave. Lt. Col. Jack M. Young's, pilot backing up the aircraft commander, and Maj. Elmer E. Van Deventer, navigator and Franklin, all with orders to leave Lincoln by Dec. 15, said they liked the city and were finding it hard to move their families away. Planes 1943, 1927 and 2161 and flight crews received a ceremonial inspection and farewell as a color guard presented the flag and Wing Commander Col. Moore reviewed aircraft and personnel. Maintenance crew chief Staff Sergeant Jack Polski reported that he had been on the field since 3:30AM readying the aircraft for its last mission. Capt. Doud had brought the B-47 in for its final landing late Monday. The other two flight crews included: 1927, aircraft commander Lt. Col. Lyle F. Knight, pilot Capt. Otto L. Kovar, and navigator Capt. Philip G. Loignon; 2161, aircraft commander Maj. Thomas W. Boles, pilot Lt. Col. Howard T. Moore, and navigator Capt. Edward Morris. Aircraft commanders chosen to perform the final mission were with the 98th Wing when it came to Lincoln. Other crew members are senior instructors. Capt. Norman Hansen, who landed the last B-47 at the Lincoln base Monday reported it was as *smooth as it could be*. Expert pilots described the last take-offs as *perfect*, too.



Last look . . . Ground crewmen saluted later when B-47s taxied by.

B-29 Superfortress Historical Association, Inc.

1143 Glenview Road, Santa Barbara, CA 93108-2001

Phone & Fax (805) 969-2796

Summer 2000

To Those Interested In the "Bronze B-29," a 501 (c) (3) charity:

To make use of all space on the monument, donations will continue being accepted until all spaces are filled even if the monument will have been dedicated. This allows substantially more time for making installment payments, so here is new information about making them, the buying of additional space for long names, the showing of military rank, hotel and airline arrangements, and details about a buffet luncheon to be held after the dedication ceremony.

Those making installment payments may take credit for 'small' contribution(s) they have made, subtract it/them from \$900, divide the balance into convenient payments, and pay the balance within a reasonable time. Tell us your plan (use the attached form), then carry it out. Hopefully, this will help get your name on the monument.

Names to be shown include Gen. of the Army H. H. Arnold and 20th Air Force, M/Gen. K. B. Wolfe and XXth Bomber Command, M/Gen. Curtis E. LeMay and XXIst Bomber Command, 7th Fighter Command and its commander, all 20 AF Bomb Wings, and 22nd Bomb Wing (Korean War). If a unit's miscellaneous contributions (those less than or the part exceeding \$900) reaches \$900, its name goes on the monument. By this means, one group and its three squadron names will appear. Another group is using its \$900 to put the numbers of its three squadrons together on one line! Be flexible. Use the approach that works best for your outfit.

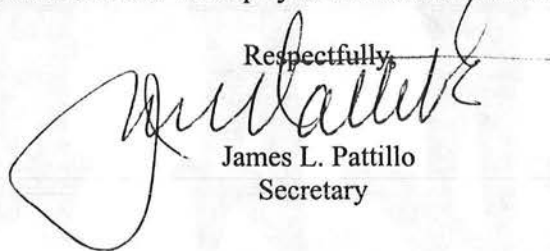
Those wanting more than '20 spaces' (full/blank) may have them at the rate of \$45 per letter/space, and names needing more than 20 spaces will be reduced to 20 spaces (or less, if necessary) unless required contributions are made. Therefore, if your name necessitates use of more than 20 spaces, make the necessary contribution promptly and complete and return the attached form promptly. Otherwise, use the form for making regular contributions.

Use of rank is optional, but this monument will be dedicated to 'the way it was,' an example of which on the B-24 monument reads: "Matthau, Walter SSGT." Since military custom is taught at the Academy, we will conform to military custom in displaying unit names and individual names and rank. If rank is shown under a military unit, it will be the individual's rank when assigned to/supporting that unit. A separate alphabetical list will be provided for those wanting a higher (retired) rank shown. Please advise in writing which, if any, rank you want used.

Colorado Springs hotel space may be scarce while we are there, because the Air Academy plays B.Y.U. at the Academy on September 9th. Rooms are blocked for your use under the name, "B-29 Historical Association" at 2 Colorado Springs hotels: Embassy Suites, \$90 + local tax, 7290 Commerce Center Dr, 80919, (719) 599-9100, 1-800-EMBASSY, Fax (719) 599-4644 and Fairfield Inn (Marriott), \$64 + local tax, 7085 Commerce Center Dr, 80919, phone/fax (719) 533-1903. Airport Shuttle (719) 578-5232 serves both hotels; take private car, bus, or taxi to Academy? *To obtain these rates, you must reserve a room and pay for 1 night (cash/credit card) before August 8, 2000.* Air travelers: Call (800) 521-4041 to see if United's ID Code 542ZN under name "B-29 Superfortress" helps?

The ceremony will be public and starts at 10:00 am, Friday, September 8, 2000, in the Academy's Honor Court. While at the Academy, visit 20th Air Force's Memorial Wall in the Academy Cemetery and attend our buffet luncheon in Arnold Hall (banquet hall near the dedication site, not a Cadet Mess) at noon. Bring your friends. (No alcohol and no reservations.) The price is \$10 and we hope you can attend both events.

Respectfully,



James L. Pattillo
Secretary

**98th Bomb Group / Wing Veterans Association
August 2000**

+++++ CHANGE OF ADDRESS +++++

Name	Address	City / State	Zip Code	Unit	A/C
Israel Beggelman	35 Christy Place	Brockton, MA	02301-1891	343	B-24
Mrs. Peter P. Bernotas (H)	1303 Iris Way	Brick, NJ	08724-0716	415	B-24
Leroy J. Bruce	2125 Riding Trail Drive	Chesterfield, MO	63005-5401	HQ	B-29
Gen. Duane H. Cassidy	600 Ponte Vedra Blvd #402	Ponte Vedra Beach, FL	32082-4709	343	B-47
Mrs. Joseph A. Farina (H)	22 Oaklawn Avenue #203	Cranston, RI	02920-9357	415	B-24
William P. Flentje (A)	315 Via Linde Vista	Manitou Springs, CO	80829-	344	B-47
Joseph J. Gall	22851 Wind Song Place	Canyon Lake, CA	92587-7909	415	B-24
Andrew B. Gerdes	1175 East Mastiff Street	Meridian, ID	83642-7447	343	B-24
Thomas L. Goodbody Jr.	2252 Waters Mill Circle	Richmond, VA	23235-	HQ	B-47
William M. Horney	5295 Pokii Lane	Princeville, HI	96722-5102	415	B-24
Terry L. Kidd	4480 North Cactus Road	Apache Junction, AZ	85219-9424	345	B-29
Lewis F. Miller	34100 Sugarloaf Road	Nuevo, CA	92567-3034	FMS	B-47
Ted H. Ostendorf	1645 Moveen Heights	Monument, CO	80132-8967	344	B-24
Mrs. Sylvia M. Root (H)	7526 Ridge Road	Radford, VA	24141-8836	344	B-24
Dr. Donald K. Sunde	140 Bethel Grange Road	Winchester, VA	22603-4000	344	B-24
William C. Tomerlin Jr.	171 Ramses Lane	Shreveport, LA	71105-3563	344	B-24
John J. White	91 Little Tree Lane	Owings, MD	20736-3204	345	B-47
Gomer A. Wolf	111 Marita Drive	Mount Vernon, OH	43050-2911	343	B-24
Mike Woloshan	P.O. Box 42458	Indianapolis, IN	46242-0485	415	B-24

(A) - Associate

(H) - Honorary

(S) - Summer

(W) - Winter

******* DEPARTED COMRADES *******

Name	Address	City / State	Zip Code	A/C	DOD
William K. Callaway				B-47	Apr 1967
Louie Carmichael Jr.	158 Saginaw Circle	Sacramento, CA	95833-1043	B-29	2000
Richard F. Chancellor	509 Broadway	Lamar, MO	64759-	B-24	17 May 2000
Darrell W. Crossno	Route 1 Box 503	Hulbert, OK	74441-9756	B-47	20 Apr 2000
Richard J. Fry				B-29	5 Feb 2000
Frank Funicello	2105 Meadowood Drive	East Meadow, NY	11554-	B-47	18 Apr 2000
Sterling T. Hendricks	15401 Cadoz Drive	Austin, TX	78728-3523	B-24	8 Jan 2000
Thomas F. Kiernan	68 Scotland Bridge RD	York, ME	03909-9801	B-29	22 Mar 2000
Joseph B. Olry	3833 Plymouth Road	Fort Wayne, IN	46815-4619	B-24	4 Mar 2000
William V. Pitt	P.O. Box 8	Port Isabel, TX	78578-0008	B-24	19 Apr 2000
B/Gen. William C. Pratt	1100 SW Shoreline Dr.	Palm City, FL	34990-	B-29	12 Apr 2000
Everett E. Sampson	3228 176th Street SW	Lynwood, WA	98307-	B-24	10 Jan 1999

(A) - Associate

(H) - Honorary

Please file this page with your 1998 Roster to keep everything together!!

**98th Bomb Group / Wing Veterans Association
August 2000**

+++++ **NEW & RETURNING MEMBERS** +++++

Name	Address	City / State	Zip Code	Unit	A/C
Robert G. Aldous	2817 Blanche Drive	Burlington, NC	27215-5227	343	B-29
William A. Banks	1910 Vista Oaks Drive	Carrollton, TX	75007-	345	B-29
Mrs. Betty J. Carmichael (H)	158 Saginaw Circle	Sacramento, CA	95833-1043	343	B-29
Mrs. Richard F. Chancellor (H)	509 Broadway	Lamar, MO	64759-	415	B-24
Mrs. Ruth C. Crossno (H)	Route 1 Box 503	Hulbert, OK	74441-9756	A&E	B-47
Edgar H. Curtis	15337 NE 163rd Street	Woodinville, WA	98072-	344	B-29
Dan Darilek (A)	2909 Spring Creek	Pearland, TX	77581-5556	415	B-24
Mrs. Thelma Funicello (H)	2105 Meadowood Drive	East Meadow, NY	11554-	A&E	B-47
Mrs. Sterling T. Hendricks (H)	15401 Cadoz Drive	Austin, TX	78728-3523	343	B-24
Ray B. Lenker	2 Chalfont Circle	Hummelstown, PA	17036-9259	343	B-24
Lowell E. Mix	4302 West 19th Street	Panama City, FL	32405-		B-24
Roy L. Morgan	618 Riverview Drive	Baton Rouge, LA	70816-1764	345	B-29
Andrew T. Nicholls	215 County Road 513	Frenchtown, NJ	08825-	343	B-29
Mrs. Virginia G. Olry (H)	3833 Plymouth Road	Fort Wayne, IN	46815-4619	344	B-24
Mrs. William V. Pitt (H)	447 Champions Drive	Brownsville, TX	78520-	344	B-24
Dr. Eli D. Pronchick (R)	221 North Henderson Road	King of Prussia, PA	19406-	415	B-24
Kenneth L. Russell	2160 South 1000 East	Salt Lake City, UT	84106-	345	B-29
Robert T. Rutledge	197 Janine Drive	La Habra, CA	90631-	343	B-24
Dr. William E. Scannell	37146 Turnberry Isle Road	Palm Desert, CA	92211-2135	344	B-47
Ronald L. Sechler	304 Eagle Street	Meriden, IA	51037-	345	B-29
Ernest E. Sellers	842 Riderwood Drive	Hazelwood, MO	63042-3330	344	B-24
Pontus Shafer	487 Leslie Court #202	Des Plaines, IL	60016-	415	B-24
Edward S. Walsh (R)	718 Otilie Drive	Kerrville, TX	78028-5038	343	B-29
H. F. Weakley	4848 South Alameda #1301	Corpus Christi, TX	78412-2303	343	B-24
James C. Young	P.O. Box 186	Dewart, PA	17730-0186		

(A) - Associate

(H) - Honorary

(R) - Returning after 1 year or more

***** **CORRECTIONS** *****

Please make the following corrections to your 1998 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
461st Bomb Group Association	P.O. Box 461	Spencer, IA	51301-0461		B-24
Mail returned - Not deliverable - No forwarding address - Please drop					
William R. Hall	2408 Bay Street	Sarasota, FL	34237-8117	343	B-24
William was listed in the 345th Bomb Squadron - Please Change to 343rd Bomb Squadron					
Katherine Richardson (H)	235 Kensington Road	River Edge, NJ	07661-	345	B-24
Mail returned - Not deliverable - No forwarding address - Please drop					

(A) - Associate

(H) - Honorary

Please file this page with your 1998 Roster to keep everything together!!

COLD WAR ARTIFACT AND PHOTOGRAPH SEARCH

The United States Air Force Museum is actively searching for permanent donations of material related to the US Air Force in the Cold War from 1946 - 1990. The scope of this search includes, but is not limited to, material related to Air Force missions (such as air defense, strategic deterrence, tactical airpower, airlift, reconnaissance, special operations, rescue, aerial refueling, space systems and intelligence), specific events (such as the Berlin Airlift, Cuban Missile Crisis, etc.), varied geographic locations (polar bases, North Africa, etc.), and various duties (such as missileer, pilot, mechanic, gunner, etc.). Some suggested items include: photography (black and white or color prints, color slides, negatives), uniform items, flight clothing (including head gear and parachutes), personal items, unit memorabilia, maps, diaries, flight logs, documents, letters home and captured material.

If you have documents or photographs to offer from this period, please contact:

Wes Henry, Chief of Research, at 1-937-255-4644 Ext. 737 or
USAF Museum, 2601 E Street, Wright-Patterson AFB OH 45433-7609 or
E-Mail - wesley.henry@wpafb.af.mil

If you have artifacts to donate, please contact:

Scott Ferguson, Chief of Collections at 1-937-255-2597 Ext. 727 or
USAF Museum, 2601 E Street, Wright-Patterson AFB OH 45433-7609 or
E-mail - scott.ferguson@wpafb.af.mil

WE NEED YOUR HELP

Alex Rodriguez, 71 White Birch Court, Mount Holly NJ 08060 is currently co-authoring a book on the history of the USAF presence at Torrejon Air Base, Spain from 1953 to 1992. He would like to devote some space to the 98th Strategic Wing's presence at Torrejon. Any member that has any information or pictures from this period at Torrejon that would care to share them, please get in touch with Alex. He promises to give all the proper credits and honor all copyrights. He just wants to make sure that the contribution of the 98th to Torrejon history is not forgotten.

B-47 Stratojet Association Reunion

The B-47 Stratojet Association will hold its Year 2000 Reunion in Odessa, Texas 5 through 8 October 2000. The Reunion is being held the same weekend as the big Annual Confederate Air Force Air Show. This should be a great Reunion with the added attraction of going to see the best Confederate Air Force show of the year. The B-47 Stratojet Association will have great seats for the Airshow. For more information on the Reunion, contact:

**Dick Purdum, 13310 South 26th Avenue, Bellevue NE 69123 or
Telephone 1-402-291-5247 or E-Mail: DickPerdum@aol.com**

For more information of the B-47 Stratojet Association, contact:

**Sigmund (Alex) Alexander, 12110 Los Cerdos Street. San Antonio TX 78223-5953 or
Telephone 1 - 210-653-5361**

TO: 15TH AIR FORCE WORLD WAR II VETERANS:

The March Field Air Museum, with all its World War II aircraft, military aviation artifacts and memorabilia, has attained the status of a most formidable memorial to the United States Air Force. Founded by General James Mullins in 1979 when he was Commander of the Fifteenth Air Force, it is located at March Air Reserve Base, close to Riverside, California. The entrance to the Museum grounds is just off I-215 and is readily accessible to visitors

Presently, the Museum grounds consists of a spacious parking lot, a courtyard, a World War II type hangar, a P-38 building, an aircraft restoration building and 50 plus military aircraft on static display. The Courtyard is a recently completed area - landscaped and structured to facilitate the recognition of military units. For example, the building of one wall was financed by the 97th Bomb Group Reunion Association and dedicated to the Fifteenth Air Force for World War II units to display their unit plaques. The 97th also made a large donation to restore the Museum's B-17 - it's a beautiful sight and a star attraction for visitors.

If the Museum is to grow in stature, it will need more housing for its artifacts (presently the display has to be rotated because of insufficient space) and for its vintage aircraft which need to be protected from the weather, for a restoration center and for an education center. But this sort of expansion requires money. Now with little time remaining for us WW II veterans, it's time to encourage all who are financially able to become donors to the March Field Air Museum expansion program. And in order to assist in this effort, I would suggest that all World War II units of the Fifteenth Air Force consider holding their next reunion in the Riverside area and visit the Museum as a part of their program. It will be most rewarding.

Bob Kimmel 97th Bomb Group February 1942 - October 1943

[For more information, you can contact Bob at **6809 Brockton Avenue, Riverside CA 92506** - Office Telephone **909-682-1133** or Residence Telephone **909-682-4698**.]

Dear Stan,

June 11, 2000

First, I want to thank you and on behalf of my nephew, Charles Shannon, for publishing the article *The Pyramidiers Over Korea* in the last Newsletter. It was a pretty accurate assessment of his interviews both by written communication and in person with those who were mentioned in the research paper. He had been working on his Masters Degree in Military History. Herb Harper was instrumental in providing the statistical part of the paper.

I must tell you and convey to the Association some facts about Charles. I know that Charles became interested in the military at an early age, as his father (my brother-in-law) was an Air Force Veteran of WW II and a National Officer in the American Legion. I was on active duty with the Air Force when I first met Charles. It has been my belief for a long time that I may have had some influence on Charles' life. I married his Aunt in 1951 when he was about 4 years old. After he completed High School, he went on to the University of Montana at Missoula. He immediately became part of the ROTC Program with a view towards becoming a member of the Special Forces and eventually going on active duty as an officer. There is no doubt in my mind that he would have made it and become a nationally know *Military Leader!* Unfortunately, part of his training with the ROTC was parachute jumps and on one of his training jumps, his parachute failed to open and became paralyzed from the waist down. After many months of rehabilitation and hard work on his part, he continued his studies and graduated and went on to succeed in the business world (computers) never forgetting his first love, history and particularly military history. It has never ceased to amaze me about his knowledge and assessment of military battles, knowing the commanders by name and units by number, the outcomes, the mistakes that those commanders

made from the Civil War to Korea. He would have been an asset to the military high command and one of the most outstanding strategists of the Next Generation.

I would appreciate on behalf of the Pyramidiers Over Korea for an acknowledgment in the next Newsletter of Charles Shannon's work in keeping the 98th's accomplishments during the Korean War a matter of importance and as a recruiting tool.

I will not be attending the Philly Reunion, as the time frame will interfere with my wife's eye surgery in Seattle. However, we will be attending the Tucson Reunion and I intend to have Charles Shannon in attendance as my guest. He lives in Chandler, Arizona.

My thanks for all you do for us!

Greg Zaccaria 344 Bomb Squadron B-29s

98TH REUNION TRANSPORTATION - PHILADELPHIA 2000

Philadelphia Airport to the Cherry Hill Hilton and return to the Philadelphia Airport.

Sky Shuttle - call 1-800-825-3759 for your reservations. The fee is \$11.00 each way per person and a tip of \$2.00 per person is recommended. Get your reservations in as early as possible to ensure meeting your schedule.

Local Travel in Cherry Hill and Philadelphia Area

There is a bus stop directly across the street from the Cherry Hill Hilton. The bus schedule is every half hour during the day and early evening. The schedule is every hour during the late evening.

The Cherry Hill Hilton has plenty of free parking for those who are driving.

Bus Transportation has been arranged for all paid tours.

The Bus/Tour company is the **Philadelphia Made to Order Tours**. We are limited to 40 to 45 people per bus so get your reservations in early. Seating on the tours will be based on the earliest to last reservation date.

We must schedule our needs by 1 August 2000 so please get your reservations in to Stan Flentje as soon as possible!!

Your Reunion Coordinator, Lee Taube, thanks you for your cooperation in this matter!!

Remember - It is the 98th Members who make our Reunions successful!!

**IF YOU HAVE NOT PAID YOUR FY 2001 DUES,
THIS COULD BE YOUR LAST NEWSLETTER!!!**

**2000 REUNION
98TH BOMB GROUP / WING VETERANS ASSOCIATION
PHILADELPHIA, PENNSYLVANIA**

DAY 1 - TUESDAY - SEPTEMBER 5

10:00 AM Officers Meet with Hotel Staff
12:00 Noon **Hospitality Room Opens**
12:00 - 2:00 PM **Registration - Nametags & Reunion Pins**

DAY 2 - WEDNESDAY - SEPTEMBER 6

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM to 5:00 PM Free Day for Sight Seeing
5:00 to 9:00 PM Extra Cost Excursion - Dinner at The Irish Pub - \$18.00 per person
 Bus leaves hotel at 5:00 PM Returns at 9:00 PM

DAY 3 - THURSDAY - SEPTEMBER 7

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 10:00 AM **Registration - Nametags & Reunion Pins**
1:00 - 5:00 PM Extra Cost Excursion - Historical Philadelphia Tour - \$16.00 per person
 Bus leaves hotel at 1:00 PM Returns at 5:00 PM
6:00 - 7:00PM Cash Bar - Hotel
7:00 - 9:00 PM **Dinner at The Hilton**

DAY 4 - FRIDAY - SEPTEMBER 8

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM - 5:00PM Extra Cost Excursion - Amish Country Tour & Lunch - \$37.50 per person
 Bus leaves hotel at 9:00 AM Returns at 5:00 PM
Evening free You can make your own dinner plans

DAY 5 - SATURDAY - SEPTEMBER 9

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 8:45AM Flight Leaders Meeting
9:00 - 11:00 AM **Ladies Continental Breakfast**
9:00 - 11:00 AM General Business Meeting
5:00 - 7:00 PM Picture taking for Reunion Book
6:00 - 7:00 PM Cash Bar
7:00 - 9:00 PM **Reunion Banquet at The Hilton**

!!!! ALL ITEMS IN BOLD PRINT ARE COVERED BY YOUR REGISTRATION FEE!!!!

GET YOUR HOTEL RESERVATIONS IN EARLY!!

Hilton Cherry Hill - 2349 West Marlton Pike - Cherry Hill, New Jersey - Route 70 at Cuthbert Avenue
Telephone # 1-800-HILTON or 1-856-665-6666 - Room rates are \$79.00 + \$4.75 Tax = \$83.75
Identify as 98th Bomb Group - After 1 August no guarantee but same rate if they have rooms.

**98TH BOMB GROUP/WING VETERANS ASSOCIATION
2000 REUNION - PHILADELPHIA, PENNSYLVANIA**

Please use this form to reserve your place at the 98th Bomb Group / Wing Veterans Association Reunion in Philadelphia, Pennsylvania 5 - 9 September 2000. Registration Fee is \$60.00 per person. Please enter names as you want them on your nametags.

LAST NAME _____ FIRST NAME _____

SPOUSE / GUEST NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SQUADRON _____ AIRCRAFT _____

Registration Fee \$60.00 X _____ Persons = \$ _____

Extra Cost Excursions

Sep. 6 Dinner - Irish Pub \$18.00 X _____ Persons = \$ _____

Irish Whiskey Chicken _____ Fish & Chips _____

Sep. 7 Historical Philadelphia Tour \$16.00 X _____ Persons = \$ _____
[This tour is half a day]

Sep. 8 Amish Country Tour \$37.50 X _____ Persons = \$ _____
[This tour is all day + Lunch]

Total Amount Paid \$ _____

Make checks payable to: **98th Bomb Group Veterans Association**
Mail to: **310 Sunnywood Lane**
San Marcos, TX 78666-8914

**WE LOOK FORWARD TO SEEING YOU
IN PHILADELPHIA IN SEPTEMBER!!!**

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
- 98th Emblem Lapel Pin \$5.00 each
- 1997 Branson, 1998 Cleveland & 1999 Spokane Reunion Pins \$3.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323-1031

The **1998 Cleveland and the 1999 Spokane Reunion Books** are available now for \$17.00 each. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos TX 78666-8914. Help your organization recover some of its funds! Get your copy today!**

***** REUNION INFORMATION *****

2000	Philadelphia, Penn.	Hilton Inn - Cherry Hill	05 - 09 September
2001	Tucson, Arizona	Palo Verde Holiday Inn	09 - 13 October
2002	Dayton, Ohio	Undecided	Undecided

The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested

Non-Profit Org.
Bulk Rate
U.S. Postage
PAID
San Marcos, TX
Permit No. 305

SUZANNE D. MIODUSZEWSKI
465 HARBOR WAY
ANN ARBOR MI 48103-6666



***** MAY 2000 *****



THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE PRESIDENT'S CORNER



I hope you all had a lovely April and Easter and are eagerly welcoming the month of May. With Memorial Day upcoming, let's all make a renewed commitment to family and to the 98th family. It is our parental responsibility to instill in our children a sense of patriotism, civic pride, sound judgment and strength of character. Our fellow men and women of the 98th should be striving for our grandchildren and great grandchildren to be generations that follow in the love of our country. I know my fellow veterans feel strongly about getting our goals and objectives down and done. Many of our cadets at the United States Air Force Academy look forward to guidance from us, the veterans. Let's not disappoint them! Our Reunion Chairman, Lee Taube and our Secretary/ Treasurer , Stan Flentje have been busy culminating plans for our 2000 Reunion in Philadelphia in September. Also, 2001 Reunion plans for Tucson are being finalized, and it looks to be another great one. Watch for further details as to activities, times, etc. in Philadelphia in this and the August Newsletters.

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coordinator	1-714-546-0956
JOHN FORNWALT	Past President	1-570-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-937-864-7823
HERB HARPER	Historian	1-423-336-2768

The Pyramidiars Over Korea - The 98th Bomb Group 1950-1953

A Research Paper by Charles A. Shannon - March 1997

[Submitted to the Newsletter by Phil Jaworski - 344 BS B-29]

On 25 June 1950, the North Korean Army of dictator Kim Il Sung crossed the 38th parallel and plunged the United States into the Korean War, or The Korean Police Action as some people have entitled it. Once the politicians in Washington determined that it was in America's interest to support the South Korean government of Syngman Rhee, they moved to provide active military and economic aid. While American ground troops were unprepared for active fighting at this time, air power could be applied almost immediately in the form of B-29s of the 19th Bomb Group (Medium) on Okinawa and fighters based in Japan as well as carrier air from the U.S. fleet in the Far East. It was soon decided to reinforce the 19th with two additional groups from the Zone of Interior (mainland United States).

On 25 June 1950 the 98th Bomb Group at Spokane Air Base, Washington was alerted to prepare six B-29s for action in Korea. The reaction of most of the younger airmen was puzzlement. As Greg Zaccaria said "I was listening to some music on the eve of June 25th when the local DJ announced that the forces of North Korea had crossed the 38th parallel invading the Republic of Korea. This still didn't mean much to me as I had no idea what the United States involvement would be. Hey! I didn't even know where the 38th parallel was let alone what our commitment was with the Asian countries after WW II. I was about to learn in a few short months."

The air and ground crews were told that they had two hours to get their gear packed and ready to go. Before two hours had elapsed, the orders had been canceled. The 92nd Bomb Group would be sent instead. The ground crews of both groups pitched in to prepare the aircraft of the 92nd for deployment. It left for Korea six days later. It seemed that the 98th would follow the war on the radio and in the newspapers. The switch could possibly have been made because the 98th had been scheduled to be deployed to Puerto Rico. An advanced echelon had already been sent to the Caribbean. There would have been some delay in returning them to Spokane.

Deployment to Korea

On 29 July 1950, the 98th, under Colonel Richard H. Carmichael, was again alerted for deployment to the Korean theater. They would join the 19th, 22nd and 92nd Bomb Groups (Medium) already in action, as well as the 307th, which deployed to the Far East at the same time as the 98th. The leading squadron of the Pyramidiars, the 343rd, landed at Yokota Air Base, Japan, on 5 August. Two days later, the first mission was flown against the railroad marshaling yards of Pyongyang, the capital of North Korea. On 9 August, the 98th was declared combat operational. The first missions were rather hurried and haphazard affairs of only a few planes. Due to the shortage of ground support personnel who had not yet arrived from the States, the air crews assisted in loading bombs on their planes. They were relieved when the rest of the ground crews arrived and assumed this duty. Plagued by a shortage of supplies, equipment, and spare parts, the maintenance crews virtually performed miracles in keeping the big bombers in the air. By the end of August, most of the necessary equipment had arrived from Spokane and the 98th was able to begin flying strikes with larger numbers of aircraft to bomb strategic targets far behind the front lines on the ground.

September 1950 saw the first full month of combat flying for the 98th. A total of 303 sorties were flown out of a scheduled 309 - 98% availability rate. No missions were postponed or canceled due to adverse weather. This was particularly remarkable since the weather over Korea was notoriously bad in the fall.

After the invasion at Inchon, the sortie rate for the 98th was reduced due to the advance of the U.N. forces up the Korean peninsula and the desire to preserve those facilities that were left for use by the Koreans when hostilities ended. Many of the major North Korean military and manufacturing facilities such as Pyongyang, Wonsan and Hamchung had been overrun by ground forces leaving

few worthwhile targets for the bomber force. It seemed that the war was over, the 22nd and 92nd Bomb Groups were reassigned to the Strategic Air Command back in the States. Speculation was rife that the 98th, along with many others of the rapidly deployed forces, would return to the States in time for Christmas. This was not to be.

At the end of October, Communist China sent several armies across the Yalu River from Manchuria in a devastating assault on the thinly spread United Nation's ground troops. The 98th was ordered to resume its campaign against transportation facilities, bridges, and supply lines, anything that would slow the onrush of the Chinese forces. Unfortunately, the politicians in Washington were so afraid of expanding the war into the mainland of Asia that they placed China and Russia off limits to offensive action by United Nations forces. From these "privileged sanctuaries" the Communists were free to regroup and rest their armies as well as stockpile supplies and operate air bases. This set a dire precedent for a later war in South Vietnam. On one night mission, a bomber from the 98th, *Heavenly Laden*, accidentally strayed across the Yalu and bombed truck convoys and rail traffic in Manchuria. The Communists, thinking they were secure north of the Yalu, were running with lights on and took no evasive action. The Chinese government filed a protest in the United Nations that created worldwide headlines.

In November, the 98th began to use incendiary bombs to devastate what was left of the major cities and military installations in North Korea. This, along with using 250 and 500 pound general purpose bombs on bridges, was calculated to reduce the supply to the Communist front-line troops to a trickle. The effort was partially successful. The buildings didn't burn as well as planned due to the snow covering that effectively reduced the spread of fires. Attacks on bridges also fared less well than was expected due to the difficulty of hitting a critical part of the bridges. It wasn't until the bombers were fitted with special racks to allow dropping of 2,000 and 4,000 pound bombs that the bridge busting campaign became reasonably successful.

In January 1951, the Far East Air Force (FEAF) instituted a rotation plan for returning air and ground crews to the States. Replacements began to arrive in sufficient numbers to allow for the reassignment of personnel to home stations. By the end of February, 18 entire crews and 79 support personnel had rotted home.

In March 1951, Colonel David Wade replaced Colonel Carmichael at the helm of the 98th. A review of the target damage over the past couple of months pointed toward a need for increased training of the new air crews. With the reduction of combat sorties required by FEAF Command, the way was clear to establish a comprehensive training program for the new arrivals. This rapidly increased the effectiveness of the replacement crews. In September, Colonel Edwin F. Harding was appointed commanding officer followed in November by Colonel Lewis A. Curtis.

The entry of Communist China into the conflict saw the introduction of the Soviet Union built MIG-15 jet. This speedy fighter promptly outclassed all UN aircraft in the theater. Especially vulnerable were the plodding B-29 medium bombers. The Communist MIGs were over 200 miles per hour faster than the big bombers and were heavily armed with 20mm and 37mm cannon. Without a heavy fighter aircraft escort, the bomber streams of the 98th were doomed to extinction. The United States rushed F-84 Thunderjets and F-86 Sabrejets to Korea; but the vast number of MIGs made North Korea a deathtrap for conventional bombers. Finally, in January 1952, the FEAF Bomber Command restricted the B-29s exclusively to night bombing. The Communists had not yet developed effective night-fighter techniques so the 98th had only to worry about anti-aircraft artillery and there was plenty of that. In May 1952 command went to Colonel Winston R. Chase followed in October by Colonel Charles B. Westover.

In June 1952, in line with the rest of the U.S. Air Force, the 98th Bomb Group was redesignated as the 98th Bomb Wing keeping the same basic structure of three Bomb Squadrons, Maintenance and Headquarters Squadrons. Each Bomb Squadron normally had eleven aircraft available with a twelfth undergoing maintenance. Unlike the massed bombing raids of World War II

with as many as 1,000 aircraft taking part, the strikes during the Korean War were quite modest. Most raid consisted of less than a dozen bombers from the Groups. Many nights the 98th sent only a single B-29 to drop propaganda leaflets over enemy territory.

In addition to bombing sorties on enemy industrial plants, communications and transportation facilities, and troop concentrations, the 98th flew other mission types as directed by FEAF Bomber Command. Among these propaganda leaflet dropping, firefly sorties (the dropping of flares at night to allow other bombers to see their targets), and electronic counter-measures to negate ground radar.

The ground crews became a versatile ensemble. Whether an engine repair specialist such as Dennis Posey, a propeller expert like Tex LaBlanc, or a sheet metal technician like Greg Zaccaria, they all pitched in to help wherever the need was greatest. They even installed detonators in bombs and strung cartridge belts for the .50 caliber machine guns. The armorers such as Herb Harper continually had to reassure the "temporary help" that there was no fear of an explosion since the bombs were armed in flight prior to reaching the target.

With the peace negotiations at Panmunjum stalled by Communist intransigence, the American Joint Chiefs of Staff decided to institute a "pressure campaign" to convince the Chinese that to continue the war would be injurious to their economy. To limit the number of casualties expected in the ground forces, it was determined that concentrated air attacks on various targets in North Korea would be the most effective. Especially targeted for destruction were the military facilities around Pyongyang and the newly developed facilities near the Manchurian border.

Continuing pressure from air and ground forces throughout 1952 and into 1953 finally convinced the Communists that a cease fire was preferable to continued destruction of the Korean countryside and the Red armies. Much of this pressure was in the form of the 167,000 tons of bombs dropped by the 98th. In June 1953 Colonel Edgar S. Davis became the last commander of the 98th during the Korean War.

After the armistice was signed in July 1953, the 98th was retained at Yokota Air Base, Japan as a "deterrent force". Here they flew training missions and performed routine maintenance on the war-weary B-29s. Meanwhile, many of the other Bomb Groups back in the States were converting to the new B-47 jet bombers. The 98th was being left behind in technology. Finally, in July 1954, the Pyramidiars began redeploying to the Zone of Interior and their service in the Far East Ended.

Summary of Aircraft Losses

During the Korean War, the 98th Bomb Group lost a total of 21 aircraft for various reasons: 16 to operational causes, 3 to enemy fighters, and 2 to enemy anti-aircraft artillery. It should be apparent that some of the losses attributed to operational causes may be due to battle damage.

Date	Cause	Remarks
Aug 50	Operational	Crashed on the runway, Yokota Air Base
Oct 50	Engine Fire	
Dec 50	Operational	Bomb explosion, probably hit by flak
9 Apr 51	Operational	Crashed on emergency landing at Taegu
7 May 51	Anti-aircraft	Hit over Pyongyang, crashed in enemy territory
1 Jun 51	Fighter	Hit by MIG-15, crashed near Sinarju
19 Sep 51	Operational	Crashed, Sea of Japan
24 Oct 51	Operational	Landed at Taegu, used for salvage
24 Oct 51	Fighter	Crashed, Wonsan Harbor
9 Nov 51	Anti-aircraft	Landed on Paengyang-do Island
18 Nov 51	Operational	Blew up on take-off, Yokota Air Base
Jan 52	Operational	Crashed in the Tokyo area
7 Feb 52	Operational	Crashed on take-off

Date	Cause	Remarks
28 Feb 52	Operational	Crashed 7 miles behind enemy lines
31 Mar 52	Operational	Crashed on take-off, cause unknown
31 Mar 52	Operational	Lost engine over Korea
15 Jun 52	Operational	Crashed at Taegu
28 Jun 52	Operational	Crashed at Ashiya
6 Aug 52	Operational	Crashed on take-off
30 Aug 52	Operational	Crashed on mountain near Taegu
19 Nov 52	Fighters	Crashed at Cho-do Island

Of the seven aircraft that were lost behind enemy lines, the 98th suffered personnel losses of five killed in action, three known prisoners of war, and 37 missing in action. Thirty eight of the down crew members returned to friendly lines. The 98th flew 6,516 sorties during the war. The loss ratio was only three tenths of one percent. During World War II, a loss ratio of less than five percent was considered reasonable. Therefore, the casualty record of the 98th during the Korean War must be considered remarkable. (This data was extracted and interpreted from the Command and Operations Summaries by a Major Harry B. Bailey, date unknown.) Note that a number of airmen classified as missing in action may have been prisoners of war and were repatriated after the armistice in July 1953, but that information is not covered in the monthly Command and Operation Summaries.

We are the 98th - The 98th is Us!
by Merle Albritton

It was a honor for me to fly a B-24 (The Best) with the 98th in World War II. I am sure many of you have the same feeling about the planes you flew. I always said no matter what you flew - even a kite - if it got you home then it was the best.

The 98th Bomb Group Veterans Association is a great organization. Without us, it would not exist. By the same token, if we didn't have the Association, the 98th, as we know it, would not exist. The 98th is all of us, not a person, not the elected officers, not any committee, but to All members - That is the 98th.

I will always be the 98th. I was elected Vice President to serve the 98th. I have enjoyed it. I sincerely appreciate the cooperation of each of you! Not once have any of you refused to help when asked to give us a hand. However, I am not married to the job. In fact, I think it is about time for some of you "young" men to take on some of the responsibility of the organization. As long as I can, I'll serve the 98th in any capacity as long as it is for the good of the 98th.

I am sure that Jerry and Stan would join me is saying this is your organization. If it isn't broke, don't fix it. If you want to change something - do it. Be sure that it is for the good of the Group. Thanks again for your cooperation and friendship. The 98th is Great!!

WE NEED YOUR HELP!!!

1. **Mary E. Carlson, South 4500 County Road B, Eau Claire, WI 54701** is looking to contact anyone who knew her father. Her father was **James A. Flood** and he was assigned to the 415th Bomb Squadron in World War II. If anyone knew James and/or has documents or pictures of him please contact Mary (Now an Associate Member).

2. **Bernard P. Katz, 31-50 140th Street, Flushing, NY 11354** would like some help in locating three of his former crew mates. They are:

Jack (John) Frazier - Navigator - Originally from Dearborn, Michigan

James Hamilton - Bombardier - Originally from Moon Run, Pennsylvania

Rudolph Woidill - Co-pilot - Originally from Atlantic City, New Jersey

If anyone knows anything about these three people, get in touch with Bernard.

3. **Donald A. Rorie, 4619 Medlin Road, Monroe, North Carolina 28112** is looking to contact anyone who knew his father. His father was **William T. Rorie III**. William was assigned as a bomb loader with the 343rd Bomb Squadron in World War II. If anyone knew William and/or has documents and/or pictures of him, please get in touch with Donald (Now an Associate Member).

4. Fiscal Year 2001 dues are due by the first of July 2000. It would be a great help and save money if you would stick your check in the mail today for your next years dues. Make the check out to **98th Bomb Group Veterans Association** and mail to: **310 Sunnywood Lane, San Marcos, TX 78666-8914**. I thank you in advance for your help in this matter.

NEW LEADERSHIP AHEAD!!

Over the next two years, there will be a complete change in the leadership of the 98th Bomb Group/Wing Veterans Association. Due to various reasons (health, burnout, etc.), all of the current officers of the Association will be resigning and stepping down to join the regular members of the Association. If you have thought about wanting to be an officer in the organization, now is your chance. The current officers all hope that there will be great interest in this new challenge and there will be plenty of people to step forward and do the job. If not - Who Knows?

Officers are elected at the Reunions so come to the Reunions and elect your candidate!!

Republic of Vietnam Defense Commemorative Medal

Struck by Medals of America to honor all military personnel who served in the defense of Vietnam either in country, or in support of operations either off-shore or in adjacent countries (i.e. Guam, Thailand, etc.) between 1960 and 1975. The circular bronze medal shows a coiled dragon representing Vietnam among bamboo. The words *Republic of Vietnam Defense 1960 - 1975* are over the dragon, while the words *Commemorative Service in Vietnam* are at the bottom of the medal. The ribbon drape has the verticle red and yellow stripes of the Vietnam era. The medal may be purchased from Medals of America, 1929 Fairview Road, Fountain Inn, SC 29644. Cost of the medal and ribbon bar is \$24.95, cost of extra ribbon bars are \$1.50 each. There is a shipping and handling charge of \$5.75. There is no miniature of this medal.

[This information is from Medals to which you are entitled by MGySgt. Earl MacPherson USMCR (Ret), Military Magazine - May 2000 issue.]

**98th Bomb Group / Wing Veterans Association
May 2000**

+++++ CHANGE OF ADDRESS +++++

Name	Address	City / State	Zip Code	Unit	A/C
Bill J. Bergan (S)	2450 Airport Road #1165	Longmont, CO	80503-7935	415	B-24
Bill J. Bergan (W)	245 S. Barrington Avenue	Los Angeles, CA	90049-3303	415	B-24
Edward J. Burns	1094 North Seven Lakes	West End, NC	27376-	415	B-24
Ralph J. Farran	6136 Whiskey Creek Dr. #508	Fort Meyers Beach, FL	33919-8728	559	B-24
Lee (Shorty) C. Gordon	3335 Broad Street #3	San Luis Obispo, CA	93401-6752	343	B-29
George E. Groff	3221 Morgan Road	Mobile, AL	36605-4163	343	B-24
John W. Hafley	1204 Beckham Circle	Perry, GA	31069-3517	343	B-24
Mrs. Virginia L. Hollenbaugh (H)	2760 Vickers Drive #349	Colorado Springs, CO	80916-8907	343	B-47
Turner H.E. (Pete) Jones	545 Broadway #33	Denver, CO	80203-3405	ARS	KC-97
Donald E. Kearsley	5639 Charlie Chan Drive	San Antonio, TX	78240-2308	343	B-24
Victor L. Kostner	1312 North Broadway Street	Kingman, KS	67068-8160	344	B-24
Douglas J. Marrah (A)	1007 Township Road 1682	Ashland, OH	44805-9261	415	B-24
Vincent H. McGovern	2 Aspen Drive	Wilbraham, MA	01095-9601	415	B-24
Stephen C. Musselman	11970 Schavey Road	Dewitt, MI	48820-8724	345	B-47
Mrs. Elizabeth H. Osborne (H)	1206 Holly Drive	Richardson, TX	75080-4821	345	B-24
George Roberts	5071 Stagecoach Road	Portage, IN	46368-1170	OMS	B-47
Mrs. Carl F. Root (H)	P.O. Box 2132	Tempe, AZ	85280-2132	344	B-24
Kenneth B. Seal	1804 Haverford Avenue	Sun City Center, FL	33573-5255	343	B-29
Stanley J. Sitkowski	387 Richards Road	Bay City, MI	48706-1864	345	B-24
John F. Staehle	14809 Pennfield Circle #103	Silver Spring, MD	20906-1591	415	B-24
Jimmy L. Stevens	11588 94th Street	Largo, FL	33773-4637	343	B-29
Mrs. Dee Tearman (H)	323 East 3rd Avenue	Cheyenne, WY	82001-1411	343	B-47
Earl L. Wagner	814 6th Avenue SW	Cascade, IA	52033-9792	A&E	B-47
Samuel D. Wareham	609 East 13th Street	Cozad, NE	69130-1614	343	B-47
Frederick P. Werner	3601 Fairfield Street	Okoboji, IA	51355-2521	343	B-24
Gomer A. Wolf %D. Thoman	1642 Stetson Drive	Wesley Chapel, FL	33543-6719	343	B-24
David G. Wood	870 Morningside Drive #GS320	Fullerton, CA	92835-3549	415	B-24
(A) - Associate	(H) - Honorary	(S) - Summer	(W) - Winter		

***** DEPARTED COMRADES *****

Name	Address	City / State	Zip Code	A/C	DOD
Thomas S. Behr				B-24	10 Feb 94
Mrs. Willie L. Bohanon (H)	Route 2 Box 29-AAA	Nahunta, GA	31553-	B-24	2000
Kenneth R. DeLong	Route 1 Box 120-A	Millerton, PA	16936-9749	B-24	23 Apr 00
Monty DeMontbreun	1707 Stratford Avenue	Nashville, TN	37216-3321	B-24	22 Jul 99
James A. Flood				B-24	11 May 85
Flave B. Gibbs	2128 Miramar Drive	Balboa, CA	92661-	B-24	25 Nov 99
Eugene M. Hornack	3975 Summit Ridge Drive	Denton, TX	76205-3957	B-24	Nov 1999
William J. Hunter				B-29	7 Jul 99
Joseph Marich	822 Campbell Drive	Belpre, OH	45714	B-24	Jan 98
William F. Murray	710 Chaparral	Abilene, TX	79605-	B-29	22 Oct 99
Dorothy G. Rorie	4625 Medlin Road	Monroe, NC	28112-7489	B-24	13 Sep 98
William T. Rorie III	4625 Medlin Road	Monroe, NC	28112-7489	B-24	9 Nov 99
Robert E. Thomas	1415 Rainier Drive	Colorado Springs, CO	80910-2012	B-47	23 Jan 2000
Stephen C. Wojciechowski	5061 NW State Road 116	Markle, IN	46770-	B-29	1999
(A) - Associate	(H) - Honorary				

Please file this page with your 1998 Roster to keep everything together!!

**98th Bomb Group / Wing Veterans Association
May 2000**

+++++ **NEW & RETURNING MEMBERS** +++++

Name	Address	City / State	Zip Code	Unit	A/C
Mary E. Carlson (A)	S4500 County Road B	Eau Claire, WI	54701-	415	B-24
Harold C. Crump (R)	18 Ridge Road	Wallingford, CT	06492-2932	343	B-24
John C. Currie (R)	18 Gehrt Road	Manhattan, KS	66502-	A&E	B-47
Leo A. Delapa (R)	2196 Stanford Road #8	Wells, ME	04090-6450	343	B-24
Stewart V. Doucet (R)	205 South Street	Milford, NH	03055-3737	415	B-24
John Fahr (R)	2884 W Crown Pointe Blvd.	Naples, FL	34112-2303	344	B-47
John (Jack) W. Gallagher (R)	15221 Zimmerly Court	Wichita, KS	67230-	345	B-47
William A. Garrett (R)	1539 Carlton Avenue	Stone Mountain, GA	30087-	343	B-24
Mrs. Luverne D. Gibbs (H)	2128 Miramar Drive	Balboa, CA	92661-	345	B-24
Richard M. Gilfillan (R)	3669 Pineridge Drive	Coeur D'Alene, ID	83815-9089	ARS	KC-97
Groover D. Goodson	P.O. Box 1322	Webster, FL	33597-1322	344	B-29
Edward A. Hanson (A)	408 Enchanted Way	Del Rio, TX	78840-	344	B-24
James H. Haugen	8701 NE 54th Street #K-1	Vancouver, WA	98662-	344	B-29
Mrs. Janet E. Hornack (H)	3975 Summit Ridge Drive	Denton, TX	76205-3957	415	B-24
Joseph P. Jamieson	116 South Fiji Circle	Englewood, FL	34223-	344	B-47
Daniel A. McKinley (R)	620 South Iowa Street	Dodgeville, WI	53533-	343	B-24
Robert W. McPherson (R)	6912 Valhalla Road	Ft. Worth, TX	76116-	343	B-24
Mrs. Ouida S. Murray (H)	710 Chaparral	Abilene, TX	79605-	345	B-29
Thomas E. Powers (R)	1533 Shawnee Road	Lima, OH	45805-3805	345	B-29
Joseph V. Pryor (R)	1418 Del Carlo Circle	Seagoville, TX	75159-	345	B-29
Ronald E. Resh	10825 Bucknell Drive	Silver Spring, MD	20902-4325	551	Atlas
Donald A. Rorie (A)	4619 Medlin Road	Monroe, NC	28112-	343	B-24
Robert T. Rutledge	197 Janine Drive	La Habra, CA	90631-		B-24
Harvey Simon	209 Watson Avenue	Cambridge, OH	43725-	343	B-29
Roger Thomas (R)	9100 SW 112th Street	Miami, FL	331176-3667	345	B-29
Mrs. Virginia Thomas (H)	1415 Rainier	Colorado Springs, CO	80910-2012	FMS	B-47
Frederick P. Werner (R)	3601 Fairfield Street	Okoboji, IA	51355-2521	343	B-24

(A) - Associate

(H) - Honorary

(R) - Returning after 1 year or more

***** **CORRECTIONS** *****

Please make the following corrections to your 1998 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
Tom W. Bennett	29 Heather Glen Drive	Fairfield Glade, TN	38558-6440	343	B-24
	Mail returned - No forwarding address - Please remove.				
Mrs. Gretchen Christiansen (H)	2754 Anderson Drive	Lincoln, NE	68506-	343	B-47
	Mail returned - No forwarding address - Please remove.				
Anne Clarke (A)	1015 Casitas Pass Road	Carpinteria, CA	93103-2108	344	B-24
	Mail returned - No forwarding address - Please remove.				
Charles D. Jones	P.O. Box 157	Wellman, TX	79378-0157	HQ	B-29
	Please enter Charles in the Headquarters Section - B-29s				
Comer A. Presley	Route 1 Box 98	Red Level, AL	36474-	345	B-24
	Mail Not Deliverable - Unable to Forward - Please remove.				
David Rinzler	8566 Larkhall Circle #813B	Huntington Beach, CA	92646-5657	345	B-24
	Mail returned - No forwarding address - Please remove.				
Leon Teger	15036 Ashland Lane B-69	Delray Beach, FL	33484-	415	B-24
	Please correct Leon's address to read Ashland Lane				
Jack A. Thompson	P.O. Box 698	Piney Flats, TN	37686-0698	344	B-29
	P.O. Box Closed - Unable to Forward - Please remove.				

(A) - Associate

(H) - Honorary

Please file this page with your 1998 Roster to keep everything together!!

Extra Cost Excursion - Historical Philadelphia Tour - \$16.00 per Person

When planning his *Greene Countrie Towne* in 1682, William Penn envisioned a great city of open parks, public spaces, culture and congenial metropolitan living. In 2000, Philadelphia comes close to that ideal of Old World charm and American style comfort. America's fifth largest city is a cosmopolitan *small town* resplendent with great historical sites, cultural institutions, bejeweled with dozens of public works of art and extraordinary examples from 300 years of American architecture. During your tour of Philadelphia, you will become familiar with the Birthplace of American Independence, Penn's *City of Brotherhood*, stretching from the Delaware to the Schuylkill River. Aboard your coach and during your walking tour, your uniformed Made-to-Order guide will introduce you to the political, social and economic history of Philadelphia by informal and informative narrative. Begin your tour with a ride along the Delaware River, the site of Penn's landing in 1682. Since the late 17th century, the waterfront has served as an important center for shipping and travel, ship building and recreation. Upon arrival at your first stop, Independence National Historical Park, you will visit the Liberty Bell. You will continue your tour on foot of *America's most historic square mile*, stopping by Independence Hall, Congress Hall, Old City Hall, the Second Bank of the United States, and Carpenter's Hall. As you follow your guide along the historic streets where Franklin, Jefferson and Washington once walked, your guide will relate the story of Philadelphia's pivotal role in the American Revolution. Returning to your coach, you will tour Old City, Philadelphia's first neighborhood. There you will walk down Elfreth's Alley, the oldest residential street in America; pass Christ's Church, the historic seat of an active Episcopal parish since 1695; see the Betsy Ross House, the Free Quakers Meeting House, Franklin's Grave and the Philadelphia Mint. You will follow the City's 19th century growth westward. Along Walnut Street, you will see the Walnut Street Theater (the oldest continuous use English-language theater in the world); the exclusive Philadelphia Club headquarters; and City Hall (the largest municipal building in the US). You will drive through the City's most elegant shopping and dining area, passing Tiffany & Co., Burberry's Limited, and Restaurant Row, enroute to Rittenhouse Square, Penn's original southwest park, now one of Philadelphia's most prestigious residential addresses. You will ride along the spectacular Benjamin Franklin Parkway. This grand boulevard is home to many of the City's great cultural institutions, including the Philadelphia Museum of Art, the Free Library, the Franklin Institute and the Academy of Natural Sciences. Drive down *The Avenue of the Arts*, passing the historic Union League, the famed Academy of Music, the proposed site for the Philadelphia Orchestra's future concert hall, and the country's only University of the Arts. Tour Washington Square West where you will see Antique Row, historic Pennsylvania Hospital and the City's 19th century publishing section. Drive through Society Hill, where Philadelphia's urban renaissance began. The enchanting residential district contains more 18th century homes than any other place in America, with stunning examples such as the Powel House and the Hill-Physick-Keith House. Throughout the tour, your guide will point out important recreational, cultural, and social sites, such as the Museum steps Rocky ran up in the first movie of Stallone's famous series, the world's tallest structure without a steel frame, and much more.

Extra Cost Excursion - Amish Country Tour & Lunch - \$37.50 per Person

Your visit to the Keystone State is complete when you spend time in Lancaster County, the beautiful farmlands that have been home to the Old Order Amish for 250 years. Your customized fully-guided tour will give you detailed insights into the culture, traditions, language and history of the *plain people* of Pennsylvania. Aboard your coach, you will view an award-winning film, *The Amish: A People of Preservation*, that explores the lifestyles, beliefs and heritage of Lancaster County's people. In addition, your uniformed Made-to-Order guide will give an informal and informative presentation about the Pennsylvania Dutch groups. As you travel from village to village throughout Lancaster County, your guide will acquaint you with the rich heritage and traditions of the *plain people*. Your guide will highlight the customs that make this lush farming community unique. Your first stop will be the Kitchen Kettle Village in Intercourse for authentic Amish (and Mennonite) crafts: hand-stitched quilts, rugs, fabrics, pottery, metal works and more. Spend some time at the People's Place, a museum dedicated to understanding the ways of Pennsylvania's *plain people*. Browse through the extensive Book Shop for volumes of information about the Amish, Mennonites and other Anabaptist groups. At the Kitchen Kettle Village, you can spend some time in the Village's thirty shops where local craftsmen and shopkeepers offer goods that celebrate the unique history and daily life of Lancaster County, Pennsylvania. You will have a Pennsylvania Dutch family-style lunch at Stolfus Farm in Intercourse. At the Farm, you will feast on sweet and sour relishes, home baked whole wheat and white bread, apple butter as well as local butter; sample three main entrees, four fresh vegetables, including Lancaster County dried corn and buttered noodles. To complete your meal, you can choose from four desserts, including the Pennsylvania Dutch favorite, wet bottom shoo-fly pie. After lunch, you will be joined by your native Lancaster guide who will take you on a narrated tour of the Amish countryside. On the scenic roadways through Smoketown, Witmer, Monterey, and Bird-in-Hand, you will see the pristine homes of the Amish, their farms and outbuildings, one room school houses and cemeteries. You will visit an Amish farm, where you will enjoy a face-to-face meeting with an Amish family and have the opportunity to buy authentic *plain people* handmade crafts, or simply enjoy your brief encounter with those who lead a unique way of life.

Get your reservations in for these great tours!!

Customized Printed Itinerary & Complimentary pack of Pennsylvania candies on both tours!!

**2000 REUNION
98TH BOMB GROUP / WING VETERANS ASSOCIATION
PHILADELPHIA, PENNSYLVANIA**

DAY 1 - TUESDAY - SEPTEMBER 5

10:00 AM **Officers Meet with Hotel Staff**
12:00 Noon **Hospitality Room Opens**
12:00 - 2:00 PM **Registration - Nametags & Reunion Pins**

DAY 2 - WEDNESDAY - SEPTEMBER 6

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM to 5:00 PM **Free Day for Sight Seeing**
5:00 to 9:00 PM **Extra Cost Excursion - Dinner at The Irish Pub - \$18.00 per person**
 Bus leaves hotel at 5:00 PM Returns at 9:00 PM

DAY 3 - THURSDAY - SEPTEMBER 7

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 10:00 AM **Registration - Nametags & Reunion Pins**
1:00 - 5:00 PM **Extra Cost Excursion - Historical Philadelphia Tour - \$16.00 per person**
 Bus leaves hotel at 1:00 PM Returns at 5:00 PM
6:00 - 7:00PM **Cash Bar - Hotel**
7:00 - 9:00 PM **Dinner at The Hilton**

DAY 4 - FRIDAY - SEPTEMBER 8

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM - 5:00PM **Extra Cost Excursion - Amish Country Tour & Lunch - \$37.50 per person**
 Bus leaves hotel at 9:00 AM Returns at 5:00 PM
Evening free **You can make your own dinner plans**

DAY 5 - SATURDAY - SEPTEMBER 9

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 8:45AM **Flight Leaders Meeting**
9:00 - 11:00 AM **Ladies Continental Breakfast**
9:00 - 11:00 AM **General Business Meeting**
5:00 - 7:00 PM **Picture taking for Reunion Book**
6:00 - 7:00 PM **Cash Bar**
7:00 - 9:00 PM **Reunion Banquet at The Hilton**

!!!! ALL ITEMS IN BOLD PRINT ARE COVERED BY YOUR REGISTRATION FEE!!!!

GET YOUR HOTEL RESERVATIONS IN EARLY!!

Hilton Cherry Hill - 2349 West Marlton Pike - Cherry Hill, New Jersey - Route 70 at Cuthbert Avenue
Telephone # 1-800-HILTON or 1-856-665-6666 - Room rates are \$79.00 + \$4.75 Tax = \$83.75
Identify as 98th Bomb Group - After 1 August no guarantee but same rate if they have rooms.

98TH BOMB GROUP/WING VETERANS ASSOCIATION 2000 REUNION - PHILADELPHIA, PENNSYLVANIA

Please use this form to reserve your place at the 98th Bomb Group / Wing Veterans Association Reunion in Philadelphia, Pennsylvania 5 - 9 September 2000. Registration Fee is \$60.00 per person. Please enter names as you want them on your nametags.

LAST NAME _____ FIRST NAME _____

SPOUSE / GUEST NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SQUADRON _____ AIRCRAFT _____

Registration Fee \$60.00 X _____ Persons = \$ _____

Extra Cost Excursions

Sep. 6 Dinner - Irish Pub \$18.00 X _____ Persons = \$ _____

Irish Whiskey Chicken _____ Fish & Chips _____

Sep. 7 Historical Philadelphia Tour \$16.00 X _____ Persons = \$ _____
[This tour is half a day]

Sep. 8 Amish Country Tour \$37.50 X _____ Persons = \$ _____
[This tour is all day + Lunch]

Total Amount Paid \$ _____

Make checks payable to: **98th Bomb Group Veterans Association**
Mail to: **310 Sunnywood Lane**
San Marcos, TX 78666-8914

**WE LOOK FORWARD TO SEEING YOU
IN PHILADELPHIA IN SEPTEMBER!!!**

***** MEMORABILIA FOR SALE *****

T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
98th Group Patch (round) & 98th Wing (square) \$5.00 each
98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
98th Emblem Lapel Pin \$5.00 each
1997 Branson, 1998 Cleveland & 1999 Spokane Reunion Pins \$3.00 each
All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

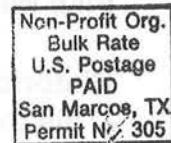
Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323-1031

The **1998 Cleveland and the 1999 Spokane Reunion Books** are available now for \$17.00 each. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos TX 78666-8914**. Help your organization recover some of its funds! Get your copy today!

***** REUNION INFORMATION *****

2000	Philadelphia, Penn.	Hilton Inn - Cherry Hill	05 - 09 September
2001	Tucson, Arizona	Palo Verde Holiday Inn	09 - 13 October
2002	Dayton, Ohio	Undecided	Undecided

The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested



SUZANNE D. MIODUSZEWSKI
465 HARBOR WAY
ANN ARBOR MI 48103-6666

THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE
PRESIDENT'S
CORNER



Well, Christmas and New Years are over and we have survived Y2K all intact and have a brand new millennium to look forward to, part of which will be our 98th Reunion in Philadelphia in September. As of today our "Active" membership equals 1,040. Our Associate membership 81 and our Honorary membership equals 212. All of that, however, is very low considering we have over 5,000 eligible members. We need an active recruiting program. Please give it your best!

Our Secretary/Treasurer, Stan Flentje is doing an outstanding job. Everyone, please give him your 100% support. Lee Taube is doing a super job as our Reunion Chairman. We have Philadelphia well in hand so do make every attempt to attend the Reunion this year. Elsewhere in the Newsletter you need to be aware of several items such as early bird and regular scheduled events. One very important position that needs a volunteer is our special sales items manager. Bob is in need of replacement. Please, someone step forward and fill this need.

Sorry the book for Spokane had several errors. Rainbow is supposed to replace them with the necessary corrections. Until next time. God Bless! Jerry

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coordinator	1-714-546-0956
JOHN FORNWALT	Past President	1-570-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-937-864-7823
HERB HARPER	Historian	1-423-336-2768

THE POMEROY GROUP - COMBAT - PART V
Recollections by Raymond Kurner - Pilot - 415th Bomb Squadron

Mission #28 Flight time - 6.0 hours 25 April 1944.

I flew as co-pilot with a new crew today. Our mission was to hit an aircraft factory at Verese, Italy. The weather was bad. We dropped our bombs but I don't know what the results were.

Mission #29 Flight time - 9.1 hours 29 April 1944

A trip to southern France, the target was the submarine pens at Toulon. We flew up over the Tyrrhenian Sea and I could see Corsica and Sardinia as we flew by. The target was obscured by smoke but we dropped our bombs. The Engineering Officer did not like our stopping at Naples for gas. He felt that I should run the engines on a little leaner mixture as long as the cylinder head temperature did not rise above the normal limit. I agreed to try. Using less gasoline could make the difference in getting back or not on an especially long mission.

Mission #30 Flight time - 8.4 hours 30 April 1944

Bombed Alessandria, Italy today, a marshaling yard just north of Milan. The Group put 37 bombers over the target that was hit well.

Mission #31 Flight time - 7.3 hours 2 May 1944

Castel Maggiore marshaling yard, at Bologna, Italy was our target. The target had cloud cover but the Group still dropped 141,000 pounds of bombs.

Missions 32 & 33 Flight time - 8.0 hours 6 May 1944

Marshaling yard at Brasov, Romania was well hit. Thirty eight 98th Bomb Group crews flew over the target dropping 181,000 pounds of bombs

Missions 34 & 35 Flight time - 8.6 hours 7 May 1944

This mission was to hit the marshaling yards at Bucharest, Romania. Pretty good flak but no hits. We lost Eagan and crew today. What seemed odd was that we were to bomb across the tracks instead of flying and bombing parallel with the tracks. A comment was made at briefing that the mission might help Romania to withdraw from the war. The Germans would not allow that to happen at this time. Our bombing caused severe damage to the marshaling yard and to the city itself. I could see the bombs string across the marshaling yards and into the city to the north. The 500 pound bombs we used did a lot of damage. I later heard the Romanians protested the bombing of the city. As we headed home, one lone ME-109 passed over us and did a slow roll about 2,000 in front of us. This plane or another one just like it came at us from 1 o'clock level position firing at our plane. The attacking aircraft passed over us within 50 feet. Although I reported the incoming plane on the intercom, no one else saw it come or go. I assure you, I was not dreaming. Later we found minor damage to a vent on the right wing but we don't know what caused it. It was about this time that the officers on the crew were notified that they had been promoted to 1st lieutenant on 27 April 1944.

13 May 1944 - No credit. The Group bombed Fidenza, Italy today. We had to turn back as we could not keep up with the formation. While we were trying to maintain our position in the formation, the plane was obviously tail heavy. Trim tabs would not correct the situation. After we returned to the base, we found that the 4 crew members in the rear of the plane had availed themselves of extra flak jackets and had covered the floor with them. The added weight at the rear of the plane made it tail heavy, which increased drag thus slowing our speed. The pilots could not wear the flak jackets while flying the aircraft. We did bring our G.I. steel helmets and wore them for the protection they might give us from flak. Better a thump on the helmet than a hole in the head.

Mission #36 Flight time - 7.9 hours 14 May 1944

Another effort to hamper Axis transportation of supplies with a mission to bomb the marshaling yards at Vincenza, Italy. The results were good. There were Axis fighters in the air even though we had

fighter escort.

Mission #37. Flight time - 6.7 hours 17 May 1944

Bombed Porto San Stefano on the west coast of Italy today. The target was the harbor and port. We led the second unit today and did a good job of bombing. Today is Jinny and my second wedding anniversary.

Mission #38 Flight time - 9.0 hours 19 May 1944

Bombed La Spezio, Italy today, a harbor and installations just below Genoa on the west coast. Our crew led the Group on this mission and I remember it well. Lt. Colonel Howe was in command and he replaced me in the co-pilots seat. I was assigned to be the photographer, running the camera in the rear of the plane to record the results of the bombing. The flak was moderate as we approached the target from the Tyrrhenian Sea. We hit the target well and returned to base without incident. Lt. Colonel Howe was awarded the Silver Star for his participation. Truman got zilch as did our bombardier, William Franklin. I got frozen fingers on my left hand because I removed my glove to operate the camera. The fingers were to bother me for years to come during cold weather. This example of the brass getting all the credit for the good work done by those of lesser rank still bothers me.

Mission #39 Flight time - 6.3 hours 22 May 1944

I flew with a new crew today as co-pilot. An oil depot at Ports Maghera, Italy was our target. There was bad weather but the 98th persevered. Thirty six planes dropped 178,000 pounds of bombs.

Mission #40 Flight time - 5.5 hours 23 May 1944

Frascati, Italy, the supreme headquarters of German forces in Italy and its marshaling yards became our next target. We were unable to bomb because of the weather but the flak was heavy. I flew as an observer on this mission.

Missions #41 & 42 Flight time - 8.6 hours 24 May 1944

Another long trip. We led the second attack unit. I saw my first B-24 go down in flames today. It just fell apart but I believe all of the crew got out as I saw quite a few parachutes. When we arrived at the target, the Wiener Neustadt Wollersdorf airdrome, 39 aircraft unloaded 186,500 pounds of bombs. Our bombing must not have been too good as we returned to bomb this target on 29 May.

Mission #43 Flight time - 9.0 27 May 1944

The Marseille, France rail yard was well hit by 31 crews from the 98th, which dropped 141,500 pounds of bombs. The whole Air Force went. There were planes all over and all types. Little flak and no fighters.

Missions #44 & 45 Flight time - 8.4 hours 29 May 1944

This was a big day, an all out effort on the Wiener Neustadt complex. Four hundred thirty bombers took part. A force of 300 bombers, which included the 47th Wing, thus including 37 bombers from the 98th, devastated the Wollersdorf airdrome with 740 tons of bombs. The 98th dropped 174,500 pounds, 4,700 pounds per plane. German fighters attacked us aggressively. The flak was very heavy, similar to that at Ploesti but somehow, we escaped the battle without damage or injury.

Missions 46 & 47 Flight time - 8.0 30 May 1944

We went back to Wiener Neustadt today and bombed an aircraft factory in adjoining town. We flew in deputy lead position. That means we flew in the #2 position in the lead flight of the 98th, which led the Group formation. Had anything happened to the lead ship, we would have become the leaders. That meant Jack Felthaus would have been the lead navigator and Bill Franklin the lead bombardier. I would just be there for the ride. The target for today was the Pottendorf spinning mills. The problem was they were not spinning thread or making fabric. The plant was turning out aircraft to attack us with. As we approached the target, I got a good look at it. It was a low one story building about the size of four football fields. On the large parking areas next to the building, there were about 50 aircraft. They appeared to be ME-109s. As we turned toward the target at the initial point, I looked out of the side window next to Truman. What struck me as being unusual was that about half

mile away and at a lower altitude, there were 4 engine aircraft, B-24's with white tails that seemed to be peeling off like fighters going to attack. I called Jack Felthaus on the intercom and asked him what he thought they were. He confirmed the planes were B-24's and we watched as five aircraft rolled over and headed for the ground. While we had not been attacked by fighters, they had and probably from a frontal attack to disable the pilots. I mentioned the B-24's had white tails. These were the markings of the 450th Bomb Group. About this point in time, perhaps a week earlier, we heard Axis Sally give warning to the *Cotton Tails* of the 450th Bomb Group. It seems that they had done something to make the German Air Force angry. Then we heard rumors that a 450th aircraft that had been damaged and not able to keep up with the formation, was approached by German aircraft. As the Germans positioned themselves for an attack, the American pilot lowered the landing gear in a signal of surrender. The German fighters then flew circles around the B-24 as they led it to a landing area. The story goes on to where the B-24 pilot thought he could make it home and ordered his gunners to each pick out a different fighter and at his command, they shot down all of the fighters except one. The B-24 gear was raised and the plane headed home. The one remaining German fighter also went home where he reported the incident. So on 30 May, Jack and I saw the German Air Force get its revenge. The story goes on that this was only the beginning and that the Germans sought out the planes with the white tails to the point of bypassing other Groups. It was reported that the 450th painted out the white tails but the Germans were not fooled and continued to seek them out.

Mission #48 Flight time - 8.8 hours 4 June 1944

Bombed Alessandria marshaling yards in northern Italy today. It was real cloudy and we had quite a time finding the place. No flak or fighters.

Mission #49 Flight time - 7.2 hours 5 June 1944

Bombed Bologna in northern Italy today. The target was the marshaling yard and we really hit it. We had little flak and no fighters. This was an easy mission, too bad they weren't all like this, but if they were, the powers to be would make us fly a 100 missions instead of 50. Bill Franklin finished his missions today.

Mission #50 & 51 Flight time - 8.0 hours 6 June 1944

The Group went to Ploesti today but our crew did no fly. Over the period of combat flying, I had been trying to make up some missions that I had missed because of ear problems. I would volunteer when our crew was not scheduled to fly. At that point I thought that I was one mission behind the crew so I flew as co-pilot with a new crew. The pilot was not used to flying the close formation that we used so it was a training flight on the way to the target. As usual the flak was heavy but we were not hit. After unloading our bombs, we left the target area and we did not encounter any fighters. So our trip home was a pleasant one. It seems that the war of attrition and air supremacy was going in our favor. It was on our way home that we heard on the radio that the invasion of Europe had begun. It was quite a surprise, as we did not know anything about it. No matter how you look at it, drawing Ploesti for your final mission is unsettling. It meant that I was going to one of Germany's most heavily defended targets with an inexperienced crew. I was very happy when we got home to our base. I was greeted by a friend from Operations who told me he was very glad to see that I had gotten back safely, as there was no need for me to make the flight. The official records showed that I had 50 missions before we took off that morning. Looking back at my flight records, I see that we flew somewhere for 8.4 hours on 26 May 1944. The Group flew to Nice, France to attack rail yards that day. Where else would we have gone for 8.4 hours. If the Nice, France mission accounts for the difference in the mission count, then my count would also be 52 missions and that would agree with the official records. Just flying the prescribed number of missions did not officially mean that your combat days were over. Each person had to see the Flight Surgeon and he had to certify that if we were to continue to fly combat we could endanger the lives of others. After 50 missions, I know

that I was very nervous and easily excited. I began combat weighing 163 pounds and when I finished I weighed 140 pounds. While flying a B-24 in combat formation was a tiring task, it was nervous exhaustion that took the toll. Every time we encountered flak or fighters, I would perspire, especially around the waist even though the temperature in the plane was freezing.

[Many thanks go our to Ray Kurner for this excellent account of his service in the 415th Bomb Squadron, 98th Bomb Group in Italy in 1944. If anyone would like a copy of the complete works by Ray, contact your editor and he will get one to you.] **Thanks again, Ray!!!!**

***** WE NEED YOUR HELP!! *****

1. **C. Phelps Merrell, P.O. Box 123, Gerton, NC 28735-0123** was kind enough to bring his giant scrapbook of his World War II service with the 98th to the Cleveland Reunion. He also brought an excellent model of his crew's aircraft Cindy in a diorama. On the last day of the Reunion the scrapbook disappeared. If you know anything about this scrap book, please get in touch with Phelps. The scrapbook was his pride and joy and he brought it to Reunions to share it with all. Please help to return the scrapbook to Phelps!!

2. The **Post Office here in San Marcos** has ruled that any advertisement for books written by our members, even though we do not receive a penny for the advertisement or from the book sales, negates our non-profit mailing status and we will have to pay normal bulk rates for our Newsletters. This is a hefty price increase so **we will have to ban all advertisements for books!** I know other non-profit organizations Newsletters carry advertisements for books but I can not fight our PO..

3. **The Reunion By-Laws Review Committee**, as stated in the November 1999 Newsletter, is still looking for input from the members concerning our Reunions. As our one big activity of the year, it is important that every member have an opportunity to provide input to the Committee. **If you have put it off, now is the time to give Jim Evans or any of the other Committee members your input.** Now is the time to have your say on the way we run the Reunions!!

THE WAY WE WERE!

We were before television, before penicillin, the pill, polio shots, antibiotics and Frisbees, before frozen food, nylon, dacron, Xerox, Kinsey. We were before radar, fluorescent lights, credit cards and ball point pens. For us, time-sharing meant togetherness, not computers; a chip meant a piece of wood; hardware meant hardware, and software wasn't even a word. In those days bunnies were small rabbits and rabbits were not Volkswagens. We were before Batman, Rudolph the Red-Nosed Reindeer and Snoopy; before DDT and vitamin pills, vodka and the white wine craze, disposable diapers, Jeeps and the Jefferson nickel. Before Scotch tape, M&Ms, the automatic shift and Mercedes Benz. When we were in school, pizzas, frozen orange juice, instant coffee and McDonald's were unheard of. We thought fast food was what you ate during Lent. We were before FM radio, tape recorders, electric typewriters, word processors, electric music and disco dancing. We were before party hose and drip-dry clothing. Before icemakers and dishwashers and clothes dryers and freezers and electric blankets. We got married first and then lived together. In our day cigarette smoking was fashionable, grass was mowed, Coke was something you drank. Pot was something you cooked in. We were before vending machines, jet planes, helicopters and interstate highways. In the 1930s "Made in Japan" meant junk and the term "making out" referred to how you did on an exam. In our time, there were five-and-ten cent stores where you could buy things for five and ten cents. For a nickel you could ride the streetcar, make a phone call, buy a Coke or purchase enough stamps to mail a letter and two post cards. You could buy a new Chevy coupe for \$600.00 but few people could afford \$600.00. A pity, too, because gas was eleven cents a gallon. We were not before the differences between the two sexes was discovered but we were before sex change. We just made do with what we had. And so in the 1930s, this is the way we were and we loved it!

Extra Cost Excursion - Amish Country Tour & Lunch - \$37.50 per Person

Your visit to the Keystone State is complete when you spend time in Lancaster County, the beautiful farmlands that have been home to the Old Order Amish for 250 years. Your customized fully-guided tour will give you detailed insights into the culture, traditions, language and history of the *plain people* of Pennsylvania.

Aboard your coach, you will view an award-winning film, *The Amish: A People of Preservation*, that explores the lifestyles, beliefs and heritage of Lancaster County's people. In addition, your uniformed Made-to-Order guide will give an informal and informative presentation about the Pennsylvania Dutch groups. As you travel from village to village throughout Lancaster County, your guide will acquaint you with the rich heritage and traditions of the *plain people*. Your guide will highlight the customs that make this lush farming community unique.

Your first stop will be the Kitchen Kettle Village in Intercourse for authentic Amish (and Mennonite) crafts: hand-stitched quilts, rugs fabrics, pottery, metal works and more. Spend some time at the People's Place, a museum dedicated to understanding the ways of Pennsylvania's *plain people*. Browse through the extensive Book Shop for volumes of information about the Amish, Mennonites and other Anabaptist groups. At the Kitchen Kettle Village, you can spend some time in the Village's thirty shops where local craftsmen and shopkeepers offer goods that celebrate the unique history and daily life of Lancaster County, Pennsylvania.

You will have a Pennsylvania Dutch family-style lunch at Stolzhus Farm in Intercourse. At the Farm, you will feast on sweet and sour relishes, home baked whole wheat and white bread, apple butter as well as local butter; sample three main entrees, four fresh vegetables, including Lancaster County dried corn and buttered noodles. To complete your meal, you can choose from four desserts, including the Pennsylvania Dutch favorite, wet bottom shoo-fly pie.

After lunch, you will be joined by your native Lancaster guide who will take you on a narrated tour of the Amish countryside. On the scenic roadways through Smoketown, Witmer, Monterey, and Bird-in-Hand, you will see the pristine homes of the Amish, their farms and outbuildings, one room school houses and cemeteries. You will visit an Amish farm, where you will enjoy a face-to-face meeting with an Amish family and have the opportunity to buy authentic *plain people* handmade crafts, or simply enjoy your brief encounter with those who lead a unique way of life.

Get your reservation in early for this great tour!!

The bus only holds 45 people!!

Customized Printed Itinerary & Complimentary pack of Pennsylvania candies!!

Memorabilia Chairman Urgently Needed!!

Bob Ladislaw, our Memorabilia Chairman, is having health problems and can not continue his great work. As you all know, Bob has served the organization for many years in this position and has done so in an outstanding manner all the time. Bob would like to step down and hand the position over to someone else. The 98th Bomb Group Veterans Association needs someone to step forward and take over this much needed position. The position does have some have some "Perks" along with the hard work involved in doing the job right. If you are interested, please feel free to cal Bob or Jerry or any of the other officers and talk it over with them. We really need one of our members to step into the gap and fill this organizational need. Here's your chance to get involved!!

**98th Bomb Group / Wing Veterans Association
February 2000**

+++++ CHANGE OF ADDRESS +++++

Name	Address	City / State	Zip Code	Unit	A/C
John K. Aden (S)	P.O. Box 164	Cora, WY	82925-0164	344	B-47
John K. Aden (W)	80-254 Merion	La Quinta, CA	92253-	344	B-47
Wilmer Ansley	241 Charlestowne Way	Augusta, GA	30907-3887	345	B-24
Mrs. Virginia Bramlett (H)	212 Sanders Road SW	Huntsville, AL	35802-1814	345	B-24
Anne Clarke (A)	1015 Casitas Pass Road	Carpinteria, CA	93013-2108	344	B-24
John F. Considine (S)	P.O. Box 302	Elysian, MN	56208-0302	344	B-29
John F. Considine (W)	5238 Beach Drive SE	St. Petersburg, FL	33705-4808	344	B-29
Edward Foster	12900 SW 9th Street #206	Beaverton, OR	97005-9203	345	B-24
William M. Horney	P.O. Box 1014	Hanalei, HI	96714-1014	415	B-24
Kenneth B. Seal	712 Tam O'Shanter Avenue	Sun City Center, FL	33573-9540	343	B-29
Gerald Viola	4 Swezeytown Road S	Middle Island, NY	11953-		
H. Donald Walter	1561 Gravel Lick Road	Strattanville, PA	16258-	345	B-24

(A) - Associate (H) - Honorary (S) - Summer (W) - Winter

***** DEPARTED COMRADES *****

Name	Address	City / State	Zip Code	A/C	DOD
David S. Bennett Jr.	311 Quail Pointe Drive	Ponte Vedra Beach, FL	32082-3314	B-24	9 Jan 2000
Vernon N. Elliott	5419 Mill Street	Erie, PA	16509-2919	B-24	20 Jan 2000
Charles H. Estes Jr.	1205 Grand Avenue	Yazoo City, MS	39194-2948	B-24	22 Oct 99
Michael J. German	1611 Plummer St. VA Hospital	Sepulveda, CA	91343-	B-24	5 Aug 99
Richard P. Marsden				B-24	20 Aug 99
John W. Terry	108 Sycamore Drive	Summerville, SC	29485-5735	B-47	Jan 2000
Frank Voci				B-24	Jul 1999
Edward J. Wiertel	2505 Greengarden Road	Erie, PA	16502-2113	B-24	19 Dec 99

(A) - Associate (H) - Honorary

Please file this page with your 1998 Roster to keep everything together!!

**98th Bomb Group / Wing Veterans Association
February 2000**

+++++ **NEW & RETURNING MEMBERS** +++++

Name	Address	City / State	Zip Code	Unit	A/C
Mrs. June Bennett (H)	311 Quail Pointe Drive	Ponte Vedra Beach, FL	32082-3314	343	B-24
Robert E. Boehme	1017 Lawrence Street	Emporia, KS	66801-2661	343	B-47
Aaron Caplan	7000 E McCormick Blvd #627A	Lincolnwood, IL	60645-2726	345	B-24
Dave L. Carr	25475 Coral Tree Court	Murrieta, CA	92563-	344	B-29
Wilson M. Chapman (R)	4539 Pepperwood Avenue	Long Beach, CA	90808-1070	415	B-24
Robert C. Culp	101 Running Water Street	Georgetown, TX	78628-	FMS	B-47
Mrs. Rita Elliott (H)	5419 Mill Street	Erie, PA	16509-2919	HQ	B-24
Mrs. Charles H. Estes (H)	1205 Grand Avenue	Yazoo City, MS	39194-2948	415	B-24
David Holmberg	306 East 2nd Street	Madison, NE	68748-6403	OMS	B-47
Stanley O. Johnson	9529 Gulf Park Drive	Knoxville, TN	37923-	343	B-47
Clinton H. Killian (R)	308 North 100 East	Roosevelt, UT	84066-2318	344	B-24
C. Wallace McPherson	7456 Manchester Road	St. Louis, MO	63143-	343	B-29
Romaine D. Round	P.O. Box 133	Crawford, CO	81415-0133	345	B-29
Mrs. Fani Terry (H)	108 Sycamore Drive	Summerville, SC	29485-5735	345	B-47
Charles Waters	Route 1 Box 438	Daleville, AL	36322-	344	B-29
Mrs. Margaret M. Wiertel (H)	2505 Greengarden Road	Erie, PA	16502-2113	345	B-24

(A) - Associate

(H) - Honorary

(R) - Returning after 1 year or more

***** **CORRECTIONS** *****

Please make the following corrections to your 1998 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
(A) - Associate	(H) - Honorary				

Please file this page with your 1998 Roster to keep everything together!!

Extra Cost Excursion - Historical Philadelphia Tour - \$16.00 per Person

When planning his *Greene Countrie Towne* in 1682, William Penn envisioned a great city of open parks, public spaces, culture and congenial metropolitan living. In 2000, Philadelphia comes close to that ideal of Old World charm and American style comfort. America's fifth largest city is a cosmopolitan *small town* resplendent with great historical sites, cultural institutions, bejeweled with dozens of public works of art and extraordinary examples from 300 years of American architecture. During your tour of Philadelphia, you will become familiar with the Birthplace of American Independence, Penn's *City of Brotherhood*, stretching from the Delaware to the Schuylkill River.

Aboard your coach and during your walking tour, your uniformed Made-to-Order guide will introduce you to the political, social and economic history of Philadelphia by informal and informative narrative.

Begin your tour with a ride along the Delaware River, the site of Penn's landing in 1682. Since the late 17th century, the waterfront has served as an important center for shipping and travel, ship building and recreation.

Upon arrival at your first stop, Independence National Historical Park, you will visit the Liberty Bell. You will continue your tour on foot of *America's most historic square mile*, stopping by Independence Hall, Congress Hall, Old City Hall, the Second Bank of the United States, and Carpenter's Hall. As you follow your guide along the historic streets where Franklin, Jefferson and Washington once walked, your guide will relate the story of Philadelphia's pivotal role in the American Revolution.

Returning to your coach, you will tour Old City, Philadelphia's first neighborhood. There you will walk down Elfreth's Alley, the oldest residential street in America; pass Christ's Church, the historic seat of an active Episcopal parish since 1695; see the Betsy Ross House, the Free Quakers Meeting House, Franklin's Grave and the Philadelphia Mint.

You will follow the City's 19th century growth westward. Along Walnut Street, you will see the Walnut Street Theater (the oldest continuous use English-language theater in the world); the exclusive Philadelphia Club headquarters; and City Hall (the largest municipal building in the US). You will drive through the City's most elegant shopping and dining area, passing Tiffany & Co., Burberry's Limited, and Restaurant Row, enroute to Rittenhouse Square, Penn's original southwest park, now one of Philadelphia's most prestigious residential addresses.

You will ride along the spectacular Benjamin Franklin Parkway. This grand boulevard is home to many of the City's great cultural institutions, including the Philadelphia Museum of Art, the Free Library, the Franklin Institute and the Academy of Natural Sciences.

Drive down *The Avenue of the Arts*, passing the historic Union League, the famed Academy of Music, the proposed site for the Philadelphia Orchestra's future concert hall, and the country's only University of the Arts.

Tour Washington Square West where you will see Antique Row, historic Pennsylvania Hospital and the City's 19th century publishing section. Drive through Society Hill, where Philadelphia's urban renaissance began. The enchanting residential district contains more 18th century homes than any other place in America, with stunning examples such as the Powel House and the Hill-Physick-Keith House.

Throughout the tour, your guide will point out important recreational, cultural, and social sites, such as the Museum steps Rocky ran up in the first movie of Stallone's famous series, the world's tallest structure without a steel frame, and much more.

Get your reservation in early for this great tour!!

The bus only holds 45 people!!

Customized Printed Itinerary & Complimentary pack of Pennsylvania candies!!

**2000 REUNION
98TH BOMB GROUP / WING VETERANS ASSOCIATION
PHILADELPHIA, PENNSYLVANIA**

DAY 1 - TUESDAY - SEPTEMBER 5

10:00 AM Officers Meet with Hotel Staff
12:00 Noon **Hospitality Room Opens**
12:00 - 2:00 PM **Registration - Nametags & Reunion Pins**

DAY 2 - WEDNESDAY - SEPTEMBER 6

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM to 5:00 PM Free Day for Sight Seeing
5:00 to 9:00 PM Extra Cost Excursion - Dinner at The Irish Pub - \$18.00 per person
 Bus leaves hotel at 5:00 PM Returns at 9:00 PM

DAY 3 - THURSDAY - SEPTEMBER 7

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 10:00 AM **Registration - Nametags & Reunion Pins**
1:00 - 5:00 PM Extra Cost Excursion - Historical Philadelphia Tour - \$16.00 per person
 Bus leaves hotel at 1:00 PM Returns at 5:00 PM
6:00 - 7:00PM Cash Bar - Hotel
7:00 - 9:00 PM **Dinner at The Hilton**

DAY 4 - FRIDAY - SEPTEMBER 8

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 10:00 AM **Registration - Nametags & Reunion Pins**
9:00 AM - 5:00PM Extra Cost Excursion - Amish Country Tour & Lunch - \$37.50 per person
 Bus leaves hotel at 9:00 AM Returns at 5:00 PM
Evening free You can make your own dinner plans

DAY 5 - SATURDAY - SEPTEMBER 9

7:30 AM **Hospitality Room Opens - Coffee, Tea & Donuts Available**
8:00 - 8:45AM Flight Leaders Meeting
9:00 - 11:00 AM **Ladies Continental Breakfast**
9:00 - 11:00 AM General Business Meeting
5:00 - 7:00 PM Picture taking for Reunion Book
6:00 - 7:00 PM Cash Bar
7:00 - 9:00 PM **Reunion Banquet at The Hilton**

*- Chk in 3pm
- Will request early Chk in
- Cancel 3 days prior
- # 311 3088681*

!!!! ALL ITEMS IN BOLD PRINT ARE COVERED BY YOUR REGISTRATION FEE!!!!

GET YOUR HOTEL RESERVATIONS IN EARLY!!

Hilton Cherry Hill - 2349 West Marlton Pike - Cherry Hill, New Jersey - Route 70 at Cuthbert Avenue
Telephone # 1-800-HILTON or 1-856-665-6666 - Room rates are \$79.00 + \$4.75 Tax = \$83.75
When calling, identify yourself as 98th Bomb Group - After 1 August 2000 no guarantee.

856-665-6666

98TH BOMB GROUP/WING VETERANS ASSOCIATION 2000 REUNION - PHILADELPHIA, PENNSYLVANIA

 Please use this form to reserve your place at the 98th Bomb Group / Wing Veterans Association Reunion in Philadelphia, Pennsylvania 5 - 9 September 2000. Registration Fee is \$60.00 per person. Please enter names as you want them on your nametags.

LAST NAME _____ FIRST NAME _____

SPOUSE / GUEST NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SQUADRON _____ AIRCRAFT _____

Registration Fee \$60.00 X _____ Persons = \$ _____

Extra Cost Excursions

Sep. 6 Dinner - Irish Pub \$18.00 X _____ Persons = \$ _____

Irish Whiskey Chicken _____ Fish & Chips _____

Sep. 7 Historical Philadelphia Tour \$16.00 X _____ Persons = \$ _____
 [This tour is half a day]

Sep. 8 Amish Country Tour \$37.50 X _____ Persons = \$ _____
 [This tour is all day + Lunch]

Total Amount Paid \$ _____

Make checks payable to: **98th Bomb Group Veterans Association**
 Mail to: **310 Sunnywood Lane**
San Marcos, TX 78666-8914

**WE LOOK FORWARD TO SEEING YOU
IN PHILADELPHIA IN SEPTEMBER!!!**

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
- 98th Emblem Lapel Pin \$5.00 each
- 1997 Branson, 1998 Cleveland & 1999 Spokane Reunion Pins \$3.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

Robert P. Ladislav
55 Koons Drive
Enon, OH 45323-1031

The **1998 Cleveland and the 1999 Spokane Reunion Books** are available now for \$17.00 each. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos TX 78666-8914**. Help your organization recover some of its funds! **Get your copy today!**

***** REUNION INFORMATION *****

2000	Philadelphia, Penn.	Hilton Inn - Cherry Hill	05 - 09 September
2001	Tucson, Arizona	Palo Verde Holiday Inn	09 - 13 September
2002	Dayton, Ohio	Undecided	Undecided

The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested

Non-Profit Org.
Bulk Rate
U.S. Postage
PAID
San Marcos, TX
Permit No. 305

SUZANNE D. MIODUSZEWSKI
465 HARBOR WAY
ANN ARBOR MI 48103-6666

***** NOVEMBER 1999 *****

THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE
PRESIDENT'S
CORNER



Spokane, Washington was a beautiful place to celebrate our 1999 Reunion. Even though the grass was dry where it wasn't watered, the Fairchild AFB was green and beautifully manicured. Several people have sent pictures of our comrades and scenery to include churches, homes, downtown, parks, etc. We hope to get some of them into our Reunion book. We had over 200 attendees at the Reunion, and many of them said it was a super Reunion! Also, many were pleased with the schedule of activities and especially the hotel and it's personnel. The tour of Fairchild AFB was great, topped by a wonderful luncheon at the club and a talk by Captain Jason Mills, a former 98th ARS Aircraft Commander. The informative talk by Lois Taube on Abraham Lincoln at the ladies brunch was thoroughly enjoyed by one and all. The banquet was great and we had an outstanding speaker, Colonel T. C. Jones, Wing Commander at Fairchild AFB, who fielded a number of questions for the group. The success of this Reunion was due to the concerted efforts by all involved in the different functions. Those of you who missed this Reunion, missed a good one, so don't let that happen in 2000 in Philadelphia!

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coordinator	1-714-546-0956
JOHN FORNWALT	Past President	1-570-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-937-864-7823
HERB HARPER	Historian	1-423-336-2768

THE POMEROY GROUP - COMBAT - PART IV

Recollections by Raymond Kurner - Pilot - 415th Bomb Squadron

In the 15th AF, it was expected that we would fly 50 missions before we would be eligible for rotation to the US. The 8th AF, in England, was expected to fly 25 missions. As the expected loss ratio was 4%, simple math tells you that after 25 missions, a loss of 100% could be expected. I don't believe this method of calculation is correct. If you start with 100 crews and not replace the losses, the number would go down fractionally as each mission was completed. After 25 missions, 28 crews would still be flying. However the calculations, we had a goal to look forward to completing. Our goal of 50 missions was based on the premise that the 8th AF missions over Axis territory were more dangerous than ours. That premise wasn't necessarily true because the 8th AF had some easy missions (milk runs) too. However, I will concede that when they bombed German targets like Hamburg and Berlin, they would encounter more flak and fighters. Somehow it was decided that whenever we went to an Axis target including Germany, Austria, Hungary and Romania, we would get double credit so that we would not be flying 50 actual missions. Ours was a better arrangement than that given the German aircrews who flew until they were killed or wounded so bad that they could not fly.

Our usual schedule on the morning of a mission would be to get up at 5:30AM, eat at 6:30, go to the briefing for the mission at 7:00, and take off at 8:00. Briefing was a meeting of all the pilots, bombardiers and navigators where the mission of the day was announced and where we found out which position we would fly in the formation. We would be shown pictures of our target, maps of the area showing our route into the target and out. We would be informed about the amount of flak we could expect and where enemy fighters were most likely to attack us. Also we would find out if we were going to have any fighter escort that day and where they would meet us and the length of time we would be protected. The lead bombardiers would be given target photos to assist them to hit the right target. The navigators received maps covering the route we were to fly. From there we would go back to our squadron supply and get our parachutes. If we were going on a long mission, we would also get C rations for the noon meal. We always expected to be back at the base for the evening meal. The preparation for each mission included an inspection of the aircraft and a talk with the crew chief to determine if there was any problem with the aircraft that we should know about. We would enter the aircraft through the bomb bay and climb up to the flight deck where the pilot's seat and controls are located. We would go through the prescribed checklist and when the proper time came we would start the engines. To start the engines we needed additional electrical power that was supplied by an outside source or an auxiliary power unit located below the flight deck. We would start the left inboard engine, #2 first because that engine generated the electrical power for the rest of the aircraft. The right inboard engine, #3 would be started next because it operated the pump for the plane's hydraulic system. Then the 2 outboard engines would be started and we would complete the checklist to see that all instruments and gauges were in their proper range. We would test the hydraulic system and make final preparations while awaiting the signal to start taxiing for take off. The noise from all the engines was overwhelming, very loud. I am sure that everyone on the base was awake after the Group started the engines.

The air base had one runway heading north or south depending which way we were to take off. I believe we always took off heading north. I can remember landing to the south only one time. The runway was about 5,000 feet long and we generally used most of it to get enough airspeed to take off. The taxi strip was in the form of an oval that connected to both ends of the runway. We would test our engines just before turning on to the runway by setting the brakes on and advancing the throttle of each engine. Then we would release the brakes and get a running start as we turned on to the runway. As soon as we were aligned with the runway, we would use full power to increase the airspeed. The plane would leave the ground at about 110 mph and as soon as we were airborne

and reached an airspeed of 135 mph I would raise the landing gear that would immediately increase our air speed. We would climb to our formation area at about 155 mph. When landing, we would enter the traffic pattern with an airspeed of 155 mph. On final approach we would slow down to 120 mph until over the end of the runway. We would reduce power and touch down at 90 mph. After parking our plane, we would go to debriefing to tell about what we observed on the trip and at the target. Then we would proceed to the Red Cross wagon and have coffee and donuts. The Medical department furnished shots of whiskey if you wanted one. After a few missions like those to Steyr, Austria, Regensburg, Germany and Ploesti, Romania I took a few drinks to calm my nerves.

Since I began writing these recollections, I located Truman Green, the first pilot of our crew. Truman sent me a copy of his combat log that I will use to supplement my notes. Monday, February 7, 1944. We looked at our new plane that was won by drawing the high card - a B-24 manufactured by Ford at Willow Run. This aircraft was really nice. The pilot's seats were protected on the sides and back by coffin shaped armor plate about 1/2 inch thick that gave us some sense of protection. While going through flak, the pilots could press back and feel more secure. We were still vulnerable to flak or shells coming from the front.

Mission #1 - Our target was the railroad yards south of Rome. The Group put up 39 aircraft but no bombs were dropped because the target was obscured. Flight time 6.0 hours - February 10.

Mission #2 - Bombed beachhead south of Rome. Direct flak - 8 holes, shot away hydraulic line to gear and flaps. No fighters. Flight time - 6.5 hours. The loss of hydraulic fluid meant that the gear had to be cranked down by hand. Sgts. Fugate and Recorr did the cranking with no problems except for the physical effort. We landed safely - the brakes worked. Flight Time - 6.0 hours. February 12

Mission #3 - Bombed marshaling yards northeast of Rome, up the Adriatic, very rough weather, no fighters and moderate inaccurate flak. One flak hole in the ship. First mission for *Pistol Packing Mama*. Flight time - 7.0 hours. February 17.

Mission #4 - This mission was pretty much a copy of our previous mission except the flak was lighter. Perhaps the Navy recognized the B-24 as being different from anything the Germans had and didn't shoot at us. Again we flew in the #6 position and again the #3 crew feathered the left inboard engine. We all got home safely. No enemy fighters sighted today. Two holes were found in the ship. One piece broke the Plexiglas nose and bombsight frame pretty close to Bill Franklin, our bombardier. Flight time - 6.0 hours. February 20.

Big Week - The week of February 20 to 26 was called Big Week by the Air Force. I never heard it called that at any briefing. The purpose of our missions for this week was to destroy as many German aircraft as possible, both in the air, on the ground or in production. The more planes we destroyed, the fewer would be available to attack us on future missions. This was the beginning of the battle of attrition and an effort to gain air superiority. US aircraft production would go up while German production decreased at least temporarily. Another consideration was that our Air Force, through its vast training program was able to replace both lost aircraft and crews while the German training program could not. During this week the mission became noticeably more dangerous and we became more apprehensive about where our missions would take us and our chances for survival. It appears that the Germans had another title for our operations. At least one newspaper referred to it as the "Week of the White Death" reporting that over 114 American airmen were shot down during this week and landed in very remote areas of the Alps and were unable to be rescued.

Missions 5 & 6 - We bombed Steyr, Austria today. Our mission to Steyr was to be covered by P-38s before we reached the target. As we approached the target there was no escort. This allowed the German Air Force to attack us at will. I do remember the German pilots in ME-110s and 210s flying in circles to the left of our formation and firing rockets at us. The rockets did not come close to our squadron formation. While circling, the German fighters were out of range of our .50 caliber machine guns. Some brave German pilots did try to shoot us down with their guns. It was during a direct attack that Sgt. Swihart managed to shoot a ME-110 down. Flight time - 8.0 hours.

Missions #7 & 8 - Regensburg-Prufining. Another aircraft factory and another long trip. Again ME-210s shooting rockets at us but we did not have any direct attacks. We were flying a good tight formation and I believe the German pilots were looking for looser formations that they could fly through. The factor which produced 250 aircraft a month was completely destroyed by the Fifteenth Air Force. Flak was moderate. On the way home while over German occupied territory we had problems with the engines. At one time I thought all four engines sputtered but then continued to run. Our engineer, Joshua Fugate, insisted that all fuel line settings were correct. The squadron engineering officer did not like what we wrote up about the plane. We recommended that they remove it from combat service until the problem was found and corrected. Flight time 8.5 hours.

Mission 9 - This was a mission to Anzio to bomb the German army with anti-personnel fragmentation bombs. Same procedure as on February 17th. No problems. Flight time 4.8 hours - 2 March.

Mission #10 - Went to Poggi Bonsi, north of Rome and bombed marshaling yard. Flight time 8.8 hours. 7 March 1944.

Mission #11 - Our target was the submarine pens at Toulon, France. It was a long trip up the Tyrrhenian Sea. On the way we flew over the islands of Corsica and Sardinia. There were some scattered clouds but the harbor was well hit. Some submarine pens were destroyed as well as a merchant ship. No German aircraft and only moderate flak. Flight time 8.3 hours. 11 March.

Mission #12 - The plan was to have an all out attack to flatten the monastery at Cassino and allow our troops to breach the Gustav Line. The Germans were supposedly using the monastery as an observation post as it set on top of a mountain giving an excellent view of our troop movements. Medium bombers were to bomb from 10,000 feet. We were to bomb at 18,000 feet. The target got hit badly but not flattened, Bombing accuracy was not good. Flak was not a big problem nor were German aircraft. When we got back to the base, I heard that someone had dropped a bomb on an English General's trailer. I don't know how they determined who the guilty bombardier was, but it was not someone from the 415th. The bombings did more to help the Germans than it helped the Allies. The bomb craters made it more difficult for the 5th Army to advance and created good defensive positions for the Germans. Although the 5th Army moved forward, the huge craters and rubble slowed the advance. Rain also contributed to slowing the advance. The following day the Germans moved back into Cassino and the Allies withdrew.

Missions #13 & 14 - We went to the Feschannand aircraft factory near Vienna. Another long flight only to have the target completely covered by clouds. We bombed based on Estimated Time of Arrival so for all we know, we could have just plowed up fields. I have always associated a mission to Vienna as the one where we experimented with Pathfinder, which was a radar screen that the operator used to locate the target and bomb through the clouds. Flight time 7.0 hours. 17 March.

Mission #15 & 16 - We were briefed for Steyr, Austria today but ran into weather over the Alps and bombed the railroad yards at Klagenfurt, Austria instead. We ran into medium flak and no fighters. We had P-38s and P-47s as escort. Flight time - 7.8 hours. March 19.

Going off on a mission as frequently as we were flying can have an effect. One becomes nervous and apprehensive about the future. Having a mission canceled and being able to hit the sack does help to relieve the tension.

Mission #17 - Briefed for Steyr again! We got up over the Alps and into an overcast so turned back. The targets hit were targets of opportunity. No alternate targets. As I remember it, the Group scattered and each Squadron picked out its own target. I think we were lucky that there were not a lot of German aircraft in Italy or we could have gotten ourselves into trouble. Flight time - 6.0 hours.

Mission #18 - Bombed a marshaling yard at Mestre, Italy today. Mestre is near Venice. This was the Groups 200th mission. There was no flak and no fighters, pretty calm. We used 500 pound general purpose bombs and messed up the railroad. Personally, I like the lack of opposition. It is easier on the nerves. We were not invited to the party held in celebration of the Group's 200th mission. Flight time - 7.3 hours. March 28.

Mission #19 - Bombed Bolzano, Italy today, in the Alps on the border of Switzerland, Italy and Germany. We were attacked by about 20 ME-109s but those lovely P-38 boys took care of them. As I remember, we went north of the target and then made a 180 degree turn to the left and were heading south on the bomb run. There was heavy flak but we did not get hit. Siemens got his today, his ship exploded. The guns firing at us were located in the mountains and the flashes from the guns firing seemed so much closer than usual. I did not remember it until we were back at the base but today was my 24th birthday. No party, no celebration. We went to bed early as we were scheduled for another mission the next day. Flight time - 8.0 hours. March 29.

Mission #20 - We bombed Sofia, the capital of Bulgaria, today. Our Group hit the marshaling yards in the center of the city. The whole city was plastered. We carried incendiary bombs. We were attacked by 20 FW-190s and ME-109s. The P-38s and P-47s took care of most of them but some got into our formation. Flak was pretty heavy but no hits. Flight time - 5.0 hours. March 30, 1944.

Missions #21 & 22 - We bombed Budapest today. The mission was to hit the marshaling yards and we did a good job. Our crew led the squadron today. We had the heaviest flak I have ever seen. We also were attacked by about 20 fighters but they did not amount to much. We had no escort. Flying time -7.5 hours. April 3, 1944.

Missions 23 & 24 - Today we bombed Ploesti. This was the first attack on Ploesti since the August 1, 1943 low level mission and the second mission to Ploesti for the Group. Just the mention of the name Ploesti was frightening, as the Group had been hit badly on the first mission. A maximum effort of 286 bombers was to attack. The 98th provided 31 aircraft. We were met with heavy fighter attacks. Approximately 150 Axis fighters hit us before we reached the Initial Point (IP) and continued for about 30 minutes after we left the target. As the attackers were ME-109s that have short range, they probably had to land to refuel and by that time we were out of their area. As we approached the IP we could see the black puffs from previously fired flak. The smoke hangs in the air for a while and the accumulation of puffs makes it look worse than it really is. I glanced down at the ground and saw the flashes of fired shells fired by three anti-aircraft guns that were in one group. A few seconds later, the shells exploded about 100 feet to the right at about 2 o'clock and at our level. Very frightening. At this point I was perspiring at my waistline even though it was about -50 degrees outside and freezing inside the plane. The sky was black ahead of us but onward we flew, dropping our bombs and turning towards home while nosing down to increase our speed. Again our crew was very lucky, no one was injured. Thirteen bombers were lost to flak and fighters. We did not have an escort. There were reported to be over 700 anti-aircraft guns surrounding the Ploesti oil fields and installations. Flight time - 7.3 hours. April 5, 1944.

Mission #25 - Back to the Mestre marshaling yards today. Apparently the damage inflicted on March 28th was repaired. This time the damage was severe. Flight time 6.7 hours. April 7, 1944.

Missions #26 & 27 - We bomber Wiener Neustadt in Austria today. The Wallersdorf airdrome and the Flugewicke aircraft factory were hit but the Messerschmidt plant was missed. The flak here was almost as heavy as Ploesti. Flight time - 7.5 hours. 12 April, 1944

Friday, April 13 - We were briefed for Budapest today but we hit a tent while taxiing and damaged the wing tip so we did not get off the ground. It was a good mission for the Group. Seeing that today was Friday the 13th, maybe the accident was a good omen.

Saturday, April 14 through April 23 - The crew went to the Isle of Capri for rest and recreation (R&R). [Your editor has abridged Ray's story here somewhat and I apologize if I have let the meaning get away. If you would like a copy of the entire journal written by Ray, contact Ray or your editor and we will send you one. Part V and final part will appear in the February 2000 Newsletter.]

**98th Bomb Group Veterans Association 1999 Reunion
Spokane, Washington 7 - 11 September, 1999**

The following people attended the 1999 Reunion in Spokane and had a great time!!

Merle & Alberta Albritton (345 B-24)
Edison & Leora Arnold (345 B-29)
Milli Bailey (Honorary 345 B-29)
Jimmie & Ardis Beard (345 B-47)
Leroy Benedict (343 B-29)
G. P. Birdsong Jr. (344 B-29)
Rosemary & Tim Boles (Honorary 345 B-47)
Bob & Lucy Brickel (345 B-29)
Lino Cartasegna & Mauro Potestio (345 B-24)
Albert & Helen Coe (343 B-24)
Hugh & Minnie Mae Cravens (343 B-29)
Deryle & Louise Cuddy (415 B-24)
Everett Daugherty (344 B-29)
Bill & Shirley Dawson (343 B-29)
Jim & Hazel Evans (345 B-24)
Art & Kate Fields (343 B-24)
Dick & Anita Flowers (344 B-47)
John & Ruth Fornwalt (415 B-24)
Ray & Joan Forster (345 B-29)
Charles Gamble & Rita Miller (344 B-29)
Frank & Joann Glass (344 B-29)
Dean & Sharon Goff (A&E B-47)
Merrell Greenwell & Mary Ruth Dunlap (344 B-29)
Hal & Barbara Hampton (345 B-47)
Randy & Mary Lou Harris (345 B-24)
Arthur & Betty Harvey (343 B-24)
Terry Hynes & Peggy Horn (343 B-24)
Ricker & Phyllis Jones (345 B-47)
Russell & Marilyn Keller (Associate 345 B-24)
Thomas Kiernan (345 B-29)
Bob & Marian Ladislav (OMS B-47)
Walter Laute (343 B-29)
Ogden Lindsley & Nancy Hughes (415 B-24)
Arthur Magon (344 B-29)
Roberts & Valeria Martin (345 B-24)
Pat Matthiesen (343 B-29)
Roger & Jackie McKee (345 B-47)
James Miller (345 B-29)
John & Gayle Mulkey (344 B-47)
Verne & Theresa Nesvacil (344 B-47)
Stephen Ondeck (345 B-24)
John & Shirley Owens (345 B-47)
Art & Darlene Palmeer (343 B-24)
Dennis Posey & Peggy Griggs (344 B-29)
Nate & Dot Ragan (345 B-24)
Howard Revie (344 B-29)
Harold & Adeline Robinson (344 B-24)
Charles Schleining (A&E B-47)
Alex & Marge Shranko (343 B-24)
Ray & Jo Smith (345 B-29)
Andrew & Mary Spolski (345 B-29)
Louis & Wynn Staudenmeier (343 B-24)
Bob Stenard (345 B-24)
Edgar Arman (Honorary B-24)
Marguerite & Frederick Aronowitz (Associate 345 B-24)
William & Emily Baxter (343 B-24)
Phil & Snooks Becher (345 B-29)
William & Evelyn Bergelin (HQ B-47)
Curt & Barb Bland (344 B-29)
Charles & Jeanne Bowman (345 B-29)
John Bynum (343 B-29)
Dave Cochran (415 B-24)
Bob Cooper & Nadeane Fulcomer (HQ B-29)
Neal & Thelma Crist (343 B-29)
Jerry & Darlene Custer (344 B-47)
Clyde & Doris Davis (345 B-24)
Horace & Mary Eddington (345 B-29)
Kenneth & Pamela Evans (Associate 345 B-24)
Stan & Ruth Flentje (344 B-47)
Clarence & Bessie Foote (344 B-29)
Marvin Forstadt (343 B-24)
Richard & Myrna Fuentes (344 B-29)
Floyd & Shirley Geiger (343 B-29)
Tom & Elaine Glover (345 B-29)
Lee Gordon (343 B-29)
Paul & Marie Grimm (345 B-29)
Herb & Joan Harper (345 B-29)
William & Joan Harris (FMS B-47)
Bob & Gloria Helfrich (343 B-24)
Phil & Marilyn Jaworski (344 B-29)
J.P. & Virginia Judd (344 B-29)
Terry & Nancy Kidd (345 B-29)
Lyle & Rula Knight (344 B-47)
Fred & Shirley Lanzel (415 B-24)
Rudy & Yvonne Lawson (343 B-24)
Ed & Keiko Ludwig (345 B-29)
William & Barbara Manderville (345 B-29)
Frank & Alice Matlock (A&E B-47)
Dick & Barbara McEvoy (344 B-47)
Jack & Nadyne Meteyer (A&E B-47)
Jack & Marra Moore (345 B-24)
Robert & Carmel Mullin (343 B-29)
Don Nygaard (345 B-29)
Cory Orne (344 B-24)
Calvin Page (343 B-24)
Ray & Vivian Palmer (344 B-47)
Pete & Treva Potter (343 B-29)
Bob & Miriam Rehwaldt (344 B-29)
Jess Richie (345 B-29)
Riley & Maxine Sandborn (345 B-24)
Victor & Marge Scholten (344 B-24)
Stanley & Regi Siberski (344 B-24)
Robert & Yuriko Smith (344 B-29)
Berge & Virginia Starheim (343 B-24)
Robert Stauffer (343 B-29)
Jack & Lucile Stevens (344 B-24)

**98th Bomb Group / Wing Veterans Association
November 1999**

***** **CHANGE OF ADDRESS** *****

Name	Address	City / State	Zip Code	Unit	A/C
John K. Aden	881 Oak Leaf Way	Napa, CA	94558-1230	344	B-47
B/Gen. William C. Bacon	205 Kendall Falls Road	Comfort, TX	78013-	344	B-24
Ross M. Becker	68100 Quincy Road	Cumberland, IA	50843-8087	343	B-24
William E. Bergelin	1145 Barham Drive #113	San Marcos, CA	92078-4541	HQ	B-47
Keith M. Clark	3177 Dove Road	Cushing, MN	56443-2221	415	B-24
Michael R. Coffey	9730 Oakhaven Court	Indianapolis, IN	46256-8101	415	B-24
Gayle D. Galusha	1009 Road G	Fairmont, NE	68354-9745	345	B-29
Mrs. Robert Z. Gentry (H)	1 Algonquin Drive	Middletown, RI	02842-4509	415	B-24
John A. Gerfen	1841 Shoshone Drive	London, OH	43140-9013	343	B-29
Theodore J. Godwin	3221 Georgetown Place	Hoover, AL	35216-5111	344	B-24
Karl R. Gonter	8710 Dresden Lane SW	Lakewood, WA	98498-4617	345	B-29
Walter T. Hynes	410 North 11th Avenue	Bozeman, MT	59715-3222	343	B-24
Leo E. Klaeger	1615 East Sharpsburg	Spokane, WA	99217-	344	B-29
Dennis W. Lawrence	7217 Amberwood Lane	Savage, MN	55378-5619	343	B-24
Janeen A. Mauldin (H)	4068 Crystal Court	Boulder, CO	80304-0986	HQ	B-24
Kenneth McKnight (A)	P.O. Box 3463	Vista, CA	92085-3463	343	B-29
Robert C. Mennell	750 Weaver Dairy Road #184	Chapel Hill, NC	27514-1441	345	B-24
A. J. Moriarty	9165 Eire Avenue SW	Navarre, OH	44662-	A&E	B-47
Herbert H. Morine	17300 17th Street #J-252	Tustin, CA	92780-1955	344	B-47
Mrs. Conrad F. Necrason (H)	17050 Arnold Drive F-310	Riverside, CA	92518-9985	B-29	HQ
Bradford L. Nicholson	3530 Piedmont Road NE #14A	Atlanta, GA	30305-	B-24	415
James F. Rakers	1653 South 30th Road	Cook, NE	68329-8916	ARS	KC-97
Terry L. Ross	5501 North Scyamore Drive	Bunton, MI	48509-	SPG	B-24
Robert J. Schloemer	W172 N9322 Shady Lane Road	Menomonee Falls, WI	53051-1461	A&E	B-47
Harold A. Schmidtke	PMB-148 601 S Pioneer Way #F	Moses Lake, WA	98837-1837	344	B-29
Robert K. Scudder	21365 George Brown Avenue	Riverside, CA	92518-2833	345	B-47
Walter J. Stoll	503 VZ 3724	Wills Point, TX	75169-6903	345	B-29
Jack L. Torney	15727 Burke Avenue N	Shoreline, WA	98133-6034	345	B-29
William F. Upton	194 Rainbow Drive #9430	Livingston, TX	77399-1094	ARS	KC-97
Howard E. Walker	8100 West World Drive #236	Bakersfield, CA	93311-	343	B-24

(A) - Associate

(H) - Honorary

***** **DEPARTED COMRADES** *****

Name	Address	City / State	Zip Code	A/C	DOD
Arthur O. Carney	1424 Pacific Avenue #D104	Natrona Heights, PA	15065-2024	B-24	6 Apr 99
Curtis E. Crews	4017 Bear Creek Road	Crestview, FL	32539-8837	B-47	6 Sep 99
Wesley W. Egan Sr.	1303 Mason Farm Road	Chapel Hill, NC	27514-4609	B-24	15 Feb 99
Vernon P. Hearne	600 McGowen Street	Houston, TX	77006-2326	B-24	Nov 98
Richard P. Marsden	17 Ancient Highway	Oxford, CT	06478-	B-24	20 Aug 99
Leroy Newton	333 First Street #H114	Seal Beach, CA	90740-	B-24	21 Apr 99
Clyde A. Pollard	1578 County Road 1273	Cullman, AL	35057-6908	B-24	4 Sep 99
William D. Rogers	3015 Stratmoor Drive	Canon City, CO	81212-	B-29	3 Jan 98
Eugene F. Schildman	4102 SE 14th Place	Del City, OK	73115-	B-47	7 Jun 98
Samuel Singer	2650 East 13th Street	Brooklyn, NY	11235-	B-24	Unknown
Glen W. Underwood	1214 Las-O-Las Drive	Miamisburg, OH	45342-3339	B-24	21 Dec 98
Harry T. Wagner	195 Courthouse Butte Rd.	Sedona, AZ	86351-7764	B-24	1999

(A) - Associate

(H) - Honorary

Please file this page with your 1998 Roster to keep everything together!!

**98th Bomb Group / Wing Veterans Association
November 1999**

+++++ NEW & RETURNING MEMBERS +++++

Name	Address	City / State	Zip Code	Unit	A/C
Leroy S. Benedict	218 West Longfellow Avenue	Spokane, WA	99205-1039	343	B-29
Jim Blue	16220 North 7th Street #2355	Phoenix, AZ	85022-	345	B-47
Mrs. Dorothy Carney (H)	1424 Pacific Avenue #104	Natrona Heights, PA	15065-2024	343	B-24
Nena R. Cook (A)	222 Bear Paw Road	Newport, WA	99156-		B-29
Mrs. Lavern Crews (H)	4017 Bear Creek Road	Crestvieww, FL	32539-	A&E	B-47
Maj. Gen. Lewis A. Curtis (R)	P.O. Box 796066	Dallas, TX	75379-6066	HQ	B-29
Everett E. Daugherty	7406 Whispering Oaks Drive	Austin, TX	78745-5242	344	B-29
M. J. Doherty (A)	902 San Saba Court	The Villages, FL	32159-	HQ	B-29
Kenneth J. Fisher	2890 Lafayette Avenue	Bronx, NY	10465-2231	551	Atlas
James C. Hargrove Jr.	205 Wingate Avenue	Huntsville, AL	35801-3313	345	B-29
Robert L. Jones	1391 Champaign Way	Atwater, CA	95301-2209	343	B-29
Milford P. Kindley	350 N 190th Street #A-414	Seattle, WA	98133-	343	B-24
Eugene E. Kreutzman	5753 Meadowood Drive	Acworth, GA	30102-2158	344	B-29
John H. Kuhlbeck (R)	N7614 Gemini Circle	Fond Du Lac, WI	54937-8882	343	B-24
Patrick K. Logan (A)	2545 Alder Street	Eugene, OR	97405-	343	B-24
Mrs. Eilene C. Marsden (H)	17 Ancient Highway	Oxford, CT	06478-	344	B-24
John M. Miller	321 West North Street	Lebanon, IN	46052-	HQ	B-24
Robert E. Mullin	4808 South Madelia	Spokane, WA	99223-	343	B-29
Arthur B. Palmer	416 South 7th Street	Mount Vernon, WA	98274-3931	343	B-24
Mrs. Charlotte Pollard (H)	1578 County Road 1273	Cullman, AL	35057-6908	344	B-24
Mrs. Marion J. Schildman (H)	4102 SE 14th Place	Del City, OK	73115-2234	FMS	B-47
Leigh E. Sherman	53 Pioneer Way 508-5	Hurricane, UT	84737-	344	B-29
Norman L. Swem	128 Kennard Road #8	Greenville, PA	16125-	345	B-29
Harry Tanner (A)	2923 Roy Bunch Drive	Sulphur, LA	70663-		B-24
Bruce A. Trimble	17870 Deer Brush Avenue	Lake Oswego, OR	97035-6573	345	B-47
Wilton "Wayne" Watson	5804 Colgate Street	Lubbock, TX	79416-3305	345	B-47
Gary D. Wood (A)	1539 N China Lake Blvd PMB124	Ridgecrest, CA	93555-		B-24

(A) - Associate

(H) - Honorary

(R) - Returning after 1 year or more

***** CORRECTIONS *****

Please make the following corrections to your 1998 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
Edwin L. Bailey	P.O. Box 439	Mercer Island, WA	98040-0439	345	B-29
Edwin was listed in the Departed Comrades section as B-47 - Please correct to B-29					
Mrs. Edwin L. Bailey	P.O. Box 439	Mercer Island, WA	98040-0439	345	B-29
Initially reported as B-47 - Please correct to B-29					
Mrs. Lois Burkett (H)	12160 South Sandra Avenue	Yuma, AZ	85367-6026	344	B-24
Please remove. Mail returned - No forwarding address					
Alfred A. Rossi Jr.	25 Sutin Place	Chestnut Ridge, NY	10977-	345	B-24
Please remove. Mail returned - No forwarding address					

(A) - Associate

(H) - Honorary

Please file this page with your 1998 Roster to keep everything together!!

Herk & Jackie Streitburger (343 B-24)
Lee & Lois Taube (HQ B-29)
Edsel & Ramie Terry (415 B-24)
Jack Torney (345 B-29)
Glen & Harriet Van Zee (HQ B-47)
Van & Fay White (345 B-29)
Joe & Beverly Williams (345 B-47)
Dean & Victoria Yazak (343 B-29)

Philip & Doris Tarpley (343 B-24)
M. J. Doherty (Associate HQ B-29)
John & Carol Timar (343 B-24)
Bruce Trimble (345 B-47)
John & Dorothy Watson (343 B-29)
Lawrence & Laura Whitehead (343 B-29)
George & Becky Wysocki (344 B-29)
Greg & Leah Zaccaria (344 B-29)

98th - Spokane 1999
Poem by Howard Revie (344 B-29) & submitted by Jess Richey (345 B-29)

We gathered there that September day
The mood was joyous, the greetings many
We came from all places
It was time again
the 98th has gathered
We are the victors and the vanquished
We are the living and the fallen
We are the captured and the wounded
We are the proud
Honor flowed among us
for the living, for the departed,
for each other, for peace
The past became real, the present became priceless
and the future full of hope
The days raced by
The memories were cherished, the camaraderie flourished
The day was ended then, the final tribute paid
It seemed but like a fleeting moment
To be cherished forever
We scattered
To gather again in another place at another time
But the magic remained in a special place for each of us
We are the blessed - We pray for our return

Freeman Army Air Field Reunion - April 28 - 30, 2000

The city of Seymour, Indiana is hosting a Freeman Army Air Field Reunion on April 28 through 30, 2000. They are trying to reach as many former base personnel as possible. If you were stationed at Freeman AAF at any time and would like to attend the Reunion, please contact:

Ted Jordan - Airport Manager or Jane Henley - Secretary
Freeman Municipal Airport
P.O. Box 702
Seymour, IN 47274
Telephone: 812-522-2031 FAX: 812-523-3925

Reunion By-Laws Review Committee

The officers of the 98th Bomb Group / Wing Veterans Association stated that it was time to review the By-Laws to see if they are adequate concerning Reunions and write a new article for the By-Laws, if necessary, covering Reunion procedures including the duties and responsibility of the Reunion Coordinator. A committee was named and unanimously approved by the members at the Spokane Reunion. The committee members are:

Name	Address	City / State / Zip	Telephone #
James H. Evans (B-24)	30230 Castlecrest Drive	Valley Center, CA 92082-4915	760-749-0805
Nathan M. Ragan (B-24)	2515 Berwyn Road	Wilmington, DE 19810-3569	302-478-4566
Charles L. Gamble (B-29)	12120 Regency Run Court #4	Cincinnati, OH 45240-1072	
Dennis Posey (B-29)	1911 Twin Branch Drive NE	Marietta, GA 30062-	770-971-3972
William M. Harris (B-47)	3784 Jasmine Hill Road	Wetumpka, AL 36093-3312	334-567-3240
John B. Mulkey (B-47)	1305 Otonka Trail	Sioux Falls, SD 57103-	605-332-5355
Joan Harper (Ladies Rep.)	3290 No Pone Road	Georgetown, TN 37336-4809	423-336-2768
Marguerite Aronowitz (Associate Rep.)	11430 Manzanita Trail	Dewey, AZ 86327-5511	520-775-3732

Jim Evans is the Spokesperson and Joan Harper is the Secretary. If you have any questions or suggestions, please contact any of the above members. The committee is to present their findings to the Board of Directors by the Spring of 2000. Their work will be presented to the membership in Philadelphia for their approval. The committee members anticipate and will appreciate your input!

WE NEED YOUR HELP!!

1. **Herb Harper, our Historian**, has requested your help with the following:

"Lil' Blon Dee" S/N 42-72424, a B-24 of the 343rd was lost to flak on 29 Mar 1944 near the town of Kameid, Italy. The Mayor of Kameid and his council are proposing to have a large bronze plaque with the names of the crew members embossed, and have it dedicated next year with as many relatives of the crew that can make it. There was only one survivor who has since passed on. The pilot was Kenneth C. Gray. The Mayor is also attempting to write as much of the history of the aircraft, crew and 98th BG as he can obtain. If anyone has anything pertaining to this aircraft, mission or crew, please get the information to Herb and he will pass it on.

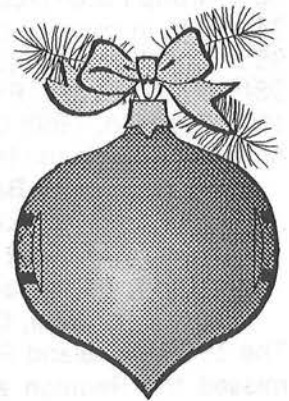
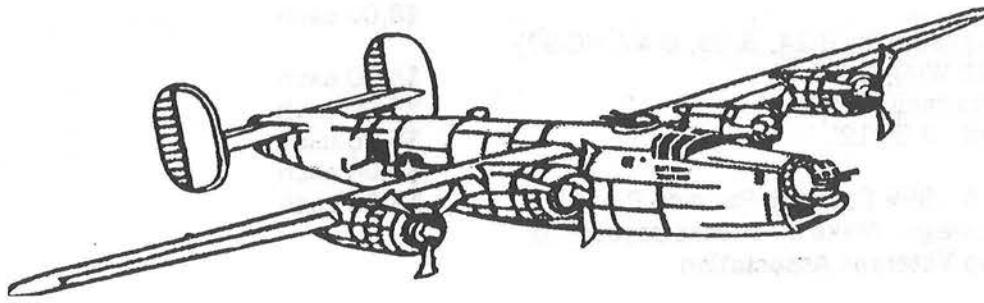
"Janeen Ann" S/N 42-51986 of the 415th returned to the States and was salvaged at Stillwater, OK in February 1946. If anyone has any information on its crew or missions, please get the information to Herb so he can pass it along to the Curator at Searcy Field.

2. **Gail Ravitts, Associate Member, B-24, 2410 Devonshire Drive, Rockford, IL 61107** is seeking information on an Italian artist at Lecce in the Fall of 1944 who did portraits from pictures in oil of girl friends or wives of 98th members. If anyone had a portrait painted there and has any information about the artist, please get in touch with Gail.

Reunion 2000 - Philadelphia, Pennsylvania - 6 to 10 September 2000

Lee Taube, our Reunion Coordinator, is working hard on our next Reunion. The hotel will be the Hilton - Cherry Hill). Room rates will be \$79.00 plus 4.75 tax = \$83.75 for a double or single room. The hotel accepts all credit cards. Rooms have coffee maker, radio, cable TV, refrigerator. Lee is looking into tours to go to Valley Forge, the US Mint, Amish Country, Atlantic City. and of course, historic Philadelphia. If anyone has any other ideas or can give Lee a hand, please get in touch with him. Lee will have all the pertinent information ready for the February 2000 Newsletter. Make plans now to attend the 2000 Reunion and join in the fun! See old friends again and make some new friends and enjoy some of the best that the Philadelphia area has to offer!!

Holiday Gift Suggestion



MATERNITY WARD: FINAL FLIGHT OF A WWII LIBERATOR

by Marguerite Madison Aronowitz

This 176-page book with over 85 photos and diagrams tells the moving and historic tale of the B-24 *Maternity Ward* and what happened to her and her crew during the famous August 1, 1943 low-level raid on the oil fields of Ploesti, Romania. It incorporates part of the waist-gunner's diary and describes not only the saga of the fiery raid, but the miraculous escape of the pilot and co-pilot after *Maternity Ward* was shot down by German fighters.

...Anyone who has even remotely heard of the North Africa desert campaign, was part of the military operation, or is curious regarding the famous Ploesti low-level raid, should enjoy this book. How the 98th Bomb Group struggled to keep alive under the most inhumane conditions and still complete as many as 50 missions is recounted by the talented author. --Major Robert W. Sternfels, Squadron Commander, 345th Squadron, 98th bomb Group, Pilot of B-24 "Sandman" during the Ploesti raid.

...The description of the final mission of Maternity Ward is as gripping and tense as a scene from the fine movie "Saving Private Ryan." --Jodi Decker, Southwest Signature Magazine.

If desired, the books you order will be inscribed and autographed by the author and gift-wrapped in bright holiday paper. A gift card will be attached and the book mailed directly to whomever you choose.

To order copies of *Maternity Ward: Final Flight of a WWII Liberator*, send check or money order for \$14.95 plus \$3.00 postage and handling per book, to:

Pine Castle Books
P.O. Box 4397
Prescott AZ 86302

_____ books at \$14.95 \$_____

Postage and handling _____

Total due _____

Do you want the book(s)
gift-wrapped? _____

1) Christmas 2) Hanukkah

Please write book inscriptions,
name and address of recipients,
and how you want gift card(s) to
read on back of order form or
on another piece of paper.

Discount of 20% given for orders of five or more.

If you have any questions, send e-mail to fremar@northlink.com
or call 520/775-3732.

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
- 98th Emblem Lapel Pin \$5.00 each
- 1997 Branson, 1998 Cleveland & 1999 Spokane Reunion Pins \$3.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

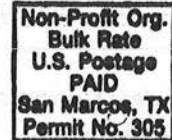
Robert P. Ladislav
55 Koons Drive
Enon, OH 45323-1031

The 1998 Cleveland Reunion Books are available now for \$17.00 each. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos TX 78666-8914**. Help your organization recover some of its funds! Get your copy today!

***** REUNION INFORMATION *****

2000	Philadelphia, Penn.	Hilton Inn - Cherry Hill	06 - 10 September
2001	Tucson, Arizona	Palo Verde Holiday Inn	09 - 13 September
2002	Dayton, Ohio	Undecided	Undecided

The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested



SUZANNE D. MIODUSZEWSKI
465 HARBOR WAY
ANN ARBOR MI 48103-6666

***** AUGUST 1999 *****

THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE
PRESIDENT'S
CORNER



Summertime in Colorado has been up and down the temperature gauge with quite a bit of rain, so everything is beautiful and green. Sure feel badly for all the people in the drought areas. We pretty much have everything ready for the Reunion in Spokane. Please make your reservations with the hotel and with Stan Flentje as soon as possible. We all know that participation requires involvement. As we begin the last few weeks of our 1999 Reunion year and head into a brand new century, I would ask all of you to consider how involved you are or can be with the 98th. We need a lot of your time and talents to keep the organization top notch in every way. Plan to attend the Reunion meeting with old comrades, new ideas and lots of enthusiasm! Is there an area of participation in which you can truly help your 98th reach higher goals of service and growth? Everyone bring a new member to Spokane! We have a lot of former 98th people who are not signed up, so please do some contacting. Be advised that the contract with the Ridpath Hotel has a 14 August cut off date. Anything after that date is only if space is available. See you in a few weeks. God Bless!

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coordinator	1-714-546-0956
JOHN FORNWALT	Past President	1-717-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-937-864-7823
HERB HARPER	Historian	1-423-336-2768

THE POMEROY GROUP - PART III

Recollections by Raymond Kurner - Pilot - B-24 - 415th Bomb Squadron

On the afternoon of our second day with the 415th Squadron, I met Lt. William Reynolds who I knew from my high school days in Bloomfield, NJ. He had lived on the next street. He then got Staff Sgt. Richard Fulcher who lived about a half mile from me. Both of them were members of Dwight D. Patch's crew. They had flown on the August 1, 1943 low level mission to Ploesti and had completed 35 missions. They also brought another acquaintance, Technical Sgt. William Haight to see me. I knew William Haight from school and the Order of Demolay. The Squadron photographer took a picture of the four of us and it was made the subject of a news release that was published in the Bloomfield newspaper. Thus began our six months at Lecce.

Truman Green and I put up the pyramid tent that we were to live in. We erected the tent where supply dropped it off at the northern edge of the tent area. Southern Italy can be cold in January, in fact ice formed on the puddles. Our first priority was to winterize the tent. The Air Force provided kerosene, but no stoves to burn it in. Truman and I found a five gallon round can with an intact lid. We scrounged a ten-foot length of concrete / asbestos pipe that we placed over the spout in the top of the can to serve as a chimney. From the aircraft junkyard, just north of our area, I salvaged some copper tubing. We cut a door in the can and a small hole through which we inserted the copper tubing. I coiled some of the tubing inside the can so the kerosene would preheat. The other end of the tubing was run outside to a 5-gallon can which held the kerosene and which siphoned to the stove. This heater worked great, the can would get cherry red and radiated heat throughout the tent. The only problem was we had no way to turn it off, thus requiring someone to go outside and remove the tubing from the kerosene. Also, this required us to re-siphon the fuel each time we started the heater. I found a valve at the salvage and installed it in the line. Now we could turn off the fuel while in the tent. We did not leave the heater on while we were sleeping because we were concerned about the possibility of fire. Also at one point, the squadron ran out of kerosene and for a few days we used 130 octane aviation gasoline, a very dangerous thing to do. I do remember that when I turned the heater off at night, the tent became cold before I could get to my cot. Truman and I did some more scrounging. The Italians were enlarging a maintenance hangar so we completed a midnight requisition and acquired enough 4 x 4 timbers to make a frame for the sidewalls of the tent. The Squadron Intelligence Officer and others lived in an English tent about 20 feet from ours. We noticed that they had a ground covering that looked like a carpet made out of rope. We learned that it was a piece of landing mat. Another midnight requisition and we had carpeting too. One cold night, the English tent caught fire.

The Squadron had an electric generator that was used to provide electricity to those of us who lived in tents. We soon got our tent wired into the system and our lighting consisted of a lone bulb. We also managed to get a wall receptacle installed and we were then able to listen to the Armed Forces radio and Axis Sally on the portable radio I had. The electric power was nice to have but not always reliable. Sometimes the generator would stop, at other times the voltage would drop as more demands were made on the system. Also, it was turned off about 11:00PM. Axis Sally played popular records of the time and then interspersed propaganda. It seemed that the Germans knew a lot about the United States military and where we were located. Sally would also tell us how foolish we were to be overseas fighting while back home, the civilian men were entertaining our girl friends or wives.

We were issued Italian army cots and they were heavy. The canvas was very thick like a medical stretcher. The cross bar legs were cast iron and the side rails were solid steel. It weighed at least 100 pounds. When I picked it up at supply, I balanced it on my shoulder and carried it to the tent. The weight put an indentation in my shoulder. I managed to get another bedroll to replace the one stolen in Algiers. Also, when coming from Manduria, we found that the truck had a load of

blankets on it. I liberated six. I slept on two and covered myself with four. Snug as a bug in a rug. I did turn the blankets into supply when I left for home. I want to comment about the Italian equipment that was observed on the base. Their beds were not practical for an army that needed to move. They had a vehicle that was designed to carry personnel, at the most six people. It was mounted on wheels with tires at least four feet in diameter. All four wheels turned. Obviously it was made for desert use but it moved very slowly. The Italian Air Force did not have modern aircraft. They had a tri-motor transport plane that looked similar to the German JU-52. These planes were being used to fly supplies to the resistance movements in Yugoslavia. They were covered with fabric, unlike the metal JU-52. We could always identify one of those planes in the air because the pilots never synchronized the engines that created an uneven sound. There were a limited number of fighter aircraft at the base which were used to escort the transports. The performance of the fighter was good but I understand the engines required a lot of maintenance. I heard that on one supply flight, the escort fighters left the transports when German aircraft attacked.

There would be time between some of our combat missions that we would not have any assigned duties. During one of these lulls a Staff Sgt. from Operations (I regret that I can not now remember his name) obtained some tennis racquets and balls and went to play tennis on the courts by the Headquarters building. They were clay courts and needed work. We spent about two days repairing the courts so we could play. After we fixed the courts, other personnel also started to play. My interest in tennis waned as our missions increased in frequency and intensity.

On January 20, the Group started a training program to teach the replacement crews how to fly a combat formation. It was a lot tighter than we flew in El Paso. In fact, we were supposed to fly with our wing tip about 10 feet from the waist gunner's window of the plane we were flying next to. This took a lot of pilot effort. I remember one memorable occasion when I was flying the plane in number 3 position that Colonel Gray, the Group Commander, who was flying in number 1, chewed us out for not flying close enough. The close formation probably helped to save our lives while in actual combat. It did concentrate the formation firepower and also prevented German fighter from flying through the Squadron's formation. Later I was to observe that enemy fighters did not seem to attack us, instead choosing other groups flying loose formation. Our training lasted 13 days. Now we were ready for combat.

As previously mentioned, we were assigned to the 415th Bomb Squadron of the 98th Bomb Group. After we got our quarters set up, we did have some spare time. When we were not flying, we were allowed to go to town, that is Lecce. On the afternoon of January 19th, Truman Green, Jack Felthaus and I borrowed a Jeep and went to visit Lecce. It was an old city. Although there were some wide roads, most of the streets were narrow and not designed for vehicular traffic. The buildings were all two stories, made of what appeared to be sandstone. Also, they were all dirty which I guess was an accumulation of a century of dust, rain and mold. As we wandered around, the first thing I remember is that there was a religious parade. People from the local parish, led by the priest, were carrying a cross, a statue of Jesus and one of Mary through the narrow streets. Most of the people in the parade were older women, a few older men and children. A few musicians, playing trumpets, a French horn, and possibly a bass horn, trailed behind playing their instruments. They were not accomplished musicians, but what they lacked in talent, they made up in volume. I also noticed that the people were shabbily dressed and that the children lacked shoes. Later I observed that the shops in Lecce and Naples had baby clothes available but not much for the older children.

As we strolled through the streets, we were greeted by an Italian man who asked us if we would like to have a real Italian meal. We were surprised that someone was offering us a meal and readily accepted. We were led through the street for about two blocks and taken to the second floor of a building. I was surprised to see how well it was furnished. I remember a very well made dining room set and a fine living room upholstered sofa and chairs. The people probably were living comfortably before the war. After we arrived, the preparation of the dinner began. While we were

waiting, the members of the family tried to talk to us but they could not speak English any better than we could speak Italian. They did manage to tell us that there was one member of the family that could speak English well and that he was coming to talk to us. While we waited, I tried to find out what the name was for chestnut. I had always liked roasted Italian chestnuts and I thought it would be nice if I could purchase some and take them back to the base. I tried to ask them where I could get chestnuts and they looked puzzled. Finally, one person took me to the bedroom and pointed to the commode. No, that was not what I wanted. Finally the English speaking gentleman arrived and I learned that the name was Castagna. I never did find any to purchase. I was surprised to learn the gentleman had lived in Montclair, NJ for about 15 years and had been in the construction business. Montclair is an adjoining town to Bloomfield where I was born and lived up to the time I entered military service.

The Meal. We were served vegetable soup, followed by a large portion of spaghetti, also a chicken and noodle dish, deep fried cauliflower, that's all I remember, plus coffee. It was really good and reflecting on their economy, they had spent quite a bit of money purchasing food for us. We lingered after the meal talking to the man who could speak English. Finally, we got ready to go and put on our jackets, the woman of the house got visibly excited. She wanted to be paid for the meal. We had a good laugh about how naive we had been to think that we were getting something for free and paid them for the meal and departed.

A good thing about Lecce was there was a Red Cross canteen there where they served ice cream, so the few times we did get to Lecce, we would always visit the canteen. On another occasion, we went to an outside bar and restaurant. That day Truman decided that he would like some wine to go with the almond macaroons we ordered. The waiter told Truman that they could not serve alcoholic beverages to the U.S. Military. Truman convinced the waiter that he could serve the wine in a coffee cup and everybody was happy. The macaroons were delicious. There was another occasion when Truman and I rode into Lecce with the Squadron Flight Surgeon. His duty that day was to visit the local houses of prostitution and inspect the "girls". I waited in the Jeep while he performed the inspections and then we all went to the Red Cross canteen for refreshments.

On January 23rd, we hired Greco Luigi, "Geno" to do our housekeeping chores for us. He was to clean the tent, make our beds and keep other people out of the tent when we were off on a mission. He was paid 50 cents a day for his services. He was also a source for fresh eggs, cheese and wine if we wanted them. A pound of cheese made from goat's milk cost 50 cents. It was against regulations but we could trade one pack of cigarettes for two eggs. Considering that the cigarettes cost us 5 cents a pack at the Officers Club and that none of the crew officers smoked, we could have bartered for a lot of eggs if we all drew our weekly allotment, but we actually purchased cigarettes infrequently. Soon after this, I received a two pound tin of bacon from my father-in-law, Lawrence Bangert. I don't know where he found the bacon but it was well appreciated. Cooking eggs in bacon grease in our GI mess kits made them taste better. Although we had no refrigeration, the cold nights enabled us to stretch the use of the bacon up to the beginning of March. Geno's mother did laundry to help support the family. I believe we paid one dollar to have a week's supply of clothing washed and ironed but we had to provide the soap. Our Squadron Supply supplied us with bars of soap that were about 3 x 4 x 2 inches that should have been enough for two or three weeks washing but Geno was always asking for more soap. I guess there was a good market for extra soap. Geno also became the recipient of anything we were going to discard. One person's trash became another person's treasure. The war made access to goods very difficult for the Italian people, at least it did in the poor southern region we were based in. I must say that Geno did a good job and we had no problems with anyone stealing items from our tent.

Part IV will appear in the November 1999 Newsletter.

98th Bomb Group / Wing Veterans Association

August 1999

***** CHANGE OF ADDRESS *****

Name	Address	City / State	Zip Code	Unit	A/C
Francis Campedelli	10239 Shore View Drive S	Jacksonville, FL	32218-5319	344	B-24
Eugene Frye	40 Catherines Court	Winchester, TN	37398-	344	B-47
Charles L. Gamble	12120 Regency Run Court #4	Cincinnati, OH	45240-1072	344	B-29
Keith A. Harper (A)	115 Culver Street	Chattanooga, TN	37415-	345	B-29
Lean M. Harrison (A)	2301 Sodahouse Court	Freehold, NJ	07728-	HQ	B-29
Robert W. Kirschner	580 Strafford Avenue #C-12	Bristol, CT	06010-	344	B-24
Anthony J. Leonardi Sr.	10806 East Powers Drive	Englewood, CO	80111-3909	344	B-24
Arthur G. Magon	614 J Street	Colfax, WA	99111-1632	344	B-29
Stanley J. Obarski	1530 Frontier Drive	Melbourne, FL	32940-6749	344	B-24
John O'Dowd	1418 Springwood Lane	Rochester Hills, MI	48309-2609	415	B-24
Howard F. Revie	P.O. Box 3347	Grand Junction, CO	81502-3347	344	B-29
Arthur D. Steele	5700 Fremont Street #326	Lincoln, NE	68507-1682	345	B-29
Darl E. Warner	19 Huber Road	New Bethlehem, PA	16242-9018	345	B-29
Richard H. Weir	3909 Reche Road #126	Fallbrook, CA	92028-	344	B-29
Charles L. Young (A) - Associate	3662 Highway 5 South (H) - Honorary	Brent, AL	35034-9711	344	B-24

***** DEPARTED COMRADES *****

Name	Address	City / State	Zip Code	A/C	DOD
Edwin L. Bailey	P.O. Box 439	Mercer Island, WA	98040-0439	B-47	25 May 99
Robert L. Besser	Route 6 Box 154	Sand Springs, OK	74063-	B-24	Apr 99
Vernon P. Hearn	600 McGowen Street	Houston, TX	77006-2326	B-24	Nov 98
Mrs. John E. Markovich (H)	3142 S Semoran Blvd #501	Orlando, FL	32822-1617	B-24	18 Aug 98
Donald N. Sulentic	724 S. 11th Street	Lincoln, NE	68508-3208	KC-97	99
George T. Turner				B-29	May 99
Mrs. George T. Weston (H)	1 Emily Lane	Fredericksburg, VA	22406-4341	B-24	98
(A) - Associate	(H) - Honorary				

Please file this page with your 1998 Roster to keep everything together!!

+++++ NEW & RETURNING MEMBERS +++++

Name	Address	City / State	Zip Code	Unit	A/C
Edward Aymes	10368 Sunset Bend Drive	Boca Raton, FL	33428-1818	344	B-24
Mrs. Edwin L. Bailey (H)	P.O. Box 439	Mercer Island, WA	98040-0439	345	B-47
Mrs. Marie Besser (H)	3716 S 129th West Avenue	Sand Springs, OK	74063-2657	345	B-24
Curtis A. Bland	1969 N Island View Road	Oak Harbor, WA	98277-	344	B-29
Susan M. Bridges (A)	1066 Middle Road	Plainfield, VT	05667-	415	B-24
John F. Considine (R)	P.O. Box 302	Elysian, MN	56208-0302	344	B-29
Fred G. Cook	312 North Franklin Street	Poynette, WI	53955-9326	FMS	B-47
Curtis E. Crews (R)	4017 Bear Creek Road	Crestview, FL	32539-8837	A&E	B-47
Darrell G. Faulkner	1810 Parkside Place	Indian Harbor Beach, FL	32937-		B-29
John W. Mudie (R)	3100 Kingridge Way	Glendale, CA	91206-1027	345	B-47
James E. Radke	504 East 1st Avenue #A40	Cavalier, ND	58220-	343	B-24
Fay P. Raining (A)	1404 SW Gulfport Avenue	Lee's Summit, MO	64081-2463	415	B-24
Ray W. Stenberg	28896 Notre Dame Street NE	North Branch, MN	55056-6401	343	B-24
John R. Wilkenloh	61 Knob Hill Road	Morganville, NJ	07751-	345	B-29

(A) - Associate

(H) - Honorary

(R) - Returning after 1 year or more

***** CORRECTIONS *****

Please make the following corrections to your 1998 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
------	---------	--------------	----------	------	-----

Please file this page with your 1998 Roster to keep everything together!!

**COME TO SAN DIEGO DECEMBER 9 - 12, 1999
CRADLE OF AVIATION**

Of course San Diego is **The Home of the B-24**, but it also has a rich history in early aviation. The San Diego Aerospace Museum chronicles this. Rockwell Field was one of the first Army Air Force Service fields (now called North Island, part of the Navy's home base for the Pacific Fleet and docking for their aircraft carriers). Lindbergh's **SPRIT OF ST. LOUIS** was manufactured here. Most of our early leaders in the Army Air Corps trained at Rockwell Field and / or nearby March Field. (The March Field Museum, worth seeing, is less than 90 minutes away from San Diego.

We will celebrate the 60th anniversary of Consolidated Aircraft Corporation's maiden flight of the XB-24, on December 29, 1939, just one day short of nine months after the contract was signed by the Army.

Consolidated had declined the request from the Army to be the second manufacturing source for the B-17. Instead they offered to build a new and better four-engine bomber for the Army. The rest is history. The B-24, soon to be called **LIBERATOR**, was produced in five different cities. 19,257 varying models were produced by the end of 1945, more than any other U.S. aircraft. Today fewer than twenty exist and only two still fly. It is estimated that more than 180,000 crew members and 500,000 ground personnel were involved in flying and servicing the B-24.

According to historian, Allan G. Blue, *Depending upon when you listened, from 1941 to 1945, you could have heard that the Liberator was the great hop of the Allied Air Forces, a killer ship that the pilots were scared to death of, a superb and versatile weapon unmatched in the Allies air arsenal, or hard to handle, under-powered and over-rated flying bomb. In reality and at times it was all of these and more.*

Come to San Diego, December 9 - 12, 1999 and hear from the people who built it, flew it, crewed in it and serviced it. They will bring it alive. Bring your own stories.

For more information on this planned celebration, contact:

Dick Baynes 71 Nighthawk Irvine, CA 92604-3683
Telephone (949) 552-3890 FAX (949) 551-2151 E-mail rcbaynes@hotmail.com
Registration Fee - \$125.00 per person

For hotel reservations, contact:

Town and Country Resort Hotel 500 Hotel Circle North San Diego, CA 92108
Telephone (800) 772-8527 or (619) 291-7131
Special B-24 rates - \$85.00 plus 10.5% tax **Mention Year of the B-24 Reunion**

REPLACEMENT SET OF MEDALS

All honorably discharges veterans of the Air Force, Army Air Corps, and Army Air Forces are entitled to a one-time, free of charge replacement set of their authorized medals and ribbons from the U.S. Government. Submit request in writing to:

National Personnel Records Center Attn:NRPMF 9700 Page Avenue St. Louis, MO 63132-5100

Request must contain veteran's full name, service or social security number, branch of service, and dates of service (approximate dates are OK). Also the request must be signed by the veteran; if deceased, the veterans next of kin can sign the request on his/her behalf. Ensure that information on the request is clear and easy to read. It is helpful to attach a copy of discharge certificate to the request but not required. It is best to use Standard Form 180 (Request Pertaining to Military Records) to send the request if possible. These are available at VA offices and from most veterans organizations. Please note that the Government does not provide badges, insignia, unit patches, or miniature medal sets - these must be obtained through commercial sources at the veteran's expense. Allow 90 - 120 days for processing.

From: Briefing - Journal of the International B-24 Liberator Club - Spring 1999 Issue

WE NEED YOUR HELP!!

1. **Donald Nijboer, 916 Dovercourt Road, Toronto, Ontario, Canada - Telephone 416-535-2374 - FAX 416-535-1756 - E-Mail dnijboer@idirect.com** is writing a book called *Gunner - An Illustrated History of World War II Aircraft Turrets and Gun Positions*. Any gunners who can give Donald a hand or want to provide input for the new book, please get in touch with Donald.

2. **Johnny "Siggy" Signor, 714 Atlantis Road SE, Palm Bay, Florida 32909-4811** is seeking our assistance in finding a color photo or decal of the 415th Bomb Squadron patch. He is trying to get a duplicate made for a friend. If any one has a 415th patch and can help Johnny out, please get in touch with him.

3. **Bernard P. Katz, 31-50 140th Street, Flushing, New York 11354 (Radio Operator, 344th Bomb Squadron, B-24s)** is looking for some old crew mates from the 344th. He would like to get in touch with Jim Hamilton, bombardier, originally from Moon Run, PA. Also John (Jack) Frazier, navigator, originally from Dearborn, MI and Rudolph Woidill, co-pilot, originally from Atlantic City, NJ. If any one can provide information on these three crew members, please get in touch with Bernard.

4. **Wade H. Andrews, 1590 East 1325 North, Logan, Utah 84341 (Pilot, 415th Bomb Squadron, B-24s)** need our help in a couple of areas. He would like to know what happened to his aircraft, B-24J #109799, *Salt Lake Katie* or *799 Red G George*. He flew her over and joined the 415th in March 1944. He would like to know if anyone can tell him the final disposition or transfer of the aircraft. He would also like to get in contact with the following ex-crew members:

Archie C. Barnett - Navigator

Lewis J. Harris - Engineer

Joseph D. Brady - Radio Operator

Richard E. Miner - Assistant Engineer

Fenn T. Mason - Armorer / Gunner

Eduardo Rincon - Gunner.

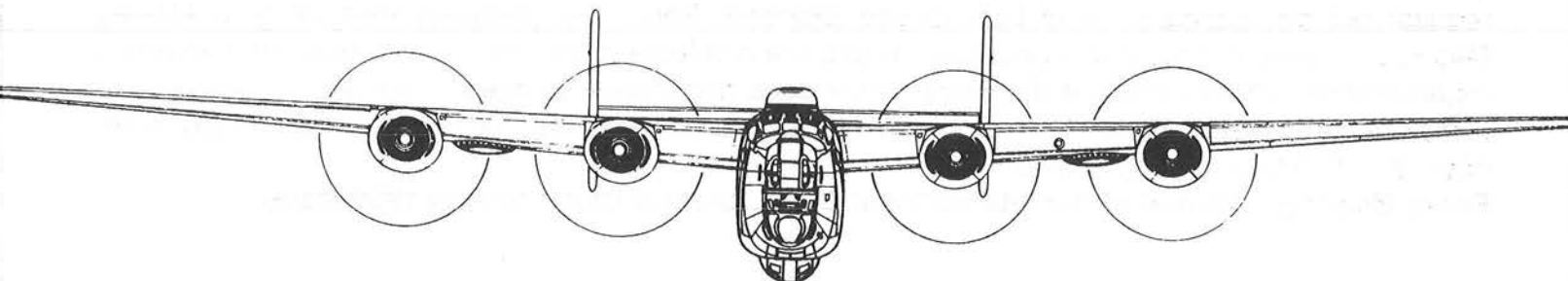
If anyone has any information on any of ther crew members, plese get in touch with Wade.

5. **Joseph B. Rifkin, 8382 NW 37th Street, Fort Lauderdale, Florida 33351 (Bombardier, 345th Bomb Squadron)** is looking for an answer to the following question.

When the Group was alerted to leave Europe aboard the USS West Point, did a lighter carrying records of the 345th Bomb Squadron capsiz before reaching the USS West Point?

If anyone can help Joseph answer that question, please get in touch with him.

6. **Edward Aymes, 10368 Sunset Bend Drive, Boca Raton, FL 33428-1818 (Pilot, 344th Bomb Squadron, B-24)** is looking for any information on David S. Ackerman (also 344 - B-24). If anyone knows anything about David, please get in touch with Edward.



REUNIONS

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 I was 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 Eighth Bomb Group from Benghazi.
The target was Ploesti, deep on Romanian soil,
And we paid one hellva 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 with out much ado.
It went on to become the best in the war,
Flying that fabulous B-24.
It's over fifty 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 when 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.

Dedicated to the Legendary Ninety Eighth Bomb Group

Arthur Plouff

344th

98TH BOMB GROUP / WING VETERANS ASSOCIATION
1999 REUNION - SPOKANE, WASHINGTON

Day 1 - Tuesday - September 7

- 10:00 AM Officers meet with Hotel Staff
- 12:00 Noon Hospitality Room Opens
- 12:00 to 2:00 PM Registration - Hospitality Room
- 5:30 PM Bus in front of Ridpath Hotel - Extra Cost Excursion
- 6:00 PM Dinner - Templine Restaurant - Post Falls, Idaho - \$30.00 per person
Menu Choice - Teriyaki Chicken or Top Sirloin
- 8:00 PM Bus returns to Ridpath Hotel

Day 2 - Wednesday - September 8

- 7:30 AM Hospitality Room Opens
- 8:00 - 10:00 AM Registration - Hospitality Room
- 8:45 AM - Noon Spokane's Historic "Age of Elegance" Tour - Extra Cost Excursion
\$16.25 per person
- 6:00 to 8:00 PM Dinner - Ankeny's Restaurant - Ridpath Hotel - Extra Cost Excursion
\$25.00 per person - Menu Choice - Salmon Wellington Or Prime Rib

Day 3 - Thursday - September 9

- 7:30 AM Hospitality Room Opens
- 8:00 - 10:00 AM Registration - Hospitality Room
- 8:00 AM Day free to tour Spokane
- 6:00 PM No-Host Bar - Empire Room - Ridpath Hotel
- 7:00 to 9:00 PM Buffet - Empire Room - Ridpath Hotel

Day 4 - Friday - September 10

- 7:30 AM Hospitality Room Opens
- 8:00 - 10:00 AM Registration - Hospitality Room
- 10:00 AM Bus to Fairchild AFB - Extra Cost Excursion - \$8.00 per person
- 11:30 AM Lunch - Fairchild AFB Officers Club
- 1:00 PM Tour Base and Museum - Fairchild AFB
- 3:00 PM Bus Returns to Ridpath Hotel

Day 5 - Saturday - September 11

- 7:30 AM Hospitality Room Opens
- 8:00 AM Flight Leaders Meeting
- 9:00 to 11:00 AM Ladies Continental Breakfast - Mrs. Lois Taube is the Speaker
- 9:30 to 11:00 AM General Business Meeting - Empire Ballroom
- 5:00 to 7:00 PM Picture Taking for Reunion Book
- 6:00 to 7:00 PM No-Host Bar - Empire Ballroom
- 7:00 to 9:00 PM Reunion Banquet - Empire Ballroom
Menu Choices - Steak or Chicken

Get your hotel reservations in early! The hotel is the Ridpath Hotel, 515 West Sprague Avenue, Spokane Washington 99201 - Telephone #1-800-325-4000 or 509-459-6100. Ask for the **98th Bomb Group Special Conference Rate (\$74.00 + tax)**. Make your reservations no later than 15 August 1999 to get this special rate. The Hospitality Room will have a television, VCR and piano most of the time.

IF YOU HAVE NOT PAID YOUR FY2000 DUES, THIS COULD BE YOUR LAST NEWSLETTER!!

98TH BOMB GROUP / WING VETERANS ASSOCIATION
1999 REUNION - SPOKANE, WASHINGTON

Please use this form to reserve your place at the 98th Bomb Group / Wing Veterans Association Reunion in Spokane September 7 - 11, 1999. Registration fee is \$60.00 per person. Please enter names as you want them on your nametag.

LAST NAME _____ FIRST NAME _____

SPOUSE / GUEST NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SQUADRON _____ AIRCRAFT _____

Registration Fee \$60.00 X _____ Persons = \$ _____

Extra Cost Excursions

Sep. 7 Dinner - Templine \$30.00 X _____ Persons = \$ _____

Teriyaki Chicken _____ Top Sirloin _____

Sep. 8 Age of Elegance Tour \$16.25 X _____ Persons = \$ _____

Sep. 8 Dinner - Ridpath \$25.00 X _____ Persons = \$ _____

Salmon Wellington _____ Prime Rib _____

Sep. 10 Fairchild AFB Tour \$ 8.00 X _____ Persons = \$ _____

Total Amount Paid \$ _____

Make checks payable to: **98th Bomb Group Veterans Association**
Mail to: **310 Sunnywood Lane**
San Marcos TX 78666-8914

WE LOOK FORWARD TO SEEING YOU IN SPOKANE IN SEPTEMBER!!

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
- 1997 Branson & 1998 Cleveland Reunion Pins \$3.00 each

All items include mailers and postage. Make all checks payable to:

M PLEASE, NO ORDERS FOR MEMORABILIA
UNTIL AFTER THE SPOKANE REUNION!!
THIS IS DUE TO HEALTH PROBLEMS!!

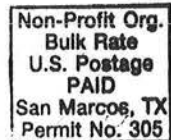
Enon, OH 45323-1031

The 1998 Cleveland Reunion Books are available now for \$17.00 each. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos TX 78666-8914**. Get your copy today

***** REUNION INFORMATION *****

1999	Spokane, Washington	The Ridpath Hotel	07 - 11 September
2000	Philadelphia, Penn.	Hilton Inn - Cherry Hill	06 - 10 September
2001	Tucson, Arizona	Palo Verde Holiday Inn	09 - 13 September
2002	Dayton, Ohio	Undecided	Undecided

The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested



SUZANNE D. SCHMIDT
465 HARBOR WAY
ANN ARBOR MI 48103-6666

***** MAY 1999 *****

THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE
PRESIDENT'S
CORNER



Well, the calendar says it is Spring, so, hopefully all of you who experienced really brutal winter weather, are now basking in the sunshine!

We are really excited about the Tile Program underway at March Airfield, California Museum, and hoping that by the time you receive this, the tiles will be placed, representing those who purchased one as well as one representing the 98th Bomb Group / Wing. As stated before, our heart felt THANKS go out to Lee Taube, Jim Wirth and Jim Evans, all of whom have spent countless hours in bringing this project to a completion!

Sure hope by now you have made your reservations for the 98th Reunion in Spokane September 7th through 11th. We are anticipating a large turnout this year and are making plans accordingly. Most of the plans are in concrete!! and look good!!

Your board needs to hear from you as to where you would like future Reunions to be - remember Philadelphia 2000, Tucson 2001 and Dayton 2002. Lee Taube will be our Reunion Coordinator for Philadelphia and future years. What kind of activities would you enjoy while at the Reunions? Also, banquet menus, speakers and music? These Reunions are put on for you - so get involved, please!

You all have a great summer. Get your reservations in and stay well. God Bless. Jerry

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
LEROY J. TAUBE	Reunion Coordinator	1-714-546-0956
JOHN FORNWALT	Past President	1-717-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-937-864-7823
HERB HARPER	Historian	1-423-336-2768

THE POMEROY GROUP - Part II

Recollections by Raymond A. Kurner - Pilot - B-24 - 415th Bomb Squadron

Casablanca - My first recollection of Casablanca is being loaded on a GI truck with our luggage. As we left the port area, we were surprised to hear young Arab boys yell at us offering to let us have sex with their virgin sisters for a quarter. That isn't exactly how they stated it. It is amazing how quickly they learned English. Too bad the immigrants from the south can't learn English as fast as the Arabs did. The truck drove toward the east and about five miles outside the city we were unloaded in an Army replacement camp, Camp Don B. Passage. Then we were assigned to a tent compound. These were GI pyramid tents. Some of the tents had wood floors, while other floors were dirt. Some had make shift cots left by our predecessors, other had nothing. Our tent had a wood floor, no cots. We slept in our GI issued bedrolls with two blankets. I later was able to purchase a mattress cover and two cotton filled comforters at the Casablanca PX which made the bedroll more comfortable. My biggest gripe at that time was that the latrine was about a quarter mile away. Casablanca had warm days and cool damp nights that had an effect on my urinary system and required me to make the trip to the latrine at least once a night. Before we left Casablanca, I was to develop a bladder infection which was to plague me after we got to the 98th. The first night that we spent at D.B.P., the four officers of our crew walked around the camp and we located an Officers Club. The club was a masonry building with a large tent serving as a roof. I don't remember what we had to drink and I was not impressed with the facility. However the next day we went back only to find a notice stating that the club was off limits to Air Force Officers - an indication of things to come.

Camp Don B. Passage was located next to a U.S. Army disciplinary prison camp which we got to know as Musical Hill or Music Hill. We were told that some of the prisoners (Americans) had gone the wrong way during the North African invasion. We learned that these prisoners got up at 5 AM, got dressed, prepared their pup tent for inspection and that if they did not pass inspection, they did not eat. At 6 AM they started marching. They had a band that we would hear. The prisoners marched out of the compound, down the road but headed by a Jeep with a guard at a mounted machine gun and followed by another Jeep equipped in the same manner. This procedure gave us some respect for Army authority. The first three days at D.B.P. were uneventful, we were allowed to go to town. A favorite meeting place in Casablanca was the Le Rustique bar. The favorite beverage was Grenache wine that we drank in quantity. I have a souvenir advertisement from the bar that has been signed by several officers including Major Pomeroy. Drinking Grenache also meant taking trips to the men's rest room. The rest room had a female attendant who collected a fee for its use. At least the rest room at the Le Rustique had western style fixtures. At another bar, the rest room toilet consisted of a hole in the floor with a water cabinet on the wall that was used to flush the hole.

On December 16th, the Provost Marshall of the Casablanca area asked the Camp Commander for officers to do downtown patrol as M.P.s. I volunteered and was paired with Lt. Clark Fetterman, Bombardier, Crew 59-39. The Provost Marshall explained our duties. We were to patrol the streets of Casablanca. We were to salute all officers senior to ourselves and return all salutes from lower ranks. We were to see that all salutes we gave to senior officers were returned and that we were saluted by all enlisted men. Any person not saluting was to be stopped and we were to record their name, rank, serial number, and organization which was to be turned in at the end of the day. We did our assignment with enthusiasm, probably because of our treatment at D.B.P. I remember that we reported several officers for failing to return our salutes. We warned the enlisted men about the purpose of our duty and suggested that they salute all officers. The Provost Marshall was pleased with our performance.

About December 18th, we were notified that the mess hall was off limits to Air Force personnel and from that time on, we were fed from a field kitchen set up in front of the mess hall using mess kits. On December 18th, the rumor spread that Major Pomeroy had been called to the Camp Commanders office, put in a brace (an exaggerated stance of attention) and told that we, the Air

Force, were not military enough and that we needed to practice marching and close order drill. Further, all Air Force Officers were restricted to the tent area and that our enlisted men would guard the perimeter of the area 24 hours a day. It was not a rumor! On December 19th, we were ordered out at 3 AM to hike. We assembled and then marched through the north gate, passing the Colonel's quarters and turned right outside the gate onto a road heading east. As we past the Colonel's quarters we were singing Air Force songs, Off We Go, etc. After we left the camp, we marched about two miles, went over a hill and when out of sight of the camp, we sat down. After about two hours, we reformed and marched back to D.B.P. and arrived about 6 AM. Later that day we heard that the Colonel liked our spirit but in the future, we should use the east gate. On December 20th, we had a repeat performance. Again we formed at 3 AM. This time we went out the east gate. To reach the gate, we had to pass between prisoner of war compounds. Italians were on one side of the road and Germans on the other. Again we sang Air Force songs, hopefully waking up all the prisoners. Once out of the gate, we repeated the procedure of the first march. This time I remember some M.P.s coming by, they stopped and one asked me "What are you doing, Lieutenant? A map exercise?" I replied "Yes" and they drove away. Again we marched back to camp and arrived about 6 AM. Next we had physical training from 8 AM to 11 AM, followed by another hike from 1 to 4 PM. We ended this day with a retreat formation at the parade ground at 5 PM. December 21st, we were up at 2:30AM for another hike followed by more close order drills and physical training. In the afternoon we again had a retreat formation. We marched to the parade ground for the purpose of standing in review while the Don B. Passage enlisted men were awarded their Good Conduct Medals. This seems to have ended the Colonel's period of training the Air Force as we were allowed to leave the camp.

During the beginning of our stay in Casablanca, I visited the city hall. From a tower there, one could view the French fleet that was in the harbor. I don't know why it was not being used to help the Allies. Perhaps the ships had been damaged. Or perhaps we could not trust its officers that had been part of the Vichy French regime. There was an Army mess where we could eat when we were in Casablanca. The food was good. There were a few Moroccan restaurants open to the military. I remember eating excellent soup at one. On one of our trips into Casablanca, we came out of the Army mess and observed an unusual public act by an old Arab man. Across the street, in front of the Bank of England, he squatted by the curb and defecated. He then scooped it up and put it into a gunnysack, probably to take home and use as fertilizer. We had been told not to purchase the local fruit, oranges, which may be contaminated by bacteria because of the unsanitary practice of using sewage as fertilizer. Oranges that had been approved for consumption by the military were large, sweet and like our navel oranges.

In the time period before Christmas, we were allowed to go to Casablanca. On one of these trips, the four crew officers visited a Christmas party the French officers were holding for their children. It was nice to see some people enjoying the holiday spirit in spite of the war. While in downtown Casablanca on December 24th, 1943, I found a French bakery and bought a layer cake for about \$5.00, which was a lot of money at that time. We also purchased a liter of sparkling burgundy. We took both purchases back to D.B.P. where we shared them with our entire crew. That was our Christmas celebration. Christmas day 1943, there were no gifts exchanged. Our Christmas dinner, eaten outside, included turkey. I was real disappointed, I was given the turkey tail. I tried but couldn't convince the Army person who doled out the food to give me something else. Fortunately, after everyone was fed there was some turkey left over and I got something that I liked. I did not eat the tail.

The Casablanca market, the Casbah, had a lot of hand made goods for sale. Lots of brass vases, pitchers and candleholders, Arab women's gowns in vibrant colors and leather goods. I purchased a large leather hassock, light blue and white and embroidered with a gold metallic thread, which I sent home. It did arrive. On one trip to Casablanca just after Christmas, I met a British naval officer who I recognized as being a crew member on the Andes. I told him I was surprised to see him

back so soon and he advised me that I shouldn't talk about it. Apparently they had traveled to the States and returned in two weeks.

Returning to Camp D.B.P. one evening, it was dark but I noticed about 25 men lined up outside a chemical warfare tent that was located near the gate. I thought it was an unusual time to have a gas mask drill. The next day I mentioned it to Sgt. Recorr, our radio operator and top gunner. He commented that there was no drill, but there were two Arab women selling their wares (sex) and the customers were lined up outside. Ugh! On New Years Eve, December 31, 1943, we purchased some wine in Casablanca and had a party in our tent. New Years Day was a pretty day and uneventful. During the first week of January 1944, Pomeroy Provisional Group crews began to be transferred to Casablanca Air Base, five crews at a time in crew number order. Being in crew 46, it seemed like we would never get out of D.B.P. We finally did move on January 11th and then sat at the Air Base for three days. At the Casablanca Air Base, there were black Moroccan guards on duty to watch over military planes. We were advised not to go near the planes. Somehow I got the feeling the American military did not trust the French and was concerned over possible sabotage.

On January 14, 1944, we were loaded into a B-17 and flown to Algiers where we spent the night. The Air Force baggage station would not accept our baggage because there were so many of us and we had to put excess luggage into a storage building. The next morning when I went to pick up my bedroll with the comforters in it, it was missing. The Algiers accommodations were pyramid tents. While at Algiers, the officers went to the transient mess in Algiers. It was small and did not have a lot of seats, 40 at the most. While there we met an Air Force Lt. Colonel who told us he was with Air Force Intelligence. He asked us where we were going and we told him Italy, that's all we knew. In our continuing conversation, I related our extended stay in Camp Don. B. Passage and the treatment we received. The Colonel took our names and serial numbers. Six months later I met the same Colonel in an Air Force mess in Naples. I introduced myself and reminded him of our meeting in Algiers. He told me that the Pomeroy Group had been "missing for awhile" while we were in Casablanca and that charges had been made against the Army Colonel and that he had been court martialed. I don't know what the results of the trial were. I was glad to hear that something had taken place to compensate for the inconvenience we had been put through.

On the morning of January 16th, we were loaded into a C-47 and flown to the 47th Wing Headquarters in Manduria, Italy. We arrived late in the afternoon and there was no sleeping accommodations for us. I slept in my bedroll on a cross buck table in the enlisted men's mess tent. It was also at Manduria that we became acquainted with a more primitive life style. The toilets looked like a large overturned wooden box with the appropriate holes cut in the top. They were in an open field. No roof or privacy screen around them. In the morning, while on the throne, I observed Italian women walking by, it didn't embarrass them.

On January 17th, our crew was loaded into a large GI truck and transported the 20 plus miles through Lecce to the Fortunato Caesare Italian Air Base near Galentina, Italy. We were assigned to the 98th Bomb Group, 415th Bomb Squadron. Other Squadrons in the 98th were the 343, 344, and 345. The officers were given a pyramid tent to put up for their quarters. The enlisted men were assigned to a concrete block building that served as a barracks. The good thing that happened was that the 415th officers ate at the Headquarters dining room. We were also allowed to use the showers and bathroom facilities. The Headquarters building and control tower were about a third of a mile from our tent, but it was worth the walk to get a warm shower. I must add that the water supply was not reliable. More than once the water would stop while I was taking a shower and I would wait about ten minutes and the water would come on again. I always took my shower at night when I could do it leisurely. Also, at the beginning of our tour the mornings were usually cold. There were three other crews from the Pomeroy Group assigned to the 415th. Lt. Robert Fischer's crew 37, on which my friend Walter Goudy was co-pilot, that of Lt. Cyril Alwine and Lt. Ed Brady. They were also given tents and we were clustered together.

Part III will appear in the August 199 Newsletter.

98th Bomb Group / Wing Veterans Association

May 1999

+++++ CHANGE OF ADDRESS +++++

Name	Address	City / State	Zip Code	Unit	A/C
Mrs. Virginia Bramlett (H)	403 Breckenridge Drive SW #4	Huntsville, AL	35802-1456	345	B-24
Mrs. Jane H. Cherrette (H)	916 Cleveland Avenue #15	Marquette, MI	49855-3242	343	B-24
Lt. Gen. Russell C. Davis	201 Second Avenue Qtrs. #1	Washington, DC	20024-5123	344	B-47
Mrs. Virginia D. Dickert (H)	P.O. Box 176	Salina, UT	84654-0176	344	B-29
Eugene C. Ensing (Summer)	10577 Galaxy	Rockford, MI	49341-	OMS	B-47
B/Gen. Richard Fellows	853 12th Court	Manhattan Beach, CA	90266-4907		B-24
Donna C. Griffin (H)	401 Brackenwood Lane S	Palm Beach Gardens, FL	33418-9044	ARS	KC-97
William F. Hardage	P.O. Box 185	Waxhaw, NC	28173-0185	345	B-24
Terry L. Kidd	P.O. Box 4587	Apache Junction, AZ	85278-4587	345	B-29
David C. Morris	8600 Skyline Drive #1213	Dallas, TX	75243-4170	343	B-24
Jack H. Palmer	143 Bounty Lane	Vacaville, CA	95687-3120		B-24
Dr. William H. Roe	1018 Bluewater Drive	Sun City Center, FL	33573-6248	345	B-24
Donald N. Sulentic	724 South 11th Street	Lincoln, NE	68508-3208	ARS	KC-97
Troy L. Trexler	16020 Sweetleaf Street	Fountain Valley, CA	92708-	344	B-29
Clyde S. Uber	341 East Jamestown Road #72	Greenville, PA	16125-9206	344	B-24
Clyde Versley	7904 Willow Brook Court	Hudson, FL	34667-1472	343	B-47
(A) - Associate	(H) - Honorary				

***** DEPARTED COMRADES *****

Name	Address	City / State	Zip Code	A/C	DOD
Samuel P. Cheche	5 Central Avenue	Metuchen, NJ	08840-	B-24	12 Jul 98
Henry H. Craig	9618 Losa	Dallas, TX	75218-	B-24	Nov 93
Ernest J. Diette	108 Fitch Street	North Haven, CT	06473-	B-24	25 Jan 99
	825 Ketch Drive #203	Naples, FL	33940-		
Mrs. Betty Durgin	3 Cummings Street	Plymouth, NH	03264-1106	B-24	Jul 98
Arthur L. Fred				B-29	25 May 55
Neil E. Gramley	304 JPM Road	Lewisburg, PA	17837-9310	B-47	99
Joe M. Kilgore	3311 River Road	Austin, TX	78703-1028	B-24	10 Feb 99
Salvatore E. Manzo	610 Keswick Court	Granite Bay, CA	95746-7156	B-24	24 Mar 99
Lecil T. Martin (Boxcar Willie)	3454 West Highway 76	Branson, MO	65616-	KC-97	12 Apr 99
David B. Osborne	5755 Severin Drive	La Mesa, CA	91942-	B-24	16 Feb 99
Raymond F. Showers	3904 Molly Boulevard	Muskegon, MI	49444-4040	B-24	25 Feb 99
Richard W. Steinkraus	10398 104 Ave. N #352	Largo, FL	33773-4227	B-24	Feb 99
Herman F. Weeks	6170 A1A South #118	Saint Augustine, FL	32084-	B-24	03 Mar 99

(A) - Associate

(H) - Honorary

Please file this page with your 1998 Roster to keep everything together!!

+++++ NEW & RETURNING MEMBERS +++++

Name	Address	City / State	Zip Code	Unit	A/C
Elizabeth S. Armstrong (A)	7 Morris Avenue	Cold Spring, NY	10516-		B-24
Billy Joe Brantley	200 West Dewey	Sapulpa, OK	74066-	345	B-29
Louis H. Breininger (R)	13674 Pleasant Drive	Largo, FL	33774-4126	343	B-29
J. Howard Collins (A)	540 NW 43rd Avenue	Coconut Creek, FL	33066-1708		B-24
Mrs. Margaret Cheche (H)	5 Central Avenue	Metuchen, NJ	08840-	343	B-24
James L. Daniels	408 Vincent Road SE	Huntsville, AL	35802-	415	B-24
Raymond J. Diette (H)	5 Jamestown Drive	Guilford, CT	06437-	344	B-24
Pat Dunton (A)	128 Beaver Run	Coppel, TX	75019-4849		B-29
Arthur W. Fields	1571 Thorndyke Road	Port Ludlow, WA	98365-	343	B-24
Drake A. Fischler	Beuttenmuller Strasse 18	76530 Baden-Baden, Germany		HQ	B-29
Marvin Forstadt	2621 Adrian Street	Napa, CA	94558-	343	B-24
Donna E. Fred (A)	4504 NW 46th Street	Tamarac, FL	33319-	344	B-29
W. Hugh Harkey Jr. (A)	4234 Craig Avenue	Charlotte, NC	28211-3110	HQ	B-47
Vernon R. Hudder	517 Ouachita Avenue	Mountain Home, AR	72653-2257	344	B-29
Daniel H. Hussey (A)	1021 Fir Loop Road	Republic, WA	99166-		B-24
Jonathan H. Hussey (A)	25575 Catalejo Lane	Mareno Valley, CA	92551-		B-24
Harold J. Johnson (R)	W 14211 Thorpe Road	Medical Lake, WA	99022-9780	345	B-29
Mrs. Joe M. Kilgore (H)	3311 River Road	Austin, TX	78703-1028	343	B-24
Mrs. Lecil T. Martin (H)	3454 West Highway 76	Branson, MO	65616-	ARS	KC-97
Janeen Manzo Mauldin (H)	610 Keswick Court	Granite Bay, CA	95746-7156	HQ	B-24
George C. McMerrick	22037 Carissa Avenue NE	Aurora, OR	97002-9755	343	B-29
Glen R. Morasch	1264 Francis Avenue	Walla Walla, WA	99362-	FMS	B-47
Mrs. Elizabeth H. Osborne (H)	5755 Severin Drive	La Mesa, CA	91942-	345	B-24
Oliver A. Pettit (A)	6958 Lowery Lane	Fort Worth, TX	76180-3530		B-29
Kenneth Reiff	RD #2 Box 2042	Orwigsburg, PA	17961-9402	415	B-24
Leonard F. Riley	2925 West Houston Avenue	Spokane, WA	99208-		
John G. Rothfus Jr.	P.O. Box 39	Celina, TX	75009-0039	345	
Mrs. Beverly J. Showers (H)	3904 Molly Boulevard	Muskegon, MI	49444-4040	345	B-24
Lloyd D. Smith	1651 County Road 995	Ashland, OH	44805-9243		B-29
Gary L. Swaim (A)	26 West Masonic View Drive	Alexandria, VA	22301-2413	344	B-24
Warren Thompson (A)	7201 Stamford Cove	Germantown, TN	38138-		B-29
Gerald Viola	29102 Mill Stone Circle	Courtland, VA	23837-		
Paul C. Vittek (R)	1331 Oregon Avenue	Steubenville, OH	43952-	415	B-24
Mrs. Katie L. Weeks (H)	6170 A1A S #118	St. Augustine, FL	32084-	344	B-24
H. Van White	128 Dill Street	Huntsville, AL	35801-	345	B-29

(A) - Associate

(H) - Honorary

(R) - Returning after 1 year or more

***** CORRECTIONS *****

Please make the following corrections to your 1998 Roster!!

Name	Address	City / State	Zip Code	Unit	A/C
Mrs. Lewis S. Daugherty (H)	1111 South Groveland Drive	Bluefield, WV	24701-4285	345	B-24
	Drop - Mail returned - No forwarding address				
Mrs. Seth G. Ely (H)	P.O. Box 2584	Silver City, NM	88062-2584	415	B-24
	Drop - Mail returned - No forwarding address				
Mrs. Lorenzo H. Herring (H)	P.O. Box 290978	Tampa, FL	33687-	HQ	B-47
	Drop - Mail returned - No forwarding address				
Mrs. Jean O'Grady	1434 McClellan Street	Schenectady, NY	12309-5228	345	B-24
	Drop - Mail returned - No forwarding address				
Lindley P. Hussey - B-24	- Change Date of Death to 01 Oct 64				
(A) - Associate	(H) - Honorary				

Please file this page with your 1998 Roster to keep everything together!!

**SALVATORE E. MANZO
COMMANDER - 98TH BOMB GROUP - JULY 1944 TO APRIL 1945**

Colonel Manzo was a graduate of the Class of 1939 from the United States Military Academy at West Point. He spent 23 years in the United States Air Force, most of the time as a commander of Strategic Air Command units, including his last four years as Base Commander at Biggs Air Force Base, El Paso Texas. He had a distinguished career beginning with combat duty during World War II, He was decorated with the Legion of Merit, Silver Star, two Distinguished Flying Crosses, five Air Medals and the French Croix d'Guerre with Palm. He was awarded the Soldiers Medal for heroism in rescuing an unconscious fighter pilot from the cockpit of his burning plane. Salvatore will be missed by all his comrades in the 98th Bomb Group Veterans Association. Our heartfelt sympathy goes out to his family for their loss. Our thanks go out to his daughter, Janeen Manzo Mauldin, for notifying us of his passing and sending us a copy of his obituary. He will be remembered for his outstanding service to his country, the 98th Bomb Group and the 98th Bomb Group Veterans Association.

**COMMEMORATIVE TILE PROJECT
MARCH AIR MUSEUM, CALIFORNIA**

Lee Taube's report on the Commemorative Tile Project is as follows:

The Commemorative Tile Project is in the final stage. On April 9, 1999 Jim Evans, Jim Worth and I reviewed the completed Tiles with members of the Air Museum. My wife, Lois and I had previously checked each and every Tile for accuracy. We are extremely pleased with the job done by the Engraving Company. Our Tiles are of a desert sand color (selected in memory of the B-24 guys in the desert) and really look great with the engraved data painted with a black color. The greatest part is the emblems of the 98th Bomb Group which are engraved in a sand colored granite. At each corner of our tiles is the B-24 or the B-29 tail insignia to distinguish our Tiles. At the April 9, 1999 meeting, we laid out the Tiles on the floor in the exact order that we want them laid. The Tiles are arranged by Squadron by War so that you can easily find members of any Squadron. We had a lot of great compliments from members of the Board of Directors of the Museum. They plan to use pictures of our tile layout to sell other Bomb Groups on this idea. The Tiles will be laid just to the right of a bust of Lt. General James Doolittle. The tiles will be laid on 29 April 1999. I am working with the Air Museum Public Relations personnel to establish a Dedication Ceremony when the Tiles are completely laid. I would like to have the ceremony during the Memorial Day weekend. I will do my best to get this accomplished. Anyone interested in attending the ceremonies, please contact me for specific dates.

The 98th Bomb Group Veterans Association needs to express their gratitude to Lee, Lois, Jim Evans and Jim Wirth for doing an outstanding job on this important project. Lee's phone number is 1-714-546-0956. He will be away from May 7th to May 21st so you can drop him a note at 1605 Minorca Drive, Costa Mesa, CA 92626-4808. Everyone in the California area should make an effort to attend the Dedication Ceremony.

WE NEED YOUR HELP!!

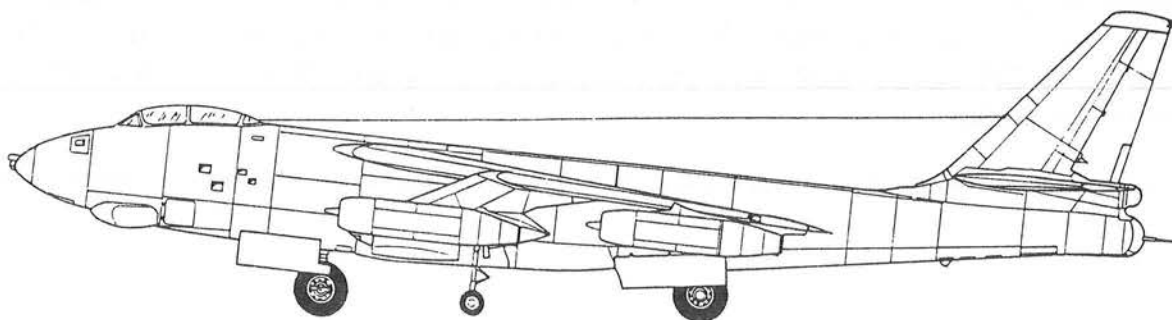
1. **Roberts Martin, 715 Westerly Parkway, State College, PA 16801** (345 BS - B-24) is trying to trace four of his old crew members. He is looking for Albert Middleton (co-pilot), ? Nichols (navigator), Joseph Bosley (engineer) and Richard Bartlett (top turret gunner). Middleton and Nichols were originally from California, Bosley was from Ohio and Bartlett was from Pittsburgh. If you have any information on any of these crew members from the 345th Bomb Squadron, B-24s, please get in touch with Roberts.

2. The 98th Bomb Group Veterans Association had to buy a bunch of the **1998 Cleveland Reunion Books** so we could get the member pictures in color. These books are now available. Please help us out and buy one. If you came to Cleveland and did not get a book and want one, or if you just want to see the pictures of old crew members please order one today. They are \$17.00 a piece and make the check out to the **98th Bomb Group Veterans Association** and mail to **310 Sunnywood Lane, San Marcos TX 78666-8914**. Please try and help us out. Thanks!!

3. **Ken Reiff, RD#2 Box 2042, Orwigsburg PA 17961** (415 BS) is looking for valid addresses for old crew mates and hopes that someone out there can help him out. He is looking for Lt. Simmons - pilot, Lt. F. Lott - co-pilot, Lt. Hodges - navigator, Charles J. Gabriel - bombardier, D. B. Cameron - radio operator, H. J. Weiland - engineer, R. L. Harding - gunner, W. L. Will - gunner, J. V. Scarich - gunner, W. H. Johnson - pilot, Lt. Mangor - co-pilot, Capt. Boston - navigator. Ken and his crew mates flew 10 missions with the first pilot, co-pilot and navigator, then flew with the latter. They also flew part of their missions with the 98th (Oct. 1943 - Feb. 1944) and then were transferred to the 389th Bomb Group in England and finished their missions and rotated home in September 1944. If any one knows anything about any of these people, please get in touch with Ken.

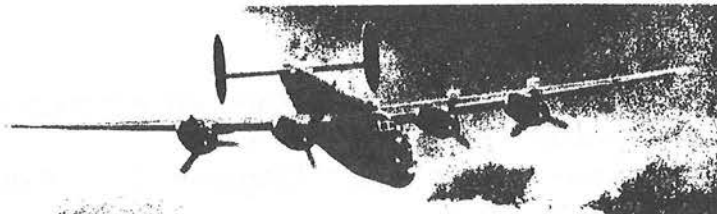
4. **FY2000 Dues are due by the first of July 1999**. Any help you can give us on renewing your Active Membership in the 98th Bomb Group Veterans Association will be greatly appreciated. Dues are still only **\$10.00 a year** and in todays economy, that is a bargain. Let's see if we can't get our dues in on time so we can move on to other things. Thanks in advance for your cooperation.

5. **Donna E. Fred, 4504 NW 46th Street, Tamarac FL 33319**, is looking for any of her father's, **Arthur L. Fred**, old crew members or friends. Arthur was a Navigator in the 344th Bomb Squadron, B-29s. If anyone was a crew member with Arthur or knew him, please get in touch with Donna.



The DuPont Book Company is pleased to announce a new novel with action beginning during WWII – following the hero through the last decade of this millenium. The author served in the 343 Squadron, 98th Bomb Group as a flight engineer on a B-24.

“Air Medal” by Cal Page



“February 25, 1945 - - the War Department regrets to inform you that your son, T/Sgt. Jefferson C. Hartley, is reported Missing in Action, failing to return from - - -”

This World War II *Air Medal*, weaves through a lifetime romance, anti-terrorism preceding a major football game, and persistent rumors of covert military actions after the Roswell incident. Cal Page’s spell-binding novel mixes fact with fiction beginning with a “Dear John” letter, through a DNA mystery, ending on the flight line in San Antonio with a strange space craft hovering above the tarmac.

Italy, Lecce Airbase – 1944

“Dear Jeff,
Something has happened to me at home. I can no longer think of you or write - - - please forgive me - - - - -”

Germany, Herman Goering Tank Works - 1945

“*Hide and Wait*. The message from their early morning briefing passed through his brain like a bullet. *If the Germans don’t find you, when it’s safe, the underground will.* The snow, the cloud cover and the gray of the afternoon was allied to his hope that he would not be seen as he drifted down. *Hide and Wait*. The bombing mission ended – the ground survival mission began. Becky’s last letter, the Dear John letter had been - - -”

Fort Sam Houston – cryogenics unit

“They could hear the slush of something moving through the pulsing organ, Hartley adjusted the setting. There was an immediate response – Roswell sat up and slowly opened, then closed his eyes several time as he slowly licked his lips.”

Hard Cover – ISBN 0-9664917-0-X, 396 pp.

To Order please send Check or Money Order for \$21.95 (special Pyramidiers price includes S & H and taxes where applicable) to: **DuPont Book Company**

P.O. Box 148

DuPont, WA 98327

1999 REUNION
98TH BOMB GROUP / WING VETERANS ASSOCIATION
SPOKANE, WASHINGTON

DAY 1 - TUESDAY - SEPTEMBER 7

10:00 AM	Officers meet with Hotel Staff
12:00 Noon	Hospitality Room opens
12:00 - 2:00 PM	Registration - Hospitality Room
5:30 PM	Bus in front of Ridpath Hotel
6:00 PM	Dinner - Templine Restaurant - Post Falls, Idaho - Extra Cost Excursion - \$30.00 per person - Menu Choice - Teriyaki Chicken or Top Sirloin
8:30 PM	Bus returns to Ridpath Hotel

DAY 2 - WEDNESDAY - SEPTEMBER 8

7:30 AM	Hospitality Room opens - Coffee, tea and doughnuts available
8:00 - 10:00 AM	Registration - Hospitality Room
8:45 AM - Noon	Spokane's Historic "Age of Elegance" Tour - Extra Cost Excursion \$16.25 per person
6:00 - 8:00 PM	Dinner - Ankeny's Restaurant - Ridpath Hotel - Extra Cost Excursion - \$25.00 per person - Menu Choice - Salmon Wellington or Prime Rib Ridpath Hotel may furnish some entertainment

DAY 3 - THURSDAY - SEPTEMBER 9

7:30 AM	Hospitality Room opens - Coffee, tea and doughnuts available
8:00 - 10:00 AM	Registration - Hospitality Room
8:00 AM	Day free to tour Spokane
6:00 PM	No-Host Bar - Empire Room
7:00 to 9:00 PM	Buffet - Empire Room

DAY 4 - FRIDAY - SEPTEMBER 10

7:30 AM	Hospitality Room opens - Coffee, tea and doughnuts available
8:00 - 10:00 AM	Registration - Hospitality Room
10:00 AM	Bus to Fairchild Air Force Base - Extra Cost Excursion \$8.00 per person
11:30 AM	Lunch - Fairchild AFB Officers Club
1:00 PM	Tour Base and Museum - Fairchild AFB
3:00PM	Bus Returns to Ridpath Hotel

DAY 5 - SATURDAY - SEPTEMBER 11

7:30 AM	Hospitality Room opens - Coffee, tea and doughnuts available
8:00 AM	Flight Leaders Meeting
9:00 - 11:00 AM	Ladies Continental Breakfast - Mrs. Taube is the Speaker
9:30 - 11:00 AM	General Business Meeting - Empire Ballroom
5:00 - 7:00 PM	Picture Taking for Reunion Book
6:00 - 7:00 PM	No-Host Bar - Empire Ballroom
7:00 - 9:00 PM	Reunion Banquet - Empire Ballroom Menu Choices - Steak or Chicken

Get your hotel reservations in early. The hotel is The Ridpath Hotel, 515 West Sprague Avenue, Spokane, Washington 99201- Telephone #1-800-325-4000 or 509-459-6100. Ask for the 98th Bomb Group Special Conference Rate (\$74.00 + Tax). Make your reservations no later than 15 August 1999 to get our special rate.

The Hospitality Room will have a television, VCR and piano most of the time.

Don't Forget - FY2000 Dues are due by 1 July 1999!!

98TH BOMB GROUP / WING VETERANS ASSOCIATION 1999 REUNION - SPOKANE, WASHINGTON

Please use this form to reserve your place at the 98th Bomb Group / Wing Veterans Association Reunion in Spokane, Washington September 7 - 11, 1999. Registration fee is \$60.00 per person. Please enter names as you want them on your nametag.

LAST NAME _____ FIRST NAME _____

SPOUSE / GUEST NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SQUADRON _____ AIRCRAFT _____

Registration Fee \$60.00 X _____ Persons = \$ _____

Extra Cost Excursions

Sep. 7 Dinner - Templine \$30.00 X _____ Persons = \$ _____

Teriyaki Chicken _____ Top Sirloin _____

Sep. 8 Age of Elegance Tour \$16.25 X _____ Persons = \$ _____

Sep. 8 Dinner - Ridpath \$25.00 X _____ Persons = \$ _____

Salmon Wellington _____ Prime Rib _____

Sep. 10 Fairchild AFB Tour \$ 8.00 X _____ Persons = \$ _____

Total Amount Paid \$ _____

Make checks payable to: **98th Bomb Group Veterans Association**
Mail to: **310 Sunnywood Lane**
San Marcos, TX 78666-8914

**WE LOOK FORWARD TO SEEING YOU
IN SPOKANE IN SEPTEMBER !!!**

***** MEMORABILIA FOR SALE *****

T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
98th Group Patch (round) & 98th Wing (square) \$5.00 each
98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
1997 Branson & 1998 Cleveland Reunion Pins \$3.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

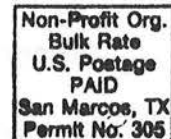
**Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323-1031**

The **1998 Cleveland Reunion books** are available now for \$17.00 each. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos, TX 78666-8914**. Get your copy today!

***** REUNION INFORMATION *****

1999	Spokane, Washington	The Ridpath Hotel	07 - 11 September
2000	Philadelphia, Penn.	Hilton Inn - Cherry Hill	06 - 10 September
2001	Tucson, Arizona	Palo Verde Holiday Inn	09 - 13 October
2002	Dayton, Ohio	Undecided	Undecided

**The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested**



SUZANNE D. SCHMIDT
465 HARBOR WAY
ANN ARBOR MI 48103-6666

***** FEBRUARY 1999 *****

**THE PYRAMIDIERS
THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION**

**THE
PRESIDENT'S
CORNER**



I hope that each and every one of you had a wonderful holiday season. By now the trees are probably down, the decorations put away for another year, thank you notes written for all the presents and that you are able to sit back, put your feet up and reflect on Christmas past. We are beginning a brand new year and are anticipating great things to come. I am looking forward to meeting and working with all the new members as well as you loyal Reunion goers. There are still lots of eligible 98th members and my wish for the coming year is that every current member get one of these eligible members to join and become active. We were saddened by some of the news of illness and deaths among friends this past year which is another reason for us all to attend the Reunions and stay in touch with one another. These *Golden Years* seem to be creeping up on us, like it or not. Plans for the Spokane Reunion in 1999 are well under way and it is never too early to make your plans. I believe this is going to be another fun filled, memorable time for all of us. The attendance at Cleveland was somewhat smaller than normal, but for those of you who couldn't make it - you missed a great time and time flies by so fast these days, you don't want to miss out on anything! Please feel free to send me, or anyone of your board members, ideas or suggestions for making the 98th BG Veterans Association one of the most fun and well known organizations in these United States. Until next time, God Bless! Jerry

OFFICERS

GERALD B. CUSTER
MERLE L. ALBRITTON
STANLEY K. FLENTJE

JOHN FORNWALT
ROBERT P. LADISLAW
HERBERT HARPER

President
Vice President
Sec/Treas/Editor
Reunion Coordinator
Past President
Memorabilia Chairman
Historian

1-719-475-2613
1-941-773-9729
1-512-396-2509

1-570-323-5036
1-937-864-7823
1-423-336-2768

THE POMEROY GROUP

Recollections by Raymond A. Kurner - Pilot - B-24 - 415th Bomb Squadron

After graduating from twin engine flight school on June 30, 1943, I went on a 10 day leave. My first duty station was Davis-Monthan Field, Tucson, Arizona.

I reported to Davis-Monthan, a B-24 training base on July 13, 1943 and was assigned to the 39th Bomb Group, 2nd Air Force. I was assigned to Bachelor Officers Quarters across the street from the Officers Club which made it convenient for meals. While there, I never saw anyone I knew although later, I learned there were several pilots that I had graduated with in the Pomeroy Provisional Group.

During the short time I spent there, I attended ground school, instrument flight training and physical training. I did not receive any training in the B-24 and did not once fly in a B-24.

On July 25, 1943, I received orders assigning me to the Pomeroy Provisional Group and as a member of Crew 46. We were ordered to proceed to Biggs Field, El Paso, Texas by troop train.

The Pomeroy Provisional Group was name after its commander, Major Don A. Pomeroy who would be in charge of us through out our training and eventually take us overseas to our combat units and then he would return to the United States.

My wife, Virginia, had arrived in Tucson about a week before we received the orders and had just located a place to live when we were reassigned. For those of us who were married, it was a scramble to get our wives notified so they could make arrangements to get to El Paso and again find housing. I believe my wife, Virginia, became acquainted with Betty Green before I met her husband Truman, the pilot of our crew.

When we arrived at Biggs Field, the officers were assigned to Bachelor Officer Quarters and the enlisted members of crews to Enlisted Men's Quarters. Not much different in the buildings except the officer's building was divided into small cubicles with two beds and a table in each. No air conditioning in either type barracks.

In the meantime, our wives arrived to find there were no rooms in local hotels. Virginia spent about two weeks in a private home whose owner had set up each room as a bedroom. Then Virginia and Betty Goudy, wife of Walter (Bill) Goudy, Crew 37, found an apartment on McGoffin Street near downtown El Paso, which they shared throughout our stay in El Paso.

Downtown El Paso was built around a square with towering trees, antique benches, walkways and small ponds which were the home of alligators. The park was built and paid for by a County Commissioner in the mid 1800s using his personal funds. The major hotel was the Camino Real. The department stores I remember were The Fair and The White House.

El Paso sits as the south end of the Franklin Mountains that rise to about 6,000 feet. Biggs Field was northeast of the city, next to and east of Fort Bliss, an Army artillery training base. A trolley ran from downtown El Paso to Fort Bliss and there was a bus between Fort Bliss and Biggs Field. A bus also ran to downtown.

The crew began it's training on July 30, 1943. This was the first time I got into a B-24. We soon found out that the mountains were just west of our landing approach pattern. If you knew where it was, there was no problem, but it could be dangerous at night. I remember that one B-24 crashed into the mountains one night while we were there, no survivors.

We flew bombing missions to the Alamogordo, New Mexico range to give the bombardier experience. We had gunnery practice firing at sleeves towed by planes and did some flights at night. While we did do some formation flying, in a flight of three planes, I believe it was generally inadequate and did not prepare us for combat. When we got to the 98th Bomb Group, we spent two weeks practicing close formation flying before going on our first mission.

Initially, we were allowed to leave the base when we did not have other duties. Then a change in practices required us to stay on base during the week and sign out on weekends. When leaving the base, we had to show our ID cards. The permanent party had a light blue card which

allowed them to go in and out daily. The training crews had a white card which was only good for weekends. It didn't take long for Francis Felthaus, wife of John Felthaus our navigator, to find some blue plastic card holders and thus convert our white cards to blue. Now we had easy exit when we wanted it. Generally, the time spent at El Paso was pleasant. On a few occasions, the crew got together and went to Juarez, Mexico for entertainment. The attraction was steak dinners and drinks at a low price. Other attractions in Juarez were low cost watches, jewelry, knives, perfumes and leather goods. Cowboy boots were an attractive item and I know that a lot of us bought our first pair of boots in Juarez.

The crew officers and wives spent one weekend at a guest ranch a few miles west of the city. We all went horseback riding and I remember how once we headed back toward the ranch, my horse went into a trot and there was no stopping him until we reached the stables.

I remember ground school as emphasizing weight loading of the B-24. It was the co-pilots responsibility to calculate the weight loading for each training mission. When we got to combat, we never had to use it again. Our weight loading was determined by the type of mission.

Biggs Field was hot in the summer. There was dust from the sand as the area is semi-desert. The open areas were covered with large gravel or stone about one and one half inches in diameter. Walking on the gravel was bad on the ankles so we mainly walked on the road. No short cuts.

While at Biggs Field, I had my first serving of Fritos, which I enjoyed from the start.

The officers made on trip to a rifle range to get experience in firing a .50 caliber machine gun and to fire a Colt .45 pistol. I never did qualify with the .45. When the range sergeant asked that the officers sick up spent cartridges, a few officers got angry and refused. There are always some people who want to be difficult.

At the end of our training in El Paso, most officers and enlisted men were given a two week leave. Most of the co-pilots did not receive any leave because of their recent leave at graduation. I was able to spend most of the time in El Paso with my wife. During this time, Virginia and I took part in the wedding of William Church and his wife at the Biggs Field chapel. Bill Church and Bill Goudy were classmates of mine since we started pre-flight training at Maxwell Field, Alabama.

This was the time of separation for all married men from their wives. Most wives went home because the stay at our next base was to be very short. Virginia took this time to visit here Aunt whose husband was working on the Manhattan Project. We didn't know this at the time and a chance remark that Virginia made while on the bus about all the security along the highway, got here Uncle in trouble temporarily.

Our next assignment was to go to Grand Island, Nebraska, a staging base to get us ready for overseas assignment. We left Biggs Field by train on November 11 and arrived on November 13. There, they checked to see what equipment we had and told us what we needed to purchase. I was told I had to purchase two pairs of GI shoes. I asked if I did not purchase them if it would stop me from being shipped overseas. The answer was obvious and I bought the shoes. I did wear one pair while flying with the 98th. I thought they would be better to walk in if we were ever shot down, the other pair were still in new condition when I returned to the United States.

Grand Island was also a B-17 base. I did manage to log an hour as co-pilot while I was there. The B-17 was more stable than the B-24 and took a lot less effort to keep it flying level. While we were at Grand Island, we were always wondering when we would be shipped out. We found that the people who did the dry cleaning and laundry had a list of organizations for whom they could not accept any more clothes because they were going to be shipped out within two days. So every day someone would take something in for cleaning to see if it would be refused. Grand Island was a small town with not to much to do. There was a roller skating rink, a movie house, the typical bars and small restaurants. As the military insisted that we be back on base by 12:00AM, after one visit to town there wasn't much interest in going.

On November 27, 1943 we were put on a troop train and sent to Camp Patrick Henry for shipment overseas. I remember we stopped enroute at Lincoln, Nebraska and surprisingly were

allowed to get off the train for about an hour. The liquor stores seemed to be the places that got the most customers. I heard that one enlisted man missed the train but that he did manage to reach our destination. The base was near Norfolk, Virginia.

I didn't like the way we were treated at Camp Patrick Henry. I guess it was the attitude of the permanent party, but I felt the Army personnel in charge treated the German prisoners of war, that were imprisoned there, better than they treated us. Perhaps this was to be our first encounter with the Army's dislike of the Army Air Corps. While at Camp Patrick Henry, I met and became friendly with a 2/Lt. in charge of the Officer's Club and Mess. Eight months later when I came back from combat and again passed through Camp Patrick Henry, my Mess Officer friend was a Captain and I was a 1/Lt. And they say the Air Force promoted us too fast.

On December 7, 1943 we and our equipment were loaded on His Majesty's Ship Andes for transport to a still unknown destination. This ship was built as a cruise ship with accommodations for 500 people. There were 5,000 of us aboard. The officers were assigned to staterooms, 12 to a room, three tiers of bunks four high. Our luggage was stacked in a pile in the middle of the room leaving very little space. It surprised me we didn't have problems sharing the one bathroom. I do remember that we took showers using salt water and soap that didn't lather. Each bunk came equipped with a life preserver. I used mine as a pillow and it became a constant companion during our voyage. The enlisted men were assigned quarters in the hold.

We did not sail in a troop convoy. About 3:00 PM we weighed anchor and moved into the Atlantic heading in what seemed to be a southeast direction. It was sunny, cool but not cold and the ocean was calm. The weather remained good during the entire voyage. It got a little warmer so that a jacket was not needed and under the circumstances, it was a pleasant journey.

The first afternoon we received instructions on how we were to conduct ourselves, learned about blackout precautions and received preliminary instructions about what to do if we were attacked by the enemy. Later we did have some drills in the procedure to be followed. Air Force gunners were given gunnery practice with anti-aircraft guns that were mounted on the ship.

There wasn't much to do on the ship. There was a lounge area on the main deck and I remember doing a lot of reading. Also on the trip, I learned to play Pinochle. I did not play it again until my return trip in July 1944, and never played it again. There was a lot of gambling on the trip, there always seemed to be a crap game going but as I didn't know the game, I never became involved. A lot of money changed hands. As I remember, there was a swimming pool on the forward deck but it was filled with luggage, not water. The British fed us twice a day. The officers ate in shifts in the main dining room. The tables were formed into long rows, not the usual table for four. The tables were covered with white tablecloth and they used a good silver plate eating utensils. Just like a nice restaurant. The food was passable. Oatmeal, eggs and biscuits in the morning and the ships cooks thought it was very good food but I was not used to their style of cooking.

When I was assigned to duty in the enlisted men's Mess during the trip, I found the officer's meals had been better than theirs. Our enlisted men told me that the best meal they had consisted of hot dogs and beans. Our meals were supplemented by food that could be purchased at the PX run by our British hosts. However the prices were not low like at the US bases. They charged retail prices. I remember seeing them sell a lot of canned fruits, especially peaches. As the products being sold were all American, I wondered whether they were purchased by the British or furnished by the US military. All I ever bought was a box of 24 Hershey chocolate almond bars. I manage to ration the candy out to last the trip.

On the morning of December 13, 1943, we arrived at our first destination, Casablanca, French Morocco. This was to be our location for about one month.

Part II will appear in the May 1999 Newsletter

Your Editor thanks Raymond A. Kurner for sending me this interesting account of his experiences.

**98th Bomb Group / Wing Veterans Association
February 1999**

***** **CHANGE OF ADDRESS** *****

Name	Address	City & State	Zip Code	Unit	A/C
C. Wilfred Brann	3 Brookview Drive	Randolph, ME	04346-5422	343	B-24
Ovide (Tony) A. Carrier	5444 Newman Drive	Port Orange, FL	32127-5328	343	B-24
Mrs. Marie B. Engelbrecht (H)	8001 Bardmoor Place #103K	Largo, FL	33777-1317	ARS	KC-97
Theodore J. Flannigan	6320 Rio Oso Drive	Rancho Murieta, CA	95683-9251	343	B-29
Adam Genga	201 Fourth Avenue	Stratford, CT	06615-7712	415	B-24
John Guanu	55 Lancaster Street	Cherry Valley, NY	13320-	344	B-24
Jack Heaps	2232 South Sanctuary Drive	New Berlin, WI	53151-1920	415	B-24
Robert C. Hegstrom	3606 Pinebluff Drive	San Antonio, TX	78230-2318	344	B-29
Robert R. Hippler III	345 Marsh Lake Drive	Fernandina Beach, FL	32034-6860	345	B-47
Turner H.E. Jones	9200 Cherry Creek Dr. #30	Denver, CO	80231-4018	ARS	KC-97
Mrs. Carmella M. Just (H)	4966 Chablis Court	Fairfield, OH	45014-	415	B-24
Herbert C. Long	439 Nautilus Avenue	Daytona Beach, FL	32118-3505	345	B-24
Mrs. Kenneth R. Rea (H)	1310 Maple Avenue #4D	Evanston, IL	60201-4376	344	B-29
James Reeves	1607 South Lexington Drive	Bossier City, LA	71111-2089	343	B-47
Phillip O. Robertson	4106 San Remo Drive	Jacksonville, FL	32217-4682	HQ	B-47
Walter D. Schau	103 Roselawn Drive	Weatherford, TX	76086-5759	345	B-29

(H) - Honorary (A) - Associate

***** **DEPARTED COMRADES** *****

Name	Address	City & State	Zip Code	A/C	DOD
George G. Andrew	2031 Parkdale Drive	Kingwood, TX	77339-	B-24	17 Dec 98
R. C. (Bob) Bailey	Cucharros Street	Colorado Springs, CO		B-24	1957
Thomas W. Boles	6130 S. Fairmount Ave.	Jonesboro, IN	46938-9609	B-47	03 Dec 98
Elwood C. Diehl	P.O. Box 685	Milledgeville, IL	61051-0685	B-24	25 Dec 98
Thomas J. Dragner	71 Greenhaven Drive	Post Jefferson Strn., NY	11776-2809	B-24	29 Aug 98
Robert T. Golberg	416 East San Antonio	El Paso, TX	79901-	B-24	24 Nov 97
David I. Hollenbaugh	3810 Hawk Lane	Colorado Springs, CO	80917-2040	B-47	29 Dec 98
Robert V. King	P.O. Box 14743	Odessa, TX	79768-4743	B-24	25 Jul 98
William L. Kipp	23 Valley View Road	Poughkeepsie, NY	12603-4911	B-24	03 Dec 98
Dale R. Lunke	816 Porter Ave. #339	Eau Claire, WI	54701-3813	B-24	23 Aug 98
George R. Morrill	23 Buchanan Street	South Portland, ME	04106-	B-24	10 Feb 98
Joseph F. Nesmith	25425 Yolanda Ave.	Moreno Valley, CA	92553-	B-29	1998
Andrew M. Shappell	4505 Noland Drive	Wilmington, NC	28405-1206	B-24	04 Dec 98
Harold M. Skavang	14D Heatley Circle	New Florence, PA	15944-	B-24	02 Mar 98
Lyle G. Thomas	P.O. Box 144	Dennison, IA	51442-0144	B-47	01 Dec 98
Gordon L. Underwood	14215 S. Haven Rd.	Grandview, MO	64030-4058	B-24	12 Sep 98
Mrs. (Betty) Harold F. Weir	5946 Thomas Road	Oxford, MI	48371-1151	B-24	16 Dec 98
Leonard E. Williams	836 Grelle Avenue	Lewiston, ID	83501-	B-29	21 Jan 98

(H) - Honorary (A) - Associate

Please make the following corrections to your 1998 Roster.

Name	Address	City & State	Zip Code	A/C	Sqd.
Larry D. Bundorf	176 Hilbish Avenue	Akron, OH	44312-	B-29	A&E
	Drop - Mail returned with no forwarding address				
Mrs. George A. Falkenberg (H)	P.O. Box 216	Meadview, AZ	86444-0216	B-29	344
	Drop - Mail returned with no forwarding address.				
Frank L. Mann	20 Hannah Dykes Street	Crawfordville, FL	32327-	B-24	344
	Drop - Mail returned with no forwarding address				
Robert K. Moorehead	450 West Monterey Avenue	Mesa, AZ	85210-7530	B-29	HQ
	Drop - Mail returned with no forwarding address				
Clifford W. Shewan	1303 Continental Avenue	Melbourne, FL	32940-6704	B-24	345
	Drop - Mail returned with no forwarding address				
John S. Sutorka	7739 E. Buena Terra Way	Scottsdale, AZ	85250-6529	B-47	415
	John was listed in the 415 BS B-24 roster - Pleas change to B-47				
Mrs. Edward D. Thompson (H)	P.O. Box 1980	Vancouver, WA	98668-1980	B-24	415
	Drop - Mail returned with no forwarding address				

98th Bomb Group / Wing Veterans Association

February 1999

+++++ NEW & RETURNING MEMBERS +++++

Name	Address	City & State	Zip Code	Unit	A/C
Mrs. Elizabeth Ann Andrew (H)	2031 Parkdale Drive	Kingwood, TX	77339-	344	B-24
Wayne Angleberger	4962 Spring Hill Road	Mt. Solon, VA	22843-	415	B-24
Edgar R. Arman	615 Pine Street #17	Newport, WA	99156-7709	HQ	B-24
Leon T. Ashland	15036 Ashland Lane B-69	Delray Beach, FL	33484-	415	B-24
Joseph L. Blisseck (R)	1112 Hillcrest Boulevard	Gainesville, TX	76240-	343	B-29
Mrs. Rosemary Boles (H)	6130 S. Fairmount Avenue	Jonesboro, IN	46938-9609	345	B-47
Leonard A. Bose (R)	290 Oak Grove Lane	Waskom, TX	75692-*	ARS	KC-97
David R. Brewton	244 Pin Oak Way	Kerrville, TX	78028-4034	345	B-24
Blaise Burry (A)	6590 Pohick Bay Drive	Lorton, VA	22709-	345	B-24
George Calvert (R)	415 Pioneer Trail	Aurora, IL	44202-	344	B-24
Glen E. Chrisman	1431 Queen of Sheba Road	Colville, WA	99114-9699		B-29
Anne Clarke (A)	936 Weldwood Court #4	Los Gatos, CA	95032-	344	B-24
Mrs. June Diehl (H)	P.O. Box 685	Milledgeville, IL	61051-0685	345	B-24
Raymond A. Duquette (R)	464 Gardiner Road #116	West Kingston, RI	02892-1045	344	B-24
Wayne W. Eddowes (R)	3038 Aldon Avenue	Las Vegas, NV	89121-	A&E	B-47
Wesley W. Egan Sr. (R)	1303 Mason Farm Road	Chapel Hill, NC	27514-4609	345	B-24
James R. Evans (A)	1222 Bartley	Escondido, CA	92026-	345	B-24
Kenneth M. Evans (A)	35312 NE 82nd Avenue	La Center, WA	98629-	345	B-24
Edmund J. Fusco (R)	52 Yowago Avenue	Branford, CT	06405-	345	B-24
James E. Grabanski (R)	1117 19th Street NW	East Grand Forks, MN	56721-	ARS	KC-97
Norman C. Graves (R)	388 East 23rd Street	Upland, CA	91784-1356	344	B-29
Clyde C. Hall	1204 Old Oak Circle	Birmingham, AL	35235-	343	B-24
Robert J. Hansen	185 Rose Marie Lane	Concord, CA	94518-	343	B-24
Bernard Hill (R)	120 Henry Street	West Liberty, KY	41472-1128	344	B-24
Ervin E. Hiney (R)	127 Fairway Oaks Drive	Orange Park, FL	32073-	344	B-47
Mrs. Virginia Hollenbaugh (H)	3810 Hawk Lane	Colorado Springs, CO	80917-2040	343	B-47
Archie V. Hurst (R)	Route 1 Box 344	Draper, VA	24324-9766	344	B-24
Charles S. Jackson (R)	2568 East Topanga Way	Volton, CA	92324-	343	B-47
Kaye D. Jackson (R)	Route 1 Box 107A	Lake Linden, MI	49945-9720	343	B-47
Turner H.E. (Pete) Jones	9200 Cherry Creek Dr. S #30	Denver, CO	80231-4018	ARS	KC-97
Martin N. Kaplan (R)	4005 Medina Drive	Plano, TX	75074-3840	345	B-29
Mrs. Stella M. Kipp (H)	23 Valley View Road	Poughkeepsie, NY	12603-4911	343	B-24
Robert P. Livingston (R)	P.O. Box 875	Roswell, NM	88202-0875	344	B.29
Dr. Roger J. Lunke (H)	107 Tuscarora Trail	San Antonio, TX	78231-	344	B-24
Douglas J. Marsh (A)	1123 College Boulevard	Ashland, OH	44805-	415	B-24
Charles H. Marsh (R)	261 Fern Street	Bangor, ME	04401-4041	344	B-29
Donald E. Mergen (R)	128 South 10th Street	Salina, KS	67401-	345	B-29
James W. Miller (R)	East 1715 Leona Drive	Spokane, WA	99208-9564	345	B-29
Mrs. Pauline Morrill (H)	23 Buchanan Street	South Portland, ME	04106-	345	B-24
Walter P. Morton Jr. (R)	2201 Lincoln Drive	Abilene, TX	79601-2531	ARS	KC-97
James A. Paris (R)	Route 1 Box 60	Oakland, MS	38948-9723	345	B-24
Robert Lovel Phillips	922 Haven Wood Drive	Dallas, TX	75232-	343	B-24
Charles E. Pierce (R)	1702 Josephine Street	Key West, FL	33040-5339	345	B-24
George W. Puckett	800 Lake Road	Belton, TX	76513-	343	B-29
Stanley S. Resnick	3315 Bermuda Village Drive	Advance, NC	27006-9479	343	B-29
Francis H. Rivas (R)	2203 Beaver Lake Boulevard	Beaver Lake, NE	68048-	345	B-47
Mrs. Elaine V. Shappell (H)	4505 Noland Drive	Wilmington, NC	28405-1206	344	B-24
Mrs. Phyllis Skavang (H)	14D Heatley Circle	New Florence, PA	15944-	415	B-24
Richard M. Soderlund	26 North Edgewood Avenue	La Grange, IL	60525-5818	344	B-29
Robert E. Stauffer	53 Coventry Lane	Naugatuck, CT	06770-	343	B-29
Harold J. Sullivan (R)	35 Dunshire Drive	North Chelmsford, MA	01863-1307	343	B-24
Judy Evans Swanson (A)	2446 North Shadowridge	Orange, CA	92667-	345	B-24
Mrs. Lyle G. Thomas (H)	P.O. Box 144	Denison, IA	51442-0144	HQ	B-47
Earl L. Wagner	P.O. Box 461	Cascade, IA	52033-0461	A&E	B-47
David Westheimer (R)	11722 Darlington Avenue #2	Los Angeles, CA	90049-	344	B-24

(H) - Honorary

(A) - Associate

(R) - Returning after 1 year or more

Pine Castle Books announces the release of
MATERNITY WARD: FINAL FLIGHT OF A WWII LIBERATOR

by Marguerite Madison Aronowitz

176 pp, illus., ISBN 0-9666615-0-8, \$14.95 softcover (+\$3 S/H)

Pine Castle Books, P.O. Box 4397, Prescott AZ 86302-4397 fax (520)759-0181



WWII BOMBER MISSING AT SEA

**B-24 Liberator *Maternity Ward* and 10 Crew
Members Lost After Daring Low-Level Mission**

On August 1, 1943, the United States Army Air Forces launched a fiery low-level raid on the oil fields of Ploesti, Romania. In the days following, USAAF staff tried desperately to locate all of the 178 B-24s and their flight crews who had taken part in the mission. It will be many years, however, before the truth is known about the Liberator *Maternity Ward*. Somewhere between Romania and Egypt rested the remains of the plane and her 10-man crew.

Maternity Ward: Final Flight of a WWII Liberator is a moving and historic account of the famous Ploesti mission. It describes events

leading up to the raid, and the terrible ordeal experienced by B-24 flight crews as their planes raced toward the burning target at only 50-100 feet off the ground. The book includes the diary of her 22-year-old waist-gunner, a brave young man who never returned home, and the amazing story of the pilot and co-pilot who miraculously escaped the flaming wreckage and lived to tell of their rescue.

Over 85 photographs and diagrams illustrate this timeless and dramatic saga of the horrors of war and man's triumph over adversity.

... Anyone who has even remotely heard of the North Africa desert campaign, was part of the military operation, or is curious regarding the famous Ploesti low-level raid, should enjoy this book. How the 98th Bomb Group struggled to keep alive under the most inhumane conditions and still complete as many as 50 missions is recounted by the talented authoress.

--Major Robert W. Sternfels, Squadron Commander,

*345th Squadron, 98th Bomb Group, Pilot of B-24 **Sandman***

... This book is about the brave soldiers, seamen, marines and airmen who have fought for America from the Revolutionary War to Desert Storm. No matter what the odds or conditions, our Armed Forces have given their all in support of our nation. Hopefully it will move you as much as it did me.

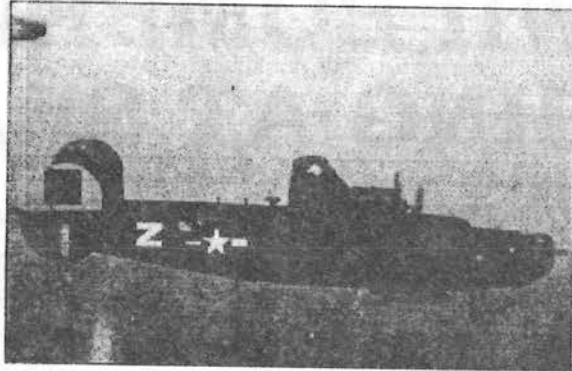
--Michael J. Polay, Major, USAF (Ret.), Associate Professor,

Embry-Riddle Aeronautical University, Prescott, Arizona

The
**FINAL FLIGHT of
 MAGGIE'S
 DRAWERS**



A Story of Survival
 Evasion and Escape



by Ray E. Zinck

Now Available...

The Final Flight of Maggie's Drawers

The Final Flight of Maggie's Drawers is the true story of Joe Maloney, a B-24 tail gunner during World War II. After training, Joe was attached to the 15th Air Force, 415th Squadron based in southern Italy.

This story unfolds as he describes, in detail, life in the military, from living in a tent city to bombing runs over Nazi-held Europe.

Joe partakes in countless missions until one fateful day in 1944 during a bombing run to Steyr, Austria. Riddled with flak and bullets, *Maggie's Drawers*, his B-24, receives a fatal hit. Her crew is forced to bail out over Yugoslavia. The story unfolds as Joe's crewmates are reunited on the ground, and are led by Allied Partisans to the free-zone.

The race to freedom is dangerous, as they encounter Nazi patrols, German-held towns and Axis sympathizers, until they are finally airlifted back to Italy.

This is a gripping story of American boys trapped behind enemy lines, and a heroic group of locals who risked their lives to save them. Truly, this story should be told again and again.

*THIS STORY WILL SERVE AS A SOURCE OF REMEMBRANCE AND INSPIRATION
 FOR YEARS TO COME...ORDER YOUR COPIES TODAY!*

Send your order(s) to:

Maggie's Drawers • Turner Publishing Company
 P.O. Box 3101 • Paducah, KY 42002 • (502) 443-0121

ORDER BY PHONE

1-800-788-3350



- Please enter my order for ___ copies of *The Final Flight of Maggie's Drawers*, **Only \$21.95!***
- Please add \$6.00 for shipping/handling

TOTAL ENCLOSED \$ _____

Name _____

Credit Card # _____

Exp Date _____

Address _____

Visa/Mastercard _____

City _____

State _____

Zip _____

Phone _____

*U.S. Funds

A 15% restocking fee applies on all returns

***** CONGRATULATIONS !!!! *****

LIEUTENANT GENERAL RUSSELL C. DAVIS

Major General Russell C. Davis was promoted on 1 September 1998 to Lieutenant General. He is the Chief, National Guard Bureau (Army & Air Force). General Davis served as a pilot in the 344th Bomb Squadron flying the B-47 aircraft for more than four years. Your Editor had the privilege to fly on the same crew with General Davis for three and a half years. Our heart felt congratulations go out to General Davis and wish him continued success in his endeavors.

WE NEED YOUR HELP!!

1. With the upcoming 50th anniversary of the beginning of the Korean War, the **United States Air Force** Museum is actively searching for permanent donations of items and photographs related to the Air Force in the Korean War. Some suggested items include: uniform items, flight clothing, personal items, maps, diaries, flight logs, letters home and captured material. Color photographs, including Kodachrome, of all USAF operations in Korea are particularly desired, but black and white prints would also be appreciated. If you have any material to offer, please contact **Wesley Henry, Research Division, USAFM/MUA, 2601 E Street, Wright-Patterson AFB, OH 45433-7609** or **(937) 255-4644 Extension 737** or **whenry@afmsmtp.wpafb.af.mil**.
2. **Doug Marrah, 1123 College Boulevard, Ashland, Ohio 44805** is searching for any information or copies of photographs of his uncle, James H. Marrah who was the co-pilot on *Yen-Tu* on the low-level Ploesti mission. *Yen-Tu* was shot down on that mission with only two gunners surviving. If you have anything that could be of interest to Doug, or if you knew James H. Marrah, please get in touch with him. Doug is an Associate Member of our organization.
3. **Gary E. Desilets, 13402 Pinetree Drive, Woodbridge, Virginia 22191-1824** is searching for any information or copies of photographs of his uncle, **Lt. R. G. Gary Nicholson**, who flew *Lil Jughead* on the low level Ploesti mission. *Lil Jughead* survived the low level mission and later went down in the Mediterranean. His uncle survived the war and died about 25 years ago. If you have anything that could be of interest to Gary, or if you knew Robert G. Nicholson, please get in touch with him.
4. **Ray Ward, 432 Pennsylvania Avenue, Waverly, New York 14892** is gathering material for a proposed book concerning the personal accounts of men who were POWs in Stalag 17-B. If you have a good story, please get in touch with Ray. Ray is a paying Honorary Member of our organization. He is also providing material from all his files to the USAF Academy for safe keeping.
5. **Herb Harper**, our Historian, is trying to compile a list of all B-29s known to have been in the 98th. He has a lot already but unfortunately, most of the serial numbers are limited to three or four digits. He would appreciate all help he can get of the complete serial numbers, name or nose art and crew. If you have any of this information, get it to Herb, **3290 No Pone Road, Georgetown, TN 37336**.
6. **Robert J. Alfredo, 6004 SW Second Street, Des Moines, IA 50315-5705** is shopping for two books that are about the 98th Bomb Group. He is looking for a copy of *The Pyramiders* by George Baroni, Intercollegiate Press - 1978. He is also looking for a copy of *The Desert Rats* by Michael Hill, Pictorial History Publishing Co. - 1990. If you have a copy of one or both books and would be willing to sell them to Robert, please get in touch with him to work out a deal.
7. **Warren E. Thompson, 7201 Stamford Cove, Germantown, TN 38138, Telephone #901-754-1852**, has been asked by Aerospace Publishers, London, England, to write a history of the B-29 in the Korean War. It will be published in their *Wings of Fame Quarterly*. He has already gathered a large amount of material on the 19th, 22nd, and 307th Bomb Wings but he is lacking material on the 98th Bomb Wing. If anyone took 35mm color slides of any of the aircraft, please drop him a note with your phone number. He will call you. He also needs any personal recollections of memorable missions to add to this history. If you have any of the above material, please get in touch with Warren.

1999 REUNION
98TH BOMB GROUP / WING VETERANS ASSOCIATION
SPOKANE, WASHINGTON

DAY 1 - TUESDAY - SEPTEMBER 7

10:00 AM	Officers meet with Hotel Staff
12:00 Noon	Hospitality Room opens
12:00 - 2:00 PM	Registration - Hospitality Room
5:30 PM	Bus in front of Ridpath Hotel
6:00 PM	Dinner - Templine Restaurant in Post Falls, Idaho Menu Choice - Teriyaki Chicken or Top Sirloin Extra Cost Excursion - \$30.00 per person
8:30 PM	Bus returns to Ridpath Hotel

DAY 2 - WEDNESDAY - SEPTEMBER 8

7:30 AM	Hospitality Room opens - Coffee, tea and doughnuts available
8:00 - 10:00 AM	Registration - Hospitality Room
8:00 AM	Day free to tour Spokane
6:00 - 8:00 PM	Dinner - Ankeny's Restaurant - Ridpath Hotel Extra Cost Excursion - \$25.00 per person Menu Choice - Salmon Wellington or Prime Rib Ridpath Hotel may furnish some entertainment

DAY 3 - THURSDAY - SEPTEMBER 9

7:30 AM	Hospitality Room opens - Coffee, tea and doughnuts available
8:00 - 10:00 AM	Registration - Hospitality Room
8:00 AM	Day free to tour Spokane
6:00 PM	No-Host Bar - Empire Room
7:00 to 9:00 PM	Buffet - Empire Room

DAY 4 - FRIDAY - SEPTEMBER 10

7:30 AM	Hospitality Room opens - Coffee, tea and doughnuts available
8:00 - 10:00 AM	Registration - Hospitality Room
10:00 AM	Bus to Fairchild Air Force Base - Extra Cost Excursion \$8.00 per person
11:30 AM	Lunch - Fairchild AFB Officers Club
1:00 PM	Tour Base and Museum - Fairchild AFB
3:00PM	Bus Returns to Ridpath Hotel

DAY 5 - SATURDAY - SEPTEMBER 11

7:30 AM	Hospitality Room opens - Coffee, tea and doughnuts available
8:00 AM	Flight Leaders Meeting
9:00 - 11:00 AM	Ladies Continental Breakfast - Mrs. Taube is the Speaker
9:30 - 11:00 AM	General Business Meeting - Empire Ballroom
5:00 - 7:00 PM	Picture Taking for Reunion Book
6:00 - 7:00 PM	No-Host Bar - Empire Ballroom
7:00 - 9:00 PM	Reunion Banquet - Empire Ballroom

Get your hotel reservations in early. The hotel is The Ridpath Hotel, 515 West Sprague Avenue, Spokane, Washington 99201- Telephone #1-800-325-4000 or 509-459-6100. Ask for the 98th Bomb Group Special Conference Rate (\$74.00 + Tax). Make your reservations no later than 15 August 1999 to get our special rate.

The Hospitality Room will have a television, VCR and piano most of the time.

Don't Forget - FY2000 Dues are due by 1 July 1999!!

98TH BOMB GROUP / WING VETERANS ASSOCIATION 1999 REUNION - SPOKANE, WASHINGTON

Please use this form to reserve your place at the 98th Bomb Group / Wing Veterans Association Reunion in Spokane, Washington September 7 - 11, 1999. Registration fee is \$60.00 per person. Please enter names as you want them on your nametag.

LAST NAME _____ FIRST NAME _____

SPOUSE / GUEST NAME _____

ADDRESS _____

SQUADRON _____ AIRCRAFT _____

Registration Fee \$60.00 X _____ Persons = \$ _____

Extra Cost Excursions

Sep. 7 Dinner - Templine \$30.00 X _____ Persons = \$ _____

Teriyaki Chicken _____ Top Sirloin _____

Sep. 8 Dinner - Ridpath \$25.00 X _____ Persons = \$ _____

Salmon Wellington _____ Prime Rib _____

Sep. 10 Fairchild AFB Tour \$ 8.00 X _____ Persons = \$ _____

Total Amount Paid \$ _____

Make checks payable to: **98th Bomb Group Veterans Association**
Mail to: **310 Sunnywood Lane**
San Marcos, TX 78666-8914

**WE LOOK FORWARD TO SEEING YOU
IN SPOKANE IN SEPTEMBER !!!**

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
 - License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
 - 98th Group Patch (round) & 98th Wing (square) \$5.00 each
 - 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
 - 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
 - 1997 Branson & 1998 Cleveland Reunion Pins \$3.00 each
- All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

**Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323-1031**

The 1998 Cleveland Reunion books are available now for \$17.00 each. If you didn't order one at the time or missed the Reunion and would like to have a book, please make the check out to the **98th Bomb Group Veterans Association** and mail to **Stan Flentje, 310 Sunnywood Lane, San Marcos, TX 78666-8914**. Get your copy today!

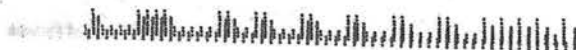
***** REUNION INFORMATION *****

1999	Spokane, Washington	The Ridpath Hotel	07 - 11 September
2000	Philadelphia, Penn.	Hilton Inn - Cherry Hill	06 - 10 September
2001	Tucson, Arizona	Palo Verde Holiday Inn	09 - 13 October
2002	Dayton, Ohio	Undecided	Undecided

**The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested**

Non-Profit Org.
Bulk Rate
U.S. Postage
PAID
San Marcos, TX
Permit No. 305

SUZANNE D. SCHMIDT
465 HARBOR WAY
ANN ARBOR MI 48103-6666



***** NOVEMBER 1998 *****

THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE PRESIDENT'S CORNER



To those of you who didn't get to Cleveland for our Reunion, you really missed a good time! I surely hope you can make it to Spokane. We had several new members attend. One of the ladies said "I'm having a great time. This is my first Reunion, but it needs to end and time to pass so I can attend the Reunion in Spokane. I had a super time with Dad and his many comrades!"

Most everyone enjoyed the Air Show in spite of the rain and the cool weather. Phil Jaworski, his wife Marilyn and son Keith along with their friend Richard did an outstanding job for all of us. There was much to see and do in Cleveland, and our hotel was great.

You widowed ladies who dedicated so much of your lives to the United States Air Force and to the 98th, come and join your many friends and comrades. Our 98th staff will make sure you have a good time! Invite a friend to come with you! Several members brought an Honorary and/or an Associate Member with them to the Reunion. Think about it and do it!

Looking forward to the coming year, but meanwhile, I want to wish one and all a joyous Holiday Season, good health and much happiness. Take care and God bless.

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
DENNIS POSEY	Reunion Coordinator	1-770-971-3972
JOHN FORNWALT	Past President	1-717-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-937-864-7823
HERBERT HARPER	Historian	1-423-336-2768

FLIGHT OVER PLOESTI - PART 2

By Andy Opsata

We were up by 0430 on August 1st, eating breakfast in the mess tent mostly in silence. I think that no one wanted to reveal their inner feelings, whether it was fear or confidence. There was too much that we were unsure of. So, better to say nothing. By the time we got to our airplane, it was already hot. The sky was bright blue, suggesting a good day for a picnic or a day at the beach.

We checked over the airplane, noting it had only four 1,000 pound bombs and four 100 pound incendiaries on the bomb racks but also boxes of loose incendiaries in the waist section to be thrown out by the gunners as we passed over the target. In addition, there were Thompson submachine guns and ammunition. Why they were there I'm not sure. Since this airplane had less wing tank capacity for gas than the other B-24s, we had to carry two bomb bay tanks which filled up the front bomb bay leaving only the rear racks to carry our bomb load. It seems that I never took off a B-24 overseas in less than a fully loaded or often over loaded condition. One thing that commonly led to this was a practice of the gunners to slip a couple extra boxes of ammunition aboard beyond the limited number of rounds per gun that was prescribed by the operation order. At half a pound each, those .50 caliber rounds added up fast.

I took off at 0710 and it was a relief to get some air flowing through the flight deck. Over the water and up a few thousand feet, it was comfortable. One of our group crashed on takeoff and exploded. Not a pleasant sight to start the day. An hour or two later I watched another airplane drop out of formation, gradually lose altitude and minutes later hit the water and blow up in a ball of fire and black smoke.

Flying over the bright blue Mediterranean between Italy and Greece in perfect weather, I'm sure that none of us even dreamed of the horror - the confusion and violence we would soon encounter. We had a good plan worked out on paper and practiced in the air but things would begin to go wrong. Each mistake caused others and events cropped up which no one could have anticipated.

To clear the mountains in Yugoslavia, we had to climb to 11,000 feet where some groups encountered dense cloud buildup, and by the time all groups emerged east of the mountains, we were separated by enough distance to be out of visual contact. This is where things started to fall apart. Now we had no hope of striking the target at the same time as planned.

My group, the 98th crossed the mountains intact, and I had no way of knowing that the groups were so widely scattered. As I recall, we started with 52 airplanes, but accounts I have read put that number at about 46 that took off from Africa. By the time we went on the bomb run, that number had dropped to 38. In a few seconds over the target, we lost 21 four engine bombers, and of the 17 that emerged from that huge boiling inferno of flame and smoke, only 9 made it back to Africa.

Our formation hit the initial point on the nose and we turned onto our bomb run. From our enroute formation, we had to change positions so as to have four waves flying abreast, that is in a straight line, wingtip to wingtip, a difficult things to do under any circumstances. I was on the extreme left of the second wave, if I remember correctly. By now we were using full power, high RPM and doing about 230 MPH. The ground was perilously close under us and there was no room at all to maneuver or make a mistake of any kind. In all my life, I have never concentrated on anything as I did for that ten minute run.

Just minutes from the target, under the heaviest ground fire I had ever seen, another group appeared just barely high enough above us to clear but leaving no room for us to move an inch. Their bomb bay doors were open and I stole one glance upward to see rows of bombs which I was sure would drop on us at any moment. Some other group had bombed our target before us and it was shooting flames hundreds of feet in the air. Talk about being boxed in! We couldn't go up or down and the refinery ahead looked like the end of the line. At that moment, there was no doubt in my mind that this was the end for me, but the group above us gradually drifted off to my left. We

dropped our bombs into that inferno and seconds later we emerged on the other side, somehow missing the 200 foot tall stacks. I pressed even closer to the ground to escape what anti-aircraft fire I could and looked for the rest of the group. No one, I couldn't imagine how nearly 50 airplanes could disappear in a few seconds.

I kept to the ground as close as I dared to escape all the wild confusion in the target area. We mowed grass and grain fields for several miles until we were in open country and out of the flak area, following the contour of the ground over hills and around buildings. It was exhilarating and terrifying at the same time.

I tacked on to a couple of stray B-24s, not caring who they were. Soon all singles sort of merged into a few groups of six or less. We experienced fighter attacks for a couple of hours by small groups or sometimes only one or two enemy aircraft. When one airplane was shot down or dropped out because of previously inflicted damage, we were soon joined by another straggler seeking the protection of our concentration of .50 caliber machine guns.

We began a slow climb to accommodate those damaged and faltering airplanes, many with feathered props and internal damage we could not see. Our goal was to reach 11,000 feet so as to cross back over the Yugoslavian mountains. It was agonizing to watch the slow movement of the altimeter needle. Two things were essential for our survival and our eventual return to Africa. We had to stay together and we had to reach 11,000 feet.

The real effective attacks began on us as we crossed Yugoslavia. We left behind the older Rumanian fighters and now came ME109s, not great in numbers but deadly effective. Our little group watched as one after another of us bust into flame or plummeted toward the mountains below, out of control, often peeling off parts as they tumbled out of the sky. I couldn't see where they came from but other airplanes, singly or in pairs, joined our battered group so we managed to keep eight or nine huddled together in spite of our losses. The ME109s reminded me of a swarm of angry bees, refusing to leave us alone, in spite of our swatting desperately at them with our .50 calibers. They were relentless in their determination to keep us from reaching the relative safety of the sea.

Usually fighters are reluctant to follow out over water, turning away at the coastline. These were from a different school however, and kept at us for an hour over the sea. When they finally left us, I began to think that we might make it home.

One big thing in our favor was that all four engines were running smoothly. In my mind I apologized to *The Stinger* for the doubts I had about her. Now we took stock of our gas supply and it didn't seem possible to stretch it for the rest of the way home. Our pitiful formation dissolved into the dusk, each crew throttling back, leaning out, slowing down and choosing their own course back home.

Once we decided that our gas wouldn't reach, we all voted to stick with the airplane until the engines quit, feather all four and ditch in the sea. At least we'd have a slim chance at getting a life raft out and we would all be together. One person floating in that vast stretch of water would have no chance at all of being picked up.

By now we had thrown out everything that would come loose, firing all the ammo and pushing the guns out the waist windows. I'm not sure how much this helped but at least it made us feel like we were doing something.

Darkness was fast approaching and a powerless ditching in the dark would be sure death for us all. But as long as we had any chance, I didn't want to go into that water so we decided to head for home. I had lots of trouble with that decision but our options were very limited and the crew agreed with it.

Our engineer set fuel valves to direct our remaining fuel to each engine equally and when one ran out the others would follow quickly. Now we were to find out how different were the fuel systems on the different models of B-24s. No sooner had the engineer left the flight deck than all four fuel pressure needles quivered and unwound to zero. I punched all four feathering buttons and all four props slowed and stopped. It was quiet. I set up the glide for the water and started a shallow turn to

head into the wind when a white faced engineer shot up between the seats yelling for me to unfeather them because we had some gas. He had made a near fatal mistake on an unfamiliar fuel system of this older B-24. I got #3 windmilling while the engineer switched valves and got some gas to it. It responded with a beautiful roar and we soon had all four going again just as the waves below were getting too close for comfort.

Now it was pitch black and our navigator, Joe Lalonde, gave me a heading for Benghazi. During all the distractions, he kept a very accurate plot of our position. Relying nearly 100% on dead reckoning, he brought us back within half a mile of our field. I'll never know how he did that. On the coast of North Africa at that time there were no lights to tell you where water ended and the land began so if we had missed our base by three or four miles we wouldn't have seen the dim row of flare pots that marked the landing area. For many years after the war, there were airplanes found far south in the desert where they ran out of gas, not knowing whether they were over land or still over the sea.

Our landing was routine except that there was another B-24 at the end of the runway nosed over on a collapsed nose wheel with it's tail sticking high in the air. I coasted off the runway and shut all the engines down. I just wanted to get out of that airplane and walk on the dirt. Only then did I learn from a ground crewman that we had landed on our own field, Benina Main. I had no idea where we were, I just knew we had to set down some place fast and that row of smoky flare pots looked like heaven to me. They asked me to taxi to our parking spot but two engines were out of gas and wouldn't start so we did it on the other two. We landed at 2105, making thirteen hours fifty five minutes plus taxi time. That's a long time to sit in that seat.

The next morning we went out to look over our airplane and it was a wreck. Top turret was full of holes, both guns being hit and put out of operation. However we manage to get one of them operating about the time we left the Yugoslavian coast. There was a hole above the camera hatch big enough to crawl through and countless other holes from flak and machine guns. The only spot spared was the nose section and the pilots compartment.

I was sure that this airplane would never fly again but 48 years later I heard that it flew another year - even moved to Italy.

We had dinner that night in our dimly lighted mess tent and as a special treat, we could have as many fresh eggs as we wanted. I don't recall what else we ate but the fresh eggs were a special treat. I seldom saw them during my two years out of the States.

In the brief time before our tired, aching bodies demanded some much needed rest and sleep, the events of the day began to pour out of our overflowing minds, sometimes almost tentatively as though recounting an unbelievable dream. The stories came pouring out. Twenty years old, trying to express their view of the incredible things they were part of during that Sunday. There were hundreds of stories, each with a hundred points of view. We alternated between listening to things we couldn't have dreamed of yesterday and blurting out brief accounts of terror, skill, fear, and luck, good or bad.

Today we had all been introduced to the reality of a shooting war. A lot of the smiles were gone and the joking was much subdued or gone altogether. Tomorrow we would look much the same but inside our outlook on living or not living would be altered forever.

Editors Note: Andrew Opsata and his crew were from the 389th Bomb Group. However they flew a 98th Bomb Group aircraft *The Stinger* - 41-11817-H in Wave #2 Ship #9 in Operation Tidal Wave, the low-level raid on Ploesti, Romania. Andy's crew were: Andrew Opsata - Pilot, Louis Quaglino - Copilot, Donald Dicosol - Bombardier, Howard Lalonde - Navigator, Charles Quinlan - Waist Gunner, John Oakes - Waist Gunner, William Pimm - Tail Gunner, Paul Nicholson - Top Turret Gunner & Flight Engineer, John Gormey - Gunner, Raymond Thomas - Gunner.

98th Bomb Group / Wing Veterans Association

***** CHANGE OF ADDRESS *****

Name	Address	City & State	Zip Code	Unit	A/C
Gordon L. Archer	3715 Saginaw Street	National City, MI	48748-9586	344	B-29
B-47 Stratojet Association	23 Oak Ridge Road	West Lebanon, NH	03784-3114	All	B-47 (H)
Tom W. Bennett	1501 Gulf Boulevard #603	Clearwater, FL	34630-2903	343	B-24
Thomas F. Briana	P.O. Box 924	East Falmouth, MA	02536-0924	343	B-24
Gerald H. Clayton	11810 Oak Ridge Drive	Parrish, FL	34219-9020	345	B-29
Monty DeMontbreun	136 Park Circle	Hendersonville, TN	37075-2085	344	B-24
Dr. Joseph A. Dugan	10017 Gable Manor Court	Potomac, MD	20854-	343	B-24
Mrs. David Duncan	1622 Brookdale Drive	Midland, TX	79703-6806	344	B-47 (H)
John C. Gehay	Route 1 Box 76	Waukomis, OK	73773-9706	343	B-24
Mrs. Vernon R. Hofer	6311 North Rural	Indianapolis, IN	46220-	343	B-24 (H)
Albert W. Long	2601 Oakland Ridge Drive	Columbia, MO	65202-	343	B-24
Joseph L. Nagy	P.O. Box 4	Halsey, NE	69142-0004	344	B-24
Robert J. Rehwaldt	476 Old Moscow Road	Pullman, WA	99163-8834	344	B-29
Harold A. Schmidtke	601 South Pioneer Way	Moses Lake, WA	98837-	344	B-29
Robert C. Stevens	10510 South Vandalia Avenue	Tulsa, OK	74137-6209	415	B-24
Dr. Ben E. Strohhahn	1402 McCormick Drive	Nappanee, IN	46550-	344	B-29
Donald N. Sulentic	8100 N. MoPac Expy. #125	Austin, TX	78759-8815	ARS	KC-97
Robert L. Swift	P.O. Box 1945	Monument, CO	80132-1945	345	B-29
Mrs. George T. Weston-Masters	1 Emily Lane	Fredericksburg, VA	22406-4341	345	B-24 (H)
Lyle B. Wright	7735 East Inverness Avenue	Mesa, AZ	85208-4209	415	B-24

(A) - Associate

(H) - Honorary

+++++ NEW & RETURNING MEMBERS +++++

Name	Address	City & State	Zip Code	Unit	A/C
Wade H. Andrews	1590 East 1325 North	Logan, UT	84341-	415	B-24
International B-24 Museum	31001 Magnuson Avenue	Pueblo, CO	81001-	All	B-24 (H)
Adrienne L. Bell	70 Tappan Landing Road	Tarrytown, NY	10591-	343	B-24 (A)
Rev John E. Blundell	2702 Henson Place	Bryant, AR	72022-	HQ	B-24
Russell Keller	65 Grove Place	Pekin, IL	61554-	345	B-24 (A)
Alvin P. Konrath	3708 Larkwood Drive	Del City, OK	73115-2824	HQ	B-47
Robert J. Loffredo	6004 SW 2nd Street	Des Moines, IA	50315-5705	A&E	B-47
Mrs. Flora Schweitzer	1312 Longmont Avenue	Boise, ID	83706-3728	415	B-24 (H)
Harry W. Spera	336 Nebraska Avenue	Lorain, OH	44052-	449BG	B-24 (H)
Howard E. Walker	1016 River Oaks Drive	Bakersfield, CA	93309-2858	343	B-24

(A) - Associate

(H) - Honorary

Please file this page with your 1998 Roster to keep everything together!!

98th Bomb Group / Wing Veterans Association

***** DEPARTED COMRADES *****

Name	Address	City & State	Zip Code	A/C	DOD
William D. Cairnes	432 St. George Court	Satellite Beach, FL	32937-	B-29	01 May 98
Mrs. Edna Huggins	P.O. Box 128	Grove, OK	74344-0128	B-24	1998 (H)
William L. Polhemus	P.O. Box 220	Jeffersonville, VT	05464-0220	B-47	Oct. 98
Reinhold Schweitzer	1312 Longmont Avenue	Boise, ID	83706-3728	B-24	12 Jul 98

(A) - Associate

(H) - Honorary

Please make the following corrections to your 1998 Roster.

Name	Address	City & State	Zip Code	A/C	Sqd.
1. Mrs. Charles O. Bouye	432 Kitti Wake Drive	West Columbia, SC	29170-	B-29	A&E (H)
	Please drop as per her request.				
2. Duane J. Krell	723 Magic Oaks Drive	Spring, TX	77388-8932	B-29	343
	Duane was listed in the wrong aircraft.				
3. Edward J. Reed	P.O. Box 9267	Bend, OR	97708-9267	B-29	344
	Edward was listed in the wrong aircraft.				
4. Arthur B. Waters	407 Eighth Street	Riverton, NJ	08077-1003	B-24	559
	Arthur has paid his dues through 1999.				
5. Neil E. Gramley	304 JPM Road	Lewisburg, PA	17837-9310	B-47	343
	Neil is listed in the B-47 Departed Comrades he should be listed in B-47 343rd Bomb Squadron				
6. Mrs. Neil E. Gramley	should be removed from the Honorary Members list.				

(A) - Associate

(H) - Honorary

Please file this page with your 1998 Roster to keep everything together!!

**98th Bomb Group / Wing Veterans Association
1998 Reunion - Cleveland, Ohio
04 to 08 September, 1998**

The following people attended the 1998 Reunion in Cleveland, Ohio where we all had a great time. Our thanks go out to Phil & Marilyn Jaworski and their son Keith who put in many hours of hard work to make the Reunion such a success.

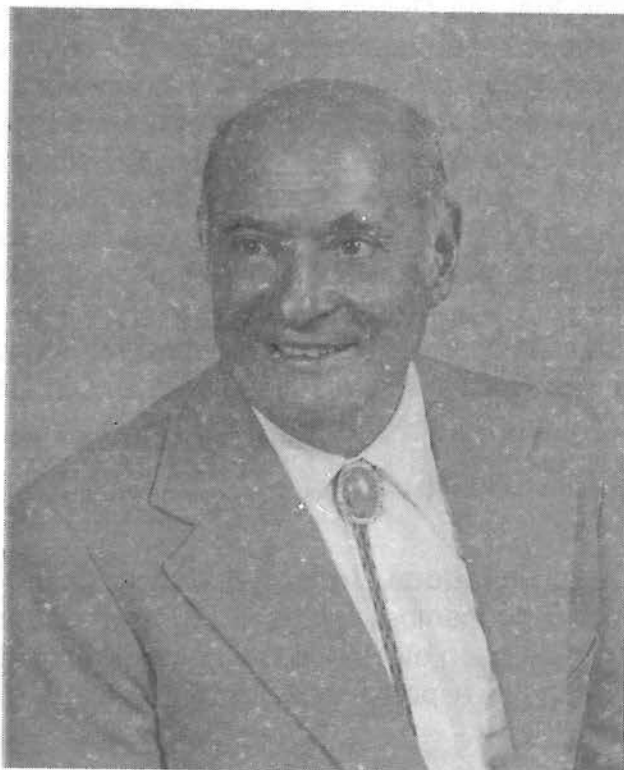
Merle & Alberta Albritton (345 B-24)	Wilmer Ansley & Carolyn Busbia (345 B-24)
William & Emily Baxter (343 B-24)	Ross & Avis Becker (343 B-24)
Edwin Berninghausen (343 B-29)	William Bonnifield (344 B-24)
Bob & Lucy Brickel (345 B-29)	Harley & Ruth Burgess (415 B-24)
Davis Cochran (415 B-24)	Don Cooper (Honorary Member)
Jerry & Darlene Custer (344 B-47)	Julian & Jeanne Darlington (343 B-24)
Clyde & Doris Davis (345 B-24)	Russell & Marilyn Keller (345 B-24 Associate)
Jim & Hazel Evans (345 B-24)	Stan & Ruth Flentje (344 B-47)
John & Ruth Fornwalt (415 B-24)	Richard & Myrna Fuentes (344 B-29)
Charles Gamble & Rita Miller (344 B-29)	Lou & Dorothy Gillette (344 B-24)
Paul & Marie Grimm (345 B-29)	Paul Handwerker (345 B-47)
Herb & Joan Harper (345 B-29)	William & Joan Harris (FMS B-47)
Randy & Marylou Harris (345 B-24)	Art & Betty Harvey (343 B-24)
Bob & Gloria Helfrich (343 B-24)	
Arthur Jaquette & Daughter Mary Jaquette (415 B-24)	
Phil & Marilyn Jaworski (344 B-29)	Jarman Kennard (415 B-24)
Mr. & Mrs. Robert Krauss & Mother - Ploesti Historian (Excellent Display)	
Bob & Marian Ladislaw (OMS B-47)	Fred & Shirley Lanzel (415 B-24)
Rudy & Yvonne Lawson (343 B-24)	Roberts & Val Martin (345 B-24)
Robert & Alice Mennell (345 B-24)	
C. Phelps Merrell (345 B-24) and Cindy (Daughter) & Don Williams	
John & Lillian Murray (345 B-47)	Verne & Theresa Nesvacil (344 B-47)
Perry & Ritamarie Nuhn (344 B-47)	Stephen Ondeck (345 B-24)
Cory Orne (344 B-24)	Robert & Zoe Phillips (343 B-24)
Arthur Plouff (344 B-24)	Dennis Posey & Peggy Griggs (344 B-29)
Nathan & Dorothy Ragan (345 B-24)	Robert & Jane Ruprecht (A&E B-47)
Bob & Ruth Schrawger (344 B-47)	
Ken Scroggins & Jewel Beaman and Son Doug Scoggins (344 B-24)	
Alex & Marge Shranko (343 B-24)	
Bill Simons (345 B-24) and Daughters Lura Hayes & Suzanne Schmidt	
Phillip & Doris Tarpley (343 B-24)	Lee & Lois Taube (HQ B-29)
Joseph & Joan Tokar (345 B-24)	John & Kathryn Tokarczyk (343 B-24)
Clyde & Nancy Uber (344 B-24)	George & Becky Wysocki (344 B-29)
Gregory & Leah Zaccaria (344 B-29)	

98TH BOMB GROUP / WING MARCH AIR MUSEUM MEMORIAL TILE PROJECT

Leroy J. Taube, 98th Bomb Group / Wing Project Leader, reports that 185 tiles have been purchased by 98th Bomb Group / Wing Veterans Association members. In addition to the personnel buying tiles listed in the August 1998 Newsletter, the following people have purchased tiles since then:

Edwin D. Berninghausen - 343 B-29
Faith S. Bernotas
 Peter P. Bernotas - 415 B-24
Harley L. Burgess - 415 B-24
Davis C. Cochran - 415 B-24
Joseph J. Colasuonno - 343 B-24
Charles L. Gamble - 344 B-29
Arthur J. Gutman - 343 B-24
Paul R. Handwerker - 345 B-47
William M. Harris - FMS B-47
Arthur J. Harvey Jr.
 Harold W. Edmonds - 343 B-24
Arthur B. Jaquette - 415 B-24
Robert P. Ladislav - OMS B-47
Robert & Marian Ladislav
 Charles H. Estes - 415 B-24
Frederick L. Lanzel - 415 B-24
Floyd (Rudy) H. Lawson Jr.
 Floyd (Rudy) H. Lawson - 343 B-24
 Albert W. Long - 343 B-24
 William B. Baxter - 343 B-24
 Albert P. Coe - 343 B-24
 John S. Tokarczyk - 343 B-24
Roberts R. Martin - 345 B-24
Roberts Martin
 J. Peartree - 345 B-24
Robert C. Mennell - 345 B-24
John E. Murray - 345 B-47
Stephen Ondeck
 Eugene Shadle - 345 B-24
 Gordon T. Weir - 345 B-24
Robert S. Phillips - 343 B-24
Laura Hayes & Suzanne Schmidt
 William H. Simons - 345 B-24
Kenneth C. Scroggins - 344 B-24
John E. Stevens - 344 B-24
Phillip L. Tarpley - 343 B-24
Joseph P. Tokar - 345 B-24
Clyde S. Uber - 344 B-24

Many Thanks to Lee Taube for a job well done! Also, our thanks go out to Jim Evans, Jim Wirth and Jerry Custer for their work on this much needed project.



A TRIBUTE TO GEORGE BARONI - AUGUST 23, 1911 - FEBRUARY 9, 1998

By Arthur J. Harvey Jr. - 343 BS B-24

It was with mixed feelings of regret that I read in the May Newsletter of the homegoing of George Baroni. What struck me immediately was the brevity of the entry - one line. That seemed scant homage to pay to one who was held in such high regard by his fellow *Desert Rats*. When Stan Flentje replied that I should write a Tribute, my regret deepened because I didn't know the George of old and will not be able to elaborate properly on those days. I do know that George had been, as a *Desert Rat*, an armorer and an enlisted Bombardier in the 344th Bomb Squadron during the days when it had been commanded by (later) Colonel Kane. I know also that George was a *Gung Ho* soldier, an avid patriot, proud of his country, his service and his fellow airmen.

In the years after I got to know George - he joined the 98th Bomb Group Veterans Association at about the same time I did - in 1970 - he was an active booster of the 98th Bomb Group. While he and Lena were still living in Connecticut in 1975, he was assigned by then President John Fornwalt to write a history of the 98th Bomb Group. The first printing was ready in July of 1978 and was sold out by June of 1979. It then went into a second printing in October 1979 and today, it is a collector's item. Other Groups have published histories, some even engaging professional writers and / or editors, but none have caught the heartbeat of their organization in the way that George has.

From December 1977 through December 1980 and again from December 1982 through May 1989, George was Editor of the *Pyramidier*, our 98th Newsletter. In the year after he gave it up, it lost much of it's homespun appeal and has never regained the personal quality that made it so readable.

In 1989, George took a very active part, along with Bob Vickers, in planning for the B-24 Fiftieth Anniversary which was held in May of that year in Fort Worth, Texas.

Back in 1978, George and Lena hosted the 98th Annual Reunion in Albuquerque, New Mexico, to which they had moved from Connecticut. During his years of editing the Newsletter, George would invariably start by writing *Greetings from the Land of Enchantment*.

Because of his conviction that the *Desert Rats* (B-24 veterans of the 9th Air Force days in Palestine, Egypt, and Libya) needed a get-together at which they could discuss solely World War II Middle East Theater events, he organized and hosted five mini-Reunions (apart from, but not replacement for the general Reunions). In 1990 and 1992 they were held in Pueblo, Colorado. In 1993 one was held at Tucson, Arizona over the 1st of August to celebrate the 50th Anniversary of the Low-level Ploesti Raid. In 1994 and 1995, he hosted them in his own Land of Enchantment - Albuquerque. At the 1995 gathering, George informed us that he would not be able to plan and organize another, and indeed already, that year a major part of the burden had fallen on Lena due to George's failing health.

Now he has gone to join the many others of his brother Airmen who have gone before. George, we of the *Desert Rats* who remain, salute you! Goodbye, Old Comrade!

Congratulations, Joseph F. Catrambone

Joseph F. Catrambone, a former crew member on the B-29 *Beetle Bomber*, 344th Bomb Squadron, Yokota Air Base, Japan in 1951, has been elected to the post of Commander, American Legion Post #502, Moorpark, California. Below is a poem that Joseph wrote and read at the Memorial Day services this year in Moorpark.

The Wall - (Vietnam Memorial)

As I Knelt before and placed my hand on the stone
I felt and heard thousands of men groan.
Did we die in this forsaken place
So our living comrades could return home in disgrace?

This so-called war for which we died
Drained our strength and also our pride.
As we reached the front to enter the fight
A solemn voice kept saying this is not right.

As the days passed and turned into weeks
And the weeks turned into years
Fewer and fewer people saw no reason for tears.

As I look around, wounded and in great pain,
Little did we know that our fighting and dying would be in vain.
This was a war that could not be won.
We lie here dead knowing it should not have begun.

So when you visit and touch the wall
Say a little prayer and thank them all
For their fighting and dying in this undeclared war
Left many a mother, wife and child staring at an empty door.

A tribute to all my combat brothers!

***** WE NEED YOUR HELP!! *****

1. **Sylvia Kocian, 9140 Sycamore Drive, Hickory Hills, Illinois 60457** is searching for anyone who knew her brother, 1st Lt. Richard Roit, Navigator, 345 Bomb Squadron. Lt. Roit was killed on August 15, 1944 on a mission supporting the invasion of Southern France. If you knew Richard Roit or have pictures or documentation about him, please contact Sylvia.

2. **Jack D. Taylor, 730 South El Molino Avenue, Pasadena, California 91106**, is trying to track down Francis E. Weisler. Jack's father was Wallace Taylor, pilot of the *Vulgar Virgin* that was shot down on the Ploesti mission and Wallace Taylor was the only survivor. Francis E. Weisler was Wallace's co-pilot for a long time and Francis was the pilot of the *Baby* on the Ploesti mission. Anybody that knows the whereabouts of Francis E. Weisler or has any information about him, please get in touch with Jack.

3. **Keith Moran, 9th AF Historian, 604 South 9th Street, Watertown, Wisconsin 53094**, Telephone 920-261-8316 is working on a book dedicated to the Group and Squadron Commanders that were killed in action during WW II. He would like some biographical information on Major William C. Jones, Commander of the 345th Bomb Squadron. He is interested in documentation and pictures if available. Anyone having information and / or pictures of Major Jones, please get in touch with Keith.

4. **Rebecca Myers, Route 4 Box 1713, McAllen, Texas 78504** is seeking information and pictures of her uncle Turner Johnson. He was a gunner on Edward McGuire's crew on the low level Ploesti mission, aircraft 42-40502-M *Yen-Tu*. Yen-Tu was shot down and crashed on the target killing seven of the crew including Turner Johnson. Anyone who knew Turner Johnson or has documentation and/or pictures, please get in touch with Rebecca.

5. **Your Editor really needs your help!** I need articles by you on your experiences for publication in your Newsletter. The Newsletter is your publication and if you want to see your name in print, please send me your articles. Don't worry about the format or spelling. I will edit them and make sure you get credit for the article. Let's hear from you soon!

MEDALS TO WHICH YOU ARE ENTITLED

Military Magazine - MGySgt. Earl MacPherson - USMCR (Ret)

American Commemorative Medal - Any soldier, sailor, Marine, Coast Guardsman or airman on active or reserve duty during any period between 1946 and 1989, when the Soviet Union collapsed, is eligible for this medal.

The symbolism on the face of the medal is apparent, with a portion of the Berlin Wall on one side, and Asiatic edifice on the other side, and our American Flag flying in the center over both. On the reverse of the medal is the phrase *Guardians of Freedom*.

The medal may be purchased from U.S. Military Specialties, PO Box 67654, Topeka, KS 66667-0654, or Pieces of History, PO Box 4470, Cave Creek, AZ 85331. The regulation sized medal together with a ribbon bar is \$30.00 plus \$3.75 postage and handling.

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
- 1997 Branson & 1998 Cleveland Reunion Pins \$3.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

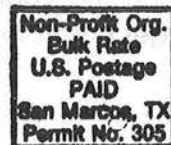
**Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323-1031**

***** REUNION INFORMATION *****

1999	Spokane, Washington	The Ridpath Hotel	07 - 11 September
2000	Philadelphia, Penn.	Undecided	Undecided
2001	Tucson, Arizona	Undecided	Undecided
2002	Dayton, Ohio	Undecided	Undecided

**The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Service Requested**

*'Black Jack'
Dad's plane*



SUZANNE D. SCHMIDT
465 HARBOR WAY
ANN ARBOR MI 48103-6666

***** AUGUST 1998 *****

THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE PRESIDENT'S CORNER



To bring you up to date, I have been really busy with 98th things, i.e. Reunions, Tile program at March Field Museum, finances with Stan, who is absolutely superior in doing our Secretary/Treasurer functions. Lee Taube, Jim Evans and Jim Wirth have done, in my opinion, a great job with the Tile program and a wall display. Please remember 30 June is the deadline for tile participation! Thinking of dates, be sure and get your reservation to the Sheraton Hotel in downtown Cleveland NLT 14 August, which is the cut off day for guaranteed reservations. Phil and Marilyn Jaworski have done great work at finalizing arrangements at Cleveland. Be sure to check specific dates, times, and money requirements elsewhere in the Newsletter. Remember the AIR SHOW is going to be something to see!!! Those of you interested in a golf game, please let Perry Nuhn know of your desires. Advisory Board (Flight Leaders), please get out and get all eligible members to join us ASAP, and remember to make your relatives Honorary and/or Associate 98th Members, depending on their eligibility. The 98th ARS - KC-135T's - is deactivating, sure a shame. We need to have the 98th as an active unit in our Air Force. No other unit has been as active! Please contact me if you have any suggestions.

God Bless You All - Jerry

PS: A model of a B-24 is being placed at the Air Force Academy!!

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
DENNIS POSEY	Reunion Coordinator	1-770-971-3972
JOHN FORNWALT	Past President	1-717-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-937-864-7823
HERB HARPER	Historian	1-423-336-2768

FLIGHT OVER PLOESTI - PART 1

By Andy Opsata

Although I didn't know it at the time, my trip to Ploesti started in England in June of 1943. We had just arrived in England and were assigned to the 93rd Bomb Group at Hardwick where we flew practice missions at low level, using the airbase as our simulated target. All of the pilots took to this type of flying with lots of enthusiasm and it was great fun. We terrorized the livestock in East Anglia for days and I'm certain that milk and egg production must have taken a precipitous drop.

Soon, though, my crew was given a new B-24, fresh from the states and transferred to the 389th at Hethel. Our airplane was taken from a crew who flew it from the states, just as our B-17 was taken from us upon landing in Scotland.

There was wild speculation as to what our mission was to be as a result of our low level flying but I don't recall hearing anyone guess about the oil fields of Rumania. My favorite guess was the hydroelectric dams in Germany.

We no sooner arrived at the 389th when baggage racks were installed in the bomb bay, then spare parts and everything to maintain our airplanes was loaded in. This told us we would not be going to an established airbase. But where? A new round of rumors.

Orders came for us to leave on the evening of the first of July 1943. We went to Portreath on the southwest coast of England to spend the night. Only the next morning were we told that the next leg of the trip would take us to Oran, Algeria. That was a 9 1/2 hour flight through the strait of Gibraltar where I saw my first flak. It was fired a little in front of us and I never knew from which shore it came, Gibraltar or Morocco. The next morning we took off for our final destination, Benghazi, Libya. At our briefing before departure, we were told that there should be some sort of landing spot for us near Benghazi but no one knew for sure where it was.

We left Oran without breakfast because there was no food facility for so many of us - I guess about 900 men including our ground personnel. We waited in a large hall filled with tables and chairs but when we found out that no food was available, we just left. So much for logistical planning in WW II.

After 9 hours of flying over seemingly endless desert, roasting under a brassy African sun, we came to Benghazi and located a couple of graders leveling off the desert. We landed and found that this was our new base. We acted as the control tower for the rest of our group as they arrived. Soon we had about 30 B-24s scattered around a runway which was only a strip of dirt in the desert. Outside of a mess tent, there was absolutely nothing else there. We pitched tents, set up cots, and settled in for the night.

The food was all canned rations and water was trucked in from a well nearby then hung in rubberized lister bags in the 120 degree sun after being laced with a liberal amount of chlorine. Your helmet was your sink/bath combination and food was eaten out of an aluminum mess kit. We washed our own eating utensils in three barrels of hot water outside the eating area. The first barrel was soapy and the other two were to rinse with. After a few washings, they all looked the same - full of food bits, soap and grease. If you ate last, the odds were that your dish was cleaner before you dunked it in the water.

We must have arrived during the height of a locust infection for there were millions of them. They quickly took refuge in the shade of our airplanes and all of our tents. To me they were just a giant grasshopper about 4 to 5 inches long.

Scorpions were also sharing their habitat with us and didn't bother us much. Just as long as we checked our shoes before putting them on in the morning, they caused no trouble. There were also swarms of flies everywhere. I don't know what any of those insects liked around there for it all looked most hostile as a place to exist.

The desert was not really sand but crumbly dirt, rocks, and dust. Dust was a real problem when trying to get a group of airplanes airborne in a hurry. We had to wait between takeoffs for the

dust to clear in order to see down the takeoff strip. For a while we hurried the process some by taking three B-24s off at once in formation but that was somewhat dangerous so it was stopped. Landing was tricky in the afternoons when the desert winds whipped up the dust several thousand feet high, making conditions similar to a deck of clouds only brown in color.

Being assigned to the 389th as a replacement crew kept us from flying a mission until all regular crews had flown at least once. The 389th went through their training as a group so this was only natural. Many of the pilots were classmates of mine so I felt comfortable being in their group. By now I had been in the Air Corps, as we called it then, for 2 years and was accustomed to being moved to new surroundings where I didn't know anyone.

On July 16th, I flew my first combat mission to Bari, Italy. Our CO Phil Ardery, asked me if I knew about formation flying and high altitude. I assured him I did although I had never flown any formation in a B-24, nor was I trained in high altitude flying. My only formation flying was a few hours in flying school - likely less than 10 hours total. I came all this way to fly in this war and I wasn't going to let technicalities stand in my way. Three days later, we flew to Rome and did just fine since opposition was very light. This was to change soon.

I developed some severe intestinal problems, just as many others had, and was sent to a field hospital. I don't remember that they did anything for me. I just lay in a big tent for a few days and gradually got better. I had lost a lot of weight and was a bit shaky when a truck came by with my crew and took us to the 98th Bomb Group where they had an airplane that needed a crew.

The airplane assigned to us was quite a shock to see. It was no doubt the oldest B-24 in the middle east, or anywhere else. It was desert pink in color in contrast to the olive green of the 389th airplanes and looked somewhat the worse for wear. Many of the systems that make it fly were different from all the B-24s I had flown. This fact was to nearly be our undoing a few days later, as I will explain. Another indication of *The Stingers* age was the fact that it had already flown 53 missions at this stage of the war when there were only two B-24 Bomb Groups in this part of the world.

The 98th and the 376th were the 9th Air Force. These, with the 44th, 93rd, and the 389th, made up of all the B-24s in Europe and the Middle East. We were going to bet this bunch of airplanes and crews, all we had, on a one day mission without any fighter support, so deep in Rumania there was serious doubt that we could carry enough fuel to even go that far and return - about 2,500 miles round trip.

We were told what our target was a couple of days ahead of time and studied mockups, relief maps, and photos. I was only able to fly one practice mission in *The Stinger* on July 29th. then the next two days were spent getting the airplanes in the best mechanical condition possible and giving the crews time to study the target information - and sweat. We were told that this target was so important to the war that if we could destroy it, losses of from 50% up to 100% would be acceptable. This did worry me somewhat but I had not yet experienced enough combat flying to really let that prospect bother me too much. At least we were spared some of the concerns that would come some weeks later flying over Germany at temperatures down to 60 degrees below zero and all the problems that causes to the crew and to the airplane. The German Air Force defended their country ferociously and never failed to press their attack until running out of gas or ammunition.

End of Part 1

Editors Note: Andrew Opsata and his crew were from the 389th Bomb Group. However they flew a 98th Bomb Group aircraft *The Stinger* - 41-11817-H in Wave #2 Ship #9 in Operation Tidal Wave, the low-level raid on Ploesti, Romania. Andy's crew were: Andrew Opsata - Pilot, Louis Quaglino - Copilot, Donald Dicosol - Bombardier, Howard Lalonde - Navigator, Charles Quinlan - Waist Gunner, John Oakes - Waist Gunner, William Pimm - Tail Gunner, Paul Nicholson - Top Turret Gunner & Flight Engineer, John Gormey - Gunner, Raymond Thomas - Gunner.

Part II will be in the November 1998 Newsletter.

***** 98TH BOMB GROUP/WING *****
VETERANS ASSOCIATION 1998 REUNION
CLEVELAND, OHIO 4 - 8 SEPTEMBER 1998

The Cleveland Reunion is close at hand. Have YOU made YOUR reservations? If not, hurry and do so! Imagine - We will be located at the heart of Downtown CLEVELAND, within walking distance of many of the major attractions, such as:

- + Rock and Roll Hall of Fame
- + Great Lakes Science Center
- + Cleveland Indians Stadium (THE JAKE)
- + Cleveland Browns are returning to their new stadium, which is nearby.

We will be there during the historic CLEVELAND AIR SHOW which will attract a half million spectators. Do you realize that the 98th has Front Row Seats for the longest running and possibly the most exciting Air Show in the country? I, for one, can hardly wait! I do hope all of you will join me for this years unprecedented Reunion.

Some have expressed concern that the cost is higher than we have paid in the past. We must realize that we are going to the center of a major city, and at prime time, with Front Row Seats to a Major Event. It will be worth every penny.

***** SO COME JOIN US !!!! *****
JERRY

Florida Historical Society President Dr. Bill Coker Meets Queen Sofia of Spain !

Dr. Bill Coker, President of the Florida Historical Society, met Queen Sofia of Spain on March 9, 1998 while in Madrid, Spain. Dr. Coker presented the monarch with a copy of his prize-winning book, *Indian Traders of the Southeastern Spanish Borderlands: Panton, Leslie & Co. and John Forbes & Co.* He coauthored this work with Thomas D. Watson. Dr. Coker was presented to the Queen by Maria Davis, the Honorary Spanish Vice Consul for Pensacola. Queen Sofia also received fifteen other members of a special delegation from Pensacola. The delegation was part of an initial exchange between the Florida city and Spain as both parties prepare for the upcoming Tri-centennial celebration of the founding of the city. Ceremonies will be held on November 17, 1998. The Spanish Naval Academy training ship, *El Cano*, will visit Pensacola in June. In addition to the Monarch, Dr. Coker also met the Duke of Veragua, Cristobal Colon, a direct descendent of Christopher Columbus. He also had an opportunity to meet Francisco Luna, a descendent of Tristan de Luna, who established the first settlement at Pensacola in 1559.

(Dr. William S. Coker was a Radio Operator, 343rd Bomb Squadron, B-24s)

48th Annual Reunion of the 98th in 98 - Cleveland, Ohio Schedule of Events

Friday, September 4 - Early Birds

Hospitality Room opens at 12:00 Noon - Stays open to Midnight.

Bus departs at 4:30PM - 1 hour Tour of Cleveland & Dinner at the 100th Bomb Group.

Return by 8:30PM (Extra Cost Activity)

Saturday, September 5 - Early Birds

Hospitality Room opens at 12:00 Noon - Stays open to Midnight.

Bus departs at 10:30AM - Lunch at The Stables, Canton, Ohio & Tour of the National Football League Hall of Fame - Return at 5:00PM (Extra Cost Activity)

Golf Outing will be scheduled if there is enough interest. If interested, contact Perry Nuhn - Telephone 561-546-1401 or write to Perry at 9067 SE Star Island Way, Hobe Sound, FL 33455-3129 (Extra Cost Activity)

Sunday, September 6

Hospitality Room opens at 8:00AM - Stays open to Midnight.

Registration - 9:00AM to 5:00PM

Open Bar Cocktail Party with Hors D'oeuvres - 5:30PM to 7:00PM

Monday, September 7 (Labor Day)

Hospitality Room opens at 8:00AM - Stays open to Midnight.

Advisory Board Meeting - 8:00AM to 9:00AM

Bus is a continual shuttle for the Cleveland Air Show - 10:00AM to 6:00PM

Cleveland Air Show starts at 12:00 Noon and last till 4:30PM (Extra Cost Activity)

Tuesday, September 8

Hospitality Room opens at 8:00AM - Stays open to Midnight.

General Business Meeting - 9:00AM to 11:00AM

Ladies Program during General Business Meeting will be announced later.

Pictures Taken 5:00PM to 6:30PM

Open Bar 6:00PM to 7:00PM

Dinner Banquet 7:00PM to ??

Sheraton City Centre Hotel Reservations must be made by August 14 - After that, discounted rate cannot be given!

The discounted rate is \$89.00 per night + \$10.00 parking fee.

Call 1-800-321-1090 or 216-771-7600 and state "98th Bomb Group"

Continental Airlines is offering 10% discount - Ask your travel agent for Code ODX14T

Sheraton Cleveland City Centre Hotel

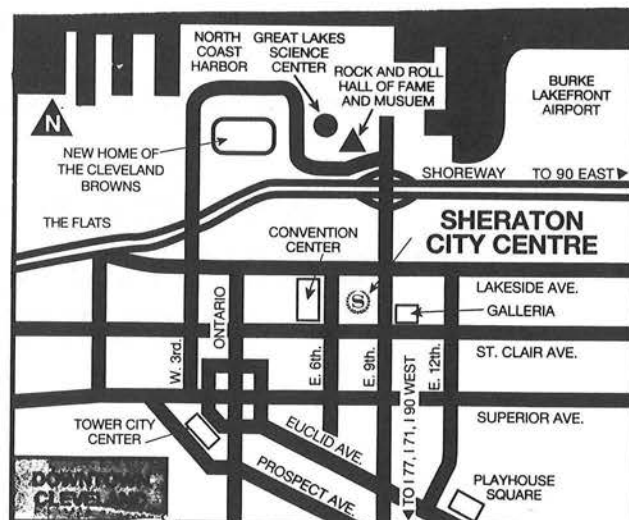
777 St. Clair Avenue

Cleveland, Ohio 44114

Telephone: 1-800-321-1090

or 1-216-771-7600

FAX: 1-216-771-5129



98th BOMB GROUP VETERANS ASSOCIATION 1998 REUNION - CLEVELAND, OHIO

Please use this form to reserve your place at the 98th Bomb Group/Wing Reunion in Cleveland, Ohio September 4 - 8, 1998. Registration Fee is \$60.00 per person. Please enter names as you want them on your nametags.

LAST NAME _____ FIRST NAME _____

SPOUSE/GUEST NAME _____

ADDRESS _____

SQUADRON _____ AIRCRAFT _____

REGISTRATION FEE - \$60.00 X _____ PERSONS = \$ _____

EXTRA COST ACTIVITIES

Sep. 4 - Bus Tour & Dinner \$36.00 X _____ PERSONS = \$ _____

Sep. 5 - NFL Hall of Fame \$26.00 X _____ PERSONS = \$ _____

Sep. 7 - Cleveland Air Show \$18.00 X _____ PERSONS = \$ _____

TOTAL AMOUNT PAID = \$ _____

Make checks payable to **98th Bomb Group Veterans Association**
Mail to **310 Sunnywood Lane**
San Marcos, TX 78666-8914.

**WE LOOK FORWARD TO
SEEING YOU IN CLEVELAND
IN SEPTEMBER!!!**

98th Bomb Group / Wing Veterans Association

***** CHANGE OF ADDRESS *****

Name	Address	City & State	Zip Code	Unit	A/C
Levi W. Badger	1868 Trestle Road	Danville, VT	05828-9877	344	B-24
Kenneth F. Cravens	2567 East Sunset Drive	Layton, UT	84040-	345	B-29
Julian T. Darlington	177 N. Highland Street #806	Memphis, TN	38111-4755	343	B-24
William F. Dawson	15 South Pine Street #300	Mount Prospect, IL	60056-3146	343	B-29
Charles E. Dean	P.O. Box 3883	San Bernardino, CA	92413-3883	ARS	KC-97
George M. Delisle	67 Perry Street #117	Putnam, CT	06260-2222	343	B-24
Thomas J. Dragner	71 Greenhaven Drive	Port Jefferson Sta., NY	11776-2809	344	B-24
Clyde G. Glasgow	154 Zoo Road N	Roanoke Rapids, NC	27870-9526	344	B-24
John P. Gwin	P.O. Box 76753	Atlanta, GA	30358-	ARS	KC-97
Mrs. Eilene Hammond (H)	4425 South 441 #52	Okeechobee, FL	34974-6281	343	B-24
Arthur J. Harvey Jr.	P.O. Box 190 Hillcrest Apt. 404	Honeybrook, PA	19344-0190	343	B-24
Robert G. Hathcock	3015 Country Club Drive	Lynn Haven, FL	32444-5111	344	B-47
James D. Jelley	623 Jelley Road	Howe, TX	75459-9724	343	B-47
John J. Lamkin	P.O. Box 93	Tillamook, OR	97141-0093	344	B-47
Clifford B. Lee	9716 East Tranquility Way	Sun Lakes, AZ	85248-	345	B-24
John D. Masters	1600 Cole Road	Festus, MO	63028-4268	345	B-24
Everett H. Metcalf Jr.	2500 E Las Olas Blvd. Apt. 608	Ft. Lauderdale, FL	33301-1585	344	B-24
Kathy Noble (A)	1310 East 6th Street	Sheldon, IA	51201-	344	B-24
Raymond H. Palmer	11216 125th Street E #74	Puyallup, WA	98374-	343	B-47
William V. Pitt	P.O. Box 8	Port Isabel, TX	78578-0008	344	B-24
Robert W. Schneck	80594 Royal Dornoch	Indio, CA	92201-	345	B-47
Lyle O. Sewell	35006 Dale Avenue	Zephyrhills, FL	33541-2107	344	B-24
Clifford W. Shewan	1303 Continental Avenue	Melbourne, FL	32940-6704	345	B-24
Arthur D. Steele	11422 Ridge Drive	Blair, NE	68008-6258	345	B-29
Charles A. Stone	17728 Riverwood	Little Falls, MN	56345-	343	B-47
Harold A. Turner	7542 Bipe Lane	Orlando, FL	32822-5573	343	B-24
Clyde S. Uber	339 East Jamestown Road	Greenville, PA	16125-9206	344	B-24
Richard T. Walsh	970 Windsong Way	Vero Beach, FL	32963-2543	HQ	B-29
Mrs. George T. Weston (H)	2187 Sebastian Road	Fredericksburg, VA	22405-5737	345	B-24
% Masters					
Wilson C. Whitaker	P.O. Box 2284	Cashiers, NC	28717-2284	343	B-29
William F. Worthington	3734 Ernest Loftin Road	Ayden, NC	28513-	345	B-24

A - Associate
H - Honorary

+++++ NEW & RETURNING MEMBERS +++++

Name	Address	City & State	Zip Code	Unit	A/C
Mrs. Marge Brown (H)	1386 58th Street	Sacramento, CA	95819-4233	345	B-24
Mrs. Marguerite Clemens (H)	23811 Majestic Street	Oak Park, MI	48237-	415	B-24
John A. Fyffe	200 Hollythicket	Stevensville, MD	21666-	415	B-24
Paul H. Grimm	1764 Park Street Extension	Jamestown, NY	14701-	345	B-29
Mrs. Libby Kalmon (H)	1815 Coventry Lane	Oklahoma City, OK	73120-4703	343	B-24
Joseph Kneck (A)	8095 John Henry Drive	Burleson, TX	76208-	343	B-24
Georgann Mantor-Jordan (A)	P.O. Box 799003 LB 200	Dallas, TX	75379-	345	B-29
Carl F. Martens	3347 Kuykendall Place	San Jose, CA	95148-2738		B-24
William F. Murray	710 Chaparral	Abilene, TX	79605-	345	B-29
Andrew W. Opsata (H)	627 South Decatur	Olympia, WA	98502-	389BG	B-24
Jack H. Palmer	1915 Johnson Ranch Drive	Roseville, CA	95661-3723		B-24
Mrs. Gloria M. Sargologos	10303 Walnut Bend Drive	Austin, TX	78753-4030	344	B-47
Lloyd E. Selzer	1415 Erin Lane	Waukesha, WI	53188-4969	A&E	B-47
Jeff Shiver (A)	3427 Putnam Street	West Lafayette, IN	47906-	344	B-24
Mrs. Barbara B. Sweeney (H)	3043 Round Table Court	Naples, FL	34112-3635	345	B-24
Joseph Tokar	525 Purdy Avenue	Placentia, CA	92870-	345	B-29

(A) - Associate
(H) - Honorary

98th Bomb Group / Wing Veterans Association

***** DEPARTED COMRADES *****

Name	Address	City & State	Zip Code	A/C	DOD
Clyde E. Brown	1386 58th Street	Sacramento, CA	95819-4233	B-24	04 Jun 98
Morris R. Clemens	23811 Majestic Street	Oak Park, MI	48237-	B-24	13 May 98
Dr. Edmond H. Kalmon Jr.	1815 Coventry Lane	Oklahoma City, OK	73120-4703	B-24	24 Jul 97
Merlin W. Miller	66 Floridana Road	DeBary, FL	32713-	B-47	1995
John D. Newsom				B-24	01 Jan 97
Nicholas Sargologos Jr.	10303 Walnut Bend Dr.	Austin, TX	78753-4030	B-47	05 Jun 98
Norman E. Shaw	1103 Parc Drive	Papillion, NE	68046-2945	B-29	30 Apr 98
Dale L. Sweeney	3043 Round Table Ct.	Naples, FL	34112-3635	B-24	03 Jun 98
Frederick E. Vowinkle	105 Gardner Avenue	New London, CT	06320-4354	B-24	Nov 97

Please make the following corrections to your 1998 Roster.

Name	Address	City & State	Zip Code	A/C	Sqd.
1. Richard F. Baldwin	11661 E. Lenher Scherin Trail	Tucson, AZ	85749-9763	B-29	343
	Richard was left off the appropriate B-29 Roster.				
2. Jack T. Grieves	P.O. Box 77	Amenia, ND	58004-0077	B-47	344
	Jack was listed in the ARS KC-97 list instead of the correct B-47 list.				
3. Jimmy E. Lowe	112 Shields Lane	Blytheville, AR	72315-6109	KC-97	ARS
	Jimmy was listed as Larry in the KC-97 Roster				
4. Robert B. McClain	14135 Buffalo Place	Hughesville, MD	20637-2049	B-29	345
	Robert was listed in the ARS KC-97 active list.				
4. Ruben S. Ostby	10704 Downing Street	Northglenn, CO	80233-3506	B-47	A&E
	Ruben's name was misspelled.				
5. William H. Randall	304 Buckingham Place	Palm Harbor, FL	34684-3303	B-24	415
	William should be listed as a Bombardier (B).				
6. Harold E. Robinson Sr.	304 West Avenue C	Newberry, MI	49868-1614	B-24	345
	Harold is also listed in the B-24 344 list. please delete him from the 344 list.				
7. B. Jack Rounds	100 Robin Road	Athens, GA	30605-	B-29	344
	Jack was listed in the wrong squadron - his position was ECM.				
8. Richard H. Weir	12464 Montanya Drive	Valley Center, CA	92082-5069	B-29	344
	Richard was listed in the B-47 Roster instead of the correct B-29 Roster				
9. Joseph A. Winner	8407 Rocky Mount Road	Baltimore, MD	21237-1823	B-29	345
	Joseph was left off the appropriate B-29 Roster				
10. Stephen C. Wojciechowski	5061 NW State Road 116	Markle, IN	46770-	B-29	343
	Stephen's name was misspelled.				

Please file this page with your 1998 Roster to keep everything together!!

NOTE!! - IF YOU HAVE NOT PAID YOUR 1999 DUES, THIS COULD BE YOUR LAST NEWSLETTER!!

98TH BOMB WING / GROUP MARCH AIR MUSEUM MEMORIAL TILES PROJECT

Leroy J. Taube, 98th Bomb Group Project Leader, reports that 121 tiles have been purchased by 98th Bomb Group Veterans Association members. Members buying tiles are:

Darrel L. Abernathy - 345 B-29	John D. Aden - 344 B-47
Merle L. Albritton - 345 B-24	Edwin L. Bailey - 345 B-29
Lena C. Baroni (George B. Baroni) - 344 B-24	Martha H. Behr (Thomas S. Behr) - 344 B-24
David S. Bennett Jr. - 343 B-24	Cameron B. Benson - 344 B-29
Bill J. Bergan - 415 B-24	Nephi Berkenpas - HQ B-47
George E. Bierwirth - 345 B-29	Thomas W. Boles - 345 B-47
Eileen M. Buseski (Leon A. Buseski) - 344 B-24	Michael R. Coffey - 415 B-24
Thomas C. Cock (Lt. Tom Cock) - 344 B-24	Rose Marie Connors (Raymond B. Connors) - 343 B-24
Richard D. Courtney - 344 B-47	Gerald B. Custer - 344 B-47
Julian T. Darlington - 343 B-24	Monta Jack Davis - HQ B-47
William F. Dawson - 343 B-29	Charles E. Dean - ARS KC-97
Charles A. Dever - 344 B-24	Alice Dunham (George W. Dunham) - 343 B-29
Helen Ecelbarger (Paul R. Ecelbarger) - 345 B29	James H. Evans - 345 B-24
Stanley K. Flentje - 344 B-47	Gordon Flourney - 344 B-24
John A. Fornwalt - 415 B-24	William H. Fowler - 344 B-24
Joseph G. Gamble - 344 B-24	Allen B. Gaston - 344 B-24
Claire E. Galinas (Richard J. Galinas) - 344 B-29	Floyd J. Geiger - 343 B-29
William G. Gillespie - HQ B-29	Bill M. Hadley (Gilbert Hadley) - 344 B-24
(William G. Gillespie & Max Rogers)	Herbert C. Harper - 345 B-29
William J. Hauck - 345 B-29	Robert L. Heape - 343 B-24
Wayne A. Hembree - 345 B-29	(Robert L. Heape) & (Pop Hood)
Dorothy B. Howey (Walter P. Howey) - 345 B-24	Minor H. Johnson Jr. - 345 B-29
Clifford C. Kunkel - 343 B-29	William J. Lizut - 344 B-24
Edward J. Ludwig - 345 B-29	Paul T. Luttrell - 345 B-47
Paul A. Lyon - 343 B-24	Anna S. McCartney (George R. McCartney) - 343 B-24
Richard M. McHugh - 343 B-29	Sandra McLaughlin (Albert Mc. Laughlin) - 344 B-24
C. Phelps Merrell - 345 B-24	John M. Meteyer - A&E B-47
Irving Meyer - 415 B-24	Lewis F. Miller - FMS B-29
Shirley M. Miner (Kay J. Miner) - 343 B-29	Morgan Nelson - HQ B-24
Mrs. May Nuttall (Robert J. Nuttall) - 344 B-29	John A. Owens - 345 B-47
David B. Osborne - 345 B-24	Anthony F. Palace - 345 B-24
Mariyn H. Phillips (Joseph Phillips) 343 B-24	Robert S. Phillips - 343 B-24
Edwin W. Pollard Jr. - 344 B-24	B. O. Richey - 245 B-24
Joseph B. Rifkin - 345 B-24	David Rinzler - 345 B-24
William H. Roe - 345 B-24	William G. Scavone - 343 B-24
Alfred L. Schimmoeller - 415 B-24	Charles Schleining - A&E B-47
Robert T. Schrawger - 344 B-47	Billy R. Seals - 345 B-47
Robert S. Schultz - 415 B-24	Mrs. R. L. Short'Arline (Robert L. Short) - 415 B-24
Norman K. Simcoe - HQ B-29	Marjorie I. Smith (Arnold H. Smith) - 345 B-24
Robert W. Sternfels - 345 B-24	Donald F. Swanson - 345 B-24 & (Joel Hudgins)
Dale L. Sweeney - 345 B-24	Leroy J. Taube - HQ B-29
Alexandro M. Tejada - 415 B-24	Ralph P. Thompson - 345 B-24
John Timar - 343 B-24	William C. Tomerlin Jr. - 344 B-24
Clare Trabun (Samuel J. Trabun) - 344 B-47	William E. Treichler - 345 B-24
Troy L. Trexler - 344 B-29	Dorothy J. Watson (Jack D. Watson) - ARS KC-97
Theodore L. Weber - 345 B-24	Robert L. Whitcomb - 343 B-29
Warren P. White - 345 B-24	Edward J. Wiertal - 345 B-24
James W. Wirth - 344 B-47	David G. Wood - 415 B-24
George I. Wysocki - 344 B-29	
Jack D. Taylor - Crew of the <i>Vulgar Virgin</i> shot down 1 August 1943 - Ploesti, Rumania	Mrs. Myrle Necrason - HQ B-29
(Wallace Taylor - POW)	5 Tiles - General Conrad F. Necrason
(Robert Austin - KIA)	5 Tiles - 98th Bomb Group / Wing use
(Louis Kaiser - KIA)	Berge Starheim - 343 B-24
(Donald Duchene - KIA)	(Berge Starheim)
(Arthur Van Kleeck - KIA)	(Marcus Love)
(Paul Packer - KIA)	(Irwin Nelson)
(Jack Wood - KIA)	(Leroy Gubler)
(Ralph Robbins - KIA)	
(Gerald Rabb - KIA)	
(Alfred Turgeon - KIA)	

***** FOR YOUR INFORMATION!! *****

1. The 98th Bomb Group Veterans Association is on the Internet, thanks to Herb Harper and his son Keith. Our address is: <http://members.aol.com/bombgrp98/index.html>
Herb reports that we have had about 600 hits on the Web Site since we have been on-line.
2. Extra 1998 **98th Bomb Group Veterans Association Rosters** are available for \$4.00 each including postage. If you want an extra one, make the check out to 98th Bomb Group Veterans Association and mail to Stan Flentje, 310 Sunnywood Lane, San Marcos, TX 78666-8914.
3. Extra **Force for Freedom - 98th Bomb Group/Wing Veterans Association Branson Reunion color books** are available for \$16.00 each including postage. If you want an one, make the check out to 98th Bomb Group Veterans Association and mail to Stan Flentje, 310 Sunnywood Lane, San Marcos, TX 78666-8914.
4. **Confederate Air Force AIRSHO 98** will be held October 3 - 4, 1998 at the Midland International Airport located between Midland and Odessa, Texas. The show will feature:
* The CAF's Historic Fleet of World War II Aircraft ! * Gene Soucy's One-of-a-kind "Showcat" with Wingwalker Teresa Stokes ! * Jan Collmer and the Fina Special Extra 300 !
* Les Shockley and the Shockwave Triple Engine Jet Truck !
5. **Kinko's Copy Center** here in San Marcos has a laser copier that makes terrific copies of black & white or color photographs. The cost here is very reasonable (\$.98 per copy either B&W / Color). The copy quality is as good as a photo, and the price is right. I am sure all of you have a Kinko's some where near you or another copy center with the same equipment.
6. **Bronze B-24 Dedication at the United States Air Force Academy** will be September 25, 1998 in the Honor Court of the Air Force Academy, Colorado Springs, Colorado. Following dedication, a reception and luncheon at the Air Force Academy and a banquet at the Radisson North is planned. For more information contact: Neal E. Sorenson, B-24 Groups Memorial Inc., 132 Peninsula Drive, Medicine Lake, MN 55441-4112, Telephone (612) 545-2698.
7. **Wilson Chapman, 4539 Pepperwood Avenue, Long Beach, CA 90808** [Pilot - 415 BS] has written a book called *Booster McKeester and Other Expendables* about his experiences with the 98th Bomb Group in the Middle East in 1942-43. For an autographed copy, send \$15.00 (includes S&H) to Wilson. It sounds like a really good book. Get your copy today.

***** WE NEED YOUR HELP ! *****

1. **Mark Adamic, 627 West Jefferson Street, Joliet, IL 60435-730**, Aviation Artist and Historian, recently had the honor to purchase a group of medals, wings, and paperwork of a deceased member of the 98th Bomb Group, William T. Vath. He does know that Lt. Vath was a bombardier with the 343 Bomb Squadron flying 50 missions from 05 Jun 44 to 15 Sep 44. Mark is trying to find any information about the crew Lt. Vath was on, any aircraft flown (Serial numbers, nose art, etc.), and if anyone one has any photos of Lt. Vath, his crew or aircraft, and would be willing to have a copy made for him. Mark puts on displays of his collection at Air Shows, Veterans events, etc. and the above information / pictures would be a tremendous help.
2. **Georgann Mantor-Jordan, P.O. Box 799003 LB200, Dallas, TX 75379** is looking for information, pictures, or people that knew her brother Philip W. Mantor. Philip was a member of the 345th Bomb Squadron - B-29s - and was killed in an aircraft accident in the 345th. If any of you knew Philip or have documents or pictures, please get in touch with Georgann.
3. **William R. Hobbs, 2 The Marr, Camden Street, London NW1 0HE, England** is an English historian who is very interested in the low-level Ploesti raid 01 August 1943. He would like to correspond with crew members who flew that mission. If you were a crew member on the Black Sunday mission, drop William a note.
4. **Wojciech Krajewski, Ul. Kukulki 3, 02-807 Warsaw, Poland** is an Aviation Archaeologist. He and his friends do excavations of crash sites of aircraft from World War II. There are dozens of crash sites of US aircraft in South Poland. The group would like to be able to document their reports

of their excavations with aircraft serial numbers, crew members, etc. I have sent him a list of the missions that the 98th flew and also the cumulative losses for each month but I do not have the information that he would like to have. If any of you were shot down over Poland or know of any of the 98th aircraft that were lost over Poland, please write to Wojciech. He writes English very well and you will have no trouble communicating with him.

5. **Jaromir Kohout, Tesinska 3, 312 00 Pizen, CZ Czechoslovakia** is an Assistant Director of an aviation Museum in Czechoslovakia. They do crash site excavations and are interested in the crew members who were on board these aircraft. They know of three 98th aircraft crash sites now. B-24J - 42-73138 Pilot Lt. George M. Goddard Jr. - Only RO T/Sgt. Raymond Noury got out.

(He sent pictures of this crash site.)

B-24D - 42-40662 *Black Magic* - Pilot Lt. Donald E. Malas - Whole crew got out.

B-24J Pilot Lt. Howard S. Robinson. (He sent a picture of this crash site.)

They would like to contact any of the surviving members of these crews and any other crews that were shot down over Czechoslovakia. Please write to Jaromir, you will have no trouble communicating. The first bomber shot down over Czechoslovakia was a B-24 from the 98th.

6. **Lou & Christy Mahmood, 3 Floral Heights, Newton, CT 06470** are looking for anyone who knew Christy's father, David Hillman. David was a bombardier in the 415, B-24s in 1942-3. Lou and Christy are trying to build a book of what David did in World War II for their children. If anyone has copies of orders, pictures, or just knew David, please get in touch with them. Their e-mail address is: mahm@erols.com.

7. **Herb Harper, 3290 No Pone Road, Georgetown, TN 37336** was thumbing through a book in a shop and saw a picture of a 98th B-24 in desert pink but with Italian markings on the tail. The short caption said that it had inadvertently landed at Pachino. The name on the aircraft was *Blond Bomber II* serial number 41-23659. According to our records (Herb's our Historian), that airplane went MIA on 20 Mar 1943 after a raid on Naples. Can any of you help Herb out with the whole story of this?

8. **Wes Nelson** recently found a picture of the nose section (on wheels) of *Hail Columbia*, Colonel Kane's D model that he flew 1 Aug 43 to Ploesti. It is a color picture with a young lady with the top part of her clothing missing posing beside it. Does anybody know where this picture was taken and when and what is the story behind the picture? Any information you have about this, please pass it to Herb Harper.

+++++ First Meeting - B-47 Stratojet Association +++++

The first meeting of the newly organized B-47 Stratojet Association was held at the Embassy Suites Hotel in Omaha, Nebraska on May 21 - 24, 1998. The first meeting was a resounding success with over 200 people in attendance and representatives from practically all of the 30 Bomb Wings that the Strategic Air Command had equipped with B-47s at one time. President Alex Alexander and all the officers really went all out to plan and execute a terrific first meeting and get the organization off to a flying start. Some of the speakers at the meeting were: *Robert M. Robins - Boeing Test pilot who flew the very first B-47 on 17 December 1947. *James A. Fraser - Boeing Test Pilot one of the original cadre that tested the XB-47. *General J.D. Moore - Was involved in the SAC LABS training program. LABS - Low Altitude Bombing System involving a half loop and roll to get the bomb on the target and the aircraft away from the explosion. Quite a Maneuver for a big airplane!! General Moore also flew the last flight of a B-47 on 17 June 1986 from China Lake to the Castle AFB, California Museum. *Colonel Harold (Hal) Austin - With the end of the Cold War, Hal was able to tell his story for the first time of his overflight of the USSR in May 1954 and of his interception by Russian fighters. He and his crew were awarded 2 DFC's by General LeMay.

Trips to the newly opened SAC Museum and a tour of the Strategic Command Center at Offutt Air Force Base were among the other activities. The next meeting is be planned for October 2000 at Midland - Odessa, Texas with the Confederate Air Show as the high light.

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

**Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323-1031**

***** REUNION INFORMATION *****

1998	Cleveland, Ohio	Sheraton City Center	04 - 08 September
1999	Spokane, Washington	The Ridpath Hotel	07 - 11 September
2000	Philadelphia, Penn.	Undecided	Undecided
2001	Tucson, Arizona or Seattle, Washington or Colorado Springs, Colorado		
2002	Dayton, Ohio	Undecided	Undecided

**The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Correction Requested**

Non-Profit Org.
Bulk Rate
U.S. Postage
PAID
San Marcos, TX
Permit No. 305

WILLIAM H. SIMONS
77 WEST 9TH STREET
MARYSVILLE OH 43040-9106

***** MAY 1998 *****

THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE PRESIDENT'S CORNER



Many things are happening in the 98th Vets Association, and they keep me busy! We had a very successful mini-reunion on the 10th of April in Vista, CA. Our hosts at their beautiful country club were Bob and Dory Scudder again this year and we really thank them for all of their time and efforts.

Of the seventeen couples present, we sold another fourteen tiles now equalling twenty-six tiles. Check the February Newsletter; also your recent *Dues Reminder for '99*, *Branson Books for Sale* and order your tile today!!

Our Reunion schedule for Cleveland, Ohio is pretty much set in concrete. Mark your calendars for 4-8 September 1998. Details are found elsewhere in the Newsletter.

Spokane, Washington for 1999 is being worked on by Dennis Posey and looks good! I assume most of you know the 98th AARS is located at Fairchild AFB, Spokane.

For a look at the 98th on the web, go to the Internet. The correct address will be elsewhere in the May Newsletter. Accolades for Herb Harper and his son, Keith, for setting this all up. Great Job, Herb and Keith!

If you would like, come to the Cleveland Reunion with your e-mail address - it makes a great way to stay in touch with one another.

Until next time - God Bless.

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
DENNIS POSEY	Reunion Coordinator	1-770-971-3972
JOHN FORNWALT	Past President	1-717-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-937-864-7823
HERB HARPER	Historian	1-423-336-2768

REFLEX ALERT!!

Skyline Magazine - North American Aviation - Summer 1958

(Modified somewhat by your Editor!)

Combat Crews Man Their Bombers in Minutes
at Overseas Bases of the Strategic Air Command

In 1644, a soldier named Oliver Cromwell, in a fit of ill humor at a castle owner, took the place apart stone by stone. One lonely tower, where rooks nest in the spring, is left intact to mark the graves of the bowmen who died in the fracas. This bit of England's Civil War gave the people around Greenham Common Air Base, a few miles west of London, something to talk about for a long time.

A man's nerves can get as tight as banjo strings in war, even a mock war. Ask any Strategic Air Command crew at Greenham Common Air Base, just a crossbow shot from the old castle ruin. Almost every day there is an Alert at Greenham Common and grown men jump like kangaroos when the 80 odd Klaxons play their 10 second tune. They pile out of churches and barracks chairs, out of snack bars and barracks buildings, out of bed and off of lounges, even out of the men's room at the library. They pull on pants and jackets as they run, buttoning and zipping as they shoulder their way out of doors. An innocent bystander can get a fork in his ear or a lap full of hot coffee if he isn't agile enough to keep out of the way of the Alert Crews boiling out of doorways like so many football squads rushing a ball toward an imaginary goal.

Although this is a daily routine of Greenham Common, one of a number of Strategic Air Command bases in England where Alert aircraft are poised, it is enough to stop everybody on the base to watch the show and to look sharp and not cross streets while the red-flagged Alert Jeeps are snorting toward the runways. With Jeep motors winding up as the drivers rake the gears into place, there's an excitement about the daily alert not unlike the start of an Indianapolis Memorial Day race. Jeeps skid and sway around curves and onto ramps, their crews leaning to the inside of the turn like yachtsmen in a high wind.

It's a race of horsepower and legpower, for the ground crews are closer to the planes which are parked and headed toward the runways. But such is the spirit of the SAC Alert Crews that even the Air Police guarding the planes get into the act, pulling covers off jet engines, and any odd jobs they have seen the crews perform, before panting ground men make the yardage between the hangars and the planes. Just how long it takes to complete an Alert is a secret of SAC but it is public knowledge that the goal is for a third of SAC aircraft to be on 15 minute runway Alert. That means the first plane is ready for take-off in 3 minutes, the last airplane airborne in 15 minutes. (Times must be faster overseas as the missile warning time will be less than for bases in the USA.)

"The system is called Alert", explained Lt. Col. Joe V. Disana, based at Lincoln Air Force Base, Nebraska, who was the Alert Commander at Greenham Common on a biting cold day in the English spring. "SAC has been able to do something that generations of athletic coaches said was impossible - keep Alert Teams so conditioned that they are always at the peak of their team effort, ready to hit that Jeep wherever they may be, day or night." The answer lies in so scheduling the teams that none will be on Alert more than a 72 hour period. Beyond that, the strain of waiting for the horn begins to fatigue the men. (This system did not last very long and we went to a week on Alert at a time as normal tour. At one time, the normal tour was 12 days straight. Thank goodness that did not last very long!)

"Take yesterday," said the Colonel "the Alert didn't go off until 11 o'clock at night. As the day wore on the crews got fidgety. Some guys went out and sat in their Jeeps. The longer they waited, the more tense they got. At night they didn't even take off their shoes to crawl into the sack. And then, man, when that horn sounded they scrambled out like schoolboys!"

"Sometimes," said a crew member, "the teams get up pools, kick in a buck or so apiece just to make the Alert more interesting. The guys that are ready to roll first get the pool." Alert crewmen

were still chuckling at the way Major Fred Sherman hit the door when he reacted to a hornplayer on a jukebox record. "There was one record in the snack bar that has a first note that sounds like the Klaxon," said Fred. When I first heard it I was halfway out of the door before I realized it was a record. Boy, did I get a laugh. They've taken that record out of the box, by the way."

Greenham Common is only one base in a wide arc of Strategic Air Command Reflex bases extending down through England and Spain, into North Africa. With other SAC bases located in the Pacific and the Arctic Circle, they form a ring of long ranged bombers with nuclear capability around the Communists.

Not all of the Reflex bases are as close to their targets as they are at Greenham Common. In 30 minutes flying time in a B-47 (which can fly 10 hours without refueling), targets studied for months by crews would start to show on radar scopes.

The crews at Greenham Common this spring were typical of Strategic Air Command crews everywhere - professionals welded into close knit teams to do a specific job for Uncle Sam. Crew integrity is a must among Alert Crews. Crews must be together at all times when they are actually on Alert. It is a common sight on any Strategic Air Command base to see an Alert Jeep outside the chapel, the theater, the barber shop, or the Base Exchange. If one crew member goes to one of these facilities, all crew members go. There are Klaxons all over the base. This allows the Alert Crews freedom of the base and at the same time reduces scramble time to a minimum.

Aircraft on Alert at the forward bases are parked on hardstands headed out towards the active runway. The aircraft is Cocked - that is, all switches are set so that the pilot can start the first engine while the crew is getting into their seats. The remaining engines are started in quick succession and the aircraft is buttoned up and ready to taxi in minimum time. Then, at the direction of the SAC Command Post, the crew will take one of three courses of action:

1. Shut down their aircraft without moving, refuel and Cock the aircraft.
2. Taxiing to and starting their take off run on the active runway, cutting the power back and return to their parking spots, shut down the aircraft, refuel and Cock the aircraft
3. Launch on their war time mission under the Positive Control concept..

Aircrews from the 98th Bomb Wing and other SAC units deploy on their Reflex tour knowing they will be gone for at least 23 days. Deployments are planned to launch 3 ship formations, with tanker support, nonstop to the Reflex base. Enroute formation in a B-47E is one mile and five hundred feet separation between aircraft in trail. If there is no tanker support, they must ground stage through a northern tier base such as Goose Bay, Labrador in minimum time. They are scheduled to arrive there in the morning so the aircraft can be brought to Alert status in daylight. When they land at the Reflex base, they are met by a swarm of ground crewmen - armament, electronics, special weapons, and maintenance. They fix any discrepancies, refuel the aircraft with maximum fuel load, load water alcohol (take off thrust augmentation), weapons, ammunition, chaff and JATO racks (JATO - Jet Assisted Take Off - 30 1,000 pound thrust rocket bottles in a horsecollar rack - Alert configured aircraft are heavy!) and put it in Alert configuration as quickly as possible. The crew and aircraft on Alert are not released until the new aircraft and crew are ready to assume the responsibility for that Alert Line.

The crews then leave their aircraft to go to the debriefing room - to report the condition of the aircraft, go over the Greenham Common Alert system, get an Intelligence briefing and check into the barracks. After this, there will be time only for eating and sleeping as they will be placed on Alert early the next morning. Each morning, after a Weather and Intelligence briefing, the crews preflight their aircraft and Cock the aircraft. After the preflight is complete, crews go to target study to refresh their memories on all the details of their mission. Crews are certified by the Squadron or Wing Commander on their particular mission back home before they are sent Reflex. Then the waiting starts. Will the next Alert be another practice one or will it be the real thing? You don't know until you respond to the Alert, reach the aircraft and take your directions from the SAC Command Post.

Reflex crews fly into the forward bases from the bases in the United States. On the other side of the globe are Reflex crews on Alert in Alaska, Guam and on Far East bases. Other crews are practicing their trade such as bombing, navigation, and air refueling on practice missions in California, Massachusetts, in Nebraska and Florida, and on many other of the 70 Strategic Air Command bases. Still other crews are standing Alert at their home base.

In a modern air war, initiative provides a tremendous advantage. Given two air forces of equal strength, says the Strategic Air Command, the one that hits first is expected to have a three to 30 fold advantage. That's why the Free World needs a secure force so designated that it can't be destroyed, regardless of offensive or defensive action. It must be located so that aircraft can fly non-stop to the targets, dispersed so enemy blows will be ineffective as far as the outcome of the war is concerned.

The impressive esprit de corps of the Strategic Air Command reflects crew knowledge that the success of their mission means survival of world freedom. The spirit of the Strategic Air Command makes being first a virtue, and being last unthinkable. **Peace Is Our Profession!**

+++++

Veterans Can Use Web To Trace An Old Buddy By Bill Husted, Cox New Service

The Marines have landed in cyberspace. So have the Army, Navy, Air Force and Coast Guard. For many veterans, military service represents one of the most important times in their lives. The Web sites - both official and unofficial - for the various branches are a good way to revisit those times. After all, you can do it slouched in front of a computer with no worries about shining shoes and brass. And best yet, no one will try to shoot you. Lets start our tour of duty with the Army. You'll find the official home page at <http://www.army.mil/>. The page has an excellent search engine that you'll be able to use to search for information about your old unit. Type in, for instance "101st Airborne" and you'll find links to both official and unofficial sites for the famed Screaming Eagle division. But the best feature of all is a link to the Department of Defense alumni database. If you've been searching for a long lost buddy from your military days, you'll find this database at <http://www.army.mil/vetinfo/default.htm>. You can search for your friend by unit or name. The database - which isn't complete - lets you search for veterans of any branch of the military. The official home pages for the other branches work in much the same way, with many of the same links. Here is the list for the other branches of the military:

**Air Force - <http://www.af.mil/> Coast Guard - <http://www.dot.gov/dotinfo/uscg/>
Marines - <http://www.usmc.mil/> Navy - <http://www.navy.mil/>**

+++++

Nebraska Air National Guard Air Show - August 16, 1998

The Nebraska Air National Guard will sponsor an Air Show Sunday, August 16, 1998. The show will take place on the west side of the Lincoln Airport where some 100,000 visitors are expected. Arrangements are being made for such acts as Tora, Tora, Tora, P-51 and Jap Zero dogfights, the along with other airplanes from the Confederate Air Force, and the US Army Air Assault teams. Air Force personnel will provide 40 to 50 static displays from F-117 fighters to C-17 transports. Members of the 155th ANG will be on hand to proudly display the KC-135R. The Lincoln Chapter of the AFA will provide a VIP tent where visiting air crews can eat. Visiting military, community and state leaders will be on hand to discuss issues facing the Air Force in the next century. You are encouraged to visit the tent to meet and speak with the dignitaries.

98th Bomb Group / Wing Veterans Association

***** CHANGE OF ADDRESS *****

Name	Address	City & State	Zip Code	Unit	Aircraft
Chester K. Ballengee	1 Peachtree Drive	Savannah, GA	31419-1200	344	B-47
Douglas J. Cook	100 Twin Island Circle	Madison, AL	35758-7399	343	B-47
Mrs. John J. Dean	1710 Oak Street	Kenova, WV	25530-1120	Honor.	B-24
Gordon Flourmoy	P.O. Box 5210	Columbus, GA	31906-5210	344	B-24
Lester E. Hatcher	2162 Ward Pineville Road	Lucedale, MS	39452-3528		
Carol M. Ianni/Henry	7400 Crestway Drive	San Antonio, TX	78239-3089	Honor.	B-47
Dale R. Lunke	816 Porter Avenue #339	Eau Claire, WI	54701-3813	344	B-24
Everett H. Metcalf Jr.	2500 East Las Alas Blvd.	Ft. Lauderdale, FL	33301-	344	B-24
Suzanne D. Mioduszewski	465 Harbor Way	Ann Arbor, MI	48103-6666	Assoc.	B-24
Charles P. Mottola Jr.	10 Willis Street	Lake Hopatcong, NJ	07849-	Assoc.	B-24
Mrs. Mynta Lu Parkhill	14 Woodmen Lane	Colorado Springs, CO	80919-2515	Honor.	B-24
Casimir J. Pekala	628 Begonia Street SE #B	Demotte, IN	46310-8872	343	B-24
Howard F. Revie	616 Stan Drive	Grand Junction, CO	81504-6086	344	B-29
Mrs. James Rosenblum	5902 Creighton Hill Road	Louisville, KY	40207-2246	Honor.	B-24
Philip H. Smith	1955 South 1275 East	Ogden, UT	84401-0761	ARS	KC-97
Herman E. Stephens	21158 West NC Highway 87	Fayetteville, NC	28306-9407	343	B-24
Frederick E. Vowinkle	105 Gardner Avenue	New London, CT	06320-4354	415	B-24
Herman F. Weeks	6170 A1A South #118	St. Augustine, FL	32084-	344	B-24
Walker (Joe) Whitehead	1718 21st Street	Woodward, OK	73801-4252	415	B-24
Leonard E. Williams	211 SE 175th Avenue	Vancouver, WA	98683-3435	345	B-29
Vernard E. Yarnitz	2798 Highway V	Perryville, MO	63775-	343	B-24

+++++ NEW & RETURNING MEMBERS +++++

Name	Address	City & State	Zip Code	Unit	Aircraft
Mrs. Lena Baroni	2215 Ambassador Drive #17	Albuquerque, NM	87112-	HM	B-24
Michael J. German	1611 Plummer Street VA Hospital Ward #G63	Sepulveda, CA	91343-	345	B-24
Mike Godburn	132 Pierce Street	Torrington, CT	06790-	AM	B-24
Danielle Wade Lamb	P.O. Box 1562	Lynnwood, WA	98046-1562	AM	B-24
Anthony J. Leonardi Sr.	265 Lasso Parkway	Oroville, CA	95966-	344	B-24
John A. Owens	480 Hillcrest Place	Friday Harbor, WA	98250-8059	345	B-47
Robert K. Stenard	99 Seventh Street	Garden City, NY	11530-	345	B-24
Jack D. Taylor	730 South El Molino Avenue	Pasadena, CA	91106-	AM	B-24
In Memory of Wallace C. Taylor	Pilot 344th Ploesti Low Level Survivor				
Karen Wever	P.O. Box 3065	Bartlesville, OK	74006-3065	AM	B-24

HM - Honorary Member

AM - Associate Member

Please file this page with your Roster to keep everything together!!

98th Bomb Group / Wing Veterans Association

***** DEPARTED COMRADES *****

Name	Address	City & State	Zip Code	A/C	DOD
Harold F. Adkins	18755 West Brenardo Drive	San Diego, CA	92127-	B-29	28 Oct 97
Nick Allen				B-24	04 Mar 86
George B. Baroni	2215 Ambassador Drive #17	Albuquerque, NM	87112-	B-24	09 Feb 98
Benjamin J. Bertalot		Princeton IL		B-24	07 Feb 98
Hilary M. Blevins	6285 Eucalyptus	Riverside, CA	92509-	B24	1991
Walter A. Bohnenstiehl				B-24	1976
George A. Brunell	P.O. Box 2400	Paducah, KY	42002-2400	B-24	20 Jul 97
Dr. David W. Davis	7422 Preston Trail	San Antonio, TX	78244-1509	B-24	10 Jan 98
Leland Decker	Aircraft & Ground Radio Maintenance - B-24			B-24	Unknown
Halbert A. Featherstone	141 Santa Teresa	San Leandro, CA	94579-	B-24	Mar 90
Harold E. Hodges	209 Collins Road	Ashway, RI	02804-2511	B-24	14 Apr 95
Louis J. Marcarelli				B-24	22 Jul 44
John E. O'Grady	1434 McClellan Street	Schenectady, NY	12309-5228	B-24	19 Dec 97
Dwight D. Patch	6900 East Via Dorado	Tucson, AZ	85715-	B-24	Unknown
Ludger Pelletier	20 Comet Road	Methuen, MA	01844-	B-24	23 Mar 96
Claude T. Pore	3740 NW 69th Terrace	Oklahoma City, OK	73116-	B-24	05 Feb 98
David H. Powell	4625 Prescott Avenue	Dayton, OH	45406-2441	B-24	16 Jan 98
John R. Rielly				B-24	Feb 92
Dan Ritchie	500 North Spring Street #11	Everett, PA	15537-	B-24	04 Dec 97
Leland A. Schmoker				B-47	1973
Robert L. Sund	7217 La Rochelle Drive	Biloxi, MS	39532-	B-29	24 Jan 98
Henry A. Syslo	3717 27th Street Apt. B-24	Columbus, NE	68601-	B-24	24 Jul 95
Mrs. Rosemary Vanderhoof	506 West End Avenue	Newton, IL	62448-1828	B-24	Feb 98

***** Corrections to the 1998 Roster *****

Please make the following corrections to your Roster.

1. Halbert A. Featherstone was listed in the Departed Comrades listing and in the B-24 345th Inactive Members listing. Please remove him from the Inactive Members listing.
2. David A Traylor [B-24 415th] name was misspelled in the Active Members listing. Also his position was incorrect, it should be Aerial Photographer Gunner or APG.
3. McKinley Blanton Jr. [B-29 343rd] was listed in the B-24 343rd Active Member listing. He should be listed in the B-29 343rd Active Member listing.
4. John (Jack) H. Robertson [B-24 415th] was entered as John (Jack) H. Robinson.
5. Mrs. Evelyn Wood (Spouse of Wilson R. Wood, HQ, B-47) address is 4040 Camellia Drive, Montgomery, AL 36109-2904.
6. Gregory A. Zaccaria should be listed in the 344 B-29 Active Members listing, not the 344 B-24 Active Members listing.
7. William J. Hunter should be listed in the 345 B-29 Active Members listing, not the 345 B-24 Active Members listing.

Please file this page with your Roster to keep everything together!!

48th Annual Reunion of the 98th in 98 - Cleveland, Ohio Schedule of Events

Friday, September 4 - Early Birds

Hospitality Room opens at 12:00 Noon - Stays open to Midnight.

Bus departs at 4:30PM - 1 hour Tour of Cleveland & Dinner at the 100th Bomb Group.

Return by 8:30PM (Extra Cost Activity)

Saturday, September 5 - Early Birds

Hospitality Room opens at 12:00 Noon - Stays open to Midnight.

Bus departs at 10:30AM - Lunch at The Stables, Canton, Ohio & Tour of the National Football League Hall of Fame - Return at 5:00PM (Extra Cost Activity)

Golf Outing will be scheduled if there is enough interest. If interested, contact Perry Nuhn - Telephone 561-546-1401 or write to Perry at 9067 SE Star Island Way, Hobe Sound, FL 33455-3129 (Extra Cost Activity)

Sunday, September 6

Hospitality Room opens at 8:00AM - Stays open to Midnight.

Registration - 9:00AM to 5:00PM

Open Bar Cocktail Party with Hors D'oeuvres - 5:30PM to 7:00PM

Monday, September 7 (Labor Day)

Hospitality Room opens at 8:00AM - Stays open to Midnight.

Advisory Board Meeting - 8:00AM to 9:00AM

Bus is a continual shuttle for the Cleveland Air Show - 10:00AM to 6:00PM

Cleveland Air Show starts at 12:00 Noon and last till 4:30PM (Extra Cost Activity)

Tuesday, September 8

Hospitality Room opens at 8:00AM - Stays open to Midnight.

General Business Meeting - 9:00AM to 11:00AM

Ladies Program during General Business Meeting will be announced later.

Pictures Taken 5:00PM to 6:30PM

Open Bar 6:00PM to 7:00PM

Dinner Banquet 7:00PM to ??

Sheraton City Center Hotel Reservations must be made by August 14 - After that, discounted rate cannot be given!

The discounted rate is \$89.00 per night + \$10.00 parking fee.

Call 1-800-321-1090 or 216-771-7600 and state "98th Bomb Group"

Continental Airlines is offering 10% discount - Ask your travel agent for Code ODX14T



98th BOMB GROUP VETERANS ASSOCIATION 1998 REUNION - CLEVELAND, OHIO

Please use this form to reserve your place at the 98th Bomb Group/Wing Reunion in Cleveland, Ohio September 4 - 8, 1998. Registration Fee is \$60.00 per person. Please enter names as you want them on your nametags.

LAST NAME _____ FIRST NAME _____

SPOUSE/GUEST NAME _____

ADDRESS _____

SQUADRON _____ AIRCRAFT _____

REGISTRATION FEE - \$60.00 X _____ PERSONS = \$ _____

EXTRA COST ACTIVITIES

Sep. 4 - Bus Tour & Dinner \$36.00 X _____ PERSONS = \$ _____

Sep. 5 - NFL Hall of Fame \$26.00 X _____ PERSONS = \$ _____

Sep. 7 - Cleveland Air Show \$18.00 X _____ PERSONS = \$ _____

TOTAL AMOUNT PAID = \$ _____

Make checks payable to **98th Bomb Group Veterans Association**
Mail to **310 Sunnywood Lane**
San Marcos, TX 78666-8914.

**WE LOOK FORWARD TO
SEEING YOU IN CLEVELAND
IN SEPTEMBER!!!**

STRUCK WITH AWE
by Jack Robertson
415th Bomb Squadron - B-24

Wake-up call came early in Lecce, Italy, on April 10, 1945. With another *maximum effort* planned, all flyable airplanes *were on the line* and almost all available crews were scheduled to fly, or on supernumerary. Mine was scheduled. We were one crew of the 415th Bomb Squadron, 98th Bomb Group, 47th Bomb Wing, 15th Air Force.

At the 07:00 briefing, we were given the details: Target - an area approximately 9 miles long and 1.5 miles wide, running NNE, just north of Imola. Our mission was to assist the British 8th Army in achieving a rout of the German 10th Army Corps before they could withdraw from Northern Italy. The *How* was to drop 100, 250, and 500 pound fragmentary and high explosive bombs in a carpet pattern designed to disrupt and destroy roads, bridges, supply dumps, motor pools, and demoralize personnel. Our order of flight would be a close column of wings with the 5th leading, 304th next, 47th (ours) in the middle, followed by the 55th and 49th. Our take-off time was approximately 08:45, with the first rendezvous over San Pancrazio at 09:50, at 14,000 feet. Weather predicted 4/10s cloud coverage from 6,000 to 10,000 feet.

As far as we were concerned, this was going to be a *milk run*: under 1,000 miles round trip, no flak, no fighters, 99% over friendly territory. Only about five hours of flying - no more than three on oxygen. Take your camera!

Take-off was on time, 12 planes from the 415th and each of the three other squadrons, 48 in all. At 09:50 we met the 376th Bomb Group over San Pancrazio; 40 more, now we are 88 planes headed for San Vito on the Adriatic coast. At 14,000 feet the temperature is around 40 degrees. The fellows in back have put on their heavy suits; up front, we're thinking about it. Everybody is on oxygen. At San Vito, we are joined by the 449th and 450th, 79 more planes. The 47th Bomb Wing, 167 planes, is now formed in column of waves right, headed up the coast for our Key Point, off-shore of Ancona. We are still climbing to mission altitude of 21,000 feet. Temperature is dropping; now everybody is in their fleece-lined suits and boots. Up ahead, about 20 miles, we can see the 168 planes of the 304th Bomb Wing climbing to take the lead at 20,000 feet.

At 11:17 we pass over Ancona at 20,000 feet; temperature is around 23 degrees, exhalations are beginning to freeze at the exhaust ports of our oxygen masks. Up ahead, the 304th, still climbing, is pulling contrails - four to a plane, times 168 is 672 white cotton strings drawn through the sky. Bill Cox, tail gunner, reports "a whole mess of planes" coming up behind us: that would be the 55th and 49th Bomb Wings coming to join up at our *initial point*, Cesenatica, where we will turn on to *target track*. As a precautionary measure, bomb-bay doors were opened just before starting our turn, while still over the Adriatic.

At approximately 11:35, we start our turn for the target run. With nothing much to do, the crew and I, except for the pilot, co-pilot, and engineer, were rubber-necking like tourists. Below and to our right was the blue Adriatic, with Laguna Venezia almost at the top. You could see all around the top and down across the Istria Peninsula of Yugoslavia. Up ahead, on the ground, was the lush green Po River Valley. The city of Bologna was about 45 miles away. In the air ahead, about 20 miles, were the 240 B-17s of the 5th Bomb Wing, at staggered altitudes between 18,000 and 20,000 feet, in wave formation, all pulling contrails.

Closer in and stacked from 20,000 to 21,500 feet, were the 168 planes of the 304th Bomb Wing, adding more contrails - which, by the time they got to us, looked like the inside of cotton candy. Immediately in front, but 1,500 feet lower, were the 39 planes of the 376th Bomb Group. Behind us, as we turned, we could see the planes of the 449th Bomb Group, 1,000 feet below: behind them, 500 feet higher, the 450th Bomb Group. Trailing them were the 167 planes of the 55th

Bomb Wing, stacked from 17,000 to 21,500 feet. Bringing up the rear were the 126 planes of the 49th Bomb Wing, stacked from 19,000 to 22,500 feet.

To the left and below, and further out, 7,000 foot Mount Cimone poked it's head up, with the city of Florence nearby. In the hazy distance, we could see the shores of the Ligurian Sea near Pisa and Leghorn. From the Navigator's dome, I had a view of over 3,00 square miles of green earth, blue seas and bluer skies: within this, of official count, over 950 four engine bombers - all pulling contrails. It looked something like the inside of a gigantic loom with hundreds of shuttles pulling yarn!

Elaborate precautions had been made to make sure we did not drop bombs on friendly troops. Starting with a heavy smoke signal at the Initial Point, Cesenatica, the bomb-run was very clearly marked with a radio beacon just past the Initial Point, then one white bar panel, 100 yards long by 16 yards wide, on the ground pointing towards the target area. Next, two panels at the Ravenna-Forli highway, then three panels at the Ravenna-Faenza highway. White smoke would be just down wind of each panel location. The front line would be marked with "T" panels 100 yards long, spaced 1,000 yards apart along the front. Yellow smoke generators would be operating at each "T". Finally a line of anti-aircraft bursts, in groups of three, along the front, would be fired to 15,000 feet - Don't drop until you are shot at! With no fighters or flak to worry about, the bomb-run was a milk-run. We rallied left, stayed in formation to San Piero, then broke to groups for return to bases.

That was my next to last mission - we flew our final one on the 14th, to the Casarsa railroad yard. Within 10 days, the 98th boarded the U.S.S. West Point at Taranto harbor for return to the United States for R & R and reassignment. Our radio operator, Bill Pendergrast, spent V-E Day in Times Square. The war was over on the day that I was to leave Lincoln, Nebraska for reassignment to B-29s at Biggs Field - August 14, 1945 - The war was over! I was home 30 days later.

Post-Script: I took a whole roll of 35 mm color slides (36 pictures) on that mission. I played it safe and brought them back to the United States to be developed. KODAK lost them! HA!

Post-Script II: In 1992, I came across an Air Force report called *OPERATION WOWSER*. That mission of April 10th was the second largest in the history of the 15th Air Force. I don't believe we will ever see that many planes in the sky, together, again.

Editors Note: Jack sent this article to me with the following note:

I wrote the enclosed as a writing assignment in a writing class I am taking. I thought it might jog a few memories, BUT, I certainly don't want to give anybody the idea that I thought I was a *fame and glory boy*! My overseas tour was a *tour* of Goose Bay, Keflavik, Valley Wales, Marrakech, Tunis and Lecce. I was only out of the States about 60 days - 30 days in Italy. I flew 9 missions, never saw a German fighter. Did see two B-24s get shot down. I somehow got an Air Medal - how, I don't know. In fact my whole Air Corps career was somewhat of a laugher: Basic training in a hotel at Miami Beach, armament school in Denver with a Class A pass to get off base anytime except school, college training in Ada, Okla. - co-ed. And so it went.

FOR YOUR INFORMATION!!

1. The 98th Bomb Group Veterans Association is on the Internet, thanks to Herb Harper and his son Keith. Our address is:

<http://members.aol.com/bombgrp98/index.html>

They have done a fine job with pictures and music and all. Many Thanks!!

2. Extra 1998 **98th Bomb Group Veterans Association Rosters** are available for \$4.00 each including postage. If you want an extra one, make the check out to 98th Bomb Group Veterans Association and mail to Stan Flentje, 310 Sunnywood Lane, San Marcos, TX 78666-8914.

3. Extra **Force for Freedom - 98th Bomb Group/Wing Veterans Association Branson Reunion color books** are available for \$16.00 each including postage. If you want an one, make the check out to 98th Bomb Group Veterans Association and mail to Stan Flentje, 310 Sunnywood Lane, San Marcos, TX 78666-8914.

1. **Wendy Bierwith, 14330 Poplar Hill Road, Darnestown, MD 20874** requests information from 98th Bomb Group members concerning life and activities in the Lecce area - where they went and what they did in their off-duty hours and what they remember of the people, places and events during that period. She and other family members will travel to Italy this summer (1998) to visit places her father, Granger Bierwith, told of seeing while he was in the 98th during WW II (Lecce, Joia de Cola, San Cesare de Terme, the surrounding area) plus places or areas that the 98th folks recommend. And she will scatter his ashes in the Adriatic as he asked her to do. Wendy is on the Internet (wentwrth@concentric.net) and reports that she found a Lecce home page, with lots of pictures of the area, by doing a search for Lecce. She has had some responses, including a very interesting account of friendship with Italian families in the tiny town of Monterone di Lecce, by a 1st Combat Camera Crew member on detached service with the 98th. She indicates that she plans to furnish photos and stories to her 98th correspondents who wish them.
2. **Jack D. Taylor, 730 South El Molino Avenue, Pasadena, CA 91106** is looking for information and anyone who knew his father. His father was Wallace C. Taylor, pilot of the *Vulgar Virgin* on the Ploesti low level mission and was a POW in Romania. Jack is eager to learn more about the 98th Bomb Group and is a new Associate Member.
3. **Mike Godburn, 132 Pierce Street, Torrington, CT 06790**, a military collector, recently purchased a World War II uniform that belonged to Wallace Nypert. Wallace was a pilot in the 345th Bomb Squadron at Lecce. He was killed in a crash right after takeoff of aircraft 41-28844 on 15 Aug. 1944. Mike has talked to Wallace's brother about him but the brother knows very little about his service in the 98th Bomb Group. Mike uses these uniforms to teach school children about the history of World War II as he volunteers to go into the schools. Mike would like to know more about Wallace Nypert. Telephone #860-489-0785.
4. **Danielle Wade Lamb, P.O. Box 1562, Lynnwood, WA 98046**, would like to know more about her father's service with the 98th Bomb Group. LeMert E. Wade was shot down on 08 Apr. 1945 on a mission to Vitipeno. She believes that 4 of the crew were killed on that mission and the other 6 were taken prisoner including her father. She would like any information about her father and his service in the 98th. Her E-mail address is: cdlamb@compuserve.com.

YOUR SECRETARY NEEDS YOUR HELP!!

I have a whole box of mail (Rosters & Newsletters) that have been returned to me Postage Due because the addressee has been *Temporarily Away*. If you have winter/summer addresses, please pass them to me. The cost of postage is going up and up. If we have to pay the initial bulk rate, the Postage Due cost and First Class costs to remail it, the Association is paying a lot for postage that we can ill afford. If your name is listed below, please drop me a line and I will mail your Roster / Newsletter to you. I will not mail it until I hear from you!

- | | | | | |
|----------------------|---------------------|---------------------|--------------------|-----------------------|
| Ray E. Albright | Carl A. Bakkum | Tom W. Bennett | Harold F. Brehmer | Neal A. Brown |
| Keith M. Clark | Thomas J. Dragner | Harold L. Erikson | Robert M. Garcia | William R. Hall |
| Mrs. Paul E. Hammond | Arthur E. Jenkins | Clifford B. Lee | S. Preston Moses | Mrs. May Nuttall |
| Robert L. O'Brien | Clark D. O'Hagan | Samuel I. Patrick | Arthur C. Rockwood | Harold W. Rubusch |
| Robert G. Rupracht | Joseph F. Schabhetl | Harold A. Schmidtke | Ralph W. Storie | Mrs. John J. Sullivan |
| Freddie L. Swihart | Albert J. Varnerin | Lyle B. Wright | | |

The following people have moved with no forwarding address. Does anyone know where they are?

- | | | | |
|------------------------|-----------------------|--------------------------|-----------------|
| Mrs. John T. Adkins | Dave Glaves | Mrs. Joseph Guynes | Mrs. Mary June |
| Mrs. Eugene Komamitzki | John F. Long | Mrs. James B. O'Neal | Jesse L. Richey |
| Mrs. Robert Rogers | Mrs. Leonard Schwartz | Mrs. Patrick (Jean) Ward | |

***** MEMORABILIA FOR SALE *****

- T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
- License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
- 98th Group Patch (round) & 98th Wing (square) \$5.00 each
- 98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
- 98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each

All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

**Robert P. Ladislav
55 Koons Drive
Enon, OH 45323-1031**

***** REUNION INFORMATION *****

1998	Cleveland, Ohio	Sheraton City Center	04 - 08 September
1999	Spokane, Washington	The Ridpath Hotel	07 - 11 September
2000	Philadelphia, Penn.	Undecided	Undecided
2001	Tucson, Arizona or Seattle, Washington or Colorado Springs, Colorado		
2002	Dayton, Ohio	Undecided	Undecided

**The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Correction Requested**

Non-Profit Org.
Bulk Rate
U.S. Postage
PAID
San Marcos, TX
Permit No. 305

SUZANNE D. MIODUSZEWSKI
465 HARBOR WAY
ANN ARBOR MI 48103-6666

***** FEBRUARY 1998 *****

THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE
PRESIDENT'S
CORNER



Warm post- holiday greetings to one and all! Darlene and I pray you had a healthy and prosperous 1997 and that 1998 will be no less rewarding for you, your family, and your friends. She and I are especially grateful for our association with the 98th - the opportunity to serve some of the friendliest, most selfless people to be found anywhere - the 98th Vets Association Members. Because of the efforts of many members, the 98th Bomb Group/Wing Veterans Association is doing well! It's alive and growing! While in Branson at our last Reunion, the Advisory Council (Flight Officers) agreed to get out to know members in their states of responsibility as well as to get old and new members to renew their memberships and also encourage others to join. Bob Schrawger and Herb Harper are working out the details to get on the computer web. Bob is sending - or has sent - articles to all known Veterans organizations. Lee Taube, Jim Evans, Jim Wirth and myself are working out the details for the 98th memorial at March Field Air Museum. Anyone wishing to have their name or that of someone else on a 6 inch tile surrounding the 98th emblem, please note details elsewhere in this and following newsletters.

God Bless All of You

Jerry

GERALD B. CUSTER
MERLE L. ALBRITTON
STANLEY K. FLENTJE
DENNIS POSEY
JOHN FORNWALT
ROBERT P. LADISLAW
HERB HARPER

OFFICERS

President
Vice President
Sec/Treas/Editor
Reunion Coordinator
Past President
Memorabilia Chairman
Historian

1-719-475-2613
1-941-773-9729
1-512-396-2509
1-770-971-3972
1-717-323-5036
1-937-864-7823
1-423-336-2768

TOUGH BUT FAIR
by Herb Harper (USAF Retired)
Historian - 98th Bomb Group/Wing Veterans Association

When I was first assigned to the 345th Bomb Squadron, 98th Bomb Group in March 1949, our First Sergeant was John Davis, an easy going well liked guy. This was not to last for very long.

The first time I saw First Sergeant Carmen Murabito was one morning as the CQ was turning on the lights in the barracks. Although he was married and lived off base, he had come in that first day to *GREET* us. His reputation had preceded him and we had heard he was the meanest SOB First Sergeant in the Air Force. He didn't waste any time and in just a few words, let us know there would be a formation in front of the orderly room immediately after chow.

After an open ranks inspection, his next words were "In case anyone doesn't know who I am" but we all knew. He then proceeded to inform us of his disappointment in the way we looked to him. He then continued to tell us what he expected from us and what we could expect from him. Aside from the usual things like shined shoes, clean uniforms, shaves and hair cuts, he mentioned uniform regulations, not just the buttoned pockets etc. I guess after the war and with the Air Force becoming a separate service, we were becoming lax. We still wore the army type uniforms. OD socks, as well as OD undershorts and undershirts were still the uniform of the day, however white undershirts were starting to make their appearance, and the V-neck could usually be worn with the Class B uniform (open collar) without detection. White socks were a different matter. Without stuttering, he informed us that all discrepancies noted that day were on him, but any further uniform violations would be an automatic reduction in rank. Two nights later, I sat in the barracks with "Corporal" McKay as he sewed on his new PFC stripes. At this time, I became aware that First Sergeant Murabito had made us believers.

The once a month Saturday open ranks inspection and base wide parades were common. On one such occasion, First Sergeant Murabito informed us that the best squadron in the parade would be selected to march in a big parade in downtown Spokane. After the exercise, he was really put out that we had not won, and another squadron would march in the Spokane parade. I don't know why he picked on me to ask "Who is the best squadron on base?" For lack of common sense, I blurted out "that other squadron". He then asked me what I had planned for the weekend. I knew then I was in trouble and said "I think I will pull some KP if it's OK with you". His reply was "Exactly, report to the orderly room after dismissal". I didn't have to go on KP but I did get the lecture of my life on "Esprit de Corps". If there is anything higher than a PHD in ass chewing, he had it.

After our arrival in Japan and our first mission to Korea on 7 August 1950, the second mission a few days later saw First Sergeant Murabito with a parachute and a place on one of the planes. His comment was "I've got to be with my troops". He flew a total of 14 missions before he was grounded by higher headquarters.

When we first arrived at Yokota, we were restricted to the base for the first 30 days. Then we were given temporary passes, but had to request one each time we wanted to go into town. Of course, the occupation of Japan was still in effect so there were a lot of restrictions and a midnight curfew. Buck Sergeants and below had to be off the streets even if they had an overnight pass. The top three could be out if they were on their way to the base. One night in October, I let the time get away from me and realized I could not get back to the base before midnight. Even though I had an overnight pass, as NCOIC of armament flight line maintenance, it was my responsibility to supervise the arming of the bombs for the days mission. This had to be accomplished starting about 3AM. So the dilemma was, if I came through the gate after midnight, I would be written up. If I stayed over and the mission didn't get off ??? Well, I elected to come on in and take the consequences, knowing it was a squadron policy for automatic reduction in grade for breaking curfew. The next morning, I was at First Sergeant Murabito's desk when he came in. I explained to him what had happened. He

checked and asked why I came through the gate when I had an overnight pass. Remembering the lecture many months before about "Esprit de Corps" and the emphasis on each individual sacrificing himself for the good of the squadron, the squadron for the group, etc. I explained as best I could how I felt about accepting my responsibility and making sure every one could depend on me. He ordered me to report to my place of duty while he conferred with the commander. Later, he called me back and told me he had checked my past record with my supervisor and OIC. Apparently he and the commander decided to make an exception under the circumstances and decided that I would not lose a stripe. I was not to get off scot-free, however, I would have to pull CQ duty every third night as well as my regular duty for two weeks. He then went on to compliment me for my devotion to duty and said I was the kind of man he wanted in his outfit.

It was later when the 98th was having their BIG BUST party in preparation to returning to the states, certain duties had to be performed so he asked how I felt about pulling CQ while the rest of the squadron personnel partied. "Volunteering" to perform this duty would leave me out of all the festivities. Do you think First Sergeant Murabito let it go at that? Not at all, during the three day celebration, he would periodically get someone to relive me so I could join the rest. He explained to me that even though I had broken the rules, I was still a part of the organization and deserved to participate. After all, we were one happy family and the *Best Damn Squadron* in the Air Force. Unfortunately, a few days later the Chinese came into the fray and the *Best Squadron* in the *Best Group* in the U.S. Air Force got to spend many more months together.

The First B-47 Stratojet Association Meeting!!

The B-47 Stratojet Association will hold it's first membership meeting during the period of May 21st to May 24th, 1998 at the Embassy Suites Hotel in Omaha, Nebraska

Plans include a visit to the new Strategic Air Command Museum where a Stratojet and other famous aircraft and memorabilia from the Cold War era are on display. Members will also tour the United States Strategic Command underground Command Post (formerly the SAC Command Post).

Mr. Robert Robins, civilian test pilot for the Boeing Company, will relate his experiences as the first pilot to fly the Stratojet. He was at the controls of the XB-47 on it's maiden flight from Seattle to Larson AFB at Moses Lake Washington on December 17th, 1947 and on subsequent test flights.

The featured speaker at the Association Banquet will be Colonel Hal Austin, USAF (Ret.), Aircraft Commander of an RB-47 that overflew the Soviet Union in 1954. He and his crew were among the SAC crews flying the RB-47 who experienced serious combat action in the Stratojet. His video presentation will be of particular interest to all.

There will be a hospitality room with a VCR and various Stratojet tapes for viewing and plenty of time to swap all of those Cold War stories.

Persons desiring additional information are encouraged to contact:

Sigmund Alexander, Col., USAF (Ret.), President
12110 Los Cerdos Drive, San Antonio, TX 78233-5953
Telephone 210-653-5363 FAX 210-653-1001
E-Mail 76521.467@CompuServe.Com

55th Anniversary of the Ploesti Mission 1943 - 1998

The 55th anniversary of the low-level bombing of the Ploesti Oil Fields will be held 30 July through 01 August 1998 in Sioux City, Iowa, home of the largest display on the oil fields. The display is located in the Mid-American Museum. Contact R. Schultz, 801 Fourth Street, P.O. Box 3183, Sioux City, IA 51102-3183. Telephone # is 1-800-593-2228. This information was taken from the Military Magazine, December 1997.

Honorary Member Receives U.S. Air Force Academy Recognition

Ray Ward, Honorary Member of the 98th Bomb Group Veterans Association, has been accorded special recognition by the U.S. Air Force Academy's Association of Graduates. Ray Ward an Air Force Historian and World War II (B-24) veteran, was informed by Lt/Col. Richard M. Coppock, President of the graduate body, that he had been entered on the rolls of the Association of Graduates as an association life member. The recognition was conferred upon the author because his book "Those Brave Crews" is utilized by the Academy as a cadet text book. As stated in a letter to Ward, "Your book will serve many current and future cadets at the Academy".

Colonel Carl W. Reddel, Professor and Head of the Department of Military History, stated to Ward, "It is a unique and wonderful book, which we are proud to add to our collection. At the end of each year, we recognize outstanding cadets in military, American, and world history and in interdisciplinary studies. Part of their award includes a collection of significant historical works to add to their personal libraries and to further their individual studies. Your book will be a welcome addition to these awards and will serve new lieutenants in a special, personal way."

Ray Ward, in his reaction, expressed gratification the Academy is taking leadership in the teaching of American and world history. "The Academy is more than remembering those brave men who died for our country. It is instilling in American youth and understanding of history, thus deepening the character of those to play an important part in our nation's future"

Note: "Those Brave Crews" is a book on the 01 August 1943 Raid on Ploesti and covers all the Bomb Groups that flew the mission. Ray says he has a few copies left and will sell them only to members. If you would like a copy, contact Ray Ward at 432 Pennsylvania Avenue, Waverly NY 14892 and let him know you are a member of the 98th Bomb Group Veterans Association. The cost is 22.95 which includes shipping and handling. I have my copy!

We Need Your Help!!

1. The B-24 Groups Memorial, Inc. of the Army Air Forces is trying to raise \$18,000.00 to put a bronze model of a B-24 (19 foot Wingspan) in the Air Force Academy Honor Gardens. If anyone wants to contribute or ask questions about this project, contact:

B-24 Groups Memorial Inc. Of the Army Air Forces
Neal Sorenson, Treasurer
132 Peninsula Road
Minneapolis MN 55441

2. Phil Sullivan, 7 Beecher Lane, Austin TX 78746, is looking for information on and anyone who knew his uncle. His uncle was Lieutenant Robert F. Sullivan who Phil thinks flew B-24s with the 343rd Bomb Squadron in 1944 out of Lecce, Italy. Robert F. Sullivan was shot down on 06 June 1944, survived, and spent the rest of the war in Stalag Luft III. If anyone can help with documentation or just knew Robert F. Sullivan, please drop Phil a line.

THE 98TH BOMB GROUP / WING COMMEMORATIVE TILES

In 1994, the 98th Bomb Group / Wing Veterans Association authorized and sent a check for \$500.00 to the March Field Museum Foundation for Commemorative Tiles for the 98th Bomb Group / Wing Squadrons. The \$500.00 for tiles would purchase 10 tiles at \$50.00 per tile. The tiles are ceramic and are 6" by 6" consisting of two lines of 20 characters per line. The 20 characters include letters, numbers, slashes, dashes, and blank spaces. The tiles were designed but somewhere in the process, the designs were lost and the tiles have not been completed.

Effort is now underway to design tiles for all the 98th Bomb Group / Wing Squadrons participating in World War II, Korea, Cold War, and Desert Shield / Desert Storm. These tiles have been designed. In addition tiles have been designed for the 98th Bomb Group / Wing insignia and Medal of Honor Winners Colonel John R. Kane and First Lieutenant Donald R. Pucket. This design effort currently consists of approximately 30 tiles. The designs have been prepared through the efforts of Jim Wirth, Jim Evans, Lee Taube and myself.

Members of the 98th Bomb Group / Wing Veterans Association may purchase individual tiles for the member or a person of the members family. The cost of the tiles is \$50.00 for 2 lines of 20 characters or \$35.00 of 1 line of 20 characters. If you desire to include a personal tile for yourself, please fill out the form on the back. Mail a check for the appropriate amount, made out to:

98th Bomb Wing / Group Veterans Association Tiles

Mail completed forms and checks to:

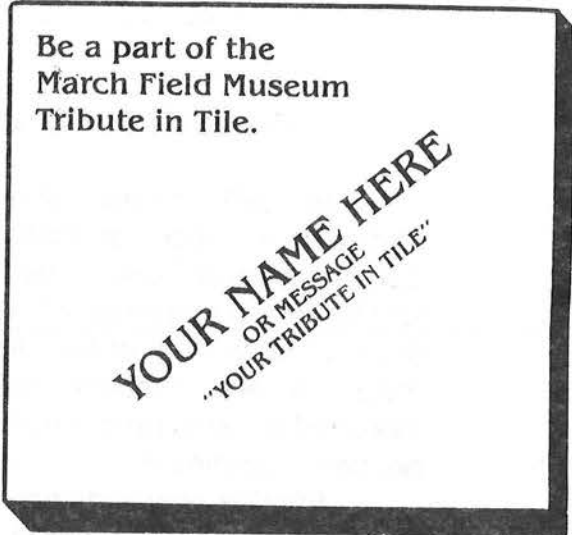
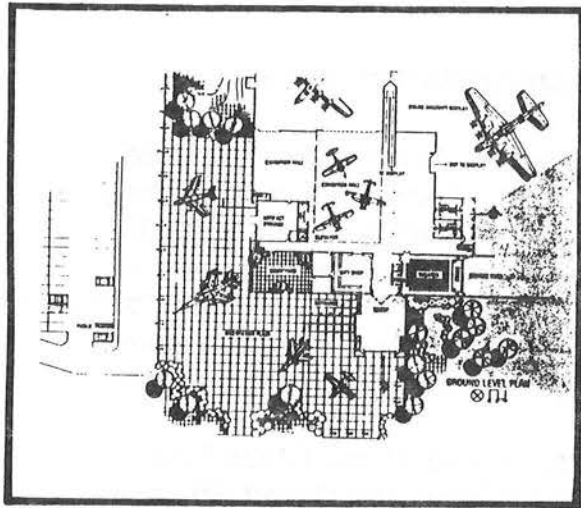
Lee Taube
1605 Minorca Drive
Costa Mesa, CA 92626-4808

Lee will deposit your check in an account with Wells Fargo Bank. Lee will also fill out the necessary forms and submit them to the March Field Museum Foundation. The 98th BW/G tiles will all be placed together at the March Field Museum. Coordination is taking place with Mr. Ed Brown of the March Field Museum Foundation.

The account at the Wells Fargo Bank will be coordinated with and audited by Stan Flentje, Treasurer of the 98th Bomb Group / Wing Veterans Association.

On the back of this letter is a form that you may submit for your personal tile. Please submit your checks and tile data to Lee Taube by April 3, 1998. Lee (who lives about 1 hour from the Museum) has volunteered to handle this project.

Gerald B. Custer
President
98th Bomb Group / Wing Veterans Association.



\$35 contribution, one line (20 sp.)
 \$50 contribution, two lines (20 sp. ea.)

Please fill in the Official Instruction form below noting that blank spaces between words are part of the 20 spaces available per line (2 lines max.) and print in upper case block letters. Make your tax-deductible check out to:

98th Bomb Wing / Group Veterans Association Tiles

Mail completed forms and checks to:

**Lee Taube
 1605 Minorca Drive
 Costa Mesa, CA 92626-4808**

You will receive a certificate of recognition!

TILE 1

LINE 1																			
LINE 2																			

TILE 3

LINE 1																			
LINE 2																			

TILE 2

LINE 1																			
LINE 2																			

TILE 4

LINE 1																			
LINE 2																			

TILE EXAMPLE

**T/SGT JIM EVANS USAF
 345TH BS 98TH BG B24**

98th Bomb Group / Wing Veterans Association

***** CHANGE OF ADDRESS *****

Name	Address	City & State	Zip Code	Unit	Aircraft
Ancil D. Baker	3102 Estates Drive	Fairfield, CA	94533-9702	HQ	B-47
George A. Brunell	P.O. Box 2400	Paducah, KY	42002-2400	343	B-24
Ernest L. Carlson Jr.	P.O. Box 5621	Atlanta, GA	31107-0621	345	B-24
Mrs. Herbert C. Englebrecht	11511 113th Street #24-F	Largo, FL	33778-3041	ARS	KC-97
Robert A. Hambury	Route 5 Box 271D	Laurel, DE	19956-9805	A&E	B-47
Arthur J. Harvey Jr.	P.O. Box 190 Hillcrest A.#404	Honeybrook, PA	19344-0190	343	B-24
Charles L. Jennette Jr.	P.O. Box 101623	Fort Worth, TX	76185-1623	344	B-24
Arthur W. Johnson	2412 SE 23rd Street	Ocala, FL	34471-8317	415	B-24
Lloyd E. Keller	3371 South 114th Avenue	Omaha, NE	68144-4655	345	B-47
Warren E. Kolander	21200 Todd Valley Road #130	Foresthill, CA	95631-	415	B-24
Robert C. Mennell	156 West Dogwood Trail	Littleton, NC	27850-9427	345	B-24
Richard J. Mullin	8224 Sugarbush Drive	Spring Hill, FL	34606-3169	343	B-24
Robert M. Murphy	5922 Washington Pike	Knoxville, TN	37918-7100	344	B-47
Albert R. Neher	P.O. Box 6267	Glen Allen, VA	23058-6267	345	B-29
Calvin A. Page	1837 Palisade Boulevard	DuPont, WA	98327-	343	B-24
W. Calvin Patterson III	2461 Thorn Creek SE	Kentwood, MI	49508-5217	ARS	KC-97
Howard F. Revie	P.O. Box 1702	Grand Junction, CO	81502-1702	344	B-29
Victor L. Scholten	1415 Elm Court	Sheldon, IA	51201-1828	344	B-24
Howard R. Sims	475 Cocoplum Court	Satellite Beach, FL	32937-3205	345	B-24
Lt/Gen. Truman Spangrud	7321 N. Cathedral Rock Road	Tucson, AZ	85718-1385	345	B-47
Paul M. Warrenfeltz	14333 Altocedro Drive	Delray Beach, FL	33484-2571	344	B-24
Wallace K. Weiss	100 West 1st Road	New Cambria, KS	67470-8597	343	B-29

+++++ NEW & RETURNING MEMBERS +++++

Name	Address	City & State	Zip Code	Unit	Aircraft
Arthur S. Crevensten	1606 Dove Drive	Orlando, FL	32803-2420		B-24
Ralph E. Donnelly	19647 Panther Court	Grass Valley, CA	95949-	415	B-24
Truman D. Green Jr.	136 Captain Drive	Manahawkin, NJ	08050-	415	B-24
Clinton H. Killian	308 North 100 East #79-8	Roosevelt, UT	84066-	344	B-24
John S. Tokarczyk	4220 West 57th Street	Cleveland, OH	44144-	343	B-24
Andrew L. Vandergroef	10041 SW 98th Terrace	Ocala, FL	34481-9056	343	B-29

Please file this page with your Roster to keep everything together!!

98th Bomb Group / Wing Veterans Association

***** DEPARTED COMRADES *****

Name	Address	City & State	Zip Code	A/C	DOD
Peter P. Bernotas	127 North Martine Avenue	Fanwood, NJ	07023-1345	B-24	01 Jul 97
Orval L. Cherrette	P.O. Box 231	Big Bay, MI	49808-0231	B-24	03 Feb 97
John W. Englum	719 Connelly Street	Paris, IL	61944-1242	B-24	20 Jun 96
Charles E. Havens	1515 Bobbitt Lane	N. Little Rock, AR	72120-9542	KC-97	08 Jan 98
Mrs. Betty Howard	205 Woodley Avenue	Butler, AL	36904-2737	B-24H	12 Aug 97
James E. Neal	7684 South Franklin Way	Littleton, CO	80122-	B-24	30 Nov 97
Manuel R. Rangel	439 Burnside Drive	San Antonio, TX	78209-	B-24	29 Sep 97
Arthur W. Roberts	122 Rosemary Avenue	San Antonio, TX	78209-	B-24	14 Oct 97
Carl E. Rosberg	1515 Oxford Street #2C	Berkeley, CA	94709-1504	B-24	Oct 96
Kenneth G. Ross	1833 Glengarry Drive	Carrollton, TX	75006-7315	B-24	Unknown
John J. Sullivan	2875A West Bay Road	Freedom, NH	03836-9724	B-29	14 Oct 97
Robert E. Urwin	2180 Vivian Avenue	Ontario, OH	44906-	B-29	15 Apr 97

+++++ NEW ASSOCIATE & HONORARY MEMBERS +++++

Name	Address	City & State	Zip Code	Unit	Aircraft
Mrs. David Duncan	4415 N. Crest Dr. #2412	Midland, TX	79707-	Honorary	B-47
Michael D. Havens II	1804 Banbury Road	Charleston, SC	29414-	Honorary	KC-97
Kenneth McKnight	356 Yacon Street	Vista, CA	92088-	Associate	B-29

Please file this page with your Roster to keep everything together!!

The Story of *Hadley's Harem* Continues!!

By Roy Newton

Istanbul, Turkey - 09 December 1997

The opening ceremony for *Hadley's Harem* at the Koc (Coach) Industrial Museum, in which the partially restored nose section of the fuselage was put on display, as well as artifacts found within, was spectacular. This ten star event was attended by about 500 dignitaries, 10 TV stations, many news reporters, and four Americans: Pete Frizzell, Daphne Stacy, Cornell Iliescu, and Roy Newton. Roy Newton is a survivor of the *Hadley's Harem* sea crash that resulted from aircraft damage at Ploesti, Romania on 1 August 1943.

I elected to take along Daphne for her expertise in filming for the documentary film to be produced by Pete. Also, since we planned to go to Ploesti, I asked Cornell to accompany us since he was born in Romania, close to the refineries and speaks their language. A 20 year citizen of America, Cornell is more *American* than anyone I know of and we could not have functioned without him.

The museum director, Dr. Selcuk Colay, was responsible for procuring, supervising and providing all the display materials necessary for this spectacular exhibit. We were treated royally by this outstanding Turkish man.

While the Turks were very proud to have this American legendary bomber which is the very last in existence from those 177 who flew that low level raid, there was virtually no interest shown by the U.S. The U.S. Embassy was formally invited to this historic event and did not respond. This is essentially the same reaction received by me when I first began my search for the lost *Hadley's Harem* in 1994.

At the finish of the speeches given, while sitting next to Mr. Koc, he shook my hand and promised: "Roy, I will bring up the rest of *Hadley's Harem* from the sea in 1998." In the meanwhile, Dr. Colay has a strong lead on the grave site location of our bombardier, Leon Storms, who was buried near the crash site in 1943. With proof of the location, the U.S. Military Recovery Group will be notified. This will mean that all 10 crew members are to be accounted for.

Amongst the artifacts in the museum display case are the pilots clock and the radio operator's clock. They are both stopped at 8:37 - the time we crashed. By recall, I had thought it to be a little after 8 PM. Another interesting find was the crude gun sight mounted on the fuselage in front of the left side pilot's forward window. These were on all lead aircraft with two extra .50 caliber nose mounted machine guns for the pilot to operate. Since *Hadley's Harem* was flying off *Killer Kane's* left wing, Hadley rode the right seat for better visibility to Kane. Co-pilot Lindsey probably operated the forward guns using the gun sight. This was a new discovery for us.

Romania was full of surprises for our 5 day voyage. Since the bloody 1989 revolution to expel the Communists, many in the government still operate the old way. Security around the oil refineries is very tight, as we were stopped numerous times for filming outside these complexes. Eventually we did get into the Astra Romana, the 98th Bomb Group target, but only to film a story board history display commemorating the 100th anniversary beginning in 1890. For me, it was strange to have been over it and now on it. It has not changed in 54 years at all.

The Rahmi Koc Museum contains the world's finest collection of mechanical and industrial objects to be seen and well worth a trip by itself, besides viewing *Hadley's Harem*. The collection contains steam engines, locomotives, ships and boats, maritime artifacts, aircraft, scientific instruments, road transporting vehicles, communication devices, toys, etc. For quality and diversity, it far exceeds the Henry Ford Museum in Dearborn, Michigan. An entire turn of the century restaurant from Paris was moved to the Museum and serves outstanding food.

With *Hadley's Harem* incorporation into this great Museum, we can be assured of it's continued existence. Most amazing is that the Turks consider this aircraft for it's historical value and have spent the time and money to preserve it. We should be proud of their effort.

In cooperation with the Museum, a 1998 chartered tour is planned and will include the outstanding historical sights of that incredible city of Istanbul.

Pete Frizzell and I will be there for the removal of the remaining pieces in the spring of 1998. We appreciate the support of the 98th Bomb Group Veterans Association and thank them for their help and support.

New VA Medical ID Cards -(October 1997 - California American Legion Newsletter)

The survival of the Veterans Administration Medical Program may hinge on whether you have 15 to 20 minutes to go and get the New VA Medical ID Card. In June 1997, the VA started issuing new cards. Every US veteran that has received anything other than a dishonorable discharge needs to obtain the new VA Medical ID Card. If you presently hold a card with a purple triangle indicating service connected disability - you need to get a new card. If you hold any other VA Medical ID Card - you still must get a new card.

It is very important that every eligible veteran take the time to obtain the new red, white, and blue card, which includes your picture. The new card may be picked up at your local VA medical facility; all that is necessary to get your new card is: present your old VA ID card, or if you do not presently have a VA ID card, (meaning you are not registered with the VA) as proof of your Military service, DD-214, retired military ID card, etc. Regardless of your status, service connected, non-service connected, rich, poor, insured or not, you are entitled to the new VA Medical ID card.

It was in 1944, that the greatest single legislative achievement of the American Legion - The passage of the Serviceman's Readjustment Act, more commonly known as the GI Bill of Right, was realized. This legislation was described by subtitles, one of which is "Hospital, Claims & Procedures" that reflect the concern and dedication of our predecessors to our sick and disabled comrades. Now, some fifty plus years later, so we have the resolve to ensure their efforts were not in vain? *If the VA Medical Service is to survive, then it is imperative for all Legionnaires and other eligible veterans to go and get the new VA Medical ID Card as soon as possible.*

The Office of Management and Budget (OMB) along with Congress look at numbers. Example: if there are 100,000 veterans in the service area of a VA facility and only 10,000 veterans are registered (with card), the OMB and Congress look at this number and evaluate whether there is a need to maintain that multi-million dollar facility, or should it be managed in a different way and suggest closing the under-utilized medical facility. Like we haven't seen that happen in California.

Every member of the American Legion should have the new VA Medical ID Card (and all of our members too).

Here is the perfect way to show we really do support and do want to sustain the VA Hospitals and Clinics, unless we are all talk and no show. It was this organization of caring veterans that was instrumental in creating the Veterans Association. Are we going to take this example and obtain the new VA Medical ID Card to indicate that we do care, or do we send the legislators the message that we don't care - - go ahead and close the VA medical facilities? Is it that our Preamble to our Constitution is better *said* than *practiced*? The decision is yours, my comrades.

(October 1997 - California American Legion Newsletter)

AIR FORCE SEEKS FAMILIES OF KOREAN WAR UNACCOUNTED FOR

The Department of Defense and the four military services are mounting an intense public outreach effort to locate family members of servicemen who remain unaccounted for from the Korean War. According to Tom Perry, Chief of the Air Force Missing Persons Branch, "We have begun to open some doors in North Korea, and we need to re-establish contact with the families of our unaccounted-for servicemen." As a result of two negotiated agreements, the U.S. has conducted four joint operations inside North Korea during 1996 and 1997 to seek answers and to locate and recover the remains of U.S. servicemen lost during the Korean War. In the four operations, the

remains of what are believed to be seven American soldiers have been recovered. One has already been identified and returned to his family for burial with full military honors.

Perry added, "As we're able to obtain additional circumstance of loss information or recover remains from North Korea, we'll need to inform the families. Unfortunately, in some cases nearly 45 years have elapsed since the Air Force has had contact with many of the families. We need to know who the primary next-of-kin is to aid in future identifications. We'd welcome any lead family members can give us." Family members of any unaccounted-for Korea era servicemen are asked to provide their name, address and relationship of their loved one as soon as possible to the appropriate service casualty office.

Air Force families can call toll-free (800) 531-5501 or write by electronic mail via the Internet (POW-MIA@HQ.AFPC.AF.MIL). The Army's toll free number is (800)892-2490. The Navy number is (800) 443-9298 and the Marine Corps' number is (800) 847-1597.

Each of the services has compiled a partial list of Korean War family contacts, but with more than 8,100 unaccounted-for servicemen from the war (more than 900 Air Force servicemen), the task is extremely difficult considering the time elapsed since the cease-fire in Korea. "We've been using the Internet and any other technology we could acquire," Perry said, "But we believe the most effective way to find these families is by word-of-mouth through veterans, families, active duty and retired military organizations. That's why we're pushing hard to 'get the word out' in many different ways. We hope our ongoing efforts in North Korea will result in bringing closure to families who have sacrificed so much for so long".

The 98th in 1998 Annual Reunion - Cleveland, Ohio Sheraton Downtown City Center - 04 - 08 September 1998

Here is a tentative schedule of events for our annual Reunion.

04 September - Friday (Early Birds)

Hospitality Room opens at 12:00 Noon

Dinner at the 100th Bomb Group - 7:00PM (Extra Cost)

05 September - Saturday (Early Birds)

Golf - Contact Perry Nuhn, 9067 SE Star Island Way, Hobe Sound FL 33455-3129

Dinner Cruise - 7:00PM (Extra Cost)

06 September - Sunday

Registration 9:00AM to 5:00PM

Open Bar Cocktail Party with Hors D'oeuvres 5:30PM to 7:00PM

07 September - Monday

Advisory Board Meeting 8:00AM to 9:00AM

Cleveland Air Show - Gates open 9:00AM Show starts 12:00 Noon Ends 4:30PM

Continuous shuttle bus from hotel to Air Show.

08 Septemberr - Tuesday

General Business Meeting 9:00AM to 11:00AM

NFL Football Hall of Fame - Canton, Ohio (Extra Cost)

Bus leaves at 11:30AM - Lunch at The Stables - NFL Sports Bar

Bus returns to hotel at 4:00PM

Ladies Program (To be decided)

Pictures start at 5:00PM

Open Bar Cocktail Party - 6:00PM to 7:00PM Banquet - 7:00PM to ???

Note: Deadline: Hotel - 14 August 1998 All other events - 15 July 1998

This will help with planning and avoiding confusion.

The Final Schedule for the Reunion will be in the May 1998 Newsletter.

Remember: Regisration Fee this Year is \$60.00 per person.

***** MEMORABILIA FOR SALE *****

T-shirts & Caps \$10.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
License Plates and Lapel Pins \$8.00 each
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
98th Group Patch (round) & 98th Wing (square) \$5.00 each
98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each
All items include mailers and postage. Make all checks payable to:

98th Bomb Group Veterans Association

Mail your order and check to :

Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323-1031

***** REUNION INFORMATION *****

1998	Cleveland, Ohio	Sheraton City Center	04 - 08 September
1999	Spokane, Washington	The Ridpath Hotel	07 - 11 September
2000	Philadelphia, Penn.	Undecided	Undecided
2001	Tucson, Arizona or Seattle, Washington or Colorado Springs, Colorado		
2002	Dayton, Ohio	Undecided	Undecided

The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Correction Requested

Non-Profit Org.
Bulk Rate
U.S. Postage
PAID
San Marcos, TX
Permit No. 305

WILLIAM H. SIMONS
77 WEST 9TH STREET
MARYSVILLE OH 43040-9106

***** MAY 1997 *****

THE PYRAMIDIERS

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE
PRESIDENT'S
CORNER



Once again I wish to bring up the subject of INCREASED membership (Regular and Associate). Several Members have enrolled their sons, daughters, etc. as Associate Members, and to my knowledge, they are happy and glad to be associated. I know I can speak for our two sons! They were kind of surprised, but do appreciate what the history of the 98th means to so many! It would be great to have the 98th be an active unit in our Air Force again. Any suggestions? Let me hear from you. The impromptu 98th Mini Reunion in Vista, California was enjoyed by 23 members and a great time was had by one and all. Since Darlene and I are spending some time in Oceanside, California, I decided it was a good time to get together with some of our California members. A special THANKS to Jim Evans, Jack Stevens, and Dory Scudder for setting the get together up and going. Please remember to get your Biographical Data to Herb Harper, our 98th Historian. May God Bless all of you!

Jerry

OFFICERS

GERALD B. CUSTER	President	1-719-475-2613
MERLE L. ALBRITTON	Vice President	1-941-773-9729
STANLEY K. FLENTJE	Sec/Treas/Editor	1-512-396-2509
C. L. MONTGOMERY	1997 Reunion Coordinator	1-706-549-6208
DENNIS POSEY	New Reunion Coordinator	1-770-971-3972
JOHN FORNWALT	Past President	1-717-323-5036
ROBERT P. LADISLAW	Memorabilia Chairman	1-513-864-7823
HERB HARPER	Historian	1-423-336-2768

'Dopey Dwarf', a Limping B-24 Didn't Know the Word Quit

by Sgt. E. C. Harris

"Not only 'Dopey Dwarf' - that's our B-24 - but his six brothers, the Good Fairy, and a couple of guiding angels must have had a hand in getting us into Malta, burning and crippled. But the real credit is due our pilot - that Georgia boy really set that B-24 down when I wouldn't have thought it possible. T/Sgt. O.W. Hauser, of Philadelphia, pulled some snapshots from a package on the table beside his bed in the American base hospital. "Here's the 'Dopey' and its crew of which I'm the engineer" he said. "Ten men - we were together on 14 missions, and then we ran into this little tea party. We all came back, and only four of us were injured, although the 'Dopey' was perforated like a sponge." "The target for the day was Sicily", Houser continued, "and we were in formation attacking an airdrome at Catania. We had a good run, and our bombardier, Lt. W.H. McNeil, of Miami, raised plenty of hell down below. The ack-ack was fairly heavy, but no worse than we'd been through many times before, and there weren't any Axis fighters in sight. Another day, another dollar, I think as we turn for home."

"Well, instead of our story ending, that's where it begins. One of the ground batteries gets our range and the 'Dopey' starts to buck and pitch from the blasts. The first one knocks out our No. 4 engine. Lt. C.W. Gooden, our pilot, a steady, quiet little guy from Waycross, Georgia, tries to feather it, but the oils gone and the engine is on fire. With the prop windmilling, we start losing altitude from our 25,000 foot level. The 'Dopey's' radio operator, T/Sgt. T.C. Beaudry, of Los Angeles, is trying to contact the rest of the formation, which is pulling away from us, but it's no good. The equipment is out for good."

Stricken and isolated, the flaming 'Dopey' drew the concentrated fire of the ground guns. And then, Copilot Lt. D.G. Johnson, of Cincinnati, spotted the ME 109's. Eight of them, coming in dead ahead. The ME 109's closed in fast to try for a kill, concentrating on the left side from 12, 9 and 7 o'clock. But the Yankee gunners, S/Sgt. R.B. Cox of Columbus, Ohio, in the tail; S/Sgt. A.M. Cochran of Boston and S/Sgt. D.J. Kreutzer of Denver, Colorado in the waist, threw back plenty of lead. "Holes were opening up in the fuselage everywhere, and the place is full of slugs," continued Houser. "Time just stops, and a guy has too much to do to worry or to stop and figure out what is going on. I glance out and see one Jerry as he's hit by Gunner Cochran. He catches fire, spins into the ocean. A minute later, another ME-109 is hit - we're not sure who got him - but this pilot has time to bail out. Meanwhile, in the first run down our left side, they've knocked out No. 2 supercharger. The wing gas tanks are hit and start burning, but miraculously, they don't explode. The somebody yells "Get Beaudry out of the upper turret". I figure he must be done for - but Lt. R.F. Perkins, a Wisconsin boy, found him unscratched, although the whole turret was wrecked and useless. Now they've knocked out the tail turret, too; and our photographer, S/Sgt. S.T. Hendricks of Little Rock, Arkansas is hit. I'm hit too, in the left forearm by a slug that misses the pilot's head by inches. It doesn't knock me out so I wrap my jacket around my arm to stop the bleeding and stick around to see what happens next."

During the running fight, the 'Dopey' had plunged on it's downward course, trailing fire and smoke. It was a race between the sea and Malta.

"Finally the ME-109's turn back and we have time to catch our breath. I look down and see land. "My God" I say to Lt. Gooden. "Haven't we left Sicily yet". He's still sitting there, calm and quiet, as though he were watching a movie, but he's mothering those faltering motors along and coaxing every ounce of power out to the poor battered B-24. He glances at me briefly and cracks a grin. "Malta" he answers. It's the sweetest word I ever heard."

Houser sat on the edge of his bed and lit a cigarette. "Guess that's about all," he said. "Except maybe for the landing. We can see the strip on the field, but there are no planes on it. With no radio, we can't tell them our gas is about gone. So we have to set down on the narrow road used by the fuel trucks. The controls are shaky; one tire is blown off; we have no flaps or brakes. Yet, Lt. Gooden brings that mass of burning, broken B-24 down at 140 MPH."

The 'Dopey' started out with a full supply of ammunition and four extra boxes, just in case. When it landed, four guns were shot out, and there were exactly 125 rounds of ammunition left. But B-24's die hard, and the 'Dopey', a battle scarred veteran, is back in service now.

Article sent in by Amos E. Nicholson - 343 BS (Crew Chief of "Dopey Dwarf")

******* For Your Information *******

1. Harold Weir sent word that he had found a great VHS tape on the Ploesti raid. It is titled "Combat Crew Raid On Ploesti". It is available through A&E Home Video, 19 Gregory Drive, South Burlington, Vermont 05403. The cost is \$19.95 with \$1.43 tax and \$3.95 shipping and handling. Harold says it is the best he has seen. Harold was on Lerecht's crew on the Ploesti Raid.
2. Herb Harper, our historian, would like to thank all those who have sent him their biographical information. Quite a few have responded. For those who have not, see the February Newsletter and let Herb have your input.
3. Ken Scroggins and his son Doug will be at the Reunion in Branson and would like to see all his old friends there also. Ken has not been to a reunion in several years and looks forward to coming. Doug is a new Associate Member.
4. Tom Kiernan of the 345th Bomb Squadron - B-29s - sent Herb a copy of the Navy log on the rescue of 33 survivors and the names of some who did not survive the crash mentioned in the February Newsletter. Herb Harper will pass it along to the interested party. Does anyone have any more information on this incident?

B-29 Incident - Aircraft S/N 44-86371 - Researched by Herb Harper

In the early days of the Korean War, the 98th Bomb Wing had a lot of Headquarters 5th Air Force and FEAF Bomber Command personnel fly on our missions. Lt. Col. Black was one of those people. Ellsworth Smith, the radar mechanic was along on a trouble shooting problem. Corporal Bacon, the right scanner, was an armament man who worked for me and flew that day because it was a maximum effort and operations was short of gunners. Often in such cases, armorers would fly as gunners.

The following was extracted from Official Department of Defense POW/MIA Case: KA-0194-009 by Herb Harper, Historian:

Summary of the Incident - On 07 May 1951 at approximately 1148 hours, a United States Air Force B-29A was lost on a combat mission over Pyongyang, North Korea. The aircraft was flying the #2 position in a flight of four aircraft. Thirteen men were aboard the aircraft when it departed Yokota Air Base, Japan. Immediately after releasing their bomb load, the aircraft was damaged by a large flak burst under the right wing. The aircraft made a wide 180 degree turn and began to fly in a southwesterly direction. Another B-29 separated from the main flight and began to escort the crippled aircraft. The aircraft then turned and headed in a southeasterly direction. Three parachutes were seen leaving the rear of the aircraft. A few seconds later, the right wing fell off and the aircraft went into a flat spin to the left and went down in flames. One more parachute was seen exiting the aircraft. This crewman landed approximately 3/4 of a mile west-northwest of the main wreckage. The aircraft broke up and burned over a wide area. A United States Navy SA-16 two engine aircraft circled the wreckage until dusk. All four who parachuted were captured and taken prisoner. Three were held at Pyoktong and released after the war, the fourth died during captivity. There was no further report on the nine missing crewmen. Crew Members were:

Aircraft Commander	Capt. Dewey L. Chapman	Pilot	2/Lt. Richard E. Hawes
Navigator	1/Lt. Junior M. Adler	Bombardier	1/Lt. John C. Collins
Radar Operator	??? William C. McTaggart	Engineer	T/Sgt. Frank J. Chesnowsky
Radio Operator	Sgt. John A. Rice	CFC Gunner	Sgt. Edward J. Stoll
Right Gunner	Cpl. Raymond R. Bacon	Left Gunner	S/Sgt. Lee E. Erickson
Tail Gunner	??? Richard M. Jones	Radar Mech.	??? Ellsworth E. Smith
Observer	Lt.Col. Vance E. Black		

Lt.Col. Black survived the bailout but was badly burned and died in the POW camp. McTaggart, Jones and Smith were released in 1953. Richard M. Jones died in 1994. I have talked with Jones' widow, also William McTaggart and Ellsworth Smith. I hope to get their personal stories in the future.

In 1996, a search of the wreckage was conducted by U.S. Department of Defence personnel. All four engines and props and all 12 machine guns were found. Not much else was found, according to the report.

***** CHANGE OF ADDRESS *****

Adkins, Mrs. John T.	100 South Elm Street	Greensboro, NC 27401-2638	B-24	415
Batman, Ernest E.	1458 Grand Cayman Circle	Winter Haven, FL 33884	B-24	415
Bush, Franklin W.	581 Dwight Drive	Bay Village, OH 44140	B-24	345
Carter, George A.	15127 NE 24th Street #435	Redmond, WA 98052-5544	B-47	OMS
Cofer, A. Roy	9950 SW 102nd Place	Ocala, FL 34481-9099	B-24	345
Ensing, Eugene C.	13366 Lime Lake Drive	Sparta, MI 45345-9523	B-47	OMS
Floumoy, Gordon	2946 Florence Drive	Columbus, GA 31970-1638	B-24	344
Hartel, Robert W.	105 East Wigham Street #59	Centralia, MO 65240-1072	B-24	345
Hegstrom, Robert C.	7487 Blue Stone Road	San Antonio, TX 78249-4514	B-29	344
King, Robert V.	P.O. Box 14743	Odessa, TX 79768	B-24	415
Manzo, Salvatore E.	610 Keswick Court	Granite Bay, CA 95746	B-24	HQ
Mc Donald, Edward M.	8610 Vantage Point	San Antonio, TX 78251-2559	B-47	A&E
Mennell, Robert C.	39 Roanoke Shores	Littleton, NC 27850-9427	B-24	345
Musselman, Stephen C.	1227 Gettysvuw Way	Knoxville, TN 37922-5979	B-47	345
Nygaard, Donald E.	111 Park Avenue	Grass Valley, CA 95945-7201	B-29	345
Palmer, Walter J.	11201 N El Mirage Rd #1088	El Mirage, AZ 85335-3104	B-47	HQ
Raisor, William C.	2225 East Broadway	Logansport, IN 46947-2052	B-29	343
Rubusch, Harold W.	N8725 380th Street	Boyceville, WI 54725	B-24	415
Schrawger, Robert T.	101 Crepe Myrtle Lane	Georgetown, TX 78628	B-47	344
Smith, Phillip H.	110 Midway Drive Apt. 15	Raeford, NC 28376-7970	KC-97	ARS
Spangrud, Lt/Gen. T.	6129 North Golden Eagle Drive	Tucson, AZ 85750-1379	B-47	345
Steube, Raymond	50 Lake Lawrence Lane	Troy, MO 63379-5066	KC-97	ARS
Swihart, Freddie L.	140 Windy Hill Drive	Franklin, NC 28734-4617	B-47	345
Thompson, Jack A.	2109 East Lakeview Drive	Johnson City, TN 37601-1890	B-29	344
Tucker, Norman P.	304 Christy Drive	Rolla, MO 65401-4018	B-24	344
Weinstein, Jay W.	18132 Peppy Place	Dallas, TX 75252-2700	KC-97	ARS

***** NEW MEMBERS *****

Aponte, Stephen	371 Newark Street	Aurora, CO 80010-4721	B-29	344
Bean, John L.	8301 Tieton Drive #73	Yakima, WA 98908-1446	B-29	345
Blalock, Woodrow W.	7891 Barbi Lane	La Palma, CA 90623-1670	B-29	343
Browning, Russell	12885 N. Egypt Shores Drive	Creal Springs, IL 62922	B-29	345
Crossno, Darrel W.	Route 1 Box 503	Hulbert, OK 74441	B-47	A&E
DeGraan, Walter	38-2 High Street	Hanson, MA 02341	B-47	A&E
Goldman, Robert B.	302 East Charlotte Street	Millersville, PA 17551	B-29	344
Holness, Ralph	2310 R Street	Merced, CA 95348	B-29	343
Huddleston, Lee	6940 Belinder	Mission Hills, KS 66208	B-24	343
Kolander, Warren E.	10986 Lorenson Road	Auburn, CA 95602	B-24	415
Moody Jr., A.B.	124 Mount Carmel Drive	Natchez, MS 39120	B-24	345
Moore, Robert J.	802 6th Avenue South	South St. Paul, MN 55075-3035	B-24	343
O'Grady, John E.	1434 McClellan Street	Schenectady, NY 12309	B-24	345
Roberts, George	P.O. Box 514	Dover, AR 72837-0514	B-47	OMS
Soukas, Peter G.	19 Bradford Road	Henniker, NH 03242	KC-97	ARS
Tambollio, Alfred E.	1443 South Yampa Court	Aurora, CO 80017	B-29	344

***** NEW ASSOCIATE MEMBERS *****

Aronowitz, Marguerite	11430 Manzanita Trail	Dewey, AZ 86327	B-24	Unk.
Curtis, Suzanne Harper	460 Ash Drive	Cleveland, TN 37312	B-29	345
Day, Susan A.	290 Maryhurst Drive	Centerville, OH 45459	B-24	344
Delp, Jeanne	13 Granite Road	Peabody, MA 01960	B-24	343
DeMarais, Pam	2707 Randolph Street NE	Minneapolis, MN 55418	B-24	Unk.
Estes, Larry	409 Patio Place	Clinton, MS 39056	B-24	415
Harper, Ian W.	660 Worth Street NW	Cleveland, TN 37311	B-29	345
Harper, Keith A.	5614 Dayton Boulevard	Chattanooga, TN 37415	B-29	345
Hensel, Gary	2950 Lehigh Street	York, PA 17402	B-24	344
Johnson, Mark	11908 April Ann Avenue	Bakersfield, CA 93312	B-29	345
Jones, Casey	341 Casper Street	Edmunds, WA 98020-2616	B-29	345
Knight, Kathryn	13 Ashbury Lane	Barrington Hills, IL 60010	B-24	344
Ravitts, Gail S.	2410 Devonshire Drive	Rockford, IL 61107-1534	B-24	343

Ross III, Kenneth G.	1708 Big Canyon Trail	Carrollton, TX 75007	B-24	344
Scroggins, Karl D.	17923 W. Lakeview Drive Lake Tyler East	Troup, TX 75789	B-24	344

******* DEPARTED COMRADES *******

Byrne, John F.	C-28 McDonald Way	Pembroke, MA 02359	B-24	345	DOD	21	Mar	97
Daugherty, Lewis S.	803 Hamilton Boulevard	Hagerstown, MD 21742	B-24	345	DOD	31	Jan	97
Felger, Richard	10325 NE Hancock St. #43	Portland, OR 97220	B-29	344	DOD	17	Aug	96
Jones, Richard M.	341 Casper Street	Edmunds, WA 98020-2616	B-29	345	DOD			1994
Summerhays, Ben	5805 West Harmon Space 313	Las Vegas, NV 89103	B-24	344	DOD	18	Jan	97
Ward, Patrick	413 Lynwood Blvd.	Nashville, TN 37205-3434	B-24	345	DOD	11	Mar	97

******* WE NEED YOUR HELP *******

1. Douglas Tidy, who is an Honorary Member, needs some help in identifying the crew of the "Memphis Blues", 345th Bomb Squadron. He has a picture that was taken at Ramat David, Palestine in 1942 showing the 10 crew members and the crew chief beside their aircraft. His note indicates that one crew member was the son of a Senator. If any one can help, please send me the information and I will relay it on to Douglas. Douglas headed the British Engineering Group at Ramat David and was in charge of building the base where the 98th Bomb Group began it's operations.
2. Robert McKee IV is seeking anyone who knew his grandfather, Robert McKee Jr. Robert McKee Jr. was in the 343rd Bomb Squadron in B-24s and flew on "Snow White", "Dopey" and "Doc". The grandson lives at 3913 Arizona Place, Plano, TX 75203. If anyone flew with or knew the grandfather, please let Robert know and also drop me a line to let me know we have had success.
3. Your Secretary needs your help. The United States Post Office soon will be requiring the five plus four Zip Code on all mailings. I have the nine digit number for many of our members but I need it for every one. Please drop me a line with your nine digit Zip Code if it is not included on your address label.

******* 1997 REUNION NEWS *******

This years Reunion will be held in Branson, Missouri, 14-18 October 1997. Our hotel is the Branson Grand Ramada, 245 North Wildwood, Branson, MO 65616, telephone 1-800-850-6646 or 1-417-336-6646. Room rates are \$60.00 on single/double plus tax. For those of you flying into Springfield, MO, about 50 miles away, you will need to arrange your own transportation. Branson has 32 entertainment theaters but they are not located in one area so you will need transportation while there if you intend to see shows on your own. Many of the popular shows are booked well in advance and to secure tickets in advance call 1-800-523-7589 and ask for Denise, Extension 310.

The registration fee remains at \$50.00 per person to cover banquet, reception/cocktail parties and Hospitality Room expenses. Registration fees and yearly dues (\$10.00 minimum due 1 July) should be sent to Stan Flentje, 310 Sunnywood Lane, San Marcos, TX 78666-8914. Checks should be made payable to "98th Bomb Group Veterans Association". Checks for optional activities should be sent to 98th Bomb Group, P.O. Box 49114, Athens, GA 30604. Detailed schedules will be available in the Hospitality Room. Prices include gratuity, taxes and transportation where applicable.

98th BOMB GROUP VETERANS ASSOCIATION 1997 REUNION - BRANSON, MISSOURI

If you are planning to attend the 1997 Reunion in Branson and want to see some shows by the popular entertainers, now is the time to reserve tickets for those shows before they are all sold out. For more information and assistance, see below:

YOUR TICKET TO V.I.P. STATUS IN BRANSON ESPECIALLY FOR THE 98TH BOMB GROUP BRANSON HOTLINE

Welcomes You to Participate in the Hottest Shows!

FOR INDIVIDUAL SHOW TICKETS
CALL 1-800-523-7589 & ASK
FOR DENISE AT EXT. 310

Now is the time also to make your hotel reservations for the Reunion. To make hotel reservations call:

Branson Grand Ramada 245 North Wildwood Branson, Missouri 65616
Telephone #1-800-850-6646 SEE YOU IN BRANSON!!!!!!

Please use the form below to reserve your place at the 98th Bomb Group Reunion in Branson, Missouri October 14 - 18, 1997. The cost will be \$50.00 a person for those attending. Make checks payable to 98th Bomb Group Veterans Association. Please mail to 310 Sunnywood Lane, San Marcos, TX 78666-8914.

LAST NAME _____ FIRST NAME _____

WIFE / GUEST NAME _____

ADDRESS _____

SQUADRON _____ AIRCRAFT _____

AMOUNT PAID _____

The following is a correction of the information given in the February Newsletter:

1997 BRANSON REUNION NEWS

The 1997 Reunion will be held in Branson, Missouri, 14 - 18 October. Our hotel is the Branson Grand Ramada, 245 North Wildwood, Branson, Missouri 65616, telephone #1-800-850-6646. Rooms are \$60.00 a night single or double. The Ramada is a new, nine story hotel, located near many of the theaters and shopping centers. If you fly, you will land at Springfield, Missouri, 50 miles away and you will need your own transportation to get to Branson. Specific details will be in the May and August newsletters. The schedule is as follows:

Tuesday	14 October	Early Birds	Dinner at restaurant overlooking city & lake.
Wednesday	15 October	Early Birds	Dinner and entertainment aboard the Showboat Branson Belle
Thursday	16 October	Registration,	Cocktail Party (Open Bar) & Buffet at hotel
Friday	17 October		BOXCAR WILLIE EVENING SHOW CANCELLED - HEALTH REASONS FREE TIME - BOOK A SHOW!
Saturday	18 October	Business Meeting - AM	Cocktail Party and Banquet - PM

I am sorry that the days of the week were wrong in the newsletter and I apologize for any inconvenience that the mistake caused. "Stan"

Suzanne Mioduszewski
3715 Glazier Way
Ann Arbor, Michigan 48105

20 July 1997

Dear Suzanne,

Congratulations on becoming an Associate Member of the 98th Bomb Group Veterans Association. Your Dad has enrolled you in the group as many dads have done for their children. I hope you enjoy your association with our group.

As a member, you will receive newsletters four times a year. They will come in August, November, February and May. I am enclosing the May Newsletter. We operate as a non-profit corporation on the fiscal year. This fiscal year for us runs from 01 July to 30 June of the next year. The annual dues is due by June 30th for the next year.

All of the Reunion information is in the May Newsletter and the attached flyer. A quick recap of the planned Reunions:

1997	Branson, Missouri
1998	Cleveland, Ohio
1999	Spokane, Washington.

I hope you will join us in as many reunions as you can make. We always have a great time seeing old friends and making new ones. We also get to see lots in the cities that we go to.

I am enclosing your membership card good through 30 June, 1998 and my card for quick reference should you need help. We publish group rosters in January on even years. A new one should be coming out in January 1998.

Glad to have you on board. If I can do anything for you, please let me know.

Sincerely



LAST_NAME: MIODUSZEWSKI

FIRST_NAME: SUZANNE

M.I.:

STREET_ADDRESS: 3715 GLAZIER WAY

CITY: ANN ARBOR

ST: MI

ZIP: 48105-

POS: ASSOCIATE

AC: B-24

SQUAD: 345

DUES: PD 1998 \$10.00 19 JUL 97 THANKS!!

PHONE #

Stan

Please note our schedules will vary slightly this year due to the fact that the Grand Ramada Hotel does not have the capacity to accommodate a group of our size. These services will be provided by the Dinner Bell Restaurant directly behind the Grand Ramada. Please do not go to the Dinner Bell Restaurant before the scheduled time because the restaurant needs time to prepare for us. We will schedule a cocktail party/open bar at the hotel before proceeding to the Dinner Bell Restaurant for both the reception buffet, 16 Oct., and the banquet, 18 Oct. A mini-van will be available to transport those who need it from the Grand Ramada to the Dinner Bell Restaurant. The schedule follows:

Tuesday - 14 October Early Birds - Hospitality Room opens at 12:00. 1745 - Bus loads at Grand Ramada 1800 - Bus departs for Candlestick Inn. 1820-1900 Cash bar. 1900 - Dinner - Prime rib (a chicken entree will be available). 2015 - Bus departs for hotel. Price is \$30.00 per person, limited to 45 people.

Wednesday - 15 October Early Birds 1530 - Bus loads at Grand Ramada. 1545 - Bus departs. 1615 - Load aboard the Branson Belle. 1630 - Sail aboard the Branson Belle. 1630 - 1830 Cruise, entertainment and dinner. 1830 - Return to Hotel. Price \$35.00 per person, limited to 45 people.

Thursday - 16 October 0900-1700 Registration. 1200-1300 Open bar Hospitality Room. 1800-1930 Cocktail Party / Lite Hors d'oeuvres, open bar, Grand Ramada Hotel. 1930-2000 Open Bar Dinner Bell Restaurant. 2000-? Buffet dinner Dinner Bell Restaurant.

Friday - 17 October Day free. Originally we planned to attend the Boxcar Willie show. Boxcar Willie, a former member of the 98th Bomb Wing (KC-97) will not perform in 1997 due to illness.

Saturday - 18 October 0830 - Ladies breakfast and entertainment at the Dinner Bell Restaurant - Free. 0900-1200 Business Meeting, Parasol Room. 1630-1830 Photos in front lobby of Grand Ramada. 1800-1930 Cocktail Party / Lite Hors d'oeuvres, open bar, Grand Ramada Hotel. 1930-2000 Open bar Dinner Bell Restaurant. 2000-? Banquet at Dinner Bell Restaurant.

(Please cut out and use this form for Optional Activities)

Name _____

14 October - Dinner at Candlestick Inn @ \$30.00 per person

Number _____ Total _____

15 October - Dinner Cruise Branson Belle @ \$35.00 per person

Number _____ Total _____

Make checks payable to: **98th Bomb Group Veterans Association**

Mail reservations & checks to: **98th Bomb Group Veterans Association**
P.O. Box 49114
Athens, GA 30604

***** MEMORABILIA FOR SALE *****

T-shirts, Caps, License Plates, and Lapel Pins \$8.00 each
(T-shirt sizes - small, medium, large, extra large - Buy one for the grandkids)
(T-shirts, caps and lapel pins available for B-24, B-29, B-47, KC-97)
98th Group Patch (round) & 98th Wing (square) \$5.00 each
98th logo in color, suitable for framing - 8.5"x11" \$5.00 each
98th Ploesti Low Level Raid Print - 8.5"x12" \$5.00 each

All items include mailers and postage. Make all checks payable to:
98th Bomb Group Veterans Association

Mail your order and check to :
Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323

***** REUNION INFORMATION *****

1997	Branson, Missouri	Ramada Inn Hotel	14 - 18 October
1998	Cleveland, Ohio	Not decided	06 - 11 September
1999	Spokane, Washington	Not decided	Not decided

The Pyramidiers
98th Bomb Group Veterans Association
310 Sunnywood Lane
San Marcos, TX 78666-8914
Address Correction Requested

Non-Profit Org.
Bulk Rate
U.S. Postage
PAID
San Marcos, TX
Permit No. 305

***** MAY 1996 *****

THE 98TH BOMB GROUP/WING VETERANS ASSOCIATION

THE PRESIDENT'S CORNER



Do you recall my comments that I'm deeply concerned about membership? We probably have over 5000 possibilities, i.e. former members of the 98th; a great many who served during the Korean Conflict! There remains WWII members not signed up. A lot of B-47 people, as you know, it was a very active Wing from 1954 through 1965. And very important is to have the KC 97 people signed up and involved. Our membership committee of Al Long, Jim Evans, Perry Nuhn and the Chairman, Bob Schrawger are working hard to obtain new members. For example: Jim

Evans and Jack Stevens of South California held a mini reunion at March Field on 8 April 1996. Jim Wirth is to be complimented for putting the luncheon together. I was honored to be the speaker! Guess what the subject was? What are the members feeling about having our children, grand children and other interested persons becoming associate members. Please let me know. One of our members, Herb Harper, our historian wrote a beautiful article for our News Letter. Thanks Herb. Monarch Systems, 382 Marian Avenue, Mansfield, Ohio 44903, telephone 419-522-6000 and Monty Montgomery did a great job on our 1995 reunion "Force for Freedom" picture book. The 98th was committed to purchase 100 copies in order to have colored photos. Especially those who attended the San Diego reunion, please order one of the booklets for yourself and relatives (grown children) and friends. Every member, get a member is our goal and thanks to those who have already done this recently. (Secretary comment: Please notify the Secretary of changes of address and deaths. This would save the Association a lot of postage.) God Bless

Jerry

Raymond W. Woodruff, Sr., a loyal and devoted member who passed away December 12, 1995 bequeathed the sum of \$100 to the 98th Bomb Group.

----- OFFICERS -----

JOHN R. KANE: Hon Pres. 1420 Lawndale Ave., Havertown, PA 19083
GERALD B. CUSTER: President 1-719-475-2613
MERLE L. ALBRITON: Vice Presedent 1-813-773-9729
SAMUEL D. WAREHAM: Sec/Treas/Editor 1-402-483-5548
C. L. Montgomery: Reunion Coordinator 1-719-548-8340
JOHN A. FORNWALT: Past President 1-717-323-5036
ROBERT P. LADISLAW: memorabilia 55 Koons Dr., Enon, OH 45323
Phone 513-864-7823

*****NEW MEMBERS*****

CARTER, GEORGE A. 1880 - 179th PL NE Bellevue. WA 98008	OMS
HAYES, RALPH W., 3328 San Mateo St., Clearwater, FL 34619	343

*****CHANGE OF ADDRESS*****

BREAULT, GEORGE L., 432 Front St #FL-2, Highlands, NJ 07735	415
CARTER, ROBERT D. 5339 E. Fairbanks CT, Monticello, IN 47960	343
CLARK, JACK E., 2451 E. Sunset St., Springfield, MO 65804	344
CONNOR, EUGENE J., 14 Pierce Ave., Derry, NH 03038	344
DANKBAR, ROMAN L., 2869 Greensboro Cir., Ames, IA 50014	344
DAVIS, MONTA J., RR 3, Box 677K #11, Whitney, TX 76692	HQ
EVERS, JR. GEORGE H. 1621 Venice Dr, S. Lake Tahoe, CA 96150	ARS
FASIG, JR. HENRY C. 5300 Roxborough Pass, Hermitage, TN 37355	415
GAUTHIER, RUDY F., 240 St Dvon Crossing, Duluth, GA 30155	344
GRECO, FRANK E., 6122 Alpenrose Ave., Jacksonville, FL 32256	344
HAVELAAR, MARION H. 5421 Cavalry Post Dr. Arlington, TX 76017	345
HOFFMAN, GERALD D., 205 East 9th St., N. Manchester, IN 46962	343
LAMKIN, JOHNJ. P.O. Box 245, Netarts, OR 97143	344
LIVINGSTON, ROBERT P., P.O. Box 875, Roswell, NM 88202	344
MAHYNSKE, RAYMOND, 2424 S. Cottonwood Ln #98, Tucson AZ 85713	343
MARTIN, REGINALD P., 288 Broadbrook Rd #3D, Enfield, CT 06082	344
MEYER, IRVING, 115 Brandiwood CT., Dabary, FL 32713	415
NELSON, ROY E., 609 NW 44th ST., Oklahoma City, OK 73118	HQ
PATTERSIN, W. CALVIN, 1690 Glen Forest Dr., Ada, MI 49301	ARS
RAY, MRS JAMES A., 32 Tree Top Dr., Arden, NC 28704	344
RUSHING, JOHN F., 9 Lee Magee Rd, Tylertown, MS 39667	344
SCHNECK, ROBERT W., 2806 Jane St., Riverside, CA 92506	345
SEALS, BILLY R., 2707 Suntree Ln., Katy, TX 77450	345
SIMS, HOWARD R., 217 Cleveland Way, Rockledge, FL 32955	345
SMITH, GEROG E., 7307 Circo Dr., Granbury, TX 76049	344
STEPHENS, ROBERT C., 7012 East 51st CT, Tulsa, OK 74145	415
SYNCO, HOWARD M., 2209 Young Farm PL, Montgomery, AL 36106	345
TRAYLOR, DAVID A., 560 Reilly LN, Shreveport, LA 71102	415
WECHTER, JEROME, 136 Loran Point Dr., Seneca, SC 29672	343

*****DECEASED*****

ALEXANDER, C. E., 9 Strong Row, Bisbee, AZ 85603	DOD 11-00-94	343
DUNCAN, David S. 6 Sandia Rd, Ocean City NJ 08226	DOD 01-00-95	344
BROWN, FRANK (Boss)	DOD 03-01-73	
CONSIGLIO, Mrs F. 2925 N.74th Ave Elmwood PK, IL	DOD 02-07-95	415
GRAMLEY, Mrs N. 1904 Jefferson Ave Lewisburg, PA	DOD 01-24-96	343
HOWEY, Mrs Walter, 3312 S. Terr Rd, Tempe, AZ	DOD 01-07-96	345
JOHNSON, Beryl M. 206 N. Galena Rd Sunbury, OH	DOD 07-18-94	345
JOHNSON, G.W. 904 Hanratty Dr., Yakima, WA 98902	DOD 03-23-95	344
MARTIN, R.S. 3662 W. Mercer Way, Mercer, IL 98040	10-05-95	343
RAY, James A., 31 Tree Top Dr, Arden, NC 28704	DOD 02-04-96	344
RAY, Mrs J.A. 31 Tree Top Dr, Arden, NC 28704	DOD 02-04-96	344
SHARMAN, Ernest, M. 4662 Ray Dr., Montgomery, AL	DOD 12-12-95	415
WAPLES, Pershing W., P.O. Box 175, Harlowton, MT	DOD 11-02-95	344
WIGHT, Lee D., 11401 Brookfield, Livonia, MI	DOD 02-02-95	343
WOODRUFF, Raymond, W. 1237 N. Patton Ave, Springfield, IL 62702	DOD 12-26-95	343

NOTE: Raymond Woodruff willed \$100.00 to the 98th Vets Assn

COLD WAR

It was the age of the Doomsday Clock. Of the thirty minute war. Of fall out shelters and bombs measured in megatons. Of the strategy of Mutually Assured Destruction. It was the age of global fear.

Through the decades dubbed the Cold War, the American President and his Soviet counter part held the power to plunge the world into a war in which casualties would be measured in the hundreds of millions. Suddenly the Cold War ended and the leaders with that power renounced it and embraced.

Almost, as if forgotten, thousands of nuclear missiles remain in their launch silos, armed and targeted on the United States and the territory of the former Soviet Union. President Clinton and Russian President Boris Yeltsin are now pledging to end the practice of aiming missiles at each other. Let them plunge into the sea or go nowhere at all, say the two presidents. It is a symbolic act. No one pretends the missiles can't be retargeted in minutes. But it is a welcome turn after a generation of symbols that evoked images of nuclear winter, of a planet laid to waste on which the survivors would envy the dead.

Nuclear physicists at the University of Chicago came up with the Dooms Day clock in 1947 as a way of demonstrating how close the world was to nuclear war. After the U.S. tested the first hydrogen bomb, the clock was moved to two minutes before midnight, the doomsday hour. "We're going to live through a long period of constant tension with these dangerous weapons," President Kennedy told reporters in 1961. Ironically the clock was moved back in 1960, the year Kennedy was elected. Within months, crisis in Berlin and Cuba moved the world closer than ever to nuclear war. During his first year in office, Kennedy ordered publication of booklets advising Americans how to build a fall-out shelter so that a family can take steps to protect themselves, on a minimum basis and give them some sort of hope that if they were out of the blast area they could survive the fall-out. Black and Gold signs appeared in the corridors of office buildings directing people to the fall-out shelter, while bureaucrats formulated elaborate evacuation plans. Do you remember the nuclear nightmare? The duck and cover drills in school and bomb shelters. While others made plans to pack the station wagon and head to who knows where, in the event of a nuclear attack. Others planned survival strategies.

Designated airmen were required to be on alert in the alert shelters, on a rotating basis. All base personnel had assigned duties which they carried out during alerts. Dependents were told what they were to do if a nuclear attack was emanate (such as the Cuban missile crises).

NOTICE -- FILLMORE COUNTY HISTORICAL SOCIETY - FAIRMONT, NE

Many members of the 98th Bomb Group trained and worked at the Fairmont and Brunning Army Air fields. All are welcome with a special invitation to those who trained and worked there.

The gates are opened at 10:00 AM, June 15, 1996 at the Fairmont Airfield. Flea Market, memorabilia of WW II units, Plane rides, tours of planes and vehicles, skydivers, air show acrobatics, balloon and airplane rides, Bobby Lane dance band. June 16th 1996 07:30 FLY IN Breakfast, balloon ascension, plane tours and rides, 1:00 Reunion of the units. Then more with a closing USO dance.

TARGET: VIPITINO RAILROAD BRIDGE, VIPITINO, NORTHERN ITALY---
Submitted by Bob Carter, Monticello, Indiana

Bob Carter was the co-pilot on Bill Shreve's crew this fateful mission, flying number six position. Since the bomb run formation on my side, just outside my window, I was at the controls. Nearing the target, with our bomb bay doors open, perhaps seconds from 'bombs away', all hell broke loose.

Ship number four had taken a direct hit and exploded before my eyes. The explosion was so fierce that it blew out all the plexiglass in the navigator's and bombardier's compartment. The extreme cold air rushed in and took all the maps from our navigator. The navigator and bombardier scrambled up on the flight deck and plugged their electric suits in our extra plug-ins. The explosion blew off the top turret gunner's bubble and took his flack helmet. We flew through debris and fire from the number 4 ship seeing balls of fire, which we tried to duck. There was so much, we couldn't miss it all. Shreve and I felt a bump! We noticed the engine nacelle on #1 engine had a big dent in it. We feathered #1 and started checking in with the crew to see if anyone was hurt. Miraculously, no one was injured. After we had the ship trimmed, Shreve told me that he had seen a landing gear sailing over our head. At the same time we saw a boot print on our windshield. We didn't know if it was just a boot, foot or perhaps another body that neither of us saw. I put in a call for fighter escort. We had lost our radio receiver in the explosion, but were unaware of it at this time. I kept calling for help as we were sitting ducks for German fighters.

After three or four attempts, two P51's approached with their gear down so they wouldn't over fly us. I called to the P51's to roll their wings if they could hear me as we couldn't receive. They acknowledged again. We informed them that we had no injuries, but to escort us to the nearest runway so we could land this bird. They rolled their wings again. After about 45 minutes of this cold ride the 51s peeled off and went home. By this time we could see the strip. I called the tower for a "May Day" landing and informed the tower we were making a straight in approach. The tower heard us even though we couldn't hear them. After rolling to a stop, the familiar jeep with the "follow me" sign led us to the area where the damaged planes were parked. As soon as the engines were cut we rushed to see the damage. I'm certain there were at least 200 holes, some a 1/4" to the size of a baseball.

The engineering Officer brought a ladder and a flashlight to view the end of the #1 engine nacelle. After a quick look he informed us that the fire ball we hit was a body. Evidence of flesh and blood was very prominent. We had landed at the B-25 base at Richinoni and while we were swallowing a couple shots, a couple of the B-25 guys came over and invited us to fly with them for some real excitement. I quickly responded that I had enough excitement, for the day. They thought their joke was hilarious.

The deceased pilot was Lt Paul Bent and the co-pilot Lt Robert Conway, the rest of the crew's names weren't available.

CLINTON P. MERRELL'S "CINDY" Cont--

March 3rd, we were in the air again, target Naples; an eight hour and thirty minute mission. This time the Group came in over the Mediterranean at 25,000 feet and just as we reached the target we dropped to 5000 feet and increased airspeed.

As the bombs dropped, the enemy were firing above and to the rear of us. Our change of tactics worked and we thought we had it made when we were suddenly attacked by the most determined fighter attack we had faced. It seems that the port was as important as the Allies had believed. We closed the formation as tight as possible and brought every machine gun to bear on the fighters as they continued to dive at us from out of the sun. They would dive through the formation with all guns firing. The fighters were so close that we could see the pilot's faces. Many were shot down, but they continued to attack and we dropped down to sea level which stopped their diving. As we bomb at dusk, night fall gave us protection for our flight back to Benghazi. At our debriefing, we learned a crack fighter group called "Goering's Own" had been moved to attempt to stop us.

Again we were laid up for repairs, but on March 20, 1943, my 28th mission, we were on the bombing run over the port of Naples. The bombardier tripped the switch to open the bomb bay doors. The light indicated the doors were open, bombs away, but there was an unusual surge as the bombs were released. We had always bombed in formation and held that tight formation as long as we were in fighter range. We realized for some reason we could not hold our position, anyone dropping out of formation was sure to be shot down. I found that the bomb doors had not opened and the bombs had torn them loose and they were hanging down causing the drag. We tried several things and none of them worked. As a final attempt, I told the crew to hold my feet and let me down and we were able to pull the doors back into place. We had bombed Naples just as darkness fell. We flew by Mt. Vesuvius, which we had seen before but never at night. It was a beautiful sight and brought to mind that at one time it had been considered that we drop a load of 2000 pound bombs in the crater, which would cause the lava to wipe out Naples.

As the pincer closed in on Rommel's defeated forces our attention turned to Sicily. On March 24th we again bombed Messina on a seven hour thirty minute run. Our target was once again Naples and on April 2, 1943, my thirtieth mission, we used a variation of changing altitude and speed over the target to confuse the Ack-Ack. At the debriefing, we were told that the Lil-De-Icer crew had reached the 300 hours and would be relieved from combat and returned to the states.

My last raid on Naples was April second, but as I said before, even though there might be several days between a crew's flight, other crews would be hitting the targets daily. The date was April 4, 1943, take off 1330 hours, target Naples. The "Lady-Be Good" was on her first mission. This green crew, just one month before, had departed West Palm Beach, Florida, taking the same route that Cindy had flown about one year earlier.

More than ten hours after take off at 11:50 hours 24 of the Group's planes had been accounted for. There had been no report of "Lady Be Good". Sixteen years later an article in the Palm Beach Post Times, Sunday, June 7 1959; the US B-24 Bomber "Lady - Be-Good" was found this week in the Sahara Desert, no trace of

the crew. A follow-up story was received Sunday, July 28, 1959. It was determined by an Air Force search team that the returning crew had not spotted the blacked-out coastline and had missed the real beacon light. When the plane was about to run out of gas, the crew bailed out and headed north toward the coast, leaving strips of parachutes held down by rocks. This trail was followed by the search team until it disappeared after about fifty miles in the sand dunes. The mystery of why the crew hadn't taken water with them when they bailed out, why they didn't use their radio, or what happened to them will probably never be known. The search crew went back to the crash site and found the heavy, high altitude flight gear hanging neatly on hooks and found water in the canteens. One canteen contained coffee and after heating it, they found it was still good. After blowing the sand out of the radio, they found it to be in good working condition. Loaded with bombs and full tanks of gas, a B-24 cruises at 165 miles per hour and 175 miles per hour with no bombs. The ship has a maximum range of 1600 miles plus a few minutes after you switch to the reserve fuel. The range will vary according to the wind.

I had one harry experience where we flew into a strong headwind using extra fuel. The question we faced was whether to balance the four tanks and feed all four engines to the last minute or just feed two engines. I balanced the tanks and after crossing the coast line, the gas gauges were reading close to empty. We came in for a landing, as engineer, I was standing between the pilot and co-pilot, calling out the air speed. With gas gauges reading empty, I flipped the switch to emergency fuel and as we taxied off the runway, three of the engines cut-out. Out of fuel we were towed to our parking space. The last combat mission I made in Cindy was April 5, 1943. Target Palermo, Northern Sicily. When the Germans built up a large supply in a stockpile in preparation for the allied invasion, We hit their amunition dump, although we were at high altitude, we could see tremendous explosions. The mission was ten hours, but seemed much longer as I knew this would put me over the 300 hour mark, making this my last mission. At the debriefing, Lt. Rogers and I were told that we had reached the 300 hour mark we were relieved from combat.

Lt. Rogers and I were flown to Cairo on April 6, 1943 to await transportation back to the States. In Cairo we caught up with several old buddies and on April 15, 1943, Fred Best, Ed Weise and Tom Rogers arrived.

After several stops and delays, I finally arrived in Miami, Florida and on May 1, 1943 after a 15 day delay en route. I found that Captain Germeraad had been there and been interviewed by the Palm Beach Post, April 27, 1943 and given me more credit than I deserved.

SEARCH FOR A 98TH AIRMAN

John H. Robertson recalled that while he was with the 415th at Lecce in April 1945, there was an airman, probably a tail gunner, who had flown 125 missions. There was a story told that he didn't have any family stateside and felt at home in the Squadron. With that many missions he must have collected a chest-full of Air Medals, battle stars, unit citations, etc. He might have been promoted to 2nd Lt. We would like to hear more about him, so if any of you knew him please help us out. Thank You---

CHATTANOOGA REUNION NEWS 1996

This year's reunion will be held in Chattanooga, TN, 13-17 September 1996. Our hotel in the Chattanooga Choo Choo Holiday Inn, 1400 Market Street, Chattanooga, TN 37402. Telephone 1-800 872-2529 or 423-266-5000. Room rates are \$66.00 single/double. Reservations should be made by 30 August 1996. The Chattanooga Choo Choo Holiday Inn is a large complex, to include the old Terminal station and railroad cars. There is a free shuttle service from the Hotel to Downtown areas. Free hotel/airport shuttle service is also available.

The registration fee remains at \$50.00 per person which covers the Banquet, Reception/Cocktail parties and hospitality room expenses. Registration fees and any association dues (\$10.00) annual (payable by June 30th) should be sent to the Sec/Treas, 639 Mulder Drive, Lincoln, NE 68510. Make all checks payable to the 98th Bomb Group/Wing Vets Assn. Checks for optional activities should be mailed to the USAF Academy Post Office, P.O. Box 504, USAFA, CO 80840-0010.

Last year in San Diego we experienced a number of problems due to last minute attendees. Your registration fee is the only way we have of determining the number of people attending the reunion activities (we hate to disappoint members) so please mail in your requests early. Should your plans change, your money will be refunded promptly. *VP Albritton is in charge of banquet seating. Detailed schedules will be available in the Hospitality room. Prices include gratuity, taxes and transportation where applicable.

***Friday 13 Sep.-Early Birds. Dinner in the Diner at Hotel. Menu will be chicken and Caesar salad. A cash bar will be open at 1830. Dinner will be served at 1900 hours. PLEASE NOTE: THE DINER WILL SEAT ONLY 24 PERSONS. The Diner will be available on an individual basis during the reunion, price is \$23.00 per person.

***Saturday 14 Sep.-Early Birds. 0900 departure for Lynchburg, TN., for a tour of the Jack Daniels Distillery and lunch at Mrs BoBo's, where great southern food is served at huge Lazy Susan tables, each with a hostess. 1500 hours return to Chattanooga. Tour is limited to one bus load of 27 persons. Price is \$30.00 per person.

***Sunday, 15 Sep-0900-1600 hours REGISTRATION. 1100-1200 hosted bar in Hospitality room. 1700-1900 Cocktail party/ Tennessee Hoedown. Buffet at hotel.

***Monday 16 Sep-0900-1000 hrs Directors meeting. 1815 depart by bus to Tennessee Aquarium privately from 1830 -2230. A catered buffet will be served at 1900 hours. Busses will begin return to the hotel at 2100 hours. This tour is highly recommended, price is \$32.00 per person.

***Tues 17 Sep-0900-1200 business meeting. 1700-1800 pictures. will be taken for Reunion book. Place your names tags at banquet tables. 1800-1900 hosted cocktail party. 1900 BANQUET, menu is Prime Rib and Chicken Breasts Wed 18 Sep -Departure.

(tear

off)

13 Sep - Dinner in the Diner	\$23.00 per person	Number _____
14 Sep - Jack Daniels tour/lunch	\$30.00 per person	Number _____
16 Sep - TN Aquarium/dinner	\$32.00 per person	Number _____

*****MEMORABILIA FOR SALE*****

Mail your order and check/cash to:
Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323

T-shirts, Caps, Licence Plates and Lapel Pins \$8.00 each.
(T-shirts, caps and lapel pins available for B-24, B-29,
B-47 and KC-97. 98th patches Group (round) and wing (square)
\$5.00 each. 98th logo (in color) and suitable for framing
(8 1/2 X 11) \$5.00 each. Reproduction of the 98th's paint-
ing of the Ploesti Low Level Raid, suitable for framing
(8 1/2 X 12) \$5.00 each. All items include mailers and
postage. (T-Shirts sizes - small, medium, large and extra
large). Buy one for the grand kids. Make all checks payable
to the 98th Bomb Group Vets Assn.

----- REUNION INFORMATION -----

- 1996 - CHATTANOOGA, TN. Sept 13 - 17 Chattanooga Choo Choo Inn.
- 1997 - 18 October 1997, Ramada Hotel, Branson, Missouri.
- 1998 Cleveland, Ohio - Dates and Hotel to be determined later.

***** OFFICIAL NOTICE *****

The members present at the San Diego Reunion voted and passed a motion from the floor to raise the annual dues to \$10.00 per year. Therefore: Dues for the 98th Bomb Group/Wing Veteran's Association for the year beginning July 1, 1996 (FY 97) will be \$10.00. "Dues Notices" will be mailed in May 1996 to all members delinquent for FY-97 and before.



B-24

THE PYRAMIDIERS

98th

BOMB GROUP/(H)

VETERANS ASSOCIATION



B-29



B-47



KC-97



KC-135



KC-10

SAMUEL D. WAREHAM

639 Mulder

Lincoln, NE 68510

Non-Profit Org.
U.S. POSTAGE
PAID
Lincoln, NE
Permit No. 237

WILLIAM H. SIMONS
77 WEST 9TH ST
MARYSVILLE OH 43040-1501

ADDRESS CORRECTION REQUESTED

***** NOVEMBER 1993 *****

THE PYRAMIDIERS 98th BOMB GROUP/WING VETERANS ASSOCIATION

THE PRESIDENT'S CORNER



First and foremost, I want to thank the 98th members - especially those attending the 98th reunion at Omaha - for their support and consideration. Please know and remember that your staff are all volunteer workers, but they enjoy working for you, including myself. Your continued support is much appreciated.

Herb Harper did a superb job of selling Chattanooga, TN for the 1996 reunion. I have asked Herb to work with our Reunion Coordinator, Monty Montgomery to set up a good program. Also, thank you Herb for the flashlights.

I have already received several comments from the reunion attendees saying they really had a good time in Omaha and enjoyed their stay at the Red Lion Inn. The American Legion Post #1 posted the colors, and the band that sailed with us on the Missouri River dinner cruise also played our kind of music at the banquet.

I also want to thank some 98th people for what they did for us in Omaha: Sunny Fordham and Bob Hathcock for the complimentary Coors beer; Bob Schrawger our 'doughnut man'; Bob Sternfels for being our guest speaker; Mrs Davis for her dedication to playing the piano for our entertainment; Cory Orne for helping Sam Wareham with registration; Bob Ladislav for being our memorabilia person and many others for helping make our '93 reunion a great one.

As usual, I want to encourage all of you to get busy increasing our membership with persons who served with the 98th. Go get 'em'!! God bless all of you.

Wishing you a wonderful fall and a happy holiday season.

Jerry

----- OFFICERS -----

JOHN R. KANE: Honorary President, 918 Macadam St, Chester, PA 19013
GERALD B. CUSTER: President 1-719-475-2613
WALTER E. JUST: Vice President 1-513-868-6281
SAMUEL D. WAREHAM: Sec/Treas/Editor 1-402-483-5548
C. L. "MONTY" MONTGOMERY: Reunion Coordinator 1-719-488-2183
JOHN A. FORNWALT: Past President 1-717-323-5036
ROBERT P. LADISLAW: Memorabilia 55 Koons Dr., Enon, OH 45323

ADDRESS CORRECTIONS

BOUCHER, William A., 1409 Bayshore Dr, Niceville, FL 32578	345
BYNUM, John C., 6372 South Cardinal, Tucson, AZ 85746	343
CASEY, Richard J., 9920 Woodhouse Dr., Las Vegas, NV 89134	344
ECELBARGER, Helen, 555 N Pantano Rd., TR 279 Tucson, AZ 85710	345
FIELD, Alexander, R., 77 Martin Dr #B-2, Whispering Pines 28327	344
FOSTER, Edward, 3414 NE Schuyler St., #2, Portland, OR 97212	345
JONES, Frank G., P.O. BOX 99, Wilberforce, OH 45384	344
MILLER, John H., 9603 Primrose PL., Garden Ridge, TX 78266	ARS
PRICE, Joe C., Rt 17, Box 435, Lake City, FL 32055	345
ROWELL, Harry, 10 Finger Dr., Bella Vista, AR 72714	344
SHEWAN, Clifford W., 5046 S.W. 88th Terr. Gainesville, FL 32608	345
TAYLOR, Mrs Willard G., N 2384 Country Rd 1, Waldo, WI 53093	345

NEW MEMBERS

JANSSEN, Norman, 19 Jefferson Hts BX 87, Clkeveland, MN 56017	UNK
KROTZ, Doyle, 2421 North 74th St., Lincoln, NE 68507	A&E
O'BRIEN, Hubert, Rt 1, Box 27, Ponca, NE 68770	A&E
OLSON, Edgar B., 315 Overlook Dr., W. Lafayette, IN 47906	343
RIVAS, FRANCIS H., 2203 Beaver Lake Blvd., Plattsmouth, NE 68048	345
ROSENCRANS, Charles R., 7210 NW Amity, Parkville, MO 64152	A&E
SCHMIDTKE, Harold A., 5881 Rd J2 SE, Moses Lake, WA 98837	344
STAPLECAMP, Eldon H., 1476 Gray Ave., Yuba City, CA 95991	FMS
WAITE, Charles T., 5205 Shadburn Rd., Cumming, GA 30131	UNK
WULFEKUHL, Keith J., 6127 South 115th St., Omaha, NE 68137	UNK

***** DECEASED *****

ARGAST, Ray F., 128 Baker Dr., Mountain Home, ID 83647	DOD 06-24-93
HODGES, Jr., Charles B.	06-29-93
STANKOVIC, Mrs S. M., 2533 Hillcrest Ave Baltimore MD	DOD 06-30-93
WAY, Don G., 1020 Deodar Way, Redding, CA 96003	DOD UNK

***** ITEMS OF INTEREST ****

1. Charlie Estes writes that an outfit named "Infomax, Inc." finds people quickly. There number is 1-800-829-1807. For \$15.00 they will track down a name and provide you with a printout of all the people in the USA with that last name. If they can't help you there is no charge. Charlie found his crew chief through this company and claimed it was worth the \$15.00 fee and thought that there might be other members that could use the service.

2. Art Harvey and Walter Ryan visited Colonel Kane on Good Friday. Our ambassadors found the Colonel visiting with several of his roommates, while seated in a chair in the hall, facing the nurses station. He was in his usual good spirits and appeared to be in good health. He was nattily dressed in black loafers, tan double knit trousers and dress shirt. From the reaction of the attendants at the time of our arrival, it was obvious that they have great affection for him. As always, he was pleased to see us and carried on a conversation, much of which couldn't be understood due to his speech loss, probably resulting from the same stroke that left him unable to walk. Both Walter and Art were able to have their picture taken with the Colonel. They also took other pictures, including some of his room.

CONTINUING SAGA OF AIR FORCE B-29 6371 -- James W. Miller

Upon exiting from the aircraft the crew was greeted by a Marine Lt Colonel, Commander of the air strip. He congratulated the crew on its safe landing and informed them that the enemy, Chinese and North Korean, were just over the hill to the north. It was doubtful that the marines would be able to secure the base during the night. The crew was offered two options. One, they could be issued infantry equipment and defend the base during the night. Two, there was a C-54 ready for take off for Haneda, Tokyo. The Air Force mission was to fly again, not engage in infantry tactics for which they were not trained. They elected the flight to Tokyo. Commandeering a truck the crew loaded their equipment on the C-54. Total time on the ground in Korea was forty five minutes. The crew landed at Haneda and a few hours later were bussed to Yakota.

The Army and Marines and allied troops held their position and eventually drove the enemy north. In time a maintenance team was dispatched from Yakota. 6371 was repaired and returned to Yakota.

During the time 6371 was in Korea the crew flew missions in other aircraft. However, they were grateful to have their faithful old bird back again.

As replacement crews were trained and declared combat ready they were shipped over seas. The replacement process was rather straight forward. When the replacement crew arrived the old crew was returned to the states.

There was an exception to this procedure. General McArthur directed that five nuclear qualified crews be retained in the event of escalation of the war. This crew was one of the five. Actually the crew found the duty fairly easy. The crews were divided into two groups; one of two crews, the other of three crews. They alternated with ten days on duty and ten days free to travel anyplace in Japan they desired. Jim used his time to visit first class rest and recuperation hotels.

They flew occasionally, but for the most part were on a "Stand By" status and served as instructors.

Each day the flying schedule was checked. One day, in early May, the crew was scheduled for the following day. It was to be a "Maximum Effort" mission. A mission that required the Commander to put every available aircraft in the air. The crew hoped this mission was the final one.

Later in the day Jim was contacted by Captain Bailey with the long awaited news that the crew had been assigned space on an MATS C-97 for their return to the states. The crew had been deleted from the flying schedule and expected to be packed and ready to take the bus to Haneda International Airport by 0700 hours.

The trip to the states can best be described as boring. The C-97 is essentially a passenger version of the B-29. Both were produced by Boeing. The C-97 was produced with a later model engine. To the aircrew the engines emitted a strange sound, something like engine failure. The crew navigator doubled as an engineering officer and the C-97 engine noise disturbed him. Captain Bailey proceeded to the cockpit where he was assured all was normal. The C-97 crew had been on a demanding schedule. Bailey, being familiar with the aircraft agreed to fly it, while the pilots sacked out for needed rest. Captain Bailey not only flew the crew over, but also flew them back to the states. At least part of the way.

B-47 LOW LEVEL & LABS TACTIC

Back in 1954, A Group of Strategic Air Command (SAC) senior officers witnessed the test firing of a falcon missile at the White Sands Proving Grounds. The Falcon fired at a thirty degree angle off the rear of a QF-80 Drone, locked on and flew straight up the tail pipe, destroying the target on the spot. What scared these officers, including (then) Colonel William (Butch) Blanchard, Deputy Director of Operations, SAC, was the fact that the Falcon was infrared (IR) guided. It was evident to all present that multiplying the IR emissions of an F-80 by six for the B-47 and eight for the B-52, could well add up to the death of high altitude strategic operations.

Lt Colonel Doug Nelson, later to be the SR-71 program manager, was given the job of finding a way to defend bombers against IR guided missiles. After much study of the problem it was agreed that low altitude penetration was necessary for survival of the SAC fleet. The staff approached the Boeing Company in Wichita, Kansas and the Air Proving Ground Command (APGC) at Eglin AFB, to develop the necessary aircraft modifications and tactics for employing the B-47 at low altitude. The B-52 was in the early phases of the test program at that time.

Major General Patrick W. Timberlake, APGC Commander, and Colonel Harry G. Goldsworthy, Director of Operations were briefed by SAC Staff. They then called in Colonel Walter B. Putnam, Commander, Operational Test Center and Major Barnett B. Young, B-47 Senior Project Officer, to hear what SAC was proposing. The entire group sat open mouthed as they heard Colonel Nelson propose navigating to the target at altitudes below 500 feet and airspeeds of 425 knots, and delivering a nuclear weapon with a "toss bomb" maneuver. (It was eventually decided that a "half cuban-eight," with a release near 55 degrees of climb, was the optimum for the airplane)

Boeing and the APGC personnel participated in the planning and aircraft modification phases of the test. Boeing test pilot, Richard W. Taylor made the first flights with aircraft 52-642, which was the original test B-47. Major Young went to Wichita and flew with Taylor on the final flights of the test. Assured that the aircraft would perform the required maneuver, the team then approached the problem of navigation at minimum altitude.

Major Young selected Major George Gradel as the test navigator and Captain Eugene Murphy as the co-pilot. They selected a series of navigational routes over the flat terrain of Florida performed only in good weather. Modifications to procedures and to the navigational equipment were accomplished as the crew gained experience. Missions were flown over increasingly difficult terrain, in marginal weather and, finally, at night. There were problems, but as experience increased, so did the accuracy of the navigation. Fifteen missions were flown on Phase I and included missions over such severe terrain as the Dakota badlands and the mountains of both Maine and Idaho.

Phase two called for the participation by a SAC aircraft and crew. A number of successful missions were flown by both crews in phase II. The final mission was to be a strike mounted from Kindley AFB, Bermuda, against Sandy Hook, New Jersey's radar and ECM complex to test the over water navigation and the ability of fighter interceptors to locate the incoming aircraft. Major Young and his crew completed the mission successfully with out being intercepted; however, the second aircraft crashed after take off from Bermuda. It was later determined that the cause was not related to the test mission, but was the first

of a series of "Drag Angle" wing attachment failures. This caused a delay of three weeks while the accident was investigated.

Satisfied that the aircraft structure could stand the punishment of low altitude turbulence and the G-forces necessary to accomplish the weapon delivery maneuver, clearance was given to proceed with Phase III. This was the actual bomb delivery phase.

Boeing pilots demonstrated that the bombs would clear the bomb bay and the APGC crew started the actual tests. Approximately 80 practice bombs were dropped on ranges 52 and 54A at Eglin during the next three months. The navigational test results indicated that the target could be located and the bombing results proved that the accuracy was acceptable. The final drops were made with simulated nuclear weapons of the size and shape planned for the SAC mission.

Briefly, the bomb delivery maneuver called for approaching the initial point (IP) some five miles from target at an airspeed of 425 knots and an altitude of less than 500 feet. Radar could be used to locate the IP or the target and ranging was determined by the radar navigator. There was also a visual mode which utilized a point, a known distance from target as the "pull-up" point for the maneuver. A timer built into the system allowed latitude in the selection of the IP. Once the timer had run out, a light and needle indication on the LABS (Low Altitude Bombing System) gave the pilot the signal to start the pull-up. A force of 2.5 Gs was applied and held until the initial stall or buffet was encountered. Then the G force was reduced to keep the aircraft just above the edge of a stall, completing the half-cuban eight maneuver, rolling out 180 degrees from the target.

Satisfied that the tactic was both necessary and feasible, SAC ordered three bomb wings to prepare to convert to the low altitude missions. Major Young was transferred to the 22nd Bomb Wing at March AFB and Captain Murphy went to the 310th Bomb Wing at Forbes. (Major Young was later put on TDY to MacDill AFB, where he trained the pilots selected to be instructors in the 305th Bomb Wing.) Crew training progressed satisfactorily, but not without accidents. A MacDill crew crashed at the Eglin bombing range; it was later determined that this was also a wing attachment failure. One of the crews at Forbes AFB failed to roll out at the top of the delivery maneuver and attempted to eject at too low an altitude. Later, three instructor pilots were lost on a single mission while practicing the maneuver at night off the coast of California. The cause of this accident was never determined.

Almost as the last of the crews were reaching combat-ready status the entire B-47 fleet began the encounter structural failures. Analysis determined that a modification to the aircraft, which included strengthening the wing attachment fittings (the "milk bottle" modification program) was required. The low level navigation missions were continued, but the actual bombing maneuver was put on hold pending further evaluation. It was eventually decided to utilize a "pop up" maneuver with drogue retarded bombs rather than the LABS. Fortunately the B-47 was never called on to actually deliver a weapon against the enemy and went into retirement basically "without firing a shot in anger." Although the B-47 never used the LABS tactic in combat, intelligence sources indicated that Soviet defense planners burned a lot of midnight oil trying to come up with a defense against it. The training and experience gained during this program was later of great value in the conversion of the entire SAC fleet to a low altitude capability.

Printed by permission of the author, Barnett B. Young and the Air Force Museum at Wright Patterson AFB Ohio. Young was with 307th/370 BS

ROSTER OF ATTENDEES AT THE 1993 OMAHA REUNION

LAST NAME	FIRST NAME	M.I.	WIFE/GUEST	SQDN	GOMEZ	RAUL	C.	BONNIE	A&B
ABERNATHY	DARRYL	L.	BETTY	345	GOODBODY	THOMAS	L.	ELIZABETH	HQ
ALBRITTON	MERLE	L.	ALBERTA	345	HANEK	BLAINE		J. FURNAN	415
ALTEN	OLAN	F.	LUCIA	A&B	HARPER	HERB		JOAN	345
APPLE	KEN		ANN	344	HARRIS	WILLIAM	A.	JOAN	FMS
BARR	JOHN	B.	MARY	345	HARTEL	ROBERT	W.	KATHRYN	345
BARKER	BOB			344	HARVEY, Jr	ARTHUR	J		343
			REGIS		HATHCOCK	ROBERT	G.	NELDA	344
BAXTER	WILLIAM	B.		343	HELFRICH	ROBERT	H.	GLORIA	343
BEARD	JIMMIE	D.	ARDIS	OMS	HOLLENBAUGH	DAVID			343
BEATON	RALPH	M.		345	HOWBY	WALTER	P.	DOROTHY	345
BECHER	PHILIP		DON BEHM	345	HUGGINS	GORB		EDNA	344
BECKER	ROSS		AVIS		HUNTER, Jr.	WILLIAM	J.	ALMA	345
BELLER	DONALD	V.	SYBIL	343	JACKSON	BARNBY		MONA	345
BENDT	LEE			343	JAMIESON	JOHN	B.	RUTH	344
BERGAN	BILL		CONNIE	415	JANSSEN	NORM			FMS
		J.	CONNIE	415	JAQUETTE	ARTHUR	B.	MARY	415
BERNINGHAUSEN	EDWIN	D.		343	JAWORSKI	PHILLIP		MARILYN	344
BLANTON	MAC			343	JOHNSON	MINOR	H.	MARIE	345
BOLEN	MERLE	L.	BETTY	345	JONES	THOMAS	F.	LUCILLE	344
BOLES	THOMAS	W.	ROSEMARY	345	JUST	FRANK			345
BOST	DEAN		KATHY	A&B		WALTER	B.	CARMELLA	415
BOURN	ROBERT	D.	MARILYN	344	KAPP	JACK	R.	SHIRLEY	345
BOWMAN, JR	CHARLES		JEANNE	345	KENDALL	JAMES	D.	BVELYN	345
BROWN	LEROY		WINIFRED	345	KIERMAN	TOM			345
BROWNING	JOHN	W.	MYRIE	343	KLEIN, JR	R. WILLIAM		ANNETTE	345
BURKE	WALLY			345	KOHL	MILT		HARRIET	344
BUSESKI	LEON	A.	EULEEN	344	KROTZ	DOYLE		IONA	A&B
BYNUM	JOHN				LABRANCHE	JOSEPH		FLORENCE	344
CARBONE	ERNEST	J.	LOUISE	A&B	LADISLAW	ROBERT		MARIAN	OMS
CARR	JAMES	A.	VICKI	HQ	LANZEL	FRED		SHIRLEY	415
CONSIGLIO	FRANK	F		415	LAWSON	RUDY			343
COURTNEY	DICK		BETTY	344	LAWSON, Jr	RUDY			343
CRIST	NEAL		THELMA	343	LEE	CLIFFORD		MARJORIE	345
CUSTER	GERALD	B.	DARLENE	344	LEONARDINI	SIL		FRANCES	344
DALY	FRANCIS	P		A&B	MANZO	SALVATORE	B.		HQ
DANKBAR	ROMAN	L.	AUDREY	344	MARTIN	KENNETH	L.	MARY	A&B
DARLINGTON	JULIAN	T.	JEANNE	343	MATLOCK	FRANK			A&B
DAVIS	CLYDE	L.	DORIS	345	MC ELROY	CHARLES	L.	HELEN	343
	DONALD	V.	CAROL	345	MC KENNA	JACK	B.	TRACY	344
DE BAETS	EMIL	F.	MASAE	415	MC QUAID	JOB		MIDGE/STACEY	343
DILLER	CLARENCE	B.	FLOY	344	MEADE	DONALD	J.	HELEN	HQ
EDDINGTON	HORACE	A.	MARY	345	MEASLEY	DONALD	W.	FRANCENE	415
FLEMING	DRAN	B.	ANN	343	MELLAND	CHARLOTTE			343
FLENTJE	STAN		RUTH	344	MENNELL	ROBERT	C.	ALICE	345
FLOURNOY	GORDON		MARY LOU	344	METRYER	JOHN	H.	NADYNE	A&B
FOOTE	CLARENCE	S.		344	MOHR	LEE			
FORNWALT	JOHN	A		415	MONTGOMERY	C.	L.		344
FORSTER	JOAN				MOORE	JACK	W.		345
	RAYMOND	B.		345	MORRISON	JOHN	D.	WILLIE JO	344
FRANKLIN	LOUIS		JUANITA	344	HOSSER	WALTER	J.	ELAINE	415
PUNTBES	RICHARD		MYRNA	344	MULKEY	JACK		GAYLE	344
GATES	REV ED	P.	TED GICWICZ	HQ	MULLIN	DANIEL	J.	CLAIRE	344
GRIGER	FLOYD	J.	SHIRLEY	343	MUNDEN	GEORGE	D.	MARGARET	344
GLASS	FRANK	L.		344	MURPHY	ROBERT	M.	ADA	344
GODSEY	JOHN	A.	WANDA	A&B	MURRAY	JOHN	B.	LILLIAN	345
GOFF	DEAN			A&B	NAGY	JOSEPH	L.	VIOLETTE	344
GOLBC	WALTER		GENEVIEVE	344	NEWTON	WILLIS	G.	MILDRED	343
					NISBETT	DONALD	S.		343

CONTINUATION OF THE ROSTER OF ATTENDEES AT THE OMAHA 1993 REUNION

				SMITH	GEORGE	B.	MRS G.E.	344
NUHN	PERRY	B.	RITAMARIE	344	RAYMOND	F.	JO	345
O'BRIEN	WILLIAM	J.	PAULA	345	ROBERT	L.	YURIKO	344
				SOBOTKA	MARVIN		MARGARET	344
ORNE	CORY			344	SPADOLA		RUTH	HQ
PALMER	RAYMOND	H.	VIVIAN	343	STAEHLB	F.	YVONNE	415
PATRICK	SAMUEL	I.	GENEVIEVE	HQ	STERNFELS	W.	NANCY/BOB	345
PAUL	DICK		JACKIE	HQ	STONE	A.	NELLIE	343
PETRI	NORBERT		DOROTHY	345	SUPKO		KATHRYN	344
PETTIGREW	WESLEY	N.	MARY	415	TARPLEY	L.	DORIS	343
PLOUFF	ARTHUR			344	TAUBE	J		HQ
POSBY	DENNIS		PEGGY	344	VAN BREE		CLAIRE	343
PRESS	HARRY	F.		344	VEST	A.	BARBARA	A&E
RAGAN	NATHAN	M.	DOROTHY	345	WALL	W.	JANE	345
RINZLER	DAVID			345	WARD	G.	CAROLYN	345
RIVAS	FRANCIS		SHARON	345	WAREHAM	D.	GINNIE	343
ROBINSON	HAROLD	B.	ADELINB	344	WATSON	A.	DOROTHY	343
	MARGE		NICK	343		M.	CAROLYN	343
	JOSEPH		MARY		WEBB	J.	BETTY	344
RUSSO	WALTER	J.		345	WHITCOMB	L.	ALICE	343
RYAN	LOUIS			344	WHITEHEAD	A.	LAURA	343
RYDER	CHARLES			A&E	WILLIAMS	B.	BEVERLY	345
SCHLEININGER	VICTOR	L.	ELSI	344		M.		343
SCHOLTEN	ROBERT	T.	RUTH	344	WULFBRUHL		BEVERLY	345
SCHRAWGER	KENNETH	C.	DEANE	344	WYSOCKI		BECKY	344
SCROGGINS	BILL		SARA		YAZAK	D.		343
SBITZ	ANDY		BLAINE	344	YOUNG		HELEN	344
SHAPPELL	HARRY		PAULENA	344	ZACCARIA	L.	NAVARENE	344
SHBLL	ROBERT	W.	LOIS	345	GREG		LEAH	344
SHROYER	STALNEY	W.	BEGI	344	ZINK	A.	LUHELEN	344

***** ITEMS OF INTEREST *****

1. The 'Pyramidiers' name was adopted on occupying Fayid, Egypt in October 1942 during the bombing of Rommel's Africa Corps. The 'Pink Elephants' the largest aircraft in the world at the time, were camouflaged B-24 Liberator Bombers, painted to match the colors of their desert air bases.

2. August 1, 1993, the 50th anniversary of the first mission to bomb Ploesti. Since the first of July, maybe even earlier, there has been a plethora of articles and many inquiries on the 98th's role in this mission. Several news reporters contacted our organization for information and contacts on our members who flew the mission. What made the mission so important? 540 airmen died, fifty three planes never returned and twenty three planes were forced to land, some in enemy territory. Oil was absolutely necessary for Germany to continue the war. The German's had no oil or access to it. They made every effort to produce gasoline from coal. The effort was costly and inefficient. Hitler desperately needed gasoline to continue his war. Romania had oil and he quickly moved to secure the Ploesti Oil fields. Denying Hitler the oil from Ploesti would cripple, perhaps stop his war machine. So, the bombing of the Ploesti Oil Fields became a very significant factor to shortening the war and bringing victory to the Allies. Although the first mission to Ploesti was not very successful in denying Hitler the oil he needed, it was the first and the subsequent missions denied him the oil and soon brought his surrender.

***** MEMORABILIA FOR SALE *****
Mail your order and check/cash to:
Robert P. Ladislaw
55 Koons Drive
Enon, OH 45323

T-Shirts, Caps, License plates and Lapel Pins \$8.00 each. (T-Shirts, Caps & Lapel Pins available for (B-24, B-29, B-47, KC-97).
98th Patches: Group (Round) Wing (Square) \$5.00 each.
98th Logo in color and suitable for framing (8 1/2 X 11) \$5.00 each.
Reproduction of the 98th painting of the Ploseti Low Level raid, suitable for framing (8 1/2 X 12) \$5.00 each.
All items include mailers and postage. (T-SHIRT SIZES small, medium, large and extra large. Buy one for the grand kids.)

REUNION INFORMATION

1994 Charlestown, SC: December 10-14, Early Birds 10 & 11, Omni Hotel
1995 San Diego, CA: September, Town and Country Hotel.
1996 Chattanooga, TN: (probably September).

There were 310 members registered for the reunion; however, a few failed to show, age and illness. There were 302 dinners served at the banquet. It was great to see the 16 members and wives of the 98th A&E squadron who attended this reunion. It is always a great feeling to meet again with former members of your 98th squadron. We highly recommend that more members call old comrades from their squadron to participate in a mini reunion, within any 98th reunion.



B-24

THE PYRAMIDIERS

98th

BOMB GROUP/(H)

VETERANS ASSOCIATION



B-29



B-47



KC-97



KC-135



KC-10

SAMUEL D. WAREHAM

639 Muider

Lincoln, NE 68510

ADDRESS CORRECTION REQUESTED

Non-Profit Org.
U.S. POSTAGE
PAID
Lincoln, NE
Permit No. 237

WILLIAM H. SIMONS
411 N. MILL ST.
CELINA, OH 45822

***** THE PRESIDENT'S CORNER *****



First and foremost, I want to mention that, as early as last fall (1989), I asked Mr. Alex MacArthur to be the chairman of doing every thing possible to get the B-24J "The All American" to Norfolk for our reunion. Alex, being the great guy he is and a designated tail gunner for the All American crew, replied "Jerry, I will give it my best shot". Now, if I could, we would have a B-29, B-47, KC-97 and KC-135 show up. Anyone having any clout, please advise me.

I'm sure most of you know about the many hours our Secretary/Treasurer and News Editor puts in, Sam Wareham does a superior job and is dedicated beyond measure. Monty Montgomery and myself put in hours on details, i.e. telephone calls, letters, etc., for our reunions. John Fornwalt handles the memorabilia 365 days a year and is especially busy during the reunion, a special thanks to John. Our 98th History Book Chairman, Hank Fasig and our main volunteer, Alex MacArthur work hard and long as does our Vice President, Walter Just on 98th affairs. This is said so that all will know that we all do work hard for all members of the 98th Bomb Group (H) Veterans Association.

Our upcoming reunion at Norfolk is well planned and many details will be published in the June and September News Letters. You will have a lot of choices.

Sam got our 1990 Roster out, and, as many of you know a lot of men who served in the 98th are not listed. If you know anyone who is not, send his/her name to the Secretary. Note that many members of the 98th ARS are listed. They were the best refuelers in the Air Force. Did any of you pilots ever get a refuel from Procopio, or hear Marty Martin (Box Car Willie) give you the train whistle as you pulled up behind? Stop by Branson Missouri and say "Howdy" to Box Car, his theater and show are excellent.

***** NORFOLK, VIRGINIA REUNION *****

Monday, October 15, 1990 is check-in time for the 98th's early birds. October 18, 19 and 20, 1990 are the dates for the 98th's annual reunion to be held at the Downtown Holiday Inn, Norfolk, VA (Waterside), \$55.00 per night. This site gives the attendees a great opportunity to visit many historical places in or near Norfolk. Williamsburg is just across the James river North of Norfolk, which is between the Jamestown Festival Park and the Yorktown Victory Center. In Norfolk, it seems that a festival is always being celebrated at "The Waterside". The Waterside overlooks the busy Norfolk harbor and contains shops, restaurants, the Aquarium filled with Chesapeake Bay life, sculpture and museum exhibits, arts and attractions. The Douglas MacArthur Memorial, located in MacArthur Square, is in downtown Norfolk on City Hall Avenue, admission is free. From the Waterside there are luncheon cruises, evening dinner cruises and moon light party cruises. Special rates for groups of 20 or more. Some of the above will be on optional tours, including the Naval Base. Your 1990 Roster contains the names of reunion hotels with addresses and phone numbers. Registration \$35 per.

***** 98TH'S HISTORY IN A NUT SHELL *****

---Henry M. Narducci, SAC Historian Dept. of the Air Force

On February 3, 1942, the 98th was originally activated as the 98th Bombardment Group at McDill Field, Florida. Since this activation the 98th has traveled throughout the world, with several stations and several different designations. The original 98th BG was equipped with B-24s and the personnel were assigned to the unit at Barksdale AFB, Louisiana, where the Group received training. After completion of training at Fort Meyers, Florida, 16 July 1942, the Group, personnel and aircraft departed for Palestine. Until 12 November 1942, the 98th was assigned to the Middle East Air Force. They flew their first combat mission against enemy targets in Egypt on 1 August 1942.

On 12 November 1942, the 98th was reassigned to the 9th AF when that organization was established in the Middle East. The following day, the 98th moved to an Egyptian location from which the Group struck targets in Naples, Tripoli, Sousse, Tunis and other areas. Moving forward with the advance of Allied Ground Forces, the 98th operated out of several western desert landing fields, from 25 January to 1 August 1943. The famous Ploesti mission was flown from one of these fields on 1 August 1943. Working with several other organizations on this mission, the 98th furnished almost one-third of the aircraft. Although many planes were lost, the 98th succeeded in destroying its assigned targets and shooting down many enemy aircraft. For this mission the 98th was awarded the Distinguished Unit Citation and the first Oak Leaf Cluster for its operations in North Africa and Sicily from August 1942 to August 1943.

During September 1943, the 98th was reassigned to the 12th AF and moved to Sergia, Tunisia. Less than two months later, November 1943, the Group was reassigned to the 15th AF, and moved to Italy, where on several bases, the 98th spent the remainder of the war. With the war ending in Europe, plans were developed to return the 98th to the US and subsequently, the organization was to be relocated in the Pacific. In April 1945 the Unit departed Italy to Camp Patrick Henry, Virginia.

From Virginia, the Group moved to Fairmount Army Air Field, Geneva, Nebraska (B-29 training was conducted at McCook AAF). The 98th Bomb Group was inactivated on 10 November 1945. It was reactivated on 24 September 1947, at Spokane Army Air Field. The 98th now consisted of the 343rd, 344th and 345th Bomb Squadrons and assigned to the 15th AF.

On 12 July 1948, the 98th Bomb Group was redesignated the 98th Bomb Wing. It was relieved from the 15th AF and reassigned to the 2nd AF on 16 April 1950 and was scheduled for reassignment to Puerto Rico. The Korean War put a stop to that and the unit was assigned back to the 15th AF. The Wing's first planes departed Spokane, for the Far East, on 1 August 1950. Throughout the Korean War, the Wing concentrated on bombing bridges, air fields, railroad yards, supply areas and flying support missions for ground troops. The Wing received the Korean Presidential Citation for exceptionally meritorious service and heroism. Following the truce the Wing remained at Yakota as a deterrent to further outbreaks in Korea. In July 1954, the Wing departed Japan and arrived at Lincoln AFB, Nebraska, on 25 July 1954. The Tactical Squadrons landed at Davis-Monthan AFB, Arizona, where the aircraft remained. Crew members then reported to McConnell AFB, Kansas for training in the B-47.

The time spent at Lincoln AFB was one of intensive training. This

training paid off in 1956 when selected crews from the 98th won the annual bombing, navigation and reconnaissance competition.

The 98th entered the age of missiles in 1962, when 12 Atlas "F" ICBMs were added to the peace keeping arsenal of the Wing. The missile unit designated the 551st Strategic Missile Squadron, was the first ICBM unit in SAC to become combat ready. The cost factor and the faster reaction time of newer missiles (Minuteman and Titan) resulted in the deactivation of the 551st, during June 1965. During the missile period the 98th Bomb Wing was redesignated the 98th Strategic Aerospace Wing.

On 25 June 1966, the 98th Strategic Aerospace Wing was redesignated the 98th Strategic Wing and was reorganized at Torrejon AFB, Spain. The 98th assumed operational control and support responsibility for all SAC operations, west of 100 degrees east longitude, from the north pole to 28 degrees north latitude; west to intercept and follow the western border of Burma, south to 20 degrees north latitude, 92 degrees east longitude and south to the pole; east of 30 degrees west longitude, excluding Greenland. Air refueling operations continued with rotational SAC KC-135 tankers and crews from the CONUS bases spending three-week TDYs with the wing. The 98th Strategic Wing was inactivated on 25 June 1976.

There seems to be a number of former members of the 98th who are trying to have the new B-2 Wing redesignated the 98th Strategic Wing. We wish them luck and they certainly have our blessing and support. It would be most appropriate to have a 98th designation in the Air force, its history has been illustrious and commendable.

***** A LITTLE ABOUT OUR HONORARY PRESIDENT - COL JOHN R. KANE *****
--- A letter from Col Kane's Son

Col Kane became ill in June 1989 and was admitted into Sparks Hospital in Fort Smith Arkansas. A month later he was admitted into a nursing home in Greenwood, Arkansas. He stayed there until his son could admit him into a VA Hospital in Pennsylvania. In August he was admitted into Coatsville VA Hospital. The Colonel, accompanied by his son flew from Arkansas to Pennsylvania in a small plane. The Colonel enjoyed the bumpy ride, but became very tired by the time they reached Philadelphia and he was transported directly to the hospital. In the next few days he became seriously ill. The Colonel did recover in about a month and is doing fine, except for a slight twitch, which may never go away. He spent Christmas with his son and his family.

Colonel Kane sometimes thinks that he is in Arkansas, and sometimes remembers that his wife Phil is no longer living (she died on February 7, 1987). He still likes to talk about WW II. His son visits him weekly and reads all his mail to him. He remembers some names and places. If any member wishes to write, his son would like you to use the address in the roster, 918 Macadam St., Chester, PA 19013. His actual address is Ward 8-B, Coatsville VA Hospital, Black Horse Hill, Coatsville, PA 19320. Send lots of cards and letters.

***** NOTICE *****

In the 1990 Roster, under the list of officers, Sam Wareham, Editor, the area code for this office is incorrect, please change to 402, the same as listed for Secretary/Treasurer.

***** MURDER AT POLSON AIRPORT 1984 *****

---The Flathead Courier 12-28-89

On January 12, 1984, David Cameron Keith robbed a Missoula pharmacy and headed north along highway 93, with the police in hot pursuit. At Post Creek store he grabbed 13-year-old, Billy Crose, as a hostage. Keith ended up at the Polson Airport and demanded a plane and a pilot. Harry Lee Shryock, a former 98th Bomb Group combat pilot, volunteered himself to take the teen's place in the cockpit with Keith.

After some negotiation on the airport tarmac, a sheriff's deputy wounded Keith with a rifle shot. Keith subsequently fired a fatal bullet into Shryock and he was again shot.

From the start of his incarceration, Keith offered no challenges to the charge of deliberate homicide and kidnapping. The death sentence handed down in 1988, was later commuted to life in prison by former governor Ted Schwinden. Harry Shryock became the first recipient of Montana's Medal of Valor for civilian heroism. It was presented by Schwinden and accepted by Shryock's widow, Deola, in a 1988 ceremony in Polson.

Harry and his wife, Deola attended the 1983 reunion, which they both enjoyed very much.

***** HISTORY BOOK OF THE 98TH BOMB GROUP/WING *****

---Hank Fasig

There seems to be some confusion out there among the troops about our organization's publishing this history book. There seems to be a lot of books being published and re-published that are similar to our effort. Our book is named "FORCE FOR FREEDOM, THE LEGACY OF THE 98TH". Our publisher, The Turner Publishing Company, produces many fine history books for all branches of the armed services. If you have received a promotional bulletin from this company for, "The History of the B-24", please don't confuse it with the 98th book, which is still in the preparation stage by Turner Publishing and our 98th Book Committee, headed by Hank Fasig. Our book covers the period 1942-1976, along with the aircraft flown by the 98th, B-24, B-29, B-47, KC-97 and the KC-135. In the near future you will receive a promotional from the Turner Publishing Company on our 98th History. Read the following stories.

***** DAVID OSBORNE AND THE CHETNIKS *****

---David Osborne

Ten months after the August 1, 1943 Ploesti Air Raid, David Osborne and his crew took off for another raid on these same oil fields. Over the target Osborne saw a companion B-24 hit by anti-aircraft fire. When he circled back to pick him up, he was gone, lost. Then flak knocked out two engines and one of the 500 pound bombs snagged in the bomb bay. It just dangled there. The B-24 had lost power and had fallen back. The aircraft and crew were stragglers when two German 109s jumped them.

The fighters pounded them with 20 mm cannon shells. The ball gunner was hit in the thigh, the tail gunner was hit in the hand and his machine guns were smashed. The 109 cannon fire riddled the airplane. The gunners were credited with downing both the Messerschmitts. The B-24 continued West. Over the Danube the dangling bomb fell into the river bank and the crew changed course toward the Adriatic Island of Vis. The crew elected to crash land the B-24, although at the time it was not recommended, unless at sea. The crew wanted to stay together, if possible. The landing was made tail first, clipping off some trees tops then the tail dug into the dirt of a plowed field. It didn't catch

fire. Osborne had landed 35 miles south southwest of Belgrade, in Chetnik territory. There were spectators, farmers and Chetniks and trucks carrying German troops. With German bullets hitting the ground at their feet they dashed into the woods with the Chetniks. They stayed with them for 66 days when C-47s finally flew them back to Italy. You can find these stories in the book "Force for Freedom, legacy of 98th."

***** "WE'VE GOT FAITH" *****

--Time June 11, 1951

In WW II, Holly Anderson managed to get into the Army Air Corps, although he was over age, where he picked up the nick name "Have Faith" because he often told his crews that faith would get them home.

At age 36 "Have Faith" Anderson commanded a squadron of the 98th Bomb Group in Korea. On June 1, 1951, Anderson was riding in a B-29 piloted by Captain Warren Cook. There they were, eight or ten vapor trails. The formation turned to get all the tail wind possible. As they turned, the MIGs went over and past them. They were going to turn into the formation from the sun. As the MIG leader went over, a position from where he couldn't see the aircraft, they turned toward the coast. It would take about four minutes for the MIGs to go up and turn back. Just west of Sinanju, the gunners reported the MIGs again, at 9 O'Clock high, forming for an attack. Anderson pulled the formation together and instructed the pilots to make shallow turns into the Red fighters. A maneuver that would get the formation near them faster and give them less shooting time.

About then the diamond man, the last plane in the formation, was burning. His number three engine was on fire. The formation turned out toward the coast to cover him and he pulled under us. Later, the boys saw chutes come out of the B-29 below. The MIGs kept pressing the attack. We could feel shudders as they passed under. Then we got hit in the tail. We lost pressure. Instruments started reading zero. All the time this battle had been going South and the MIGs finally broke off at Pyongyang.

At this point the left gunner reported a fire in the wing, between the engines. Preparations were made for bail out, when Anderson decided to ride it out for a while. All the time the B-29s were headed for their secondary target, the marshalling yards at Sariwon. Anderson, "When you are in a million dollar plane, you've got to bomb." So they bombed the yards and kept descending. Someone reported that the Radar man was putting out a fire that was coming in from the wing. We prepared to jump a second time. We shut off the power and went on emergency intercom. Anderson still had the faith.

The Marine Corps sent up a plane and looked us over. The marines reported that the fire was out and that the plane looked fine, except the bomb bay doors were hanging down. They arrived at an airfield and asked to land, telling the tower that they might burn on the way in. The crew members were given the option of jumping or riding the aircraft in. One of them said "Hell we've come this far. We've got faith. Lets go in." They made a normal landing. (Only one of Anderson's four bombers was lost.)

L/Col Holly Anderson said, "I don't know why we didn't blow up. Three MIG shells had hit us. You could look in the hole in the wing and see gasoline. You could reach right in and grab a hand full. But, if you are really trying there is a way out of these deals. Not that I don't always carry a razor and toothbrush and all that, just in case."

***** PERSONAL *****

Don Way's wife of 46 plus years, Marjorie passed away December 20, 1989

Len Harris, 343rd Squadron, visited and went through "The All American" in January 1990 and says that the men of the 98th should be proud to see all the names of 98th Bomb Group members on the B-24. Len says that the visit brought back many good and bad memories.

Richard A. Kraham, 1451 Gulf Blvd. #111, Clearwater, FL 34630, an active member of the Pyramidiars is searching for members of his "Hot Rock" crew, the pilot was Marvin T. Rorher. If any of you members can help please get in contact with Richard.

Colonel Pete Reed, who was with the 98th BW for a short time and was the Commander of the 307th BW, Lincoln AFB, died October 31, 1989, after a long fight with cancer.

The 307th, a sister Wing of the 98th BW at Lincoln AFB, Nebraska, are holding their bi-annual reunion at the Cornhusker Hotel the 18th, 19th and 20th of May 1989. If you are in the neighborhood drop in and say hello.

Don Benoit, 21905 N. Nunneley, Mt Clemens, MI 48043, suffered a stroke a couple years ago resulting in the loss of the use of his left arm and hand, he gets around pretty well, with the aid of a cane. He would like to hear from some of his old buddies.

George Dahlin, 9354 Gerald Ave, Sepulveda, CA 91343, an active member of the Pyramidiars, is searching for his co-pilot Michael F. Meager. Meager later got his own crew and airplane "Little Joe". If any of you guys can help George please write to him.

Anka Nassi, wife of 98th BG Veterans Association's member, Sam Nassi, donated \$1000 to the Collings Foundation's restoration of the "The All American" B-24J, in memory of her husband, with credit given to the 98th BG. It seems business always kept the Nassis from attending the Association's Reunions, but she said, "he did love his airplane and his crew."

Alfred A. Rossi, Jr, 345th Bomb Squadron, Flight Engineer, donated \$1000 to the restoration of "The All American", credited to the 98th Bomb Group Association. He is but one of the 98th BG Association members who put us over the top of our commitment to this project.

I made an error in entering Michael J. Patti's squadron in the 1990 Roster which resulted in his name not being printed in the new roster. We want you all to know that sometimes a simple glitch like putting a (TH) after the squadron number can result in the computer not recognizing that entry and not printing it out. So all you members please check the data about you in the roster and let me know if I have left you out or made an error.

The Princess is alive and well and 97 years old. She is getting a little older and less able to do some of the things she wants to do. She will have a short story about her work with our downed comrades in the "Legacy of the 98th", according to Hank fasig.

***** ADDRESS CORRECTIONS *****

ELLINGHOUSE, Robert D., 2800 42nd St., Longview, WA 98632	OMS
EVERETT, Wilbur R., 121 Amwell Rd., Flemington, NJ 08822	415
HENDRY, Jr. Marcus E., 38050 Michelle Dr., Pearl River, LA 70452	343
LAIDLAW, Clarence A., 379 Los Encinos CT., San Jose, CA 95134	415
LICHTY, John E., HCR 66, Wilmot Flat, NH 03287	345
MARSH, Billy J. 9200 Indian Crk PKWY #300, Overland Park, KS 66210	344
MYERS, Laurence F., 601 Augusta Blvd # 1, Naples, FL 33962	415
PATTI, Michael J., 52-B Heritage Hills, Somers, NY 10589	345
PARADISE, Alfred A., 3115 McGeorge Ter., Alexandria, VA 22309	345
REVIE, Howard F., 3034 Calle Juarez, San Clemente, CA 92672	344
ROBINSON, Marge F., 975 Gulf View Blvd., dunedin, FL 34698	343
SCHRUPP, Walter C., 3736 Chimney Ridge Dr., Waco, TX 76708	343
SHEEHAN, Francis V., 3320 Applegate Dr., Zephyrhills, FL 33540	343
SHOWER, Albert J., 17050 Arnold Dr. #G-308, Riverside, CA 92508	HQ
SMITH, Newbern D., 4508 Purnell, N.Little Rock, AR 72116	345

***** NEW MEMBERS *****

ZANT, Robert W., 1470 East Fourth St., Los Angles, CA 90033	415
---	-----

***** DECEASED MEMBERS *****

ARONSON, A.M. 595 Solano Prado, Coral Gables, FL 33156 DOD 5-10-89	415
BUCKLEY, Mazy C., 3717 Scenic Dr., Cibolo, TX 78108 DOD 12-23-89	343
COOPER, G.K. 89 E. Lk Shore Tr, Glastonbury, CT 06033 DOD 6-21-89	415
HERRING, Lorenzo H. Hill-N-Dale Dr. Lexington, KY 40503 DOD 12- -89	HQ
LEWIS, John W., 1230 Sharlo, Baton Rouge, LA 70820 DOD 11-08-89	343
KESSELRING, O.A. 1794 Hopkins Ave, Columbus, OH 43223 DOD 00-00-89	415
MUEGGE, L.L., 104 Morningside Dr, Chickasha, OK 73018 DOD 11-26-89	HQ
SMULLEN, Edward J. 9362 LaJolla Cir. Orange Co., CA DOD 7-30-89	415

***** MEMORABILIA *****

CORRECTION: John Fornwalt's phone number is 717-323-5036. His address and phone number is also available in the front of the Roster, under Advisory Council. When making an order for memorabilia, please make your checks payable to the 98th Bomb Group Assn. We have caps, license plates, T-shirts and lapel pins and we ask a minimum donation of \$8.00 for each item, which includes the cost of mailing.

***** AVAILABLE BOEING KC-97 *****

Charlie Bouye, a Deputy Sheriff and the pilot for the Lexington County, South Carolina Sheriff's Department went down to Fort Lauderdale, FL to look at a Cessna 210 they planned to purchase from the U.S. Custom Service. On the ramp were 51 airplanes that had been taken from drug smugglers including a KC-97. He said that it is all together in one piece. It is the property of the U.S. Government. Charlie can give anyone who is interested phone numbers, addresses and contacts. Charlie Bouye, 432 Kitti Wake, W.Cola, SC 29169 (ph 803-356-4721).

***** OFFICERS *****

KANE, John R. -----	Honorary President
CUSTER, Gerald B.-----	President and Public Affairs Officer
JUST, Walter E. -----	Vice President
MONTGOMERY, Clarence L. -----	Reunion Coordinator
WAREHAM, Samuel D. -----	Secretary/Treasurer and Editor

***** VETERAN'S HOSPITAL BENEFITS *****

----Report from the House of Representatives
In June 1989, Congress approved an additional appropriation of \$1.2 billion for veteran's programs, including \$340 million for veteran's medical care; \$24.9 million for VA operating expenses, etc. (Public Law 101-45). One of the main purposes of this law was to lift the ban on treatment of non-service connected veterans, with incomes above \$16,467 (Category C Veterans). While the ban has been lifted, there are still Nation wide funding shortfalls in certain VA medical centers that are precluding Category C veterans from being given non-emergency medical care. The VA health care system is beginning to feel the strain from the growing number of aging WWII veterans. Congress has approved an appropriation of \$29.4 billion for VA programs for fiscal year 1990. Included in this amount is \$11.5 billion for veterans health care; \$15.3 billion for veterans compensation and pensions; \$501 million for veterans education, training and rehabilitation programs; \$313 million for the VA home loan mortgage guaranty program. It still seems that the VA hospitals are going to be strained to care for the Cat C veteran. If you are a Cat C veteran, in need of medical care, all I can tell you is ask the nearest VA hospital if they have room for you.

***** IRS ACTION DUE TO REPEAL OF CATASTROPHIC HEALTH COVERAGE *****

--- Report from the House of Representatives.
According to the IRS, taxpayers, in filing their 1989 tax return, should simply ignore the lines on their returns that call for the amount to be entered for the surtax. Taxpayers can either leave the line blank or enter a zero. Tax payers should also ignore any references to Form 8808 or schedule 2. These forms were developed for calculating the surtax and were not even printed by the IRS. Furthermore, the IRS stresses that taxpayers must file a 1989 tax return to claim credit or get a refund for any amounts already paid in through estimated or withheld taxes to cover the surtax. Tax payers who increased their tax withholding or quarterly estimated tax payments to cover the surtax can claim a credit for those amounts under the "payment" section of the return. On Form 1040, line 56 is for withheld tax and line 57 is for estimated tax payments. On Form 1040A, line 25a is for withheld tax. These payments will be credited against total income tax liability and any excess will be include in the taxpayer's refund.

***** NEWS LETTER MARCH 1990 *****



B-24

PYRAMIDIERS

98th

BOMB GROUP (H)

VETERANS ASSOCIATION



B-29



B-47



KC-97



SAMUEL D. WAREHAM

639 Mulder

Lincoln, NE 68510

Non-Profit Org.
U.S. POSTAGE
PAID
Lincoln, NE
Permit No. 237

WILLIAM H. SIMONS
411 N. MILL ST.
CELINA, OH 45822

ADDRESS CORRECTION REQUESTED

***** THE PRESIDENT'S CORNER *****
MERRY CHRISTMAS AND A HAPPY NEW YEAR



Remember the Christmas period of 1942, 43, 44 and 45 ? Most of us were a long way from our homes and loved ones. However, we were making new friends with men who came from all parts of the US, and now, some of these men and women are our closest friends. A good example is those friends from the 98th. I hear from many of you by letter, cards, telephone and referral.

Some items of interest: Hank Fasig and his Committee are progressing very well on the 98th's history book. Alex MacArthur and Roland Strumpff are contributing time and money to the "ALL AMERICAN" B-24 project. John Fornwalt

is working hard on the 98th's memorabilia so that each of us may order or purchase items of remembrance.

Some of the things that we have done in the last few months are: A new tree at the Wright/Patterson Air Force Museum (the original tree died). Presentation of the of the 98th Plaque to the McCook, Nebraska Air Museum Society during their annual reunion in September 1989. Renewing an old acquaintance with Box Car Willie. (Box has a super theater and a good country music program if you happen to be in Branson, Missouri). There is also that front end of the KC-97, newly painted. I know, because I now have a pair of tan slacks with a green seat. Hopefully, Chuck Murray and myself can get Box and his lovely wife to attend our reunion in Norfolk, Virginia, plans for which, are "GO". Also, we are in the process of collecting data for the Orlando Reunion (Those \$55 rates the members presented at Fort Worth may be \$75 or better).

That's it for 1989. Best wishes for the happiest of holiday seasons and God's richest blessings in the coming year. --- Jerry Custer

***** COLLINGS FOUNDATION RESTORED B-24J *****

The world's only fully restored and flyable Consolidated B-24 Liberator is back in the skies after an absence of 20 years. The B-24J (serial no 44-44052) has been returned to factory-like mint condition under the auspices of the nonprofit Collings Foundation of Stow, MA., and has been given the name "ALL AMERICAN". The Collings' Liberator was built at the consolidated Aircraft Company's Fort Worth, Texas plant in August 1944. Consolidated was one of the companies that later merged to form General Dynamics, which was a major sponsor of the project.

The Collings' B-24 was named "All American" in honor of a 15th AF B-24 with the same name in WW II. The original "All American" set a record when its gunners shot down 14 enemy fighters in a single raid over Germany on July 25, 1944. The plane was lost when it was shot down over Yugoslavia. We have a good photo of the "All American" (compliments of Roland Strumpff including the above data) and it will be displayed on the January 1990 Roster. The 98th went over its goal and will have its colors painted on the stabilizer in about 6 mos. 98th BG is painted on the nose.

***** PERSONAL *****

Mrs John W. Lewis has informed us that John (Jack) had a massive stroke, following triple by-pass surgery, leaving him totally disabled. In addition it was found that he has cancer of the lungs and is now a patient in a nursing home. We know that he would appreciate hearing from his 98th friends. Send him a card to Sterling Place, 3880 North Blvd., Baton Rouge, La 70802.

Ina Wright sent a thank you card for the 98th's expression of sympathy and the flowers. She hopes to see many of you in Norfolk, VA.

Phil Kaspar (98th ARS) and his wife Marge were married at the Lincoln AFB Chapel June 17, 1957 and have celebrated their 15th and 30th wedding anniversaries by visiting the church, which still stands on the base and is kept in good repair. They were also there in the summer of 1989.

Joseph Phillips, 343rd Squadron, a Ploesti Raider and POW passed away on August 22, 1989, his last reunion was at Colorado Springs in 1987. His wife Marilyn still resides in their home in New York and would like to hear from any of Joseph's 98th buddies.

Stephen L. Hourigan, 415th Squadron, passed away on October 12, 1989. After his service with the 98th he taught in Catholic schools in Colorado and New Mexico and then 32 years in Texas schools. He fought the cancer battle for 6 years. His wife still lives in their El Paso home and would like to hear from any of his 98th friends.

Lucy Ray, wife of James A. Ray, a great lady who loved to attend the reunions died August 19, 1989 after a losing battle with cancer.

Charlotte Nelson passed away December 22, 1988 after a five month battle with cancer. Roy E. Nelson (HQ Sqdn) and Charlotte had been married 42 years and 8 months at that time.

Stephen Ondeck says come to Alaska in June thru September for spectacular scenery and Alaskan hospitality.

Box Car Willie has finished the reconstruction of the KC-97 Cock pit, it is completely instrumented, almost like a simulator, the "biffy" is even included and it is all moved inside.

B-47 Lincoln AFB members. The B-47 Lincoln AFB 307th people are holding a reunion at the Cornhusker Hotel, Lincoln, NE on Armed Forces' day 1990 (600 have already registered). If you are in the neighborhood, drop in and say hello.

***** PLEASE SEND ME ARTICLES FOR THE NEWS LETTER, WE REALLY NEED ARTICLES/STORIES FROM YOU B-29, B-47 AND KC-97 PEOPLE. *****

KANE, John R. ----- Honorary President
CUSTER, Gerald B. ----- President and Public Affairs Officer
JUST, Walter E. ----- Vice President
MONTGOMERY, Clarence L. ----- Reunion Coordinator
WAREHAM, Samuel D. ----- Secretary/Treasurer and Editor

***** SAN DIEGO B-24 REUNION *****

At 10:00 AM, Thursday, September 21, 1989, a Consolidated B-24-J Liberator landed at San Diego's Lindbergh Field and taxied to the Convair flight line. A B-24 had made its maiden flight from the same field fifty years earlier. During WW II, more than 18,000 B-24s were flown by every branch of the U.S. Armed forces and many allied nations.

The B-24 that landed is the world's only fully restored and flying B-24 Bomber. Its owners are Bob and Caroline Collings of the Collings Foundation of Stowe, Mass. They named it "All American" to represent all B-24 aircraft, and to honor the workers who built them, the air crews who flew them, and the maintenance crews who kept them flying and night after night patched their battle damage. The "All American's" arrival was the high point of the four-day San Diego tribute to the B-24 on its 50th Anniversary. The celebration was sponsored by General Dynamics and the International B-24 Liberator Club. Consolidated Aircraft was the predecessor of General Dynamics' Convair Division. Hundreds of WW II flight and ground crews attended the celebration and they, with thousands of others, visited the aircraft and recalled their former association with the now obsolete aircraft. The names of 98th Bomb Group veterans, Julian Darlington and Ken Storms are displayed in the "Distinguished Flying Command" area on the left rear fuselage, between the waist window and the tail surface. Celebration attendees also viewed many exhibits of WW II and B-24 memorabilia, books, photos and displays. They also participated in special parties, VIP tours of Military installations, etc.

The 98th Bomb Group Reunion Luncheon at the Marine Corps Recruit Depot Officer's Club was attend by the following:

Baroni, George	344th Marten, Richard	343rd
Bettencourt, Vernon & Eunice	415th Mitchell, Glen	415th
Burgess, Harley & Ruth	415th Osborne, David	415th
Dennis, Joseph & David	345th Reese, Bob & Mrs	345th
Doremus, William	415th Rossi, Alfred	345th
Eddington, Alex & Wife	345th Sawyer, Willis	343rd
Jobin, T.J. & Ruth	345th Stevens, John	344th
Johnson, Arthur & Vanja	415th Sweet, Elden & Verna	415th
Johnson, William	415th Tejada, Alex & Barbara	415th
Collings, Caroline (Foundation)	Thompson, Edward	415th
Janovich, Don (Yugoslavian Chetnik who helped Glenn Mithchell and Don Osborne evade the German military and return to Allied Control 1944)		

***** HISTORICAL *****

Donald H. Kraus began his association with the 98th Bomb Group in June of 1942 upon his arrival in Lakeland, Florida after completion of Armament school. He immediatly boarded that famous ship the Louis Pastuer, under command of the British, who, after a month on the high seas deposited a large contingent of Americans in Palestine. Don then spent the next three years with the 98th in North Africa and Italy. We should have a list of those 98th Bomb Group members who sailed on the Louis Pastuer for our records. Does anyone have one ??

There is always the "Fly Boys" versus the "Gravel Grippers" (ground personnel) when actually they are two dedicated groups of professionals working together to fulfill the mission.

On August 1, 1943, five groups of American B-24 liberators lifted off from airfields around Benghazi, Libya. Their destination was the huge oil refining complex at Ploesti, Rumania. Code names "Tidal Wave," this raid was designed to take the axis defenders by surprise and strike a decisive blow against Nazi Germany's oil supply. The young men aboard those Liberators knew of Ploesti's importance to Hitler's war machine; they also knew that many of them might not come back. Sadly, the mission was dogged by misfortune from the very beginning. Undaunted by a string of unfortunate events, the valiant men of Tidal Wave pressed on to the target and a trip through hell. -- From Ray Ward's book "Those Brave Crews", Maverick Publications, 1989.

THE CONTRACT WITH TURNER PUBLISHING CO. AND THE 98TH BOMB GROUP (H) ASSOCIATION WAS SIGNED IN LATE NOVEMBER, 1989. The Turner Publishing Co. specializes in producing military history books for all branches of the Armed Services. They are a very professional organization and produce high quality books. The contract with the 98th does not require any funds from the association. Turner will sell the books and the 98th receives a royalty on the books sold. This is a good arrangement. Please read and respond to the request for information in this News Letter. Although we don't provide any dollars for producing the book we are obligated to submit information and data to the publisher. WE REALLY NEED YOUR SUPPORT. *****



98th HISTORICAL BOOK COMMITTEE MEETS WITH AUTHOR/PUBLISHER 10-10-89

Standing, left to right -

Andy Parisi, Committee Member and Attorney

Pat Ward, Committee Member

Sitting, left to right -

Eli Pronchick, Committee Member - Hank Fasig, Committee Chairman

Dave Turner, Pres. Turner Publishing - Alex MacArthur, Committee Member

***** MEMORABILIA *****

JOHN A. FORNWALT, our Past President is once again the man to contact for the 98th's T-Shirts, Caps, License Plates and Lapel Pins. John's address: John A. Fornwalt, 390 E. 5th Ave., S. Williamsport, PA 17701, Ph. 717-323-5520. A minimum donation of \$8.00 (covers mailing) is recommended for each item requested. The lapel pins include B-24, B-29 KC-97 and B-47 aircraft. The T-shirts come in sizes S (34-36), M (38-40), L (42-44) and XL (46-48). We also have patches available for the 98th BG (B-24) Army Air Corps and the 98th BW (SAC), we recommend a donation of \$5.25 for each patch.

***** McCOOK ARMY AIR BASE *****

On October 19, 1942 construction began on the McCook Army Air Base. The base occupied more than 2000 acres. It had the capacity to house 384 officers and 2508 enlisted men. The first group arrived August 2, 1943 and had to train itself because the base was not ready. The second group arrived on October 7, 1943 and was rigidly trained under the War Department directives by 2nd AF and the 16th Bombardment Operational Training Unit. It was designated a Very Heavy Bombardment Base on May 16, 1944. Lack of B-29 mock-ups and experienced instructors delayed training. From August 1 through Aug 16, 1944, the average crew flying time in the B-29 was 6.6 hours. Col John R. Kane became base commander on January 1, 1945. In the spring of 1945 the 98th Bomb Group began B-29 training at the McCook Base. The war had officially ended prior to completion of training so the 98th was deployed to Spokane instead of the South Pacific. With Japan finally defeated the base was to be officially closed on December 31, 1945. January 15, 1946 was the last day of active duty for the civilian workers at the base and the base was completely shut down on February 1, 1946.

On the 29th and 30th of September 1989 the McCook Air Museum Society sponsored a reunion for all airmen who ever trained at the McCook AAB. It was well planned and well attended. It was coordinated with McCook's annual "Band Day", including a parade and all the trimmings, including being televised. The dedication of the 98th Bomb Group (H) Veterans Association Plaque was held on Saturday afternoon. The 98th was represented by President Custer and Secretary/Treasurer Sam Wareham. We even rode in the parade. In years to come, this will be a super memorial. --- Jerry Custer

***** 98TH HISTORY BOOK *****

The Historical Book Committee needs help from the members in several categories: (Including B-24, B-29, B-47, KC-97 and KC-135)

1. They want to record for history the type of training it took for the various ground crew jobs, i.e. Mechanic, Armament, Electronics, Air Frame, Bomb/Nav equipment, Transportation, Clerk, Cook, Intelligence, Medic, etc., any job specialty that it takes to get a crew ready for a combat mission, including chow and their post operational duties.

2. They need stories about unusual combat or other experiences in great detail, WW II and Korea. **** Remember, it is always easier for the editor to delete words than to add the right words, plus he doesn't know what you know about the situation or experience.

3. The book needs to document the type of training required of Pilots, Navigators, Bombardiers, Radio Operators, Gunners, Flight Engineers, Aerial Photographers etc. This information is needed by Jan 1, 1990. (SEND TO HANK FASIG, 904 Thoma St., Manchester, TN 37355).

***** MINI REUNION *****

LeRoy Brown of rural Sigourney and Donald Little of What Cheer were among the eight members of 345th Squadron, 98th Bomb Group who were united in Madison, Wisconsin for a three day reunion (Aug 4-6, 1989) at the home of Mr and Mrs Brad Boyd. This was their first complete crew meeting since their return from Italy in May 1945. Those attending were Jack Moore (P), Donald Walters (C-P), Brad B. Boyd (N), Clifford Lee (RO), Joe Russo (TG), Kenneth Huguet (UTG), Donald Little (BG), LeRoy Brown (NG) and their wives. Charles Forsythe (FE) deceased was the ninth member of the crew. The days were spent reminiscing and reviewing films, clippings and snap shots. -- by Jack Moore

NOTE: Members can enjoy mini-reunions during the 98th Bomb Group's annual reunions and perhaps visit with other men from their Squadron.

CORRECTION: "The Princess and the POW" is available through Gabriel Publishing, P.O. BOX 564, Comfort, TX 78013-0564. John Fornwalt sent in the change. He bought the book and said that it was good reading.

***** CATASTROPHIC COVERAGE ACT *****

This is an update on the Catastrophic Coverage Act. The House of Representatives voted 366 to 66 to repeal the entire law. They claimed there was no way to fix it. The Senate voted to repeal the senior's surtax while keeping many other benefits under the law. The benefits retained would be financed by the existing, minimally increased Part B premium. This premium has increased over the past few years at about the same rate as the COLA increase. This year it was \$4.00. In August 1989 those who supported the act and those who opposed it were split evenly.

The Senate retained benefits include: the 365 days of extended hospitalization, the blood deductible, new home health benefits which expand coverage to 38 consecutive days, respite care, mammography screening, hospice care and coverage for two categories of prescription drugs--immunosuppressive and home I.V. drugs. Also retained were the very important spousal impoverishment provisions and the medicaid buy-in for low income elderly people whereby the medicaid program will pay for the necessary Medicare premiums, deductibles and co-insurance for those elderly whose incomes are below the poverty line. The expanded skilled nursing facility was scaled way back. Deleted was the prescription drug provision, except for the two drugs mentioned above. Except for those people who are currently receiving higher benefits and will be grandfathered in, the skilled nursing provision will revert back to what was in effect before the CATCAP bill was passed.

Now it is up to the House and the Senate to come to an agreement on the Catastrophic Coverage Act. You can write your Congressman or Senator on whether you prefer the repeal version of the House or the scaled down version passed by the Senate. The Senate, in a way, has voted to go back to the drawing board and find a better way to solve the crisis in health care. In the past, all social programs have been financed by all the tax payers, not just by the few. All tax payers pay taxes for schools, highways, welfare for the poor, etc., it is the American way.

***** FIFTIETH ANNIVERSARY SOUVENIR BOOK - by George and Lena Baroni. The book costs \$13.00. Send your request and money to Delmar Company, P.O. Box 220025, 9555 Monroe Rd., Charlotte, NC 28222.

***** ADDRESS CORRECTIONS *****

AMES, Mrs Patricia H., 18615 Valencia St., Hesperia, CA 92345	343
BOLEN, Merle L., 12 Armstrong St., Edwardsville, PA 18704	345
BOUSKA, Thomas E., 621 East 8th St., Cresco, IA 52136	343
BRUBAKER, GREGORY L., 971 S. 200 E., LAYTON, UT 84041	
DAGGETT, Wallace R., W. 6353 Abbott Dr., Random Lake, WI 53075	344
JUDKINS, Francois J., 116 W. Brink #5, Ridgefield, WA 98642	343
KALMON, Dr Ed I., 1815 Coventry Ln., Oklahoma City, OK 73120	343
KORGER, Harold F., 4567 Cloudcrest Dr., Medford, OR 97504	344
LAIDLAW, Clarence A., 627 Currie Dr., San Jose, CA 95123	415
LAYMAN, Mrs Harry B., Rt 2, Box 516, Frostburg, MD 21532	
LIVINGSTON, Robert P., P.O. Box 875, Roswell, NM 88202	344
LONG, Herbert C., Box 6308, Datona Beach, FL 32022	345
LUDWIG, Edward J., 8433 E. 3rd St., Tucson, AZ 85710	345
PATTERSEN III, W. Calvin, 136 Surfside Dr., Roscommon, MI 48653	ARS
PELLETIER, Armand J., Rt 2, Box 4995, Oxford, ME 04270	343
PERRY, DEAN T., 40 EAST 1700 SOUTH, BOUNTIFUL, UT 84010	345
SLOAN, George E., 512 72nd St, Darien, IL 60559	345
TROUT, Russel, 604 E. Race St., Stowe, PA 19464	415
WERDER, Vincent C., 1362 Bailey St., Norfolk, VA 23518	415

***** NEW MEMBERS *****

GRAY, Ernest M., 91 Pine St., Dover, MA 02030	344
HENGST, Herbert R., 2643 S. Pickard, Norman, OK 73072	343
HUGET, Kenneth J., 4030 Minton Rd., Melbourne, FL 32904	345
JOHNSON, Arthur W., 100 E. Melrose St., Valley Stream, NY 11580	415
MARTIN, Kenneth L., Star Rt., Box 354, Winona, MO 65588	A&E

***** DECEASED MEMBERS *****

BARNES, James M., 1056 Barnes Rd., Bowden, GA 30108	DOD 05-05-89	343
BOYCE, Wm D., 4195 Dixon Dr., Hoffman Estates, IL 60195	DOD 11-13-88	
GRANT, Wallace H., 119 NW 196th St., Ridgefield, WA 98642	DOD UNK	345
HOURIGAN, Stephen L., 10255 Saigon Dr., El Paso, TX 79925	DOD 10-12-89	
MOSES, Percy E., 800 Huntersville Rd., Marlinton, WV 24954	DOD 10-15-89	
NEWMAN, F. D., 4736 Vista View Ln., Colo Spgns, CO 80915	DOD 07-28-89	
PADDEN, James J., 18 Canby St., Holyoke, MA 01040	DOD 05-25-83	343
PHILLIPS, Joseph, 139 E. 35th St, BX 70, NY,NY 10016	DOD 08-22-89	343
RANDELL, Jack E., 808 N. Curry St., Carson City, NV 89701	DOD 00-00-87	
ROWE, Nelson, Rt 4, Arkansas City, KS 67005	DOD 09-25-89	343
SHAPPELL, Royce A., 1810 N. 30th., Lincoln, NE 68503	DOD 09-00-89	ARS
WILK, Joseph A., 9135 Audubon Rd., Detroit, MI 48224	DOD 07-02-89	345
WRIGHT, Lowell, Rt 1, Box 373M, Franklin Furnace, OH 45629	DOD 09-30-89	

LOST Herbert C. Long, 345th - If anyone knows his whereabouts please notify the Sec/Treas. His last known address was Box 6308 Daytona Beach, FL 32022.

HISTORY ---- On November 1, 1954 the last B-29 was retired from SAC. In 1955 the B-47 total climbed to 23 Wings and 36 refueling squadrons. During 1959 more B-52s and KC-135s were coming into the SAC inventory as a weapons delivery team. B-47s and KC-97s continued to furnish the bulk of the deterrent strength. The last B-36 was phased out. SAC now had an all jet strike force. Alert duty had now become a way of life for SAC air and ground personnel.

In 1948, SAC added two new aircraft to their inventory, the B-50 and the B-36. The B-50 looked much like the B-29, it was an improved version with new engines and a higher tail. It spawned a third version of the same basic design, the KC-97, which later became the work force of the SAC tanker Force. By 1949 there were hose and drogue equipped KB-29 Tankers. SAC set a distance record when a B-29 flew from Furstenfeldbruck, Germany to Marshall Field, Kansas, non-stop. A 5120 mile flight in 23 hours and 55 minutes. On June 25, 1950 the North Korean Forces swept down into South Korea, which set off the Korean Conflict. The Far East AF Command was established July 8, 1950 and a month later SAC's 98th Bomb Wing came under that command.

The 98th ARS is going to check out the Las Vegas Tropicana a year before the rest of us get a chance (June 18-20, 1990). The ARS troops who checked out the hotel say there is a good quality, low cost buffet, along with other eating places, if you are not looking for price and quantity. The swimming pool is large and in a beautiful setting. The Tropicana has the glitter and glass equal to the other hotels in Vegas. The Nellis AFB golf links are as good as any in the area. There is a trolley that runs the strip daily, departing every 15 minutes, from 9:30 AM to 2:00 AM. Nellis AFB has a ticket and tour office in Bldg 555 with a savings of 10 to 15%. Hacienda Camper Land is 3 blocks south of the Tropicana, behind the Hacienda Hotel.

***** DECEMBER 1989 NEWS LETTER *****

***** WE WISH YOU ALL A MERRY CHRISTMAS AND A HAPPY NEW YEAR *****



B-24



B-29



B-47

PYRAMIDIERS

98th

BOMB GROUP (H)

VETERANS ASSOCIATION



KC-97



SAMUEL D. WAREHAM

639 Mulder

Lincoln, NE 68510

Non-Profit Org.
U.S. POSTAGE
PAID
Lincoln, NE
Permit No. 237

ADDRESS CORRECTION REQUESTED

WILLIAM H. SIMONS
411 N. MILL ST.
CELINA, OH 45822

***** PRESIDENT'S CORNER *****



HOWDY -- A hello from Colorado

There are many things I would like for you to read - hear - see -etc., about our 98th Bomb Group (H) Vets Association. Your Staff and the Chairmen of: Reunion, History, Awards, Museum Plaques, etc., are quite busy. Our Secretary/Treasurer is concerned about membership and dues collections. Also, about the number of News Letters to print each quarter. We know that dues reminders help many of the members to remember to send in their annual dues, but

how often should we include them in the News Letter ? Please help us to spread the word to all that only paid members receive the News Letter and the Roster. Please send us any tidbits or major items that we can print in the News Letter.

Alex MacArthur tells me that the B-24 is coming along, although there are some engine problems. I am sure that Roland Stumpff will get them solved. Please send a contribution to the Collings Foundation in the name of the 98th BG, if at all possible.

Monty Montgomery tells me that the final audit of our expenses at Fort Worth indicate that food/drink was costly with the extensive open bar times. The costs exceed \$11.00 per person. Think about it and give me some comments. Everyone I talked with had a super time and enjoyed all the activities, in spite of the heavy "R" thunderstorms !!!

The Plaque that was approved by the membership, during the General Meeting at Fort Worth, for presentation to the McCook Air Base Museum will be ready for Sam and I to present on 29 - 30 September 1989. Has anyone some remarks they would like to make.

-- God bless you all - Jerry

***** ARE YOU AN ACTIVE MEMBER *****

Are you an active member, the kind that would be missed ?
Or are you just contented with your name on the list ?
Do you attend the meetings and mingle with the flock ?
Or do you meet in private and criticize and knock ?
Do you take an active part to help the work along ?
Or are you satisfied to be the kind who just belong ?
Do you work on committees ?-- to this there is no trick.
Or leave the work to just a few and talk about the clique ?
So, come join and come to the meetings and help with hand and heart.
Don't just be a member, but take an active part.
Think this over folks; you know what is right and wrong.
Are you just a member -- or do you really belong ?

-- Jerry Custer

***** OFFICERS *****

KANE, John R. ----- Honorary President
CUSTER, Gerald B. ----- President and Public Affairs Officer
JUST, Walter E. ----- Vice President
MONTGOMERY, Clarence L. ----- Reunion Coordinator
WAREHAM, Samuel D. ----- Secretary/Treasurer and Editor

PYRAMIDIERS
 98TH BOMB GROUP (H) VETERANS ASSOCIATION
 EXPENSES PAID AND FUND BALANCE
 YEAR ENDED JUNE 30, 1989

Revenues Collected	
Dues from members	\$ 8,246
Reunion fees	22,829
Interest earned and miscellaneous income	<u>922</u>
	\$ 31,997
Expenses Paid:	
Printing	\$ 1,836
Postage	1,977
Banquet and Reunion	23,236
Tours	6,585
Hotel and Travel	3,609
Office supplies	666
Accounting	260
Cost of merchandise in excess of receipts	1,734
Depreciation	<u>239</u>
	\$ 40,142
Expenses in (excess) of revenues for year	\$ (8,145)
Fund balance, July 1, 1988	<u>23,710</u>
Fund balance, June 30, 1989	\$ <u>15,565</u>

COMMENT:

Fiscal year 1989 had two reunions, one in September 1988 and one in May 1989. We take in a lot of money and we expend a lot under these circumstances.

Merchandise - The bumper and window decals cost 60 cents each and these are free to members on request. We have a lot of requests. The above also doesn't reflect the merchandise we have on hand for sale.

Fund balance - When I took the treasurers job, I deposited \$16,000 in the bank. We have bought a \$2100 computer and several plaques, the ones for the academy and the personal ones presented to past officers. We have also paid some other expenses such as George Baroni's expenses to Fort Worth prior to the reunion to assist with the B-24's 50th Anniversary preparation. We had \$15,565 in the treasury on June 30, 1989. We haven't done too bad.

FY 1990 will also be an expensive year, in January 1990 we will mail the new Roster, at no cost, to the paid membership. The rosters cost upwards from \$2.50 each.

**** AIR REFUELING **** In 1954 Air Refueling was still in the experimental stage and by 1955 it had definitely completed that stage and was developing into an exact science. However, in 1954, three B-47s set a non-stop record from California to Japan (6700 miles in less than 15 hours). Air refueling had been used to make the flight. In 1954 an air refueling contact was recorded every four hours and one minute, day and night for the year.

***** ITEMS OF INTEREST *****

We have added the name of EDMONDS, Harold W., KIA December 28, 1942 to the Association's "Deceased List" at the request of Art Harvey. Captain Edmonds was the original pilot of the B-24D "Northern Star", S/N 111921 and had served as the 343rd, 98th BG Operations Officer at Fort Meyers, Florida. He was sent overseas without a crew and formed one at St Jean, Palistine in September of 1942. In November of that year the crew (which included Art Harvey) was transferred to the 376th BG at Abu Suier, Egypt. The crew flew three missions with the 376th, including the first raid on Naples, December 4, 1942. On the 27th of December the crew was transferred back to the 98th BG, 344th Bomb Squadron. Upon arrival, the crew found they were already posted for a mission on Sousse, Tunisia for December 28th. Captain Edmonds flew as Co-Pilot for this mission. While over the target, he was hit in the jugular vein by flak and quickly bled to death. Because he had not completed the paper work on his return to the 98th BG his membership in the organization has been overlooked. We of the 98th are honored to recognize Captain Edmonds as a member of this great organization and his name has been entered in our list of "Deceased Members".

Walter J. Ryan attended his 19th Reunion at Fort Worth, TX in May 1989. I am sure there are more of you who have eighteen or nineteen Reunions to your credit, let us know who you are.

Remember MacArthur's speech at the Fort Worth Reunion and the "milk run" that made him a POW. Well it seems that those "milk runs" had a tendency to cause problems for a lot of 98th airmen. Bob Wolff, a B-24 tail gunner of the 343rd Bomb Squadron under Col. Sal Manzo tells me that he was shot down March 19, 1945 on a "milk run" over Landshut, Germany.

***** PRISONERS OF WAR *****

---- by David Cochran

Currently forty-six states offer special license plates to former prisoners of war. David Cochran has a list of those states which offer a POW plate and how much they cost. David has provided the Secretary/Treasurer a copy of that list. Alabama, for example, issues a lifetime tag free of cost; however, the ex-POW must obtain a letter from the VA Regional Office of eligibility. In California the POW plates are owner issued rather than assigned to a specific vehicle. Eligible applicants can order for a fee of \$35.00 enameled or \$40.00 reflectorized, in addition to any other registration or licensing fees. Colorado is free with no other fees. As you can see states differ in their requirements and I'm sure that Veterans' Service Officers and Veterans Administration offices can tell you how you can obtain them. Alaska, Hawaii, Vermont and Utah apparently do not provide for POW plates.

***** 1989 VETERANS BENEFITS HANDBOOKS *****

The 1989 Veterans Benefits Handbook with updated descriptions of the department's programs and services is now available. The VA benefits listed in the 92 page handbook include the usual: medical care, education, pension, insurance, job training, burial assistance, and home loan guarantee. The handbook contains sections on benefits for former POWs, women veterans and merchant seaman and information on the new U.S. Court of Veteran's Appeals. The handbook is available for \$2.75 from the Superintendent of Documents, U.S. Printing Office, Washington, D.C. 20402. Submitted by: David Cochran

***** ITEMS OF INTEREST - CONTINUED *****

General Nye donated \$240.00 to the Collings Foundation for the designation of a "98th Bomb Group Honor Crew" in his name. His 98th BG aircraft was the "KICKAPOO". The crew: Co-Pilots Herman W. Lewis (KIA), Robert J. Nespor (KIA) and John S. Young (completed tour with Col Kane, Navigator - Harvey S. Tamon, Bombardier - Manford C. Susman, Flight Engineer - Victor G. Parkhill, Gunner (Asst FE) - George L. Bickett, Jr., Tail Gunner - Lewis E. Pullium, Waist Gunner - Charles F. Boland, Gunner (RO) - William B. Bradford, Crew Chief - Louis (Red) Ryder. General Nye asked the Collings Foundation to also credit his donation toward the 98th BG Association's commitment. Thank you General Nye.

The 19th Reunion of the Association of Former Prisoners of War in Romania is scheduled for 13-17 September 1989 in Hot Springs, AR. All members were notified by mail.

"The Princess and the POW" is available through Gabriel Publishing, 7735 El Rancho, Houston, TX 77087 for \$13.98, which includes tax and postage.

John McDonald, who served in Headquarters and Bomb/Nav at Lincoln AFB, Nebraska, brought to my attention that the 98th Bomb Wing Air Refueling Squadron flew the KC-135 from 1966 to 1976 from air bases in Spain. This would be the fifth aircraft that members of the 98th flew. We have attempted to obtain more data on this operation and have included the KC-135 on some of our material. We need to get an official reading to bring before a general meeting of the Association, to make official.

***** 98TH BG (H) ASSN. HISTORY *****

Hank Fasig and his committee are in the process of finalizing the book format. There is one Author/Publisher who is capable and interested in doing the necessary work; however, Hank plans on contacting, at a minimum, one more Author/Publisher for the publication of the book. There has been some preliminary work completed with the interested publisher. No commitments have been made. It takes about 18 months for an author/publisher to do a book once the OK is given.

Needed: From POWs, EVADEES and ESCAPEES, a brief (20 pages or less), but detailed stories of each person's experience and situations while a POW, etc. Trivial things may be important, so don't exclude them. Hank would prefer the stories to be typed, but if hand written, make them as legible as possible. The information is needed not later than January 1, 1990 and could be used sooner. Don't worry about grammar or punctuation, write just like you were telling the story.

Hank doesn't need individual photos, but does need copies of Group/Squadron and crew shipping orders.

*****NORFOLK, VIRGINIA OCTOBER 16-20 1990 *****

Mid-October is the most beautiful time of the year in Virginia. If you are driving, the Fall foliage will be spectacular. The waterside at the Harbor is a festival atmosphere, with about 120 docked ships to include 5 fine restaurants. We leave from there on the dinner cruise the evening of October 18, 1990. I know that the Reunion is more than a year away and I will continue to bring you more information on Norfolk.

***** COUNTRY WESTERN ENTERTAINER - 98TH BOMB WING *****

Sergeant Marty Martin, Flight Engineer on KC-97 Tankers has a fully equipped KC-97 cockpit, with all the instruments and equipment in place just outside of his theater in Branson, Missouri.

A little over 20 years ago Sergeant Martin was driving down "O" Street in Lincoln, Nebraska when the warning lights started flashing and the barrier arms came down at the 20th Street Rock Island crossing. "This ol' train came around the curve .. and there in a box car was this guy who looked a lot like a fella I knew named Willie Wilson. I said to myself, 'That's Willie, Ol'Boxcar Willie.'"

"It just hit me. I had to write a song. I pulled over to the side of the street and wrote it right there. And that's how Boxcar Willie was born." These two paragraphs are from the Lincoln Journal Star from a column called "Offbeat" by Don Pieper.

Before this he was known as Marty Martin. While stationed at Lincoln AFB, as a flight engineer on KC-97s (he was also a flight engineer on B-29s). Marty would take his guitar on the "Reflex Missions" to such exotic places such as Goose Bay, Labrador and Harmon AF Base in central Canada where he would strum and sing at the NCO and Officers' Clubs. Col Chuck Murray said that Sergeant Martin took that guitar on every flight.

After his discharge from the Air Force, Marty and the KOLN-KGIN TV Rangers spent two years performing between segments of the news, weather and farm reports and on the Channel 10-11 TV Noon Show. This was all live music, with all the mistakes, as there was no taping then. At night the band would play at every little VFW, Legion and Eagles club in the area. The band also made the county fairs in Nebraska and much of Kansas. Willie's first break came when George Jones hired him to open his show. It was during the run at George's Nashville Club that British Promoter Drew Taylor booked Willie for a tour of Great Britain. The troupe was to be headed by Stella Parton, Dolly's sister, but she became ill and couldn't make the tour. Marty went anyway. That was January 1978 where he went on to be a smash in Britain and was named International Entertainer of the year there. Sergeant Marty Martin, now Boxcar Willie, B-29 and KC-97 Flight Engineer (98th Bomb Wing) says that he is still awed by his success after the years of struggling. The Boxcar Willie Country Music Show, Branson, Missouri is open six days a week April 29 through October 31st.

--- Submitted by Herb Engelbrecht, KC-97 Pilot, Member 98th BG (H) Veterans Association.

***** KOREAN WAR STATISTICS *****

In August of 1950 the 307th Bomb Wing deployed from MacDill AFB, Florida to the Far East in seven days. The 98th Bomb Wing, from Spokane AFB, Washington, was over and ready to fly in six days. During the Korean War SAC crews flew 21,000 combat sorties and dropped 167,000 tons of bombs. 16 B-29s were downed by enemy fighters, four went down to flak and fourteen were lost to operational accidents. SAC gunners shot down 33 fighters including 16 MIGs, 17 probables and damaged 11.

***** MEDICARE CATASTROPHIC ILLNESS ACT - (CATCAP) *****

I was asked to bring this bill to the attention of the members:EDITOR

This bill is to be financed by a special income tax on the elderly. This sort of tax violates the historical pattern of taxing that spreads the cost of social legislation over all Americans. About 70 percent of those who will finance the bill are already covered by health plans, which provide them equal or better benefits than provided under the law. If you pay \$150 in income tax you are one of those who will be paying this income tax. All persons, age 65 or older, have been paying an additional flat fee of \$4.00 per month (1989) in increased taxes, to offset medicare costs. Since 1981, most Americans have received a tax break, while the elderly had a large tax increase.

One real problem with CATCAP is that it doesn't protect against long term nursing home costs. According to the GAO, only about 7 percent of the medicare eligible people will benefit annually. Those Medicare eligible people now in nursing homes or at home, who are also medicaid (welfare) eligible and taking expensive medicines, will begin using CATCAP funds when the \$600 maximum for medicine is reached. Congress and Reagan decided that those over age 65 should pay part of the Nation's welfare costs by using CATCAP funds for medicaid expenses. The State of Nebraska, for example, estimated that the State would save about 3 million medicaid (welfare) dollars annually when the law took effect. Think how much this will save the Federal Government, the medicaid ratio is about 25% State and 75% Federal. Nebraska's population is about 1.6 million.

Another instance: Medicare pays hospital benefits according to Diagnostic Related Groups (DRGs), which means, for example, all medical problems related to the bowels fall in the same DRG and therefore hospitals are paid the same number of hospitalized days as specified for the DRG. The cost for any additional days a patient might need, beyond the designated period, would be absorbed by the hospital. The hospitals, to avoid this expense, are now discharging the patients to general nursing homes for any needed additional care. CATCAP does not pay for this type of care (it does pay for limited skilled care).

As you know, most doctors will not accept medicare assignments, so the medicare eligible patient must pay his doctor the difference between what the doctor charges and 80 percent of what medicare approves. There is still a medicare exemption for the first day of hospitalization (1989= \$546) which the patient must pay. So we all need supplemental insurance. Under the CATCAP law the medicare patient only has to make this payment once each year (a benefit). You also have some additional skilled care benefits under CATCAP, but under most supplemental insurance, you are already entitled to skilled care.

Yes, AIDs patients, may become eligible for CATCAP, because after two years a disabled person may become "medicare eligible" (regardless of age). Today, there are new expensive medicines, which are being taken in groups and although not curing the disease, are allowing the AIDs patient to live for many years. Who is going to pay for this expensive medicine, you guessed right, you are, if you are over age 65.

When you write your Congressman/Senator or both, in protest of this legislation tell them that you can't afford political donations and also pay this tax, further that AARP does not represent you for CATCAP.

***** CHANGE OF ADDRESS *****

ADEN, John K., 527 Westgate Dr., Napa, CA 94558 344th
 BAILEY, EUGENE F., 305 E. CASTON RD., AKRON, OH 44319 343RD
 BANKS, William D., 1805 Roswell Rd #4B, Marietta, GA 30067 344th
 BELGAU, Stephen A., 408 Powder Horn CT., Ft Worth, TX 76108 343rd
 BRADEN, Courtland R., 26531 El Mar Dr., Mission Viejo, CA 92691 345th
 BREEMAN, Kenneth, 1437 Armstrong Vayyey Rd., Halifax, PA 17032 415th
 BRIGGS, James W., 11670 Hemlock St c/o WASKOW, Palm Bch Gdns, FL 33483
 BRUBAKER, Gregory L., 1155 Loughbrough Dr.#2, Merced, CA 95348
 BUTLER, Mrs James F., 148 Fifth St., Fall River, MA 02721 343rd
 CONSIGLIO, FRANK J., 2925 N. 74TH AVE., ELMWOOD PARK, IL 60635 415TH
 DEPUTAT, Walter J., 975 Main St., Tewksbury, MA 01876 343rd
 HAUCK, William J., 1408 Club Dr., Glendale Hts, IL 60139 345th
 HIPPLER III, Robert R., 9333 Memrial Dr. #318, Houston, TX 77024 345th
 HOCKETT, Francis W., 10401 Snug Harbor Rd #85, St Petersburg, FL 33702
 HUSTON, William R., P.O. Box 20, Naples, ID 83847 345th
 KAHN, Philip S., 78 Hamilton Dr., Chester, VA 23831 345th
 KATZ, Jack H., 5 C Chadwick, Jamesburg, NJ 08831 345th
 KAUTZ, Mrs Erick, 24 Saddle Hill Rd c/o Jegler, Stamford, CT 06903
 KILGORE, Joe M., 3311 River Rd., Austin, TX 78703 343rd
 KORGER, Harold F., 13540 Appleton N73W, Menomenee Falls, WI 53051 344th
 KOHL, Milton E., 222 S. Medway-Carlisle Rd., New Carlisle, OH 45344
 LIVINGSTON, Robert P., P.O. Box 875, Roswell, NM 88202 344th
 LOIGNON, Philip G., 507 Edgewood Ct., Bellevue, NE 68005 345th
 LONG, Herbert C., General Del., Redford, NY 12978 345th
 MILLER, Mrs Mary, 4100 Rymark Ct., Dayton, OH 45415 344th
 MILLER, Robert W., 168 Oak ridge Dr., York, PA 17402 345th
 OESTREICHER, Kenneth C., 5335 Netarts HWY W., Tillamock, OR 97141
 PARK, John C., Rt 6, Box 363, Hartman Dr., Jamesborough, TN 88370
 PENROD, Larry D., Rt 1, Box 80A, Albany, NY 45710 345th
 PERRY, Dean T., P.O. Box 962, Cascade, ID 83611 345th
 RHOADS, Henry H., P.O. Box 3000 905, Palm Desert, CA 92260 344th
 ROBINSON, Marge F., 5220 Brittany Dr 1308-5, St Petersburg, FL 33715
 RUTHERFORD, Mrs Howard L., 3050 Messick Rd., Dade City, FL 33525
 SHRADER, Don J, 2030 Vincent RD., Orlando, FL. 32817 344th
 SHAPPELL, Andrew M., 4505 Nowland Dr., Wilmington, NC 28405 344th
 SIMMONDS, Donald L., P.O. Box 282, Bonsall, CA 92003 344th
 SMITH, Newbern D., P.O. Box 5584, Jacksonville, AR 72076 345th
 SUPIANO, Boyden, 4215 Erie # 624, Racine, WI 53402 415th
 THOMAS, Richard L., 1686 Capri Ln., Richmond, IN 47374 345th
 THOMPSON, Jack A., 8-B Holiday House Apts., Erwin, TN 37650 344th
 THOMS, Arthur H., 2720 N. Swan Rd #2D, Tucson, AZ 85712 344th
 USCHER, Milton, 60 Bayne Pl., White Plains, NY 10605 344th
 WADE, Arthur M., 6116 Sudbury Ave., Jacksonville, FL 32210 HQ
 WAGNER/SALYARD, Kathy, P.O. Box 1084, Granby, CO 80446 345th
 WYSOCKI, George I., 1101 S. San Remo Ave., Clear Water, FL 34616 344th

***** NEW MEMBERS *****

HUNT, Cornelius, P.O. Box 369, Lake Elsinore, CA 92330 345th B-29
 DANKBAR, Roman L., 1600 Stone Brook Rd., Ames, IA 50010 344th B-24
 KAPP, John R., 14947 Madison CT, Haymarket, VA 22069 345th B-47

***** DECEASED *****

BUTLER, James F. B-24 343rd G. DOD 06-18-89
 COLEMAN, William J. B-24 415th LM DOD 06-08-89
 JOHNSON, Wallace A. KC-97 ARS P DOD 08-07-89

***** PERSONAL *****

We are seeking the address of the following two people:

PREY, John E. B-24 Pilot (344th) served June through December 1944. If any have information send to the Sec/Treas.

FINCH, Stephen B-24 GP Motor Pool (343rd). He was with the 98th, over seas, at least two years. He attended the Fort Worth Reunion for the first time, however he has never been a member. (During registration at the Reunion site we haven't been asking for addresses, we give these men a DUES REMINDER form and ask them to send in their dues along with the other data). Rolland Brown and Bob O'Brien are trying to get in touch with him.

"ODE TO A B-24 PILOT", The one where the pilot was seated with Julius Caesar; if any of you members have a copy, Ashley N. Denton, HCO 3, BOX 228B, Marble Falls, TX 78654 wants a copy.

** B-24 FIFTIETH ANNIVERSARY SOUVENIR BOOK -by George and Lena Baroni Anyone interested in purchasing the book should send \$13.00 to Delmar Company, P.O.Box 220025, 9555 Monroe Rd, Charlotte, NC 28222. The book contains some 150 photos of 98th members taken previously and 200 photos taken by Don Cooper, Herb Harper and others during the B-24 Anniversary Celebration.

***** PYRAMIDIERS -- 98TH BOMB GROUP (H) VETERANS ASSOCIATION *****
** NEWS LETTER - SEPTEMBER 1989 **



B-24

PYRAMIDIERS

98th

BOMB GROUP (H)

VETERANS ASSOCIATION



B-29



B-47



KC-97



SAMUEL D. WAREHAM

639 Mulder

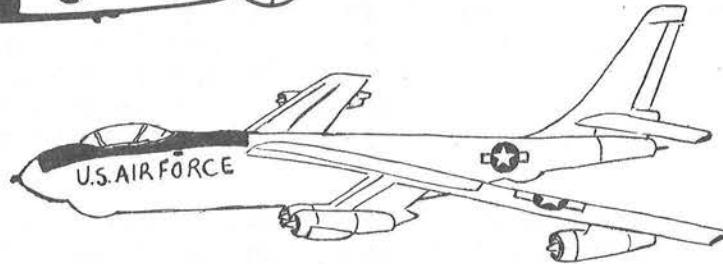
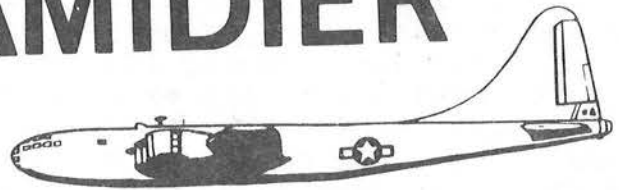
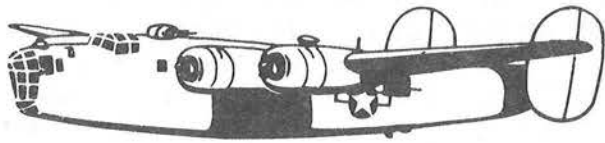
Lincoln, NE 68510

ADDRESS CORRECTION REQUESTED

Non-Profit Org.
U.S. POSTAGE
PAID
Lincoln, NE
Permit No. 237

WILLIAM H. SIMONS
411 N. MILL ST.
CELINA, OH 45822

THE PYRAMIDIER



Number 45 98TH BOMB GROUP (H) VETERANS ASSOCIATION December 1983

Here it is that time again for the December issue of the PYRAMIDIER on Veterans' Day (alias Armistice Day). After leaving the IMPERIAL PALACE where slot machines to the left and slot machines to the right volleyed and thundered, Lena and I drove to Richland, Wash. where our twin daughter Eva and her husband, Jeffrey Brown, reside, for a very enjoyable few days. We returned home just in time to hear of that tragic terrorist bombing in Lebanon where so many of our gallant boys were murdered, and also the invasion of Grenada which was probably the first U.S. victory in many a day.

The reunion in Las Vegas was one of the most interesting and enthusiastic we have attended and the attendance broke all previous records, thanks to the interest of the new B-29 and B-47 members and also the "Ole Timers". On Wednesday night 285 members and wives sat down to a delicious prime rib dinner. However, there were 41 other members who dropped in to visit and greet old friends, but for some reason or other were unable to attend the banquet.

It was great to see some of our widows attending. Two of my favorites, Edna Chance and Pat Ames were there and we thoroughly enjoyed our few precious moments with them. President Fornwalt and the 98th would like to apologize to Mrs. Tearnan for not introducing her at the banquet and I too offer mine as I most certainly would have loved to meet her. We all hope she, Edna and Pat will compliment our next reunion with their presence and also that other widows will come and I extend a special invitation to two of my sweethearts, Ann Folks of Bakersfield, Calif. and Edna Schuster of St. Louis, Mo. Edna's husband Arthur was my tent-mate for 18 months in Italy. A sincere invitation from all the 98th to all you widow Bomber-Dears to come to Washington in 1984. Pat Ames called to express her thanks to all the 98th for allowing her to attend. She said she was taken ill when she returned home and went to a Naval Hospital for medical attention. When she told them she had just attended the 98th Air Force reunion one doctor told her she should have gone to a Naval reunion.

Congratulations are in order for Cory Orne in setting up this fine reunion in Las Vegas. It was enjoyed by one and all. Thanks, Cory, for a job well done.

Also I would like to congratulate Joseph Colasuonno and his beautiful wife Linda and sister Beverly Woodward for promoting and hosting the "Desert Rats" mini-reunion. Nearly 100 "Ole Timers" and their wives signed in and all had a great time. All expenses were paid by this group through a "coffee pot" and many thanks to my favorite author and buddy, David Westheimer, who donated autographed copies of his book RIDER ON THE WIND to anyone who donated \$10.00 or more to defray expenses. This book is a must for the "Desert Rats" and especially for those of the 344th as it is a story of our first days at Accra in Palestine. It was certainly nice to see David and his gorgeous wife Dody. David was wearing a Larry Kennedy Trojan sweatshirt. Larry is probably the only 98th member to have a school named in his memory; a very great honor showing the esteem and love of his many friends and students in Phoenix, Ariz.

I would like to see the "Desert Rats" mini-reunion continued in Washington but would suggest that if interested groups like the 98th B-24's in Italy; the B-29's and B-47's also have a mini-reunion as I believe they would like to have a day together where they could tell how they won the war. Even adding another day to the reunion to have these mini-reunions take place might be feasible. Each group would defray their own expenses so it would not take anything from the treasury of the 98th Veterans Association. This is only a suggestion but if it happens let us emphasize that this is still the 98th Bomb Group (H) Veteran's Association and any such mini-reunions should take place within the framework of the Association.

At the annual meeting in Las Vegas the incumbent officers were unanimously re-elected: President - John A. Fornwalt; Vice President - A. Roy Cofer; and Secretary-Treasurer - Walter H. Bolling, Jr. At the request of Franklin Tracy, San Antonio, Texas will be the site of the 1985 reunion, with the dates being October 21st through the 24th. Tracy can now sing "Deep in the Heart of Texas", but, Tracy, always "Remember the Alamo". It was also decided to alternate reunion sites, east of the Mississippi one year and west the next.

Regarding the plaque from the 98th to be installed at the Air Force Museum in Fairborn, Ohio, money was appropriated for this and the plaque should be completed shortly. The design was selected by the members at the annual meeting. Cory Orne and Billy Sumner were designated to see that the plaque will be in place as quickly as possible.

Our 1984 reunion will be held at the HOSPITALITY HOUSE, 2000 Jefferson Davis Davis Hgwy., Arlington, Va. The dates are Thursday, Oct. 18th; Friday, Oct. 19th and Saturday October 20th. The dinner will be \$20.00 and a tour of our nation's capital \$19.00. The March issue will contain more information and details about this reunion.

By the way, if you haven't paid your 1984 dues, please do so at your earliest convenience as they are now due. Send them to Walter H. Bolling, Jr., Rt. 8, Box 203, Gonzales, Louisiana, 70737.



Official Publication of: THE PYRAMIDIERS
98TH BOMB GROUP (H) VETERANS ASSOCIATION

- Honary President.....John R. Kane
- President..... John A. Fornwalt
- Vice President.....A. Roy Cofer
- Vice President Reunions.....Cory O. Orne
- Secretary-Treasurer..Walter H. Bolling, Jr
- Publicity Director.....Joe C. Price
- Editor..... George Baroni



NEW MEMBERS

* B-29 ** B-47

343rd Squadron

** P	Anz, Archie Jr.	242 Tennessee Ave. St.	Simons Island GA	31522
** LM	Arute, Joseph	RR 1 Box 92	Ogallala NB	69153
* RO	Barbour, Warren K.	P.O. Box 362	Palacios TX	77465
* FE	Beckman, John P.	10021 115th St. SW	Tacoma WA	98498
** BN	Belgau, Stephen	17261 Prairie St.	Northridge CA	91325
** BN	Berkowitz, Jerry G.	10 Douglas Rd.	Westford MA	01886
** LM	Boone, Burton	4 South Rd. Rt. 3	Londonderry NH	03053
** P	Bopp, Charles E.	6 Command Cir	Altus OK	73521
** BN	Bradford, Joseph E.	1106 N. High	Uvalde TX	78801
	N Bristow, Dick W.	17547 Rutherford St.	Detroit MI	48235
** BN	Christiansen, Harry	2754 Anderson Dr.	Lincoln NB	68506
** P	Dale, Jack N. M.	155 Country Club Rd.	Shalimar FL	32579
** P	Demkovich, Robert J.	595 E. No. Bear Creek Dr.	Merced CA	95340
* B	Fountain, Carl B.	640 Fountain Ave.	Redlands CA	92373
** LM	Grohowski, Charles	6817 Whitman	Fort Worth TX	76133
RO	Gubler, LeRoy H.	General Delivery	Lund NV	89317
** P	Hall, Gene F.	4471 Bonita Vista	Placerville CA	95667
** BN	Hatfield, Morris R.	1212 Kimberly Dr.	Yuba City CA	95991
* P	Hiatt, Calvin V.	4902 SW 327th Place	Federal Way WA	98003
** P	Jackson, Kaye D.	42295 Old Bedford Rd.	Northville MI	48167
** LM	Johnson, Curtis S.	P.O. Box 114	Quitman AR	72131
P	Jorgensen, Glade	940 Queens Dr.	American Fork UT	84003
* LM	Larimore, William A.	2522 S. Sahuara Ave.	Tucson AZ	85711
GP	Lewis, John W.	1230 Sharlo	Baton Rouge LA	70808
FE	Long, Albert W.	1516 Thistledown	Mountain Home AR	72653
* FE	Mann, Robert I.	137 Brookfield Dr.	Watkinsville GA	30677
* G	Mardaus, Milton J.	13350 Hanson Blvd.	Anoka MN	55303
* FE	McCarthy, Thomas A.	903 Tabla Court	Hemet CA	92343
** BN	McQuaid, Joseph M.	8 Raven Hills Ct.	Colorado Spgs CO	80919
* FE	Parks, Lowell B.	2800 Pierce Ave.	El Paso TX	79930
** P	Pedersen, James H.	7250 Polaris Ave.	Las Vegas NV	89118
** P	Rose, Howard L.	1110 S. Magnolia Dr.	Indialantic FL	32903
* RO	Rounds, Jack	100 Robin Rd.	Athens GA	30605
* GP	Rowekamp, William G.	160 Estero Lane	Litchfield Park AZ	85340
** BN	Samowski, Frank A.	540 Fir St.	Vacaville CA	95688
** P	Schrupp, Walter C.	205 Ave. B West	Barksdale AFB LA	71110
* RO	Selph, Jack Jr.	240 Aspen Village Dr.	Ballwin MO	63011
* GP	Sherrill, Paul V.	P.O. Box 92	Jackson GA	30233
* B	Sherron, James C.	202 67th St. NE	Long Beach NC	28461
* G	Smothermon, Donald L.	8407 Blue Ridge Blvd.	Kansas City MO	64138
* P	Stillson, James R.	P.O. Box 218	Sisters OR	97759
** BN	Sullivan, George J.	3115 Serrano	Carlsbad CA	92008
* LM	Tenney, Reed W.	Box 94	Silver City NM	88062
** P	Tilley, Tommy A.	3812 Blossom Lane	Odessa TX	79762
** P	Ward, Robert W.	6149 Burgundy Dr.	Shreveport LA	71105
* G	Will, Elvin	Rt. 1 Box 212	Iron Ridge WI	53035
* G	Wright, Andrew W.	6386 Westview Dr.	Riverside CA	92506

344th Squadron

** N	Albright, Ray E.	657 Fairway Ave.	Ft. Walton Beach FL	32548
* P	Allenby, Donald R.	653 Breys NE	Salem OR	97301

NEW MEMBERS (Continued)
 344th Sqdn.

* B-29 ** B-47

** BN	Baines, Francis C.	6929 S. Bemis	Littleton CO	80120
** P	Becker, Robert	2485 Reill View Dr.	Escondido CA	92025
** BN	Burkett, Howard R.	P.O. Box 96	Derrick City PA	16727
* G	Camp, James J.	3672 Michigan	Colorado Spgs CO	80910
* P	Considine, John F.	405 N. 5th St. Apt. 114	Mankato MN	56001
** P	Courtney, Richard D.	1822 Milbank Rd.	Leucadia CA	92024
** BN	Eggleston, Ogden C.		Walker MN	56484
** P	Fordham, W. F.	3414 S. 27th St.	Lincoln NB	68502
** P	Frazer, Jack W.	4th Transcom P.O. Box 147	APO New York NY	09451
** P	Kirby, Murr Dean	8727 Elmwood Lane	Tampa FL	33616
** P	LaGue, Robert H.	22775 DeSoto St.	Grand Terrace CA	92324
** P	Lightfoot, Chesley E.	2424 Limerick Dr.	Tallahassee FL	32303
** P	Loney, Jack	4457 Shalimar	Las Vegas NV	89115
* FE	Long, Raymond W.	20065 100 NE	Bothell WA	98011
GP	Miller, Norman	120 Garland Dr. #708	Lake Jackson TX	77566
** P	Morine, Herbert	1518 Underwood Ave.	Atwater CA	95301
** BN	Morris, Edward M.	5 Riderwood Rd.	N. Little Rock AR	72116
** P	Munson, Robert M.	7224 W. 25th St.	Tacoma WA	98466
** BN	Moulton, Philip R.	1906 E. Vaughn Dr.	Tempe AZ	85283
** P	Ragland, Ralph	13002 Hunters Ridge	San Antonio TX	78230
N	Ray, James A.	2710 Argyle Rd.	Montgomery AL	36116
** P	Marsh, Paul F.	2713 Highland Dr.	Rogers AR	72756
* FE	McComis, Earl C.	4003 Ben Garza Ln.	Austin TX	78749
** P	Robinson, Robert G.	General Delivery	Sunrise Beach MO	65079
** P	Ruehle, John R.	16 Mellor Lane	Bella Vista AR	72712
** BN	Thoenes, Henry C.	8651 E. 28th Pl	Tucson AZ	85710
** P	Tynan, Craig	2146 Highgate Rd.	Westlake Village CA	91361
** P	Weller, Duane C.	684 Roberts Ct.	Merced CA	95340

345th Squadron

* RO	Adams, Herman	9169 Trujillo Way	Sacramento CA	95826
** BN	Atkins, James M.	3425 Monitor Lane	Tallahassee FL	32312
* P	Bailey, Frederick E.	P.O. Box 573	E. Palatka FL	32077
* LM	Brandon, Donald D.	63 Via Grande	Marysville CA	95901
** P	Brotnov, Harmon	1837 6th Ave.	Clarkston WA	99403
** P	Burrell, Francis A.	1263 Cottage Court Dr.	Fairborn OH	45324
GP	Chandler, Harold N.	2517 Brazilia Court	Punta Gorda FL	33950
* G	Christopherson, Edward	190 Manzanita Dr.	Vacaville CA	95688
* B	Colavito, James J.	701 Alvarado NE	Albuquerque NM	87108
** P	Davis, Donald V.	4011 Valli Vista Rd.	Colorado Spgs CO	80909
* B	Devlin, Edward H.	6826 Wall St.	Tampa FL	33616
FE	Forsythe, Charles	4801 W. Beryl	Glendale AZ	85302
** LM	Gibson, Gayel E.	1103 N. 66 St.	Lincoln NB	68505
* P	Harre, Eugene H.	Rt. 2 Box 350-6	Archer FL	37618
** LM	Harris, Jack R.	Rt. 2	York NB	68467
** LM	Harris, William M.	909 Jasmine Hill Rd.	Wetumpka AL	36092
* P	Haun, Marvin G.	41539 Fordham Ct.	Fremont CA	94538
** P	Hennings, Paul E.	14713 Arbor St.	Omaha NB	68144
** LM	Hough, James T.	1435 Doane Dr.	Crete NB	68333
* P	Hulse, Merrill W.	683 High Glen Dr.	San Jose CA	95133
* VO	Jacobson, Edward F.	13349 Burton St.	Panorama City CA	91402
* VO	Jones, George S. Jr.	P.O. Box 952	Ponte Vedra Beach FL	32082

NEW MEMBERS (Con'd)

* B-29 ** B-47

345th Sqdn.

** P Keating, James S. 2181 Mt. Shasta Dr. San Pedro CA 90732
 G Little, Don R 1 What Cheer IA 50268
 ** P McLean, Monte G. 319 Plymouth Ave. Ft. Walton Beach FL 32548
 ** LM Meadows, Ron Rt. 2 Box 203 Doyline LA 71023
 P Moore, Jack W. 8601 SW 94th St. #117-W Miami FL 33156
 * G Morgan, Thomas J. 4120 Sheridan Rd. Saginaw MI 48601
 ** BN Mudie, Jack 3100 Kingridge Way Glendale CA 91206
 BN Olmstead, Al P.O. Box 1214 Palm Desert CA 92261
 ** N Perevuznik, John 5519 Inner Circle Dr. Riverside CA 92506
 ** LM Poage, Donald R. 9125 E. 9th St. Tucson AZ 85710
 * B Reagan, Duane W. 716 Villard Cheney WA 99004
 * N Roe, Wilford E. Box 343 Panguitch UT 84759
 * B Schyler, Nicholas M. 1679 Will Rd. Fallbrook CA 92028
 ** P Stahl, Edward S. 110 Alamo Dr. Vacaville CA 95688
 * B Steele, Arthur Rt. 2 Lakeland Blair NB 68008
 * GP Theobald, Robert L. 7205 Hermits Hollow Colorado Spgs CO 80911
 ** N Ward, Richard H. 15 W. 600 N. Richfield UT 84701
 * RO Warren, Arthur R. Rt. 1 Box 165 Peru NY 12972
 * P Webster, Jerome W. 2008 Milton St. Monroe LA 71201

415th Squadron

P Bettencourt, Vernon P.O. Box 536 Arroyo Grande CA 93420
 RO Bogue, S. E. Jr. 7 Shepard Way Canton MA 02021
 G Figueroa, Leo R. 110 Shadow Light Terr San Antonio TX 78233
 N Mooradian, Richard 375 Glenn Dr. Harbor Springs MI 49740
 G Murphy, Michael J. 35-19 170th St. Flushing NY 11358
 ** P Reeves, James 210 Arapaho East Sherman TX 75090
 ** P Sutorka, John S. 4349 W. Sandria Cir Glendale AZ 85308
 FE Sweet, Elden 340 Park Ave. Orcutt CA 93455
 B Timmons, Durward E. 1718 N. Adams St. Arlington VA 22201

Headquarters Sqdn.

** P Garland, William C. 76205 Zuni Rd. Indian Wells CA 92260
 ** HQ Monroe, Paul B. 9209 Windboro Dr. San Antonio TX 78239
 ** P Gribble, James T. 522 Dragon Austin TX 78734
 ** HQ Shields, Lewis T. 7313 E. Villa Way Scottsdale AZ 85287
 ** HQ Gaddis, Albert C. Box 206 Paia HI 96779
 ** HQ Bailey, Don W. 1320 S. Camino Seco Tucson AZ 85710
 ** HQ Wade, Arthur M. 7961 Triumph Land Jacksonville FL 32244
 ** BN Carver, Richard W. 306 S. 113th St. Tacoma WA 98444

A & E Squadron

** GP Davila, Eugene L. 5531 Lockhaven Dr. Buena Park CA 90621
 ** LM Ewalt, Sylvester F. RD 1 Box 95 Volin SD 57072
 ** LM Peters, Phillip D. R 2 Box 53-A Plattsouth NB 68048
 ** GP Ward, Maurice E. 2601 Cheshire S. Ct. Lincoln NB 68512

FMS

** LM Custer, Delbert C. Box 336 Montrose IA 52639

OMS

** LM Beard, Jimmie 10402 Glenwood Dr. Tacoma WA 98498
 ** LM Ensing, Eugene C. 13366 Lime Lake Dr. Sparta MI 49345
 ** LM Miner, Robert E. 5625 Stanton Ave. Highland CA 92346

Air Refueling Sqdn.

** GP Dean, Charlie 6170 Guthrie St. San Bernardino CA 92404

Due to limited space in newsletter, all new members could not be listed in this issue of newsletter, but will be in next issue.

CHANGE OF ADDRESS:

343rd Squadron:

Guide, Peter	76 Archer Ave.	Bayville NJ 08721
*Sussek, Walter H.	Rt. 1 Box 11-A	Roland OK 74959
Schabhetl, Joseph F.	307 MacArthur Rd.	Latham NY 12110

344th Squadron:

Grissett, Robert E.	Box 127	Olney MD 20832
*Stewart, Rod	10860 Mooney Flats Rd.	Smartsville CA 95977

345th Squadron:

Swanson Donald F.	2413 San Elijo	by Cardiff CA 92007
Dugger, Vernon A.	P. O. Box 2010	Sparks NV 89431

415th Squadron:

Kingsolver, Jeff K.	200 Warrior Dr.	Tryon NC 28782
Soderquist, Carl T.	P. O. Box 11	Stone Lake WI 54876
Astifan, Carl E.	11712 Summer NE	Albuquerque NM 87112

DECEASED:

Malas, Donald E.	415th	July 5, 1983
Meredino, Joseph	415th	Aug.16, 1983
MacPherson, Stanley L.	415th	Mar.24, 1983
Hart, Edward M.	415th	Apr.29, 1983
*Cooper, Harold S.	HQS	Nov.26, 1981
John Savka		Dec. 1982

PRESIDENT'S CORNER:

"Men who will work with Cory to select some reunion sites for the reunions: Jim Reeves, 210 Araphaho E., Sherman, Tex. 75090, phone 214-893-5441; Tom Myrick, 395 Aspen Ct., Broomfield, Colo. 80020, phone 303-455-3706; Jim Matthiesen, 414 W.Oakwood Blvd., Redwood City, Calif. 94061, phone 414-365-6841; Thomas F. Eastman, 370 Kern Ave., Morro Bay, Calif. 93442, phone 805-772-9624. Members can contact these men with their suggestion for sites. This should save time at our business meetings.

"List of flight leaders and officers at our meeting: Walter J. Mosser, Harold E. Robinson, Dave Cochran, George Baroni, Dwight Patch, Joe C. Price, Jerry Finnegan, Walter Bolling, Billy J. Sumner, Lowell Wright, Roy Cofer, Cory Orne, Walter J. Ryan, Angelo T. Badalucco, Gomer Wolf, John Koss and John A. Fornwalt"

Speaking of flight leaders, John Koss, flight leader for northern California wants out so if any northern Californian is willing to take on the job of flight leader, contact Walter Bolling, Jr., Box 203 Rt. 8, Gonzales, La. 70737.

NOTES:

Mrs. James Barton is now home recuperating after surgery.

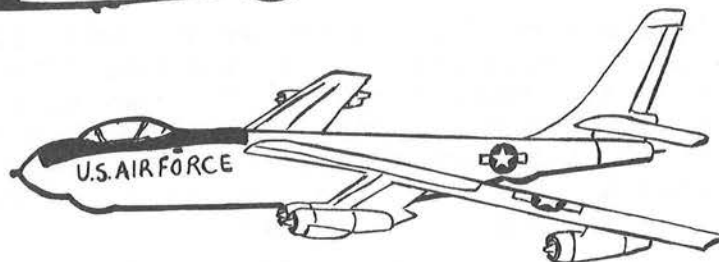
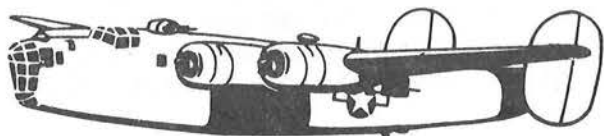
In answer to many queries, copies of THE STORY OF THE 98TH are still available.

MERRY CHRISTMAS!

HAPPY NEW YEAR!

HAPPY HOLIDAYS!

THE PYRAMIDIER



Number 43 09th Bomb Group (H) Veterans Association June 1983

Hello again from Albuquerque where we have had gorgeous days of sunshine and temperatures in the 70's and 80's. We consider this the worst winter since we arrived six years ago, with more cloudy days and wind than usual. But, we still think this is the Land of Enchantment considering the weather in other parts of the country.

Lena and I have been working for quite sometime preparing for our twin daughter Eva's wedding to Jeffrey Brown on May 7th. They are now situated in Richland, Washington so I can now concentrate on promoting our next reunion in Las Vegas this coming October.

Corv Orne, who is doing a tremendous job in coordinating these reunions, tells me he has about 125 registrations which is way above average at this early date so we definitely can look forward to making this the biggest and best one yet. Hope you all have lots of luck with those one-armed bandits.

Corv has sent me the schedule of activities for Las Vegas:

- Monday - October 10 - registration and hospitality room, greeting old and new buddies.
- Tuesday - October 11 - open day - will elaborate on suggested plans later in this issue.
- Wednesday-October 12 - business meeting 9:00 A.M. to 12 Noon.
Cash Bar - 6:00 P.M.
Dinner - 7:00 P.M.

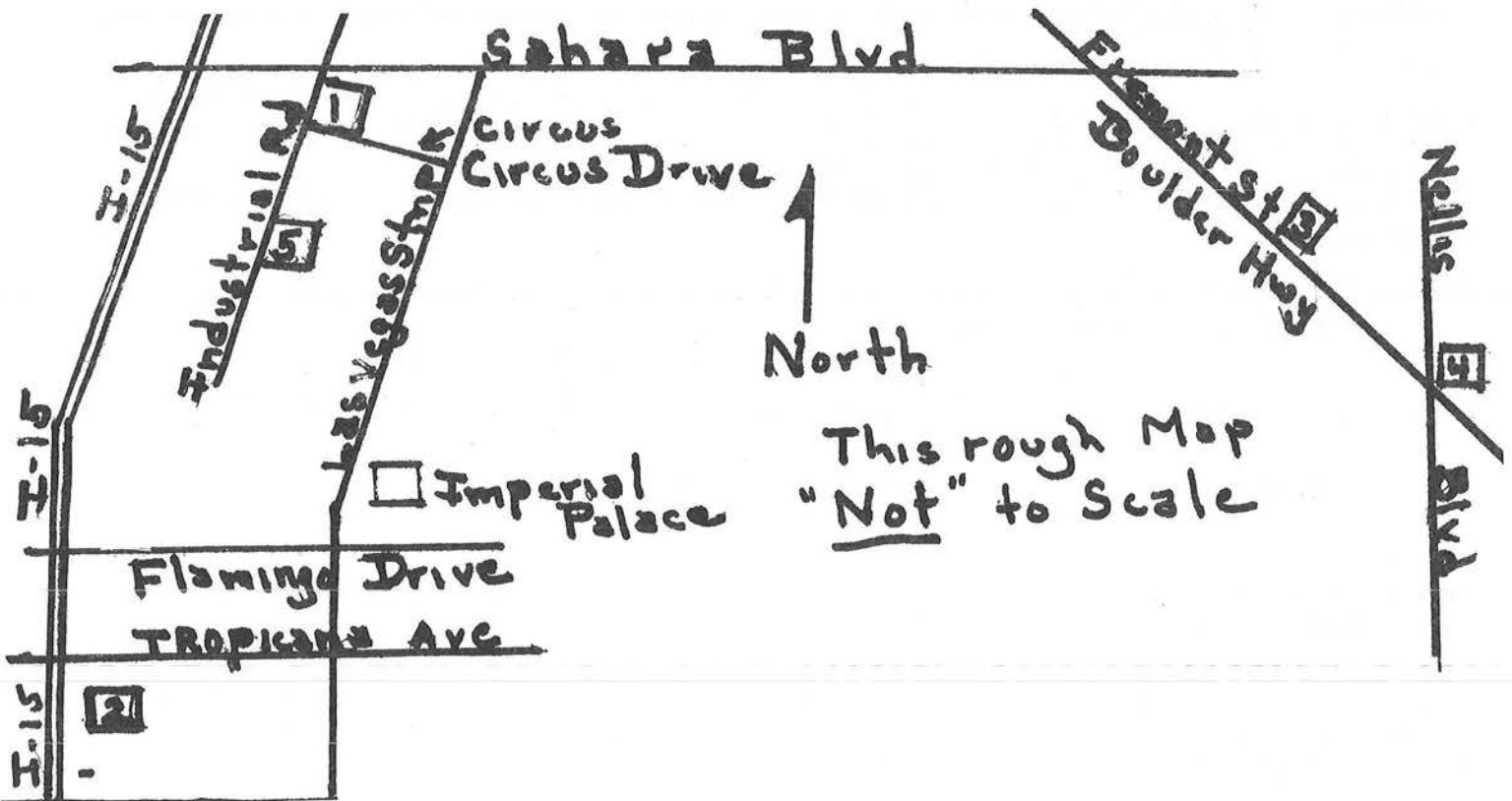
Due to the fact that there are so many attractions and diversions in Las Vegas, no activities are planned. You are on your own.

For those who have inquired about the IMPERIAL PALACE, here goes. It is a fairly new hotel, right on the strip, directly across the street from CAESAR'S PALACE. It is fire-proof and sprinklerized. Actually you don't have to leave the hotel for anything as it has a casino, several restaurants - some having entertainment - two nightly shows in the theater, an Antique Auto Museum and other attractions. For those really interested, it has a free school to teach you how to gamble. I'm a little skeptical

About this part - I'll bet they don't give you a diploma guaranteeing you winning day. Oh, well, I've always been a born loser. Swimming and tennis with a pro shop is available and I'm sure golf for those interested but who wants to chase a golf ball with all those beauties that Vegas is so famous for?

Here is some valuable information for you RV owners sent from Lyle Spencer, a great pilot and a great guy. He recommends five as the others are too far away or too junky looking. The two closest to the IMPERIAL PALACE are the CIRCUS LAND RV PARK and STARDUST, both excellent as is the HACIENDA. The KOA has been in Vegas quite a long time, while SAM'S TOWN has just opened and is brand new. Quoting the prices as of now which will probably be the same in October:

1. CIRCUS LAND RV PARK , Circus Circus Drive, (\$9.54)
Tel. (702) 734-0410
2. HACIENDA CAMPERLAND, 3950 Las Vegas Blvd., So. (\$7.54)
Tel. (702) 739-8214
3. LAS VEGAS KOA CAMPGROUND, 4315 Boulder Highway (11.75)
Tel. (702) 451-5527
4. SAM'S TOWN RV PARK, 5111 Boulder Highway (\$10.60)
Tel. (702) 456-7777
5. STARDUST HOTEL, 3000 Las Vegas Blvd., So. (\$8.48)
Tel. (702) 732-6111



Any other questions, either call or write Cory or me. The September newsletter will be full of further information about the reunion which is going to be just great.

NEW MEMBERS:

* B-29

** B-47

343rd Squadron:

LM	Conley, Cecil B.	4444 E. Benson Hwy. #167	Tucson AZ	85706
* VO	Shagner, William	177 Hillside Ave.	Teaneck NJ	07666
* VO	Hayes, Harold G.	509 Bonvue St.	Lake Charles LA	70605
* LM	Aldridge, Raymond	8011 Reno	Lincoln NB	68505
* G	Klapperich, Robert L.	1745 Deweese St.	Lincoln NB	68504
* FE	Alexander, Clifford E.	9 Strong Row	Bisbee AZ	85603
* FE	Duncan, Colonel L.	4405 S. E. 27th	Del City OK	73115
G	MacArthur, Alexander	2400 Spring Creek Rd.	Algonquin IL	60102

344th Squadron:

* GP	Knox, Walter J.	1240 N.E. 152 St.	Miami FL	33162
* P	Nichols, Edward M.	9 Cross Creek	Irvine CA	92714
* G	Pettit, Donald S., Jr.	118 Yeager Rd. Rt. 3	Mountain Top PA	18707
* G	Pettit, Edward L.	2 Morton Lane	East Hartford CT	06118
* G	Goldman, Robert B.	1543 Babcock #701	San Antonio TX	78229
* P	Campbell, James M.	100 Prinz	San Antonio TX	78213
* VO	Marshall, Kenneth B.	1722 Hanover	Aurora CO	80010
* B	Pakiz, John	1055 Kramer Ct.	Aurora CO	80010
* FE	Crow, Howard E.	7 Highland Park Rd.	Rutland MA	01543
* GP	Kokot, Benjamin R.	5925 Maybrook Circle	Riverside CA	92506
* LM	Franz, C. F.	6170 Academy Ave.	Riverside CA	92506
* GP	Thompson, Jack A.	5255 Elm Ave.	Erwin TN	37650
* G	Wilson, William R.	General Delivery	Nickerson KS	67561
* N	Cooner, Walter J.	1720 N. Jackson St.	Little Rock AR	72207
* GP	Brummett, William V.	600 N. 10th	Centerville IA	52544
* P	Vetter, William J.	300 Bluebird Dr.	Midwest City OK	73110
* P	Whitaker, Keith A.	8054 E. Del Cadena Dr.	Scottsdale AZ	85258
* G	Marsh, Charles H. Jr.	261 Fern St.	Bangor ME	04401
* GP	Shaka, Napoleon A.	7888 I-30 West c/o La Quinta Inn	Fort Worth TX	76108
* G	Mathews, William W.	2363 Bond Ave.	Drexel Hill PA	19026
* N	Tartt, Herbert B.	3690 Inwood	Houston TX	77019
** P	Frye, Eugene	Rt. 1 Box 29	Auburntown TN	37016
* GP	Edwards, Robert D.	1018 Eastview Dr.	Jacksonville AR	72076
* G	Addison, John T. Jr.	2422 Bradford Dr.	Missouri City TX	77489

345th Squadron:

* P	Holloway, Walker L.	498 E. Bellevue Rd.	Merced CA	95340
* P	Polites, John J.	777 Loughborough #86	Merced CA	95340
* P	Grady, James H.	Rt. 1 Box 255-B	London AR	72847
* P	Miles, James H.	5123 Dogwood Dr.	Haughton LA	71037
* FE	Schaffhausen, Wm. H.	817 Smoky Hill Rd.	Lincoln NB	68520
* B	Beaird, Norris D.	11503 Bell Ave.	Austin TX	78759
* P	Atteberry, Billy N.	1089 Howell Creek Dr.	Casselberry FL	32708
* G	Anderson, John C.	Rt. 2 Box 131	Coon Rapids IA	50058
* G	Beatty, David A.	109 Frolic Ave.	Waukegan IL	60085
* G	LeNoire, William M.	1037 E. 232 St.	Bronx NY	10466
* N	Zielinski, Anthony C.	1607 Ave. B	Del Rio TX	78840
* G	Weeks, Gerald H.	43 Post Road	North Hampton NH	03862
* B	Carr, Edmund P.	2282 Lancaster Dr.	Clearwater FL	33546

415th Squadron:

N	Heaps, Jack	15965 Siesta Lane	Milwaukee WI	53005
---	-------------	-------------------	--------------	-------

NEW MEMBERS (Continued)

Headquarters Squadron:

* GP	Threewitt, Norman C.	P. O. Box 554	Deer Park WA	99006
* GP	Thompson, Montie Jr.	409 Golfcrest Dr.	San Antonio TX	78239
* GP	Gillespie, William G.	3807 Tall Oak Court	Annandale VA	22003
* GP	Canter, Marshall R.	525 W. Rio Mayo	Green Valley AZ	85614
* GP	Currie, Alexander B.	3912 Pace Blvd.	Lincoln NB	68502
* P	Robinson, George L.	5113 S. Pine Dr.	Jacksonville FL	32207

A & E Squadron:

* LM	McDonald, H. W.	Rt. 1 Box 453	Sarepta LA	71071
**LM	Aduddell, Herbert M.	8742 Rockwell Dr.	Oklahoma City OK	73132
**LM	Wiseman, Wilbur	2320 Beatrice	Springfield OH	45503
**LM	Jacob, Ronald W.	38670 Hamon	Mt. Clemens MI	48045

OMS:

* GP	Lowden, Walter A.	415 S. Chronicle Rd.	Spokane WA	99206
**GP	Glenn, James	P. O. Box 17267	Nashville TN	37217

PMS:

*	Miller, Lewis F.	22222 Horseshoe Trail	Nuevo CA	92367
---	------------------	-----------------------	----------	-------

FMS:

**LM	Schildman, Eugene F.	4102 S.E. 14th Pl	Del City OK	73115
* GP	Kinsey, John F.	520 N. Fowlkes	Sealy TX	77474

ARS:

**	McMillan, Alex C.	RFD 6 Box 283	Summerville SC	29483
----	-------------------	---------------	----------------	-------

CHANGE OF ADDRESSES

343rd Squadron:

Paulnock, Eugene	RD 1 Box 380	Strasburg PA	17579
Hynes, Walter T.	801 W. Villard #33	Bozeman MT	59715
Duncan, Olen E.	5564 Wylstream St. N.W.	Norcross GA	30093

344th Squadron:

Lethers, Edward W.	Rt. 8 Box 736	Tucson AZ	85747
Marusich, Carl C.	3917 N. Barnes	Oklahoma City OK	73112
McDonald, William W.	180 Melba St. Apt.210	Milford CT	06460
Press, Harry F.	405 Paper Mill Rd.	Oreland PA	19075
Brestel, Paul	39 Sharon Blvd.	Lantana FL	33462

345th Squadron:

Kraham, Richard	1451 Gulf Blvd. Apt.111	Clearwater FL	33515
-----------------	-------------------------	---------------	-------

415th & HQS:



Denson, Eston T.	P. O. Box 127	Adamsville TN	38310
Strominger, Kenneth	1738-C Judie Lane	Lancaster PA	17603
Barton, James D.	18 Maine St.	Toms River NJ	08753
Spadola, Domenic E.	470 Artists Ave.	Englewood FL	33533

We would also like to see more widows come to our reunions. You have played a very important part in our lives and reunions. I believe a couple of my sweethearts intend to come, Edna Chance and Ann Folks. How about more of you great ladies attending this year at Vegas?

Every so often a person overflowing with enthusiasm comes along. I am referring to Joseph Colasuonno of 12611 N. E. Fremont, Portland, Oregon 97230. The 343rd and 344th squadrons were stationed close together all the way from Palestine to Lecce and since this is about the time of the 40th anniversary of the Low=Level Ploesti Raid, he has suggested we try to get the "desert rats" of 1942-43 to make a supreme effort to come to Vegas. Cory has not scheduled anything for Tuesday, October 11th, so Joe has initiated an action to have sort of a mini-reunion of these two squadrons, possibly having a cash bar or donation bar in a suite for that particular day. I would like to go a step farther and invite some one or more in the 345th and 415th squadrons to do likewise, if they are interested. I have seen a few replies to Joe from some of the officers stating they would come if others would show. Joe and I will keep in touch and in the next newsletter I will mention names of those planning to attend. Everett Metcalf, Joe Kilgore and David Westheimer have professed interest in attending if others could be persuaded. My favorite general and an original pilot of the 344th, Major General Frank Nye will be there. I hope some of my friends in the 343rd like Frank DeLong, Carl Clinton and Gomer Wolf will work on their crews and friends also. Aside, to Royden LeBrecht, how about getting the crew of YANKEE DOODLE DANDY to make a mission to Vegas and also work on Chief Justice "Slick" Faulkner to come.

I will take the responsibility of inviting many of the original 344th to come (being editor they can't throw the Articles of War at me until after the newsletter is published and delivered. I am listing several of my buddies who have never showed or at least not lately, to make an effort to come. I will not differentiate names by rank as we are now all members of the 98th Veterans Association. Anderson, Annantonio, Auger Banks, Birch, Bonnetti, Bowland, Elwin Brown, Warren Brown, Carmack, Cimaroli, Dishong, Farfone, Farina, Flynn, Fontenrose, Freedman, Gauthier George, Carter Glass III, Grecco, J.O.Hall, Hamm, Howard, Kidder, Kinsley, Korger, Kostner, LaBounty, Leo, Logan, Martin, Morrison, Northy, Pierce, Pitt, Pointer, Predom, Rhoads, Roe, Rund, Savage, Shoup, Campbell, Snitzer, Stubbs, Swinski, Syslo, Terminisi, Townsend, Trynasty, Bubla, Uber, Van Court, Herm Weeks, Wilson, Fogash and all whom I haven't mentioned, YO'LL COME!

I hope "Killer" can make this one, but it is a little difficult for him to come so far. If you do, Colonel, bring your beautiful wife with you. And how about my good friend Sal Manzo in Houston? Sal, we haven't seen your gorgeous wife, Flournoy, since Lena and I visited you two in Sao Paulo, Brazil.

	Official Publication of: THE PYRAMIDIERS 98TH BOMB GROUP (H) VETERANS ASSOCIATION	
	Honary President.....John R. Kane President..... John A. Fornwalt Vice President.....A. Roy Cofer Vice President Reunions.....Cory O. Orne Secretary-Treasurer..Walter H. Bolling, Jr Publicity Director.....Joe C. Price Editor..... George Baroni	

I have received letters with clippings of heroes of the 98th who have recently died. Joseph Murphy of Sandwich, Mass. and Major-Gen. Richard H. Carmichael. Gen. Carmichael was commander of the 98th in 1950. Also recently deceased was a buddy of mine who was tail-gunner on General Frank Nye's original crew in 1942, Lewis Pullium. For these members and the others listed below, Lena and I on behalf of the entire 98th extend our heartfelt sympathy and condolence to the families of these departed heroes of the 98th.

DECEASED:

*	Smiddie, David M.	343rd	Dec. 11, 1982
	Murphy, Joseph T.	344th	Mar. 27, 1983
	Cahoon, Hallet W.	343rd	Mar. 2, 1983
	Tabacoff, Harold	344th	Aug. 18, 1982
	Pullium, Lewis E.	344th	July 1, 1982
	Peurifoy, Jesse V.	415th	Not known
	Mason, Wendell L.	344th	Not known
	Newton, Donald W.	343rd	Not known

PRESIDENT'S CORNER:

We want to welcome all you new members to our Association and a big thanks to all the flight leaders that made it possible, especially to one of our new flight leaders, Billy Sumner, he is going great guns on the B-29 men.

Our committee of Billy Sumner and Cory Orne along with the officers have just about all the information and plans ready to present to the membership for their approval for the 98th memorial to be placed at the Airforce Museum at Fairborn. Billy Sumner has been doing the leg work and making the contact at the museum. His wife drew the copies of the designs that were selected by the committee and approved by the museum. These four designs will be on display in the hospitality room at the reunion for the members to look over before the business meeting. If the membership votes to install this memorial we will be able to notify the museum and get started as soon as possible since space is running out. At a later date we will have a reunion in Fairborn with a dedication ceremony. Anyone wanting more information please contact Billy Sumner, Cory Orne or one of the officers.

Save your money now, and we will see you all in Las Vegas.

The very best to you all,

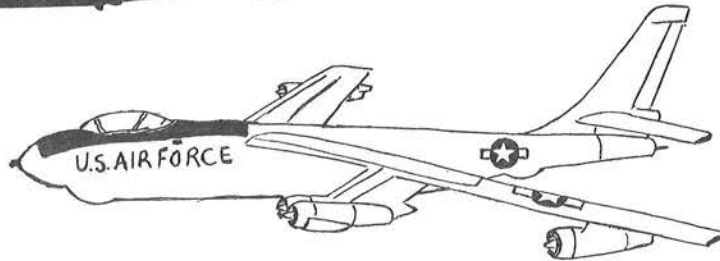
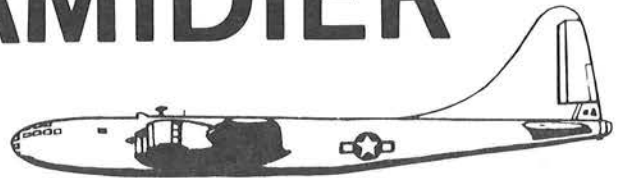
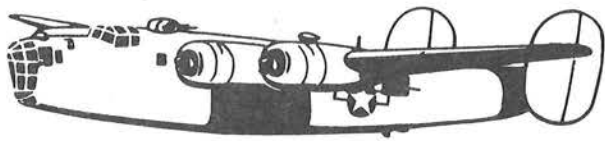
Always

Johnny Fornwalt, President

To those who were stationed in Palestine, Egypt and Libya, I salute you with Shalom and Sayeeda; to those who served in Tunisia, Bon Jour and to those in Italy, Arrivederci; but from Albuquerque - Hasta La Vista! See you in Vegas!



THE PYRAMIDIER



Number 42 98th Bomb Group (H) Veterans Association March 1983

Greetings again from the Land of Enchantment where the weather has been just out of this world. However, Lena and I went camping in our RV for a few weeks in Arizona and Mexico and when we got back there was four inches of snow on the ground. This was the worst storm we have had since coming to Albuquerque six years ago.

Two flyers are enclosed with this condensed newsletter. One is the survey for the reunion in Las Vegas. There are two musts to be emphasized - first, all reservations must be accompanied with a deposit for one night and second, please do not send any money to Cory as all fees for the reunion activities will be collected at Las Vegas. Money, if sent to him, would just give Cory extra bookkeeping.

Also with this newsletter is a dues flyer. Please mail your check to Walter Bolling if you have not paid your dues as yet. Once again, please do not send any money to Cory but do send your 98th dues to Walter. Thanks!

The next issue will be devoted almost entirely to promoting the reunion in Las Vegas. We want to see as many as possible there, especially those of you who have never been to one -- please come -- you'll like it! For those with RV's we will have information about parking courtesy of our good buddy Lyle Spencer.

In the last issue was printed a list of those attending the Fairborn reunion. Some names were omitted and Cory has received some criticism (not deserved). The only way Cory knows who attends is by the registration and payment of reunion activities fees. So, if anyone comes for a few hours just to say hello, please sign the large placard in the Hospitality Room designated for your squadron.

At the business meeting in Fairborn it was suggested that we look into the possibility of having a plaque installed in the Memorial Tree area at the U. S. Air Force Museum. Plans are underway and any questions or suggestions should be taken up with the committee of two: Cory Orne, Jr., Box 553 Lake Pleasant, N.Y. 12108, Phone 1-518-548-3372 and Billy J. Sumner, 222 South 7th St., Tipp City, Ohio 45371, Phone 1-513-667-2884. These plans will be explained and discussed at the Las Vegas meeting.

I have finally received the first two issues containing the article "Out in the Blue" which is taken from "Killer's" diary and abridged by Kenn C. Rust. These articles are very interesting and I'm sure everyone in the 98th, knowing the Colonel, would enjoy reading it - especially all the original members of the "desert rat" days. I know - I was one of them there. This publication AMERICAN AVIATION HISTORICAL SOCIETY JOURNAL is not available on magazine racks or newstand but is mailed to members of the Society. I do not know if they could be purchased by non-members but if anyone is interested they might try writing to Thomas S. Britton, President, The American Aviation Historical Society, 2333 Otis Street, Santa Ana, Calif. 92704 and ask for the four issues of the JOURNAL in which this article of four installments appears.

Received a nice letter from my buddy Cliff Stocking. He sent me a news clipping about our Chaplain of the desert days, Rev. Fr. John P. Duggan. The Niagara Falls First Friday Club adopted a resolution to designate the short street at one side of the International Convention Center as "Duggan Drive" to honor Father Duggan, pastor of St. Mary's of the Cataract Church, 259 Fourth Street. Father Duggan has served the church since 1937. Congratulations, Father.

Billy Sumner, who is doing such a tremendous job as flight leader for the new members of the younger group (has 40 new members not listed yet) sent me a nice letter with photos, etc. Maybe in another issue will have space to devote more time to the B-29 and B-47 boys. Billy states and I agree, that at Las Vegas this matter should be kicked around. Since these new members are much younger and many are in school systems the association should consider a summer reunion. One good suggestion is alternate years - in the fall one year as we are doing now and the next year a summer reunion.

Received a letter from another of our friends, Norm Whalen, navigator with Col. Kane on HAIL COLUMBIA on the low-level raid. He is a professor at West Texas University, San Marcos, Texas and he would love to come to the reunions but October is definitely out of his reach. Norm is presently in the Middle East on sabbatical leave doing some research and digging at some archeological site.

Also someone has mentioned that they can't make the reunions because of the distance and the suggestion was made that we rotate the location in the four or five sections of the country every year. Save your comments for our Las Vegas meeting. Personally, I think these suggestions should be seriously considered.

President John Fornwalt has sent me a complete folder of the history of the 98th from 1945. Will be inserting items from this in future editions.

My apology to E.C. Badger of Port Arthur, Tex. who told me I used the wrong date about the Jerry raid on Bari, which I listed as December 21st and it should have been December 2, 1943. In rereading my diary I find I was in Bari on Dec. 21st as part of an honor guard for the burial of a 344th combat boy. This was the first time I had seen Bari since the first raid on April 26, 1943 when I flew as bombardier with Royden LeBrecht's crew on YANKEE DOODLE DANDY. This mission was probably the only one that was "buck sheesh" as there was no flak or fighters. I watched the bombs drop and followed them until they exploded on the ground. On our return I put on the bombardier report the exact spot where they had landed. That night British recon showed photos that several planes had been destroyed in the dispersal area where the YANKEE DOODLE bombs had dropped

NEW MEMBERS:

343rd Sqd.

G	London, Bernard	2703 Corabel Ln.#236	Sacramento, CA 95821
G	Farnsley, Frank	1009 Heather Ln.	Munster, IN 46321
*LM	O'Quinn, Joe	W. 3018 Walton	Spokane, WA 99205
** N	Bennett, Robert E.	1680 Dorothy Dr.	Rapid City, SD 57701

344th Sqd.

* G	DeLouth, Bart	9716 Palm Ave.	Bakersfield, CA 93308
* P	Sleaman, Harry J.	5223 Morris Ave. Apt.2	
		Camp Springs	Suitland, MD 20746
*GP	Knox, Walter J.	1240 N.E. 152 St.	Miami, FL 33162
* P	Marsh, Clifford R.	8928 Mettler	El Paso, TX 79925

345th Sqd.

G	Hinds, Donald L.	6621 Graham Circle	Citrus Heights, CA 95610
---	------------------	--------------------	--------------------------

HQS.

**HQ	Paul, Richard B.	P. O. Box 3551	Albuquerque, NM 87190
**HQ	Corbin, Leo G.	938 Neuhoff Lane	Nashville, TN 37205

A & E

*GP	Bouye, Charlie O.Jr.	143 Chapelwhite Rd.	Irmo, SC 29063
-----	----------------------	---------------------	----------------

Air Refueling Sqdn.

** N	Alston, Maurice E.Sr.	6594 Baywood Ave.	Las Vegas, NV 89103
**FE	Langston, George E.	3253 Harrison St.	Paducah, KY 42001
**LM	Herman, Raymond V.	6700 4th Ave. S.	Richfield, MN 55423

CHANGE OF ADDRESS:

343rd Sqd.

*	Sussek, Walter H.	1152 S. 500 E.	Salt Lake City, UT 84105
	Trent, Willie M.	General Delivery	Logan, WV 25601
	Turner, Harold A.	Rt. 5 Box 547	Orlando, FL 32812
	Badeau, Clement S.	7110 S.E.Ridgeway Terrace	Hobe Sound, FL 33455

344th Sqd.

	Hockett, Francis E.	5997 13th St. N.	St. Petersburg, FL 33703
	Rushmore, Ralph, Jr.	RD 2 20-G Meilaks	Selkirk, NY 12158

345th Sqd.

	Presly, Comer A.	1501 Delk Rd.	Longwood, FL 32750
	Haggerty, Richard J.	8081 Budding Branch Apt.11	Glen Burnie, MD 21061

415th & HQS.

	Elliott, Vernon H.	5419 Mill St.	Erie, PA 16509
	Hutchison, F.M. Jr.	Rt. 7 Box 909	Columbus, MS 39701
	Sharman, Ernest M.	4662 Ray Dr.	Montgomery, AL 36109
	Fowler, William C.	2000 N.Congress Ave.#152 ^W	Palm Beach, FL 33409
	Cowart, J. R.	693 Berne St. S.E.	Atlanta, GA 30312

DECEASED:

Kovolchick, Steve	415th	1978
* Bocim, Thomas M.	343rd	Dec. 16, 1982
Matthews, Herbert F.	343rd	Dec. 11, 1982
* Recker, Elmer J.	344th	
Ralph Connors	345th	Feb. 4, 1983

My favorite author, David Westheimer, who wrote VON RYAN'S EXPRESS, a best-seller and popular movie starring Frank Sinatra, writes me that VON RYAN'S EXPRESS will be coming out on cassette sometime in the future. This will be the book, not the film, on something called Hear-A-Book. A narrator and actors doing the dialogue and with sound effects. I'm anxious to hear it -- good luck, David.

Charlie Bouye, Jr. of Irmo, South Carolina writes that he has a book "The B-20 Book" by Frederick Johnson. It can be ordered from Bomber Books, Box 95231, Tacoma, Wash. 98499. It contains many photos of the 98th in the Korean conflict. Cost is only \$4.95. If any of you 29ers have any photos of interesting subjects of your Korean experiences and wish to donate them, I'll use them in future issues when space is available.

Walter Bolling and I have received letters from Antonio Bertillo, Via G. d'Annunzio, 17/2 - 65013, Citta Sant'Angelo (Pescara) Italy. He is doing research work and is particularly interested in information about 98th mission #127 to bomb oil depots near Venice. Due to bad weather the secondary target near Citta Sant'Angelo was picked and two bridges were hit. Any members on this mission are requested to write to Antonio about their recollections of same.

Due to the enclosed flyers this issue was limited to four pages, but hope we'll get back to six with the June issue. Would you call this a misdemeanor? Did you know that sex is a misdemeanor too? The more sex I miss-de-meaner I get.

Adios and hasta la vista.

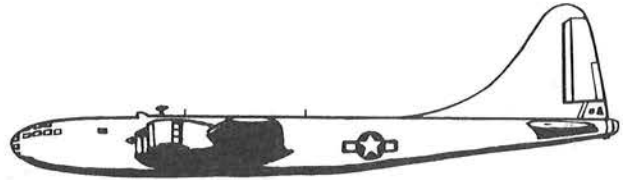
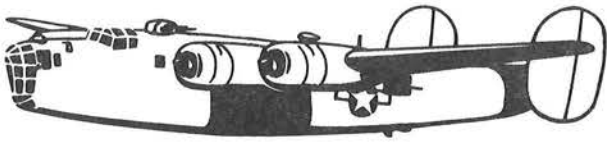


Official Publication of: THE PYRAMIDIERS
 98TH BOMB GROUP (H) VETERANS ASSOCIATION

Honary President.....John R. Kane
 President..... John A. Fornwalt
 Vice President.....A. Roy Cofer
 Vice President Reunions.....Cory O. Orne
 Secretary-Treasurer..Walter H. Bolling, Jr
 Publicity Director.....Joe C. Price
 Editor..... George Baroni



THE PYRAMIDIER



NUMBER 41 98TH BOMB GROUP (H) VETERANS ASSOCIATION DECEMBER 1982

At the recent reunion in Fairborn I was once more designated to act as editor of the newsletter.. So it is with great pleasure and sincerity that Lena and I send the fondest Christmas Greetings to all our friends in the 98th from 1228 Glorieta St., N.E., Albuquerque, N.M. 87112.

We have just returned from a 6000 mile trip through the Northeast, from the best attended reunion in several years. It was really great to see our old faithful friends and many new ones there. It was also a treat to see the interest being shown by our new members from the B-29 and B-47 outfits.

At the banquet I had the honor of presenting a copy of THE STORY OF THE 98TH, with more than 1100 signatures, to Col. Uppstrom, director of the U. S. Air Force Museum. Col. Uppstrom and his beautiful wife were honored guests and he most graciously accepted the book on behalf of the Museum. I would also like to thank Col. Uppstrom for his hospitality to the 98th at the Museum.

The B-24 - THE STRAWBERRY BITCH - was opened expressly for the 98th members who wished to crawl through the plane. This was especially pleasing to the wives who had a first-hand look at the facilities their spouses had to contend with. Seeing some of the members crawl through the fuselage brought back many memories, but I never realized the 98th was involved in the "battle of the bulge".

Thanks to Lowell Wright and Walter Just for the excellent comedian, dressed as a lowly "sad sack" G.I. who entertained the audience with a long tirade of humor. I especially enjoyed the part where he discovered that the old adage "all men are created equal" was not true.

There were many members attending for the first time and one navigator Paul Warrenfeltz was particularly anxious to see Norm Whalen and Harry Korger. How about coming to Las Vegas next October you two and other members who would be most welcome.



Can't understand why more of you members out of 1463 members don't attend the reunion. Some say they don't drink - may I inform them that there are many who don't indulge, including our buddy Clyde Davis and his sweetheart of a wife, Doris, and they are the life of the party at the sing-outs. Personally I would like to see more time devoted to a sing-out night.

Also we would enjoy seeing more widows coming to our reunions. I believe Edna Chance is planning to attend next year's reunion in Las Vegas and we hope more of you beautiful ladies will come. We sure would love to see you. By the way, a few reunions back some ladies were talking of starting a women's auxiliary or a reasonable facsimile. What happened to this idea, you bomber-dears?

As time did not permit me to report this item, I'll do it now. Tom Britton and others in California are publishing the military life of "Killer" Kane in four installments. The first installment should be on the newstands now, though I haven't received my copy yet, as I contributed much information about our famous Congressional Honor winner. The fourth installment, I believe, will concern the Low-Level Ploesti Raid. On our way home we visited Barber, Ark. Excuse me, Mrs. Kane said that Barber had been blown off the map in a hurricane and their address now is Booneville, Ark. Lena and I had a couple of hours visit with the Colonel and his lovely wife. They both were in fine health. Believe "Killer" has mellowed over the years and he says much of his retirement money goes to feeding the birds and animals around their charming mountain hideaway.

On our trip we were treated royally by 98'ers - the Zinks in Kansas; in St. Louis we saw the Jack Hipps, Joe Pointers and Edna Schuster, widow of my roommate in combat, Art Schuster; in Illinois Clark Dishong; in Pennsylvania the Jim Shoups; in Knoxville the Calvin Campbells; in Crossville, Tenn. the Sam Patricks and in Dardenelle, Ark. by the Jim Stubbs. All these 98'ers are beautiful and if you delinquent members who don't attend our reunions would only come you would find friends just as we did - as that cereal commercial on TV with the three little boys goes "You'll like - you'll like it!"

Also on this trip I made my first mission on Naples since 1943. The environment and atmosphere was very different this time - no flak, no ME-109's and the people were most friendly. I forgot to mention that this was a "vino" mission and to Naples, N. Y., not Italy. There we tasted many kinds of vino plus a champagne testing drink. On the way home we stopped at Finger Lakes Race Track and in the third race was a horse - CHAMPAGNE TESTED - I didn't have a woman's intuition, but Lena did - result CHAMPAGNE TESTED the winner - payoff \$55.00 for \$2.00.

	<p>Official Publication of: THE PYRAMIDIERS 98TH BOMB GROUP (H) VETERANS ASSOCIATION</p> <p>Honary President.....John R. Kane President..... John A. Fornwalt Vice President.....A. Roy Cofer Vice President Reunions.....Cory O. Orne Secretary-Treasurer..Walter H. Bolling, Jr Publicity Director.....Joe C. Price Editor..... George Baroni</p>	
---	---	---

Just a reminder - all members who haven't contributed their annual dues - they are now due. Please remit to Walter Bolling our very efficient Secretary-Treasurer at the following address:

Walter H. Bolling, Jr.
Rt. 8 Box 203
Gonzales, Louisiana 70737

While in Connecticut seeing our first grandchild, Audra Lynn (imagine a grandfather for the first time at 71 - better late than never), we visited Rudy and Agnes Gaydosh. While looking over his war memorabilia we noticed that Rudy, crew chief in the 343rd, had sent 172 planes over the target without a loss. Congratulations, Rudy.

Corey informs me that there were 180 people for dinner at the Fairborn reunion **and** that many have requested the names of those attending ought to be published - O.K. - here it is:

Bob & Janet Abram	Ken & Sue Ackerman
Angelo & Betty Badalucco	Harry & Marge Baker
Bill & Lurline Banks	George & Lena Baroni
Jim & Alice Barton	Ross & Avis Becker
Bill & Connie Bergan	Merle & Betty Bolen
Walt & Gracie Bolling	Al & Thea Cannon
Leo & Elaine Carzoli	Harold & Wilma Clayton
Roy & Evelyn Cofer	Ralph & Viola Connors
Clyde & Doris Davis	Frank & Laura DeLong
Walt & Gloria DePutat	Vernon & Rita Elliott
Gerard Finnegan	John Fornwalt
Rudolph & Agnes Gaydosh	Vermitt & Colleen Gregory
Sam & Jeanne Haber	Mike & Rita Hamarik
Paul & Eilene Hammond	Robert & Gloria Helfrich
Vernon Hofer	Rocco & Helen Indelicato
Harold & Rose Johnson	Francois Judkins
Walter & Carmella Just	Don & Pat Kearsley
John Ross	Herb & Dot Long
Don Malas	Walt Marsh
Robert & Val Martin	John Matheson
Paul & Celia Moris	Walter & Laine Mosser
Dick & Gladys Mullen	Amos & Pith Nicholson
Corey Orne	Warren Orr
Andre & Flora Parisi	Dwight Patch
Norbert & Dorothy Petri	Elliot Potter & Treva Kennedy
David & Helen Powell	Carlton & Marion Proctor
Eli Pronchik	Harold & Adeline Robinson
Art & Virginia Roerwood	Ed Russell
Walt & Irene Ryan	Loren & Elinor Schwartzmiller
Howard & Ginny Sims	Lyle & Dorothy Spencer
Cliff & Ida Stocking	Phil Strear
Bill & Elaine Summer	John & Kathryn Supko

Earl Wagner
Warren & V. White
Lowell & Ina Wright & Family
Paul & Rae Warrenfeltz
Sam & Jean Patrick
Gomer & Clara Wolf
Stan & Margaret Rothman
Hohn & Dorothy Longo
John Owens
Tom & Helen Weygandt
Merl & Rosemary Vanderhoof
Will & Jeanne Hall
Jim & Mary Lou Garrity
Thurman & Lois Beaver
James Grizzle

Fred & Mary Weller
Ed Wiese
Grover & LuHelen Zink
Charles & Ann Shield
Shelly & Tiettie Oakin
John & June Lukashik
Homer McCown
Harold & Betty Weir
Frank & Elizabeth Spain
Bill Simons
Frank Pettibone
Wilmer & Mattie Ansley
George Bernatonis
Ted Stewart
Joe & Dee Habeger

Next year's reunion will be in Las Vegas, Nevada and Corey will give us a complete report for the March issue but here is a little advance information received from Lyle Spencer who resides in Las Vegas. If you remember, Lyle ramrodded the reunion in Chicago a few years back which was well attended. The Imperial Palace Hotel will be the reunion headquarters. I have received a brochure from them and it looks as though it is out of this world with several restaurants, swimming pool, a Thousand Treasure Shopping Mall and many other fine features - such as a casino for those so inclined.

At the Annual Meeting in Fairborn the present officers were re-elected, namely - John Fornwalt, President; A. Roy Cofer, Vice-President; Walter H. Bolling, Jr., Secretary-Treasurer and Corey Orne, Vice-President and Coordinator of Reunions. Also at this meeting it was voted to hold the 1984 reunion in Washington, D. C.

I would like to add a suggestion box to the newsletter and any constructive criticism for the good of the association would be welcome.

MEMORIES FROM MY DIARY:.. were you there? do you remember? Maybe you were actively involved.

- December 7, 1941 - Who could forget? Pearl Harbor!
- December 11, 1942 - Our first plane to be shot down - MEMPHIS TO MOBILE. This over Naples. On this mission they shot down an Italian Ace and for this the wounded were neglected and especially Armando Rizzo who as of Italian descent.
- December 21, 1943 - Jerry raid on Bari with much damage to ships and equipment. Members of the 343rd will surely remember this.
- December 11, 1944 - Target Vienna - SILVER QUEEN did not return (not until later) - wasn't it Jugoslavia, Corey Orne and Ken Scroggins?

NEW MEMBERS:

343rd

GP	Hofer, Vernon R.	5612 Wallingwood Dr.	Lawrence, IN	46226
*GP	Geiser, Fred	3375 Constellation	Lompoc, CA	93436
*GP	West, Gilbert C.	4623 Ligustrum Way	Orlando, FL	32809
* B	Rogers, Evan	821 Via Linterna	Tucson, AZ	85718
*LM	Matthiesen, Jim	414 W. Oakwood Blvd.	Redwood City, CA	94061
G	Wightman, Fred	503 Cole St.	Webster, TX	77598
GP	Rossiter, Leonard	V.A. Medical Center SN-8		
		4100 W. 3rd St.	Dayton, OH	45428

344th

* G	Catrambone, Joseph F.	3528 Deerford St.	Kakewood, CA	90712
* N	Weir, Richard H.	32712 Lilac Rd.	Valley Center, CA	92082
* G	Carmody, Ken	Box 206	Strasburg, CO	80136
* B	Lane, William A.	11 Peachtree Ave. NE	Atlanta, GA	30303
* P	Pynes, Louie T.	4801 Trena St.	Fort Worth, TX	76114
* P	Vick, Alan G.	2114 Telemark Ln. NW	Rochester, MN	55901
P	Campbell, R. H.	8223 Woodridge Ct. SE	Lacey, CA	98503
G	Hill, Bernard	120 Henry St.	West Liberty, KY	41472
** N	Nesvacil, Verne R.	177 Wakulat	Traverse City, MI	49684

345th

*BN	Spain, Frank H.	Rt. 2 Box 17	Gulf Breeze, FL	32561
* N	Sieczynski, Chester	3720 E. Monterosa	Phoenix, AZ	85018
* N	McMinn, Martin E.	4008 Rockaway Beach Rd. NE		
		Bainbridge Island,	WA	98110
* B	Miller, James W.	E. 1715 Leona Dr.	Spokane, WA	99208

415th & HQS

C	Parisi, Andrew A.	35 Orleans Road	Norwood, MA	02062
N	Nicks, John D.	2635 Applegate St.	Indianapolis, IN	46203

OM Squadron

**LM	Strear, Phillip T.	237 Central Ave.	Newark, OH	43055
------	--------------------	------------------	------------	-------

CHANGE OF ADDRESS:

343rd

Hill, Harvey M. Jr.	205 W. Point Rd.	Lawrenceburg, TN	38464
Rocchio, Tony	213 2nd St.	Nashwauk, MN	55769
Brunton, Frank R.	1080 San Miguel Rd. #67	Concord, CA	94518
Story, Daniel A.	1130 Sycamore	Corsicana, TX	75110
Kessler, Glenn F.	P. O. Box 482	Grand Island, FL	32735

Change of Address - continued

344th

Conrad, George H.	P.O. Box 246	French Lick, IN 47432
Fuller, Lloyd E.	2386 Rice Ave.	Lake City, PA 16423
Cherrette, Orval L.	P.O. Box 231	Big Bay, MI 49808

345th

Sweeney, Dale L.	3043 Round Table Court	Naples, FL 33942
Davis, Clyde L.	Rt. 2 Box 281	Fairfield, IA 52556
Zohrlaut, Leo	4630½ E. 26th St.	Joplin, MO 64801
Wells, Harold G. Jr.	65 Knollwood Village	So.Pines, NC 28387
Hartel, Robert W.	Rt. 1, Box 41	Perry, MO 63462

415th & HQ.

Ramage, David A.	920 W. Sunset St.	Nashville, AR 71852
Muegge, Lloyd L.	4009 Bedford Circle	Lawton, OK 73501
Stulting, Elton R.	43748 Veronique St.	Lancaster, CA 93535
Astifan, Carl E.	5800 Harper N.E. #801	AlbuquerqueNM 87109
Finfer, H. R.	800 Firestone Lane	Richardson, TX 75080

DECEASED:

Pearson, Albert J.	345th	July 31, 1982
Munro, James R.	415th	Oct. 30, 1981
Durnam, John N.	415th	Apr. 2, 1982

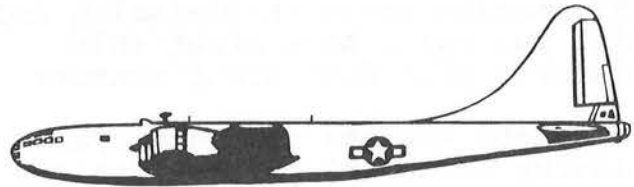
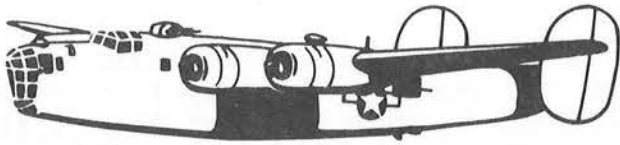
Billy Summer (B-29) and Philip Strear (B-47) are to be commended for their interest and contribution to our organization. I would like to hear from them and others from the B-29's and B-47's with news or experiences to enable me to devote space and attention to these new and welcome new members of our association.

Over the years Lena and I have enjoyed our association with the members of the 98th and their lovely wives. Their sincere friendship and graciousness has brought many fond memories which we will always cherish. Awhile back I went to an anniversary dinner dance where the orchestra played a song dedicated to each anniversary. For the first anniversary they played NIGHT AND DAY; for the fifth NOW AND THEN and for the tenth ONCE IN AWHILE. When it came to the senior citizens anniversary they played THANKS FOR THE MEMORIES.

We wish all of you and yours a Very Merry Christmas and a Happy and Prosperous New Year and once again THANKS FOR THE MEMORIES.

Peace.

THE PYRAMIDIER



Number 40 98TH BOMB GROUP (H) VETERANS ASSOCIATION September 1982

October is fast approaching, have you made your reservations?. Remember, this is your Association so how about supporting it with your presence at the reunion. The dates are October 18th through the 21st at the Holiday Inn, Fairborn, Ohio. Room reservations will be accepted through September 30th. After this date, rooms that have been set aside for the 98th will be released.

I've been informed by Cory Orne, that the Hospitality room and the Registration room will be in room 154. Registration will start at 9:00 A.M. on Monday, the 18th with hours being from 9 to 12 and 1:30 to 5 and after dinner. The Officers and Flight Leaders meeting will be held at 5:00 P.M. on Monday afternoon.

In the June issue, I mentioned that the dues for the 1982-83 year was due and that those paying the dues would be sent a membership roster just off the press, however, I failed to mention Walter's address and many have written me saying their checks were returned. Please send your money to:

WALTER H. BOLLING, JR.
RT. 8, BOX 203
GONZALES, LA. 70737

We are very pleased that Walter Ryan has taken over the Flight leaders duties for the states of MD, DE, DC, VA, and W.VA. Walter lives at 16 Bungalow Avenue, Wilmington, Delaware 19805. About 4 months ago, Harry Layman, who ably handled this area for a number of years, requested that we find someone else to take over due to health reasons, and it is with deep regret that I inform you that Harry died on the 19th of June. The Association appreciates the many years Harry devoted to the Association and we know Walter will do a splendid job. Walter and Irene have attended most of our reunions and always pitched in to help without having to be asked.

Robert Sliman is looking for anyone that may have known his brother Aldo. He does not know the Squadron that his brother was in, but stated he was a tailgunner on the ship "NORTHSTAR". Our records listed him as K.I.A., however, this was in error as he died on March 26, 1952. If any member knew Aldo, please write to: Robert Sliman, 359 Crescent Drive, Washington, PA.15301.

John R. Beitling recently telephoned me in regards to our LOW LEVEL MISSION on the PLOESTI OIL FIELDS

on August 1, 1943. John and Steve Birdsall are working on securing information about this mission and will put out a book about this historic 98th Bomb Group venture.

John has the complete crew listing of the 47 planes involved in this mission, the results of each plane, the serial numbers of each plane, and the names of all planes with the exception of nine. The pilots of these planes were Bennett, Blevins, Deeds, Gooden, Hadcock, Hahn, Looker, Salyer, and Ward. John extends his personal thanks to ALL the 98th personnel for their past co-operation and would be most grateful to anyone that could help with the identity of the above planes. If you are able to fill in any names of these planes, please send this info. to:

JOHN R. BEITLING
 5212 EAST 24th STREET
 KANSAS CITY, MO 64127

There were three deaths of our members since my last report. Charles E. Mackinnon of the 415th Squadron on September 3, 1980, Sampson R. Montgomery of the HQS Squadron in May 1982, and Harry B. Layman of the 415th Squadron on June 19, 1982. Our condolences go out to their families.

Major Terry Carlson would like to interview members of the 98th (WWII) to get their personal experiences, humorous or serious. He is putting together a book in the Ernie Pyle mood. He is interested in acquiring military items relating to WWII including unit histories, photos, maps, diaries, both U.S. and captured uniforms, insignia, etc. Anyone wishing to help Major Carlson, please write him at 2710 North Monticello Ave., Chicago, Ill. 60647.

"WHY IS IT BAD HABITS ARE MORE HABIT-FORMING THAN GOOD HABITS?"

"EVER NOTICE THAT NO MATTER WHAT HAPPENS, THERE IS ALWAYS SOMEONE WHO KNEW IT WOULD"

The response to the quiz that I ran in the June issue was quite disappointing, however, I do appreciate receiving the FOUR responses. The first to arrive was from Bill Butterman, our Flight Controller, while overseas. Bill's answers reached me on June 10, but he did not win the race as his answer to number 23 was wrong. The next to arrive was from Stan and Bea Resnick from Sunnyvale, California. They did not get numbers 5, 12, 13, and 23 and are looking forward to receiving this



Official Publication of: THE PYRAMIDIERS
 98TH BOMB GROUP (H) VETERANS ASSOCIATION

Honary President.....	John R. Kane
President.....	John A. Fornwalt
Vice President.....	A. Roy Cofer
Vice President Reunions.....	Cory O. Orne
Secretary-Treasurer..	Walter H. Bolling, Jr
Publicity Director.....	Joe C. Price
Editor.....	A. Roy Cofer



issue for the answers. The next to arrive and the one with the correct answers was from Leslie Johnson of Mansfield, Ohio. His answers were received on June 23 and I would like to say thanks to Leslie and if you are at the reunion in Fairborn this year, I look forward to shaking your hand and buying you a cup of coffee. The next to arrive was from Ted Weber of Bellwood, Illinois. Ted's was all right except for number 12 which he failed to answer. I appreciate very much your participation in this, it's members like you that make Editing the Newsletter a little more enjoyable.

***LISTED BELOW ARE THE CORRECT ANSWERS TO THE QUIZ IN THE JUNE ISSUE**

1. 26 = L. of the A. Letters of the Alphabet
2. 7 = W. of the A.W. Wonders of the Ancient World
3. 1,001 = A.N. Arabian Nights
4. 12 = S. of the Z. Signs of the Zodiac
5. 54 = C. in a D. (with the J.) Cards in a Deck (with the Jokers)
6. 9 = P. in the S.S. Planets in the Solar System
7. 88 = P.K. Piano Keys
8. 13 = S. on the A.F. Strips on the American Flag
9. 32 = D.F. at which W.F. Degrees Fahrenheit at which Water Freezes
10. 18 = H. on a G.C. Holes on a Golf Course
11. 90 = D. in a R.A. Degrees in a Right Angle
12. 200 = D. for P.G. in M. Dollars for Passing Go in Monopoly
13. 8 = S. on a S.S. Sides on a Stop Sign
14. 3 = B.M. (S.H.T.R.!) Blind Mice (See How They Run!)
15. 4 = Q. in a G. Quarts in a Gallon
16. 24 = H. in a D. Hours in a Day
17. 1 = W. on a U. Wheel on a Unicycle
18. 5 = D. in a Z.C. Digits in a Zip Code
19. 57 = H.V. Heinz Varieties
20. 11 = P. on a F.T. Players on a Football Team
21. 1000 = W. that a P. is W. Words that a Picture is Worth
22. 29 = D. in F. in a L.Y. Days in February in a Leap Year
23. 64 = S. on a C. Squares on a Checkerboard
24. 40 = D. and N. of the G.F. Days and Nights of the Great Flood
25. 36 = I. in a Y. Inches in a Yard
26. 9 = P. on B.T. Players on Baseball Team
27. 3 = O. in an I. Outs in an Inning
28. 30 = D. has S., A., J., and N. Days has September, April, June and Nov.

NEW MEMBERS LOCATED SINCE LAST REPORT: (* B-29)

343rd SQUADRON:

* GP Lamotte, George A.	603 W. Calverley Ave.	Houghton MI 49931
* GP Blisseck, Joseph L.	3900 W. Crawford St.	Denison TX 75020
G Woodruff, Raymond W.	1237 N. Patton	Springfield IL 62702
C Sullivan, Harold J.	35 Dunshire Dr.	No. Chelmsford MA 01863

344th SQUADRON:

* P Reid, John D.	411 Victoria St.,N.W.	Vienna VA 22180
* G Frohman, Howard I.	2846 Mission Blvd.	San Diego CA 92109
* B Carey, Norman G.	3745 Wingate Dr.	Carmichael CA 95608
* B Dillon, John L. 111	805 N. Leh St.	Allentown PA 18104
* P Grizzle, James C.	729 E. Fordice St.	Lebanon IN 46052
* C Hanson, Max D.	2105 Lindyview Lane	Bellevue NB 68005

345th SQUADRON:

* P McCollum, Vance W.	2612 N.W. 28th St.	Oklahoma City OK 73107
* BN Garrety, Eugene	4480 Cherrydale Rd.	Memphis TN 38117
* P Underwood, William S.	5241 E. 3rd.	Tucson AZ 85711
* N Sullivan, Frank	7851 S. Gary Place	Tulsa OK 74136
* P Packwood, Jack R.	2488 Central Ave.	Riverside CA 92506
* LM Beitler, Evan W.	2548 Hastings Way	Fairfield CA 94533
* C Gordon, Lee C.	P.O.Box 747 Surfers Paradise	Queensland, Australia
* LM Worrell, U. D.	2800 Grassy Branch	Bluefield WV 24701
* P Branch, William H.	2817 Texas Ave.,N.E.	Albuquerque NM 87110

415th SQUADRON:

G Foust, Charles W.	1264 Bald Eagle Ave.	Tyrone PA 16686
---------------------	----------------------	-----------------

PLEASE NOTE CHANGE OF ADDRESS ON THE FOLLOWING MEMBERS:

343rd SQUADRON:

Blundell, John E.	2000-A Aldersgate Rd.	Little Rock AR 72205
Burgess, Barry F.	Sub Rt. Box 108-1	Rapid City SD 57701
Barnes, James M.	1056 Barnes Rd.	Bowden GA 30108

344th SQUADRON:

Guyne, Joseph B.	202 W.Cheyenne Mtn.Blvd.	Colorado Springs CO 80906
Livingston, Robert P.	3416 S. Union	Roswell NM 88201
Lethers, Edward W.	Rt. 8 Box 327-G	Tucson AZ 85730

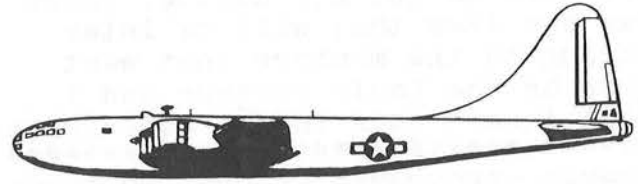
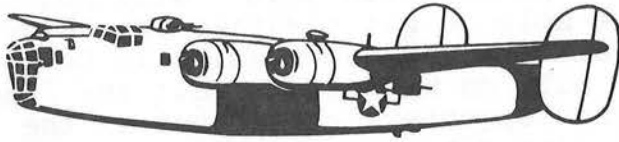
345th SQUADRON:

Weir, Gordon T.	1520 S. Joliet St.	Aurora CO 80010
Brunnelle, Leo E.,Sr.	P. O. Box 753	Longwood FL 32750
Diehl, Elwood C.	Box 685	Milledgeville IL 61051

415th SQUADRON:

Breeman, Kenneth	21-09 Arcadia Rd.	Fairlawn NJ 07410
Nelson, Hugh D.	RR 1 Box 56	Christine ND 58015

THE PYRAMIDIER



Number 38 98TH BOMB GROUP (H) VETERANS ASSOCIATION MARCH 1982

Albany is now behind us and our next rendezvous will be at the HOLIDAY INN, 800 North Broad Street, Fairborn, Ohio. Reservation forms are with this Newsletter, and I would suggest making reservations early as they are only able to hold 100 rooms for our reunion.

Shuttle bus service between the motel and the Air Force Museum has been arranged for Tuesday, Oct. 19th on a no charge basis. The bus will run from 9:00 A.M. until 5:00. As we were a B-24 outfit, the management of the Museum will open up for our inspection, THE LADY BE GOOD, from 10:30 to 11:30 A.M. on this day. Also, at 2:30 P.M. a showing of the film "PLOESTI" will be held at the Museum theatre.

The business meeting will be held on Wednesday morning from 9 to 11:00, and I must emphasize that this will be adhered to as the motel has a standing reservation for the room. We have to clear the room by 11:00 in order for them to have time to prepare for the luncheon. I know everyone likes to sleep late on vacation, but you can nap in the afternoon. The meeting will be called to order at 9:00 A.M. sharp.

At our reunion in Albany, a couple of news worthy happenings occurred but I did not have the space in the December issue to mention them. Herbert and Dorothy Long brought along their sons, daughters, sons-in-laws, and daughters-in-laws. Those in attendance were Mr. & Mrs. Thomas Millea, Mr. & Mrs. Roger Long, Mr. & Mrs. Robert Long, Mr. & Mrs. Lomont Smith, and Mrs. Linda Negley. Herb and Dorothy have a very nice family and we appreciate them bringing their children to our reunion.

We also had a member to attend his first reunion with us, Carl Proctor was there with his lovely wife Marion. Carl went over on the Louis Pasteur with us, but later was transferred to HQS in Cairo. Carl told me that he was 84 years young, however, I kind of doubted this as he informed me that he had some material about the group in his room, and if I would go to his room with him, he would give it to me. As I was holding on to the railing of the stairs and taking one step at a time, Carl bounced down the stairs like a 15 year old kid.

Most of the material were pictures of our earlier bombing

strikes and due to their age, I do not believe they can be re-produced, however, I will talk this over with the cameraman at the printers to get his advice. There was one item that will be interesting to the members that went over on the Louie Pasteur and I will insert this in the June issue.

 "GREAT OPPORTUNITIES COME TO THOSE WHO MAKE THE MOST OF SMALL ONES"

our association that I will not be able to put together the newsletter after our reunion in October. I will do my best to edit the June and September issues, but at the business meeting in Fairborn this October, I will make this official and also will not offer myself for re-election as Vice-President.

 "AN OUNCE OF SILENCE IS WORTH A POUND OF EXPLANATION"

We were very fortunate at the reunion in Albany to have four members volunteer to serve as Flight Leaders. They are Angelo Badalucco, 29217 Hayes, Apt. 3, Warren, Michigan who will handle the area previously handled by George Tilton, Jim Barton, 10 Bay Avenue, Bloomfield, New Jersey who takes over the territory that Cory Orne did handle but now has assumed the duties of Vice-President in charge of arranging reunions. Walter Mosser, 3737 S. 54th Street, Milwaukee, Wisconsin who replaces Lyle Sewell for the State of Wisconsin, and Dwight Patch, 6900 E. Via Dorado, Tucson, Arizona who replaces Rudolph Schmeichel. We are very pleased that these men offered their services to our association, and we would like to thank the former Flight Leaders for their many years of service.

For you members in the New England area, do not forget the MINI-REUNION that will be held at the ROADWAY INN in CHICOPEE, MASS. on April 17th. Gerard Finnegan is planning a nice get-together, but he needs to know how many will be there in order to advise the motel how many dinners to prepare. He informs me that he has about 20 reservations at the present time. Please send in your reservation form early so Gerry can finalize the plans.

We now need one other volunteer to take over as Editor of the Newsletter. It is with deep regret that I inform the membership of

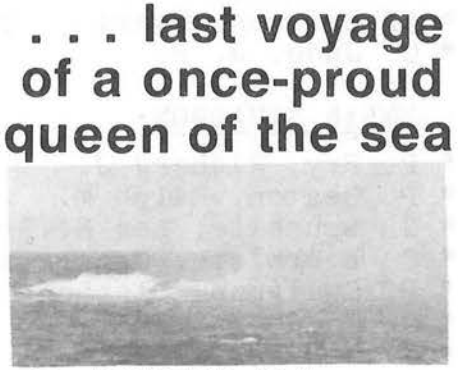
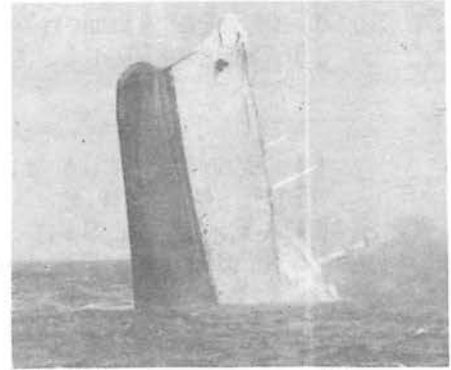
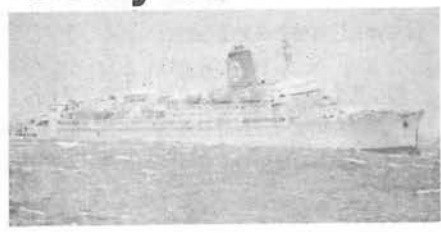
The following letter was sent to Walter Bolling for the 98th B.G. "The real French people (Lafayette Race) possess in their hearts the respect and the gratitude for the heroism, the courage and gallantry of the wonderful boys of the USA during the two wars. The US boys pay for the liberty of France with their blood, for this our hearts and sprits is everyday with the US people and soldiers. All attacks on the USA in countries overseas where the US flag is, is also an

	<p>Official Publication of: THE PYRAMIDIERS 98TH BOMB GROUP (H) VETERANS ASSOCIATION</p> <p>Honary President.....John R. Kane President..... John A. Fornwalt Vice President.....A. Roy Cofer Vice President Reunions.....Cory O. Orne Secretary-Treasurer..Walter H. Bolling, Jr Publicity Director.....Joe C. Price Editor.....A. Roy Cofer</p>	
--	--	--

attack on us. The real French people always will be the brothers of the United States. Dear Brothers of the 98th, the french people send to you his fraternity and

hopes and hope all your members and families a long life and happiness. GOD BLESS YOU AND THE UNITED STATES." Leon Croulebois, 41 Rue Brancion, Paris, France.

It started as a routine tow, but sadly became...



... last voyage of a once-proud queen of the sea

The last hours of a once-majestic liner are captured in the pictures above, taken as the ship was going down in the Indian Ocean.

While being towed to a breaker's yard, she was hit by a storm, sprung a leak and sank.

The passing of the Filipinas Saudi 1 went unlamented by all but a few - the people who remember her heroic wartime exploits as one of the Allies' proudest ships, the Pasteur.

Launched as a luxury cruise ship in St. Nazaire, France, in 1938, the Pasteur first achieved fame soon after the outbreak of war when she made a dash to Halifax, Nova Scotia, with the gold reserves of the French National Bank - just ahead of advancing German forces.

In Canada, her luxuriously-appointed interior was stripped, and accommodation for 750 rich tourists was transformed into spartan living quarters for 4,000 American troops heading for the battlefields of Europe.

After the war, she carried Foreign Legionnaires to Indochina and troops to Egypt during the Suez crisis, and was awarded the French Legion d'Honneur. But in 1957 the French government put the stately war veteran up for sale.

She was bought, ironically, by a German shipping company for an estimated \$19 million. It spent millions of dollars restoring her former glory, renamed her the Bremen and set to plying the passenger route between the German port of Bremerhaven and New York.

In 1972 the Bremen was sold to Greek shipping magnate Dinitri Chandris, but sailed the Mediterranean for just one month before her 34-year-old engines gave out. Chandris sent her to Saudi Arabia as a floating hotel, but she was later converted into accomodation for Filipino migrant workers.

In spring 1980, she was bought for a mere \$1 million by a firm of Taiwanese wreckers. She was being towed to Taiwan by a tug when, five days out to sea, she ran into a tropical storm and sank - a queen of the sea too proud to end up as scrap iron....

On July 16, 1942, the ground personnel of the 98th Bomb Group, including myself, sailed from New York to Port Tewfik, Egypt on this ship. As we once lived on this ship for a month, I thought these pictures and story would be interesting.

Our thanks to Clark Dishong of the 344th Squadron for passing this story on to me.

"ABOUT THE ONLY THING THAT YOU CANNOT CHARGE THESE DAYS IS A RUN-DOWN BATTERY"

NEW MEMBERS LOCATED SINCE LAST REPORT: (* B-29 ** B-47)

343rd SQUADRON:

- B Judkins, Francois J. 1620 Norwood Ave. Itasca IL 60143
- * BN Borchert, David W. 27920 Murrieta Rd. Sun City CA 92381
- * C Fish, Charles L. 1108 W. Lime Lompoc CA 93436
- * P Witmer, Frank D. 6224 Hemet Ave. Stockton CA 95207
- * G Sussek, Walter H. Box 759-C Mena AR 71953
- * Maskalunas, Joseph 512 Brandt Ave. New Cumberland PA 17070
- * G Dawson, William F. 2845 W. Logan Blvd. Chicago IL 60647
- * G DiPietro, A. J. 5815 Greenhurst Dr. N.Little Rock AR 72116
- * P Seeley, Karl T. 10525 N.E. 2nd Ct. Miami Shores FL 33138
- * G Savka, John Jr. 3232 San Mateo N.E. Suite 60 Albuquerque NM 87110

344th SQUADRON:

- * GP Ericson, Evert U.S. Soldier's & Airmen's Home Washington DC 20317
- * G Judd, J. P. 136 Haswell Ct. Auburn CA 95603

345th SQUADRON:

- * P Fry, Richard J. 110 Mossey Cup W. San Antonio TX 78231
- * P Beaton, Ralph M. 9815 41st N.E. Seattle WA 98115
- * G Brunelle, Leo E.,Sr. 119 W. 17th St. Sanford FL 32771
- * C Bierwirth, George E. 7652 Ginger Blossom Citrus Heights CA 95610
- * P Cullinan, Stephen P. Renova PA 17764
- * G Case, Maxson O. Nine Mile Rd.,Box 1340 Huson MT 59846
- * G Winter, Clyde E. 3932 Laurel Dr. Abilene TX 79603

415th, HQS, & OMS SQUADRONS:

- * HQ Smith, Richard E. E. 11311 25th St. Spokane WA 99206
- * HQ Dick, Richard D. 12622 Hunters Chase San Antonio TX 78230
- * HQ Wade, David 412 Fenwick Dr. San Antonio TX 78239
- ** LM Phillips, Charles E.Sr. 5570 Chambers Hill Rd. Harrisburg PA 17111

PLEASE NOTE CHANGE OF ADDRESS ON THE FOLLOWING MEMBERS:

344th SQUADRON:

- Root, Carl F. Dr. 4205 Pineridge Ct. Chesapeake VA 23321

345th SQUADRON:

- Long, Herbert C. P.O. Box 6308 Daytona Beach FL 32022
- Wagner, Harry T. P.O. Box 1469 Hurst TX 76053

415th SQUADRON:

- Rosenberg, Joseph E. Rt.3 Box 281-D 305 Dunn St. WI 54730

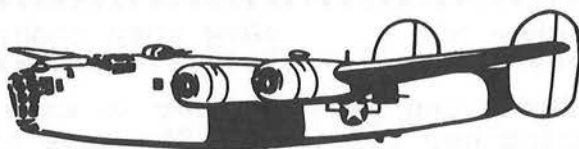
Only one death was reported to me since the last Newsletter. Erwin H. Klug of the 345th Squadron died on December 6, 1977.

THE PYRAMIDIERS

98TH

BOMB GROUP (H)

VETERANS ASSOCIATION



 Number 37 98TH BOMB GROUP (H) VETERANS ASSOCIATION December 1981

The 1981 reunion has come and gone, and although this one tied our second lowest in attendance, we had a good reunion. There were 71 members in attendance in Albany, which matched the attendance for our first reunion in 1969 held in Hot Springs, Arkansas. The turnout was very disappointing to Cory Orne who worked hard setting this one up, and also to the Officers and members who attended. There are approximately 425 members living within 300 miles of Albany, and only about half of those attending came from this area. The others came from 500, 1,000, and 2,000 miles away. We had one member to come from Fairbanks, Alaska and needless to say, he won the prize for coming the longest distance. Congratulations, Steve Ondeck, we appreciate you and the others being there.

The 1982 reunion will be held on October 18th thru the 21st at the Holiday Inn, Fairborn, Ohio. We had 85 members at our second reunion, held at this same place in 1970, so please make your plans to be there as we expect to go over the 100 mark this time. Reservation forms will be mailed with the March issue of the Newsletter.

The members voted to go to Las Vegas, Nevada for our 1983 reunion and it will be held on October 10th thru 13th. Further information will be in future Newsletters.

Our association President, John Fornwalt, missed the last two reunions due to the severe illness of his wife Pauline. Pauline died on October 23rd and the following is a note from John. "to the members of the 98th association: words cannot express the appreciation Pauline and I both felt for the cards we received that were signed by the members at the reunion. They meant so very much to both of us during those trying days. Sorry to report she was taken to the hospital on Oct. 5th and remained there until her death. My thanks to the 98th association for the beautiful flowers sent to the funeral home.

I also want to thank all who sent us cards, notes, and your prayers over these many months. I want to thank the men that bought me the gavel to be used at the business meetings. Sorry I could not have been there to receive it but I know you all will understand. I'll do my very best to see you next year in Fairborn. So, to you all, thank you so very much and may God bless you all until we meet again. My warmest regards,
 John Fornwalt."

I never had the opportunity to meet Pauline in person, but I spoke to her many times on the phone when I would call John to confer about the association. She was a warm, sincere, and friendly person who had a compassion for

animals and gave shelter to many during her lifetime. She gave encouragement to John in his role with the association and was proud of the work John devoted to his many friends. I last talked to Pauline about a week before the reunion and although her body ached with pain, she was asking John to attend the reunion. We will miss you, Pauline, God Bless you for your devotion to John and to our association.

The B-29 era members of the 98th Bomb Group had an association of their own, however, due to the death of one of the leaders, the association is being dissolved and we invite all members of this association to become members of our association. Our Secretary-Treasurer, Walter Bolling, Jr. is being furnished with a membership roster of the B-29 men and he will be in contact with them.

The death of seven of our men were reported to me recently:

- Richard Danahy November 9, 1979
- Raymond Walsh December 24, 1979
- Marcus Love, Jr. January 12, 1981
- Levi Wells August 21, 1981
- Sam Sharp September 25, 1981
- Emile Lambert October 25, 1981
- Lester Forbes October 28, 1981

The pictures are numbered and anyone wishing to order a color copy can do so by sending \$9.50 for each copy desired to:



LOUIS PHOTOGRAPHY STUDIO, INC.
 1 ARDSLEY ROAD
 ALBANY, NEW YORK 12203

The New England mini-reunion will be held on April 17, 1982 at the ROADWAY INN, 296 Burnett Road, (Exit 6 Mass. turnpike), Chicopee, Mass. Gerard Finnegan will be heading this one up and reservation forms will be included with this issue of the Newsletter for the membership in the northeast area.

At the reunion in Albany, I had the pleasure to honor Lowell and Ina wright for being the only couple that has attended all of the reunions of this association. Lowell has been a flight Leader for the state of Ohio since our formation, and for their devotion and work for the association, it gave me great pride to present to them a gift on behalf of the members of our association. According to my records, only three people have attended all these reunions, and I join Lowell and Ina in this honor.

 THE OFFICERS OF THE ASSOCIATION
 WISH EACH A JOYFUL HOLIDAY SEASON

 "THE MOST VALUABLE GIFT YOU CAN
 GIVE ANOTHER IS A GOOD EXAMPLE"

	<p>Official Publication of: THE PYRAMIDIERS 98TH BOMB GROUP (H) VETERANS ASSOCIATION</p> <p>Honary President.....John R. Kane President..... John A. Fornwalt Vice President.....A. Roy Cofer Vice President Reunions.....Cory O. Orne Secretary-Treasurer..Walter H.Bolling, Jr Publicity Director.....Joe C. Price Editor.....A. Roy Cofer</p>	
---	---	---



(Picture #11)

343rd Squadron: Seated left to right: Walter Halajko, Joe Schabhepl, Rudy Gaydosh, Paul Anthony, Robert Phillips, Harold Clayton, Frank Pintabone, and Hugh Johnson. Standing left to rifht: George Bernatonis, Paul Hammond, Art Harvey, Ovide Tony Carrier, and Arthur Rockwood.



(Picture #12)

343rd Squadron: Rudy & Agnes Gaydosh, Walter & Blanche Halajko, Robert & Jennie Phillips, Paul & Eilene Hammond, Joe & Virginia Schabhepl, Art & Elma Harvey, Jan Carrier standing with Ovide, Harold & Wilma Clayton, Paul & Toni Anthony, Hugh & Agnes Johnson, and Arthur & Virginia Rockwood.



(Picture #13)

344th Squadron: Seated left to right: Al Barnes, Russell Page, Cory Orne, John Supko, and Mike Hamerik. Standing left to right; Harold Robinson, Cliff Stocking, and Knick Knickerbocker.



(Picture #9)

344th Squadron: Al & Shirley Barnes, Harold & Adeline Robinson, Cliff & Ida Stocking, John & Kathryn Supko, Knick & Betty Lou Knickerbocker, Russell & Marge Page, and Mike & Rite Hamarik.



(Picture # 5)

P.O.W.: Buddy & Joy Hart, Harold & Adeline Robinson, Merl & Rosemary Vanderhoof, Don Malas, and Al & Shirley Barnes.



(Picture #10)

345th Squadron: Seated left to right: Merle Bolen, Angelo Badalucco, Walter Ryan, Sheldon Okin, Al Tabankin, Sam Haber, Walter Bolling, Warren White, Jack Guest, and Roy Cofer. Standing left to right: Steve Chwastyk, Morman Welch, Howard Geiselman, Jerry Finnegan, John Baer, Gordon Weir, Ralph Connors, Herbert Long, Acton Wiley, Lowell Wright, Steven Ondeck, Paul Morris, Rocco Indelicato, and John Matheson.



(Picture #6)

345th Squadron: Angelo & Betty Badalucco, Howard & Florence Geiselman, Gordon & Betty Weir, Merle & Betty Bolen, Walter & Irene Ryan, Sheldon & Nettie Okin, Warren & Vinci White, Paul & Celia Morris, Roy & Evelyn Cofer, Rocco & Helen Indelicato, and Walter & Gracie Bolling.



(Picture #8)

345th Squadron: Herbert & Dorothy Long, Jerry & Mary Finnegan, John & Mary Baer, Steve & Margaret Chwastyk, Norman & Virginia Welch, Ralph & Viola Conners, Sam & Jeanne Haber, Jack & Betty Guest, Lowell & Ina Wright, and Acton & Kathryn Wiley.



(Picture #4)

415th Squadron: Seated left to right: Rex Bragg, John Longo, Dave Hillmann, Walter Mosser, George Draper, Louis Turner, Buddy Hart & Steve Doucet. Standing left to right: Jim Barton, Carl Proctor, Vernon Elliott, Dwight Patch, Roger Senseman, Don Malas, William Mehrtens, Stan Manter & Merl Vanderhoof.



(Picture #7)

415th Squadron: John Adkins, Jr. with Mother Helen, Stan & Jean Manter, Rex and Sara Bragg, Jim & Alice Barton, John & Dorothy Longo, George & Rose Draper, Stewart & Anna Doucet, Carl & Marion Proctor, Louis & Alice Turner, Buddy & Joy Hart, William & Jean Mehrtens, Merl & Rosemary Vanderhoof, and Walter & Elaine Mosser.

NEW MEMBERS LOCATED SINCE LAST REPORT: (* B-29)

343rd Squadron:

P	Ascherfeld, Karl C., Jr.	1971 Livingston	Riverside CA	92506
GP	Sensenbrenner, Ralph D.	1202 E. Mumford Dr.	Urbana IL	61801
N	Baxter, William B.	8 West First Ave.	Johnstown NY	12095
B	Paulnock, Eugene N.	380 Hilltop Rd. RR 1	Strasburg PA	17579
GP	Schabhetl, Joseph F.	305 5th Ave.	Troy NY	12182
P	Pousness, Clifford L.	W. 2106 Liberty Ave.	Spokane WA	99205
P	Lawson, F. H., Jr.	15 Ellen St.	Binghamton NY	13901

344th Squadron:

*	P	Mason, Wendell L.	Star Route	Rhododendron OR	97049
*	G	Buchtan, Walter F.	7924 Chaparral Dr.	Fort Worth TX	76108
*	B	Argast, Ray F.	128 Baker Dr.	Mt. Home ID	83647
*	LM	Klaeger, Leo E.	1714 Stemwood Way	Fenton MO	63026
	B	Pesek, John	1304 Marston Ave.	Ames IA	50010

345th Squadron:

*	LM	Hamblin, William J.	6050 Douglas St.	Fort Worth TX	76114
	N	Scullion, J. Donald	8425 S.W. 204 Ct. Rd.	Dunnellon FL	32630
	P	Sims, Howard R.	3109 Dorilton Ct.	Louisville KY	40222
*	LM	Smith, Eugene G.	4136 22 Mile Road	Sand Lake MI	49343

415th & HQ Squadron:

*	HQ	Martin, E.W.	4681 Beverly Ct.	Riverside CA	92506
	P	Streicher, Fred E.	5990 Cherryview Lane	Bethel Park PA	15102
	B	Storrs, John T.	3638 Hunters Sound	San Antonio TX	78230
	GP	Huebsch, James M.	3620 S. Glencoe St.	Denver CO	80237
	B	Hillmann, David A.	1425 Dedford St. Apt. 12-C	Stamford CT	06905

PLEASE NOTE CHANGE OF ADDRESS ON THE FOLLOWING MEMBERS:

343rd Squadron:

		Potter, Eliot H.	100 E. 9th #1002	Topeka KS	66612
		Sparger, Henry M.	2200 W. Cornwallis	Greensboro NC	27408
		Harriman, Gerald W.	Augusta Mobile PK Lot 44	Augusta ME	04330
			Riverside Dr.		

344th Squadron:

		Hagan, Clark D.	Box 373	Cedar Crest NM	87008
		Stoner, Elmer L.	937 N. MacArthur	Oklahoma City OK	73127
		Metz, Gerald W.	1905 W. 4th St.	Waterloo IA	50706
		Condon, Robert E.	19 Orange Ave.	Goshen NY	10924

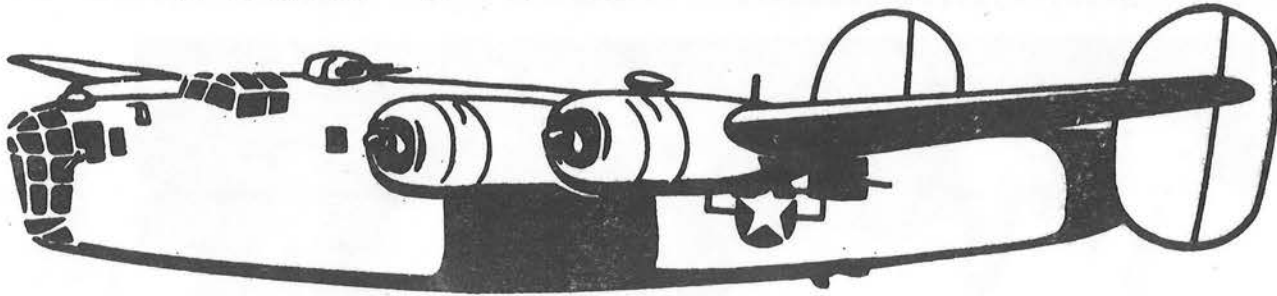
345th Squadron:

		Snell, Glenn L.	Rt. 1, Box 461-A3	Harlingen TX	78550
		Taylor, Elnora Mrs.	Rt. 1, Box 96-D	Waldo WI	53093

415th & HQ Squadron:

		Longo, John J.	8201 40th St. N. Lot 172	Pinellas Park FL	33565
		Fowler, William C.	3470 Hi St. #3	Lake Worth FL	33461

THE PYRAMIDIER



Number 35 98TH BOMB GROUP (H) VETERANS ASSOCIATION June 1981

ALBANY, NEW YORK -- OCT. 5 THRU 8

WALTER H. BOLLING, JR.
RT. 8 BOX 203
GONZALES, LA. 70737

Cory Orne, your host for the reunion this year, reports that all plans have been finalized and we are looking for a good attendance. I've never had the opportunity to visit this part of our great country and I'm looking forward to spending a few days there.

Request are coming in to Cory for directions to the Turf Inn, so look for the September issue of the Newsletter as we will have a map with full directions to the location.

Cory reports that he must make reservations for the busses, and pay for them by the middle of September, therefore, if you are planning on taking the tours at the reunion, you must let Cory know by the 10th of September.

"A PROCRASTINATOR IS SOMEONE WHO PUTS OFF TILL TOMORROW THE THINGS HE ORIGINALLY PUT OFF UNTIL TODAY"

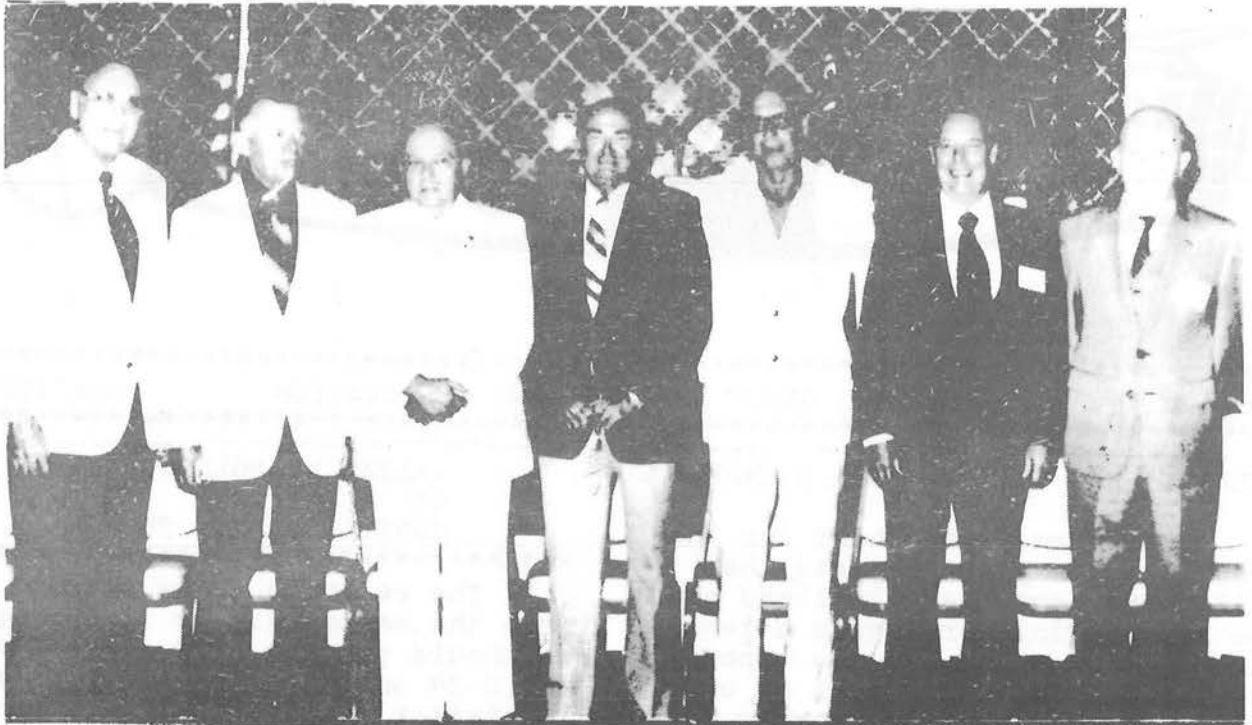
As our dues year runs from the first of July until the following June 30th, please note that the \$7.00 membership dues will be due very shortly, so, while it's fresh on your mind how about making out your check and mailing it to:

The response to my request from the membership as to whether we should put the B-29 along with the B-24 on the Mast Head of the Newsletter was overwhelming. Out of 1,375 members on the mailing list, I received two notes stating that we should. I have talked to John and Walter about this and they vote with me on this issue, therefore, since five are in favor and no one opposed, we will make plans to change the Mast Head as soon as possible.

"BLESSED ARE THEY WHO HAVE NOTHING TO SAY AND CANNOT BE PERSUADED TO SAY IT"

The pictures on page two and three were made at the reunion in Miami last year. Pictures of the men and their wives were also made and will be put into the September issue.

The death of three of our men were reported to me recently. Frank A. Ivich died Sept. 22, 1980, Wesley W. Wilson died on Jan. 7, 1981, and Edward F. Kinchla, jr. died during Jan. 1981.



343rd Squadron: Glenn Kessler, George Bernatonis, Ed Griffin, Dan Story, Paul Hammond, Frank Pintabone, and Thomas Houvouras.



344th Squadron: John Fontenrose, Charles Jennette, Everett Metcalf, Martin Freedman; Mike Hamarik, Clifford Stocking, Cory Orne, and John Supko.



345th Squadron: Seated - John Matheson, George Tilton, Bob Abram, Rocco Indelicato, Norman Welch, Walter Ryan, Sheldon Okin, Sam Haber, Herbert Long. Standing - Roy Cofer, Franklin Tracey, Joe Price, Lowell Wright, Howard Geiselman, Ralph Connors, Clyde Davis, Angelo Badalucco, John Markovich, and Walter Bolling.



415th Squadron: Seated - George Draper, Edsel Terry, W. C. Fowler, Davis Cochran, Walter Mosser, Fred Vowinkle, John Staehle, Harland Hill, Walter Just, and Donald Malas. Standing - Eli Pronchick, Mark Lauer, Jim Briggs, Fred Lanzel, Lewis Turner, Rex Bragg, Buddy Hart, and Sam Patrick.

NEW MEMBERS LOCATED SINCE LAST REPORT:

344th Squadron:

G Livingston, Robert P. (B29)	P.O. Box 1372	Ruidoso NM	88345
RO Walker, Winston G. (B29)	255 Yacht Club Rd. NE	Ft. Walton Bch. FL	32548
P Banks, William D.	202 E. South St.	Arcanum OH	45304
N Bailey, Douglas	10762 Segovia Way	Rancho Cordova CA	95670
N Tabacoff, Harold	Box 261	Lady Lake FL	32659
G Wiley, Acton	109 S. Park Terrace	Agawam MA	01001
N Shaw, Norman E. (B29)	1103 Parc Dr.	Papillion NB	68046

345th Squadron:

C Chwastyk, Stephen	40 Burnt Mill Rd.	Somerville NJ	08876
---------------------	-------------------	---------------	-------

415th HDQS & A&E Squadrons:

HQ Curtis, Lewis A. (B29)	5 Castle Heights Ave.	Tarrytown NY	10591
Hart, Edward M.	8 Rose Rd.	Stoughton MA	02072
GP Cherico, Frederick P. (B29)	33 Brookside Dr.	Merrimack NH	03054
C Kilmer, Gary R. (B29)	1952 Castle Garden Rd.	Vestal NY	13850

PLEASE NOTE CHANGE OF ADDRESS ON THE FOLLOWING MEMBERS:

343rd Squadron:

Dixon, Christopher P.	9208 Buena Ventura	Albuquerque NM	87123
Watt, David S.	P.O. Box 1004	Lancaster PA	17603
Picketts, Budd	300 E. Coast Hwy #67	Newport Beach CA	92660

344th Squadron:

Birdsong, G.P.	5375 Springdale	Pleasanton CA	94566
Nye, Larry R.	RD #1	Muncy Valley PA	17758
Seitzberg, Robert C.	2211 Shoshone	Prescott AZ	86301
Stoner, Elmer L.	3717 N.W. 18th Street	Oklahoma City OK	73107

345th Squadron:

Paris, James A.	Rt. 2, Box 70	Oakland MS	38948
Pace, George	720 S. Broad	Lancaster OH	43130
Gillham, Dean	141 Spunky Creek Dr.	Catoosa OK	74015
Maluy, Dale C.	124 Cardenas NE Apt. 10	Albuquerque NM	87108

415th, Hqds, & A&E Squadrons:

Carr, Robert	RR 3, Box 263	Philipsburg PA	16866
Moses, Robert O.	1103 Village Lane	Winter Park FL	32792
Stephens, Robert C.	Rt. 8, Box 252	Claremore OK	74017
Goodall, Robert A.	3018 West 5th St.	Milan IL	61264

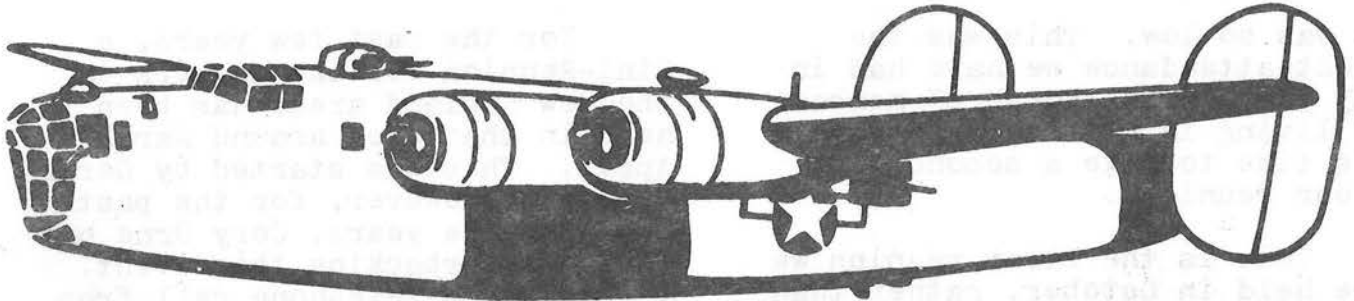


**Official Publication of: THE PYRAMIDIERS
 98th BOMB GROUP (H) VETERANS ASSOCIATION**

Honorary President.....John R. Kane
 President.....John A. Fornwalt
 Vice President.....A. Roy Cofer
 Sec.-Treas.....Walter H. Bolling, Jr.
 Publicity Director.....Joe C. Price
 Editor.....A. Roy Cofer



THE PYRAMIDIER



Number 34 98TH BOMB GROUP (H) VETERANS ASSOCIATION March 1981

The December issue of the Newsletter was the final edition for George Baroni. George edited the Newsletter for the past three years, putting together 13 issues. I would like to commend George and say thanks for a terrific job. Also, a big thank you to your wife Lena, for the help she did plus the hours being alone while you were pounding the keyboard of this typewriter.

At the business meeting in Miami, I told you that the issues would continue and until some member steps forward to take over, I will edit the Newsletter again. I started the Newsletter in its present form with the first edition being the December 1972 issue. I did 20 issues before George was kind enough to take over. Before I started the present Newsletter, Rudolph Schmeichel, the ramrod and inspiration of getting the old 98th Association started in 1968, typed up 8½ X 14 sheets of paper listing the happenings and members as they were located.

At our reunion in 1972, held in Atlanta with yours truly heading up the occasion, Rudy mentioned that he would appreciate someone taking over and I agreed to try to put together an informative Newsletter. I submitted to John

Fornwalt, our President, my ideas and the design of the heading for his approval, and we have been using this format since then. However, the 98th did not die and is alive today although it is now the 98th Wing.

To modify the 98th Group, they replaced the B-24 with the B-29 and we have a lot of members in the Association now that were with the Group in this era. I've talked to John and we feel that the B-29 deserves a place along with the B-24 on the Newsletter. We would appreciate any comments you may have about this change, so please write to John or me.

John A. Fornwalt
390 East 5th Avenue
S. Williamsport, Pa. 17701

A. Roy Cofer
2678 Oswood Drive
Tucker, Georgia 30084

"WHEN IT COMES TO GIVING TIME AND ENERGY TO ASSOCIATION PROJECTS, SOME MEMBERS, STOP AT NOTHING"

Our hats are off to Harland and Katheryn Hill for the superb handling of the reunion in Miami. It was regrettable that the turn

out was so low. This was the lowest attendance we have had in many years even though 87 members are living in Florida. I think it's time to take a second look at our reunions.

This is the first reunion we have held in October, rather than July as in the past. I do not know if this had any bearings or not, but we did hear from 14 members, who normally attend, saying they would be unable to attend because of being associated with schools. Another factor could have been the location, with the recent unrest in Miami, and a big factor was the expense involved. Many people are unable to pay \$55 per night for a room. The expense will surely have to be considered on future reunions as more and more of our members are now, or will be on a fixed income within the next few years.

I've tooted my horn, so now it's your turn. Let me hear from you, give me your views and I will start a "Letter to the Editor" column and will be glad to publish your views on this, or any other subject you desire, as long as it is confined to our Association.



 "NOT EVERYTHING WE FACE CAN BE CHANGED, BUT NOTHING CAN BE CHANGED UNTIL WE FACE IT"

For the past few years, a Mini-Reunion for the members in the New England area, has been held in that area around March or April. This was started by Gerard Finnegan, however, for the past two or three years, Cory Orne has been quarterbacking this event. I received a telephone call from Cory advising me that the Fairfield Inn in Chicopee, Mass. would be closed for renovation and would be unable to accommodate the reunion this year.

The only other available motel charges over twice the price for their rooms, therefore, Cory has cancelled the reunion for 1981, but will hold it at the same Motel in 1982. Any monies advanced will be refunded.

 "TALK SOFTLY, BUT LISTEN OUT LOUD"

Rudy Schmeichel sent me a copy of a notice that a fellow with the 464th Bomb Group had sent to their members. This notice stated that Congress had recently passed a Bill giving former members of the service, who held GI insurance, a rebate of 65 cents per thousand for each month they held the policy. I called this fellow to verify this and was advised that it was a hoax, but he did not find out about it until he had mailed the information to their membership. He is

	<p>Official Publication of: THE PYRAMIDIERS 98th BOMB GROUP (H) VETERANS ASSOCIATION</p>	
<p>Honorary President.....John R. Kane President.....John A. Fornwalt Vice President.....A. Roy Cofer Sec.-Treas.....Walter H. Bolling, Jr. Publicity Director.....Joe C. Price Editor.....A. Roy Cofer</p>		

now having to make another mailing to correct this wrong information. For any members of our Association who may have received this information, please disregard this hoax as it is just that, A HOAX.

"HAPPINESS ADDS AND MULTIPLIES AS WE DIVIDE IT WITH OTHERS"

At our reunion in Miami, I put before the membership at our business meeting a suggestion that John Fornwalt and I had talked about for two or three years and the membership voted unanimously to accept our proposal.

As this was mentioned in the December issue of the Newsletter, I feel an explanation is in order for those that were unable to be at the reunion.

First, let me say that any proposals that John or I submit to the Association at the business meeting is first talked over at the Flight Leaders and Officers meeting held at the reunion, and must meet with the approval of these men before it is submitted to the floor of the business meeting. Second, there has been two or three reunions that could have gone a little more smoother if there had been a coordinator.

We felt that the coordinator would be an asset to the Association, not by taking any responsibilities away from the ramrod, but by offering his expertise. The man that we voted into this position is well versed with the arrangements of our reunions, and has worked diligently at the reunions each year.

In the past, we have always required that someone from the location of our reunions agree to host the event, but now we can go

anywhere and be assured that the arrangements have been made. As a prime example, the 1982 reunion will be held in Fairborn, Ohio. There was no one there to agree to host this one, but a motion was made to return to the site of our second reunion which was held here in 1970, and the motion was carried.

The reunion for 1981 will be held at the TURF INN, 205 WOLF ROAD, ALBANY, NEW YORK on October 5, 6, 7 and 8. Registration and Hospitality room will open on the 5th, a bus tour of West Point is on the agenda for Tuesday, the 6th, and the Business Meeting will be held on Wednesday Morning, followed by the Banquet and Dance in the Evening. A bus tour of the Adirondack Mountains is on tap for those wishing to stay over for Thursday.

Reservation forms are being mailed to you with this Newsletter along with a survey sheet to be sent to Cory. A great deal of planning is required in hosting one of these reunions, therefore, we urge you to please send in this survey sheet as soon as possible.

We have received word from Mrs. Edward N. Evans that Edward died on January 21, 1981. He was a staunch supporter of the 98th and although he was unable to attend any of our reunions because of medical reasons, he never failed to send in his dues and a little extra.

Many members did not know Ed., or "PANAMA", as he was known, but a few members are alive today because of his heroic deeds. Panama worked as a Crash Fighter and Rescue worker from the 415th Squadron, and risked his live on many occasions to rescue men from crashed

planes..

On August 15, 1944 while taking off for a mission to Southern France, one of our B-24's crashed on take off and although the plane

was on fire and bombs exploding, Panama risked his life to go into the plane and pull the men out.. He was hurt in this effort and has been totally disabled since 1946 due to these injuries.

NEW MEMBERS LOCATED SINCE LAST REPORT:

343rd Squadron:

G Mingear, Curtis D.(B-29)	RR1, Box 34-A	Rensselaer IN 47978
G Hoffman, Gerald D.(B-29)	RR2, Box 260-1	Silver Lake IN 46982
G Bocim, Thomas M. (B-29)	2115 Driftwood	Pueblo CO 81005

344th Squadron:

N Traeger, Raymond H(B-29)	13102 Canterbury Road	Savannah GA 31406
LM Ryder, Louis	3001 8th Street #97	Port Neches TX 77651
LM Hamm, Carl	2248 Honeysuckle Lane	Sumter SC 29150
GP Kidder, Warren	Rt. 3, Box 2195	Ellensburg WA 98926

345th Squadron:

C Grove, Raymond C.	Rt. 1, Box 575-A	Laramie WY 82070
LM Thompson, Herman A.	P.O. Box 539	Morton MS 39117

PLEASE NOTE CHANGE OF ADDRESS ON THE FOLLOWING MEMBERS:

343rd Squadron:

Fish, Irving, Jr.	Smith Barney Harris Upham & Co 120 Broadway	New York NY 10005
Hammond, Paul E.	14453 Redwood Road	Culver, IN 46511
DeLong, Frank W.	4420 La Jolla Drive	Bradenton FL 33507
Dixon, Christopher	9208 Buena Ventura	Albuquerque NM 87123
Blundell, John E.	6901 West 32nd Street	Little Rock AR 72204

344th Squadron:

Keller, Karl G.	1515 Wotzle	Oshkosh WI 54901
Leo, William J.	67 Orion Street	West Haven CT 06516
Lysaght, William J.	Battle Street	Bristol CT 06010
Seeger, William B.	S-46 Pocono Mobile Estates East Stroudsburg	PA 18301

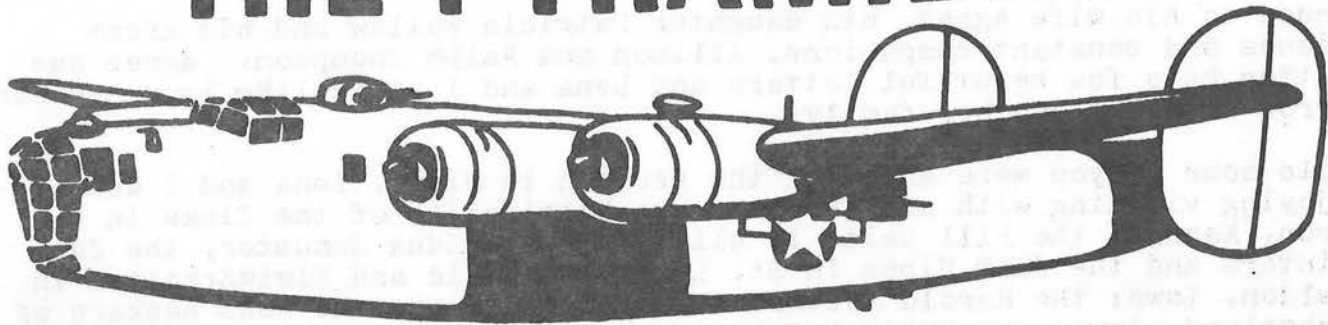
415th & HQS. Squadron:

Blue, John E.	Rt. 2, Box 148	Minster OH 45865
Hills, George C.	Box 1147	Lakeside AZ 85929
Schumann, William J.	11 San Marino Way SLGV	Pt. St. Lucie FL 33452
LeFebvre, Armand J.	204 Oak Street	Holyoke MA 01040
Swanson, Ernest R.	7660 N. Casa Blanca	Tucson AZ 85734
Vick, John C.	602 Woodvale Drive	Greensboro NC 27410

O B I T U A R I E S

Imboden, Robert L.	345th Sqdn.	October , 1980
Littler, Gene D.	343rd Sqdn.	September 27, 1980
Nero, Ulysses S.	415th Sqdn.	October 28, 1980
Evans, Edward N....	415th Sqdn.	January 21, 1981

THE PYRAMIDIER



Number 33 98TH BOMB GROUP (H) VETERANS ASSOCIATION DECEMBER 1980

As this issue will be the last originating from 1228 Glorieta St., N.E., Albuquerque, New Mexico, Lena and I wish each and every member of the 98th and their loved ones a most Merry and Glorious Christmas and a very Prosperous and Healthy New Year. Also we extend special condolences to all the families who have lost loved ones during the past year.



On the extreme right above is Col. Sam Nero. My buddy Ralph Thompson sent me the following information stating that our famous No. 1 bombardier died October 27th after several years of hospitalization. He would have been 82 November 13th. He was the famous bombardier who proved the supremacy of air power under the command of General Billy Mitchell. His Martin bomber dropped a single 1100 lb. bomb on the target ship NEW JERSEY off Cape Hatteras, sinking it in 3 minutes 16 seconds, thus proving a valuable military assault strategy. My first meeting with Sam was at Barksdale in early 1942 when I was assigned as a bombardier with the original Halpro group. I never saw Sam again until the reunion at Virginia Beach where he said, "George, you should have stayed with me". Have often wondered what my future would have been if I had. In Ivan Dimitris' book "Flight to Everywhere" he was mentioned several times for his efficiency and competence, but I am particularly proud (thanks to Ralph Thompson) that we have a full account of that historical feat at Cape Hatteras in "The Story of the 98th" as quoted directly from Sam. He was buried with full honors - 8 white horses, band, rifle squad - the whole 9 yards - as befitted him, in Arlington National Cemetery on October 31st. My condolences and that of the entire air force is ex-

tended to his wife Agnes, his daughter Patricia Ballew and his great friends and constant companions, Allison and Ralph Thompson. Agnes has written me a few beautiful letters and Lena and I would like to share her sorrow with her and her family.

While some of you were enjoying the reunion in Miami, Lena and I were enjoying visiting with and the generous hospitality of the Zinks in Turon, Kansas; the Bill Seitz in Allen, Kansas; Edna Schuster, the Joe Pointers and the Jack Hipps in St. Louis, Mo.; Vic and Elsie Scholten in Sheldon, Iowa; the Harold Robinsons in Lawton, Iowa; the Ross Beckers of Cumberland, Iowa; our musical favorites Doris and Clyde Davis, Fairfield, Iowa and Warren Brown in Winfield, Kansas. The feeling of friendship and brotherly love was just out of this world. If you really want to receive the love and affection so desperately needed in this great country of ours and throughout the world, just visit your buddies of the 98th and their beautiful wives. This was a trip Lena and I will always cherish.

On our return we had two letters awaiting us; one from Bill and Rita Chadwick of Hamilton, Mo. and the other from Lester Forbes of Fairfield, Iowa. Sorry we missed you on this trip but will see you on our return trip in May as we will attend graduations of our daughter Mary from the University of Rochester, Rochester, N.Y.; Helen at Grinnell College, Iowa and Eva at Carleton College in Northfield, Minn.

During this trip we will be on the road for two months so we hope to see more of our buddies in that section of the country to get their signatures for "The Story of the 98th" which we hope to present to the Air Force Museum in Fairborn, Ohio. As our 1982 reunion will be held there, with Eli Pronchi as ramrod, it would be an appropriate time to present this historical copy with hopefully over six hundred signatures of the 98th heroes who made this book possible.

While visiting the Zinks who was the navigator (and a really good one) and my partner in the nose of YANKEE DOODLE DANDY, Lena wasn't feeling too well so I jokingly said I guess I'll have to turn her in for three eighteen year olds. Helen Zink said "You mean two twenties" but Goady answered with an emphatic NO!" stating we were no longer wired for two twenty.

Bill and Sara Seitz took us to the Eisenhower Museum which was really something. Next spring we expect to visit the Truman Museum, as well as Hannibal, Mo. of which Connecticut favorite son Mark Twain wrote in his famous Tom Sawyer and Huck Finn books. Bill, as you know, was the pilot who brought over one of our famous crews which was known as "Nine Men and a Boy" but don't you believe that Bill was a boy (a really great man) as he had two tours of duty with the 98th and took part in more than 100 missions, a feat also matched by our buddy Norm Whalen, head navigator with "Killer" Kane on HAIL COLUMBIA on the Low-Level Ploesti Raid. One of Bill's outstanding feats was leading the entire 98th as pilot on the 200th highly successful Mission to Mestra, Italy with Col. Grey as co-pilot. Sara, that roast duck was delicious. Come see us enroute to Phoenix.

At Sheldon, Iowa I was interviewed by the local daily newspaper concerning "The Story of the 98th". Vic and I told the reporter how we won the war together which, incidentally, reminds me of the time we visited the Calvin

Campbells in Knoxville, Tenn. Calvin took me to his Civilian Air Patrol meeting and one of the fellows there asked me what we did at the Campbell's and I told him we reviewed general things and how we won the war together. He replied, "That's funny, when Calvin told me how he won the war he never mentioned your name".

On our next to last stop we detoured a bit to Winfield, Kansas to look up my 344th buddy Warren Brown. I hadn't seen him since 1945 and luck was with us and we got together one night and celebrated with a little 'vino' which reminded us of our Italian Campaign (was 'vino' one of the fourteen campaigns that the 98th was credited for? Bet it had more participants than the Rome-Foggia campaign. Warren is Professor of Art at Southwestern College in Winfield. He also specializes in original jewelry and has outlets in Aspen, Col. and other cities in the area. He has been back to Rome on several occasions and conducts annual tours there for college students. Warren, Lena and I would love to join you on one of these tours. Warren was a very fine artist and painted the ladies on SITTING PRETTY and SILVER QUEEN - Cory Orne and Ken Scroggins are especially fond of the latter - a 344th plane.

Incidentally, Clyde Davis, who recently attended the Miami reunion, retired from the U. S. Postal Service after more than thirty years of devoted work through snow and sleet and rain for which Iowa is famous. He received many gifts of appreciation and letters from his patrons on the route and the Sunday following our visit Clyde was honored with a testimonial by several hundred of his admirers and friends. Hope to see Clyde and Doris here in Albuquerque during January as they will be traveling through to Arizona since Clyde has taken a liking to the mild southwestern winters.

John Fornwalt wrote this in the nick of time to be included in the Newsletter. Quote "Sorry I could not make the reunion this year in Miami due to Pauline's hospitalization. I sure missed seeing and talking to the whole gang but will be looking forward to seeing you all in Albany next year. I'm glad to report that Pauline is feeling better but must still report to the hospital each week for out-patient treatments. We both want to thank all that sent cards, notes and for your prayers during these past months..

"I thank Harland Hill and all that helped him during the reunion in Miami. My special thanks to Roy Cofer and Cory Orne for taking over my duties at this year's reunion. Hope all that attended had a great time and that you will come back to see us at next year's reunion in Albany.

(signed) John Fornwalt - end quote.

I, too, would like to congratulate Harland for the splendid job he did at Miami. Lena and I missed it this year but from my buddy Walter Bolling's report Harland surely did a great job and really worked hard at it. Sorry to hear the attendance was low and hopefully next year at Albany it should be more heavily attended as the majority of members are from the Northeast, Pennsylvania and Ohio, so please come next year. Lena and I are looking forward to seeing those who we haven't seen since the '40's and our friends who attended the affairs at Chicopee as well as all our other many 98th friends.

Having taken a very personal interest in the 98th since I joined, I am deeply concerned about the future of this great organization. I believe that the costs of attending reunions in these convention cities are out of

reach for those of us members who are on fixed-income retirement..I cannot and will not pay sixty dollars per night when facilities in smaller cities like Des Moines, Iowa; Hannibal, Mo., or San Antonio, Texas are much more applicable to our group. I am also sure that capable ramrods like Harland are available among our 1300 plus members who have the time and ability to run one successfully and not go in the red. The dues received at these reunions should be used to defray costs of running the 98th, such as the newsletter, etc. which are running very high due to inflation.

I believe the reunions should revert back to the original procedure as having more get-togethers and renewing acquaintance with old and new buddies. Arrangements can be made at these motels to bring in your own drinks and whoever ramrods the reunion could watch the sale of liquor and stock up several months in advance inasmuch as the 98th advances \$500.00 to defray expenses accumulated before the reunion. Of course, this advance is repaid after the reunion has been held. Personally, I would eliminate costly tours of the city and entertainment which usually does not warrant the high cost.

I understand that a coordinator was voted on at the meeting to go to the city selected for the reunion. How much of an expense would this create and can the association afford it? Also, would this eliminate a ramrod to run it and what relationship would this create between the ramrod and and the coordinator?

With the declining attendance at the reunions does the 98th need a little rejuvenating? Up to now all the work has been done by enlisted men with very few officers taking part. Gomer Wolf and Joe Price have been a couple who have taken an active part but I would like to see more take an active interest; men like Bob Abrams, Joe Dennis, Jack Hipps, Sam Patrick, Bill Pitt, Dwight Patch, Sil Leonardini - just to mention a few. We have a lot of brilliant talent in the organization like Sal Manzo, Joe Kilgore, Frank Nye, etc. but they do not have the time to actively participate. I'm sure there are many more in these categories who would help to improve interest in the organization. I don't know the answer but I sure would like to find a solution.



Vice-President Roy Cofer will be taking over the duties of newsletter editor. My opinion has always been that the office of vice-president should coincide with the editorship of the PYRAMIDIER and I am sure he will do an excellent job as he has done in the past.

MEMORIES FROM THE PAST - DO YOU REMEMBER - WERE YOU THERE?

December 1941 - Remember Pearl Harbor - the Day of Infamy? The next morning I, along with many thousands throughout the country, went to the recruiting office to join the airforce.

December 6, 1942 - First raid on Naples. Short and violent said the I-ties.

December 14, 1943 - Bombed Medina Airport near Athens where everything was practically obliterated.

	Official Publication of: THE PYRAMIDIERS 98th BOMB GROUP (H) VETERANS ASSOCIATION	
	Honorary President.....John R. Kane President.....John A. Fornwalt Vice President.....A. Roy Cofer Sec.-Treas.....Walter H. Bolling, Jr. Publicity Director.....Joe C. Price Editor.....Geo. B. Baroni	

December 11, 1944 - Bombed Vienna - really hot mission, SILVER QUEEN
 landed in Ancona - Vienna being bombed constantly.

As this is my last issue I would like to reiterate, and I'm sure all of
 you are proud of this - in 417 missions the 98th was never once turned
 back by enemy action.

 "THE PYRAMIDIERS"
 98th Bomb Group (H) Veterans Association

Statement of Operations
for the fiscal year ended June 30, 1980

<u>Receipts:</u>		
Reunion Banquet, etc.	\$4260.25	
Membership Dues and Donations	5372.60	
Refund: Reunion Bus Transportation	<u>131.50</u>	
Total Receipts		\$9764.35

<u>Operating Expenses:</u>		
Reunion Banquet	3875.46	
Reunion Hotel	318.61	
Reunion Supplies, etc.	716.23	
Reunion Bus Transportation	832.00	
Postage	1238.84	
Printing Newsletters and Rosters	1892.29	
Office Supplies	270.05	
Emblems and Decals	<u>122.15</u>	
Total Operating Expenses		<u>9265.63</u>
Excess Receipts over Expenses		\$ <u>498.72</u>

Bank Reconciliation

June 30, 1980

Balance per Bank of Gonzales, Louisiana		\$6766.47
Less: Outstanding Checks		
689	\$ 6.60	
693 to 708 inclusive	<u>81.74</u>	<u>88.34</u>
Adjusted Balance, June 30, 1980		<u>\$6678.13</u>
Balance per Books July 1, 1979		\$6179.41
Add: Deposits for fiscal year		<u>9764.35</u>
		\$15943.76
Less: Funds Disbursed in fiscal year		<u>9265.63</u>
Balance per Books, June 30, 1980		\$ <u>6678.13</u>

NEW MEMBERS:

343rd Squadron

G Magaril, Max 18015 N.W. 8th Place Miami, FL 33169

344th Squadron

RO Hankins, Ivan (B-29) RR 5 Oskaloosa, IA 52577

345th Squadron

C Davidson, Harley	87 Davis St.	Rutland, VT 05701
P Schabner, Richard	10900 S.W. 79th	Miami, FL 33156
P Lickovich, Joseph	10 Summit Dr.	McKees Rocks, PA 15136
BN Morris, Paul L.	219 Third St.	Stoughton, MA 02072
C Pelletier, Ludger	90 Comet Rd.	Methuen, MA 01844
C Brehmer, Harold H.	2936 Sharon Dr.	Adrian, MI 49221
N Berardi, Joseph G.	12 Crowell	Haverhill, MA 01830
*P Rockey, Gene E. (B-29)	448 N. 3rd St.	Cheney, WA 99004

415th and HQS.

B Munro, James R. 256 Shady Hollow Casselberry, FL 32707

98th A. & E. Squadron (B-47)

GP Robert A. Goodall	907 14th St.	Silvis, IL 61282
GP Viscioni, Albert D.	111 E. 2nd St.	Coal Valley, IL 61240

DECEASED:

Burchfield, Kenneth V.	July 22, 1980	343rd	IA
Roberson, Elbert B. Jr.	Oct. 1, 1979	415th	DE
Taylor, Willard G.	Sept. 14, 1980	345th	WI
Erickson, Walter T.	Jan. 8, 1980	343rd	FL
Pew, Fred C.	July 22, 1980	343rd	MI
Selvey, E. E.	July 4, 1980	415th	FL
Frost, George H.	April 12, 1980	344th	IL
Waite, William G.	Feb. 28, 1980	344th	CT
Chiverton, Byron	1970		
Littleton, Gene D.	Sept. 27, 1980	343rd	OH

MIGDALOR / מגדלור
 כרטיס להייב
 Military Ticket
 רק לחיילים במדים
 For H.M. Forces in uniform only

הצגה Perf. I
 80 מיליון

**U.S. BOMBERS
 RAID NAPLES**
Three Warships Crippled

CHANGE OF ADDRESS:

343rd Squadron:

Kiser, Charles R.	900 N.Limestone Apt. 5	Springfield, OH 45503
Streechon, George P.	26166 N.Rainbow Glen Dr.	Newhall, CA 91321

344th Squadron:

Killian, Clinton H.	Box 1374	Roosevelt, UT 84066
Murphy, Joseph T.	100 Yarmouth Rd.	Sandwich, MA 02563
Anglin, Claudie F.	Rt. 6 Box 197	Hamilton, AL 35570
Cock, Thomas C.	USAF Hospital Wiesbaden	
	P. O. Box 729	APO New York, NY 09220
Campbell, Roland A.	28345 Glenmeade Way	Escondido, CA 92026

345th Squadron:

Hart, Jack C.	13765 Vista Dorada	Salinas, CA 93908
Swanson, Donald F.	7862 16th St. #1	Westminister, CA 92683
Paris, James A.	Rt. 2 Box 70	Oakland, MS 38948
Foster, Leslie J.	Box 97A Star Route	Gilman, WI 54433
Ruff, George E., Jr.	P. O. Box 504	Ilion, NY 13357
Jones, Willis H.	5538 Vin Rose Lane	Indianapolis, IN 46226
Jarboe, Charles F.	217 21st St. E.	Bradenton, FL 33508
Krapacs, Ambrose	Rt. 1 Box 205A	Marury, OH 44438
Polomsky, Joseph	6511 Alber Ave.	Parma, OH 44129
Brubaker, Damon P.	5134 Louise Street	San Bernardino, CA 92407

415th Squadron & HQS:

Wall, William B.	2047 Locust Grove Rd.	Griffin, GA 30223
Sferro, Joe	377 McBride Rd.	Mansfield, OH 44905
Bragg, Charles R..	4900 Kelly-Ekkuit Rd.	Arlington, TX 76017
Lyttle, William G.	37 Beulah St.	Whitman, MA 02382
King, Robert V.	P. O. Box 445	Valley Springs, CA 95252
Weijanen, O. O.	23825 15th Ave.S.E.	
	Green Acres Park #81	Bothell, WA 98011
Moses, Robert O.	95 E. South Trail	Tiffin, OH 44883
Proctor, Carlton C.	2025 Delaware Ave. 1-G	Buffalo, NY 14216



Just received a letter from Vic Scholten; who is between Lena and I in the picture on the front page; sending a clipping of our interview with the reporter of THE SHELDON MAIL. He wrote quite an article about us and I appreciate his plugging "The Story of the 98th". My only regret is that he wasn't a reporter for the "New York Times" or a Chicago or Los Angeles daily so our book could get more news coverage and advertising.

As this is the last time I'll be able to do so I'd like to request that all those who have made a partial payment to please remit the difference between that amount and \$22.50 (present price of book) enabling me to send them their copy of the book. Also would like to thank Mike Bubl, Mrs. Kirchner, William Melton, W. C. Fowler, Richard Chancellor and Lester Forbes for their recent purchases.

Captain Dennis D.Cavit wrote us a wonderful letter praising the book and also stated that he has been doing research on the 98th and the Ploesti Raid. His Dad flew BASHFUL which was later re-named JERSEY JACKASS. The latter's picture is in the book and was quite popular with the painting of Hitler at his hind extremities. The plane's serial number was 41-11776 and Dennis' Dad was the 389th pilot who flew this plane on the August 1, 1943 Low-Level Raid. We are looking forward to meeting Dennis as he will be transferred to Kirtland Air Force Base here in Albuquerque in July 1981.

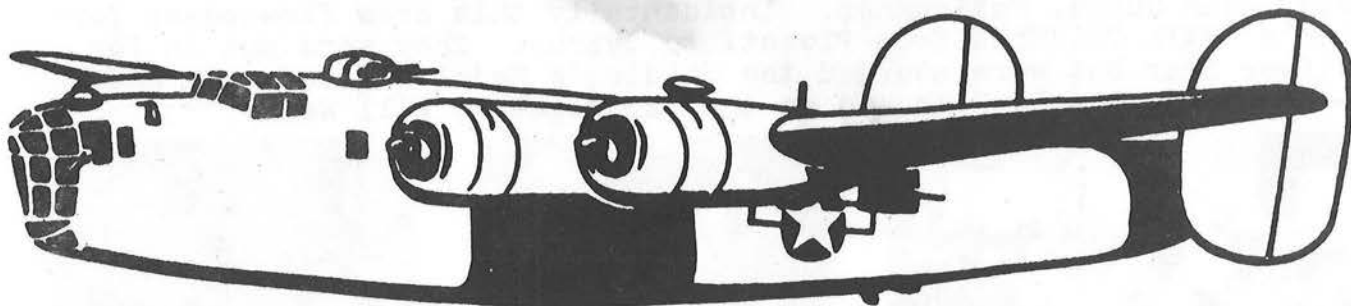
Lena and I would like to say "Aloha" to our good friends, Bill and Lolita Horney, who we hope to see in Hawaii in February. Lena is retiring the end of this year and we shall be traveling a great deal from now on.

In conclusion, we would like to look back at some of our pleasant memories and most heartening was the standing ovation we received at the reunion we hosted here in Albuquerque in 1978. We also take pride that this was one of the few that didn't go in the red and all the dues went into the 98th treasury. This was also the first where two group C.O.'s were present - Col. Kane and Col. Manzo as well as two generals - Major General Frank Nye and Lt. General Buster Briggs. When we took over the editorship, our treasury had \$3,000.00 and Walter Bolling, our efficient treasurer, tells me it is now \$7,000.00. Keep sending in those due!

We would also like to thank all those who wrote to us and to Walter stating they enjoyed the Newsletters. He sent me one from Andy Trynasty, my tent-mate overseas and one from Alfred Vallincourt. We have enjoyed our association with you and have enjoyed doing the PYRAMIDIER. Remember, you are always welcome at 1228 Glorieta St., N.E., Albuquerque, New Mexico. Thanks again, Good Luck, Pleasant Memories and May God Bless.

*Merry Christmas
and
Happy New Year
George & Lena
Baroni*

THE PYRAMIDIER



Number 32 98TH BOMB GROUP (H) VETERANS ASSOCIATION Sept. 1980

Greetings again from 1228 Glorieta Street in the Land of Enchantment. I'm sure you all have had miserable weather lately but I hope all is back to normal again. My friends write that they hear it has been over 100 degrees here in New Mexico for quite sometime. They are quite right but it has been easily bearable as the humidity has been constantly below the 20% mark and often as low as 4%.

Since this is next to my last issue as editor of the newsletter, I'd like to introduce you to the crew of YANKEE DOODLE DANDY on which I had the privilege of making several missions to southern Europe in their company. They later toured the U.S.A. with the famous 343rd plane THE SQUAW. This crew, in completing their 50 missions, including the Low Level Ploesti Raid, had the distinction of never turning back, once airborne.



On the left is Royden LeBrecht, Pilot. Middle photo - Clinton Killian, Co Pilot and on the right, Grover "Goody" Zink, Navigator.

On the next page the first photo is of the crew on its last mission before leaving for the good old U.S.A. Some of their names I have now forgotten but on the left rear was the regular bombardier, James Faulkner, who had a very serious ailment for sometime in Benghazi, enabling me to substitute for him as bombardier. Judge Faulkner, I believe, is the highest ranking judge in Alabama at present. I offer my congratulations to "Slick" as I believe he was called by Roy Lebrecht who is next to him

in the photo. In the front row from the left is Givens and next to him my buddy John Guanu, Tailgunner. Incidentally this crew flew cover for "Killer's" HAIL COLUMBIA from Ploesti to Cyprus. They were put in for the Silver Star but were awarded the Soldier's Medal instead. In the middle photo is Lowell Folk and on the far right is Bill Waite.



Again it is with great sadness I have to report the passing of some of our buddies. I realize we are all getting to the age where anyone of us could be called by our Lord but it is quite a shock, especially if you have been close to them. Ann Folk called me recently with the sad news that her husband, Lowell, had passed away with a heart attack. Lowell had several open heart surgeries and had been in poor health recently. Lowell, a tall, handsome lad was on the Low Level Ploesti Raid and he and Ann were our adopted couple. Please come see us, Ann.

Harland Hill writes that another comrade of ours practically my neighbor in Connecticut, Bill Waite died recently. I knew Bill from the beginning as we were both originals in the 344th. Bill was sort of a loner but he always impressed me as having class. I never knew what intrigued me until we were in Lecce in 1944. A piano became a welcome addition to the enlisted men's dayroom when we finally received nice building facilities there. I can still see the expression on Bill's face as he walked into that room and saw the piano. He ran over to it, sat down and I heard the most beautiful music come from his fingers. He was a talented musician but I didn't know to what extent until 1948 when I picked up "The New Haven Register" (a local newspaper) and there was a photo of my buddy, Bill Waite, Professor of Music at famous Yale University School of Music. Though we had several telephone conversations I never did get to see him as we were supposed to have dinner at Yale but it never materialized due to the pressures of business commitments.

Harland also mentioned that Elbert B. Roberson of Wilmington, Delaware who died suddenly October 1, 1979. I did not have the pleasure of knowing Elbert personally but the sympathy and condolences of the 98th veterans is offered to his family and all the other families of our departed buddies.

I would like to congratulate Harland Hill for his work as ramrod of the coming reunion in Miami on October 19th 23rd. He has the plans just about finalized. He informs me that the Dolphins/ Buffalo Bills football

game will be Sunday, October 19th in the Orange Bowl and if anyone wants tickets to let him know. Again, his address is Harland Y. Hill, 3781 N.W. 11th St., Miami, Fla. 33126. He also has been promised six small Chevy rental cars. One will be reserved for the officers and one has been spoken for by my buddy George and Rose Draper. There will be four remaining available for anyone interested. He tells me that reservations are coming in slowly so if anyone plans to attend, please notify Harland as soon as possible since plans have to be made for reservations for the banquet and other functions. A map of Miami was inserted in the last issue but the name of a street was omitted. It is N.W. 21st St. but it ends at the terminal and does not go through the terminal as pictured on the map. If anyone needs information upon arrival, Harland will be available at the motel and his telephone number is 871-1700. Other questions, call him evenings 1 305 649 7786. Good Luck, Harland, and we certainly hope the reunion is extremely successful in all ways. Lena and I wish you all a very happy and enjoyable time in Miami. Unfortunately we cannot attend since we will be in Iowa attending our daughter Helen's Parents' Weekend at Grinnell College.

On our trip to Grinnell we expect to stop enroute to see some of our 98th friends. Our first stop will be in Turon, Kansas to say "Hi" to the Zinks, next to Allen, Kansas to sample some of the Bill Seitz' goodies. He tells me he is quite a game hunter in addition to being one of the famous pilots of WW II. Our itinerary will include seeing Edna Schuster, the Joe Pointers and the Jack Hipps in St. Louis; also Clyde and Doris Davis (or are you going to the reunion?); the Ross Beckers and hopefully to Sheldon, Iowa to say hellow to the Scholviens. If we have time we will try to contact other comrades as I will have my copy of THE STORY OF THE 98TH and I want every signature I can get before giving it to the Air Force Museum in Fairborn, Ohio.

Received a nice letter from Cory Orne who will give a complete report at Miami about next year's reunion in Albany. He also stated that about forty attended the min-reunion in Chicopee, Mass. in April and plans for another one next year. Lena and I have enjoyed these in the past. Nice work, Cory.

Hurricane Allen must have raised havoc with some of our buddies in Texas. Hope nothing serious to anyone, such as Frank Tracey in San Antonio and Norman Waheln, professor in San Marcus.

Also saw on TV the flood damage in East Brady, Pa. This is close to my good buddy, Jim and Mae Shoup, who live in nearby Rimersburg. Again, certainly hope all is well with you.

Joe Dennis, Executive Officer who had the envious(?) duty of bringing the 98th to combat in July 1942 via the LOUIS PASTEUR, surprised us with a visit recently. He had with him his brother, Dr. David Dennis, who is a resident of Albuquerque and a retired professor of paleontology at Western New Mexico University. We expect to go fossil-hunting in the near future.

Joe tells me that the 98th had been awarded a Third Presidential Citation, the Asian Theater ribbon and the American Theater ribbon for submarine patrol in Fort Myers. I thought we should have received the latter as

I served as bombardier with Lt. Oglesby's crew in the original Halpro outfit when we scoured the Gulf for U-boats. Up to now I didn't believe the Air Force allowed us these decorations, but I certainly hope, Joe, that you are right. Come see us again. Joe does much traveling and he states that many of us have been saying right along; there are not many countries that like our presence in their midst.

Would like to apologize for the March date on the June Newsletter. I did not have a March issue so I used the December issue and just made a booboo for the current date, So Sorry. Just another sign of growing old - - another reason for giving up the newsletter.

Among my souvenirs for information dated February 6th, 1944 stated that the 343rd was recommended for the Egyptian Star. Anyone know anything about this?

MEMORIES OF THE PAST FROM MY DIARY -- Were you there?

September 1942: Mission to Crete and Tobruk were our targets along with convoys. Do any of you remember the wooden Ack-ack gun at Acre that the British set up? The jerries after recon patrol were supposed to have dropped wooden bombs on the area.

September 1943: Hanging around mostly as B-24's were conspicuous by their absence due to the casualties on the Low=Level Raid. Served as Honor Guard for decorations from General Ent. In his address he said he had good news and bad news which was well received by us veterans. The bad news was he was going home to the U.S.A. and the good news was we were remaining in Libya.

September 1944: Some of the men shot down at Ploesti returned to camp. One was Captain Taylor who piloted the VULGAR VIRGIN; he recently passed away in California. Jugoslavia and Northern Italy targets were our daily menu.

September 18, 1943: Left Libya for Hergla, Tunisia where yours truly had the misfortune to be one of four GI's bitten by a barracuda.

One of my missions to Messina with Royden LeBrecht was on KICKAPOO which later exploded on take off on that memorable day, August 1st, 1943. Major General Frank Nye brought this plane to combat in July 1942. On the back wing opposite us as tail-end Charlie was another famous plane ROWDY. You could almost see smiles on these two B-24 faces as we kept up with the new Libs which had recently jointed the 98th at Benghazi. These weretwo really proud Liberators.

Ing Gaffarelli Alessandro, Viale Mantegazzo 51, Rimini, Italy 47037 is interested in information about the bombing of Rimini by the 98th from November 1942 until June 1944. I gave him the addresses of Sal Manzo, Bill Seitz and Norm Whalen whom I'm sure bombed that area. Any other crew members who caused destruction to this city and vicinity, Gaff would appreciate hearing from you and will pay for copies of photos or other expenses.

Bob Reynolds, my neighbor here (though I doubt if we have met - have we Bob?) recently took a trip to Jerusalem and Rome, old haunts of the 98th. Following is a description of his itinerary:

"We went from N. Y. to Amsterdam, then to Rome for 4 days. We saw all of the familiar places seen in WWII. The Sistine Chapel and St. Peter's Basilica; the Colosseum, Church of St. Peter and the Catacombs. Also to Tivolie to see the great fountains. Many things too numerous to mention. From Rome to Amman, Jordan for one night. The security check at the Jordan

Israeli border was unreal. It took all day to clear customs in 115 degree temperature. Our luggage was completely emptied, all pockets in packed clothes gone through, all writing pens checked for hidden explosives. Our camera was pointed to the ceiling and a picture was taken. All books and pictures gone through page by page. Curling irons, steam irons, souvenirs, had-side luggage and anything they could not see inside were sent to X-ray. Sometimes this ruins film, cameras and electrical appliances. Of course, that was one place we were glad to leave.

From there to Jerusalem, Bethlehem, Hebron, Jericho, Dead Sea and Massada. Of course, lots of side trips to all the religious churches and monuments. Then to the infamous West Bank and to Nazareth, then to the Sea of Galilee and a night in Tiberias. A boat cruise to the North Shores of Sea of Galilee stopping a many places to sight-see. On through the Golan Heights and to the Syrian Border. From there back to Haifa (the 98th first station overseas) then to Herzlia on the sea, a small suburb of Tel Aviv, for a free afternoon of swimming and shopping. Then to to the hotel for the night, with the next morning free until about noon. Then we went to the Tel Aviv Airport for departure to Amsterdam for the long flight to N.Y.C."

NEW MEMBERS:

343rd Squadron:

G Small, William L. 8130 Sixth St.N. St.Petersburg, FL 33702
P Colasuonno, Jos.J. 12611 N.E.Fremont Portland, OR 97230

344th Squadron:

P Stewart, Rodney T.(B-29) 116 W. Main St. Grass Valley,CA 95945
P Guynes, Joseph B. 3065 Westcliff Dr.W. Colorado Springs, 80906
CO

345th Squadron:


GP Hartenstine,John A. 3617 Jacinto Place Sarasota, FL 33579

415th & HQS:

GP Goodall,Robert A.(B-47) 907 14th St. Silvis, 61282


DECEASED:

Campbell, Paul M. (B-29) 344th Sept. 18, 1963
Davidson, Calvin 345th June 6, 1980 MS
Patton, Miles E. 343rd Mar. 14, 1980 AR
Folk, A. L. 415th June 1980 CA



Official Publication of: THE PYRAMIDIERS
98th BOMB GROUP (H) VETERANS ASSOCIATION

Honorary President.....	John R. Kane
President.....	John A. Fornwalt
Vice President.....	A. Roy Cofer
Sec.-Treas.....	Walter H. Bolling, Jr.
Publicity Director.....	Joe C. Price
Editor.....	Geo. B. Baroni



CHANGE OF ADDRESS:

343rd Squadron:

Perlman, Jerome	4804 #A La Villa Marina Marina Del Rey, 90291 CA
Picketts, Budd	1227 Armstrong Circle Escondido, CA 92027
DeLong, Frank W. Jr.	P. O. Box 3725 Sarasota, FL 33578
Levine, W. R.	8916 N. Tennyson Dr. Milwaukee, WI 53217
Rockwood, Arthur	12 Driftway Hopedale, MA 01747
Sparger, Henry M.	31 W. Meadowview Rd. #352 Greensboro, NC 27406

344th Squadron:

Hagan, Clark D.	P.O. Box 2337 Arnold, CA 95223
Nagay, John A.	409 Melanie Way Maitland, FL 32751
Canfield, E. R.	3625 Clifton Way Nampa, ID 83651
Gamble, Joseph G.	3869 Sutton Oaks Lane Vienna, VA 22180

345th Squadron:

Walker, Merrill L.	43701 Main St. San Jacinto, CA 92383
Brubaker, Damon P.	4409 N. Sierra Way #C San Bernardino, CA 92405
Wagner, Earl L.	P. O. Box 155 Jersey Shore, PA 17740
Craig, James L.	Box 111 Ocean Lakes Myrtle Beach, SC 29577

415th & HQS:

Vick, John C.	2108 N. Ocean Blvd. Myrtle Beach, SC 29577
Freeman, A.V. Jr.	Pearl Star Route Gatesville, TX 76528
Durgin, Charles B.	13 Cummings St. Plymouth, NH 03264
Danahy, Richard C.	11100 Turtle Beach Rd. N. Palm Beach, FL 33408
Stubbs, E. nis	P.O. Box 133 Cross City, FL 32628

As I approach the last paragraph of this newsletter it is August 23rd, 1980. Believe it or not I am finishing next to the last issue as editor of the Pyramdier on my birthday. Being 69 today I think a younger person should take over the duties of editor. Thanks to "Ike" and Muffie Brown of South Pasadena for the wonderful birthday card. Let your assistant do some work for a change and come see us as you promised. Ike was a 344th bombardier in Italy.

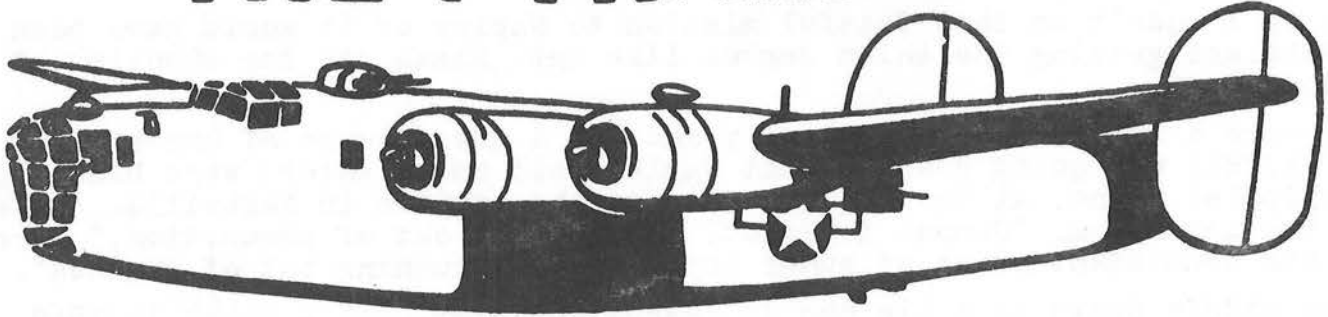
I am still hoping one of my 98th buddies will take over as Flight Leader for New Mexico as with the December issue it will be "finito" for that duty also for me.

As you all know - especially those delinquent - it is time for the yearly dues to be paid. Please forward the \$7.00 or more to Walter H. Bolling, Jr. Rt. 8, Box 203 Gonzales, La. 70737. I believe he will need all available funds as the cost of reunions, newsletters, etc. are increasing tremendously. Walter is not only handling the Secretary-Treasurer duties but also Flight Leader for Wisconsin in addition to his other Flight Leader duties.

In closing this newsletter, inasmuch as I will not be in Miami, I'd like to express the hope that members will start considering smaller and not so prominent sites as reunion cities for the future. The convention and tourist cities are too expensive for the majority of the members.

Good Luck at Miami and May God Bless.

THE PYRAMIDIER



Number 30 98TH BOMB GROUP (H) VETERANS ASSOCIATION ^{JUNE} ~~March~~ 1980

Running a little late again, waiting for reports of various functions so Lena and I thought it was about time to again send greetings to our friends and buddies. We recently returned from our thirty-second honey moon when we visited Grand Canyon, fabulous Oak Creek Canyon and Jerome, Ariz., a most interesting ghost town. The scenery was just out of this world and we are convinced that no other country can surpass ours for beauty.



Photo on left shows Larry Kennedy in the center and David Westheimer second from left, playing poker while they were POW's in a German Prison Camp after being shot down at Naples, Dec. 11, 1942. Middle photo is of one of the early heroes of 1942 action, Major General Joe Kilgore and on the far right is everyone's buddy, Clyde Davis, husband of our talented pianist at the reunions, Doris Davis.

Again it is with heartfelt sorrow I must report the death of another early 98th hero, Larry Kennedy of Phoenix, Ariz. Larry died March 27th of a heart attack. The funeral was held March 29th and was attended by hundreds of friends and former students of Lafayette Elementary School where he had been principal for nearly thirty years until his recent retirement. The students and faculty held a memorial service for Larry at the school on April 3rd at which time they had students say a few words and raised the American Flag which was given to Mrs. Beth Kennedy, his widow. David Westheimer, Navigator on Larry's crew, also gave a short eulogy. Larry was one of my favorites and though I never made a mission with him, I was for a short time an armorer gunner on NATCHEZ TO MOBILE. Thanks to Major Metcalf I was taken off and Brazil took my

place so I wasn't on that fateful mission to Naples or it would have been two soldiers getting the third degree like Sgt. Rizzo did for shooting at his ancestors.

Larry wore a smile almost constantly and had a great sense of humor. When NATCHEZ was going down on that Naples raid and fighters were blasting the crippled plane, Al Barnes, who came to the reunion in Nashville, called over the inter-com, "Gunner to Pilot, I'm running out of ammunition," Larry with his consistent sense of humor replied, "I'm running out of engines".

In the middle photo is a big man in Texas, named Mr. South Texas in 1960 and a member of the U. S. Congress from the 84th through the 88th sessions, Major General Joe Kilgore. This is an incident that probably not too many of the 98th have heard. On that particular mission on Naples, Joe Kilgore pilot on one of the 343rd planes saw NATCHEZ alone in the blue as his element had continued on to Africa, severely hit by flak and a duck for the Jerry fighters who were coming in for the kill. Joe Kilgore left his formation and flew cover between NATCHEZ and the enemy until the plane lost altitude and plunged into the sea. Joe, congratulations on this courageous act by you and your crew.

The third photo is shown with a more happy feeling, that of Clyde Davis, another POW, listed as missing in action, presumed dead and for whom they had a memorial service in Fairfield, Iowa, his home town. Clyde a rural mail carrier almost a year later delivered the card he wrote Doris while in prison camp which had never been delivered. Clyde, who had open heart surgery a few years ago, had another severe heart attack recently while visiting in Arizona. Lena and I talked to Clyde and Doris last Sunday and are pleased to announce he has recovered and returned to work but will retire this fall.

David Westheimer, author of VON RYAN'S EXPRESS recently had published VON RYAN'S RETURN but it is too early to tell about its reception. He plugged the book in Houston which helped down there, but quoting David, "One city does not a best-seller make". It will, David. RIDER IN THE WIND which you send me is making its round among the Senior Citizens at Palo Duro where I am so active and on the Advisory Council.

Recently I had the pleasure and privilege to work as a volunteer on the Special Olympic Track Meet, which you undoubtedly know is for handicapped kids. I was never so impressed; to see the courage of these talented kids brought tears to my eyes. (May God Bless them). Running the races and other events makes one think and if one should be bothered by a headache or other minor ailment, try attending one of these Special Olympics and believe me, you will see the light.

I would like to thank three book stores who are handling the sale of THE STORY OF THE 98TH, the Beachcomber Bookshop in Tucson, Ariz. who has sold quite a large number and recently The Country Newspapers in Hertz, England which Cliff Bishop and his brother own, bought a considerable number and



Official Publication of; THE PYRAMIDIERS
98th BOMB GROUP (H) VETERANS ASSOCIATION

Honorary President.....John R. Kane
President.....John A. Fornwalt
Vice President.....A. Roy Cofer
Sec.-Treas.....Walter H. Bolling, Jr.
Publicity Director.....Joe C. Price
Editor.....Geo. B. Baroni



want the exclusive to sell it throughout Europe. Today I received a letter from The Battery Press, Inc. in Nashville, Tenn. who wish to procure books in August at which time their brochure on unit history selections will be sent out to their clientele. The Beachcomber and The Battery Press have sent me copies of their brochures of the books they are selling. They are very well done and I compliment them and especially thank them for their orders and interest.

Received beautiful letters from Jim Stubbs, my 344th buddy, from Dardanelle, Arkansas and John McDonald of Shelbina, Mo. He enjoyed THE STORY OF THE 98TH. He served with the 98th at Lincoln, Nebraska from October 1960 to May 1965. Quoting John, "The 98th was the best outfit I was in" and John served in the Air Force for 20 years. John enjoyed VON RYAN'S EXPRESS but has had a difficult time trying to get copies of VON RYAN'S RETURN and RIDER IN THE WIND. Write to David Westheimer, one of the nicest guys I have ever known. His address is 407 N. Maple Drive, #206, Beverly Hills, Calif. 90210. I'm sure he will be glad to give you the information you requested.

Also just received a nice letter from one of the outstanding pilots and CO's of the 343rd, Frank DeLong. Frank gave me his change of address - P.O. Box 3725, Sarasota, Florida 33578. Frank, are you still in real estate? Don't forget small planes can still land at our International Airport and we'll pick you up.

My apologies to Bill Seitz who called me from Kansas Sunday and I was out mountain climbing and rock hunting, or was it a blonde? Lena and I will see you on our trip to Grinnell, Iowa in October. My mouth is already watering at the thought of the wild game you mentioned you have in your freezer. Don't forget 1228 Glorieta Street is on the route between Kansas and Arizona and that holds true for any of the 98'ers who are in our neck of the woods. The welcome mat is always out.

Bill came to the 344th in the early stages of the war and his crew was called "Nine Men and a Boy". The boy was Bill, of course. Bill had two tours, doing approximately 100 missions. My buddy Marty Freedman sent me a copy of Mauldin's cartoon printed in Italy. It showed two GI's sitting near a B-24 when two MP's walked up and wanted to hitch a ride to Naples. One GI answered "You better ask those people you just ran off the field. One of those 'kids' was the pilot". No offense, Bill - I still say you were the youngest - at any rate the youngest looking pilot in the 98th.

I hear the oil companies are going to cooperate with the public to cure our energy ills. They will furnish the drilling equipment and the public will get the shaft.

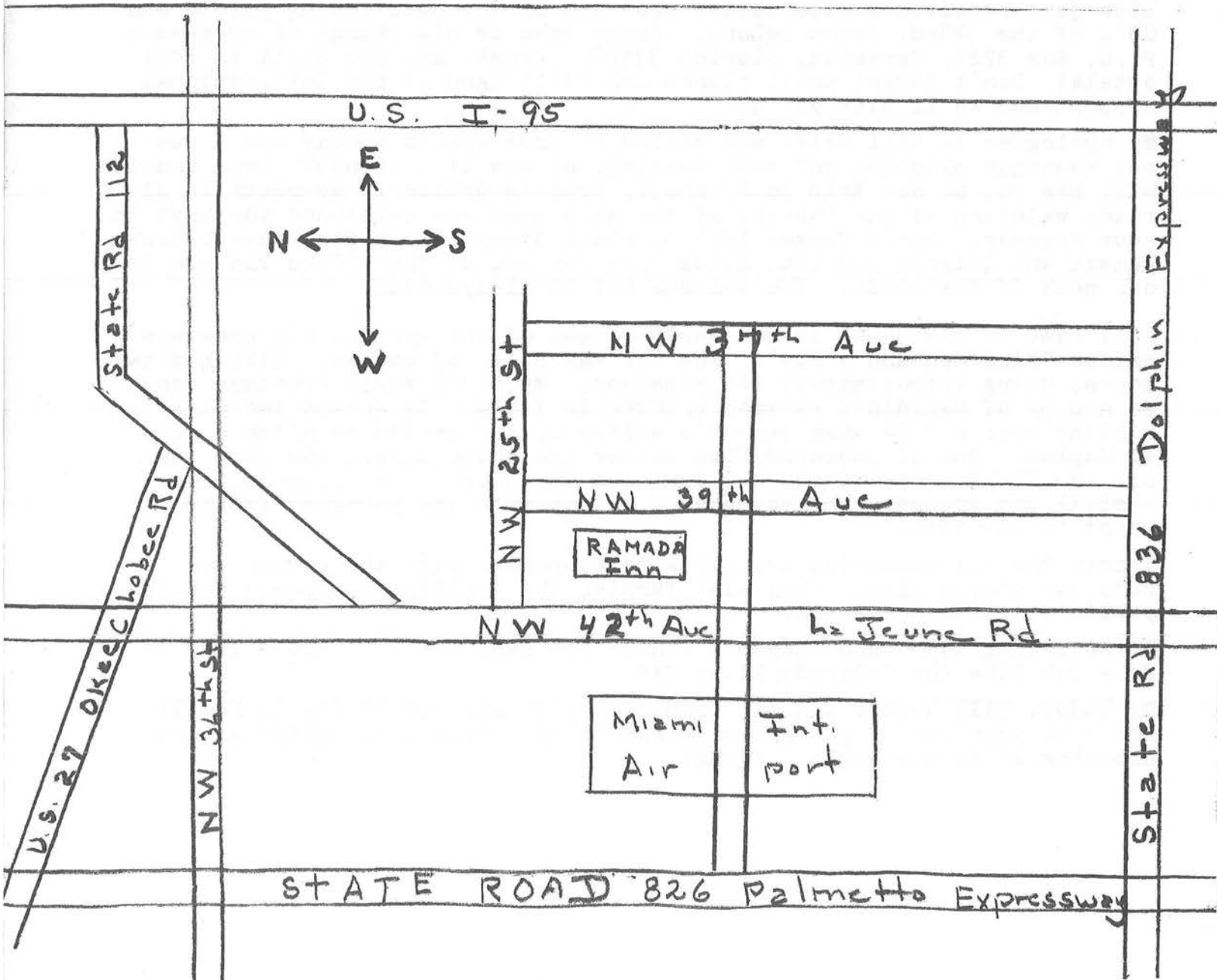
After seeing the Grand Canyon I wonder how many bombs it would take to do a job like the Colorado River did.

My buddy, Bill Horney and his beautiful wife are now living in Hawaii. Don't be surprised if you get a telephone call next year saying we are dropping in to say hello. Aloha!

Harland Hill, who is promoting the Miami Reunion in October, writes to give further information. In the previous newsletter I stated the tour itinerary so will not repeat this item. Harland couldn't get firm commitments on prices for rental cars but suggests you try either Budget, Dollar or Alamo who have the best prices. If anyone desires to take a cruise, contact Lorraine Travel Bureau, 1001 N.W. LeJeune Rd., Miami, Florida, 33126, telephone 1-305-642-1001 and ask for Terry.

Dog and Horse tracks will be open and the Dolphins will be at home Oct, 26, probably playing the Buffalo Bills. Golf, tennis courts and bowling are only a few blocks from the motel. Any questions concerning the reunion, please contact Harland Hill, 3781 N. W. 11th St., Miami, Fla. 33126.

Please get your reservations in as early as possible to give Harland a break on his plans and procedures. Harland, give me final instructions and information in early August for the September newsletter as that will be the last one before reunion time.



Don't forget dues which are past due. They are \$7.00 but the Association would appreciate extra if you can afford it. Inflation, you know! Please notice change of address for our Treasurer, Walter H. Bolling, Jr., Rt. 8 - Box 203, Gonzales, La. 70737. Walter is living in the same house, same location but the address is different. Our famous postal system. Walter has decals for both B-24 and B-29 members so when you pay your dues, ask for the decal but emphasize the type of plane you flew or served.

Also must mention that those members who are up to date and pay their dues will received the new 1980 roster of 98th members. Unfortunately, some of the most recent members could not be listed - it was just too late.

President Fornwalt sent me this article which I'm sure will be of interest to our new buddies of the Korean conflict. From the WILLIAMSPORT SUN GAZETTE, Wednesday, February 20, 1980:

"B-29 READIED FOR FINAL TRIP FROM LIMESTONE, MAINE. Last flight-worthy B-29 bomber still owned by the Air Force is scheduled to depart from Loring Air Force Base on Thursday for its final resting place in a London War Museum. The plane, nicknamed 'IT'S HAWG WILD' has been at Loring for a few days since arriving from Arizona and is being readied for its final flight across the Atlantic. The four-engine plane, also known as the 'RAZORBACK' is being permanently loaned to the Imperial Air Museum."

MEMORIES FROM THE PAST - from My Diary:

June 1942 - Training in Florida before our departure to combat a month later. How many remember the barracks bags of oranges, grapefruit and tangerines brought to the tent area in Fort Myers from the Firestone orchards?

June 1943 - 1 P.M. - got us out as 100 German paratroopers landed south of Benghazi. Ammo dump burned and three planes destroyed. 9:30 P.M. Nazi's bombed Benghazi.

June 1944 - 6 A.M. 40 planes of the 98th took off for Ploesti (didn't record the mission number as we hit Ploesti at least fourteen times). The 500 pounders did a good job - lots of flak as usual and several planes shot up - 344th lost SKY WOLF.

June 1945 - Back in God's Country.

Since I have only two more issues of THE PYRAMIDIER to edit I would like to get a volunteer from New Mexico to send out the newsletters. We have about twenty members and I hope one will take over this not too strenuous duty. After my last December issue, Lena and I will hit the road visiting our friends and hoping to get as many signatures for my copy of THE STORY OF THE 98TH which will eventually go into the historic Air Force Museum in Fairborn, Ohio. When traveling I will definitely not be able to mail the issues from Albuquerque so, please, will one member take over this responsibility?

DECEASED:

Sinsko, Michael J.	344th	July 4, 1979	IL
Hudson, Pierce	343rd	Aug. 13, 1979	IL
Johnson, Chester A.	345th	Sept. 24, 1979	OH
Kennedy, Larry C.	344th	March 27, 1980	AZ

NEW MEMBERS:

343rd Squadron:

B	Hynes, Walter T.		404 N. 21st St.	Bozeman, MT	59715
G	Banks, Philip B.M.		P.O.Box 308	Eutaw, AL	35462
G	Phifer, James E.		Rt. 1 Box 213	Nyssa, OR	97913
P	Harrell, Hershell		Rt. 1 Box 545	Rockvale, TN	37153
P	Dixon, Christopher P.	(B-29)	3725 W.Hartford Ave.	Glendale, AZ	85308
P	Helfrich, Robert A.	(B-29)	3816 James Ave.	Huron, OH	44839
C	Stephens, Robert L.	(B-29)	3005 S. 90th	Tacoma, WA	98409

344th Squadron:

G	McLaughlin, Albert		211 Moore St.	Moorestown, NJ	08057
N	Canfield, E. R.	(B-29)	1228 Tamarack Dr.	Moscow, ID	83843
LM	Anderson, Nels A.		2700 El Rancho Drive	Scotts Valley, CA.	95066
C	Wortman, John R.		336 Mary Lane	Warner Roberts, GA	31093
P	Campbell, Roland A.	(B-29)	6423 Gay Lake	San Diego, CA	92119
P	Williams, J. B.	(B-29)	6225 Cresthaven Dr.	La Mesa, CA	92041
P	Lethers, Edward W.	(B-29)	729 Hilbert Dr.	Fallbrook, CA	92028
C	Hermanns, Egon F.	(B-29)	23128-75th Ave.W.	Edmonds, WA	98020
C	Felger, Richard G.	(B-29)	5205 N.E. 36th Ave.	Portland, OR	97211
P	Birdsong, G.P. Jr.	(B-29)	630 Seaforth St.#503	Victoria, BC Canada, V9A 3R8	
C	Riede, Donald E.	(B-29)	8389 Firshade Ter.	Cincinnati, OH	45239
LM	Marsh, Billy J.	(B-29)	2501 Clifty Falls	Centerville, OH	45449
C	Kurlinski, Alyn	(B-29)	222 31st St., N.W.	Canton, OH	44709
G	Horn, Omer E.	(B-29)	P.O. Box 998	Raton, NM	87740

345th Squadron:

C	Ansley, Wilmer		335 Berckman Rd.	Augusta, GA.	30909
C	Minkler, John I.	(B-29)	Box 164	Yachats, OR	97498
LM	Tokin, Louis	(B-29)	27128 S.E. 432nd	Enumclaw, WA	98022

HQS Squadron:

HQ	Moorehead, Robert K.	(B-29)	398 Begonia Blvd.	Fairfield, CA	94533
----	----------------------	--------	-------------------	---------------	-------

CHANGE OF ADDRESS:

343rd Squadron:

Wood, William H. Jr.		458 Fairway	Granbury, TX	76048
----------------------	--	-------------	--------------	-------

344th Squadron:

Marusich, Carl C.		4610 Ace Dr.	Oklahoma City, OK	73127
-------------------	--	--------------	-------------------	-------

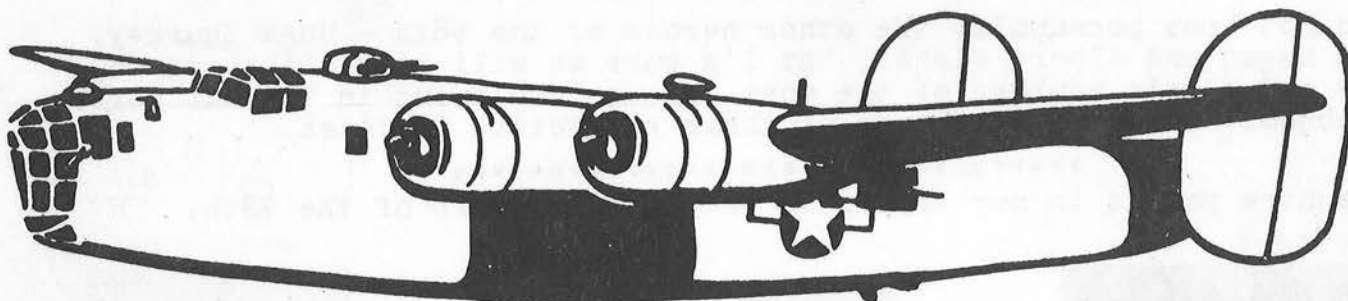
345th Squadron:

Wagner, Earl L.		P.O.Box 155	Jersey Shore, PA	17740
Marsh, Walter		1198 C-2 W.Middle Tpke.	Manchester, CT	06040
Bolling, Walter H. Jr.		Rt. 8 Box 203	Gonzales, LA	70737

415th Squadron & HQS:

Breault, George L.		Box 1083	Brick Township, NJ	08723
--------------------	--	----------	--------------------	-------

THE PYRAMIDIER



Number 27 98th Bomb Group (H) Veterans Association June 1979

It is with deepest sorrow and saddened hearts that Lena and I greet you at this time. Since the last issue we have lost several devoted members.



DECEASED

Maj.Gen. Hugo Rush
Col. Marshall R. Gray
Karl Smole
Hugh E. Sharkey
Louis W. Hagen
Albert S. Fisher
C. B. Bramlett



Hugo P. "Speedy" Rush, USAF, Maj.Gen. Ret., our Group Commander who led us into combat in 1942, died Thursday, February 1, 1979. He resided at 100 Pierce St., Clearwater, Fla. He was well decorated - the DSM, Silver Star, Legion of Merit, Flying Cross and four Air Medals. In his last letter to me, he mentioned that his orders from Washington as we went into combat July 1942 were "Retreat to Baghdad". This order was due to the fact that Rommell was at the gates of Cairo. The 98th did not retreat, much to Rommell's sorrow, nor was the 98th ever turned back from a combat mission by enemy action.

Colonel Marshall Gray was our fifth Group Commander, from January 15, 1944 to July 25, 1944. He was buried in Fort Sam Houston. He earned the DFC with cluster, Silver Star and Air Medal with two clusters. He is especially noted for leading our 200th and 250th missions. The 200th was Mestre Railway Junction, Italy and the 250th was June 26, 1944 on the German Aircraft Factory at Schwechat, Austria just outside of Vienna. Both were pulverizing successes.

Karl Smole called us before he and his wonderful wife Doris left on a vacation to Hawaii. We were shocked to hear that he collapsed and died upon disembarking from the plane on arrival home. Karl and I were great friends from Acre Palestine to Italy, as well as up to his death.

Another devoted member, C. B. Bramlett, Jr. passed away suddenly of an acute heart attack April 7, 1979. We'll miss his smiling countenance at

the Nashville reunion this year as he and Virginia were always present at most previous reunions.

I did not know personally the other heroes of the 98th - Hugh Sharkey, Louis Hagan and Albert Fisher, but I'm sure we will miss all these devoted and heroic members of the most famous Bomb Group in the Air Force. Our condolences to all members of their respective families.

Three more photos in our series of dedicated workers of the 98th:



Left - Stanley Manter, Flight Leader for Connecticut and a very diligent worker. Stanley and his beautiful wife are present at nearly all reunions and will be at Nashville.

Middle - who else but my buddy, Walter H. Bolling, Jr., a very devoted worker, not only being Flight Leader for Louisiana but our untiring Secretary-Treasurer. You'll see Walter and one of my sweethearts, his wife Gracie, at the Grand Ole Opry.

Right - Rudy Schmeichel who is probably the Daddy of the 98th Veterans Association and is Flight Leader for part of Texas along with Kenny Scroggins who heads up the other part of that state. Rudy was very active with our group but now is extremely busy with other projects.

The STORY OF THE 98th is completely sold out. Sorry to announce that there will be no more books available as the first issue is "finito". I was holding a couple of volumes for myself but I have only one left and that one is priceless as it contains many signatures of the 98th heroes. I will bring my book to Nashville to have it autographed by such members as haven't yet done me the honor of signing it for me.

We tried to get a second printing of the book recently and were notified that the publishing company had disposed of the mats and it would be too expensive to print a new issue. I was not informed by the two agents who represented the company that this would happen, though they claim otherwise. We would not have gone ahead with the printing as they were told emphatically that the book to go over had to be presented at the Albuquerque reunion last year and this event would take place after the deadline they claim for re-ordering had expired. This development was a great surprise and disappointment to me since I was certain a second printing would be available.

Ironically the book seemed to be more popular with historians and members of other groups who saw reviews of it in such popular media as the Liberator Club, AeroSpace Historian, V.F.W. and American Legion Magazines. Ample notification and warnings to all members were made in several

previous newsletters that the supply was getting low and in order to have the book mailed it was necessary to send in the full price of \$20.00 or the difference between the original deposit of \$15.00. However, the money will be refunded to those who sent in the originally quoted price of \$15.00 upon their request.

Lena and I are still trying to locate a printer who will do the job so we can retain the selling price of \$20.00 prepaid. We have had one quotation from a local printer but the price, due to inflation, was too high to consider as it would have been necessary to make the price considerably higher. I am very sorry about this turn of events and extend my most humble apologies.

Our congratulations to Cory Orne who did a super-magnificent job with the mini-reunion at Chicopee, Mass. on March 10th. Forty-five people attended and had a gala time; including our prexy John Forwalt and the Finnegans. Cory, like I, a glutton for punishment, has already made arrangement for next years reunion at the same place on April 26, 1980. Remember this and at that time of year there will be a possibility of my making it - no snow.

NASHVILLE - 1979 - July 16 - 17 - 18 - 19.

All roads lead to Nashville and a grand time at the Grand Ole Opry. Hope Minnie Pearl will be there. Got a wonderful report from Hank Fasig who is ram-rodding this years shindig. He has 230 who have sent in reservations, this, of course, includes wives and children. Please let Hank know of your coming because promoting a reunion is a "helluva" job and every notification makes the job easier.

The first day - Monday (though many will be there greeting each other on Sunday), will be check-in, registration, etc.

The second day - Tuesday will be a full-day trip to Opryland and the Ole Opry House.

The third day - Wednesday will be, according to Hank, "on your own". Sightseeing tours will be available for sign-ups. The banquet will be held Wednesday night at the Opryland Hotel with a cash bar and the dinner will be rib-eye steak with teriyaki sauce and will be followed by the usual speeches and the entertainment will be by the Smoky Mountain Boys of ABC, NBC and Grand Ole Opry. They will perform for forty-five minutes and will also have group participation.

The fourth day - Thursday, Hank is planning to have the Annual Meeting prior to check-out at noon. This may not be possible if too many will be leaving early for home in which event it will be held on Wednesday morning.

Pictures of the squadrons and their wives will be taken at the Holiday Inn prior to catching the buses to Opryland Hotel. So, please, anyone coming merely to the banquet remember to come to the Holiday Inn early to be included in the group pictures.

The hotel wishes to inform anyone who is coming that they will hold your reservations until 6:00 P.M. only. If you intend to arrive after the 6:00 P.M. deadline, a deposit must be sent to the hotel to hold your reservation.

Hank is trying to get the Governor of Tennessee to greet the "Famous 98th". Any late-comers, please notify Hank as soon as possible and make this reunion the best and biggest ever. To date he has a tremendous turnout. Good Luck, Hank, and congratulations!

MEMORIES OF THE PAST FROM MY DIARY: Were you there? Do you remember? Maybe you were actively involved.

1942 - This reunion will be the 37th anniversary of the 98th going into combat.

1943 - At this time we were practicing bombing over the replica of Ploesti in Benghazi, preparing for the low-level raid August 1st.

July 1944 - I checked the AFCE on the SILVER QUEEN, one of our famous planes, as Cory Orne and Ken Scroggins can verify. Also it was memorable to many of us as two years of combat were completed.

1945 - Many re-enlisted in Nebraska and more got the "hell out" - I was discharged at Camp Devens, Mass. via Victorville, Calif.

THIS 'N THAT

Have received many nice reports about the book along with their intentions of seeing us in Nashville. A few among such are: William D. Boyce of the Chicago area who wanted to send me some snow. No thanks, Bill. Victor Osimitz of Racine, Wisconsin and Robert Nystrom and Bob Dean who were shot down in MISS PLEASE July 15, 1944.

Note: Reinie Schweitzer, 1312 Longmont, Boise, Idaho would like to hear from George Hightower.

Stuart Floyd wants to know if Ed Hayduk is the one who trained many in Florida and later became crew chief. Is this right, Ed? Ed is Flight Leader for Southern California.

Received a letter from Rev. John F. Price, formerly of the 44th at McDill and Barksdale. Any original members of the 98th remember "Chicken" John Price? If so, write the Reverend at 5 N. Huron Drive, Portsmouth, Va. 23702

Aviation Historian Bob Gill (Maj. USMCR) 6200 Gulf, 2120 Houston, Tex. 77081 is interested in any WWI and II paraphernalia, including history, photos, log books, etc. Please contact.

Robert A. Viau, 537 N. Gower St., Los Angeles, Calif., 90004, another historian, writes "The Story of the 98th" is outstanding and was created the way an historical book should be". Thanks, Bob. He is interested in purchasing flight jackets and other mementoes of Air Force groups (and he wears them wherever he travels) and will pay for such items. Many of these items are ending up on foreign soil and Bob's motto is "keep these WW II relics in the good old U.S.A.". I agree, Bob.

Chaplain (Gen. Ret.) John P. Duggan purchased a book. Many of us remember his gracious spiritual guidance in the '40's. Hope the book brings back memories, Father.

Walt Howey is recuperating in the hospital again and I believe Mrs. David Cochran is not too well. I am sure letters will be greatly appreciated.

Received a card from Ed Tracey reading - "Howdy from the Middle of Nowhere (Albuquerque) - 30 miles from water - 2 feet from hell". Tracey, I believe you mentioned coming from San Antonio. Where is that? In my study of geography I only "Remember the Alamo". Only kidding, Tracey - San Antonio is beautiful and I have a lot of friends down there. Will be down to see you someday and you can show me the outskirts of the Alamo.



Aside to Jerry Finnegan - notify me of your moves beforehand and not after the newsletter is sent to you. Glad to hear you and May love your new mobile home at your new address.

While we are in this reunion mood, don't forget next year's reunion, 1980, will be held in Miami, Florida and will be in October (a new time) with Harland Hill as host. Also, let's think ahead as two have shown interest in 1981 and 1982. I am personally in favor of going to smaller cities, where space is available, and forgetting the larger convention cities that are getting so exorbitant.

George LaBounty would like to host the 1981 reunion at Harlingen, Tex. where the Confederate Air Force is located. This sounds good and I will help George push at Nashville for this commitment as it would be an ideal spot. I believe they have great air shows in October also. George notified me, as have other distinguished members of the Confederate Air Force, that their B-24 - DIAMOND LIL - probably the only active "Lib" at present could be made available for flights for the 98th members. Are you interested? Contact George LaBounty. George, I'll try to see you this October for your Air Show and give you some publicity.

Cory Orne is interested for 1982 with Albany, N. Y. as the site. Trips to West Point and other historical Revolutionary War sites could be arranged. There are a great many members in that area - New England, New York, New Jersey, Pennsylvania, Ohio, etc. so it could have a very good turnout, probably the largest potential yet.



	Official Publication of: THE PYRAMIDIERS 98th BOMB GROUP (H) VETERANS ASSOCIATION	
	Honorary President.....John R. Kane President.....John A. Fornwalt Vice President.....A. Roy Cofer Sec.-Treas.....Walter H. Bolling, Jr. Publicity Director.....Joe C. Price Editor.....Geo. B. Baroni	

NEW MEMBERS

343rd Squadron:

C	Kearsley, Donald E.	7339 Brook Valley	San Antonio, TX 78242
C	Boyce, William D.	4195 Dixon Dr.	Hoffman Estates, IL 60195
G	Bolger, David E.	3524 West 152 St.	Cleveland, OH 44111
C	Adams, Mel A.	234 Horace Ave.	Palmyra, NJ 08065
G	Noury, Ray	2 Sayles Hill Road	Manville, RI 02838
N	Streechon, George P.	6520 Aldea Ave.	Van Nuys, CA 91406
C	Moses, Percy E.	800 Huntersville Rd.	Marlinton, WV 24954
	Jaquez, Arthur A. (Korea)	5204 Cedarwood Dr.	Farmington, NM 87401

344th Squadron:

C	Young, G. Victor	638 S.Randolph St.	Macomb, IL 61455
GP	Hersch, Robert E.	52 Northampton C	Century Village W. Palm Beach, FL 33409
C	Meek, Noel W.	131 Barnes Dr.	Paducah, KY 42001
C	Anglin, Claudie F.	Rt. 2 Box 67	Hamilton, AL 35570
C	DeLong, Kelly R.	512 S. Larry Circle	Brandon, FL 33511
G	Izzo, Alphonse	P. O. Box 7004	Johnston, RI 02919

345th Squadron:

C	Haritos, Peter T.	5 Elmbrook Rd.	Bedford, MA 01730
C	Wilk, Joseph A.	9135 Audubon Rd.	Detroit, MI 48224
LM	Floyd, Stuart L.	P. O. Box 315	St. Augustine, FL 32084
	Maluy, Dale C. (Korea)	644-A Grove S.E.	Albuquerque, NM 87108

415th and Hdqtrs.:

N	Rosberg, Carl G.	1015 Cragmont Ave.	Berkeley, CA 94708
P	Goudy, Walter L.	Rt. 2 Box 304½	Pensacola, FL 32506
C	Ancheta, T. D.	403 S.W. 128th St.	Seattle, WA 98146
G	Biggerstaff, Robert E.	P. O. Box 869	Ruidoso, NM 88345

CHANGE OF ADDRESS

344th Squadron:

	Barnes, Albert H.	483 Grace St	Northville, MI 48167
	Cock, Thomas C.	725-B N. 4th	Lompoc, CA 93436
	Nassi, Sam	9100 Wilshire #404	Beverly Hills, CA 90212
	Marusich, Carl C.	4388 N.W. 36th, Apt. 5	Oklahoma City, OK 73112
	Ostendorf, Ted Lt. Col.	Lockheed Aircraft Intern'l	APO N.Y., NY 09038

345th Squadron:

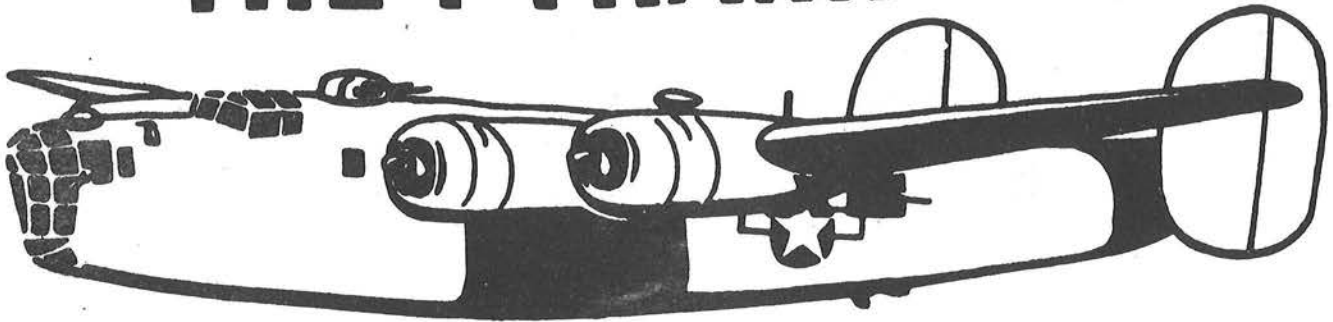
	Paradise, Alfred A.	3115 McGeorge Terrace	Alexandria, VA 22309
	Finnegan, Gerard F.	15 Adams Circle	Carver, MA 02336

415th & Hdqtrs:

	Skavang, Harold	RD 2 Pox 314-C	New Florence, PA 15944
	Carr, Robert	RD 3 Pox 237	Philipsburg, PA 16866

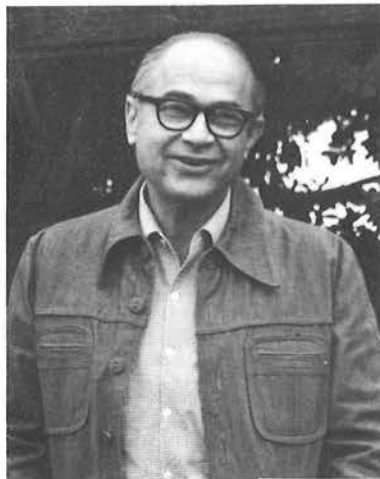
SEE YOU IN NASHVILLE! YOU ALL COME!

THE PYRAMIDIER



Number 29 98th Bomb Group (H) Veterans Association December 1979

It is that time again to send all of you our Christmas Greetings and we sincerely hope you had a wonderful year..... we wish you all a most enjoyable Holiday Season and our prayers are with you all for the year 1980 with the hope that national and world conditions will improve. Sorry to say we have not had the most enjoyable year as my sister died in June and Lena lost her Dad recently.



On the left, Salvatore E. Manzo, our last Group Commander in Italy, who took the 98th home in 1945. Sal is now Director of Executive Development, Jesse H. Jones Graduate School of Administration, Rice University, Houston, Texas. He will be responsible for planning and implementing executive education designed to enable middle-level and senior executives to broaden and refine their business knowledge and decision making skills required of Top Management. He anticipates having as participants business and government executives from the U. S. and abroad. Sal has had a world of experience in business and civic activities as former president of the El Paso Chamber of Commerce and the El Paso Industrial

Development Corp. as well as Aviation Director for the City of Houston. Good Luck, Sal! Lena and I send our most hearty congratulations and know you will be an outstanding success in this new venture as you have been in the past in your military and civil life. Flournoy, I'll bet you are proud of your "boy".



In the center is my favorite author and buddy, David Westheimer, who wrote "Von Ryan's Express" and is now working on a sequel "Return of Von Ryan" which hopefully will be available in the spring. Thanks a million, David, for the autographed copy of your latest book "Rider on the Wind" which is now in circulation. Lena and I have both enjoyed it and recognize certain similarities. In fact, "Major Metcalf" took me off Larry and David's crew on NATCHEZ TO MOBILE which was later shot down on December 11, 1942 over Naples. This book depicts life in the Haifa area of a B-24 navigator stationed at Ramat Jonas. He even mentions the most famous missioner in the Middle East - the "Brown Bomber". This book should be enjoyed by all members of the 98th, especially by all who came over on the LOUIS PASTEUR as well as the original combat crews. By the way, David, is this story entirely true?

On the right is A. Roy Cofer, Vice President of the 98th Veterans Association, flight leader for Georgia and a very active and conscientious worker for the 98th.

The second printing of "The Story of the 98th" has been received and is now available to anyone interested. The price is now \$22.50 postpaid, but please make checks payable to George Baroni and not the 98th Bomb Group Veterans Association. Also many members have been sending checks and orders to Walter Bolling which necessitates Walter remailing the checks to me, which causes him extra work and delays shipment of the book. With Christmas upon us this book would be a valuable contribution to your local library, especially if your photo is in it. My address is - 1228 Glorieta St., N.E., Albuquerque, N. M., 87112.

Everyones' favorite, "Killer" Colonel Kane, has returned home and is recovering from his recent kidney stone operation. He wants to thank all his buddies who wrote to him and would be happy to hear from others who had not known of his surgery. Thanks, Mrs. Kane, for your beautiful letter but we're sorry we couldn't get a specimen of the Colonel's kidney stone to add to our rock collection. Hope you are feeling better, Colonel, and on your way to complete recovery. Lena and I will get to Barber (that's Arkansas) some day. For a practicing cutting barber I have no use whatsoever. We are looking forward to meeting your wonderful wife. By the way, Phil, that was a cute picture of the two of you on your letter.

Re the photos taken at Nashville, if any one wishes to buy any contact Mitch Karam Studio, 265 Sailboat Drive, Nashville, Tenn. 37217. Prices - 16 x 20 \$55.00; 11 x 14 \$35.00; 8 x 10 \$10.00; 5 x 7 \$7.00; 4 x 5 \$5.00. All orders prepaid and are subject to a 6% tax and an additional \$1.00 for postage and packing.

	Official Publication of; THE PYRAMIDIERS 98th BOMB GROUP (H) VETERANS ASSOCIATION	
	Honorary President.....John R. Kane President.....John A. Fornwalt Vice President.....A. Roy Cofer Sec.-Treas.....Walter H. Bolling, Jr. Publicity Director.....Joe C. Price Editor.....Geo. B. Baroni	

This is the start of my third year as editor of the Newsletter and many members do not know who is responsible. Maybe it is time for a change of guards. I will probably be elected as one of five new members of the Advisory Council at Palo Duro Senior Citizen Center where we have over 6,000 members. This will take up much of my time in addition to my many voluntary civic and charitable duties in the Grey Gladiators at the Center so it may be difficult to do justice to the Newsletter which takes up quite a large portion of a month every three months. I would, however, make a suggestion that when a new editor is elected or appointed in the future, that he should be elected by the members of the association at the annual meeting as an officer so he can receive the same privileges as the other officers.

One of my friends in the Palo Duro Center is named Chuck Hunter and he was stationed at Foggia, Italy in a B-17 outfit. Has anyone in the 98th heard of a B-17?

Lyle Sewell, flight leader for Wisconsin, has moved to 4009 - 25th St., East, New Port Richey, Fla. 33552. Howabout one of you Wisconsin boys taking up the good work that Lyle has done as flight leader? Contact John Fornwalt, Walter Bolling or me.

Nick Manelli writes that his name isn't on the original roster included in THE STORY OF THE 98TH and wonders why. The roster was reprinted in the book exactly as received from a member in headquarters. By the way, my name was not included either and I have been a member of the 98th since Barksdale Field and when I came home on furlough in March 1945 I assumed I was still a member but the War Dept. only credits me with 9 campaigns instead of 14. Maybe some member in the orderly rooms of the squadrons could answer this question more efficiently than I. However, I don't blame you for being disturbed about this.

MEMORIES OF THE PAST from my diary. WERE YOU THERE?

December 1942 - NATCHEZ TO MOBILE shot down Dec. 11th over Naples. The 344th was assigned to service the 93rd Bomb Group under Gen. Timberlake's brother - the 344th was told by members of the 93rd "you do the servicing - - we'll do the fighting" oh well.

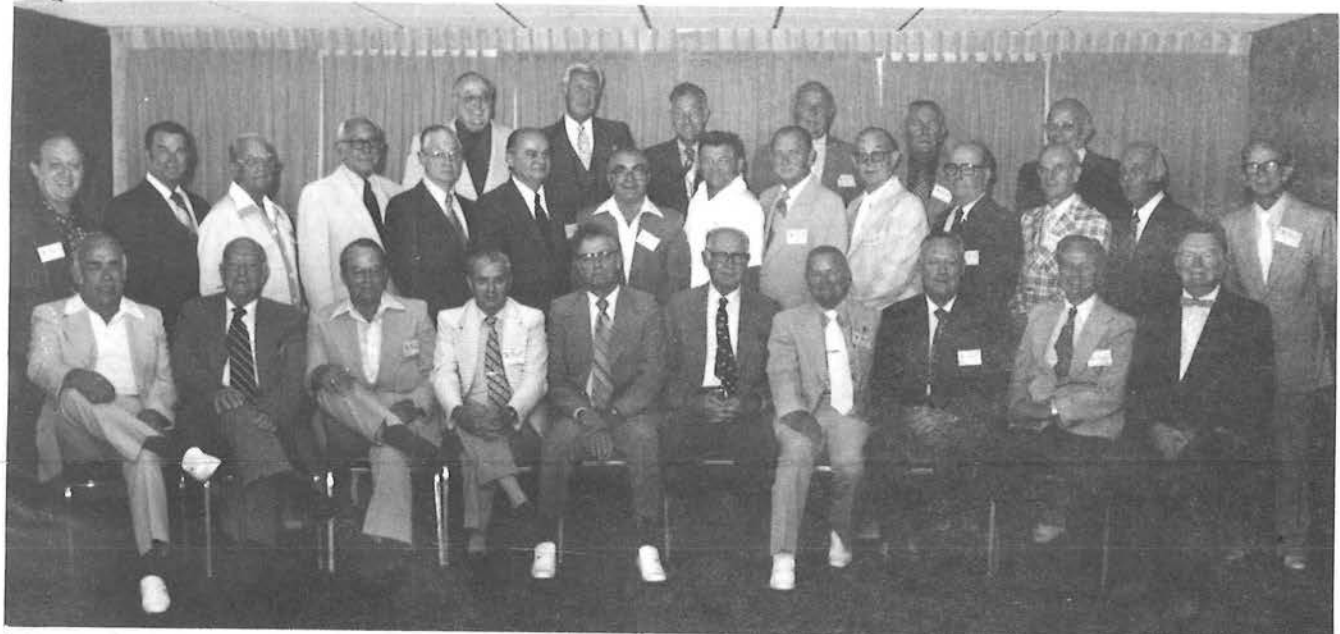
December 1943 - Moved from Brindisi to Manduria - famous for olive trees and a foot of mud.

December 1944 - Vienna was one of the milk-run targets this month - I believe this was the area where some of the ack-ack had a red, white and blue tinge.

Haven't heard from Jack Hipps concerning his progress on the trip to the Middle East. Sorry, Jack, but I have to meet the deadline.

Cory Orne wants to remind the Northeast members of the mini-reunion to be held Saturday, April 26, 1980 at the Fairfield Inn, 450 Memorial Drive, (Rt. 33 - Exit 5 Mass. Tpke.) Chicopee, Mass. 01010. Cost is \$16.00 per person. Cory's new phone is (518) 548-3372. More in the March issue when Cory will have a detailed review of his Albany 1981 reunion. Like your efficiency, Cory.

DUES ARE DUE! DON'T FORGET! Flyer enclosed. Those who are up to date in their dues will receive the new edition of the complete 98th Veterans Association Roster when it rolls off the press. We are getting many B-29 veterans of Korea and it is possible the newest enrollees may not be listed.



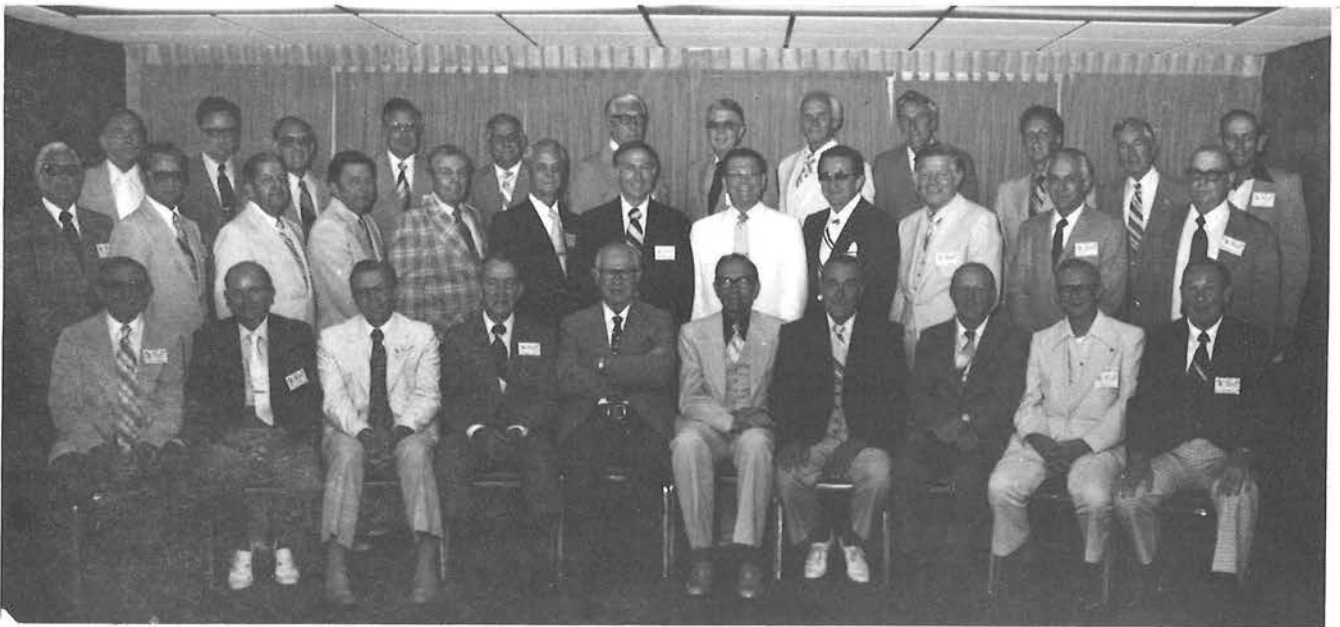
345th Squadron: Front - Peter Barbushack, Walter Ryan, William Simmons, Walter Bolling, Clyde Davis, John Kane, Joe Dennis, James Sellers, John Matheson and Ralph Thompson. Second - Sheldon Okin, Norman Welch, Herbert Long, Joe Price, Victor Freund, Harold Mammos, Rocco Indelicato, Angelo Badalucco, Lewis Daughtery, Ralph Connors, Warren White, Merle Bolen, Bob Abram and Pat Ward. Third - Roy Cofer, Howard Geiselman, Elwood Diehl, Bert Canno, Jerry Finnegan and Lowell Wright.



345th Squadron - Men and Wives - First - wives seated with husbands standing behind: Norman & Virginia Welch, Herbert & Dot Long, William & Dot Simmons, Walter & Gracie Bolling, Blyde & Doris Davis, Harold & Margaret Mammos, Angelo & Petty Badalucco, Elwood & June Diehl, Lewis & Kathy Daughtery, Bert & Theo Cannon. Second - Rocco & Helen Indelicato, Joe & Reba Price, Howard & Florence Geiselman, Roy & Evelyn Cofer, Merle & Betty Bolen.



345th Squadron: Wives and Husbands - First - Clarice Ritter (husband deceased), Walter & Irene Ryan, Joe & Frances Dennis, Sheldon & Natalie Okin, Ralph & Allison Thompson; Ralph & Viola Conners, Lowell & Ina Wright, Pat & Jean Ward; Warren & Vinci White, Bob & Jeanette Abram, James & Jolyn Sellers. Second - J. P. & Eva Burkey.



415th Squadron: First - Boyden Supiano, Jack Guest, Dan Williams, Jack Hipps, John Kane, Royce Gomillion, George Breault, Walter Nossier, LeRoy Benzel, James Barton. Second - Buddy Hart, Merl Vanderhoof, Lewis Turner, Emile Lambert, James Hendley, Dwight Patch, Hank Fasig, Eli Pronchick, Leo Carzoli, Walter Just, Donal Measley, Edsel Terry, Third - George Draper, Donald Malas, John Fornwalt, Roger Senseman, Thurman Beaver, Kenneth Buckbee, Rex Bragg, George Fulfer, Fred Lanzel, Stanley Manter, Samuel Patrick, George Hightower.



415th Squadron: Wives and Husbands - First - Buddy & Joy Hart, Thurman & Mois Beaver, Jack & Elnor Hipps, Jack & Petty Guest, Rex & Sara Bragg, Royce & Ruth Gomillion, Kenneth & Dorothy Buckbee, Fred & Shirley Lanzel, James & Janice Hendley, Lewis & Alice Turner, James & Alice Parton, Second - George & Goldie Fulfer, Helen Adkins (husband deceased) & son John, Merl & Rosemary Vanderhoof, Emile & Cecile Lambert.



415th Squadron: Wives and Husbands - First - Roger & Yvonne Senseman, Samuel & Jean Patrick, Stanley & Jean Manter, Eli & Lubow Pronchick, Hank & Mildred Fasig, George & June Hightower, Donald & Fran Measley, Edsel & Ramie Terry, George & Rose Draper, Walter & Carmello Just, Leo & Elaine Carzoli.

CHANGE OF ADDRESS:

343rd Squadron:

McDonald, Robert B.	Rt. 3, Box 202	Robeline LA	71469
Kirley, Melvin T.	106 Aber le Lane	Exton PA	19341
Beggelman, Israel	1397 Furnace Brook Pkwy.	Quincy MA	02169
Looke, Robert E.	P. O. Box 1682	Largo FL	33540

344th Squadron:

Coleman, Robert E.	RR 4	Frankfort IN	46041
Sewell, Lyle O.	4009 25th St., East	New Port Richey FL	33552

345th Squadron:

Thomas, Richard L.	1535 Idlewild Dr.	Richmond IN	47374
--------------------	-------------------	-------------	-------

415th Squadron:

Spadola, Domenic	224 Pullen Ave.	Waterbury CT	06708
Nelson, Hugh D.	315 30th Ave. N. Apt. 5	Fargo ND	58102

Three other changes, but offhand do not know the squadrons:

Garrison, J. W.	P. O. Box 251	Birmingham AL	35201
Reete, Robert L.	1525 Springhill Terrace	Dethal AL	36303
Sypher, Howard	963 ?	Montgomery AL	36112

DECEASED:

Risley, Jack B.	Aug. 13, 1979	344th	IN
Jansen, Virgil K. (P-29)	Oct. 1, 1978	345th	NB
Ryan, Jack	Aug. 1979	415th	CO
Rifkin, Harry	Oct. 6, 1979	345th	NJ

We have so many B-29 members in our association that I would like members to send me some interesting articles to be incorporated in the Newsletter. I will reserve space for your information. Thanks and welcome to the association. I talked to your Vice-President Dale Maloy the other night and also just heard from my Louisiana buddy that he has 55 (?) more B-29 members.

Haven't received any information lately from Harland Hill who is promoting the 1980 reunion in Miami next October. Will give detailed information with a flyer in March. As the reunion will be in the fall I don't think this delay will be a handicap to the reunion.

Ed Hayduk, flight leader of Southern California, sent me a very interesting letter concerning an event to honor Gen. Draza Mihailovich and the Serbian forces. Col. David Osborn's crew was one who was rescued and I believe Cory Orne and Kenneth Scroggins had experiences there. Space is limited so can't comment further in this issue. Hope you're feeling better, Col. Osborne.

I would like to write more of Frank P. Vachelli's trip to Italy, but again space is scarce - maybe in the March issue. He visited Lecce and vicinity and sent me some photos taken there.

NEW MEMBERS:

343rd Squadron

GP	Kavanagh, Charles	504 Wyatt Ave.	Lincoln	IL	62656
GP	Hazen, F. N.	115 Billips Ave.	Cumberland	KY	40823
* C	Brandon, W.D. (B-29)	1009 Keith Dr.	Hurst	TX	76053
* C	Melton, K. R. (B-29)	P.O. Box 15023	Orlando	FL	32858
* N	Resnick, Stanley S. (B-29)	1084 Cornflower Ct.	Sunnyvale	CA	94086
* C	Crist, Neal S. (B-29)	4609 Charlotte Ct.	El Paso	TX	79924
* C	Clausen, W. E. (B-29)	1355 Flamingo Dr.	Florissant	MO	63031
* C	Cravens, Hugh C. (B-29)	W. 2917 Heroy Ave.	Spokane	WA	99205
* C	Buchanan, M.L. (B-29)	406 Union St. S.	Concord	NC	28025
* C	Fish, Charles L. (B-29)	1108 W. Lime	Lompoc	CA	93436
* P	Potter, Eliot H. (B-29)	3033 Lydia, Apt. 210	Topeka	KS	66614
*	Heider, Kalman L. (B-29)	3113 Futura Dr.	Roswell	NM	88201

344th Squadron

* P	Rea, Kenneth R. (B-29)	430 Coventry Court	Shreveport	LA	71115
* G	Smith, George E. (B-29)	1065 Circo Dr. DCPE	Granbury	TX	76048
* C	Smith, Jack O. (B-29)	24651 Park Dr.	Fort Bragg	CA	95437
*GP	LePlanc, Clarence J. (B-29)	403 Hargis Lane	Belton	MO	64012
*GP	Collins, James P. (B-29)	268 Heritage Glen Lane	Rancho Cordova	CA	95670
* B	Goodson, Henry G. (B-29)	111 Paskin St.	Union Springs	AL	36089
* N	Fournie, James C. (P-29)	16281 Woodstock La.	Huntington Beach	CA	92647
* P	Dickert, Jim R. (B-29)	198 South 3rd East	Salina	UT	84654
* B	Daniel, George E. (B-29)	4708 Jamerson Pl.	Orlando	FL	32807
G	Rifkin, Harry	194 Victoria Ave.	Paramus	NJ	07652
* N	Davis, M. M. (B-29)	8400 Emerald Hill Dr.	Austin	TX	78759
*CP	Martin, William A. (B-29)	3616 Oakview Dr.	Orlando	FL	32806
* N	Adkins, Harold F. (B-29)	914 Del Monte Blvd.	Pacific Grove	CA	93950
* C	Spolski, Andrew (B-29)	P.O. Box 633	Bardstown	KY	40004
* P	Smith, Robert M. (B-29)	5900 Rudnick Ave.	Woodland Hills	CA	91367
*BN	Rice, Wendell H. (B-29)	5625 Via Maria Buena	Riverside	CA	92506
* N	Henderson, Donovan E. (B-29)	1309 W. Thid	Roswell	NM	88201

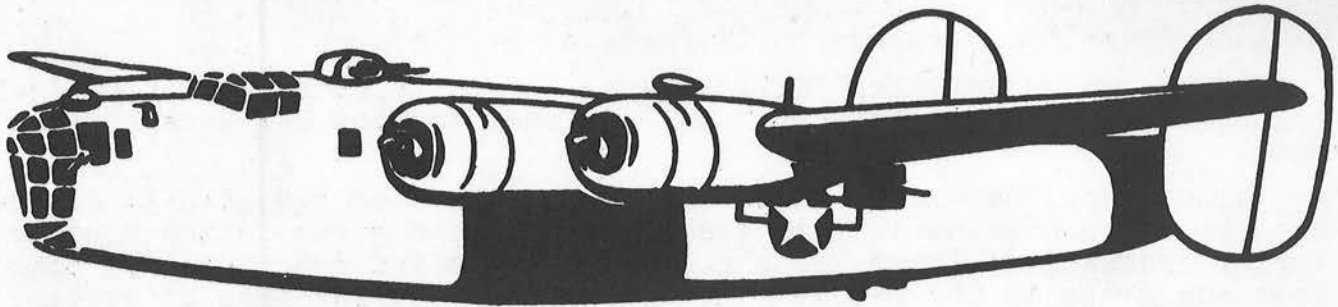
415th & Headquarters

*HQ	Meier, George E., Jr. (B-29)	424 Eucalyptus Dr.	Redlands	CA	92373
* HQ	Shea, Joseph L., Jr. (B-29)	96 Winthrop St.	Holliston	MA	01746
*HQ	Carmichael, Richard H. (B-29)	5051 Overlook Rd. N.W.	Washington	DC	20016
*HQ	Wright, Robert (B-29)	102 Park Dr.	Belton	MO	64012
*HQ	Finfer, H. R. (B-29)	P. O. Box 35293	Dallas	TX	74135
*HQ	Arnold, Edison F. (B-29)	Box 38	Twisp	WA	98856
*HQ	Morgan, Joseph H. (B-29)	8560 Hickory Lane	Riverside	CA	92504
*HQ	Moorehea, Robert K. (B-29)	398 Pegonia Blvd.	Fairfield	CA	94533
*HQ	Benadom, John A. (B-29)	W. 2503 Upton Ave.	Spokane	WA	99205

Again from us to you a very Merry Christmas and a prosperous, healthy and Happy New Year.

BUON NATALE!.

THE PYRAMIDIER



=====
Number 21

98th Bomb Group (H) Veterans Association

December 1977
=====

SHALOM

SAYEEDA

BON JOUR

BUON GIORNO

The above greetings were those heard by the 98th from Haifa, Palestine to Lecce, Italy during those hectic years of 1942 to 1945. At this time Lena and I would rather say Merry Christmas from 1228 Glorieta St., N.E., Albuquerque, N. M., 87112. May all the joy and beauty of that Holy Night be with you during this holiday season.

This being our first venture at writing the newsletter, we want you to know our door is always open to any and all members of the 98th who visit the "Land of Enchantment", and Lena's "home-made pasta" has already been enjoyed by several of our members.

At this time I would like to thank and commend Roy Cofer for the especially outstanding job he has done the last several years in writing the newsletter. Good luck and may God Bless in your "retirement" from the newsletter. I only hope I can do half as well.

Having literally hundreds of photos of members, scenes, planes, targets, etc. of the "Famous 98" I shall endeavor to show a few in each issue, hoping they will bring back memories of those days from the sandstorms of the desert to the rain and mud of Mandura.

I'll begin the first of my issues with photos of the Group Commanders who are presently members of the 98th Veterans Association.



Photos from left to right: Gen. Hugo Rush who led the 98th into combat. His orders from the Pentagon were "Retreat Baghdad". The 98th didn't retreat and the crews sunk eight of every ten ships in convoys,

causing Rommell's strategy to be "Retreat Berlin".

Next, Col. John Riley "Killer" Kane whose exploits were many, including winning the Congressional Medal of Honor for the Low Level Ploesti Raid.

Then, Col. Salvatore Manzo who took command of the 98th at its lowest ebb and converted it into the most efficient group in the U.S. Air Force, breaking at least two Air Force records and dropping more bombs than any group in the famous 8th Air Force during the fall of 1944.

Have you forgotten Walter Bolling's address: Just to refresh your memory in case you have lost it - Walter H. Bolling, Jr., Rt. 3, Box 67, Gonzales, La. 70737. Please send in your dues. I know we are all careless in paying these, but just to remind you, printing and mailing these newsletters costs the 98th several hundred dollars quarterly.

PLEASE MAKE WALTER HAPPY!

THE STORY OF THE 98TH

In July 1975 at the reunion in New Orleans John Fornwalt, president, assigned me the task of putting together a pictorial history of the 98th. In January 1976 I received quotations from publishing companies and was able to set a figure of \$15.00 per book, including mailing costs.

At the reunions in Philadelphia and Chicago I tried my salesmanship in an attempt to sell the book. In both places I received unanimous support. We need at least 650 buyers to complete this project. It was our hope that the majority of the 98th would respond, not only buying a book for themselves but also one for their own children. And also, as my buddy Ken Scroggins did, buy one for their local library thinking it might be gratifying to have your neighbors see a book about the best bomb group in the air force with your picture in it. Unfortunately, this did not happen since to date only about 200 have sent in the full amount, with some sending a little extra. Other members have sent a partial payment as a result of the flyer sent out sometime ago at Bill Buttermann's suggestion.

Everyone knows that inflation has set in and prices have soared but we can still publish this book if we get a favorable response from the members. We have three alternatives, as follows: (1) get at least 650 members to send in \$15.00 (an extra dollar or two would be greatly appreciated; (2) if we can get a few more members who are financially able to loan the association \$500.00 we can have the book available for the Albu-



Official Publication of: THE PYRAMIDIERS 98th BOMB GROUP (H) VETERANS ASSOCIATION

- Honorary President.....John R. Kane
President.....John A. Fornwalt
Vice President.....A. Roy Cofer
Sec.-Treas.....Walter H. Bolling, Jr.
Publicity Director.....Joe C. Price
Editor.....Geo. B. Baroni



querque reunion in 1978. Three members have done this, as a result of a plea made in Chicago, namely, Walter Howey, Sam Patrick and Jack McKenna; (3) forget the whole thing and we will refund the money to those who contributed. If (3) is what you desire, please send your vote with your name on a 9¢ postcard, stating you are not interested. We will then know how you stand. We sincerely hope this will not be the case. We are sure it would be most gratifying to all of you to see such a history of our group published. If we could have the finished book to distribute at the 1978 reunion and everyone could see the end result, we feel certain you would all want one for yourselves.

REUNION - July 17, 18, 19, 20, 1978

The 1978 reunion, which will be held in sunny Albuquerque, N. M., will be headed up by Lena and George Baroni. Headquarters will be at the Sheraton Old Town Inn. This motel is new, with a southwestern decor and is right at the entrance to Old Town Albuquerque.

Please make early plans to attend as we hope to get a large turnout. If after you make reservations you find for some reason you cannot attend the banquet, please notify us in ample time, because the number of meals must be ordered a few days in advance and we have to pay for all the meals we order. In Chicago this non-notification created quite a problem for Lyle.

Memories from My Diary - Were You There and Do You Remember?
Maybe you were actively involved.

Thursday, Dec. 3, 1942:

Col. Kane led the 98th with Lt. Huggins' crew "Alice the Goon" on the first mission to Italy. Mission "bucksheesh". All planes returned and Lt. Cain, bombardier, received credit for six direct hits with three 2,000 pounders - one battleship, two tankers and three bomb bay doors (inasmuch as the doors stuck and the bombs were dropped right through them). "Killer" yelled over the interphone to Jim Shoup, "Now you can close the bomb bay doors. Haw! Haw!".

Thursday, Dec. 2, 1943:

Bari bombed heavily and the convoy with 343rd equipment and personnel caught hell. George Bernatonis and other members of the 343rd can vouch for this.

Thursday, Dec. 21, 1944:

Col. Salvatore Manzo led the 98th on a mission to Germany. Lots of fighters and ack ack; many planes took a beating. My plane, 526R, returned with over 50 holes in it. I told Col. Manzo (not until 1974, however) to be more careful with my plane. By the way, he received the Silver Star for this mission.

Walter Bolling reports we have 1164 members and he would like 1200 by the reunion next July 1978. If any member knows the address of a buddy who is not on our roster, or his home address in 1942-1945, please notify Walter. There is a possibility they still live in that locality and Walter has ways of finding new members from just such leads.



343rd Squadron: Front Row: Norma Wood, Virginia Scavone, Neva Picketts, Agnes Gaydosh, Julie Osimitz, Jan Carter, Dorothy Rorie. Back Row: Donald Wood, Bill Scavone, Budd Picketts, Rudy Gaydosh, Vic Osimitz, Bob Carter, William Rorie.



343rd Squadron: Front Row: LaVonne Vath, Joy Sinner, Mary Ann Pekala, Audrey Kuhlenbeck, Eilene Hammond, Anne Shield. Back Row: Bill Vath, E. L. Sinner, C. Pekala, John Kuhlenbeck, Paul Hammond, Bud Shield.



345th Squadron: Front Row: Blanche Pater, Betty M. Badalucco, Doris M. Davis, Betty J. Bolen, Ina Wright, Irene Ryan. Back Row: Andrew Pater, Angelo T. Badalucco, Clyde L. Davis, Merle Bolen, Lowell Wright, Walter J. Ryan.



345th Squadron: Front Row: Dorothy Peck, Gracie Bolling, Dorothy Long, Helen Indelicato, June Diehl, Dorothy Howey. Back Row: Verne Peck, Walter Bolling, Herbert Long, Rocco Indelicato, Elwood Diehl, Walter P. Howey.

Copies of any photos taken at the reunion in Chicago may be purchased from:

Delmar Funk Studio
557 Gladys
Elmhurst, Ill. 60126

5 x 7 pictures \$2.00 each plus \$.50 handling and mailing.



MAN OF THE DAY

Howard Geiselman of the 345th has generously donated an electric typewriter for Walt Bolling, Jr. to use when he acknowledges the receipt of your dues. Many thanks from all of us in the 98th, Howard. We really appreciate your thoughtfulness and generosity.

345th Squadron: Front Row: Viola Connors, Florence Geiselman, Evelyn Cofer. Second Row: Ralph Connors, Howard S. Geiselman, Roy Cofer.

Due to lack of space, photos of 344th and 415 & HQS Squadrons will be printed in the March 1978 newsletter.

Our thanks also go to Cory Ornes for their donation of a carrier for the flags. Also, Cory's help at the reunions, although sometimes not noticed, is greatly appreciated. Thanks, Cory.

Thanks to Frank Nye, Major General Ret., the 98th banquet in 1978 will be held July 19th at the Officers Club West, Kirtland Air Force Base. In the afternoon we will visit the National Atomic Museum, the Aerospace Rescue & Recovery Service Museum and other items of interest on the base. (More on the reunion in the next issue.)

Roy Cofer passed this on to me from Ed Hayduk, Flight Leader, So. Calif. about the T.V. movie depicting the life of Joe Kennedy, Jr. and featuring our own B-24. How many in the 98th saw it? Lena and I did and enjoyed it immensely.

Another from Roy - Derek Pilkington of 38 Welseley Road, Rush Green, Rumford, Essex, England is collecting U. S. Air Force insignia of W.W.II. Anyone interested contact Derek.

HEADQUARTERS 98th BOMBARDMENT GROUP (VH)
MCCOOK ARMY AIR FIELD
MCCOOK, NEBRASKA

4 July 1945.

SUBJECT: Battle Participation Awards

To whom it may concern:

The following is a list of Battle Participation Awards received by the 98th Bombardment Group (H) AC.

1. Egypt-Lybia Campaign per GO#6, USAFIME, dtd 13 Jan 44.
Inclusive dates - 16 July 42 to 13 May 43.
2. Tunisian Campaign per Ltr., MTOUSA dd 10 Nov. 44. AG 200.6/040 P-0.
Inclusive dates - 16 July 42 to 13 May 43.
3. Sicilian Campaign per Ltr MTOUSA dtd 10 Nov 44. AG 200.6/040 P-0.
Inclusive dates 14 May 43 to 17 Aug. 43
4. Southern France Campaign per Ltr MTOUSA, dtd 10 Nov. 44. AG 200.6/040
Inclusive dates 15 Aug 44 to 14 Sept 44. P-0
5. Naples - Foggia Campaign per Ltr. MTOUSA, dtd 10 Nov 44. AG 200.6/040
Inclusive dates 9 Sept 43 to 21 Jan 44. P-0
6. Rome - Arno Campaign per Ltr MTOUSA dtd 10 Nov 44. AG 200.6/040 P-0
Inclusive dates 22 Jan 44 to 16 Aug 44.
7. Ploesti Campaign per GO #33, Hq. USAFIME dtd 6 May 1944
Inclusive date 1 Aug 1943.
8. Normandy (No 2) Campaign per Ltr, ETOUSA dtd 8 Dec 44. AG 200.6 OpGa.
Inclusive dates 6 June 1944 to 24 July 1944.
9. Air Offensive, Europe Campaign per Ltr MTOUSA dtd 6 Jan 45. AG 200.6.
10. Air Combat Balkans Campaign Ltr MTOUSA, 18 Mar 45.
Inclusive dates - 1 Nov 43 to 31 Dec 44.
11. Germany Campaign per Ltr ETO 15 Apr 45.
Inclusive dates - 15 Sept 44 to Final date to be announced.
12. Northern France Campaign per Ltr FTO dtd 21 Apr 45.
Inclusive dates - 25 July 44 to Sept 44.
13. North Apennines Campaign - WD G.O. 40, dated 11 May 1945.
Inclusive dates - 27 Oct 44 to 4 April 45.
14. Po Valley Campaign WO G.O. 40, dated 21 May 45.
Inclusive dates - 5 April 45 to 8 May 45.

John S. Bradt
Capt. Air Corps,
Adjutant.

Taken from original furnished by:

From Al L. Schimmoeller
Rt. 1 Box 2
Fort Jennings, Ohio 45844

NEW MEMBERS:

343rd Squadron:

GP	Vendola, John	30 Inglewood Ave.	Everett, MA	02149
GP	Brown, Rolland A.	Box 522	Packwood, WA	98361
G	Grubbs, Garland F.	Pox 131	Bald Knob, ARK	72010

344th Squadron:

GP	Jennings, John W.	3405 Sinton Rd.#23	Colorado Springs, CO	80907
C	Shinham, George F.	Rt. 6, Box 40	Hagerstown, MD	21740
N	Rapp, Wilson A.	1061 Monroe Ave.	Rochester, NY	14620
GP	Bartell, John A.	419 32nd St. South	Great Falls, MT	59405
N	Tamon, Harvey S.	414 Prinz	San Antonio, TX	78213
G	Weckesser, Clarence H.	4208 Leeds Avenue	Baltimore, MD	21229

415th & HGS Squadron:

G	Arrington, Rozell D.	Rt. 3, Box 301	Gilmer, TX	75644
GP	Hills, George C.	1815 Pueblo St.	Yuma, AZ	85364
GP	Griffith, Harry	525 E. Gresham St.	Indianola, MS	38751
HG	Forbes, Lester V.	308 E. Burlington St.	Fairfield, IA	52556
C	Frantz, Donald R.	1144 Turner St.	Allentown, PA	18102
GP	Brownstein, Edward Dr.	300 Knollwood Dr.	New Haven, CT	06515

Squadron Not Known:

G	McLaughlin, Albert	211 Moore St.	Moorestown, NJ	08057
G	Beers, William C.	2522 Westbrook Dr.	Toledo, OH	43613
GP	Weherle, Howard J.	593 Waterworks Rd.	Ft. Thomas, KY	41045
*G	King, Jim V.	P. O. Box 206	No. Highlands, CA	95660

* B-29 (Korean Conflict)

PLEASE NOTE CHANGE OF ADDRESS ON THE FOLLOWING MEMBERS

343rd Squadron:

Bartorillo, John	86 W. Chestnut St.	Wilkes Barre, PA	18705
Davie, John F.	23 Pond Path	Woodbury, NY	11797

344th Squadron:

Cannon, James H.	P. O. Box 74	Silverdale, PA	18962
Keiffer, Arthur B.	1549 N. Columbus St.	Lancaster, OH	43130
Pleasant, Floyd	P. O. Box 11	Monte Vista, CO	81144
Baroni, George	1228 Glorietta St., N.E.	Albuquerque, NM	87112
Connole, James E.	51 Adorn St.	Weymouth, MA	02188
Monks, William	351 Lakeshore Dr.	Ashville, NC	28804

345th Squadron:

Hays, Robert R.	1719 Dominion Dr., Apt. LF	Akron, OH	44313
-----------------	----------------------------	-----------	-------

415th & HQS Squadron:

Sferro, Joe	Rte. 430 E. at McBride Rd.	Mansfield, OH	44905
Patch, Dwight D.	6900 E. Via Dorado	Tucson, AZ	85715

DECEASED:

Leard, D. F.	1953
--------------	------

=====
 Wishing you all a very Merry Christmas and a Happy, Prosperous and Healthy
 New Year. May God Bless you all and your loved ones.
 =====