



# 95th Bomb Group Newsletter

95th Bomb Group (H) Memorials Foundation, Inc

First B-17's over Berlin

"Justice with Victory"

Volume 1, Issue 2

2012

April 2012

## PRESIDENT EMERITUS LEAVES FORMATION

It is with a heavy heart that I tell you my Dad, Bob Cozens, passed away Monday, April 2 at 2:30 A.M. I was fortunate to be at his side. Dad celebrated 93 great years this past January 21. This July 26 would have been Mom and Dad's 70<sup>th</sup> wedding anniversary. Although we can no longer see him, the legacy of his leadership and love will always be with us. He left this world filled with the joy that comes from the love of his wife, Pat, his family, and friends. We will have a service for Dad at Fort Rosecrans National Cemetery in Point Loma (date to be determined). In lieu of flowers please consider making a donation to the 95<sup>th</sup> Bomb Group Memorials Foundation. Nothing would please Dad more than knowing the Foundation has the strength to carry on its mission in perpetuity.

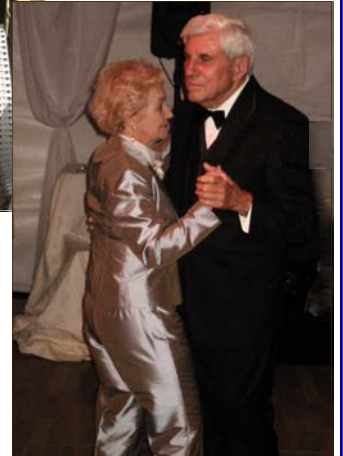
Sincerely,

*Tom*

Tom Cozens, President, son of Bob Cozens pilot of the B-17 Patsy Ann



Bob Cozens, President Emeritus of the 95<sup>th</sup> Bomb Group Memorials Foundation, looks out the window of a B-17 on a flight taken with his family in May 2010.



Bob & Pat dancing at the 95th BG Gala Dinner Dance in Tucson, Arizona, 2008

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### THE FOUND LETTER

We begin this story with 6 Degrees of Separation – 95<sup>th</sup> style – when veteran Fred Kennie was shot down on October 10, 1943 and became a POW.

1. Fred had a roommate in Stalag I who was from North Carolina.
2. This roommate has a grandson.
3. The grandson recently got married.
4. The bride's grandfather knew a family named Sluder.
5. The Sluders had a son named Richard.
6. Richard Sluder was the top turret gunner on Fred's plane when it was shot down.

Last year, Fred received a copy of an eight page hand written letter written by the radio operator's mother, Marie Piner, to the parents of Richard Sluder. It tells a poignant story that exemplifies thousands of similar stories that occurred during the war. Fred remarked that, "If you had to pick the number one man on the crew, it would be this radio operator, Ralph Piner – just an all around great guy." Though they didn't know it at the time the letter was written, neither Richard Sluder nor Ralph Piner survived.

*(See a copy of the entire letter starting on page 8)*

*Editor's Note: When Fred's bombardier, Phil Janney, later became a test pilot, he flew to California and visited the Piner family on several occasions.*

## PRESIDENTS MESSAGE



*Tom Cozens*

In a nut shell, the mission of the 95<sup>th</sup> Bomb Group Memorials Foundation is to honor the service of the valiant men of the air and ground crews of the 95<sup>th</sup> Bombardment Group (H) by educating the public about their role in the air campaign over central Europe during WWII. To accomplish our mission we are dedicated to:

1. Developing and maintaining exhibits throughout the USA and England. Currently we have exhibits at the US Air Force Academy, Colorado Springs, CO; Wright Patterson Air Force Base, Dayton, OH; Pima Air Museum, Tucson, AZ; Eighth Air Force Heritage Center, Savannah, GA; and the 95<sup>th</sup> BG WWII air base in Horham, England.
2. Promoting the study and recognition of the involvement of the aircrews and their support units during WWII in Europe.
3. Providing appropriate recognition of all members of the 95<sup>th</sup> Bomb Group who fought to free the world from the grip of Hitler and especially those who made the ultimate sacrifice.
4. Serving as a philanthropic not-for-

profit corporation in assisting the establishment, growth, and maintenance of the facilities and fixtures of the 95<sup>th</sup> BG Memorials Foundation.

While stationed at the air base in Horham, England, the young men of the 95<sup>th</sup> benefited greatly from the warm support of the good people of Horham. That tradition of hospitality and support continues today. The 95<sup>th</sup> Bomb Group Heritage Association, charity registration 1119769, continues to do a fantastic job of bringing the old air base back to life. They do this through a combination of restoration, preservation, education, and fun events such as reenactments of the Glenn Miller concert. I'm pleased to announce that the relationship between the two charitable organizations is being further solidified by the joint development of a formal working agreement. We hope in the not too distant future to announce joint projects that will help insure the continued preservation and restoration of the old air base and its famous Red Feather Club Museum, the official museum of the 95<sup>th</sup> Bomb Group in England.

Just as the aircrews could not have flown their missions without the dedicated support of the ground crews, the Foundation cannot continue with its mission without your continued support. There are several ways that you can help us honor our veterans:

1. Renew your membership today and give a gift membership to a friend or family member.

2. Make a donation to help us with developing and maintaining our Exhibits/Memorials.
3. Make a donation to help us with our educational and research efforts.
4. Include the 95<sup>th</sup> Bomb Group Memorials Foundation, Inc. in your legacy (estate) planning.
5. Spread the word about the 95<sup>th</sup>.
6. Volunteer. We always have room for those inspired by the spirit of the men of the 95<sup>th</sup>.

So I invite you today to complete the membership/donation form (Page 23) and return it to our Treasurer, Nancy Freemantle, daughter of Ray Olsen electrician in the 457th Sub Depot 95<sup>th</sup> BG who worked night and day to keep the B-17's at Horham flying.

Sincerely,  
Tom Cozens,  
President 95<sup>th</sup> BG Memorials Foundation and son of Bob Cozens pilot of the B-17 Patsy Ann

\* \* \*

## WELCOME TO OUR NEW MEMBERS

**Mike Allegre**

7581 Charolais St NE  
Keizer, OR 97303-1893  
Email: msss\_4@msn.com

**John C. Walter gave a Legacy Gift Membership to:**

**Gary & Gwen Walter**

7439 Black Forest Drive  
Dexter, MI 48130-9676







## 2012 U.S. REUNION CLEVELAND, OHIO Labor Day Weekend August 29 - September 3, 2012



**ARRIVALS:** If you arrive by plane at Cleveland Hopkins, you will be warmly greeted by their Airport Ambassadors, clad in Gold Coats and presenting our Red Feather Crest. They will escort you to baggage claim and assist in your choice of ground transportation (We need your flight information by 7/25). Cab fare to the hotel is approximately \$35. Cleveland's Rapid Transit Authority-"RTA" costs \$2.50 and takes you to within 2 blocks of The Hyatt Regency Hotel. The hotel is also offering discounted valet parking of \$16 per day (Cheaper self park options are available within blocks of the hotel).

**OUR HOTEL:** The Hyatt Regency was originally commissioned by John D. Rockefeller of Standard Oil fame as one of the country's first indoor shopping malls and office complexes. Modeled in the Italianate style, it continues to offer great shopping and a food court. Our rate is \$117 per night, including taxes. Make your own lodging arrangements by calling the hotel directly at 1-216-575-1234 or Central Reservations at 1-888-421-1442. **Be sure to say that you are with the 95<sup>th</sup> Bomb Group.** If you would like to book online, follow the special link that the hotel has provided via [www.95thbg.org](http://www.95thbg.org). The hotel has extended our special rate 3 days prior and 3 days following the reunion. **The booking deadline is July 25.** Additional information and menus can be found at [www.95thbg.org](http://www.95thbg.org).



**WEDNESDAY, AUGUST 29:** It's arrival day and no formal activities are planned. The Rothman crew will have the Red Feather Club up and running with light refreshments during afternoon registration hours from 2 - 6 p.m. Registration will be open until 8 pm. After 8 pm the Red Feather Club will be open for "normal operations". Meals will be on your own this evening.

**THURSDAY, AUGUST 30: Morning:** Welcome to Cleveland General Meeting followed by a short 1 block walk for a Memorial Service at the Soldiers and Sailors Monument in Public Square. City and county officials will be on hand to welcome us to Cleveland. Lunch is on your own.

**Optional afternoon tours** (Located by the hotel, so it's possible to do both):

- 1 - 2:30 p.m. Federal Reserve Bank of Cleveland (this tour is limited to 35 people)
- 2:30 - 4:30 p.m. Lolly the Trolley 2 hour driving tour of Cleveland 's highlights

**Evening:** "Meet & Greet Reception" featuring Lite Italian Summer fare (assorted: antipastos, meats and cheeses, grilled vegetables and chicken and pasta) followed by an educational session and Fireside Chat. The Red Feather Club is open from 5 to 11 p.m.

**FRIDAY, AUGUST 31 – "Mission: BIG DAY": Morning:** The B-17 "Yankee Lady" flies into Lost Nations Airport to greet us, and we will have the opportunity to climb aboard. If you're "In the Mood" they are offering rides to our group at the exceptional rate of \$345 per person (about \$80 less than normal). We must fill the plane in increments of 12 passengers for as many flights as needed for everyone who wants to fly. If you are interested in taking a ride, please let Brad know as soon as possible. He can be reached at 440-937-9663 or by email at [reunions@95thbg.org](mailto:reunions@95thbg.org).



**Evening:** "A Taste of Cleveland" dinner features local ethnic flavors: Salad, Stuffed Cabbage Rolls, Assorted Pierogies, Fried Walleye (a native Lake Erie fish), and Fresh Summer Vegetables.

*(Continued on page 5)*

## 2012 U.S. REUNION IN CLEVELAND *continued . . .*



We will then proceed to the Fireside chat and the official launch of Rob Morris' new book, *Wild Blue Yonder and Beyond - The 95<sup>th</sup> Bomb Group in War and Peace*. Rob will be in the Red Feather Club following the Fireside Chat to sign copies. The Red Feather Club will be open from 5 - 7:30 p.m. and 9 - 11 p.m.

**SATURDAY, SEPTEMBER 1: Morning:** Memorials Breakfast from 9-11 a.m. honoring our POW's, Evaders, & MIA's followed by a Memorial Service remembering those we have lost, especially in the past year.

**Optional afternoon tour:** West 25<sup>th</sup> St. district featuring the Westside Market (Cleveland's version of Seattle's Pike Place Market) which is celebrating it's 100<sup>th</sup> year of operation. Across the street is Cleveland's very own International Award Winning Great Lakes Brewing Company, where we have arranged 3 one hour tours. (Space for this portion of the trip is limited to 45 people total). A shuttle will be running between the hotel and West 25<sup>th</sup> during this time. You can also tour the city on your own.

**Evening:** Baseball fans, here is your big opportunity! We will be walking a few short blocks to Progressive Field to watch the Cleveland Indians vs. the Texas Rangers in the stadium's patio section adjacent to the right field foul pole. (A shuttle bus will also be available) This all-inclusive event includes special group seating on the party patio with unlimited ball park food and soft drinks. In addition to traditional hotdogs, BBQ Chicken, Pulled pork, and Mac and cheese and other ballpark favorites will be available. It gets better!! If we have about 100+ attendees, we will get the opportunity to walk around the perimeter of the field for a real big league experience. That's not all...one of our LUCKY VETS will get to throw out the game's FIRST PITCH. We will randomly select our "designated pitcher" from a pool of those interested. (Start practicing - it's 60 feet to home plate!) The Red Feather Club will be open from 6pm to midnight.



**SUNDAY, SEPTEMBER 2: Morning:** 95th BGMF Family Meeting & Educational Session. **Noon:** Depart for Cleveland National Airshow, featuring the Blue Angels and Golden Knights where we will have grandstand seating. It is a 20 minute walk to the lake front, or we will have a bus for those who would rather enjoy the ride both ways. The show typically ends around 4:30pm. **Evening:** Dinner Dance at the "100th Bomb Group Restaurant" in the shadows of Cleveland Hopkins airport runways. Enjoy the runway lights and planes in motion from 6-11 pm. An early return bus will be available. The Red Feather Club will be closed this evening.



### **MONDAY, SEPTEMBER 3: Labor Day**

It's time to say goodbye until next time. Safe travels until we meet again.

**"What else is there to do in Cleveland?"** The Rock and Roll Hall of Fame - The NASA/Great Lakes Science Center - The new Horseshoe Casino - The new Greater Cleveland Aquarium - The largest Theater District west of Manhattan - University Circle and Severance Hall - The Museum of Art - The Botanical Gardens and much, much more.

**Just outside of Cleveland:** The Pro Football Hall of Fame in Canton, Ohio - Cedar Point Amusement Park in Sandusky - Wild Water Kingdom Water Park in Aurora - The largest U.S. Amish settlement in Sugar creek-Holmes County - Five of Ohio's Eight, U.S. President's; birthplaces, homes or monuments.

**TO REGISTER:** The 95<sup>th</sup> refund policy is a full refund up to one week prior to the event. Hotel and flight arrangements are subject to those company rules that apply.

Send in the registration form with your refundable  
Deposit by the July 25<sup>th</sup> DEADLINE to:  
Nancy Freemantle, Treasurer  
PO Box 6154, Eureka CA 95502

Reunion Questions?  
Contact: Brad Petrella,  
Reunion Chair  
440-937-9663  
reunions@95thbg.org



Brad Petrella, Reunion Chair

# 2012 U.S. REUNION August 29 - September 3, 2012

Guest 1: NAME, ADDRESS, EMAIL, PHONE (Please Print)

Guest 2: NAME, ADDRESS, EMAIL, PHONE

Guest 3: NAME, ADDRESS, EMAIL, PHONE

Guest 4: NAME, ADDRESS, EMAIL, PHONE

VETS: List Squadron/ Unit, Crew Position, Rank.  
 FAMILY MEMBERS: Association to the 95<sup>th</sup> Vet (Widow, Son, Daughter, Grandchild) and list his Squad, Position, etc.  
 PLEASE: List any special needs, requests, dietary requirements, medical information and indicate which guest.

ACTIVITIES AND EVENTS		COST	GUEST 1	GUEST 2	GUEST 3	GUEST 4
DATE	ACTIVITY	Adult / Child				
Thurs 8/30 1-2:30 p.m.	Federal Reserve Bank of Cleveland*	FREE				
Thurs 8/30 2:30- 4:30 p.m.	Lolly the Trolley Tour	\$25				
Thurs 8/30 5:30-7:30 p.m.	Meet & Greet Reception	\$25 / \$15				
Fri 8/31 10 a.m.-3 p.m.	Bus Trip & Lunch for Yankee Lady	\$ 25				
Fri 8/31 10 a.m.-3 p.m.	Ride in Yankee Lady (\$345/pp)	(Optional)				
Fri 8/31 6-7:30 p.m.	Taste of Cleveland Ethnic Dinner	\$35 / \$20				
Sat 9/1 9-11 a.m.	Memorials Breakfast	\$25 / \$15				
Sat 9/1 12-4 p.m.	Shuttle Bus required for next 2 venues	\$20				
Sat 9/1 12-4 p.m.	Westside Market	Free				
Sat 9/1 12-4 p.m.	Great Lakes Brewing Company Tour*	Free				
Sat 9/1 5:30-10 p.m.	Cleveland Indians Baseball vs. Texas Rangers	\$55 / \$40				
Sun 9/2 12-4:30 p.m.	Cleveland National Airshow	\$45				
Sun 9/2 6-11 p.m.	95th BG Gala Dinner Dance at the 100th Bomb Group Restaurant	\$55 / \$20				
\$50 Registration Fee required by all reunion attendees		\$50	\$50	\$50	\$50	\$50
*Space Limited, First Registered, First Served		Total	\$360 / \$275			
Less the \$ 50 refundable deposit		\$50				
Balance Due by JULY 25, 2012		\$310 / \$225				

PLEASE PROVIDE THE FOLLOWING INFORMATION PRIOR TO JULY 25, 2012

**TO REGISTER**

Arrival Date & Time: \_\_\_\_\_

Airline & Flight Number: \_\_\_\_\_

\_\_\_\_\_ Arriving by Car: \_\_\_\_ Yes \_\_\_\_ No

Make your own lodging arrangements by calling the hotel directly:

Hyatt Regency Cleveland at the Arcade  
 1-216-575-1234 or Central Reservations at 1-888-421-1442,  
 the rate is \$117 per night, tax included.

**Be sure to say that you are with the 95<sup>th</sup> Bomb Group.**

If your would like to book online, follow the special link  
 that the hotel has provided via [www.95thbg.org](http://www.95thbg.org).

**Mail this form with \$50 deposit for per person to:**

Nancy Freemantle, Treasurer  
 PO Box 6154  
 Eureka, CA 95502

Make checks Payable to:  
 95th BG Memorials Foundation  
 (Final Payment due July 25, 2012)

See you there!



# YOU TOO: News from our Members and Friends

Dear Sir,

My Family (Father, Uncle, Cousin, Grand-Parents) were involved during the Second World War in Resistance (All kind of underground activities) matters.

One of the Allied soldiers they helped escape from being POW was William McNATT, a Lt. Navigator from the B-17F-BO n42-30176, OE-P, "Assassin", USAF, 95 Bomber Group, 335 Squadron.

The aircraft was shot down above BELGIUM at VLIMMEREN on August 17<sup>th</sup> 1943. Lt. William McNATT landed in BERENDRECHT. Could you help me tracing this person or his next of kin and eventually bring me in contact with them through your Foundation. His story makes part of a book I am writing about my Family History.

Nice to know for him or his family, is that part of his parachute is now used as a Coat for Statue of the Holy Mother in the Church of BERENDRECHT (Belgium) where he fell out of the sky on August 17<sup>th</sup> 1943.

Most kind regards,

Guy ERBO

Graaf Jansdijk 28

B 8300 KNOCKE-HEIST, BELGIUM

Guy.erbo@skynet.be

**FOLLOW UP:** *If no one is working on this I would be glad to add his name to the calls I am making for John Meurs (see below). If anyone has any info on any of these families please let me know. Bob "Bob "Peeps" Pieper, 95<sup>th</sup> BG Research Team, bobpeeps@yahoo.com.*



Left:

*The piece of parachute which now serves as a coat for the Statue of the Holy Mother in the Church of Berendrecht, spread on the ground in the Church.*

Right:

*The same piece of parachute on the Statue as it can be seen when visiting the Church.*



*Approximate location of Berendrecht, Belgium*

*Right: Mister Alfons Koch, the first young man who rescued and helped William Mc Natt, and who made it possible for him to escape from being POW. Mister Koch is still alive today (in his late eighties) and would be very pleased to hear something about Mister McNatt. He is also the one who donated the piece of parachute to the Church.*



## THE FOUND LETTER

Dec. 2, 1944

Dear Mr and Mrs Sluder:

I've wanted to write to you all this week, but about 1 letter each day seems to be all I can get off besides my letters to our older son, Tom. Our Tom has been overseas 19 mos., first to Brisbane, Australia, then to New Guinea, then to Bisk and by middle of Nov. we learn he is in the Philippines. We have only the two boys – Ralph and Tom. They left for the Army in 1942, Tom in Aug. and Ralph in Sept. – 5 weeks later. Believe me, our life was quiet after they left.

Last Mon. I wrote a long letter to Mrs. Burlingham, Tues. one to Mrs. Janney, Wed. I got one off to Mrs. Buckley, Friday one to the Baron's and now this one for you. You see, Ed and I made a rush trip to see Edward Burlingham in Utah. And so, since we visited him, I want to write to the kin of the boys who are missing. I'm going to call him "Burly" as he was known to (the) boys! Burly promised to phone us when he returned to Brigham, Utah, but by Nov. 20<sup>th</sup> we hadn't heard from him, and Ed (Mr. Piner) was fidgety about him, so on the 20<sup>th</sup> he put a phone call thru to the Hosp. and learned "Burly" had had an operation on the Thurs. before (on his leg) and was unable to get to the phone. So then, we wired him to see if he could have visitors. About 1 ½ hrs. later, I get a phone call from Burly. He insisted they put him on a stretcher & take him to nearest phone. Ed had gone out – but I had a talk with him. The hosp. had operated on his leg again – removing more bone & flesh – and will make a part of limb & foot to fit. It is a neat job. Previously, the job done in the German hosp. by French Drs. was not good. Burly said he could have visitors, so I promised him we'd leave the next day & see him Wed. This we did. We had to drive on such short notice. Left Tues. at 5 A.M. & reached the hosp. at Brigham on Wed. at 2:30 p.m. Never stopped to get a room, but went to him directly. He is a lovely boy – stands 6 ft. 3 in., has a crop of thick black hair, heavy black brows and lashes and blue eyes. A sweet – honest smile and Ed & I liked him immediately. He was taking sulph pills and of course, was a bit loggy. He was a very honest, frank lad – could tell us only facts from his stand

point in the crew. He told us, they were not supposed to make this Munster raid; they all had passes ready for Sunday; but was asked to substitute. They made the target OK and were leaving it, going north. He was relaxed, when suddenly from nowhere – things happened. Burly never saw any of the fighters – they came from the front. A shell hit the tail where it comes down to meet the body. He heard Piner over the

phones say "Hey Buck, the tails been blown off." Someone else said – "guess Burly's gone with it." He tried to talk over the phones to "Buck", but the phone was dead. He looked out & saw a fire between engines on the left wing – streaking back (they were doing approx. 200 mph.) Just then, a shell hit his ammunition box exploding, sent 8 bullets in his right foot – blew both elec. heated boots & flying boot off that foot, and sent 2 shells in his left foot. He decided it was time to leave. Crawled on his knees to the small escape door in the tail and bailed out. Jerked up cord – it failed to open (This was about 1,000 –

1500 ft. after he left plane), jerked it a 2<sup>nd</sup> time & this time it worked. He then went unconscious due to lack of oxygen – about 20,000 ft altitude. He came to – just before landing in a pasture filled with cows. Before many minutes, a group of German civilians surrounded him – they go walking & cycling during raids so as to locate men parachuting to the ground. ME 110's circled them as they came down to let people on ground know where they were landing – but at that time did no machine gunning of men in chutes. Burly was given a shot of morphine & taken to the hospital at Lingen, Germany. If you look on a map you will see it about 40 miles north of Munster. There he was given only 1 shot of morphine & had leg amputated ½ way between ankle & knee. His foot had frozen coming down & it was badly mangled. The next 2 wks. he remembers nothing – so crazed with pain, but after that he started to come out of it. It was there that he met Janney, and was so happy, for he had tho't he had done the wrong thing by leaving plane on his own. Because of division walls in B-17's at that time – he was unable to look at the nose & see rest of crew. Janney – the Bomb., told him he got 2 fighters on this raid, a fire started in the nose, but he beat it out and then was forced to bail out. Janney didn't think to stick his head up thru opening in his compartment to see "Buck" or "Kennie". Guess things were too exciting for them to do any looking around. Janney knew nothing of the rest of the crew, nor did Burly. Janney was moved from hosp. after being there 2 mos., and sent to an officer's prison. There he met Ken- nie, the Co-pilot and they room together – but of course, they cannot write anything now from the prison even after they have put their 2 stories together. Burly, after 3 mos. in



Copy of the envelope used to mail the letter. In 1944 First Class postage was 3 cents and Air Mail postage was 8 cents. The stamp above is a **replica** of the actual air mail stamp used.

the hosp., was sent to a prison camp & there he met Rinehart, one of the waist gunners. Rinehart's story is this, as told to Burly – a fire was in the Radio room and Ralph came out into passage way to leave the plane, but stopped & kicked on top of Balmer's belly-turret with his heel – 3 times to let Balmer know they were leaving. Rinehart then bailed out – said Baron – the other waist-gunner & Ralph were coming



behind him but didn't know when or where they left plane. Burly, Janney & Rinehart were evidently the first to leave at their respective points in the plane – the tail, nose & center section. At the time they left – all others of the crew were O.K. and able to get around. Balmer is the only one they don't know of as he was in belly turret. As for your boy Dick – he and Buck's condition are known only to Kennie. Kennie can't write about it and Burly didn't see him to talk to, so as Burly says – "we will just have to sweat it out." As I have told you, we couldn't get much about our boy or these others that are missing, but we did feel satisfied in seeing Burly. We feel we've done as much in our power as we possibly could to get info. Of these boys. Buckley had to hold the ship under control as long as he could – the automatic pilot control was wrecked. We have tho't so much of these boys – how long did they stay with the plane, etc? So guess, folks, we will not know any more now until Germany folds up & Kennie can talk. Burly did not know there were 5 P.O.W. He knew only of Janney & Rinehart until he saw Mrs. Buckley in Iowa. Ed & I spent Wed. afternoon & evening and Thanksgiving Day from 2 until 8 p.m. with Edward. The hospital was lovely to us knowing we had driven over 700 miles to see him. This huge hospital is filled with wounded overseas men – it twists your heart to see them. One, two legs off, arms, loss of an eye etc. and they are all so swell about it – brave, gallant men. Burly's morale is very good – he felt better on Thanksgiving Day – laughed & joked & talked to us all the time. He's weaving a rug – sketching a picture of the Patsy Ann 3<sup>rd</sup> in charcoal & making tiny model planes. His loss doesn't seem to annoy him too much – he's determined to make a good thing of a tough deal. He expects to leave this hospital in Jan. (I hope you are able to follow this sketchy letter.) We left Burly Thurs. night & drove to Salt Lake – getting a room there. It was so cold in Utah – zero weather & we nearly froze – not used to it. When we awakened Friday morning – the world was blanketed in white – about 8 inches of snow & still snowing. We left in such a rush from L.A. – I didn't bring galoshes – nor did we take tire chains & as our tires were getting smooth – we had a tough time getting around in the snow. Anyone can have those cold states that wants them – not me. The houses, stores, etc. are nice & warm but when you enter or leave them you notice the change in temp. It's a shock to go out in the cold & a shock to leave to cold & go into warm places. We went out to see Mrs. Janney for about 3 hrs. on Friday afternoon. She is a lovely woman – is very busy all the time giving piano lessons. Mr. Janney is in the hospital there so didn't get to see him. Due to the bad conditions we left Salt Lake Friday night about 4:00 p.m. & drove part way south. From Salt Lake – the roads were terrible, over 200 miles of snow covered, icy roads. As I have told you, Burly couldn't give us much info. - He gave us only facts as he knew them. But I've tried to tell you it all as he told us for we know you are like us – trying to gain some encouraging news.

**THE FOUND LETTER** *continued . . .*



**THE BUCKLEY CREW**

*Kneeling: left Fred Kennie (Co-pilot) and right Bill Buckley (Pilot). Standing: left Bill Pratt (Navigator) and right Edison (Phil) Janney (Bombardier).*

Have you heard from the War Dept. about Dick. I mean – they have a review of each man missing & report to the nearest kin. What word have you had? They sent us word they are still considering Ralph as missing. I must close now & get ready to go to work. Ed and I both work at North American (nights) 5 p.m. to 3:30 a.m. But as we don't have the boys here, we can't stand nights at home.

*1217 W. 95<sup>th</sup> St.,  
Los Angeles 44, Calif  
Dec. 2, 1944.*

*Dear Mr. and Mrs. Bluder:-  
I've wanted to write to you all this week, but  
about 1 letter each day seems to be all I can  
get off beside my letters to our oldest son, Tom  
Our Tom, has been overseas 19 mos., then  
Brisbane, Australia, then to New Guinea, then  
to Rook and by middle of Nov. we learn he is  
in the Philippines. We have only the two boys  
Ralph and Tom. They left for the Army in 1942  
Tom in Aug. and Ralph in Sept. - 5 weeks  
later. Believe me, our life was quiet after they  
left.*

Do hope you can gain some info from this botched up epistle. We are hoping & praying for good news of the safety of these 5 boys.

Best wishes to you both – as ever.

Sincerely, Marie Piner

*Best wishes to you both - as ever  
Sincerely,  
Marie Piner*

*Mrs Piner's letter was 8 pages long, unfortunately it was too long to include. On the left is the top of the first page and her closing is above.*



*Nancy Freemantle*

## FROM OUR TREASURER & MEMBER LIAISON

It's been a year since I took over as Treasurer of the 95<sup>th</sup> Bomb Group Memorials Foundation. As many of you know, I replaced (if you can do that!) Grace Hammesfahr. I am still in awe of all the things Grace did for the Foundation. She truly dedicated much of her time to serving our Veterans and their families. The duties that Grace performed are divided between Linda Endris, Russ Askey and myself. Three of us to replace one Grace!

Linda Endris is serving as Member Liaison. She is keeping up on addresses and contacts for our members, veterans and widows. I've received many emails from her and appreciate all she does. Russ Askey, Vice President, is also working hard to maintain the current membership roster. He has found a way that the board members can share information in one place. Without the two of them, I probably wouldn't have made it a year!

I was fortunate to attend both the Horham and Seattle reunions. Again, I have found out more about the men who served in the 95<sup>th</sup> Bomb Group. The 95<sup>th</sup> Bomb Group Heritage Association (Horham, England) has made some incredible changes to the museum and air base. I think I could spend days there and not see everything. I have made many friends in England and I truly treasure their friendships. Seattle was another wonderful opportunity to bond with our veterans and families. Brad does a great job with our reunions. If you haven't attended either the Horham Reunion or US Reunion, it is definitely worth the effort to attend.

In this issue of the newsletter, you will find your membership form (Page 23) to complete and return with your dues in the return envelope provided. Have you considered a gift membership for someone in your family? My Dad paid for my initial membership and I loved the gift. That small gesture caused me to volunteer to help with the Foundation. It gave me the opportunity to see what the 95th Bomb Group was all about.

You will notice many changes in the dues statement, so read it carefully. **Please return the membership form (page 23), even if you are a life member.** This will help us keep our roster up to date. Check the printed label on the back cover of your newsletter and note any changes of address in the space provided. There is also space to donate to the Foundation. Donations can be just that, or they can be "In Honor Of" (living) or "In Memory Of" (deceased). President Tom Cozens, in his letter (Page 2) in this issue, explains the projects of the Foundation at this time. Please read and see where you can help.

Thank you for your continued support for the work of the 95<sup>th</sup> Bomb Group Memorials Foundation. Your donations help keep us flying and are very much appreciated.

*Nancy Freemantle, Treasurer*

As most of you who receive my e-mails know, I had a lot of computer trouble last month. I lost all of my contact information for veterans/widows and family members of veterans. Thanks to the new roster, I think I have recreated a new e-mail list which is a lot more accurate than my old one. I added several new 95<sup>th</sup> BG addresses to my list.

I was able to copy the addresses for veterans and widows, but I have no birthday information for these new additions. I would ask that if you are a veterans/spouse/widow, you have an email address and you would like to be added to the birthday list, please e-mail your birthday to me ([ljendris@att.net](mailto:ljendris@att.net)). If you are a veteran/spouse/widow and you don't have an email address, please send your birthday to me at 225 Buffalo Drive, Indianapolis, Indiana 46217 so that I can get you on the birthday list. I have received many e-mails from our veterans/spouses/widows telling me how much they enjoy hearing from 95<sup>th</sup> Bomb Group members on their special day.

Also, I depend on all of you for the information that I am able to send out to the 95<sup>th</sup> Bomb Group members. I would encourage any of you that have information regarding our veterans/spouses/widows to contact me so that we can all keep up to date with what is going on in their lives. It is nice for us to know about illnesses, deaths or major events regarding our veterans/spouses/widows so that appropriate messages and/or cards may be sent. Also it is important for you to send new addresses and contact information so that we can keep our roster up to date.

Thank all of you for all you do to help with this project. It is so important to all of us that we keep up to date with what is going on in the lives of our dear veterans/spouses/widows. They all mean so much to us and we want to honor them in any way we can.

We still have money from the fund our English friends have set up to help veterans, their wives or widows with expenses in Horham. If you are a veteran, spouse, or widow who is planning to take this trip in May and would like to take advantage of this opportunity, please contact me. I will forward your name to James Mutton in Horham. Hope to see many of you there!!

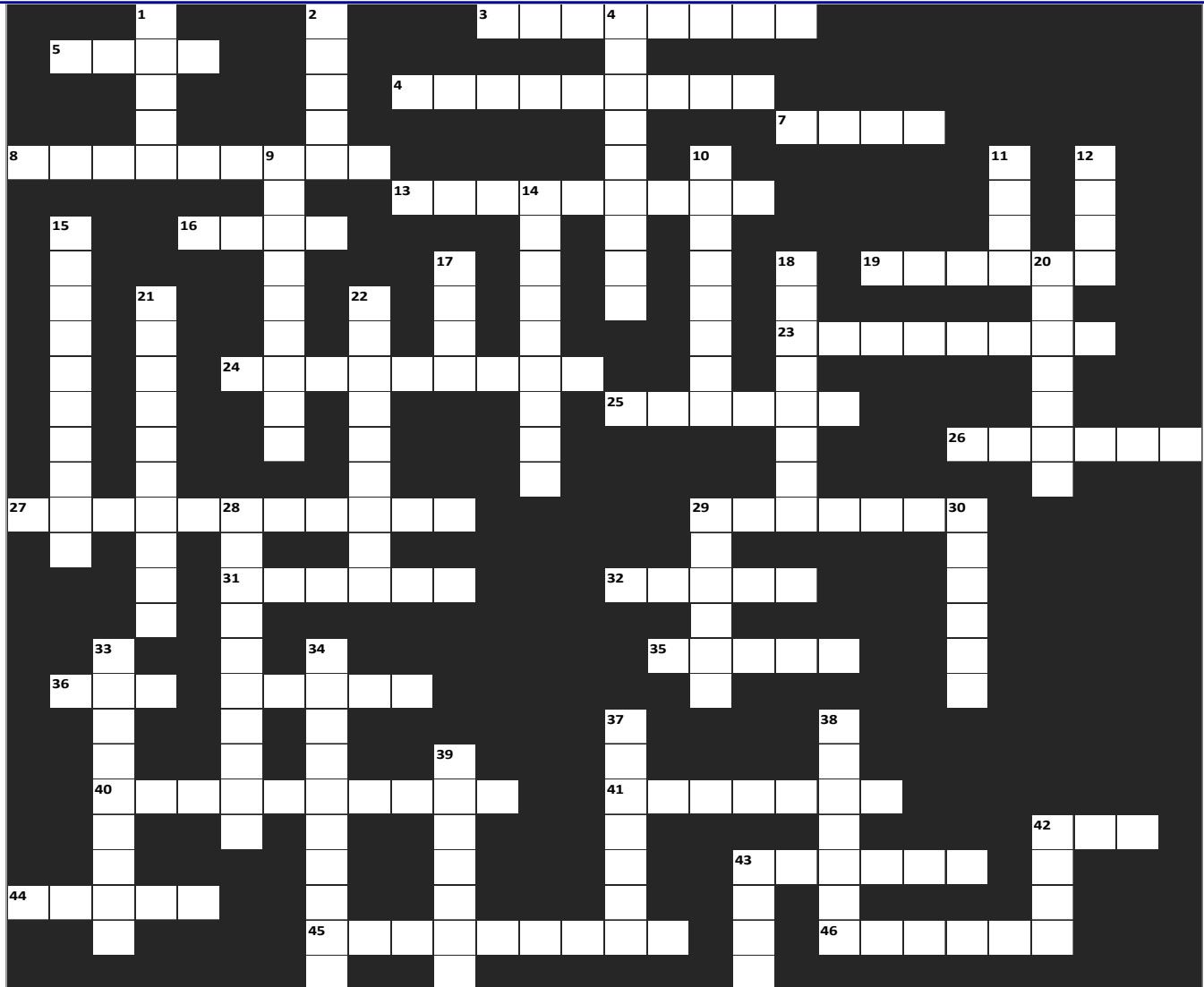
If you have any questions about any of the above, please email me, send me a note or call me at 317-881-0219.

*Linda Endris, Member Liaison*



*Linda Endris*

## 95<sup>th</sup> BOMB GROUP 101 PUZZLE

**ACROSS:**

- 3 The crews were always happy to have them as escorts  
 5 Antiaircraft fire  
 6 334<sup>th</sup>, 335<sup>th</sup>, 336<sup>th</sup>, and 412<sup>th</sup>  
 7 Stalag campers  
 8 The German Air Force  
 13 An important mission of the 95<sup>th</sup> BG Memorials Foundation  
 16 The 95<sup>th</sup> memorials honor these 599+  
 19 They said they aren't, but we know they are  
 23 Home of the Mighty Eighth  
 24 THE UNKNOWN FALLEN FLYERS are honored at this national cemetery  
 25 It's located on Shingle Hill  
 26 The 95<sup>th</sup>'s home away from home  
 27 The 95<sup>th</sup> was formed here in October 1942  
 29 Identifying decoration on the plane  
 31 Our Last Plane Down ceremony is held here every May 7<sup>th</sup>  
 32 Number of Presidential Unit Citations awarded to the 95<sup>th</sup>  
 35 The H in 95th Bomb Group (H)  
 36 The 95th flew a tight one  
 40 First Presidential Unit Citation – August 17, 1943  
 41 It's now the Red Feather Club Museum  
 42 Number of crew members, usually  
 43 Third Presidential Unit Citation – March 4, 1944  
 44 Bob Cozens or Jack Bertram, i.e.  
 45 First home of the 95<sup>th</sup> in England  
 46 South American country en route to Europe

**DOWN:**

- 1 Section of the plane that had 2 gunners  
 2 Metallic confetti dropped from the planes  
 4 Place where the planes were loaded and unloaded  
 9 What was done to a damaged engine  
 10 The B-17 was a flying one  
 11 Number of 95<sup>th</sup> missions turned back by enemy resistance  
 12 A regular mission day request  
 14 Seven missions flown at the end of the war  
 15 They kept the planes in the air  
 17 The \_\_\_\_ of Eight were restored by the same foundry that cast the Liberty Bell  
 18 25, 30, or 35 were required  
 20 They made their way back with help from the underground  
 21 The flag representing those who were lost  
 22 The 95<sup>th</sup>, 390<sup>th</sup>, and 100<sup>th</sup> comprised this Combat Wing  
 28 Beloved symbol of the 95<sup>th</sup>  
 29 \_\_\_\_\_ Bombsight  
 30 Our Memorial Room at the 390<sup>th</sup> Museum is in this city  
 33 A pictorial history of the 95<sup>th</sup>  
 34 The 95<sup>th</sup> newspaper in the '40's  
 37 Second Presidential Unit Citation – October 10, 1943  
 38 Every 95<sup>th</sup> plane had one on it's tail  
 39 It isn't free  
 42 Shape of the memorial across from St. Mary's Church  
 43 Turret in the belly of the plane



## DECEMBER 16 – THEN AND NOW

The following was written by Mike Darter, brother of Eugene Darter who died when the Lonesome Polecat II went down off of Texel Island in the Wadden Sea. Mike sent this out via e-mail, at which time veteran Charlie Riggs wrote:

*"What a great story!! I would sure love to see this in an issue of our newsletter so that every member of the 95th family who receives the newsletter could read it. It took me back to the story about the last plane lost, which was in the paper several years ago. I was on that "Chowhound" mission, and I know that the plane of Lt. Lionel Scurman's crew is in the North Sea where the people of Holland have a buoy marking the spot where she went down."*

Mike's story – December 16, 2011:

I have spent the day talking to many of the family members of the crew of the Lonesome Polecat II, and to those who have helped us in the 10 year investigation in the USA, England, and Holland. This includes wives of 4 of the crew who are still alive today (McKeegan, Schreiner, Hupp, and Delbern) and several children of the others. This year has brought more discoveries: pieces of the B-17 on the beach (a 0.5 in caliper shell shot from the B-17), a niece and nephew of Fred Delbern, more searching of cemeteries near the Wadden Sea for MIA's, and meeting Hans Eelman, who drew the map of the area and put the X where the Lonesome Polecat II was discovered by Texel #50 fishing boat in 1981.

Sixty-eight years ago this morning the Lonesome Polecat II, loaded with fuel, bombs and crew, roared down the 95<sup>th</sup> Bomb Group Horham UK base runway with 10 excited young men onboard. After more than a year and a half of intensive training all over the USA, they were finally on their way to Nazi Germany to bomb the large submarine production and repair facilities near Bremen. The young men (ages 20 to 24, except for Eugene who was 30) were very excited, but of course frightened at

the staggering losses the air war had taken in 1943. Only 1 in 5 US airmen survived 25 missions. They saw a card box in the 95<sup>th</sup> office with the names of all the men who were shot down in the 6 months since the 95<sup>th</sup> started flying missions. They still had no fighter protection beyond the German borders and the German Air Force at that time was very strong. There were also 800+ anti aircraft guns around Bremen.

As they approached the target, pilot Fred Delbern told top turret gunner Lorren Dodson to look out the cockpit window. What he saw was a nightmare about to happen - ugly black clouds of flak shot at B-17s ahead of them in the bomber stream. One of the flak shells would soon explode just beneath their B-17, destroying #3 engine, starting a fire in the bomb bays and sending the aircraft into a 6000 ft dive, from which pilots Fred Delbern and Don Neff barely recovered. They still dropped their bombs on target, and then being way below the 95<sup>th</sup> formation were immediately attacked over and over by Nazi fighters for 15 minutes who shot up the plane, badly hitting the #2 engine and setting it on fire. The top turret was shattered, knocking an injured Loren Dodson to the floor, and badly wounding Eugene Darter as he was shooting at the attackers and now lay in a pool of blood in the Radio Room. Co-pilot Don Neff was also badly hit in the cock pit, pilot Fred Delbern was wounded in the arm, and waist gunner Charlie Schreiner was hit in the knee cap and hand by flak. Bombardier Ed Woollen was hit in the abdomen, and the gun was shot out of the hands of Bob McKeegan in the tail. Lt. Delbern ordered a bailout, but only the front three crew heard the order. Navigator Pete Jackson got hit in the eye by a piece of flak just as he went out of the plane, somehow managed to open his parachute, but was unconscious when he landed. Wounded Dodson and Woollen bailed out and landed near Oldenburg and Leer, Germany. The

other five crewmembers in the back of the plane did not hear the bailout order and kept at their positions, fighting for their lives. Just as all hope was lost and the German fighters turned for the final kill, the American escort, P-51s Mustangs flying their very first mission, found the bombers and drove off their attackers!!! Imagine! None of these men would have lived had it not been for the P-51's.



The wounded pilot Lt. Delbern (and perhaps co-pilot, if still alive) got the B-17 under control and flew on towards the coast of Holland and out into the Wadden Sea before he realized the 5 men were still on board in the rear of the plane. He got out of the cockpit and saw ball turret Doral Hupp in the Radio Room helping Eugene, who was bleeding profusely. Delbern told them to get out of the plane as they could not make it back. When Doral asked about co-pilot Don Neff, Delbern said "forget about Don," indicating to Doral that he had been killed. Delbern returned to the cockpit and was never seen again. The 5 crew in the back quickly got their parachutes on and attached their life rafts, as they thought they were over the North Sea. They knew they would quickly die in the freezing waters below, although they could not see anything due to thick cloud cover. Eugene went first out the back door, smiling and telling his crewmates he would be OK, but not waiting for them to finish preparations. Then Bob McKeegan, Doral Hupp, Frank Lee, and finally Charlie Schreiner bailed out of the damaged, vibrating, and smoking B-17. Charlie once told me he hesitated a moment, wondering which would extend his life the most - bailing out into the North Sea and dying, or staying on the aircraft until it exploded. As Bob, Doral, Lee, and Charlie came down through the heavy undercast, they suddenly saw land, an island. Charlie landed just a thousand feet from the North Sea and a certain death had he not gotten out when he did.

## DECEMBER 16 – THEN AND NOW *continued . . .*

Pilot Fred Delbern was badly wounded, and Don Neff was possibly already dead in the copilot seat. They were at about 4,000 ft over Texel Island. They must have spotted the North Sea beach through the clouds, made a wide U-turn to the south and quickly dropped down through the under cast. They roared just 200 feet over the Dutch village of De Koog (we recently found a farmer who saw a piece of the burning B-17 fall on his farm just east of De Koog) where German soldiers began shooting at the smoking plane. The old warrior B-17 Lonesome Polecat II, on its 22<sup>nd</sup> mission, was observed by eye witnesses to just barely make it over the large dunes between the village and the North Sea. It then turned sharply to the left, trying to ditch near the beach. The B-17 must have hit the water hard, probably knocking Fred and Don out for good, more than 1,000 ft into the North Sea from the beach. Neither pilot got out of the plane, which sank in a few minutes with the damaged bomb bays wide open. Fred and Don had performed an amazing feat to bring the very badly damaged B-17 166 miles back from Bremen, saving the lives of all his crew except Eugene and Don. I'm sure Fred ditched the plane thinking that he could get Don out of the plane and into medical treatment to save his life. But it was not to be. The German interrogator later told Charlie they had found two bodies in the plane just off the Texel coast.

The four who landed on Texel and the three who landed in Germany were captured quickly and shipped to Frankfurt, and then prison near Krems, Austria (enlisted men) or Barth Germany (officers). Ed Woollen and Pete Jackson were sent to Barth prison and on 1 January 1944 Ed penned a beautiful and moving Memoriam to his three lost crewmembers on the first page of his Red Cross diary. On Christmas Day 1943, the others found themselves in box cars traveling across Europe to spend the next 18 months cold, hungry and fearful for their lives. But they all survived until Easter morning 1945 when they were forced to walk in groups across Austria - about 260 miles - in the freezing cold mountains. There they were met at the Inn River by

Patton's army, at which time there guards disappeared - finally free! They were overjoyed, though the three missing crewmembers were always in their thoughts and prayers, and continued to be throughout their lifetimes.

Through the years, they married, had children, good careers, and led very fulfilling lives. They were all amazing men who married amazing women. I was fortunate to meet 4 of the crew and their wives plus two other wives. I cherish those interviews and talks which brought us very close. We were fortunate to return, with Doral Hupp and his family, to Texel, where he stated that it was "really nice to be here with no guns pointing at him." We stood together on the dike where, on the plane above, Doral had temporarily saved Eugene's life, watched him bail out and descend into the clouds. Next to Doral and I was local resident Cornelius Ellen, who was a 17 year old boy walking the Texel dike on that fateful December day in 1943. He witnessed an American airman parachute just over his head into a big storm on the Wadden Sea. Because his arm was badly shot and he could thus not unbuckle his chute, the wind carried him far out into the freezing sea. Not being able to save the American airman (he would have surely died in the attempt) has haunted Cornelius all his life. I have spent many cherished hours talking to Cornelius and walking out into the Wadden Sea at low tide in the summertime to where Eugene splashed down, thinking what ifs? What if the tide was out - Cornelius could have reached him and saved his life. What if the wind was blowing less, or in the other direction - he would have easily landed on the island. What if he waited a few seconds when the other crew bailed out - he would have landed with them on the island? What if he could have disconnected his parachute - he may have been able to get closer to shore and be helped by Cornelius . . . His remains are believed to be some-

where out in the mysterious shallow Wadden Sea or perhaps were carried out into the North Sea.

I have walked the North Sea beach near the location where the Lonesome Polecat II lies covered with water and sand. I've thought about Fred and Don and what fine young men they were. Our most recent discovery of Fred Delbern's lovely wife, Geri (now 92 years young), in 2010 who finally found out what happened to her beloved MIA husband, has touched our hearts beyond belief. Geri was also able to tell me about her meeting my brother before the crew departed for England.

Let us keep their memory in our hearts and minds forever, and teach our children and tell our friends about their sacrifice on that day. They along with many other 95<sup>th</sup> crews did their part to stop the Nazi killing machine that at that time was murdering millions across Europe in many ways. Freedom is not free for us, their families and loved ones. All that we enjoy today is in part due to the sacrifices of Fred Delbern, Don Neff, Eugene Darter, Ed Woollen, Pete Jackson, Bob McKeegan, Doral Hupp, Charlie Schreiner, Loren Dodson, and Frank Lee (and of course many other 95<sup>th</sup> crews)! After 68 years, you all are still in our hearts.

By Michael I. Darter (*pictured below*)  
Proud brother of S/Sgt. Eugene F. Darter  
B-17F: 42-30255, Lonesome Polecat II  
MIA 16 Dec 43,  
Texel Island, Netherlands  
95<sup>th</sup> Bomb Group, Horham, England  
midarter@gmail.com



## REMEMBERING THE VERGENE FORD CREW

I thought I would give you a little background history of the Vergene Ford crew. The crew consisted of Vergene Ford, Pilot; Murray Saylor, Co-Pilot; Cletus Cummiskey, Navigator; Julian Meyer, Bombardier; Willis Perry, Engineer and Upper Turret; Kenneth Hutcherson, Radio Operator; Marvin Casaday, 1<sup>st</sup> Armorer, Right Waist Gunner; Richard Peterson, Ball Turret Gunner; Robert Evans, Asst. Engineer, Left Waist Gunner; Leonard Styczynski, Tail gunner.

We, the Vergene Ford crew, were one of the first crews to be assembled at Moses Lake, Washington Army Air Base. It was only a tent city on concrete runways with an aluminum hanger amid the wasteland of tumbleweeds. We arrived there shortly after Easter 1943. We received all our winter flying gear and everything needed for the E.T.O. (European Theater of Operation). We sure didn't need that kind of outfit at Moses Lake. The second phase was at Walla Walla, Washington, and the third phase was at Redmond, Oregon. We were then sent to Grand Island, Nebraska, for E.T.O. assignment, issued a new B-17G and 3-day passes. We could go home at our own expense, if we wished. When we returned, the E.T.O crews were routed to Bangor, Maine, Goose Bay, Labrador, and Reckevick, Iceland...and from Iceland to Prestwick, Scotland, and then to Bovington where they relieved us of our nice, new B-17G's. At this point, we were sent to Stone Reassignment Center and shipped off to the 94<sup>th</sup> Bomb Group, Bury St. Edmonds. In a couple of days, our crew was divided. Pilot Ford, Navigator Cletus Cummiskey, Ball Turret Gunner Richard Peterson, and armorer Right Waist Gunner Marvin Casaday, were

sent to fly on a combat mission with an experienced 94<sup>th</sup> combat crew to Elberfeld, Germany, deep in the Ruhr Valley. On this first mission, I received my first practice on reviving crew members that had passed out due to oxygen shortage. Two of the 94<sup>th</sup> crew members' oxygen masks froze up, causing them to pass out. They had not dried them out after their previous mission. We all made it back in one piece. The Ford crew was transferred then as replacement crew to the 335<sup>th</sup> squadron of the 95<sup>th</sup> Bomb Group, Horham. Here at Horham we were given the privilege of flying "Darling Dolly" in the tail end Charley formation position for 4 or 5 missions before we got a new B-17G, which we named after the pilot's new born daughter, "Diana," and had a shark's mouth painted on the nose turret guns. This plane we flew until 3/2/44. Our Pilot and Ball Turret Gun had been asked to fly with another crew in the 334<sup>th</sup> squadron on 11/30/43, which placed them one mission ahead of the rest of the crew. The rest of our crew had to finish their

25 missions as fill ins on other crews as needed. I finished my 25<sup>th</sup> on the 3/4/44 Berlin trip as R Waist Gunner on a crew with only 2 previous missions – that was some trip with a green crew. I had to install all of the interior guns in flight after we took off. We made it back from a hard mission.

I was sent to a replacement depot to be returned to the USA. At this depot, a Col Scott asked me to be one of his crew, and nine other crews to fly 10 battle weary 17's back to the states for the Air Transport Command. Col Scott and his crews picked up 10 old 17's, and we flew them to an Air Transport Command Base at Land's End, England. When we landed, Col. Scott went immediately to the operations office to get a weather report on an approaching weather front. He wanted to be refueled for takeoff right away to beat that approaching front. The Base CO (Commanding Officer) informed Col. Scott and his crews that they were not going anywhere until all 10 of his crews were checked out to see if they were capable of flying 10 planes

across the Atlantic Ocean. Right then and there Col. Scott had quite a verbal conversation with that Air Transport Command Major. Col. Scott's 10 crews left 10 old battle weary 17's for that Major to get them to the USA anyway he could. Col. Scott's Commanding General arranged sea transportation out of Gloucester. It took us 11 days on a free French named liberty ship in a convoy. That ship had a noted French chef as their cook. We ate like kings and even had a glass of wine at each meal. It was a large glass.

We debarked on Ellis Island in NY Harbor and were ferried up the Hudson River to Camp Shanks,

NY. Ten returning combat crews in an Infantry Base was quite a shock to the personnel of that Army base. They arranged for us to leave for Ft. Mead the second day. From Ft. Mead I was given a 30 day furlough. This was the end of my part of the Capt. Ford crew. The other 7 crew members finished their 25 missions at various times until the end of April 1944. There are only 4 of the crew left: Julian Meyer, Bombardier; Ken Hutcherson, Radio Operator, Bob Evans, Asst. Engineer, Left Waist Gunner, and Marvin Casaday, Armorer Gunner, Left Waist.

Dave McKnight was a great C.O. (Commanding Officer – 335<sup>th</sup>) who had no fear. If he did, he did not let anyone know it. I don't know if you are interested in all my ramblings, but you got'em anyway. Thank you for your continuing service to the 335<sup>th</sup> and 95<sup>th</sup> Bomb Group. I hope in the near future to send you some good pictures of our crew.

Marvin Casaday, Waist Gunner 335<sup>th</sup>- Eustis, Florida



*Back Row (L-R): Willis A Perry (Top Turret/Engineer), Albion (Ken) Hutcherson (Radio Operator), Richard C. Peterson (Ball Turret Gunner, Marvin R. Casaday (Waist Gunner), Leonard S Styczynski (Tail Gunner), Robert J. Evans (Waist Gunner). Front Row (L-R): Vergene W. Ford (Pilot), Clarence M Saylor (Co-Pilot), Cletus J Cummiskey (Navigator), Julian A. Meyer (Bombardier).*



# RESEARCH NEWS

# UNIDENTIFIED CREWS CAN YOU HELP?

The research team continues to document the missions of the 95th BG. On the latest trip to the National Archives Annex, Russ Askey, Janie McKnight, and Rod Hupp scanned some of the last remaining missing missions required to complete our 95th BG Missions database.

The research team has tracked down several 95th BG veterans and their relatives over the past 6 months. As a result we have acquired over 75 new photos related to the 95th BG. These photos of ground personnel, flight crews, aircraft, and Horham are getting processed and many are already on the web-site. Many thanks to some of these contributors: Steven Leaser, Susan Klegman Horowitz, Vicki Michalski, Mark Peoples, Robert Czarnecki, Gregory Carr, Dean Striebich, Wiley Horton III, and Calvin Atkinson.

New photos have been acquired for the following crews:

- |                |                   |
|----------------|-------------------|
| Earl Leaser    | William Greenwald |
| Robert Leonard | William Hiatt     |
| Eugene Payne   | Garland Lloyd     |
| Edward Stern   | John Tuss         |
| Charles Tucker |                   |

Crew Members have been identified in existing crew photos:

- Peter P. Pinas
- Robert Leonard (Lucky Strike crew)
- Donald Eastling
- James Galbraith
- William McPherson

The last 3 unknown crew photos we have remaining at this time, are listed on the right. Please contact me if you can help identify anyone in these photos.

Rod Hupp (*picture on right*)  
Research Chair  
rhupp@csc.com  
703-966-0949



\* \* \*



Crew #1



Crew #2



Crew #3



Station 119: Mission briefing.

## A TRIBUTE TO MY CREW,

## JACK BERTRAM, PILOT, 412th SQUADRON

My crew and I arrived at the 95th Bomb Group in mid April 1944. After poor winter flying weather, orders were given by the 8th AF command to fly in big numbers of planes and fly deep. It was our good fortune to successfully complete 36 missions. In our early missions we survived a number of Luftwaffe fighter attacks. We felt certain we experienced more than our fair share of anti aircraft shrapnel, having countless holes in the planes we flew. I was privileged to fly under the command of Colonel McKnight and in his formation when he led the 95th. Colonel McKnight was small in stature; to his pilots he was 7 feet tall. If you will bear with me, I would like you to fly in each position of a B-17.

**ON THIS MISSION YOU ARE THE PILOT.** You are well qualified and trained to be commander of your crew. After three months of academic, physical and discipline training, patterned after West Point, you take your first training flight off a grass field in an open cockpit plane on April 6, 1943. A year later on April 25, 1944 you fly your first combat mission. The full year in between, you were on a training flight Monday through Friday, every day weather permitting, flying over 400 hours. Training was demanding - 50% of your primary flight class washed out. The national average was known to be 40%. Two months after your first flight, you were doing aerobatics, spins, snap rolls, slow rolls, etc. Upon receiving your wings and commission you are overwhelmed to be assigned to fly the B-17, the largest plane in the air at that time. After B-17 training, you are assigned to meet your crew members in Avon Park, Florida. Your combat training is cut short after 11 weeks and 130 flying hours to head north by train to board the Queen Elizabeth with 20,000 other troops. Your arrival at the 95th in Horham is a somber experience. You are assigned the empty bunks of a crew that had recently gone down. You inherit their white sheets. Several days later you are assigned a takeoff time for an orientation flight. With two engines running, the tower announced the field was closed - to shut down all engines. In seconds, from an air-to-air collision, bodies and fragments of planes descended within your view. While training in Florida your crew made a unique friendship with another crew, each crewmember forming a bond of friendship with their counterpart. Your friends went down, no survivors, on their second mission. You are on that mission. In combat one did not make many friends. Normal procedure on the first mission is to have the Pilot fly Co -Pilot on another crew for experience. On your first mission, and thereafter, you flew as Pilot with your full crew.

**YOU ARE NOW THE CO-PILOT.** Initially you are disappointed to be assigned Co-Pilot. You took the same training as the Pilot, earning your wings and commission. You dreamed of commanding your own plane. Flying three out of your first ten missions to Berlin convinced you of the necessity and importance of a B-17 Co-Pilot in combat. Your Berlin missions

Navigator, it is critical that you chart your planes exact location at all times. On two missions, damage forced your plane out of formation, forcing you to return alone. On the Munich mission your plane took a near direct artillery hit over the target, spraying shrapnel throughout the plane. You sensed an alarming loss of power as the plane rapidly lost altitude. As the Pilot leveled the plane at approximately 5000 ft, you learned the oxygen supply was destroyed, the left inboard engine disabled and feathered, and turbo power lost on the remaining three engines. The Pilot made the decision to try and return to base rather than nearby Switzerland. Your navigating skills successfully plotted a return route away from the sizable cities and enemy airfields. Miraculously you returned to Horham without further damage. Your plane had been reported shot down.



*Jack Bertram, Seattle Reunion 2011*

**YOU ARE NOW THE ENGINEER GUNNER.** You are located behind the Pilot and Co-Pilot in a turret with your head exposed above the plane. You are trained on the internal operations of the plane. On take-offs and landings, you stand behind the cockpit, calling out air speed and altitude readings. When a 500 lb bomb failed to release over the target, you leave your turret, and with a portable oxygen bottle, proceed to the narrow catwalk between the gaping bomb bays. At 27,000 ft and 40°-50° degrees below zero, you successfully release the bomb. On another mission, again with a portable oxygen bottle, you attempted unsuccessfully to manually close the bomb bay doors, which failed to close by motor. The resulting drag slowed down the plane, dropping it out of formation and forcing a delayed return landing with open bomb bay doors. On ensuing missions you are knocked out of your turret by shrapnel and suffer facial lacerations. Yet on another mission the Co-Pilot finds you unconscious with oxygen disconnected. You served heroically. Your name is John Kozlowski. You left the formation 7 years ago. Several weeks after completing 36 missions your health broke down from the trauma of combat. You spent 10 years of your young life in rehabilitation; a heavy price to pay for freedom.

**YOU ARE NOW THE RADIO GUNNER.** You have a lonely position in a small closed compartment, aft of the bomb bay. You have the responsibility of maintaining communication with the mission command and with your base. On one mission, with the 95th as lead group, you have a German speaking

## JACK BERTRAM, PILOT *continued . . .*

are approximately 10 hours, requiring 8 hours of high altitude formation flying, requiring second by second concentration. When attacked by enemy fighters, a tight formation is critical for survival. Over the target under concentrated enemy anti aircraft artillery fire, the success of the mission is dependent on a tight formation. After the 3rd Berlin mission you are a seasoned Co-Pilot and Pilot. Numerous times, you as a Co-Pilot, have successfully assumed command when the Pilot was disabled. On this mission your alertness saved the lives of 20 airmen. The mission started with an instrument take-off at approximately 5 a.m. in poor weather. You climbed on instruments to the designated rendezvous altitude of 17000 ft. Weather was poor at 17000 ft. You climbed to the new rendezvous altitude of 19000 ft. Similar conditions at 19000 ft moved the rendezvous to 21000 ft. Shortly after reaching 21000 ft. you grasp the control column and violently turn the plane to the left, standing it vertically on its wing tip. Another B-17 roared by, so close the Bombardier stated he could have touched it. Your split second reactions avoided a deadly collision. Minutes later the mission was scrubbed due to bad weather. Several hundred dispatched B-17's now had to descend through the weather, on instruments with zero traffic control, to their base, and land with bombs aboard. You receive no recognition of merit, no credit for a mission. Your flight log merely listed approximately 2 ½ hours in the air.

### YOU ARE NOW THE BOMBARDIER AND NAVIGATOR.

You will spend approximately eight months in the Plexiglas nose of a B-17. You enter and leave through the front hatch on every flight. You do not need combat for excitement.

Taking off and landing, day and night, in the nose of a Flying Fortress is a thrill a minute. In combat, fully loaded to 30 ton, you are conscious of barely being airborne when the 6000 ft. runway ends. You are the first to see and enter the blackened flak filled skies over the target. Enemy fighters favor attacking from 12 o'clock high, directly at you. As Bombardier you have trained for months on the Norden bombsight. You have the responsibility of releasing bombs, knowing they will result in death and destruction. With your crew you maintain intercom communication with the gunner stations on all missions, making each of them a vital member of a team effort. Your calm and collected manner and dry sense of humor serves you well. Throughout all the missions there was never any panic. Your name is Harry Hull. You are here today (at the Seattle reunion) and joined as always by your son, BJ, and his wife, Jen. As

associate specialist with you. The plane was specially equipped to monitor activity on Luftwaffe airfields and report to command. On the Leipzig mission, due to poor visibility, the group made three bomb runs over the target. One is too many, two is far worse, and three is suicide. On the third run your plane is hit hard by shrapnel. Shrapnel came up through the floor of your compartment and tore a hole through the seat of your radio chair, scattering debris throughout the compartment. Miraculously you were uninjured, while standing, throwing out metallic chaff to confuse enemy radar. Several hours later, upon landing, you remained in a state of shock and had to be assisted off the plane.

### YOU ARE NOW THE BALL TURRET GUNNER.

You have nerves of steel to be fully exposed below the belly of your plane during fighter attacks and anti-aircraft artillery over the target. If the power controls of your turret are disabled by enemy fire, you are totally dependent on your fellow crew members to manually crank your turret to the open hatch position. Even in training, many fellow crewmembers would not enter the ball turret unless the plane was parked on the ground. At age 27, you are an unlikely candidate for ball turret gunner. Your maturity is a guiding factor in combat and off duty. On the Munich mission, you served heroically, treating your fellow gunner and making sheared control cable repairs. You left the formation some five years ago. You are dearly beloved as one of the 95<sup>th</sup>'s great story tellers. Your name is Lou Westerburg, as always, you are honored (at the Seattle reunion) by the presence of your daughter, Dottie, and son, Dick.



*Crew Members Back row: Jack Bertram (Pilot), Bob Manning (Navigator), Harry Hull (Bombardier) John Micha (Co-Pilot). Front Row: John Kozlowski (Engineer), R. Carpenter (Waist Gunner), Red Larrick (Tail Gunner), Lou Westerberg (Ball Turret), Sam Judice (Radio Operator), Edwin Brock (Waist Gunner).*

### YOU ARE NOW THE WAIST GUNNER.

While the Pilot and Co-Pilot have the most comfortable seats in the house, you have the most uncomfortable. You are

standing for hours, scanning the skies for fighter attacks. You have two dubious advantages, nothing to write home about. One, there are two of you to commiserate and two; you have quick access to bail out. Your area is possibly the coldest area in the plane. You and your colleague have suffered many a frozen finger handling your guns. When the Co-Pilot made the life saving severe maneuver, you were thrown violently against your guns, nothing but metal. Your heavy flying suit helped protect you from serious injury. On the Munich mission, you were seriously wounded in the shoulder by shrapnel. You were stabilized and bleeding controlled by your fellow waist gunner and the ball turret gunner. You had surgery at the 95th Base Hospital, returned to the states having a second surgery for full recovery. Along with the ball turret gunner, you claimed two fighter kills. *(Continued on page 18)*



## MEMORIAL BOOK BEING REVISED



The 1997 *Memorials* book written and designed, respectively, by 95<sup>th</sup> Bomb Group veterans H. Griffin (Grif) Mumford and Maynard D. (Dick) Stewart profiled the six memorials that had been established to date by the 95<sup>th</sup>. Since then, a number of additional memorials have been erected in this country and abroad by individuals and groups sympathetic to the sacrifice and contributions of the 95<sup>th</sup> Bomb Group

(H) in World War II.

When our stock of the original *Memorials* book began to run low, the Foundation's Board of Directors decided to publish a revised book that would include these new memorials. Among the new memorials will be: Memorial bench to Col. David T. McKnight at our Dayton memorial; Red Feather Club Museum, Horham; Redlingfield Memorial, Redlingfield, England; and the Hospital Museum, Denham. Information is being collected on others, as well.

Here is a preview of one of the newest memorials that has previously not been known in the States: Memorial at Kain-la-Tombe Church, Tournai, Belgium. This striking memorial, which includes an abstract element that recalls the tail of a B-17, was dedicated in May 2008 to the memory of Lt. Robert V. Mercer, pilot of 95<sup>th</sup> aircraft no. 43-39055, who steered his troubled craft to a nearby field rather than crash in the village on January 28, 1945. With the exception of the co-pilot, all the other crew members bailed out safely. The co-pilot, Charles "Chuck" Taylor, stayed with the plane until the last minute, but when he bailed out, the plane was too close to the ground for his chute to deploy. Both Mercer and Taylor were killed.

The plaque recognizes Mercer's heroic efforts to avoid a main street in the town, the bell tower of the church, the nursery school, and village houses while steering his flaming plane to the ground. Sixty-three years later, villagers in Tournai still remembered his sacrifice with gratitude as they dedicated the memorial with great ceremony.

Thank you to all who have helped us so far by identifying additional memorials and gathering information about them. We are very grateful for your help. It is not too late to include other memorials in the revised book.

*Margaret Blagg, Chair*

Contact:

Margaret Blagg, Chair  
mmblogg@gmail.com  
Memorials/Repository Committee

## JACK BERTRAM, PILOT *continued . . .*

With so many group guns in action, your claim was not recognized on record.

**YOU ARE NOW THE TAIL GUNNER.** You are fearless and one of a kind to be tail gunner on a Flying Fortress. Surely there are few volunteers, if any, for this remote position. A comfortable seat and your personal bailout exit are your only two dubious advantages. On night take offs, using an Aldis signaling lamp, you flash color code to identify your planes location. You are seated backwards, totally dependent on the Bombardier's communication to keep you abreast of what is happening forward in the plane. You are flying possibly in the most frequently damaged area of the plane. You pray for a tight formation to keep enemy fighters from lobbing 20mm shells into your position. You breathe easy only after your wheels touch down on the runway after each mission.

**Thank you for flying with me.**

*Jack Bertram*

\* \* \*

## A REMINDER !

Please send in your 95th Bomb Group Memorials Foundation membership form on page 23 in this newsletter .

It will help keep your information current and you will continue receiving your copy of the 95<sup>th</sup> Newsletter. We ask Veterans, Widows, and Life Members to send in the form to verify your information. Memberships keep us flying and helps keep the legacy alive!



*Memorial at Kain-la-Tombe Church, Tournai, Belgium.  
On the left Mr Massy, the Mayor.*

# NEWS FROM THE 390<sup>th</sup> MEMORIAL MUSEUM

This summer, the 390<sup>th</sup> Memorial Museum will begin the first phases of the much anticipated renovation project. The staff and volunteers at the museum are both excited and challenged by the renovation. It will be tremendous work on our part as we file archives away and adjust to the sound of hammers and saws but we believe the renovation project is an important first step on the path to becoming a premier 21<sup>st</sup> century museum. This is great news for those interested in WWII history, specifically those who care deeply about the lasting legacy of the 390<sup>th</sup> and 95<sup>th</sup> Bomb Groups.



Col. Karl Truesdale,  
Commanding Officer, 95th

In my role as the Development Director for the museum, I am charged with raising awareness of the 390<sup>th</sup> Memorial Museum. One way I accomplish this is by inviting people to the museum for a guided tour. Sometimes the people I invite already have an interest in the museum and sometimes they do not. My goal – our goal (Board of Directors, staff, and volunteers) is to share the story of the 390<sup>th</sup> and 95<sup>th</sup> Bomb Groups in a way that captures people’s imagination and makes them feel as if they are in the B-17 flying over Berlin on that first daylight raid.

We are a memorial museum and your room, the 95<sup>th</sup> Bomb Group room, is a memorial room. We ask people to remember and reflect but If we do not interest new generations by engaging them in meaningful ways there will be

few if any who will remember the great sacrifices and courage of the World War II generation. This is a terrible tragedy -- one which we are not going to allow happen.

Concepts for the renovation project include interactive exhibits that will enable visitors to get a “hands on” feel for what B-17 crews experienced during combat. Other projects in the renovation include updating our technology so that we are better able to connect people with research and archival material. All of these updates will support our mission of ensuring we connect present and future generations to their past and to your stories.

One last note, the 95<sup>th</sup> Bomb Group Memorial room is one of my favorite areas and one of the last stops on the tour I give to people. It is a place where everyone falls silent for a moment – especially as I explain that the names of those people on the columns are those who never made it home. As we embark on this renovation project realize that a beautiful new building may help attract new visitors but it is the stories – your stories – that ultimately capture and keep their interest. So please call or write to me and share why your story or your father’s story has so much meaning because I want to share it with others. The 390<sup>th</sup> Memorial Museum wants your legacy to last.

Faith Carrabis,  
Director of Development  
390<sup>th</sup> Memorial Museum  
6000 E. Valencia Road  
Tucson, AZ 85756  
museum@390th.org

\* \* \*



## LAST PLANE DOWN CEREMONY

**Monday, May 7  
9:45 a.m.**

**95<sup>th</sup> Memorial in the  
Memorial Garden**

**Wright Patterson USAF Museum  
Dayton, Ohio**

Each year we gather to honor the last B-17 lost in World War II, a 95<sup>th</sup> plane on a chow hound mission to the starving Dutch. Please join us if you can for this moving ceremony, led by Nina Rothman.

**HOTEL RESERVATIONS:**

Comfort Inn and Suites  
5220 Huberville Ave  
Dayton, OH 45431  
937-425-6489

[www.comfortsuitesdayton.com](http://www.comfortsuitesdayton.com)

When calling for reservations (by April 6<sup>th</sup>, 2012), be sure to ask for the 95<sup>th</sup> Bomb Group Memorials Foundation rate (\$94.74 includes taxes for the night of May 6<sup>th</sup>).

Questions? Please contact:  
Meg Brackney (937-767-2682)

## MEMBER REMINDER

Help us keep our member roster up to date. All Vets, Widows, Life Members of the 95<sup>th</sup> BG Memorials Foundation Inc are asked to send in your membership forms. Please address any questions to our Member Liaison, Linda Endris:

225 Buffalo Dr.  
Indianapolis IN 46217  
317-881-0219  
317-679-7409  
Email: [ljendris@att.net](mailto:ljendris@att.net)

## NEWS FROM OUR SISTER GROUP THE 95TH BOMB GROUP HERITAGE ASSOCIATION IN HORHAM



*James Mutton, Chair*

I am pleased to report a very positive and successful winter at Horham. We finished the season with a very well attended end of season Open Day in October, concluding our most successful year to date. Everyone who attended said they could not wait for 2012 to come around so they could visit and enjoy events in the Red Feather Club. Many travel from all corners of the UK to visit us.

we British have for you. We have dedicated this small part of the huge war time base at Horham, Station 119 to the Greatest Generation of Men this world has ever known. We humbly try to show our gratitude and thanks to the brave men of the 95<sup>th</sup>. You all are in our hearts at the Red Feather Club museum, your museum.

James Mutton, Chairman  
95<sup>th</sup> Bomb Group Heritage Association  
Horham  
Suffolk  
England

At our Annual General Meeting, reports were given by the respective committee members stating all the achievements of the Association. A full financial report has been submitted to the Charities Commission. Many of our members attended the meeting and the committee was duly re-elected. A business plan was submitted which states all the proposed projects for the 2012 season ahead. We have also sent out our membership statement in a separate mailing.

The Red Feather Club is now totally centrally heated. This maintains a stable environment for the buildings and museum collection. Work has been carried on by our ever increasing team of volunteers inside the museum, painting and decorating, and some surprises ready for the reunion in May! Our unique and treasured collection of 95<sup>th</sup> items in the museum has again increased with 3 whole collections returning home to Horham. We are truly indebted to the families who have donated these precious family artefacts to the museum. More work will continue with the exhibits which give our visitors an insight into the 95<sup>th</sup> Bomb Group.

Ray Howlett has created a B-17 in which our visiting school children can role play a mission. All positions have been made, from the Bombardier with a Norden Bomb sight, the Navigator's table, the Pilots who have a cock pit dash with all the dials, control columns, engine controls and throttles, a traversing Top turret, a radio operator station complete with radio, the cat walk through the bomb bay, a fully traversing ball turret (no way would I let Ray cut a hole in our wooden floor!!!!), the left and right waist gun positions, and the tail gun position. It looks and is truly wonderful - it is quite a task keeping the team and adults off it!!!, They did not have school trips like this when I went to school!

We prepare ourselves for the year ahead. We welcome as many of you, our 95<sup>th</sup> family, to visit us at Horham. Please come and see and feel the warmth, affection and admiration



*Horham as it looked during WWII.*



*Horham as it looks today!  
Join us at the May 2012 Reunion and see*



# NAME THE B-17

by Ray Howlett

The 95th BG here at Horham has its own B17. The idea started last year, having seen the enthusiasm shown by the children when they took part in role playing a mission. I thought that if we could show the type of crew stations of a B17, it would help them to understand more about life as the crew and how important it was they worked as a team - also how cramped and uncomfortable life was for hour after hour. I believe the first four crews are in training in the form of forty Cub Scouts due to arrive some time at the end of March or early April. I will forward you images of the first flight. The guns turn and elevate, the top and ball turret rotate (still hoping to cut a hole in the dance floor so we can make the ball turret more authentic - James is such a meanie some times). I hope the young crew members go away with the wish to bring parents back on open days so they can have another mission. We have yet to give our B17 a name. All she needs now is a name and nose art - any ideas?

E-mail your ideas to Ray Howlett at: [the-howletts@no4bridgeclose.plus.com](mailto:the-howletts@no4bridgeclose.plus.com) or regular mail to:

Rosie Livesay, Secretary  
 PO Box 32646  
 San Jose, CA USA



Our "Flying Fortress" is in need of a Name

**SAVE THESE 2012 DATES:**

**Last Plane Down Ceremony**  
 Dayton Ohio  
 May 7<sup>th</sup>

\* \* \*

**"BRING OUR VETS TO HORHAM"**

95<sup>th</sup> UK Reunion, Page  
 May 10<sup>th</sup> - 16<sup>th</sup>

\* \* \*

**95th REUNION**  
 Labor Day Weekend  
 in Cleveland Ohio  
 August 30<sup>th</sup> - September 4<sup>th</sup>

Details on page 4!

## DO YOU HAVE NEWS YOU'D LIKE TO SHARE?

We'd love to hear from you!

Send your stories & notes to:

editor@95thbg.org or  
 95<sup>th</sup> BG Memorials Foundation  
 7014 E. Golf Links Road #328  
 Tucson, AZ 85730

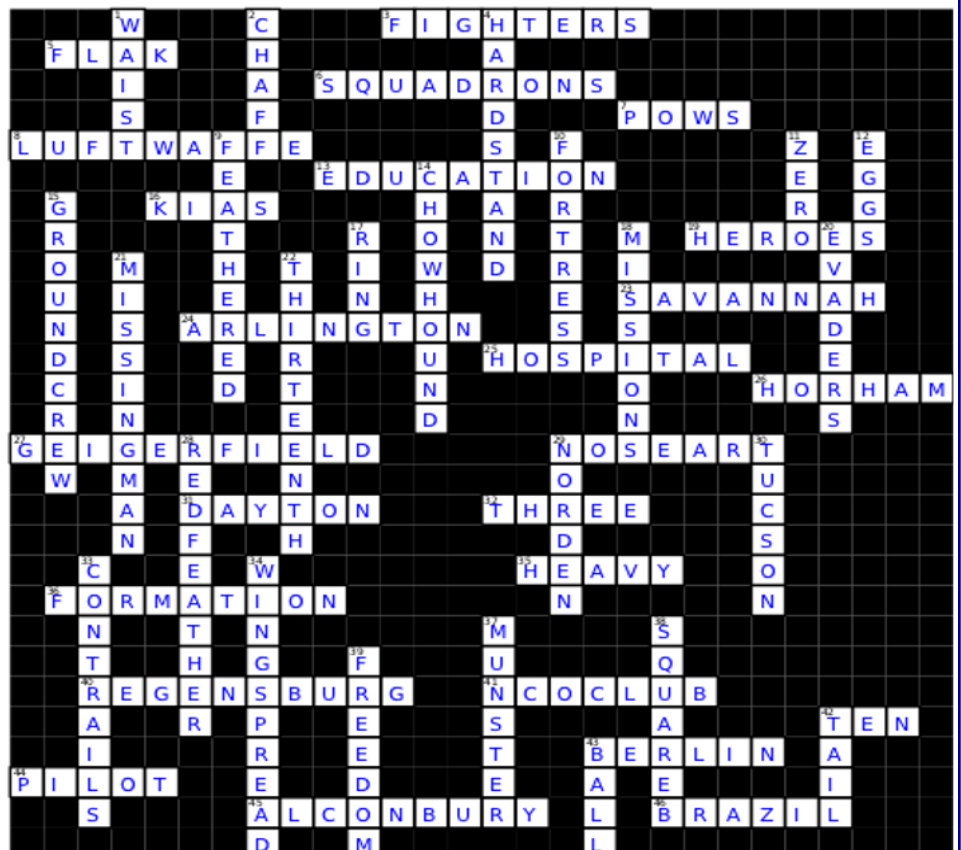
Attention: Newsletter Editor

## Corrections: December 2011 Newsletter

Page 7:

Dottie Mattina is pictured with her brother Dick Westerburg and veteran Jack Bertram.

### PUZZLE ANSWERS FROM PAGE 11



## IN LOVING MEMORY AND IN HONOR OF

Our treasurer, Nancy Freemantle reports that since our last newsletter, the Foundation has received donations “In Honor Of” living veterans, and “In Loving Memory” of those who have Left Formation.

**IN HONOR OF:**

- Marvin Casady
- Charles Gallagher
- Fred Kennie
- John Walter



**IN LOVING MEMORY:**

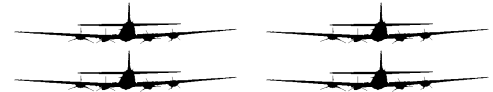
- Jane Basenberg
- Jack Beckelman
- Guy E Greene
- Paul Johnson
- Max D Murray
- Dave & Grace McKnight
- George Sulick
- Guillermo “Bill” A Vasquez

**\*\*Correction:**

In the last newsletter (December 2011), Phil Janney should have been listed “In Honor Of”, not “In Loving Memory”.

## LEFT FORMATION

The following 95th veterans were added to the Left Formation List in 2012.



<u>NAME</u>	<u>DECEASED</u>	<u>NAME</u>	<u>DECEASED</u>
Vernon W Albares	12/25/2004	James D Hartney Sr	03/23/2012
Jack D Beckelman	12/18/2011	George C Hood	03/25/2012
Arthur S Billings	02/04/2011	John Otis Johnson	02/24/2007
Eldon J Broman	04/02/2012	Robert B Jutzi	09/14/2011
Robert C Cozens	04/02/2012	James A Kelley Jr	01/05/2012
Harold B Crowell	03/14/2012	George T Sulick Sr	03/02/2012
Richmond P Dillon	04/06/2012	Stanley R Wheaton	07/30/2011
Guy E Greene	01/21/2012	Clair E Wyrick	02/10/2012

**“ . . . we honor ALL, when we honor the MISSING MAN FLAG”**

# IT'S SPRING - TIME TO RENEW! 2012 Membership Statement

Thanks to each and every one of you who has chosen to be a member of the 95<sup>th</sup> BG Memorials Foundation—your membership keeps us flying! It's time to refuel and we hope you will continue to be on board. Please return this form with any address corrections so we can keep our roster up to date. Veterans and their widows are exempt from paying dues, but we welcome your tax deductible donations!

**Please print:**

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

E-Mail: \_\_\_\_\_ Phone: \_\_\_\_\_

Please tell us how you are connected to the 95<sup>th</sup> Bomb Group?

**Membership:** Individual \_\_\_\_\_@\$25 Household \_\_\_\_\_@\$45 **Total for memberships:** \$\_\_\_\_\_

**Please list names in household(s):**

\_\_\_\_\_

I would like to make the following donations to help insure we never forget the men of the 95<sup>th</sup> and the sacrifices they made to preserve our freedom. If the donations below are In Loving Memory or In Honor Of a veteran or member, please specify :

\_\_\_\_\_

For preservation and improvement of exhibits and memorials including revision of the MEMORIALS BOOK and maintenance and upgrades to the 95<sup>th</sup> MEMORIAL ROOM at Tucson, AZ: \$\_\_\_\_\_

For the educational/research efforts of the Foundation including Rob Morris' unit history to be released 2012, our newsletters, website, and improving access to veterans oral histories: \$\_\_\_\_\_

Unrestricted donations: \_\_\_\_\_ \$\_\_\_\_\_

**Total donations:** \$\_\_\_\_\_

*Please contact me as I want to learn more about including the 95<sup>th</sup> BG Memorials Foundation in my legacy (estate) planning so that future generations will continue to honor and learn from the heroic effort of the men of the 95<sup>th</sup> BG.*

*Signed:* \_\_\_\_\_

The 95<sup>th</sup> BG Memorials Foundation was organized as an educational corporation under section 501 C (3) of the Internal Revenue Code, EIN 33-0654848. The purpose of the Foundation is to educate the public regarding the history of the 95<sup>th</sup> Bomb Group (H) and its role in the air campaign over central Europe during WW II and to recognize all members of 95<sup>th</sup> Bomb Group for the sacrifices they made to preserve freedom as their legacy to future generations.

**Make your tax deductible checks payable to 95<sup>th</sup> BG Memorials Foundation and mail to:**

**Nancy Freemantle, Treasurer**  
**P.O. Box 6154 Eureka, CA 95502-6154**





95th Bomb Group (H) Memorial Foundation, Inc  
7014 E. Golf Links Road #328  
Tucson, AZ 85730-1064 USA

ADDRESS CORRECTION REQUESTED

**'GIVE THE GIFT THAT KEEPS ON GIVING . . . SHARE THE LEGACY!'**

**GIVE A 2012 GIFT MEMBERSHIP TO THE 95<sup>TH</sup> BOMB GROUP MEMORIALS FOUNDATION**

New members receive a packet which includes:

- a welcome letter
- our current roster
- a CD with highlights of our 2010 Washington, DC reunion, compliments of Michael Baltazar, grandson of Adam Hinojos.

Simply fill out the form below, and send with your tax deductible check to:



Nancy Freemantle, Treasurer  
95<sup>th</sup> Bomb Group Memorials Foundation  
P.O. Box 6154 Eureka, CA 95502



This is a gift from: \_\_\_\_\_

Recipient's Name(s): \_\_\_\_\_

Street: \_\_\_\_\_

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

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Amount enclosed: \_\_\_\_\_ \$25/ Individual \_\_\_\_\_ \$45/ Household

Memberships keep us flying . . . Thank you for helping to keep the legacy alive!