



95th Bomb Group Memorials Foundation

The 95th Bomb Group Memorials Foundation, Inc. is a 501(c)3 organization whose purpose is to educate the public regarding the history of the 95th Bomb Group (H) and its role in the air campaign over central Europe during WWII.

Volume 2 Issue 2

July 2013

"Justice with Victory"

7 Veterans Return to Horham to Celebrate 70th Anniversary



Bob Fay, Ed Yurskey, Jack Bertram, Harry Hull, Ben Roujansky, Irv Rothman, and Herb Wilcov at the 95th Memorial in Horham

Fifty-five Americans, including seven veterans, descended upon Horham to celebrate the 70th anniversary of the "Friendly Invasion" of this tiny village that overnight became a frontline in World War II. Bombs have since been traded for bonds as friendships have flourished and we have become an intercontinental 95th family. Our English friends treated us to a magical week of stepping back in time to honor the men of the 95th. Reunion coordinators Beverley Abbott and Linda Woodward made sure that not even the weather could dampen our spirits! A very special **Thank You!** to James and his amazing team who once again pulled off "the best reunion ever!"

(more photos on pages 14 and 15)

Notes from the President..

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The 95th was part of my family before my older siblings and I were born. I shared the following with my Encinitas Rotary Club 3 days after Mom passed. With the deadline for the 95th newsletter fast approaching, I kept searching for a topic. Every attempt at fresh inspiration ended with a desire to share this with all of you.

"I would like to share a personal story with you today. It involves my parents Bob and Pat, a B-17, Cinco de Mayo, 2:30, and the American flag. Many of you know that my dad was a B-17 pilot. Some of you might know that he named his three planes after my mom, Patsy Anne. Three years ago the Collings Foundation made its annual stop at Palomar Airport as part of its Wings of Freedom tour. The tour showcases a P-51, B-24, and the B-17 nine-o-nine. My dad graciously paid to have 10 of us, including my mom, take a flight on the Flying Fortress. It was the first time my mom had flown in a B-17. The day we flew was Cinco de Mayo. Two years later we lost my father to congestive heart failure. I was privileged to be with him when he passed at 2:30 AM.

Last Thursday morning Mom told hospice that she was ready to go, but worried about her family. Mid-day Friday my sister Lee and I let Mom know that we all love her, would miss her, but would be fine. We also told her dad was waiting for her. Late that same afternoon the B-17 nine-o-nine was on approach to nearby Palomar Airport. My wife Peggy was at Mom's side. When she heard the Wright Cyclone engines of the fortress, she told Mom it was Bob coming to get her. After family said goodbye all day and into the night Saturday, at 2:30 AM Sunday morning, May 5, Cinco de Mayo, Mom quietly climbed on board with Dad.

Since my parents had touched so many lives, I got the word out by e-mail and Facebook. When our friends in Horham, England, the home of my dad's old airbase, learned of Mom's passing, they wanted to honor her by flying the American flag at half mast on Monday at the restored airbase. They wanted to send us a photo of the flag flying next to the granite bench honoring my dad, but there was not a breath of wind—that is, until they raised the flag. Then a breeze came out of nowhere that was strong enough and lasted just long enough to allow them to take a picture of the flag flying proudly in the wind pointing in the direction of my dad's memorial.

That same afternoon Peggy and I were at home when we heard the engine of the P-51. We looked as it took off to the west and then banked south. Next was the B-24, which also banked south. The B-17 took off last, tipped its wings once, and then inexplicably banked to the north. We watched in awe as the beautiful bird circled our home before heading south. I have no doubt that dad was whispering in the pilot's ear."

After reading this to my Rotary Club, I learned from my sister that an amaryllis that had not flowered in many years produced two blossoms in the week after Mom passed. Just one more coincidence, or was it Bob and Pat reminding us of the enduring and transcendent power of their love?



Tom Cozens, President
Son of Bob Cozens
Pilot, 335th Squadron

YouToo: From our Members & Friends

Looking for Albert Laney or Other Members of the Robert E. Beatty crew

Harry Feenstra, who lives in the Netherlands, has been researching the crash of 95th BG B-17 #42-30812 "Heavenly Daze." The crash happened not far from his childhood home. He has lost contact with Albert Laney, one of the surviving members of the crew. He's also looking for a photo of the Robert E. Beatty crew, which was the crew that was flying in the plane when it crashed. If anyone has knowledge of the whereabouts of the survivors of the crash (Robert E. Beatty, David E. Goss, Joseph C. Forand, or Albert G. Laney), PLEASE contact Harry at wadenei@live.nl or Helynn Schufletowski at researcher525@gmail.com.

I am looking for any information or photos of Lt. Col. Churchill Scott, KIA 08/12/1943. I've seen the MACRs on him, and have actually visited his grave in Brownwood, TX, but I'm looking for more detailed info about the man, and any photos that may exist. One question in particular: Why was a Lt. Col. a tail gunner on the mission he was killed on? It seems that he flew at least 9 other missions too. Thanks!

Phil Robertson
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I am the historian for the Dyersburg AAF, TN. We have a museum located on the former field with lots of memorabilia pertaining to the base (www.dyaab.us). One section has the wall covered with crew photos taken here. Many 95th'ers took final phase training here. I'd like to hear from any who did, or their families, who may have photos taken of them while here.

Tim Bivens
tbivensb17@cableone.net

Searching for Info on Richard W. Scouten

T/Sgt. Richard W. Scouten was a Top Turret/Engineer who participated in 34 missions with the 336th BS of the 95th BG from 7/6/44 to 12/12/44. On all of his missions, the pilot was always John L. Walker. The missions were flown in various planes, but the last 10 were in aircraft #48272. Richard was married to my sister Eunice and they had six children together. Eunice died June 27, 1995 and Richard died June 3, 2012. This June their children, grandchildren, and great-grandchildren are having a family reunion in Harrison, Arkansas where they will celebrate the lives of Richard and Eunice, and will include placing their ashes together near a tree the survivors will plant. I have written a biography of Richard and Eunice, but I wish to enhance the story with details of Richard's service with the 336th BS. Unfortunately, I have not been able to locate a photo of the flight crew with which he served, nor have I been able to identify with certainty the John L. Walker who piloted the planes. My hope is that flight crew members who served with Richard might come forward and contact me so I can include whatever additional information they might provide. My best guess is that his pilot may have been Major John Leland Walker, who died October 27, 1995 in Frankenmuth, Saginaw County, Michigan. The obituary of John's wife Mary discloses they had two sons, John and Peter, and that the latter also had two sons, Jack (John?) and Adam. If I could locate and talk to any of these children, I might be able to establish that the Major was indeed Richard's pilot, and who knows what else I might learn? Perhaps the pilot wrote his own story of those missions? Any help in my search would be greatly appreciated.

Thank you for your efforts in this matter.

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Memorial Dedication to “The 19 of the 95th”

Editor’s Note: The following article is a press release issued in Alconbury UK on May 27. The Reunion Tour stopped here on the way to Horham after a moving visit to the American Cemetery in Madingly. Photos by Paul Bellamy.



A memorial plaque was dedicated today (Monday 27 May) in honour of 19 United States Army Air Force air and ground crew of the 95th Bomb Group who lost their lives 70 years ago at Alconbury Airfield.

The event commemorated the day when, 70 years before, at around 8:30 in the evening, USAAF ground personnel were arming B-17 Flying Fortress bombers and, inexplicably, a 500-pound bomb detonated. The explosion set off several other bombs and, in an instant, 19 men were killed and 21 injured. Four B-17 bombers on the ground were completely destroyed and eleven others damaged.

The memorial was brought about through a collaboration between the owners and developers of the site—Urban&Civic—and the Airfield Research Group, who are working with them to capture the historic use of the former airfield during the Second World War and Cold War.

Rebecca Britton, from Urban&Civic, said: “When we were working through the history of the airfield, we came across a small reference to this incident, which we think is the biggest single loss of life on the airfield throughout its history. We discussed it with the Airfield Research Group who have done an amazing job in carrying out additional research which enabled us to pull together pictures, eyewitness accounts, and crucially, the names of the men killed. From there, it just felt the right thing to have a memorial to mark the incident.”

Paul Francis of the Airfield Research Group said: “It is not always easy to find out more information about events that happened 70 years ago, but through perseverance the team were able to account for all the 19 crew killed in the incident, and this is really the only place where their sacrifice is marked. It is particularly poignant in that the role and sacrifice of ground crew is often overlooked, yet many were away from home for longer than pilots and aircrew and faced dangers from the explosives they worked with as well as from direct bombing raids.”



Colonel Brian Kelly, Commander 501st Combat Support Wing of the U.S. Air Force, attended the event, along with a USAF Guard of Honor. He added:

“What struck me most about this incident was that the 95th Bombardment Group had only been on base for just a few days, and it must have been devastating for all of those involved, and for families back in the States. As we also mark 70 years of the USAF coming to Europe to join the war effort, it was very moving to be a part of acknowledging this loss, and knowing that our British allies will carry on remembering the sacrifices both countries made in the name of freedom.”

Eyewitnesses from the time reported seeing an engine from the exploding bomber fly through the air, punch through another B-17, and finally come to rest wedged beneath a third parked over 600 feet away. Off-duty airmen from the unit enjoying an outing to the cinema in Huntingdon heard and felt the explosion, rushed out of the cinema to find a truck, and drove at high speed back to the base to help their comrades.

Paul Bellamy of the Airfield Research Group said: “Not only have we been able to create a lasting memorial to those who lost their lives in this tragic accident, but more importantly we have been able to rediscover the identities of all of them, as many of their names had been lost over the intervening years. The next step will be to track down the original investigation report, which appears to have been unable to fully explain the cause, although the various rumours from the time were still being passed on by USAF ground crews at Alconbury well into the 1990s.”

James Mutton of the 95th Bomb Group Heritage Association said: “As Chairman of the 95th Bomb Group Heritage Association based at Horham, Suffolk, and as a Board Director of the 95th Bomb Group Memorials Foundation in the United States, on behalf of both organisations I wish to express our sincere gratitude to Rebecca Britton of Urban&Civic, Paul Bellamy, Paul Francis, and Richard Flagg of the Airfield Research Group for their efforts in the dedication of this magnificent memorial dedicated with full military honours to the 19 young men who lost their lives at Alconbury 70 years ago. After this explosion the 95th were redeployed to Suffolk, flying missions from Framlingham prior to their permanent base at Horham on June 15th 1943. The Heritage Association in the U.K., in conjunction with the Memorials Foundation in the U.S., both volunteer organisations, work side by side to honour the 617 Fallen Brothers of the 95th with a dedicated museum at the Red Feather Club, a totally restored NCO club on the former base at Horham.”

RAF Alconbury played a central part in military operations across Europe in WW2 and for many years after during the period of the Cold War. It was an operational airbase from 1938 through to the mid 1990s, with the last flight taking off in February 1995. The owners of the site, Urban&Civic, are now using the collective expertise of the Airfield Research Group to develop a full archive of the airfield which will ensure that this history is both recorded and promoted. Whilst the former airfield will be transformed into the Alconbury Enterprise Campus and the new communities of Alconbury Weald, its heritage will be woven into the fabric of the place for future generations via a dedicated heritage area around the listed buildings, public archive, and integration of historic features.

The dedication ceremony was also attended by Revd Andrew Milton, representatives of the 95th Bombardment Group, 303rd Bombardment Group, 401st Bombardment Group, 482nd Bombardment Group, 1st Air Division Headquarters Historical Society, 8th Air Force Historical Society, and by representatives of the local Stukeleys’ Parish Council and heritage group.



Pictured Left: 70 years later and almost to the minute, 95th BG Heritage Association members stand on the exact spot of the explosion .

L to R: Paul Bellamy, Colin Stearn, James Mutton, Linda Woodward, Carol Howlett, Ray Howlett, and Glenn Miller.

Twitter Vintage 1943

By Russ Askey, 95th BG Research Team

To commemorate the 70th anniversary of the 95th Bomb Group's arrival in England, Twitter updates are being sent on the day each mission was flown. The updates include links to copies of actual mission files, and complete crew lists for each mission. If you are a Twitter user, you can find the updates at "95th Bomb Group (H)@95thBG." Or, you can just click the Twitter icon at the bottom of the Foundation's website: 95thbg.org



Russ Askey
95th BG Research Team
Son of Russell E. Askey
Navigator, 336th Squadron

In addition to the Twitter updates, a dedicated website has been created: <https://sites.google.com/site/95thbgarchives/>
This site contains the mission files and crew lists, organized by month and year. This site will be updated over the next two years as the missions are flown.

The mission files that are now first being made available online for all to see, are the result of the combined effort of many volunteers from your Foundation. It is hoped making these documents available will help promote the study of the 95th Bomb Group and its involvement in the air war over Europe, and at the same time provide appropriate recognition of all those who served with the 95th.

At right: Example of mission report posted on Twitter at "95th Bomb Group (H)@95thBG"

C9

OPERATIONS SECTION (to be filled in while planes are away)

1. 95th (Group) 334th (Squadron) 202 (T/O No.) A (Letter) 13/6/43 (Date)

..... 0603 *NO (Time took off) (Time landed)

..... (Position in formation)

filled in by S-
with H/M Conley Pilot *1/5 H/O Medford* Top Arr.
1st Lt. Palumbo Co-Dr. *5/5 R McArthur* Ball Turr
1st E. Bascha Nav. *5/5 W. Cochran* T. Waist
1st W.R. Fitzgerald Bomb. *5/5 L. MacNeil* L. Waist
7/5 E.A. Taylor Radio *5/5 R. Barrett* Tail Gun.

B: INTELLIGENCE SECTION (to be filled in from interrogation of crews).
 1. **ENEMY FIGHTER OBSERVATIONS** (Use separate combat form for each combat).
 (1) *7:50 - low target ME 109C 7W 140-20-110*
 (2) *10 to 15:00 756 low over [unclear] England coast.*
 (1) *Started 9:13 low over [unclear] 10:00. Bunched up 4/2000*
300 miles off German coast going in - and continued
on over target and back to 300 miles at 12:00.
(2) at 11:28 to 12:00 outback.
Descended down out of clouds and pretended to
divert into water, then they would pull up at
45° angle and attacked B-17 which had perfect
F-8 captured. (our defensive action)
 2. **FIGHTER SUPPORT**
 *None*
 (If seen where, when, and estimate of their height)
 (How long were they in sight; were they in any combats while seen?)
Fighters over water appeared to be using
different type of ammo. The bursts

Interested in Becoming an Historical Sleuth?

The Research Team is in need of dedicated volunteers to assist in tracking down 95th veterans and their families. No prior research experience is necessary—just a willingness to persevere in the search for historical information while our greatest resources, our 95th veterans, are still with us.

If you would like to assist in this endeavor, please contact Rod at rodhupp52@verizon.net
703-966-0949

The Red Feather Club Museum



May was a month of firsts at the Red Feather Club as the 95th Bomb Group Heritage Association geared up to celebrate the 70th anniversary of the arrival of the 95th Bomb Group in Horham and the reunion tour.

The association's first 1940s weekend proved a major success with re-enactors, military vehicles, and stalls pulling in the crowds. Liberation 44 and Ranger re-enactment groups presented a full military camp display and re-enactments of air force personnel.

During the weekend of May 18th and 19th re-enactors portrayed WWII USAAF (United States Army Air Force) personnel in basic day-to-day life. They completed close order drill, rifle drill, roll call, mail call, and payroll. There were displays of air force equipment and tents laid out as they would have been in WWII. There were opportunities

for the public to handle deactivated weapons and try to learn drill.

On Saturday night four DJs—Texas Tommy, Django Man, Short Back and Sides, and AV8—plus special guest singers Jodie Topsy Harris and Jade Grand entertained at a 40s dance.

Earlier that week, the Wings of a Mighty Fortress, a documentary telling the story of the 95th Bomb Group crew of Easy Goin', got its rescheduled UK premiere with two showings at the Red Feather Club, attracting approximately 230 people. Three years in the making, the film by Mark Werkema and Jim Koehn features interviews with crew members. The documentary is due to be screened on U.S. TV this year.

On Spring Bank Holiday, as part of the celebration of the 70th anniversary of the arrival of the U.S. Eighth Air Force in East Anglia, there was a flypast taking in the Red Feather Club. B-17 Flying Fortress Sally B, with four fighters from the Eagle Squadron, a historic four-ship group comprising a Hawker Hurricane, Spitfire, P-47 Thunderbolt and P-51 Mustang, and a further Mustang, flew over a selection of former USAAF bomber and fighter bases in East Anglia, including Horham.

Honoring our Veterans through Memorabilia

The Red Feather Club in Horham, created and run by the 95th Bomb Group Heritage Association, a U.K. charity organization, is the official museum in England of the 95th Bomb Group Memorials Foundation. It honors the men of the 95th in a masterful way by telling their stories through research, photographs, documents, artifacts, and other memorabilia. The museum desires to collect items that will help it paint as complete a picture as possible of the history of the Unit and the men who served in it. The Foundation, which is the U.S. organization, asks veterans, widows, family members, and others who may have access to such material to consider either donating these items to the Red Feather Club, or giving it "right of first refusal" if it is necessary to sell them. For more information, please contact Brad Petrella, Vice President of the 95th Bomb Group Memorials Foundation, at vicepresident@95thbg.org or 440-937-9663.

World War II Connection Discovered At Sr. Center

Editor's Note: Teri Schuenemann let us know about this story that was published in the local newspaper about her dad, Robert Dillon. Used with permission from Wenatchee World News.

By [Rick Steigmeyer](#), World staff writer
Wednesday, March 20, 2013

WENATCHEE — They weren't looking for each other, but 67 years and 5,000 miles removed, find each other they did around a table at the Wenatchee Valley Senior Activity Center. He was a World War II pilot and she was one of many starving Europeans at the end of the war. Thanks for the Hershey bars. And liberation.

World War II was coming to an end in April 1945, thanks in part to U.S. Army Air Corps pilots like Bob Dillon.



World photo/Don Seabrook

From left, Carolyn and Bob Dillon, Joanne and John Loozen, at the Wenatchee Valley Senior Activity Center

He was one of hundreds of U.S. and Royal Air Force pilots who dropped tons of bombs over Germany while Western Allies foot soldiers liberated one European city after another and brought the bloody war to its final stages.

Dillon, who retired from the U.S. Air Force in 1974 as a full colonel, piloted his B-17, based at Horham, England, on 35 bombing missions over Berlin, Dresden, and other key German cities in late 1944 and early 1945. The Third Reich surrendered unconditionally May 8, 1945.

"When we were called out, we were allowed to celebrate by buzzing the field," said Dillon, now

90 and living in Wenatchee with his wife of 69 years, Carolyn.



Bob Dillon was in flight training school in this 1943 photo.

Dillon said his crew took the celebration a little further, shooting off a couple flares at the end of the runway. Unfortunately, the flares started a fire in a grove of trees, which greatly displeased his commander.

As punishment, Dillon and his crew were told to stay behind when other planes in the squadron were sent home. He figured he could survive one more run. His plane, however, wouldn't be loaded with bombs for its 36th mission. It was loaded with food to be dropped at war-devastated sites near Amsterdam, the Netherlands. "We called it the chowhound mission. We'd fly low and as slow as we could over schoolyards to make the drops. It was a damn sight better than dropping bombs," Dillon said with a laugh.



World photo/Don Seabrook

Joanne Loozen listens to Bob Dillon talk about what they have in common as they and their spouses meet for lunch at the Wenatchee Valley Senior Activity Center March 15. Dillon was a U.S. Army Air Corps pilot who was part of a food drop effort at the end of World War II and Loozen was on the receiving end of those drops.

(continued on next page)

“It was overwhelming to meet these people last summer,” she said.

“People were starving. They would come every day, walking from Amsterdam, asking for food,” she said. The Germans had destroyed everything—buildings, roads and vehicles. What they had not destroyed the German soldiers took for themselves, she said.

Dillon has also met another former resident of the Netherlands here. Cornelia French, 79, of East Wenatchee said she was 12 when “chow-hound” food drops were made over her home in Rotterdam at the end of the war.

“We were the worst off. We were starving,” said French, who found the name of an Operation Chow-hound pilot in Colorado in 1998 to personally thank him by phone.

Dillon served 32 years in the military, including 25 years as a pilot. In addition to World War II, he served in the Korean War and the Vietnam War. The couple bought a house in Leavenworth in 1972, when Carolyn was staying at military housing for waiting wives in Moses Lake. They moved to Wenatchee in 2006.

Bonded by grim circumstance nearly 70 years ago, the two couples are now close friends who meet often at the senior center.

“I flew for 25 years and logged over 3,000 hours in the air,” Dillon said. “But the best flight of my life was that food flight.”



Bob Dillon, center, and his crew flew 35 bombing missions over Germany in World War II.



I want to share some exciting news with you and the 95th about my dad, Jack Bertram. On June 6th, he was awarded the French Legion of Honor medal at a ceremony at the French Embassy in Washington, DC. He was among a group of 19 veterans who received the award, presented by the French Consul General to the U.S. The medal is the highest award of service presented by the French government, and in recent years it has been awarded to American veterans, both living and deceased, who contributed to the liberation of France during WWII.

Jack Bertram, Jr.

Photo credit:

© Ambassade de France Washington

CHANGES?

Help us keep our records up to date. If you have a change in address or status, please let John know.

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Phone: 402-650-4135

In Loving Memory & 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

All 95th Veterans
Charlie Gallagher
Jim Henrietta
Curtis C. Stone



Help Keep the Legacy Alive!

- Remember a veteran every day
- Donate B-17's Over Berlin and/or Into the Wild Blue Yonder and Beyond to your public and school libraries
- Give your loved ones a Gift Membership to the 95th Bomb Group Memorials Foundation (see back page)
- Notify the Foundation of any photos or memorabilia you are willing to donate or share
- Include the Foundation in your estate plan

In Loving Memory

Allisom Bloom
Patsy Ann Cozens
James Robert Davis
Burt Evans
Augustus L. Gladding
Hiram Griffin
Ida Henrietta
Leo M. Higgins
Adam Hinojos
Adam & Annie Hinojos
John Kozlowski
Leonard MacReynolds
Valgene Mathews
Conrad Roellchen
Robert Stewart
Maxine Ziegler



Military Funeral Honors is a way of expressing the nation's gratitude to our veterans who gave so much to defend our freedom. To make arrangements for Military Funeral Honors, call your nearest Air Force Base. They will be happy to connect you to their Honor Guard. More information can be found at:

www.dmdc.osd.mil/mfh



LEFT FORMATION

Since our last newsletter, we have learned of the following 95th veterans who have Left Formation:

Richard J Austin	335th	Co-Pilot	January 31, 2013
Marvin R. Casaday	335th	Waist Gunner	March 23, 2013
Noel T. Cumbaa	334th	Operations Officer	March 19, 2013
Clifford E. Erie	334th	Clerk-Insurance	January 27, 2013
Eugene R. Fletcher	412th	Pilot	February 13, 2013
Charles R. Graeber	412th	Tail Gunner (POW)	April 24, 2013
Jack J. Kille	336th	Bombardier	May 2, 2013
Joseph P. Krepley	336th	Bombardier (WIA)	June 8, 2012
John C. Parsons	336th	Tail Gunner	February 5, 2013
Lawrence I. Pifer	335th	Ball Turret Gunner (POW)	January 30, 2012
Dale G. Powell	336th	Tail Gunner	March 11, 2013
Robert L. Shaffer	412th	Ball Turret Gunner	June 27, 2012
Richard A. Smith	335th	Pilot	September 5, 2010
Richard M. Smith	336th	Pilot (EVD)	March 29, 2013
Edward D. Grant, Jr.	412th	Pilot	June 20, 2013



“...we honor all when we honor the Missing Man flag.”

95th Bomb Group Hospital Museum

The Hospital Museum has had a complete repaint inside and out. Also, we have another donation from a 95th vet in the USA. He sent his uniforms, medals (including a Purple Heart), and his history in the 95th, which we have put on display.



The 95th BG Hospital Museum was one of the stops for the Jeep convoy that the 95th BG Heritage Association led around the base. The Hospital Museum is owned and operated by Tony and Val Albrow.



Member Liaison

Thank you to everyone who has been sending out birthday cards to our veterans, their wives, and their widows. I have had several notes and e-mails from the veterans and family members regarding wedding anniversaries. I have decided to include these dates in my birthday list that I send out every month, so if any of our veterans or their family members will give me a date and the number of years for the anniversary, I will be glad to put that in my e-mail. I love to send out happy news to everyone and I can't imagine anything more worthy of a congratulatory message than being married for 50, 60, or even 70 years!

Thanks to all of you who are supporting this project by sending cards, e-mails, or making phone calls! It is truly appreciated by the recipients, knowing that they are remembered by members of the 95th Bomb Group—a group that was and is so important to them.



Linda Endris, Member Liaison
Daughter of Ed Charles
Navigator, 336th Squadron

Do You Have News or Stories You'd Like to Share?

We'd love to hear from you!

For email updates:

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For the newsletter:

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Linda

Planning our Future: The 95th Legacy Squadron

Each year at our 95th Bomb Group Memorials Foundation reunion we stand together at a very special moment to recall the brave young men of the 95th who served to save their country during World War II. Many did not make it home; many others came back wounded. Of the thousands who served, only a few are still here today, to recall the events that helped shape their lives and ours. Here in part is what we, as a community of love and commitment, rise to say:

In the rising of the sun, and in its going down, we will remember them.
In the beginning of the year and when it ends, we will remember them.
When we are weary and in need of strength, we will remember them.
When we have joys we yearn to share, we will remember them.
For as long as we live they too shall live, for they are now a part of us,
As we remember them.

The words are indeed beautiful, and the moment always one of great emotion.

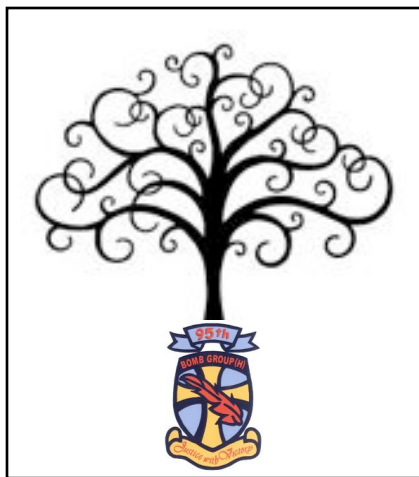
However, words alone will not ensure that the story of the 95th continues to be told. The “Greatest Generation,” as these men and their compatriots in all branches of service to the United States have come to be known, can best be remembered through ongoing commitment to the 95th Legacy Squadron. The 95th Legacy Squadron is a Planned Giving Program, through which you have a powerful opportunity to express your regard for our heroes.

Planned giving through the 95th Legacy Squadron will allow our 95th family to maintain the memorials established in the United States and England. There is a benefit for you and your family as well: You can also incorporate gifts to the 95th Legacy Squadron to help with effective estate planning and tax reduction strategies.

Planned giving is not complicated, nor is it reserved for those with great wealth. It can be as simple as adding a bequest of a dollar amount or a percentage of your estate to the 95th Bomb Group Memorials Foundation in your will.

Planned giving will underscore your commitment to the 95th by reaching over the years, beyond yourself, teaching others about our most important historic message. In addition, you can tell others about the 95th Legacy Squadron and invite their participation. The heroism of our brave men resounds through the years; this is your opportunity to recognize them and carry their achievements across the generations.

To learn more about Planned Giving and the 95th Legacy Squadron, and to obtain a copy of our brochure, “Building a Legacy for Future Generations: Join the Legacy Squadron,” please visit our website at www.95thbg.org, or contact:



Nina Rothman
2112 Acacia Park Drive #120
Lyndhurst, OH 44124
rothmanidc@gmail.com
Phone: 440-258-8261

70 Years Later



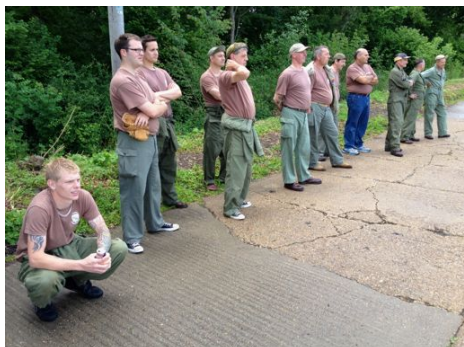
The American Cemetery at Madingly



A convoy of jeeps on an historic tour of Station 119



The new "Welcome" sign at the entrance to the Red Feather Club



The 95th's softball team, the Walloppers, held on to their winning streak



Luke Morgan, one of the youngest members of the Heritage Association Team



The veterans are greeted by USAF Lt. Col. Walters and TSgt. Drew Wilder



Paul and Linda Woodward ~ Always in step



Ben Roujansky ~ Never misses a beat



Irv and Nina Rothman ~ In love in the Red Feather Club



The pre-dance "Liberty Run" picked up the 'girls' for the 1940's dance



"The Red Feather Club Nippies," our English tea servers



Bob Fay with Christine Mutton



Carmel Hannant, the "Red Feather Belle," serving tea

The Friendly Invasion Revisited



Philip Mutton's and Carmel Hannant's "The Next Generation" presentation ended with gifts for the veterans



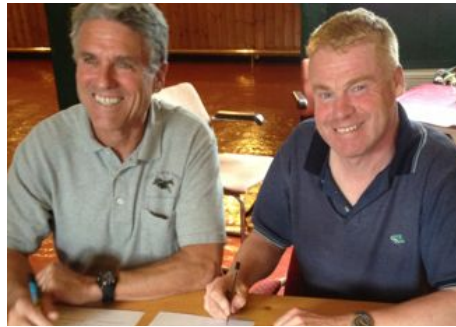
A Step Back in Time



Ed Yurskey, taking it all in, and loving it!



Veterans' autographs were in high demand



US President Tom Cozens and UK Chairman James Mutton



Herb Wilcov capturing magical moments



Jack Bertram and Harry Hull with Paul Bellamy and his "Knock-Out Baby" jacket



Laying the wreath at the 95th Memorial in Horham



Service with a smile!



Tearful good-byes, until we meet again



Ivy Olsen, widow of Ray Olsen

We'll be
back!

A Little R & R

Sent in by James Russell Jr.

The following is an article taken at South Port, England, after a break where my father and other crew members were having lunch at the American Red Cross Club. There is no time indication on the paper clipping, but after looking at the flight times for his pilot, Lt. James Conley, it is probably between January 11 and January 27, 1944. Later that year, on March 6, 1944, my father would be shot down and spend the rest of the war in a POW camp.

"When I dream of home, a tender, juicy giant-sized 2-inch thick steak is bound to sizzle up somewhere." But S.Sgt. James Russell, formerly of White Deer, was blissful. He sat in a corner of the American Red Cross Club in South Port, England, happily chewing on a sandwich.

"Food, SOLID food," he chortled, gulping down another mouthful. "You know, after 17 days of nothing but juices, orange juice, tomato juice, pineapple juice, prune juice, anything that's solid goes over big with me."

Russell and eight of his buddies, crew members of a B-17 crew, were spending a seven-day leave at the enormous American Red Cross Club in South Port, a famous English seaside resort. One wing of the resort is dedicated solely to American Air Force men resting up from nerve-racking raids over enemy territory.

"We crash landed on our return from a mission when engines #1 and #2 had gone out on us," he explained. "I wound up in a hospital with a cut lip and an infection in the chin but none of us were badly hurt. Our tail gunner S.Sgt David Williams of Mobile, Alabama, wrenched his back and is the only one still in the hospital. He'll be okay soon."

Others of the B-17 crew on a week's holiday from action were: Lt. James Conley, Minneapolis, MN, Pilot; Lt. G. Wood, 409 South Logan, Trenton, NJ, co-pilot; Lt. Richard Burke, 75 Cleveland Ave, Rockville Center, LINY, navigator; S.Sgt Frank Baca, Hot Springs, NM, ball turret gunner; S.Sgt. Al Sumers, Indianapolis, IN, bombardier; S.Sgt. Julius Wukitsh, 2353 Harrison St., Schenectady, NY, left waist gunner.



S SGT James Russell
335th Squadron Plane 297495



As is often the case, two of Russell's crew asked that their names be withheld. One has an argument with his mother for whom he does not want to cause any anxiety, and the other, a bride who still thinks he is on the ground crew. "I'm going to let her keep thinking that until it is over, over here."

Six Vets Among Record Crowd at Last Plane Down Commemoration



Kevin, Meg, and Carley Brackney, the 95th baby growing up and learning about history to share with future generations.

Each year, at 10:07 a.m. on May 7, we meet at the 95th Bomb Group Monument, in the Memorial Garden of the USAF Museum, Wright-Paterson AFB, Ohio, to honor the men of the last B-17 lost in World War II. The unarmed aircraft carried a load of food to be dropped to the starving people of Holland as part of the “Chowhound Mission” effort. Although the war was officially over, a German anti-aircraft battery—which may not have gotten the word—shot the plane down into the North Sea; all but two of the 13 men aboard perished. Eight were crewmen, the others were military photographers and reporters.

This year six veterans were among the over 40 people who attended the ceremony and gathered for lunch afterward: Bill Asher, 412 Sqdn; Charles M. Riggs and Charles Price, 334 Sqdn; Richard F. Harvey, 336 Sqdn; Bill Owen, 412 Sqdn; and Irv Rothman, 336 Sqdn. Many of our vets and other

attendees traveled several hundred miles to participate in the ceremony, and several were on hand for the informal “fireside chat” held the evening before the event at the nearby Comfort Inn, where we book a block of rooms every year.

Thanks to the continuing efforts of Meg and Kevin Brackney (Meg's great-uncle flew with the 95th and her late father, Jim Lewis, hosted the Last Plane Down event until his death in 2002), the entire event went off smoothly. Even the weather cooperated: a tad brisk but no wind and no rain!

Special thanks this year to Terry duSoleil and her crew of photographers and sound experts; they recorded the event as part of Terry's ongoing project on behalf of the 95th. (See her evocative article in the February 2013 95th Bomb Group Memorials Foundation Newsletter.) She also interviewed vets and families at the luncheon.

And thanks to Nina Rothman, Para-Rabbinic, who once again led our memorial service.

Lastly, making sure the crowd had a great luncheon were the Brackneys and Nina and Irv Rothman.



We strongly encourage attendance at next year's event, which once again will be May 7 (Wednesday). Information will be posted on our website, our Facebook group page, and the newsletter.

Remembering Missing Airmen of the 95th

by Terry duSoleil, © 2013

A few weeks after my article, "Finding the Missing from the 95th," was published I received an email from veteran Charlie Riggs. He had something to give the family of Edward Bubolz. I had found his cousin Mark Bubolz through an online forum on the Army Air Force (AAF). Sgt. Edward (Eddie) Bubolz is one of the six airmen lost on May 7, 1945.

Sixty-eight years later to the day that B-17 448640 crashed into the North Sea, the opportunity for Charlie came during the Chowhound Mission commemorative ceremony held on May 7 (Last Plane Down) in the Memorial Garden of the National Museum of the Air Force. During the ceremony Charles fulfilled his personal quest by returning an ID bracelet belonging to Eddie Bubolz, to his closest known relative.

Standing in front of the 95th BG Monument, Charlie spoke about how he found the gift box in the Quonset hut after Ed's other belongings were sent home. Over the years he misplaced it and found it again. Handing the box to Mark, Charlie described the silver ID bracelet with a holiday gift tag saying "With all our love, Mom, Dad, and Bob." "His (Ed's) mother, father, and brother had sent him (the bracelet) for Christmas. It has his name on it, his serial number, and engraved on the back, it says, 'Mom, Pop, and Bob.'"

Mark held back tears while accepting the bracelet from Charlie. As the two returned to their seats, they spontaneously put their arms on each other's shoulders and walked arm in arm.

Also attending the commemoration on May 7 was Joseph Murphy, nephew of George Waltari, also one the missing from the Chowhound Mission. During the service led by Nina Rothman, Joe held a photo of George facing forward so that all could see the image of one of the brave airmen who never came home.

In March I met other relatives of Pfc. Waltari. His niece, Jane, and grandniece (Joe's daughter) came to my home in California. Jane told me that the photo of George in his Army Air Force uniform, the one Joe held during the commemoration, had hung on the wall in her mother's (George's sister) study all her life.

Joe also brought a photo album of his family farm where his uncle lived in Montana. Pfc. Waltari was married when he entered the service in 1944 and his wife, Margret, still lives near the farm in



(continued on next page)

Montana. During an interview, Joe remarked that should George's remains be recovered, he would be welcomed home by his family, "There would be a lot of excitement about bringing George home."

Following the ceremony, the National Museum of the Air Force co-hosted a speaker presented by 95th BG Memorial Foundation, Ms. Cherri Lawless, Senior Mortuary Affairs Specialist – WWII, from the U.S. Army's Past Conflict Repatriation Branch (PCRB). Her very informative presentation described the process of recovering missing Americans carried out by the Joint Services. The lengthy process typically starts with archival research to locate details about the lost individual and their next of kin. If enough information is found, recovery missions are carried out by the Joint Personnel Accounting Command (PAC). Identification of recovered remains by the Central Identification Lab (CIL) uses scientific tests, largely based on the DNA of next of kin compared against that of the unidentified remains. After the presentation, Ms. Lawless and Dawn Thorne attended the luncheon and answered further questions about their work with families of the missing and POWs. In addition to working on MIA cases, they also help former POWs to receive their POW medal.

Also in March I interviewed Joyce Barrier, sister of Gerald (Derry) Lane, also missing May 7, 1945. Joyce joined the 95th BGMF in the hopes of meeting someone who knew her brother or to find out more about his life in the Air Corps. Peggy Lane, a younger sister, began the annual May 7 commemoration at the 95th Monument in Dayton.

During WW II the Lane family lived in the U.K. Derry's story is particularly unique because he never lived in the U.S. His father was a member of the famed RAF Eagle SQ before transferring to the U.S. Army Air Corps after the U.S. entered the war. In my research on Derry Lane's military service, I discovered that he flew a mission with my father, Bob Fligor (pilot, 412th SQ) on March 17, 1945.

I am currently researching Sgt. Lane's military occupation. In my research I discovered he was a "Voice Interpreter," contrary to reports which placed him with the Photography Unit. (If anyone knows more about Lane or his military occupation, please contact me.) The Missing in Action (MIA) research team (in the U.K. and U.S.) continues to search for families of the missing, and information about the location and circumstances surrounding their loss. New contributors to recent research findings on the Chowhound Mission are Ms. Helen Kiss, librarian, at the USAF Historical Studies Library at the Pentagon, and researcher Lt. Col Bill Saavedra, USAF retired.

If you are a relative, know family members, or have information about the Missing in Action (MIA) of the 95th BG, please contact me at B17story@gmail.com or (276) 8VE-ARTH (883-2784). Ms. Cherri Lawless can be reached at the Army PCRB: (800) 892-2490 x 38261 or by e-mail: cherri.lawless@us.army.mil.

Anyone interested in joining the MIA research team is welcome. Our goal is to share remembrances of the missing of the 95th BG and to bring them home.

Want to see this newsletter in color? Sign up for email delivery, or check out our website and Facebook group page.

Website: www.95thbg.org

Facebook: www.facebook.com/groups/95thBG/

Twitter: twitter.com/95thBG

95th Veteran Visits College Campus

By Phil Samponaro, Associate Professor of History
University of Texas—Brownsville

My colleague's son, Esteban Medrano, prepared a documentary on the life of 95th veteran Allen Snyder of Brownsville, TX, focusing on his time in the 334th Squadron as co-pilot on the John L. Judy crew. Esteban finished the project, entitled *Flying Full Circle*, in May for film school at the University of North Texas where he is enrolled as a grad student. The documentary complements ongoing efforts to promote the 95th BG's legacy. I have known Esteban both as a family friend and as a past student in an upper-level U.S. history course. He is a talented and respectful individual and his genuine interest in Snyder, a retired major in the U.S. Air Force, and his service in the 95th is admirable.

In late March, Esteban's dad, Dr. Manuel "Manny" Medrano, had Major Snyder visit two of his U.S. history survey classes to talk with students and answer their questions about his time as a World War II pilot. Esteban's interest in Allen, the public getting to know Allen in South Texas's Lower Rio Grande Valley, and my own friendship with Allen



Dr. Manuel Medrano introducing Allen Snyder

all owe directly to the unsung efforts of Manny and his esteem for Snyder as a WWII vet.



Marine Sgt. Joey Garcia with 95th Vet Allen Snyder

As Manny told the second of his two classes, "Rarely do we get the opportunity in our lives, [especially] at this stage, to listen to someone and have that person answer questions about his experience as a pilot in World War II." Students in both classes responded positively to Medrano's invitation to ask Allen questions about his service. Participation was lively and, after Snyder finished each session, students stayed to take photos with him and thank

him for his service. Joey Garcia, a UTB student and Marine sergeant who has served in both Iraq and Afghanistan, spoke for many when during the second class he told Allen, "I want to shake your hand and thank you for your service to our country. You served during a time when it was way, way different than now. . . . You guys had no option. You had to just basically defend your country and I thank you for that, for that selfless service."

Allen talked fondly of both the 95th and Horham, which he described as "quite an interesting place." He said he once "started a Red Feather Club in Brownsville," but joked that "it didn't last very long." Even without the club, Brownsville is lucky and proud to have Allen as its resident 95th veteran and thankful to Esteban and Manny Medrano for honoring him as they have.



Assembling the Mighty Eighth

By Leslie A. Lennox, Lt./Col. USAF (ret)
Pilot 336th Squadron

Of all the stories that have been written and movies that have been shown about the 8th Air Force, very little attention has been given to what was involved in assembling 1,200 B-17s and B-24s each day, to get them in formation to carry out a strike against Germany. Certainly scenes of bombers under attack by fighters, or encountering heavy flak, were a reality, and are interesting to watch. Also, stories about some of the rougher missions make interesting reading. But what was going on over England, each morning, could get just as scary to the crews as the time spent over some of the targets. The planning and coordination that had to be accomplished during the night, by the operations planners of each Group, so that the crews could be briefed, was unbelievable. If the planners had failed to do their jobs properly, there would have been a free-for-all among Bomb Groups in the skies over England. The rendezvous points, altitude, and times had to be precise, and known by all of the crews, before the Eighth Air Force could get in formation. The success of the planners in accomplishing their mission enabled the Eighth Air Force to become the most powerful air armada ever assembled. In my view, how this was accomplished is one of the major untold stories of the war.

I was a pilot in the 95th Bomb Group, in late 1944 and early 1945, and what follows is a typical mission, as I remember it, from a crew member's perspective.

Early in the evening, our Squadron Operations would post the names of the crews that were scheduled to fly the following day. There were two ways we could be notified if the Group had been alerted to fly. One was by means of lights on the front of the orderly room, and the other with the raising of colored flags. If a green light was on, the Group was alerted; if a red light was on, we would fly; and if a white light was on, the Group would stand down. The lights were monitored frequently throughout the evening to learn our status and, normally, we would know before going to bed if we would be flying the next day.

On the morning of a mission, the CQ (charge of quarters) would awaken the crews about four or five o'clock, depending on takeoff time. The

questions we always asked were, "What is the fuel load?" and, "What is the bomb load?" If his answer was, "full Tokyo tanks," we knew we would be going deep into Germany. Shortly after being awakened, "6-by" trucks would start shuttling us to the mess hall. We always had all the fresh eggs we could eat when flying a mission. After breakfast, the trucks carried us to the briefing room. All of the crew members attended the main briefing, and then the Navigators, Bombardiers, and Radio Operators went to a specialized briefing. At the main briefing, in addition to the target information—anti-aircraft guns, fighter escort, and route in—we received a sheet showing our location in the formation, the call signs for the day, and all the information we would need to assemble our Group and get into the bomber stream.

After briefing, we got into our flight gear, drew our parachutes, and loaded onto the trucks for a ride to our plane. We were now guided by the time on our daily briefing sheet. We started engines at a given time and watched for the airplane we would be flying in formation with to taxi past, then we would taxi behind him. We were following strict radio silence.

We were now parked, nose to tail around the perimeter, on both sides of the active runway, and extremely vulnerable to a fighter strafing attack. At the designated takeoff time, a green flare would be fired and takeoff would begin. Every thirty seconds an airplane started takeoff roll. We were lined up on the perimeter so that the 12 airplanes of the high squadron would take off first, followed by the lead and then the low squadron.

Each Group had a pattern for the airplanes to fly during climb to assembly altitude. Some would fly a triangle, some a rectangle, and our Group flew a circle, using a "Buncher" (a low-frequency radio station) which was located on our station. The patterns for each Group fit together like a jigsaw puzzle. Unfortunately, strong winds aloft would destroy the integrity of the patterns, and there would be considerable overrunning of each other's patterns.

(continued on next page)

Many of our takeoffs were made before daylight, during the winter of '44 and '45, when I was there, so it was not uncommon to climb through several thousand feet of cloud overcast. Also it was not uncommon to experience one or two near misses while climbing through the clouds, although you would never see the other airplane. You knew you had just had a near miss when suddenly the airplane would shake violently as it hit the prop wash of another plane. It was a wonderful feeling to break out on top, so you could watch for other planes, to keep from running into each other. To add to the congestion we were creating, the Royal Air Force Lancasters, Halifaxes, and Wimpys would be returning from their night missions, and flying through our formations. Needless to say, pilots had to keep their heads on a swivel and their eyes out of the cockpit.

After takeoff, the squadron lead would fire a flare every 30 seconds, so that we could keep him located and enable us to get into formation more quickly. The color of our Group flare was red-green. The first thing you would see when breaking out of the clouds was a sky filled with pyrotechnics, so you had to search the sky for the Group flare, which would identify the lead airplane of your Squadron. Once you had it located, you could adjust your pattern to climb more quickly into formation with him. As each airplane pulled into formation, they would also fire a flare with the lead plane, making it much easier for the following aircraft to keep him in sight. I think most crew members would probably agree that the pyrotechnic show in the skies over England, in the morning when the Eighth was assembling, was a rare sight to behold.

The order of progression for assembling the Eighth Air Force was to first assemble the Flight elements, the Squadrons, the Groups, the Combat

Wings, the Divisions, and finally the Air Force.

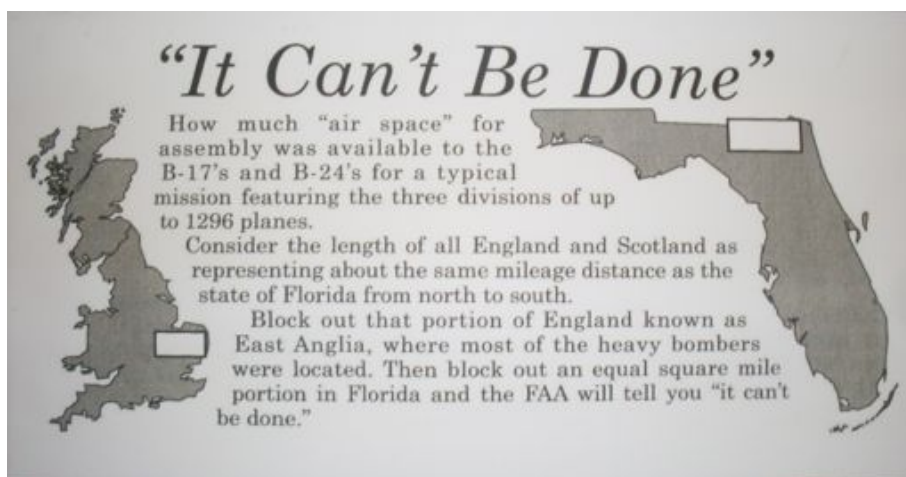
As soon as the four Squadron elements were formed, the high, low, and second elements would take up their positions on the lead element to form a Squadron. When the three Squadrons had completed assembly, it was necessary to get into Group formation. This was accomplished by having the three Squadrons arrive over a pre-selected fix at a precise time and heading. The high and low Squadrons were separated from the lead Squadron by 1,000 feet and, after getting into Group formation, they would maintain their positions by following the lead Squadron.

Then it was necessary to get into the Combat Wing formation. We were in the 13th Combat Wing, which consisted of three Bomb Groups: the

95th, the 100th, and the 390th. Whichever Group was leading the Wing that day would arrive over a pre-selected point, at a precise time and heading. Thirty seconds later, the second Group would pass that fix,

followed by the third Group thirty seconds later. We were then in Combat Wing formation. The navigators in the lead airplanes had a tremendous responsibility to ensure that the rendezvous times were strictly adhered to.

There were three Divisions in the Eighth: the 1st, 2nd, and 3rd. The 1st and 3rd Divisions consisted of B-17s only, and the 2nd Division was B-24s. The B-24s were faster than the B-17s, but the B-17s could fly higher; therefore, the two were not compatible in formation. As a result the 1st and 3rd Divisions would fly together and the 2nd Division would fly separately.



This plaque is at the American Cemetery at Madingly, UK

(continued on next page)

Now that the Groups were flying in Combat Wing formation, it was necessary to assemble the Divisions. This was usually accomplished at the “coast out”—a city on the coast, selected as the departure point “fix.” The Group leader in each Combat Wing knew his assigned position in the Division, and the precise time that he should arrive at the coast out departure point, to assume that position in the Division formation. The lead Group in the Division, which had been selected to lead the Eighth on the mission, would be first over the departure fix. Thirty seconds after the last Group in the first Wing passed that point, the second Wing would fall in trail, and so on, until all Combat Wings were flying in trail and the Division would be formed. One minute later, the lead Group in the other Division would fly over that point, and the Combat Wings in that Division would follow the same procedure to get into formation. When all of its Combat Wings were in trail, the Eighth Air Force B-17 strike force was formed and on its way to the target. At the same time, the 2nd Division B-24s were assembling in a similar manner and also departing to their target. Meanwhile, as the bombers were assembling for their mission, pilots from the Fighter Groups were being briefed on their day’s mission. Normally, 600 to 800 P-38s, P-47s, and P-51s would accompany the bombers to provide protection against enemy fighter attacks. Fighter cover was not needed by the bombers until they were penetrating enemy territory; therefore, to help conserve fuel, fighter takeoffs were planned to give them enough time to quickly assemble after takeoff, and climb on course up the bomber stream to the Groups they would be covering. The combined strength of the fighters and bombers brought the total number of aircraft participating in a mission to approximately two thousand.

A major problem that presented itself on each mission was that the bomber stream was getting too stretched out. It was not uncommon for the headlines in stateside newspapers—in trying to show the strength of our Air Force—to state that the first Group of bombers was bombing Berlin, while the last Group was still over the English Channel. It made great headlines but was a very undesirable situation. It meant that the Groups were out of position, and not keeping the proper separation. Furthermore, it was almost impossible for them to catch up and get back into the desired formation. This made the entire bomber stream more vulnerable to fighter attacks.

Finally, our planners figured out what we were doing wrong. When the first Group departed the coast out fix, it started its climb to what would be the bombing altitude. Then, as each succeeding Group departed that fix, it too would start climbing. The problem with this procedure was that, as soon as the first Group started its climb, its true airspeed would start to increase, and it would encounter different wind velocities. Now it would start to pull away from the Group in back of it, and the “stretchout” of the bomber stream would begin. By the time the last Group had reached the coast out to start its climb, the first Group would be leveled off, with a true airspeed approaching 250 miles per hour, and the bomber stream would be really stretching out.

The solution to this problem that had been frustrating the Bomber crews for so long was pretty simple. We would no longer start climbing at the coast out, but instead, at a designated time, *all* Groups would start climbing, irrespective of position. This meant that we all would have similar true airspeeds and would be influenced by the same winds aloft. That took care of the problem. It was still possible for a Group to be out of position because of poor timing, but the entire bomber stream wouldn’t get all stretched out.

When you consider the way our Air Traffic Control system operates today, and all the facilities at their disposal to guide each individual airplane through the sky to ensure its safety, it’s almost unbelievable that we were able to do what we did. To think of launching hundreds of airplanes in a small airspace, many times in total darkness, loaded with bombs, with complete radio silence, and no control from the ground, and do it successfully day after day, with young air crews, with minimum experience, is absolutely mind-boggling.

The accomplishments of the Eighth Air Force have been and will be reviewed by historians from World War II on. There never will be another air armada to compare to it. I feel confident that they will never cease to be amazed by our ability to assemble hundreds of heavy Bombers, under the conditions we were confronting, into the devastating strike force we now fondly refer to as

“The Mighty Eighth.”

Orlando 2013

We are looking forward to the 2013 95th Bomb Group (H) Memorials Foundation Reunion in Orlando October 10-14 (Columbus Day Weekend). We have lots of very special activities planned, and most importantly, the conviviality of friendships.

Once you land at the Orlando International Airport, make your way to Level 1 where you will find the shuttles and other ground transportation options that will take you to the Sheraton Lake Buena Vista. We have arranged a discount coupon with our transportation provider, Mears, that you need to print & present with your reservation to receive a \$30 roundtrip rate per person. This coupon and detailed itinerary, along with a new "Fill & Print" Registration form, can be found on our website: www.95thbg.org. If you do not have computer access, call our Reunion Chair, Vanna Walker at 214-725-1942 or e-mail her at reunions@95thbg.org and she will mail it to you.



Sheraton Lake Buena Vista Resort
12205 S. Apopka Vineland Road
Orlando, FL 32836
1-407-239-0444

We'll stay at the recently renovated **Sheraton Lake Buena Vista Resort** at the great rate of \$129 per night plus 12.5% tax. The rate already includes a resort fee that adds amenities such as self-parking, in-room Wi-Fi Internet access, health club, and daily newspaper. You can make a reservation 2 ways:

1. Call **1-800-325-3535**, mentioning the 95th Bomb Group Reunion or
2. Visit the link on www.95thbg.org. The hotel has extended the rate to us 3 days prior and 3 days following, based upon availability. The booking deadline is **September 1st**.

This resort has it all and is minutes away from shopping and dining, plus Downtown Disney right around the corner. Our 95th BG PX will be opened at various times throughout the weekend to shop for lots of new 95th supplies!

The Registration Form can be found on page 27 of this newsletter.

Itinerary

Thursday October 10th: Our registration desk will be open from noon to 5:00pm and the Red Feather Club will be open from 2 to 5pm for light refreshments and camaraderie. That evening from 6:00pm to 8:00pm, we will enjoy our [Meet and Greet Reception](#) with our 95th family poolside & fireside at the 27 Palms Grill. The Red Feather Club will be opened from 5 to 11 pm.

Friday, October 11th: We will start the day off with our Memorial Breakfast and Service from 8:30-10:30 honoring all our Veterans, but especially those MIA, KIA, POWs, and Evaders. Shortly after the breakfast, we'll head out to visit the [Charles Hosmer Morse Museum of American Art](#) where the world's most comprehensive collection of works by Louis Comfort Tiffany is housed, including the celebrated chapel interior that Tiffany created for exhibition at the 1893 World's Columbian Exposition in Chicago. The museum exhibits also include "The Art of Fountain Pens," Lockwood De Forest's *The Wreck*, and "Forms and Themes of Art Nouveau." Boxed lunch will be provided for this trip. We will then travel to the [Harry P. Leu Gardens](#) where we will see not only a beautiful 50-acre botanical oasis, as well as tour the Leu House Museum which represents turn-of-the-century living. When we return to the resort, you can join us for a Florida Themed Dinner at 6 pm, followed by our "world famous" [Fireside Chats](#) with our Veterans at 7:30. The Red Feather Club opens from 6-11pm.

Saturday, October 12th: We start the day with our 95th BGMF Family Meeting and then we are "Off, off and away" to visit the [Fantasy of Flight Museum](#), where the Piccadilly Princess is on exhibit displaying the only known **B** ! We will begin with lunch on the museum grounds, during which we will have a small public address with museum patrons. We can then take our time perusing the rare and vintage aircraft in their art deco facility, which also includes the Consolidated PBY-5A Catalina, Grumman Duck, North American P-51C and D Mustang, Consolidated B-24 Liberator, Focke-Wulf FW-44 Steiglitz, the Gee Bee R2, Y Sportster, Z and many more!

After returning to the resort, you can enjoy a Southern BBQ before we will have another opportunity to learn from our Veterans during our last [Fireside Chat](#) for the weekend. The Red Feather Club will be open from 6-11pm.

Sunday, October 13th: Today you are free to explore the Orlando area. Nearby are the Disney parks, Universal Orlando, Gatorland, Wet 'n' Wild water park and so much more! Our [Annual Gala Dinner and Dance](#) will be at **6pm** in the hotel.

Monday, October 14th (Columbus Day) we will say "Adieu" to our 95th family until next time. Don't forget, the shuttle ticket you purchased through the Mears coupon is for a round trip!



Nina and Gary Rothman

*The Red Feather Club
Welcomes YOU to Orlando!*



As is our custom, the Rothman Four (Irv, Nina, Gary, and Peggy) will welcome YOU to Orlando. We look forward to greeting you, serving your favorite libations of all kinds (with some great new features!) and providing a comfortable space to meet and mingle. Stop by early and often—we are all family wherever we go! We know this year will be the best ever if YOU join us!

Membership News

We are looking forward to hearing great stories from our members who attended the Horham Reunion when we all get together again in Orlando this coming October. It is not too far away and the summer will go by very quickly so get your reservations in for what looks to be an outstanding reunion.

I want to thank everyone who participated in the Membership Committee contact preference e-mail survey. The idea was to get a feel for how members would like to receive their newsletters and communications from the 95th Bomb Group Memorials Foundation. Choosing the e-mail option will help the 95th Foundation reduce printing and mailing costs and members can receive communications much more quickly than through the mail. If you have an e-mail address and would like us to add it to the membership database, just send an e-mail to membership@95thbg.org and write "Add Me" in the subject block. It's that easy!

You can now pay your annual dues with your credit card by using the 95th PayPal account. It is safe, secure, and easy to use. An additional feature is that you can schedule your annual payments to recur each and every year at the same time and avoid the hassle of having to fill out another form, write a check, and mail it to the treasurer. Thanks to Brad Petrella and Nancy Freemantle for this innovation in the membership area. (We still love getting those membership renewals in the mail!)

We have completed work on the new 95th Bomb Group Memorials Foundation Database and now have the capability to stay more current with our membership and to access membership data in a more efficient and timely manner. Thanks to everyone who participated in getting this ready. Russ Askey and Grace Hammesfahr were especially helpful in providing us with a baseline database spreadsheet to begin our efforts to move toward a server-based database.

The **2013 Membership Roster** is ready for those who would like a copy. We have made an

electronic version that can be e-mailed and will be updated quarterly. If you would like a printed version, you can get one that will be updated on an annual basis. The Membership Roster is available to active members of the 95th Bomb Group Memorials Foundation. Please contact me at membership@95thbg.org or write to me at: 996 Pelham Drive, Keswick, VA 22947.

Active membership is essential to the continued growth of the 95th Bomb Group Memorials Foundation as we move into the future. Our veterans and widows, the founders of our organization, continue to support the 95th but as their numbers continue to decline we need to make sure that we are honoring their long commitment and hard work with active membership of our own. Active membership is the key to the future of the 95th BG Memorials Foundation. I am asking for your commitment in both participation and in financial support as the 95th moves into the future. This year was a banner year for membership with many of our vets and widows continuing to support the 95th financially, and we saw a healthy jump in membership in U.S. and international members. I'm quite confident that we can continue to keep the 95th growing, and look forward to hearing from many of you about becoming active members. It is heartening to see children of the veterans giving gift memberships to their children and other family members. This is the best way to keep both the memory and legacy of our treasured veterans alive and well for generations to come.

I look forward to seeing everyone in Orlando in October.

John



John Mollison
Membership Chair
Son-in-law of Ted DeHart,
Tail Gunner, 412th
Squadron



95th Bomb Group Memorials Foundation, Inc.
Orlando Reunion Registration - October 10-14, 2013



Guest 1: NAME	ADDRESS	EMAIL	PHONE	RELATIONSHIP TO VETERAN
Guest 2: NAME	ADDRESS <input type="checkbox"/> Same as above	EMAIL	PHONE	RELATIONSHIP TO VETERAN
Guest 3: NAME	ADDRESS <input type="checkbox"/> Same as above	EMAIL	PHONE	RELATIONSHIP TO VETERAN
Guest 4: NAME	ADDRESS <input type="checkbox"/> Same as above	EMAIL	PHONE	RELATIONSHIP TO VETERAN
VETERANS: List Your Unit/Crew Position/Rank FAMILY MEMBERS: Indicate the Unit/Crew Position/Rank of veteran to whom you are related.				
Vet's Name:	Unit:	Crew Position:	Rank:	

ACTIVITIES AND EVENTS		ATTENDEES				
		Activity and Meal Costs	\$ Amount Guest 1	\$ Amount Guest 2	\$ Amount Guest 3	\$ Amount Guest 4
DATE	ACTIVITY					
\$50 Reunion Fee Deposit Required For Adults School Age & College Children Exempt		\$50	\$	\$	\$	\$
Thursday, October 10th						
6:00 - 8:00 p.m.	Meet & Greet Dinner	\$40	\$	\$	\$	\$
Friday, October 11th						
8:30 - 10:30 a.m.	Memorials Breakfast	\$20	\$	\$	\$	\$
11:30 a.m. - 5:00 p.m.	Leu Gardens & Morse Museum with Lunch	\$45	\$	\$	\$	\$
6:00 - 7:30 p.m.	Florida Theme Dinner	\$40	\$	\$	\$	\$
Saturday, October 12th						
11:30 a.m. - 5:30 p.m.	Fantasy of Flight and Lunch	\$55	\$	\$	\$	\$
6:30 - 8:00 p.m.	Florida BBQ Dinner	\$40	\$	\$	\$	\$
Sunday, October 13th						
6:00 - 11:00 p.m.	Gala Dinner Dance	\$50	\$	\$	\$	\$
Total Due for Reunion Registration			\$	\$	\$	\$
Not a Member Yet? Join with an Individual/Household Membership			\$	\$	\$	Amount Membership Type NAME: (Enter Here)
Donation to Support 95 th Memorials Projects/In Loving Memory/In Honor Of			\$	\$	\$	Amount Donation Type NAME: (Enter Here)
						Thank You!

(Reunion Deposit (\$50/Person) + Registration Fees + Membership/Donation)	Total Due	\$
(Minimum amount due now=\$50 deposit/registered person)	Total Amount Submitted	\$
	Balance Due by September 1, 2013	\$

I WANT TO HELP PX Registration Committee Website Trips/Tours Where Needed Contact Me

PLEASE PROVIDE THE FOLLOWING INFORMATION PRIOR TO SEPTEMBER 1, 2013		
Arrival Date & Time	Airline & Flight #	Arriving by Car?
Date:	Airline:	Yes
Time:	Flt. #:	No

Please: List special needs, requests, dietary requirements below:

- Registration Instructions**
- **\$50 Deposit/person is required with registration**
 - You may make a partial or full payment now
 - Email Questions to: reunions@95thbg.org



Sheraton Lake Buena Vista Resort
 12205 S Apopka Vineland Road
 Orlando, Florida 32836
 1-407-239-0444



To Reserve Your Room Call: 1-800-325-3535
Reservation Must Be Made by September 1, 2013

- When You Call - Mention the 95th Bomb Group Reunion
- Go to the 95th Website www.95thBG.org and book online

Checks Payable To: 95th BG Memorials Foundation | Send To:
Nancy Freemantle, Treasurer
 PO Box 6154
 Eureka, CA 95502

FINAL PAYMENT DUE SEPTEMBER 1, 2013



95th Bomb Group Memorials Foundation, Inc.
c/o 390th Memorial Museum
6000 East Valencia Road
Tucson, AZ 85756-9403 USA

SHARE THE LEGACY...GIVE a GIFT MEMBERSHIP

New members receive a new member packet which includes:



- Welcome Letter
- Membership Card(s)
- CD with highlights of our 2010 Washington DC reunion, compliments of Michael Baltazar, grandson of Adam Hinojos
- Our current roster
- Our latest newsletter

Simply fill out the form below and mail with your check to:

Nancy Freemantle, Treasurer

P.O. Box 6154

Eureka, CA 95502

(Make checks payable to 95th BG Memorials Foundation)

(Please print)

This is a gift from: _____

Recipient's Name(s): _____

Street: _____

City: _____ State: _____ Zip _____

Phone: _____ e-mail: _____

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

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