



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 3 Issue 1

June 2014

"Justice with Victory"

13 Reasons Why We Loved San Diego!



Ben Roujansky
Radio Operator
336th Squadron



Harry Halstead
Co-pilot (POW)
336th Squadron

Ed Yursky
Tail Gunner (POW)
336th Squadron

Jim Gregory
Navigator (POW)
336th Squadron



Keith Murray
Bombardier (EVD)
335th Squadron



Harry Hull
Bombardier
412th Squadron



Irv Rothman
Top Turret (POW)
336th Squadron



Dub Vandegriff
Radio Operator
412th Squadron



Earl MacLeave
Co-Pilot
335th Squadron



Warren Stewart
Top Turret
412th Squadron



Dick Tyhurst
Navigator
334th Squadron



Robert Hastie
Co-Pilot
334th Squadron



Ed Davidson
Honorary 95th member
Pilot (POW) 96th BG

Notes from our President...

"... the exclusive object and purpose will be to educate the public regarding the history of the 95th Bombardment Group (H) and its role in the air campaign over central Europe during WWII ..."

This simple statement of purpose, contained in the Foundation's Articles of Incorporation, should provide our singular focus. The 95th BG veterans and their Association's leadership charged us, the next generation and those that follow, with this straightforward task.

We've just completed another wonderful reunion, led brilliantly by our reunion chairperson, Vanna Walker, and her team. We were fortunate to have 12 of our 95th BG veterans and 4 of our veterans' widows attend this event. It was a special time to become acquainted with new extended 95th BG family members and a time to renew our friendships with longtime Foundation friends! The Fireside Chats and gatherings at the Red Feather Club, served by the Rothmans and their support team, were as lively as ever. Vanna and her reunion committee did an outstanding job of balancing sightseeing, visiting, eating, and meeting (oh, yes ... including time for sleep!). Don't forget, there is an opportunity to visit our British cousins on September 4th through 11th of this year, spending time at the Red Feather Club in Horham, the 95th BG Hospital Museum, and also at our fellow 13th Combat Wing sister groups, the 390th BG at Parham (near Framlingham) and the 100th BG at Thorpe Abbots.

Our collective mettle will be tested as the 95th BG Memorials Foundation membership presses on toward the goal of fund raising for Mission Tucson in order to move forward with plans to renovate our memorial room within the 390th BG Memorial Museum. The presentations at our reunion, which provided a look at some initial design renderings, made it clear why each person interested in the 95th Bomb Group and its legacy needs to give full attention and participation in this maximum effort.

I ask that each of you reading our newsletter consider becoming more involved in the operations of our Foundation and when possible, financially contributing to what we do, e.g., honorariums "in honor of ..." or "in loving memory of ...," "Mission Tucson," your annual membership dues in the 95th Bomb Group Memorials Foundation, acquiring 95th BG-branded items from our PX (via our website), and the Legacy Squadron (for planned giving and bequests). The question now on the table: how can each of us best serve the Foundation's purpose in honoring the 95th BG veterans and their legacy?

Shortly before this year's reunion, I was reminded that it has been 10 years since our veterans folded their 95th BG Association into the 95th BG Memorials Foundation, Inc., entrusting each and every one of us with the responsibility and the awesome honor of carrying on the memory of their service and their collective sacrifice. That charge is never clearer than when our membership attends and participates in the breakfast and Memorial Service during the reunion. I look forward to seeing everyone at next year's reunion in Dayton, OH, a fitting location as we celebrate the 70th anniversary of "The Last Plane Down" ceremony!



Justice - Honor - Victory

Gerald Grove
President, 95th BG Memorials Foundation
Son of 335th BS tail gunner, Ronald W. Grove

From our Treasurer

From my first reunion with my father, I have been amazed at the family spirit found within the 95th Bomb Group Memorials Foundation. My husband and I joined Mom & Dad for the 2005 Horham reunion. He told me that he brought me because he thought I would “get it!” Yes, I did! I love doing my part to help educate and preserve the memories of those brave young men and women who served in World War II, especially those who served in Horham!

It is this family spirit that is fueling the Mission Tucson project! I find it an honor to be the treasurer of this great organization at such a momentous time. We as members of the 95th Bomb Group Memorials Foundation can make an impact that will last for generations. The Mission Tucson project and fundraising committees are working tirelessly to make this museum the best that we possibly can. All units that served with the 95th will be represented in our room, including ground crew. Our fundraising goal is \$500,000 at a minimum. As of June 1, 2014, we have had donations of \$75,756 toward this goal (approximately 15%). When planning your charitable donations for the rest of the year, please keep Mission Tucson in mind. You will be receiving more information soon on our fundraising campaign.

Also, there are quite a few Foundation members who haven't paid their annual dues as yet. Please check to make sure you have sent in your dues! Membership is \$25 for single membership and \$45 for a family. Think of family members who would like to receive our newsletters and be a part of our 95th family. Gift memberships are a great way to share the legacy of the 95th Bomb Group. A gift membership got me started and I have passed along the favor to my children.

Here is a summary of the financials for 2013. We had a fund balance of \$81,059 on December 31, 2013. Of this, \$53,092 was reserved for the Mission Tucson Project, leaving \$27,967 for educational and memorial projects. Our reunions and PX are designed to be self-funding. What do we spend the money on? In 2013 we used the general funds on:

1. Newsletters & Mailings (printing & postage) — \$4,450
2. Memorial Repairs, etc. — \$2,250
3. Website — \$1,600
4. Last Plane Down Ceremony — \$280
5. Membership Expenses (printing/postage/database) — \$2,250
6. Legacy Squadron Expenses — \$2,170
7. Miscellaneous Expenses — \$1,023

As you can see, our general funds will not go far without your support. The Board and Finance Committee has oversight on all expenditures.

It continues to be a pleasure to serve as Treasurer and I look forward to seeing the Mission Tucson room take shape!

Nancy Freemantle
Daughter of Raymond M. Olsen
Technical Sgt. – 457th SubDepot



A Message from our Amazing Grace

Editor's note: The following remarks were offered by Grace Hammesfahr, sister of David T. McKnight (335th Squadron Commander and later Air Executive) at the reunion in San Diego following a presentation by the Mission Tucson project team.



Good morning. I have been asked to stand before you and add the octogenarian approval of this project. Some of you will remember me as the previous Treasurer of the Foundation—always with my hand out for dues and/or

donations. I'm not going to do that today. (It will come later.)

I must admit when I first heard of the proposed updating of the Memorial Room, I was troubled. My brother, Dave McKnight, put his heart and soul into the original plan. He left no stone unturned in the selection of Tucson as the site of the 95th Memorial. Many cities were explored. However, financial restrictions and then the offer by the 390th to use space in its museum were the deciding factors. As you have just heard, these factors remain as true today as they were then.

Again, I was not completely sold on this idea. However, I

was reminded by Nancy McKnight Smith that this was Dave's dream. I realized that I had become one of those "we've always done it this way" people. The original concept of the veterans for a serene "shrine," if you will, is no longer viable. We do have to adapt and come into the technological world of today. I have come to realize that I am in favor of the plans that are unfolding and I ask you all to give serious consideration of your part in the reconstruction.

*As I said before—fund raising is the next step. I **will** be back. BE PREPARED.*

Grace

WEBSITE HELP WANTED!

The Foundation is looking for a volunteer to update and maintain our online databases. Some MySQL/database skills preferred; web coding experience helpful but not essential. Training will be provided. If you would like to learn more about helping maintain this important historical record, please contact Russ Askey, russ95thbg@earthlink.net or 978-828-5287.



www.95thbg.org
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Mission Tucson Briefing Update

Margaret Blagg, Janie McKnight, Nancy Smith – Co-Chairs

Mission Tucson is truly a team effort, and we are fortunate to have so many committed volunteers, as seen in the amount of work that has been accomplished to date. In addition, several professional groups have donated hundreds of hours plus traveling expenses to Tucson, and we commend them for their dedication and generosity of time and effort. These include the design team of **DCI Management** and **Communication Arts**.

1. Publicity
 - a. **Tom Cozens** wrote an excellent article/appeal for the November 2013 newsletter, with a color photo centerfold.
 - b. We raised \$25,000 as a result of this article.
2. Fundraising
 - a. The fundraising team is composed of **Mike Darter (Chair), Brad Petrella, John Mollison, Toby Mumford, and Nancy Freemantle**.
 - b. While the Mission Tucson project will cost \$200,000–\$250,000, it was decided to aim for a \$500,000 goal to establish an endowment for all the memorials.
 - c. A professional fundraising firm has been retained to help us in the first steps of meeting this goal.
3. Memorial Room Design
 - a. **Margaret Blagg** is the liaison with DCI Management design firm and is writing text for the exhibit sections. DCI Management designed the original Memorial Room.
 - b. The research team of **Rod Hupp, Russ Askey, Phil Samponaro, and James Mutton** are assembling a collection of photos as a resource for DCI Management to use in the design.
 - c. KIA and MIA lists are being updated by the research team.
 - d. Rights to the Clifford Cole vintage film have been secured (**James Mutton**).
 - e. On April 12, 2014, **Mike Darter** and **Tom Cozens** made a presentation to the 390th Board, appealing for the use of two areas outside the room: the alcove where the Clifford Cole film will be shown, and the end wall. The 390th approved both areas for our use, with the understanding that the end wall will serve as a display of the 95th/390th (**Joe Moller**) connection, possibly expanding to include the 100th Bomb Group (13th Combat Wing).
4. Next Steps
 - a. Within the next few months, members, foundations, and corporations will be contacted to assess the feasibility of reaching our goal of \$500,000.
 - b. Once we have established specific attainable fundraising goals, we will contract with DCI Management for implementation of the design.



Mission Tucson Team: Margaret Blagg, Nancy Freemantle, Tom Cozens, Toby Mumford, Janie McKnight, Mike Darter, Grace Hammesfahr, James Mutton.

Not Pictured: Nancy McK Smith, Brad Petrella, John Mollison, Rod Hupp, Russ Askey, Phil Samponaro.

YouToo: From our Members & Friends

Strike Up the Band!

Hi everyone. I manage Skyliner Band, a band of the 95th Bomb Group in the UK. Can anyone help me find out more about the original wartime band? At the moment all I have are three wartime photographs.

Some of my questions are:

- Did the band have a name? (Coincidentally, I have just found out that The Skyliners was the band of the 92nd BG.)
- Did they have a signature tune?
- Are there any surviving members of the band?

I wrote to George V. MacIsaac, who was a singer in the band, but received no reply. I googled his name a while later and found, sadly, that he had passed.

Any information would be greatly appreciated!

A big thanks to Phil Samponaro for his daily update on Facebook. I look forward to seeing you ALL here in Horham next year. Please find attached pictures of both the wartime and the present bands.

Alan Collier



Do You Have News You'd Like to Share?

We'd love to hear from you!

Send your stories, photos,
and notes to:

editor@95thbg.org

or mail to:

Janie McKnight
1231 Brockie Drive
York, PA 17403

In Search Of

I'm looking for anyone from the 412th Squadron that may have known Stanley A. Stachnik. He was a B-17F and G Navigator and after the war was a Flight Commander at an advanced Navigation school. If anyone else can give me any more information it would be great—my grandfather never really went into specifics much as to some of his experiences.

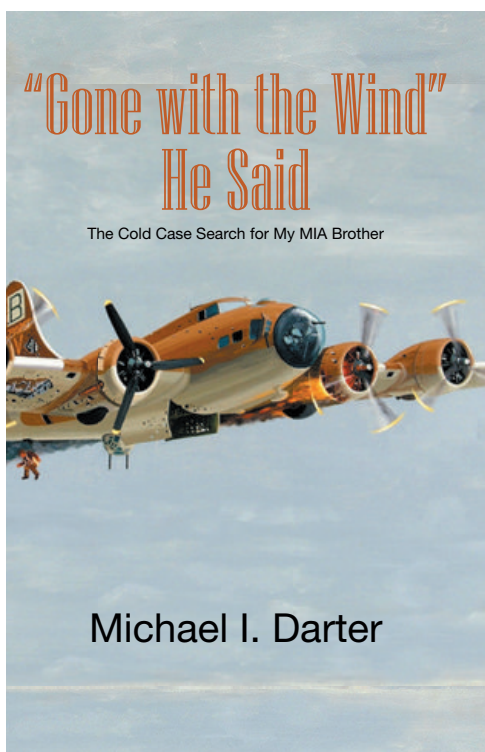
John Stachnik (Grandson)
freelineninja@gmail.com

You Too: From our Members & Friends

New Book Released

The long search for my MIA brother Eugene Darter is over and documented in my new book titled "Gone With The Wind, He Said." The book tells the amazing story of the 95th BG crew's horrific mission over Germany and the long search for my brother, who became MIA along with his two pilots on the December 16, 1943 mission to Bremen. This 95th BG crew also included Rod Hupp's father, Doral, who saved Eugene's life on their B17. Eugene sadly vanished after bailout but an eyewitness on Texel Island was eventually discovered. I also connected with Pilot Fred Delbern's wife Geri, who at 95 years young finally discovers what happened to the love of her life. Books may be purchased through amazon.com.

Mike Darter



Fields of Honor

Some time ago, you granted our organization, the Fields of Honor – Database, permission to use information and photos of your website to complete our research on the American soldiers who are buried or memorialized at the U.S. cemeteries in Margraten, the Netherlands, and Henri-Chapelle and Ardennes in Belgium. The information on your website has been very helpful and I want to thank you once more for your kind support.

In relation to the seventieth anniversary of the American War Cemetery and Memorial Netherlands in Margraten this November, I would like to call your attention to a new project that we have recently started, called The Faces of Margraten. Through this project we aim to give a face to as many soldiers buried or memorialized there as possible by decorating their graves with a personal photo. In cooperation with adopters, the soldiers' relatives, and veterans' associations, we will try to collect as many photos as possible in the upcoming months. You can find all the information on the website: www.thefacesofmargraten.com.

We would very much appreciate it if you could help us in any way to make this project a success. For example, could you spread the link of this website to the members of your organization? Maybe they are or they know relatives of soldiers who are buried at Margraten and they have pictures of them they can contribute. Moreover, we would of course appreciate hearing from you if you have more photos of these men and women yourself.

I already thank you for your time and your kind support. I look forward to hearing from you!

Raf Dyckmans

www.adoptiegraven.nl
www.fieldsofhonor-database.com

Can You Identify These Men?



Henry J. Salvo – Pilot (front row left)
 Richard W. Portman - Navigator
 Talmon T. Gay - Radio Operator
 Irwin M. Rosenberg - Ball Turret Gunner
 Marion T. Thomas - Tail Gunner

C. P. Sebo - Co-Pilot
 Glen A. Bedient - Bombardier
 John Budmats - Top Turret/Engineer
 Norman A. Schmitt - Waist Gunner
 Taken April 10, 1945 - courtesy of Jo Salvo

In the photos to the left, we have the names of the crew members, but we don't know which person matches the name below the photo.

In the photos on the opposite page, we need most of the names.

If you can help us identify any of these crew men, please contact me.

Thanks!

Rod

Research Help Needed

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



Everett G. Wallace crew photo, courtesy of Mark Gallagher

Everett G. Wallace - Pilot (back row dark shirt)
 Maurice L. True – Navigator
 Lester Harris - Radio Operator
 John H. Garvey - Top-Turret Gunner/Engineer
 Ralph E. Wienbroer - Ball Turret Gunner
 Anthony F. Gallagher - Waist Gunner (kneeling, front row on far right)

Robert L. Keene - Co-Pilot
 John W. Wilkinson – Bombardier
 Frederick Eckstein - Waist Gunner
 Ira C. Muse - Tail Gunner



Back Row – Second from right (Stanley L. Lepavsky – Waist Gunner)
per George Kaforski

2014 Board of Directors

Gerald Grove, President
president@95thbg.org

Mike Darter, Vice President
vicepresident@95thbg.org

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treasurer@95thbg.org

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Bob Rosenzweig, Director
bob.rosenzweig@me.com

Ann Cook, Director
px@95thbg.org

Allan Moller, 390th Memorial Museum
asm110@earthlink.net

James Mutton, 95th BG Heritage Assn.
jamesmutton@suffolkonline.net

We ❤️ Our Volunteers!



Elaine and Edith at the 2012 reunion in Cleveland

Many thanks to Elaine Parrish, daughter of Edith von Stade and the late Alexander von Stade (334th Tailgunner). Elaine is a professional copy editor who proofreads the newsletter before it is published. Elaine really puts a professional shine on the product, and we are fortunate to have her talent and expertise!

Elaine Parrish
Editrix Editorial Services
textcetera@prodigy.net

Hospital Museum



Last year we had a good year—higher visitor numbers on the open days and many passing holiday-makers stopping in and asking if they could look around the hospital museum. We open up for them all.

We have had motorcycle and car clubs book in for the day. They attract many visitors. School trips also come to learn about the Second World War and renewable green energy.

Regards,
Tony
tony@albrow.org

(Tony and Val Albrow are owners of the 95th Bomb Group Hospital Museum)

95th Bomb Group Hospital Museum
Shingle Hill
Denham, Eye
Suffolk
IP21 5EU



Red Feather Club



The Red Feather Club scored another “home run” at the San Diego Reunion. Retiring chairs Irv and Nina Rothman, ably assisted by Becky Wright, Kaitlin Hammesfahr, and Travis Behrens, were happy to welcome enthusiastic crowds for the two “official” nights when the RFC was open. Next year’s RFC will be chaired and coordinated by Gary and Peggy Rothman, who have inherited a love for our members and their stories, and who promise to make each and every one who attends feel completely welcome.

The success of the 2014 RFC—despite its shortened schedule—is reflected by its contribution to the 95th Foundation: \$296 was presented at the gala Reunion Banquet event by Nina Rothman to Foundation Treasurer Nancy Freemantle.

See you in Dayton at the Red Feather Club. *Nina and Irv*



Thank you, Irv and Nina, for serving us so well as keepers of the Red Feather Club during our reunions. We raise our glass to you as you take a well-deserved retirement after 18 years of service!

Cheers!



Three Reasons to Join our Facebook Group



Phil Samponaro



Brad Petrella



Russ Askey

Since last August, we've been making a concerted effort to increase membership of the BGMF's Facebook page. Our aim is to further the Foundation's mission to honor the men and women who served at Station 119 by educating the public about 95th history. To help achieve this, Brad Petrella recruited historian Phil Samponaro earlier in the year to take on the task of moderating the page. Brad and Phil quickly decided that daily posts were the key to maintaining sustained growth. Phil adopted a basic strategy of posting birthday announcements as supplied by Linda Charles Endris for each day they were available, and, when not, choosing a photo from the vast archives of the BGMF and Heritage Association to keep up the momentum. Starting in the late fall, Russ Askey broadened the appeal of the daily posts by adding images and statistics of crews who did not return from raids, in conjunction with his tweets on the 70th anniversary of 95th mission history. Russ's contributions have since generated meaningful interest from the membership.

A major turning point in the search for more Facebook members came also in the fall when, with the approval of President Gerald Grove, Brad, Russ, and Phil began working to mothball the older Facebook 95th Bomb Group "likes" page, which had become dormant and was not regularly monitored by members of the BGMF research team. Renamed "Fans of the 95th Bomb Group," that page was recast as a portal

through which to lead "interested researchers, friends and family to much more content and interaction with Veterans and Family members by simply viewing" a link to the Foundation's official page "where you can view content and request to join the group." This process was completed by late January 2014.

Collectively, these efforts have proven successful. Facebook group membership has multiplied four times over since last summer, rising from some 150 persons last August to 635 members as of May 6. Participants have been varied, ranging from 412th co-pilot Freeman Walker, who was especially active on the page from the summer through fall, to 8th Air Force enthusiasts with no family connections to the 95th, to the children of veterans, including artist Mark Erickson who has recently filled the FB page with previously unseen 95th photos from the collection of his late father, former 334th co-pilot Ernest Anders Erickson. Moreover, opportunities for future growth are possible. Chief among these is cross-pollinating with other FB groups representing fellow 13th Combat Wing groups and those of the larger 8th Air Force. Already, many BGMF page members participate on other group sites and, with continued growth in numbers, our presence and impact in these related groups can be even greater, thereby helping to promote the 95th's story online now and in the future.

www.facebook.com/groups/95thBG/



In Loving Memory & In Honor Of

Our treasurer, Nancy Freemantle, reports that since our last newsletter, the Foundation has received the following donations "In Honor Of" living veterans and "In Loving Memory" of those who have left formation.

In Honor Of

Jack Bertram & Harry Hull & Crews
Paul Baird
Jack Bertram
Robert Capen
Jesse Edgar
Richard Farden
Robert Fay
James Galbraith
Frank P. Hawk
Harry Hull
Lt. Phil Janney
George Lukens
Keith Murray
Ernest F. Parker
Irv Rothman
Benjamin Roujansky
William "Dub" Vandegriff
Freeman Walker
John Walter
Herb Wilkov
Kenneth Wright
Ed Yursky

Military

Funeral Honors

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

In Loving Memory

All Who Trained at Dyersburg
Peter Boyes
Frederick W. Brady
Eldon Broman
William "Ed" Charles
Bob & Pat Cozens
Leonard Dawson
Ted DeHart
Deshazio Crew of the 334th
Ssgt Raymond W. Detweiler
Myron Doxon
Burt Evans
Carol Fenimore
Charlie Gallagher
Sidney Goldstein Gracen
Edward D. Grant Jr.
Hiram Griffin
Ronald W. Grove
William R. Gunning
Leo M. Higgins
Seaborn E. Jones
Billy Bob Layl (Dr. & Captain)
Edwin LeCorchick
Nelda LeCorchick
Charlie Lejeskie
Harold Lippert
Charlie Lejeskie
Charles Luciano
Stewart McConnell
Dave & Grace McKnight
Robert Paul McMurtry
M.H. "Mac" Makarawicz
Arnold L. Malkin
John D. Martin
Valgene Mathews
Maurice Messenger
Col. Harry Griffin Mumford
James V. Murphy
Max D. Murray
Raymond M. Olsen

Donald T. Paulson
George J. Peck
Brad Petrella Sr.
Francis X. Pierce
Silvio "Pat" Petinelli
Harold M. Powers
Carlo Prince
Richard Robinson
Joseph Roderick
Fred Rodgers
Jay Schatz
Kathy Schlichenmayer
Norman Arthur Schmitt
Arthur W. Schuessler
Ellis Scripture
Lola May Ski
Charles Smiley
David M. Taylor
Guillermo A. Vasquez
Carl Voss
Art Watson
Lou Westerburg
Leo & Eleanor Whalen
Robert E. Wisner
Kenneth Wright





LEFT FORMATION

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

Name	Unit	Position	Date of Death
Donald G. Adams	334 th	Waist Gunner	September 15, 2013
Charles A. Brennan	334 th	Navigator	December 29, 2009
Robert C. Brown	334 th	Waist Gunner	May 12, 2013
Frank D. Cassidy, Esq.	336 th	Tail Gunner	March 20, 2014
Allen E. Cawrse	334 th	Tail Gunner	April 7, 2014
Myron D. Doxon	412 th	Pilot	December 8, 2013
Robert J. Evans	335 th	Waist Gunner	February 27, 2014
John E. Funck	334 th	Top Turret Gunner	August 10, 2012
Charles E. Gallagher	336 th	Top Turret Gunner	January 22, 2014
Stanley A. Griffiths	412 th	Bombardier	September 29, 2013
Ronald W. Grove	335 th	Tail Gunner	March 26, 2014
Dean P. Hall	335 th	Top Turret Gunner	April 12, 2013
Lester Harris	335 th	Radio Operator	January 17, 2014
Robert B. Hightshoe	412 th	Pilot	March 8, 2014
Donald W. Johnston	336 th	Ball Turret Gunner	June 5, 2013
Anthony LoCicero	335 th	Radio Operator	December 8, 2013
Richard W. Maxwell	336 th	Top Turret Gunner	July 19, 2013
Dr. Stewart J. McConnell	335 th	Tail Gunner	December 12, 2013
Julian A. Meyer	335 th	Bombardier	January 29, 2014
James O. Morris, Sr.	336 th	Toggler	June 12, 2013
Raymond L. Murray	336 th	Co-Pilot	November 27, 2013
Martin H. Reinis	412 th	Radio Operator	November 15, 2013
Robert T. Renner	335 th	Co-Pilot	December 12, 2012
Ernesto Rodriguez	412 th	Tail Gunner	July 1, 2013
James L. Settlemire	336 th	Pilot	April 25, 2014
Elton A. Skinner	334 th	Navigator	June 12, 2013
John M. Smock	336 th	Top Turret Gunner	October 28, 2012
Allen E. Snyder	334 th	Co-Pilot	May 10, 2014
Salvatore A. Spingola	412 th	Top Turret Gunner	January 27, 2014
Corwin K. Sullivan	433 rd		May 20, 2013
Pierce S. Wenthur	334 th	Bombardier	October 11, 2013
Lyle B. Wilcox	412 th	Waist Gunner	January 13, 2014

A Saturday in May 2014

One Saturday in May was very special for me: specifically, May 10, 2014. I am sure it was also a very special day for sixty-nine other veterans. An organization known as "Indy Honor Flights" has the mission of flying veterans (predominantly WWII) on a day trip to Washington, DC to visit the various war-related monuments, memorials, and other points of interest.

How it all began: The World War II Memorial was dedicated in the spring of 2004. This was almost sixty years after the end of World War II. The long interval between the war's end and the memorial dedication meant that a number of those servicemen responsible for the achievement of victory were no longer able to travel easily to view the memorial to their efforts. An Ohio doctor, Earl Morse, seeing the problem faced by some of his patients who were veterans, offered to fly them in his airplane to Washington, at no expense to them. Thus, the idea of the Honor Flight was conceived. As is the case with most good ideas, the Honor Flight idea grew.

In Indiana, Grant Thompson planted the seed for the Indy Honor Flight hub and nurtured its growth. One of the unbreakable tenets of the organization is there be no cost to the veteran. This means that the volunteers who make the Honor Flights happen have to be not only outstanding at logistical planning and execution, but tireless and effective money raisers as well.

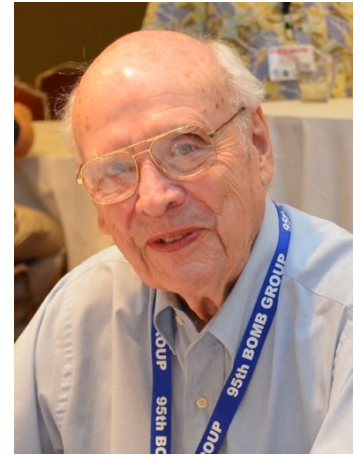
Today, World War II veterans are either in their late eighties or nineties. As a result of aging, some are not as spry and nimble as they once were, thus it is prudent that each veteran have an able-bodied guardian for assistance. Not only are the guardians volunteers, they are also monetary contributors.

My Saturday really started on Friday afternoon when Jerry Vest, my guardian, picked me up at my front door. Our destination was the National Guard Armory at Stout Field in Indianapolis.

This stop had three purposes. First, to brief the seventy veterans as to what was going to happen. Second, to provide dinner for the veterans and their families, the guardians, and support people. Third, to set the mood with the music of the 1940's played by a very good dance band assisted by an accomplished vocalist. One eye-catcher among the decorations was a series of 20" by 30" enlargements of wartime photos of each veteran. The photos appeared two more times on Saturday. Oh, yes, Mayor Ballard of Indianapolis thought we were important enough to receive a personal thanks for our war efforts and to wish us a good trip on next day's Indy Honor Flight.

Upon conclusion of the Stout Field activities, Jerry delivered me to a motel in Plainfield for a night's rest. He reappeared at 6:00 A.M. on **the** Saturday morning, picked me up, drove me to the airport, provided breakfast, and joined me on board a chartered U.S. Airways Air Bus 320. With 150 souls aboard, there were no empty seats. Once pushed away from the gate and engines started, the airplane headed for takeoff. However, this was not the usual commercial airliner flight. Ahead of us, on opposite sides of the taxiway, facing each other, were two airport fire trucks. As we neared, the fire nozzles came alive with streams of water aimed toward the sky. They united forming an arch over the taxiway. That is first class! Off we went to DC.

After landing at Reagan Airport and as we taxied to the terminal,



John Walter
Pilot, 412 Squadron

we were honored by another water arch. With the coming and going of all the government big shots, I suspect that this treatment is old hat at this airport. Today, we were big shots. After deplaning and entering the terminal proper, another surprise waited. Surrounding the gate entry was a crowd. It was bigger than one normally sees for a regular commercial flight. This seemed unusual. I questioned myself, "Why would so many relatives and friends be waiting for 70 old people and their escorts?" It soon became obvious they were waiting to thank us for what we veterans did some 70 years ago. The greetings were not staged; they were genuine, very genuine. I must admit, this not only surprised me but it really got to me. They do care!

It took three coaches to hold the 150-member group. The coaches were preceded by an approximately twenty-member mounted motorcycle club and led by a police escort. This convey did not make Washington traffic, on a reasonably nice spring day, move more smoothly.

Our first stop was the World War II Memorial. The size of the memorial is in keeping with the size of the conflict it memorializes. Two massive pavilions, at opposite ends of a large pool with

(continued on next page)

a number of fountains, represent the two major theatres of the war, the Atlantic and the Pacific. States, territories, and DC are recognized by individual columns around the outer edge of the walkway surrounding the pool. For me, the two most memorable features are the Freedom Wall and the messages made by the leaders of that time, engraved in stone. The Freedom Wall consists of a wall with 4,000 large gold stars, an impressive way to commemorate the 400,000 U.S. servicemen's lives lost during the war. To make it easier for the veterans to get about, in each coach baggage compartment were wheeled-chairs (not wheelchairs). At each stop, if needed/wanted, the veteran could sit comfortably while their guardian pushed them around. Needless to say, Jerry got his exercise.

Upon leaving the Memorial we met with ex-Senator Robert Dole. He frequently visits the Memorial to greet his fellow veterans. The next stop was the Lincoln, Korean, and Vietnam Memorials. Having seen these before, I decided to give Jerry (and me) a rest by visiting only the Korean War Memorial. I find it is easy to relate to the soldiers (life-sized aluminum sculptures) that compose the centerpiece of the Korean War Memorial. In my mind

I can advance with them on their patrol and feel the apprehension and uncertainty shown by their facial expressions and body language. Death may lie behind the next bit of cover, or unseen somewhere else.

We again boarded the coaches and were treated to a driving tour of the more notable structures of Washington. Our next and last stop was the Arlington Cemetery to witness the changing of the guard and two wreath-laying ceremonies. By this time a light rain was falling; however, this did not interfere with either the activity or solemnity of the occasion.

It was now time to board the airplane and return to Indy. This time there were no water arches to negotiate. We did not need them; we were honored twice earlier in the day. However, the biggest surprise still lay ahead: our arrival at Weir Cook Terminal. After we exited the airplane and as we approached the entrance to the gate, the sound of voices indicated a large crowd waiting. Sure enough, there was. The first person just outside the gate was Governor Mike Pence flanked by his wife and daughter. Now this was a special occasion. I'll bet the Governor doesn't meet very many people at the airport. Governor Pence shook each veteran's hand, thanked him/

her for their service, and had a short conversation. If that isn't an ego inflator, I don't know what is. Also special for me was the presence of my son, Gary, and his wife, Gwen.

The crowd here was much larger than the one in Washington. It took quite a while to make our way through it. Early in the trip down memory lane, I was confronted by two USO girls each wearing a copious application of lipstick. Knowing it would be futile to resist, I surrendered and received a lip imprint on each cheek. As I proceeded along the receiving line, there were frequent comments to the effect, "You better get that off before you get home." Unfortunately, that was not a worry. All during the reception, Jerry was right behind me holding the enlarged photo over my head. Incidentally, the big pictures went along to Washington and were used while taking the group photo at the World War II Memorial. I have mine now at home for possible use come Halloween.

I am unable to find the words to adequately express my appreciation for this honor given me. This is the best I can do. Thanks to all the individuals of Indy Honor Flights for making possible a day I will always remember.

Memorials/Repository

In 2010 Grace Hammesfahr and I were on our way to the Grand Canyon via Colorado. Grace being Grace, she wanted to see the 95th Memorial plaque at the Air Force Academy—a mere 100 miles away. So the holiday trip included a detour to the Air Force Academy. When we found the plaque, we had quite a letdown. Compared to the other plaques on display, the 95th plaque was an embarrassment. It had not weathered well!



Nancy Smith
Memorials Chair
nancy3563@gmail.com
410-610-1720

With the help of Mary Price, a friend living in Boulder, Colorado, the wheels were put in motion to replace the aging plaque. The new plaque is nearly an exact replica of the original that the veterans installed in 1987. "Three Presidential Unit Citations" was added beneath the slogan, "Justice with Victory."

As a result of this experience, we are requesting that volunteers be invited to provide oversight for each of our memorials. Meg and Kevin Brackney already serve in this capacity at our memorial in Dayton, Ohio. If you live near one of our memorials in Washington D.C, Savannah, or Colorado Springs and would like to learn more about this special duty, please contact me.



The Next Generation Remembers

My family story is a story of survival, heroism, national pride, and is certainly the reason that I was ultimately born and blessed to tell the story. My grandfather, Arthur Schuessler, 92 years of age, served in World War II as a bombardier for the United States Army. At the time, the armed forces did not include the Air Force so he enlisted strictly in the Army. Several of his peers were being drafted as the war was getting underway, and assuming it would only be a matter of time before he was called, he decided to honorably enlist on his own.

When my grandfather enlisted in the Army, he hoped to be involved in gun installation; however, he later decided he wanted to be a pilot. He was sent to Texas, the area of greatest need, to begin bombardier school. The first mission (#214,9144) brought him to Merseburg, Germany, where during flight, great damage was done to their plane, so they were forced to land and fix the vessel. The second mission (#215, 9144) was a short one that never saw any enemy attack, often referred to as a "milk run" because of the short duration of the mission.

The story of survival is generated from his third mission (#220,10144), which was cut short. Every time I hear the story or even just parts of it, I sit back in awe of his role in one of the most important times in United States history. In October 1944, the third mission found him flying over the city of Bohlen, Germany. In their plane, the turret machine guns were not working and he was asked to correct the part that feeds ammunition to the chamber of the gun. He also worked on the engine of the plane after the pilot experienced some trouble.

During flight, the plane began to be hit with flak (spray of gunfire from the ground), which knocked out the intercom of the plane. The damage led to the navigator ordering his men

to abandon the plane, so they all bailed out in order, starting with the flight engineer, then the navigator, my grandfather, and lastly the pilots. Deploying his parachute shortly after his exit of the plane, he was floating over German soil where he was lucky to ever reach the ground.

During his descent, the machine gun from the plane decided to follow the navigator's orders and abandon ship as well. Without a parachute, it fell rapidly right past my grandfather's chute, less than 10 feet away. If it had come into some sort of contact with his parachute, his fall to God's green earth would have been much quicker and extremely devastating. Once he landed, he threw his chute into the burning nose of the plane where the ammunition was exploding with massive force; it was comparable to the explosion of fireworks.

The first night in hiding he slept under a haystack to avoid being seen by any enemies. He claimed the following day to be the "foggiest day he had ever seen." He began to walk down a road until he reached a small village. Being approached by an unarmed man, my grandfather was surprised to be greeted kindly and taken to a restaurant where he was served "a delicious duck dinner." Along with the dinner he was served some coffee that tasted somewhat strange, which the lady showed him to be a certain type of instant coffee named "Hasty Maid" that was made in New York City. The guard that found him then took him to the jail where the surviving members of the crew were being held. Here, the pilot and co-pilot were called to identify those who had died.

Following this, he was taken by a wood-burning truck to an airfield, where he was held for a few days until he was flown to the interrogation center. During his interrogation, they tried to get information from the prisoners, but all he would

surrender was his rank and serial number. The interrogator spoke fluent English and was trying to establish if any of these men were threats to the regime, and get any additional information. In an attempt to feel the warmth of home, my grandfather felt inclined to ask if the interrogator knew who had won the World Series. The man had no idea, but determined that that moment would be the end of the interrogation. This is my personal favorite part of the story: a few days after a near-death experience and remaining under enemy control, the main thought on his mind was who won the championship game of our national pastime!

Following this, he was shipped to Sagan and interned in the South Compound, which was well organized in chain of command down to individual rooms, and food was distributed to groups of four prisoners. The “Kriegies” (Prisoners of War) had built a theater with the Germans’ permission and during a play, they were forced to evacuate, only allowing them to take the bare necessities along with them. Unfortunately, he left his diary behind, which would have been an incredible first-hand look at the war experience through the eyes of an American soldier. They evacuated the camp within the hour, marched 20 miles in the bitter cold and snow the first night, and spent the night in barns in Grosselten. The walk then continued on to Muskau, where they spent a night in a pottery factory, sleeping near open furnaces to stay warm. A few of the older guards were exhausted, requiring help from the POWs who carried these men with the guards’ arms over their shoulders with others helping by carrying their rifles. More marching ensued toward Graustein, where they stayed in barns once again.

They left the next morning, arriving in Spremberg in the middle of the day, where they were forced on a train, with upward of fifty men in each boxcar with no place to lie down. Food and water was passed out after one day when they reached Chemnitz, but being in the middle of the train, my grandfather never received anything. He endured three days without food and water, leaving him unable to swallow the amount of food he had on him. The next day, they arrived in Moosburg, where the prisoners were held in Barrack 9 for about two weeks. They were then moved to a

large tent where he slept on the ground with only a small amount of straw serving as a mattress beneath him, and crammed together sleeping side by side with little room in between men. He stayed here until the end of April when General Patton’s 3rd Army liberated them.

After being liberated, he was flown to LeHavre, France where they were boarded on a captured German cruise ship, which he still has a picture of. They landed in New York City and were taken to Fort Dix, New Jersey, where his service in the Second World War finally came to a conclusion. Amazingly, he felt he was treated fairly well as he tried to remain upbeat the whole time—a reflection of his strength and personality. He claims to have some remnants of frostbite to this day from the long walks in the terrible conditions. Most of the food he received came from Red Cross rations, starting with half portioned rations, and later decreasing as more men were brought in.

Another one of my favorite aspects of his story is that when they were in the camps, he blended dirt into the garden from the tunnels that were being dug so that the difference in color was not noticeable. They were liberated before the tunnels were ever used for escape.

This story helps us to link our family together by explaining the details of why subsequent generations are here. It is an expression of the values and character that my grandfather possesses, which he instilled in his children and later his grandchildren. His story develops an identity for our family of what we stand for, and it is something that makes me very proud.

When I spoke with my grandfather to discuss these events, he rattled off names of cities, dates, and details as if it occurred over recent years. It is something he has carried in his heart and on his conscience during his entire life. It is as much a part of me as it is him as he passed this story of survival to us. It is a truly remarkable story and its meaning will remain extremely important to me for as long as I have the wherewithal to pass it on.

By Michael Deuschle
Grandson of Arthur Schuessler
Bombardier, 334th Squadron (POW)

The 95th Strikes Gold in the Golden State!



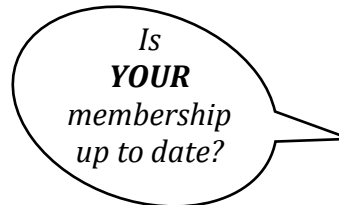
Reunion photos by
Laney Baltazar



95th BGMF Membership Team



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



(See back page for membership form)



Changes?

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

John Mollison
Membership Chair
2605 Featherstone Court
Arlington, TX 76001
membership@95thbg.org
Phone: 402-650-4135



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

Linda sends out periodic emails with birthdays and news about our veterans and widows. If you would like to receive these monthly updates, please contact Linda.

Linda Endris
225 Buffalo Drive
Indianapolis, IN 46217
Phone: 317-881-0219
ljendris@att.net

I just want to say what a great reunion we had—don't recall ever seeing as many widows as turned out for this one! Way to go, ladies!

I would also like to thank you all for showing your confidence in me by electing me to the Board. I will do the best I can. Will see you all in Dayton next year and hopefully in Horham. To those going this year: have a great time and give my love to all our friends.

Jackie



Jackie DeHart
Widow Liaison
Widow of Ted DeHart
Tail Gunner, 412th Squadron

THE 71st ANNIVERSARY REUNION TOUR

Horham, England

Thursday, September 4th – Thursday, September 11, 2014

Hosted by the 95th BG Heritage Association (UK)

TRIP HIGHLIGHTS

Wednesday: Travel day flying “across the pond.” Overnight at the Premier Inn, Bath Road.

Thursday: Assemble and depart from Heathrow Premier Inn for Diss/Horham, stopping at the Tiptree Tea Room and Visitors Centre for lunch on your own. The Visitors Centre is a great place to trace the history of Tiptree preserves, learn about village life in Essex, and learn all about jam making.

Friday: Casual day of leisure around town or with hosts, then a welcome reception and dinner at the Red Feather Club Museum.

Saturday: Jeep tour, with fish & chips lunch en route. In the evening, enjoy a 1940’s dance at the Red Feather Club’s Blue Lounge.

Sunday: We will have a wreath laying at 10:30 a.m. at the 95th Memorial followed by a service at St. Mary’s Church at 11:15. The Wallopers softball team will show their stuff in the afternoon, followed by Cream Tea at 3 p.m. Evening will be free.

Monday: Afternoon bus trip to the seaside.

Tuesday: Mystery Day (Top Secret!)

Wednesday: A bus trip to Helmingham Hall, followed by a farewell dinner at the Red Feather Club.

FLIGHT/HOTEL ARRANGEMENTS

Arrivals to Heathrow: If you plan to arrive in England earlier for touring, or if you are planning a “red-eye” flight, please arrive no later than 8 a.m. on Thursday, September 4, allowing time to go through customs and catch a shuttle or cab to the Premier Inn at Bath Road. The coach will depart the Premier Inn for Horham at 10:30 a.m.

Departures from Heathrow: Flights should not be booked any earlier than 2 p.m. on Thursday, September 11 to allow time for traffic and check-in. The alternative is to depart the next morning after a stay at the Premier Inn.

Heathrow Premier Inn at Bath Road, Hounslow: Make your reservations via the web: www.premierinn.com, or call 011-33-0871-527-8508.

ACCOMMODATIONS

With Friends: For those wishing to stay with friends in the Horham area, please contact them directly to make your own lodging arrangements. For those wishing to enjoy the warm and friendly “Suffolk Hospitality,” there are a very small number of homestay host families welcoming guests to their homes. Please contact Beverley Abbott to help make this arrangement. E-mail: beverley1960@hotmail.co.uk, phone: 011-44-1379-678-581.

Please note: as in past years, it is customary to compensate host families via a stipend to offset the cost of food and fuel. Single: \$25/night (\$175 for 7 nights), Double: \$40/night (\$280 for 7 nights). Any payment is to be agreed upon and settled between the guests and their hosts.

(continued on next page)

Hotel: The hotel we've selected again this year is the Park Hotel (www.parkhotel-diss.co.uk) in the market town of Diss. Many of you commented on how nice it was to all be together, as well the convenience of being just around the corner from the heart of town, with its lovely shops, quaint town green, and mere (pond). Nearby there are many conveniences, such as a grocery store, pharmacy, and the rail station with access to London and Norwich. Room rates are approximate, depending upon the exchange rate at that time, and include breakfast and taxes: Single occupancy: \$114 per night; Double occupancy: \$130 per night; Family Room for up to 4 people: \$190 per night

For reservations, contact Andy Paine via e-mail at: info@parkhotel-diss.co.uk. at the Park Hotel or phone 011-44-1379-642-244. To get our special rate, be sure to mention that you are with the 95th Bomb Group reunion.

Note: *All rooms are on the 2nd floor.*

REGISTRATION

We encourage you to book early! Availability is limited to 45 because of coach limitations to and from Heathrow.

Deposits or payments are refundable until August 1, 2014, and later in the case of medical emergencies.

\$100 minimum deposit per person is due with your registration, with the balance payable by the August 1st booking deadline.

QUESTIONS?

Contact Vanna Walker at reunions@95thbg.org or by telephone at 214-725-1942.





95th BG 71st ANNIVERSARY REUNION TOUR

Horham, England September 4 - 11, 2014



Guest 1 (Please Print)	Guest 2 (Please Print)
Name	Name
Address	Address
email	email
Phone	Phone
Relationship to 95th	Relationship to 95th
Special dietary/medical needs	Special dietary/medical needs

DATE	ACTIVITY	COST	GUEST 1	GUEST 2
Thursday September 4	Coach from Premier Inn to Diss/Horham	\$55		
Friday September 5	Welcome reception and dinner at Red Feather Club	\$30		
Saturday September 6	Jeep Tour with lunch (Fish and Chips)	\$20		
Saturday September 6	1940's Dance at the Red Feather Club's Blue Lounge	\$25		
Sunday September 7	Cream Tea	\$20		
Monday September 8	Bus trip to the seaside	\$30		
Tuesday September 9	Mystery Day (Top Secret!)	\$50		
Wednesday September 10	Bus trip to Helmingham Hall Gardens and Tea Rooms	\$50		
Wednesday September 10	Farewell Evening at RFC	\$30		
Thursday September 11	Coach from Horham/Diss to Heathrow/ Premier Inn	\$55		
Daily coach for those staying at the Park Hotel in Diss (required)		\$40		
TOTAL AMOUNT DUE (by August 1)		\$405		

<p>ACCOMMODATIONS: Please check one below:</p> <p><input type="checkbox"/> I have made arrangements to stay with UK friends Name: _____</p> <p><input type="checkbox"/> I have made reservations at the Park Hotel in Diss</p> <p><input type="checkbox"/> I have made reservations at the Premier Inn Bath Road Heathrow for Wednesday, September 3</p> <p><input type="checkbox"/> I have made reservations at the Premier Inn Bath Road Heathrow for Thursday, September 11</p>	<p style="text-align: center;">Make a copy of this form and mail with your payment to:</p> <p style="text-align: center;">Nancy Freemantle, Treasurer 95th BG Memorials Foundation P.O. Box 6154 Eureka, CA 95502</p> <p style="text-align: center;">Make checks payable to 95th BG Memorials Foundation</p>
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95th Bomb Group Memorials Foundation, Inc.
 6000 East Valencia Road
 c/o 390th Memorial Museum
 Tucson, AZ 85756-9403 USA

SHARE THE LEGACY...GIVE a GIFT MEMBERSHIP!



If you are a veteran, widow, son or daughter, please talk to your children and grandchildren about the legacy of the 95th Bomb Group. There is no better gift you can give than to make them a member of this proud and historic organization.

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!**