

# 82ND FIGHTER GROUP ASSOCIATION



## NEWSLETTER

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NUMBER 13MARCH 1989

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### FROM THE DESK of the PRESIDENT

Since the Dayton Reunion there have been a variety of things occurring within the ranks. Our fine Newsletter covers much of the activity; however, I have a few comments and observations to pass along too:

- \* All pertinent records and support data have been passed on to the new Association Officers.
- \* Dixie Sloan and Roy Norris closed out the records on a great and financially successful Reunion at Dayton.
- \* Without belaboring the issue, let me assure the membership that our future Reunions will have much roomier and greatly improved accommodations for visiting and socializing with respect to the "Hospitality" areas.
- \* Ralph Embrey and his Committee are hard at work in reviewing and updating the Association By-Laws. The Committee's recommendations will be presented to the membership prior to the next General Meeting so action can be taken on them at the business session.
- \* Of a recent date John Hendrix reports all is going well for a great Reunion on the Queen Mary (this newsletter will have many details). Let's all beat the drum, spread the word and have a new, record turn-out. There's got to be a large bit of nostalgia involved in this one for many of the membership.
- \* It was agreed by the Executive Committee, following the General Membership meeting in Dayton, that the Treasurer would prepare an informal, mid-term financial report for the Membership. He will also have a formal, audited financial report to present at each reunion. Association Treasurer, Roy Norris, has submitted his mid-term, informal financial report and it is as follows:

(continued on pages 3 & 4)

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## QUEEN MARY INFO ON P. 10-11



# THE 82ND FIGHTER GROUP ASSOCIATION

## — OFFICERS —

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\* \* \*

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\* \* \*

## — NEWSLETTER EDITOR —

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\* \* \*

## — 1989 CONVENTION CHAIRMAN —

**JOHN C. HENDRIX**  
14708 Bodger Avenue  
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(213) 676-4794

ON THE ONE HAND,  
INFORM ME OF ANY  
CHANGES OF ADD-  
RESS - INCLUDING  
PHONE NUMBERS.

I WILL ALSO HOLD  
OUT MY HAND FOR  
THE VOLUNTARY  
DUES OF \$15.

OF COURSE, I'LL  
BE AT THE QUEEN  
MARY REUNION, AC-  
CEPTING ALL CON-  
TRIBUTIONS.

SEE YOU THERE!

The Secretary/Treasurer



*Roy Norris*

## L A T E R E P O R T FROM THE NEWS ROOM

Word has just been received from the Long Beach Port Authority in California that some unidentified individuals have hi-jacked the QUEEN MARY from her berth in Long Beach Harbor. Port officials would only say that the QUEEN broke its mooring very early this morning and steamed out of the harbor.

The P38 News Service was able to reach a spokesman for the U.S. Coast Guard and asked if the CG was going to pursue the hi-jackers. "Are you kidding?" was the reply, "That's a British ship and we wouldn't touch her with a ten-foot pitot tube."

We have heard some unconfirmed rumors that a Queen Mary Hotel official has a suspect but is withholding information until more is learned. It seems the official recalled that the suspect, "a frequent visitor of late", had been seen taking profuse notes while walking through the ship.

Hawthorne, CA police detectives were sent to the suspect's residence. As no one was home a neighbor was questioned. "Oh, yes! Why we saw John and Phyllis climb into their Silver Cloud early this morning and drive away. It seemed sort of strange -- they had their yachting caps on!" Hmm?

\* \* \*







However, let me share some of my thoughts on this subject with you. First of all, with a great many members having paid "Life Membership" dues, the annual voluntary dues intake has peaked and will continue to noticeably decline in future years. Second, there are some basic expenses that must be met each year if we are to continue as an active organization -- with the Newsletter and other activities. And, we always have the possibility of a Reunion running a bit in the "red" rather than with some overage; therefore, we must have a buffer to fall back on.

It is my strong belief that those of the membership whose longevity prevails will want to maintain an active Association for quite some time. Because of this I feel that our reserves should be (a) used prudently to sustain such continuity; (b) used to maintain communications (newsletter or other); and (c) used to cover miscellaneous operating expenses for future years. Then, ULTIMATELY, when the last dozen or so doddering "oldsters" decide on one last Reunion, let them spend what's left, if any, on the final meeting; and should there still be a few dollars remaining after that, they should be disposed of according to the Association By-Laws.

Facing reality, I doubt very seriously that subsidizing a person's expenses for a Reunion trip by \$20.00, \$30.00 or even \$40.00 would make the difference in his attending; and if 300 attend a specific Reunion it would only take about two such affairs (subsidized) to bankrupt the Association.

These are my feelings on this matter -- if any of you believe otherwise, please advise your Squadron or Headquarters Representatives so that the Executive Committee can discuss it further. That's what the Committee and Representatives are for.

As a follow-up to the interest documented during the Dayton Business Meeting with regard to continuing the Newsletter, the Executive Committee discussed this in considerable detail. Action was then taken by the Committee to approve a Newsletter Budget which will give us three issues (per year) spaced out between Reunions. The budget and frequency of publication will be periodically reviewed by the Committee to reflect the wishes of the membership.

Betty joins me in sending warmest regards to you all,

*Will*

#### A GENTLE REMINDER

A few 82nd FG Association Rosters have found their way into the hands of non-members. One result has been a pitch to members for memorabilia. This is harmless but it is still a breach of the privacy of our members. Such pleas (for memorabilia or whatever) should be directed to the Newsletter Editor.

#### 82nd HISTORY UPDATE

Work continues at a mad pace on the scintillating story of the 82nd Fighter Group. The finishing touches are being put on the final chapters. However, there is much rewriting, rerewriting and rererewriting to be done and, while it is possible, it is doubtful "The Book" will be published in time for the QUEEN MARY Reunion. A full report will be presented in the August Newsletter.



# remembrances

## CLIFFORD LEE RAGLAND MACR

2nd Lt. A-000730602

95th Fighter Squadron

Killed in Action September 5, 1943

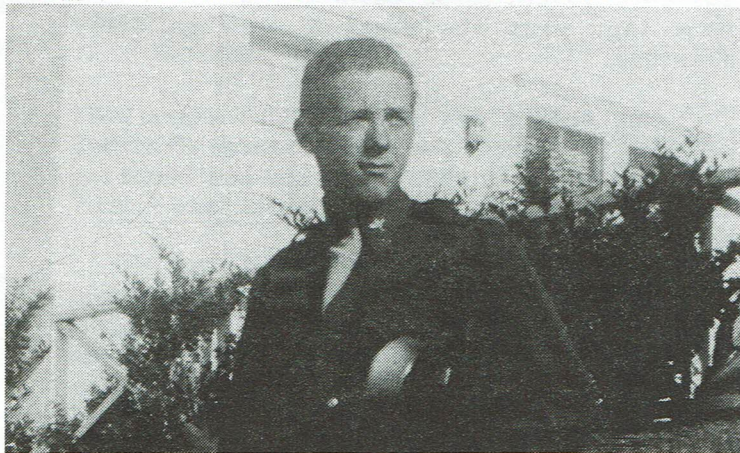
Aircraft: P-38G-15, Serial #43-2476

Mission: Escort of B-25s to Vrazzani Landing Ground, Italy from Grombalia.

About two miles SE of the center of Naples at about 6,000 feet, the plane went into a steep diving turn and the left engine caught fire. The plane continued in the dive until it went into the water. The canopy remained closed.

Witnesses: 2nd Lt. Thomas H. Jones and 2nd Lt. Dorwin Keller (?).

Lt. Ragland joined the 95th Squadron on June 22, 1943. He shot down an Me 109, and probably another, on the September 2, 1943 DUC (Distinguished Unit Citation) mission. His plane was designated "AT".



Lee Ragland was born on Feb. 19, 1921 in Dennison, Ohio (his parents lived in adjoining Uhrichsville). The family moved to Roselle Park, N.J. where Lee and his two brothers graduated from high school.

All three Ragland boys attended the University of Idaho in Moscow, Idaho where Lee and his younger brother Jack were members of the track team.

Jack followed Lee into the Air Force and flew heavies out of England. Jack's

## For Us To Remember

Our Thoughts, Concerns and Prayers go out to the Spouses, Families and Special Friends of Those who have left us.

We know that the World is a Better Place because of the Lives They have lived in it.

\*\*\*\*\*



### ROBERT LEO JONES

Died in January of 1989 as a result of a severe stroke. "Jonesy" had diabetes for many years and this disease led to his stroke.

Despite his failing health, Bob was able to join us in Dayton. He had also been to the Atlanta Reunion.

Jones was born on July 14, '18 in Cumberland, Maryland.

He joined the 96th at Muroc and later became a Crew Chief.

After the war he worked for Fairchild and North American for a few years and eventually worked for the City of Columbus, OH for 20 years.

Bob never married and is survived by a sister.

\*\*\*\*\*

plane was disabled during a mission to Mannheim and the crew bailed out — but were all killed by German civilians.

The VFW unit in Roselle Park is named the Jack and Lee Ragland Unit.

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# 82nd profiles

WILBUR S. HATTENDORF

Born in Wheaton, Illinois, May 3, 1916 and  
Graduated from Wheaton Community H.S.

\*

Graduated from the University of Illinois  
with a degree in Business Administration,

\*

Worked for a couple of years as Asst./  
Mngr. of a Sears Retail in Elmhurst, IL  
until he became an Air Corps Cadet in  
Sept. '41.

\*

Joined the 95th Squadron (82nd FG) in  
August of '42 & completed his fifty in  
Sept. of '43. From his return to the  
States until January of '46 he was Base  
Operations Officer at Santa Rosa Army  
Air Base, California.

\*

His business affiliations since his dis-  
charge (in '46) include Insurance Agent;  
Vice President positions in two Stone  
Companies in Illinois and Georgia;  
a stint as Executive Director of the Indi-  
ana Limestone Institute; and then he com-  
pleted his professional career with the  
Economic Development Administration of  
the U.S. Department of Commerce from which  
he retired in July of '83.

\*

His many many extra curricular activities  
include: Past Pres. of National Building  
Stone Institute; present Sec. of Cherokee  
County Hospital Association; past member  
of the Cherokee County Chamber of Commerce.

\*

President of the Canton Men's Golf Associa-  
tion; and past member of Lions, Rotary  
International & Kiwanis.

\*

FAMILY: Wife, Betty - friend and companion  
of 47 years.

Son, Bill - an official in North-  
field/Mt. Herman Schools  
— Massachusetts.

Daughter, Della - Senior Producer  
of the "Geraldo Show"  
in New York.

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## TIP OF THE YEAR

*How to make your QUEEN MARY visit a success?*

\*

When meeting Admiral Hendrix  
Don't forget to say, "Aye Aye, Sir!"

## TV SERIES FEATURES P-38 LIGHTNING

The Lockheed P-38 of WWII fame will  
be featured on the Discovery Channel (TDC)  
as a segment of a 13 part cable TV series  
of one-hour programs chronicling the his-  
tory and development of US warplanes.

The P-38 story will be seen nationally  
on TDC on March 29 at 9 PM EST, with re-  
peats on March 31 at 4 PM EST, April 1  
at 10PM EST and on April 2 at 1 AM EST.

Programming of the other aircraft will  
continue through April.

This information was gleaned from Lock-  
heed's Newsletter by Pres. Will Hattendorf.

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## Mail Call

FROM GEORGE MARVIN

Hi Dick,

17 Feb. '89

The enclosed (see August N.L.) should be  
of interest. I visited "WILLY" last Monday,  
Feb. 13. Jack Vrettos gave me a personal  
tour along with my 97th mate, Al Durell.

I donated my A-2 Jacket, complete with  
insignia patch, P-38 painting on the back,  
name tag, plus the scarf I wore on fifty  
missions.

I was told I was the FIRST to share WWII  
memorabilia (with the 82nd Fighter Training  
Wing Museum). A special place was awaiting  
the Jacket in the 97th FTS Operations Room.

As a former Link Instructor you will ap-  
preciate knowing I was permitted 30 minutes  
in the T-38 Simulator and could have done  
the same thing in the T-37 Simulator but de-  
clined.

Best in the Meantime,

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FROM CHARLES W. (CHUCK) LUKE

What do you know? Your boot in the rear  
finally worked. I just sent (Dec 29) Roy  
Norris my check for dues. I hope that \$100  
will keep me in good standing for a couple  
of years or so.

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I have really enjoyed the Newsletter. You do good work. I especially enjoyed hearing from "Mac" McAdams, Tom Carhart, et al, when they called me from Dayton. Mac gave me a mission to find Arnie Engebretson. He is believed to be living around Walla Walla, WA and so far I've had no success but am still working on it.

If all else fails I plan to stop in Walla Walla this coming spring during a proposed visit. Judy and I are planning to do the Northwest to see old friends in the Tri-Cities, Boise, McCall and Moscow (my old home town) and Spokane (Judy's home town).

My one New Years Resolution is to stop flunking retirement and attend the Queen Mary Reunion. I really wanted to come to Boise but Judy had other plans. She had scheduled a flight back to Portland, ME to see our daughter. Guess who won that one?

I have several 82nd pictures digitized on my computer. When I can get to a good printer I will send you some copies.

\* \* \*

#### FROM RALPH M. (MONTY) POWERS, JR.

Dear Friends,

30 Nov. '88

It pains me greatly to advise you that Betty is hospitalized and being treated for an inoperable brain tumor. She was somewhat distressed at Dayton.

We took her to Ann Arbor for care, diagnosis and for the beginning of radiation therapy. Likely, she will be home in a couple of weeks and then complete treatments as an outpatient.

Needless to say, I am shattered - but Betty's thoughts and concerns are for others.

Early Feb. '89

#### Betty's Status

The trips (135 mi. r/t) are over for the radiation. This will help, for the rides were tiresome, but she remained sweet and up-beat during the ordeal.

She will have a CT scan in early March to find out radiation results and condition then.

Her right side weakness is such that she needs assistance to walk with a hemi-walker or use the wheelchair. She has been getting help from our children and from many of our friends in the community.

I am doing quite well -- it makes me seem quite important as Betty is so dependent.

Both Betty and I treasure the Boise and Dayton times we spent with all of you and we would be with you each year if health permits.

\* \* \*

#### FROM ART SMEDLEY

Thinking of the next Reunion on the ol' Queen reminded me of when we went over on her. I was talking to Buddy Strozier about it and he said I should tell you because it might be of interest in the Newsletter. So here it is:

When I was in the 96th, Col. Covington (who was Group C.O. at the time) called one day and said, "How would you like to be Group Operations Officer?" I replied, "Thanks, Colonel, but I like it here in the Squadron so I can fly with the guys I know."

His comment was short and sweet. "Get your @#!& ??? up here!" And that was how I got in Group HQ!

He used to give me all kinds of jobs. One day Lockheed (this was when we were stationed in Glendale) wanted someone to talk to the heads at a luncheon and Covington said, "Smedley, run over to Lockheed, they've got a luncheon or something and they want a representative from a P-38 outfit to attend -- and take somebody with you.

I got Parsons to go with me - not knowing I was supposed to say something after lunch.

When I was told (when we sat down to eat) I would be expected to give a talk -- it ruined my lunch. I don't remember what I said but they must have felt sorry for me because they all applauded when I sat down. Maybe they were just happy when I was through!

As we started across the U.S. by train,

(continued on page 8)



headed for the Port of New York, the C.O. said, "Smedley, you can be Train Commander." I replied, "What's that and what am I supposed to do?" His reply was, "See that nobody jumps ship (whoops - the train), that things stay in order and that we don't have any problems."

Then, when we got to the Port, Col. Covington said, "Smedley, they want someone to be Police and Prisons Officer, as they call it on the ship, and you're it!"

When I asked what that was and what I was supposed to do, he told me to ask the people in charge when we got aboard. He said I would have an assistant or two (for 10,000 troops?) and that we were to have arm bands on and to have side arms (our 45s) at the ready at all times.

Well, I asked and asked different people in charge of the ship and the ship's crew, etc. and nobody knew what I was supposed to do or could give me any instructions except that we had the run of the ship.

Most of the troops were limited to the deck or part of the deck to which they were assigned and some of the poor enlisted men down in F Deck, below the water line, never saw daylight on the whole trip.

About the only thing I did was to stop a few fights and threaten to throw people in the brig if they didn't straighten up. I don't think they had a brig - or if they did - no one knew where it was. But the threat worked.

Oh for the life of a fighter pilot!

Well, I've rambled on long enough. If the lofty experiences of the P & P officer are worthy of mention in light of the pending gathering on the Queen, you are free to use them. If I can get to the Reunion on the Queen I'm going to see if there really was a brig on it when she was a troopship.

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FROM BUDDY A. STROZIER

Thanks for keeping me up to date on 96th news. I was just thinking of getting off a note to you before your letter came.

I am enclosing this "notice" (or whatever one would call it) that you may or may not

wish to include in the Newsletter. His characterization of the paranormal events and experiences as "ghost stories, if you prefer," may not be well advised. I prefer to think of them in terms used by Ernest K. Gann in Fate Is The Hunter

At any rate, I'm toying with whether or not to recount for him my experience of dead sticking a P-38 into an old abandoned strip on Cap Bon, Tunisia. I was returning from a mission to Grimbailia when all of a sudden it became real quiet when both fans ceased to function -- you really feel all alone in that situation.

I was at around 3000' and had to make a quick decision about what to do when, suddenly, I spotted an old dirt strip that probably was a temporary used by the Luftwaffe.

Down I went and lowered the gear a bit early but bounced up on the strip safely and without damage to the plane. That old strip was just there for me -- I'd never heard of it or seen it prior to then.

By the way, do you happen to know if anyone has a record of the Queen Mary's layout as it was back in Sept. of '42? For those of us who boarded her back then it'll be fun to "find" our accommodations.\*

For example, here's a bit from my log: "Sept. 26 - boarded Queen after hard struggle with clothing and equipment in the rain. I was assigned to M-45 with Capt. Vaughn, Suddeth and Mounce. Room was originally for two but is not uncomfortable." (I should think not! Later, I surely realized that when I saw the multi-tiered arrangements for some of the others in the 82nd.)

The other day in talking with Jeannie (Bud's daughter lives in Boise) we were being real sympathetic about all the snow you folks had up there and I told her about the warm, sunny days we were having down here. Yesterday we got up to 7 1/2 inches of snow in Norman and today is cold and foggy. So now we know!

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\* Bud, we hope to have something ready for the August U.C. John Kostyo sent Will & me a beautiful and finely detailed brochure of the ship. We are getting our thinking caps on. See you here in April. (Jerry!! I just saved 25¢)



## FROM CLAYTON TILLAPPAUGH

Before I forget, is anyone making a chart to identify the troops on that "10 foot-long" picture? The clarity of that photo was amazing and my only regret is that I had not run around behind the camera and been on both ends of the picture. Could the world stand two of me?

As we cannot make the Queen Mary Reunion we are definitely planning for the Reunion in Asheville -- an absolutely beautiful city. The city is built in the mountains with winding streets and lots of scenic beauties -- other than the girls, of course.

Asheville has beautiful golf courses. I will take a couple of practice swings first and bring my golf clubs and join the golfers. I love the hilly courses where you drive the ball over a hill and listen for a scream from the other side. If no scream, then you walk up to the top of the hill and then scream because 'cause there is a lake at the bottom of this hill!

The Dayton Reunion was wonderful -- especially seeing three guys I hadn't seen in 45 years - "Bull" Barber, Bill Vantrease and Louis Pape (one of my tentmates). Pape, "Rube" Holman and I were three tentmates back together - but we are missing Carl Hendrix (?).

In Dayton Bill Vantrease grabbed me and said, "So you're the guy I had to clean up after. All those shells, flares and bullets under your cot -- not to mention the grenades and Teller mines!" Well that was only because they wouldn't let me return from rest camp after I was put on orders to go home.

I did have all of those things (except the Teller mines - I couldn't lift them and besides they were too big to get under my cot). I used to take the cartridges apart, compare the powder, speed of burning, etc. I was the first one in the squadron, maybe the only one, to take the fuse off a German 20mm, high explosive shell and disassemble it.

It's funny, I would be sitting on the ground beside my cot, cross-legged, and start taking things apart when, all of a sudden I would notice it was real quiet and I would be alone. The other guys had silently crept out of the tent.

I had lots of German flare cartridges but no flare gun; so - I'd take the cartridge apart, dump the powder out, drive a nail into the side of the shell near the base, put a 3" strip of 8mm powder in the hole, put the flare powder back in - plus some of our 20mm powder - add packing and then the flare.

At night, I'd dig a little hole in the desert floor about 6" deep, put in a flat rock, set the flare on the rock, steal a cigarette from one of the guys and use it to ignite the 8mm powder "fuse" - then get out of the way.

I had a few poor launches but I also got off some good ones. One went up a couple of hundred feet and then, while it was coming down, I heard a lot of yelling -- it looked like the flare was coming down straight for our 20-man latrine and inside was Capt. MacDonald, our intelligence officer.

He came out of there with his pants around his ankles hopping like a jackrabbit - he must have done 40 yards in 4 seconds flat!! The flare landed safely some distance away - but at night, a light like that looks like it's coming right at you.

Capt. MacDonald didn't bawl me out. He was such a kindly man - a father image for all of us. He always suffered the most when we had non-returns from a mission.

All this was in August of '43 in Grombalia, Tunisia and a few nights later I was launching more flares when the Germans were bombing Bizerte. The next day I was asked not to fire any more flares.

Do any of our guys remember the name of the Rest Camp we went to in Morocco - somewhere south of Fes or Meknes?

I hope "Charlie" and Ginny Charlton, John Hendrix and all future hosts, can arrange for one large room for the hospitality room so that more people can get in, move about and visit with more people. I know of quite a few who just came in, got a drink and went back to their rooms.

The past three Reunions have been wonderful experiences and I wouldn't have missed any of them.

\* \* \*



# THE QUEEN MARY PAGE

BY JOHN HENDRIX

*Dick! That front cover of the December Issue of the 82nd Newsletter, with the Queen Mary in New York Harbor, was a beauty - but, for heck's sakes, get her back to Long Beach Harbor in time for the 82nd's Reunion. Hear?*

Well folks, the present schedule is as follows -- that is if Dick gets the Queen back in port on time:

## WEDNESDAY, October 4

Check in - then - you're on your own for the balance of the day.

Golfers - check in today for 9:30 tee-time tomorrow.

Military green fee \$7.50, Guests \$15.00, Cart \$12 (costs may increase).

## THURSDAY, October 5

Check in - then you're on you own to take self-guided tour of the Queen Mary, the Spruce Goose, visit London Town Village (beside the Queen & the Goose), or take a five minute water taxi ride to Shoreline Village. Cruises may also be available (45 minutes for \$4 to \$5).

The Hospitality Room will be open. We have a large hospitality room which will be separate from the bar (a few doors down).

## FRIDAY, October 6

We will leave the Queen Mary at 8:30 AM by busses to Universal Studios (via San Fernando Valley). At Universal we will take a two-hour tram ride through sets, back lots, witness a flash flood, and attack by "Jaws", the parting of the Red Sea, meet King Kong at his roaring best - and - many more things to hold your interest.

After the tram ride we can see animal movie stars, stunt men, and others do their acts.

If time permits, we will come back through downtown Los Angeles and Hollywood Boulevard - with a stop at the Chinese Theater where you may stand in the foot prints of your favorite stars.

We must have over a hundred people to get the Universal Tour, which for \$32.50 ea. includes bus, admission and lunch.

## SATURDAY, October 7

### Business Meeting

Note for the Ladies: I am working on a Ladies Tour of the "ultra exclusive" Rodeo Drive shopping area in Beverly Hills. Tour busses are restricted in the area but if enough of you ladies are interested, I'll see what I can do.

Evening Banquet and Dancing with 1940s - type "Big Band". Dance to the Oldies but Goodies.

## SUNDAY, October 8

Check out - Brunch, \$12 (includes tax & gratuities) if enough are interested.



# STATEMENT OF INTEREST

Mailed 4-9-89

Your Name Olen L Medley  
I Plan to Attend ☒ With Spouse ☒ Guests 1 (maybe 2)  
I Will Stay on the Queen Mary ☒ At an RV Park ☐ Other ☐  
My Arrival Date will be 10-5-89 My Departure Date will be 10-8-89  
I Will Travel by Air ☒ Auto ☐ Bus ☐ Amtrack ☐ RV ☐

Hotel room for (2) will be \$72 for an Inside Room (there are a limited number of these available); \$83 for Shore View Rooms and \$93 for Bay & City View Rooms. All per night.  
A cot can be added for a third person for \$13.

Make Reservations With:

HOTEL QUEEN MARY

P.O. Box 8

Long Beach, CA 90801

ATTENTION: Reservations

Or Call

(213) 435-3511

## F E E S

BASIC REGISTRATION - \$55 EA. (3) = \$165 SUNDAY BRUNCH - \$12 EA. 3 = \$36  
UNIVERSAL CITY TOUR - \$32.50 EA. (3) = \$97.50 RODEO DRIVE TOUR - \$15 EA. Possibly (2)  
GOLF: HOW MANY 0 OWN CAR ☐ NEED TRANSPORTATION ☐ HANDICAP ☐ CART ☐  
DRINK PREFERENCES: SOFT DRINKS ☐ BOURBON ☐ GIN ☐ WINE ☐ BEER ☐ OTH Scotch

PLEASE! Send this to: JOHN HENDRIX, 14708 Bodger Ave. HAWTHORNE, CA 90250 - A S A P -  
C U T A L O N G D O T T E D L I N E

## COMMENTS & EXPLANATIONS

Hotel Registration: If you prefer, you may wait for the "Hotel Registration Form" which will be mailed at a later date with the "PACKAGE". However, note that there are a limited number of Inside Rooms!

Fees: In the spaces provided above, please indicate the number of persons for each item and then the total for that item. You do not need to send money at this time. At a later date I will mail packets with final details to all who return this STATEMENT OF INTEREST to me. The information you can send, will enable me to provide you with a more successful and enjoyable Reunion. Don't put it off!

If you plan to fly: I suggest using LAX (L.A. International Airport). From there you can take a Super Shuttle Van to the Queen Mary for \$11 per person, or (7) people for \$45. I have arranged an agreement with American Airlines that will give you a 45% discount from coach rates. To check that cost, call 1 (800) 433-1790 and ask for "Star File # S-83997". Do not buy your ticket until you check with your travel agent or airline about "Super Saver Rates". If Phyllis and I buy "Super Saver" tickets 3 to 4 months in advance and then pay about 25% of coach rates — it is much less money, but the ride is the same!

Miles Hoelzel says "if you plan to take a train" then you better get on the stick NOW. He said it may take six months ahead of your ride to nail down the route you want to take. Sarah & John Kostyo have had their Amtrack reservations for two months already. A word to wise.

FOR THE REST OF YOU -- PLEASE DRIVE CAREFULLY!

-- John Hendrix



# Mess Hall *Chatter*

We are going to try two new features in this issue of the Newsletter. One of these, starting with our present prexy, will be a series of biographical sketches of (first) all of our past and present officers and (second) of those other members this ugly editor can manage to dig up. You all in HQ, 95th & 97 would ingratiate yourselves with said editor if you would volunteer. We already have a large share of info on the 96th guys which appears in the "Slugging Rabbit" books -- so don't be bashful.

We find that people are interested in the following:

- 1) Date of birth & place
- 2) High School & College (s)
- 3) Date joined & your job in which squadron (or HQ)
- 4) Career after 1945
- 5) Marriage and/or family
- 6) Other comments you wish to make; i.e., what you would like history to remember about you.

The other feature also will depend upon your response - both from the standpoint of your response and your opinion in respect to the advisability of continuing it.

For want of a better term, I will call it "Remembrances Of Those Who Didn't Make It Back". Our Historian, Steve Blake, has been in touch with us and supports some sort of documentation and recording of our KIAs & MIAs. He has furnished us with the MACR (Missing Aircrew Report) for Lee Ragland of the 95th.

Lee Ragland was not only a dorm mate of mine at the University of Idaho in '40 & '41 but a very good friend as well. At the beginning of '42 the male enrolment dropped dramatically as the stalwarts went off to the various military services. We all left in such a hurry that we didn't have to get the addresses of our friends

In July of '43, soon after I joined the 82nd in Souk el Arba, Lee & I ran into each other in the HQ area. It was a miraculous and happy coincidence.

\* \* \*

Ted Latta suggests WARBIRD ENTERPRISES, P.O. Box 512, Pleasanton, CA 94566 for an excellent Aviation Catalog. He is wearing a "wonderful" P-38 T-Shirt he purchased from them.

\* \* \*

## NEW ("Old") PEOPLE

THE FOLLOWING FORMER MEMBERS OF THE 82ND FIGHTER GROUP HAVE BEEN LOCATED SINCE THE DAYTON REUNION. WE HOPE THAT EACH ONE WILL FEEL WELCOME AND WILL ENJOY THE REASSOCIATION OF LOST OR MISPLACED FORMER COMRADES:

DON CORREA (96)  
P.O. Box 346  
GROVELAND, CA 95321

\*\*

JOHN F. DOLESKI (96)  
201 Proctor Ave.  
ELKLAND, PA 16920

\*\*

ROBERT M. GONGAS (96)  
34424 Euclid Ave., Lot 7406  
WILLOUGHBY, OH 44094

\*\*

TED JABLONSKI (96)  
14854 Shenandoah  
RIVERVIEW, MI 48192

\*\*

PAUL K. VAN OORDT (96)  
1607 Clifton Ave.  
LANSING, MI 48910

\*\*

CHARLES WALKER (95)  
1265 E. Main  
TURLOCK, CA 95380

\*\*

This list shows that people are still working the territory out there. Roy Norris furnished Correa; Len Kuczmarski gave us the locations of Doleski & Gongas; Harold Kroeger sent us Ted "Jabbo" Jablonski; and Van Oordt & Walker came via John Hendrix.

It's GREAT! Our Roster keeps swelling with new names and more people appear at our reunions each year -- but there's still another 1,000 of our guys scattered around the country - so let's don't slow down. There are still lots of names in little black books and back corners of memories. You would be surprised what a little clue can lead to!

\* \* \*

R - E - M - E - M - B - E - R

- INSERT PAGE 13 - "Old" QUEENS are the best kind!





The word from Ruth Donohoo is that Tommy is holding his own in his bout with arthritis. Ruthie also said Charlie Pinson is doing fine after being waylaid in Indianapolis while headed for Dayton in Sept.

We learned last night that Will had to take Betty Hattendorf to the hospital on March 8 for an, as yet, unidentified ailment. She has been feeling better after a two-day hospital stay, however.

Len Kuczmarski told us that, following the Dayton Reunion, he had an emergency abdominal surgery after cancer was discovered. He said, "We got it just in time and no traces of cancer remained."

About six weeks ago we received a note from Jerry Loewenberg with the good news that he was feeling better (the back pains had let up some) but that Pat wasn't doing well. He reported that the two of them would be in Cuernavaca for a month or so. It is encouraging that they are both well enough to travel.

We have a letter someplace from Clayton Tillapaugh which describes an injury which Beverly sustained about a year ago. Due to some mishap she broke something -- a leg bone, a hip bone, an ankle bone or a clayton bone. In any case, Beverly, we understand there is still some discomfort and we hope it will go away soon. We all need dem happy bones.

\* \* \*

Whoops! Found Tilly's letter. Beverly's discomfort was caused by wires that the surgeons had used to tie her femur back together after she broke same in Feb. of '88.

### IT'S A MAXIM THAT

A QUEEN in the hand (especially in Long Beach) is worth a zillion jacks, kings and aces any place else. Ten to one!!

## TITILLATING TRIVIA DEPARTMENT

WE ARE INCLUDING THE FOLLOWING QUOTE FROM LOU BOYD'S COLUMN KNOWING THAT YOU ALL WILL NOW BE ABLE TO SLEEP BETTER. THIS A FREE 82ND FIGHTER GROUP NEWSLETTER SERVICE:

"Told you that Harvey Earl was the father of planned obsolescence in cars. But failed to mention it was also Earl who dreamed up those tail fins of the 1950s. He first put them on the 1948 Cadillac. Did you know where he got the idea? From the twin tails of WWII's Lockheed P-38 fighter plane!"

### LETTER FROM JOHN COFFEY

Dear Dick,

13 Dec. '88

Thanks for your recent note and the copy of your Dec. '88 Newsletter.

I well remember the 82nd FG. I'm not sure how many times your people flew cover for me and others of the 310th BG in the Spring and Summer of '43 but I do know that each time you did we were impressed with the capabilities and the professionalism of the pilots.

Thanks for writing and for your membership renewal.

(John Coffey is the President of the 57th BOMB WING ASSOCIATION. Before I joined the 82nd Fighter Group in Souk el Arba, I had been a Tail Gunner/Radar Operator in the 321st Bomb Group. I joined the 57th Association back in '82 before I had heard of the 82nd's existence. It's a chore for me to get to their reunions but I try to keep my membership up to date.

I really appreciated John's letter and hope you do too. -- RL)

### EVERETT CHAPTER OF 82ND FG ASSOC.

Bob Graffius (HQ) did an excellent of hosting the first (hopefully, not the last) meeting of the Everett, Washington Chapter on March 7, 1989.

Demolishing sandwiches were Bob Bannister (95th), Bob (& Mrs.) Griesbach (95th), Lester Heyting (95th), Rocky Janasik (95th), Dick Lingenfelter (96th), Chuck Luke (97th), and Bob wray (former C.O. of the 95th).