

82ND FIGHTER GROUP ASSOCIATION



Von Frank Letter

NEWSLETTER

NUMBER 16

MARCH 1990

FIRST
MEET-
ING of
the
82ND
F. G.
ASSOC.



ASHEVILLE IS MORE THAN JUST ANOTHER PRETTY FACE
Take My Advice — If You Don't Want To Attend The Reunion ,

just

**DON'T MISS
ASHEVILLE**

With a population of 60,000, Asheville is the principal cultural and business center for the eleven counties of Western North Carolina — so it's a pretty jumpin' place. Its main attraction (for squares like you and me), however, is the famous Biltmore House and Estate. Built in 1890 for George W. (for Washington) Vanderbilt by the renowned architect Richard Morris Hunt, the house was patterned after a Blois, France chateau. To see this ~~dump~~ (whoops) fantabulous spread is to not believe it. The 100,000 (!) acre estate is a model of good land and agricultural use.

But Asheville has other attributes: it is the eastern gateway to the Great Smokey Mountains National Park; it is served by the Blue Ridge Parkway (I love it!); it is Mom & Dad to the University of North Carolina, Asheville; Rev. Billy Graham shops there; Jo Ann is just itchin' to get back there to browse the Folk Art Center and the antique shops; and, visitors in the dog days of summer enjoy the area's cool mountain breezes.

Take it from me, Brethren & Sistren, I've been there before and I'm really looking forward to going back again!

—RL

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THE PRESIDENT'S CORNER

My message to all of you at this time is in the form of an appeal. As most of you are aware, our energetic Newsletter Editor, Dick Lingenfelter, is going on to other endeavors after putting the August Issue to bed. We therefore need a new volunteer(s) to edit and publish our very popular and greatly anticipated Association Newsletter.

I'm sure there are several of our members who have both the interest and talent and who would be willing to accept the challenge to take over the Newsletter project. There is no locked-in format for the letter and anyone willing to give it a shot can exercise considerable imagination in developing the size, contents, and frequency of publication. The Executive Committee will give guidance and establish the annual budget.

Those of you willing to volunteer to run this most important part of our Association's activities should write or call me just as soon as possible. The Executive Committee will make the selection from the list of those who volunteer. We must make every effort to have a new Editor in place prior to the Asheville Reunion so the continuity of documenting the Association's activities will remain intact.

PLEASE — let me hear from you soon (before Sept. 1) so we can complete the transition in a timely manner.

Best Regards to all — see you in North Carolina.

THE SECRETARY / TREASURER'S PAGE

Some Reminders From The Oct. 7, 1989 General Meeting Held On The Queen Mary

1. All members, listed on the Roster, are entitled to a copy of the By-Laws - on request.
2. All members, listed on the Roster, are entitled to a copy of the Roster once a year - on request.
3. Rosters, By-Laws, Newsletters, Award Plaques, Stationery, Postage, etc. - DO cost dollars - hence the need for voluntary dues. When our Newsletter editor has a bad literary attack there's a serious drawdown on our treasury. So be mindful.
4. PLEASE inform the Sec./Treas. of address changes. When your change of address expires with the Post Office we lose communication with you - and you are very important to us.
5. Again, please let us know of illnesses & deaths among Association members and their families. We need to share our sadnesses as well as our happy memories.
6. Remember that our Executive Committee includes our elected officers, the Squadron Reps, and the Past President. Our NL Editor failed to make this clear and he has now suffered an official reprimand.
7. Many items have been displayed at the various reunions: pictures, posters, souvenirs, banners, etc. If any of these are to be perpetuated - reunion to reunion - they should be kept in a central and safe place.

As your Sec./Treas. I would be willing to be the custodian and ensure their being at each reunion. However, I must first have an inventory of all these items: what are they, what are they and who has present control or knowledge of them. I would appreciate everyone's assistance in assembling these memorabilia.

- Roy

FINANCIAL REPORT JUL 1/89 THRU JAN 31/90

BEGINNING BALANCE (1 JUL 89)

CERTIFICATE DEPOSIT	\$15,000.00
CHECKING	1,085.20
SAVINGS	9,722.69
TOTAL BEGINNING BALANCE	\$25,807.89

INCOME

DONATION	\$ 415.00
DUES - LIFE	855.00
- SUSTAINING	1,045.00
INTEREST	1,369.92
REUNION 1989	3,611.38
TOTAL INCOME	\$ 7,296.30

EXPENDITURES

ENVELOPES	\$ 1.00
MISCELLANEOUS (AUDIT)	100.00
NEWSLETTER	1,447.68
OFFICE SUPPLIES	46.61
POSTAGE	614.08
PRESENTATION AWARD	255.96
PRINTING	380.67
REUNION 1990	1,000.00
TELEPHONE	359.47
TRANSPORTATION	157.24
TOTAL EXPENDITURE	\$ 4,362.71

ENDING BALANCE (31 JAN 90)

CERTIFICATE DEPOSIT	\$15,955.45
CHECKING	621.99
SAVINGS	12,164.04
TOTAL NET WORTH	\$28,741.48

MEMBERSHIP

ROSTER - REGULAR	491
- ASSOCIATES	35
SUSTAINING 1990	29
LIFE	125

RESPECTFULLY SUBMITTED,


ROY E. NORRIS

All **ASHEVILLE** Info On Pages 18 & 19

Our Association

I don't know about the rest of you guys but the five best things that have happened to me in the last 45 years have been 1) THE Discharge (a bit tarnished), 2) Becoming a grandpa, 3) The move to Idaho from Dizzyland in '66, 4) Becoming a great grandpa, and 5) Finding the 82nd Fighter Group Association! That's true - and what a stroke of luck! I had long since run out of my list of addresses so when I retired and began to think about all those bums and slobs I soldiered with in the Great War --- I asked myself the inevitable question: "How many of them are still kickin'?"

I wracked the old brain (which took just a few seconds) and came up with zero ideas. It was like Zilchville. Then I got a real brainstorm! I remembered that Reuben Tebeleff said he was going to go back into the haberdashery business his family operated in Washington, DC. So I got on the horn and called Washington, DC Directory Assistance and was given a number. Reuben's nephew answered the phone and gave me a number in Boca Raton, FL to call. Reuben told me about the Association and the Reunion at Orlando and told me he'd send me an 82nd Association roster.

Two weeks after I received the roster from Reuben - he was dead.

The roster opened up a lot of doors - especially the one at 4702 Congressional Drive in Corpus Christi - to which I sent my first dues payment and in '84 attended my first Reunion in Denver.

Since then I have often wondered what wheels went around and what chain of events transpired to lead to the formation of our Association and some of you, in our conversations here and there, have voiced to me the same sort of curiosity. So, with Ralph's and Harley's assistance, I have put the following info on record for you:

THE BIRTH & NURTURE of the 82nd Fighter Group Association

Though it was a while before it was called such, our Association got its start during a meeting of the Fighter Aces Association at Harlingen at Harlingen, Texas in 1976.

It appears that, through the efforts of Harley Vaughn and Wayne Jorda, the group

decided to meet again the following year in New Orleans using the Fighter Aces Reunion for support. At Harlingen the 82nd Aces also decided to look for other 82nd people, including EMs, and invite them to join them in New Orleans. According to Harley there were about two dozen 82nders at that second get-together.

1978 was a repeat of '77 with the Fighter Aces again and at the Ostness Hotel in New Orleans.

There was one giant step for Harley Vaughn and one great leap for 82ndkind in 1979 when Harley went away out on a limb and invited everyone to Corpus Christi - sans the support of the Fighter Aces. Harley said 75 turned out and the 82nd Fighter Group Association was on its way - even though it hadn't pulled its wheels up yet (that would take another couple of years).

It appears 1980 was a dark year - for reasons unknown and if anyone can furnish hard evidence of a date and a location we will so acknowledge in the next newsletter.

Reunions resumed in Corpus Christi in 1981 and it was then the members decided to associate formally and Bill Holeman volunteered to draw up a set of By-Laws which were somewhat patterned after those used by the 1st FG Association.

George Simpson hosted the Orlando, Florida Reunion in 1982 and it was at that time the By-Laws prepared by Holeman were adopted and a slate of Officers elected. The Officers were: Harley Vaughn, Pres.; Ralph Embrey, Vice Pres.; Jerry Loewenberg, Sec. - Treas.. Squadron Reps were also elected.

The 82nd Association was back in Corpus for the 1983 Reunion. It was in Denver, in '84, San Antonio in '85, in Atlanta in '86, in Boise in '87, in Dayton, in '88 and took that great cruise on the Queen in '89.

In Denver in '84, Paul Jorgensen volunteered to begin a Newsletter for the Association and that really solidified all the great work done previously by Harley Vaughn, Wayne Jorda, Bill Holeman, Ralph Embrey and several others to make our Association the great organization it is today.

- RL

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(Eds Note: One of the goals I've had since I took over the wheel of the Newsletter has been to feature some of the shakers and the bakers of our Association. It is fitting to begin right at top in this issue: VAUGHN and LOEWENBERG! The slogan over the years for the 82nd Association hasn't been "Let George Do It", it's been let Harley and Jerry do it! And "Do It" they have - with panache! I, for one, salute them for the great job they did (from scratch - and claw) in putting our Association together. -RL)

Harley C. Vaughn

Harley was born in Sapulpa, Oklahoma on Dec. 24, 1914. (The Slugging Desert Jackrabbit, back in '85, referred to him as the "Okie From Muskogee". We haven't the slightest idea where that came from. - RL)

After high school, Harley's interests and talents leaned toward a career in music and, to that end, he played in dance bands for a few years before matriculating at Oklahoma State University where he studied for three years.

Vaughn interrupted his studies in 1940 to enlist in the U.S. Army Air Corps as an Aviation Cadet. He took his primary training at the Spartan School of Aeronautics in Tulsa and went through Basic and Advanced at Randolph and Brooks in Texas and was commissioned in March of 1941 as a 2nd Lt. in the USAAC Reserve.

Harley was assigned to the 94th Pursuit Squadron, Selfridge AFB, Michigan as his first active duty station and this was the beginning of a 30-year career in fighter aviation. During those years he flew the following aircraft, P-36, P-38, P-39, P-40, P-47, P-51, P-63, F-84, F-86, F-102, F-104, F-106, the British Spitfire and other fighter aircraft.

Early in 1942 he was part of a cadre from Selfridge that formed the 82nd Fighter Group at Muroc (now Edwards AFB) in the Mojave Desert in California.

First assigned to the 97th Squadron (in which he became Operations Officer) he then became, in the summer of '42, the Commanding Officer of the 96th Fighter Squadron. While the Squadron was stationed in Glendale,

ostensibly for coastal patrol, he was able to mold a bunch of rag tag flying Sergeants and some seasoned officers into a cohesive and efficient combat unit.

After a long train trip across the U.S., a harrowing cruise across the Atlantic on the Queen Mary and a sojourn with the Limies in Londonderry, Vaughn took the 96th into combat immediately after the invasion of North Africa. Harley led his warriors into the Mediterranean battle zones and - in the process - became an Ace with seven confirmed victories, two damaged and one probable.

On the completion of his fifty missions he returned Stateside to train fighter replacements. Still nursing an itchy trigger finger, Vaughn went to the China-Burma-India Theater as the Deputy Group Commander of the 33rd Fighter Group and flew a few more missions before the end of hostilities.

By this time, Harley Vaughn was a Colonel and was assigned as Chief, Operations and Training, Air Force Division of the National Guard Bureau, Wash., D.C. for a four-year tour.

In 1953, he was assigned as Deputy Commander, 8th Fighter Bomber Wing and flew some missions during the Korean conflict in an F-86 Sabrejet. Successively, he was Asst. Dep. C.O. for Ops with the Eastern Air Defence Force at Stewart AFB, N.Y.; Commander, 79th Fighter Group, Youngstown, OH; at National War College for a year; in Alaskan Command for three years; to Truax AFB as Dep. Ch of Staff for Ops; and, finally, as Vice Commander of the 14th Air Force.

Harley's decorations include the DFC with cluster, Air Medal with 13 clusters, the Bronze Star with cluster, the Air Force Commendation Medal with cluster and the Legion of Merit.

And here all you guys thought our former Prexy was just a common, ordinary, garden variety poet!

Harley is presently Deputy C.O. of the Vaughn family. The C.O., Vi, was his Sapulpa sweetheart. Their daughter, Sandy Young and her family live in Sacramento.

** *** **

(Note: The following are excerpts from Harley's letter to Lockheed's Frank Ward. It should give a sense of what kind of war came through the eyes and pen of a P-38 squadron commander. -RL)

Hello Frank: Africa - March 14, 1943

Things seem to be fairly quiet here but I'm afraid it's a lull before a storm. The enemy fighters seem to have thinned out for some reason. When we first started operations we were jumped by more damn ME-109s and FW-190s than you can count. Several of my boys have been shot down. While we were losing a few, though, they were more than getting a taste of their own medicine.

We are supposed to have a high altitude plane but we have been operating from 10,000' down to the deck. We find we can whip any fighter the Axis has and when we get them right on the deck, they've had it. We can pull our ship in as tight a turn as we want at 25' alt. without a fear of stalling out and spinning in - and the Hun can't. One of my boys got jumped by two 109s and he practically stuck one wing in the ground and pivoted on it as he shot the tail off one and damaged the other.

If we get caught away from the formation and get jumped by more than we can handle we hit for the deck, fly through the canyons and try to wipe them off on some of the rocky hills. Our ship is very little faster than the 109 but can outclimb and out dive it. Initially we can't outdive them - but after we get rolling they can't catch us.

Frank, if I get through this mess, I'll say if it hadn't been for the P-38 I never would have made it. It is the finest fighter ever made. On an escort mission over Sardinia we were attacked by Italian fighters and I had an engine knocked out - the left engine (the one my generator was on). I hit for cloud cover and headed home. On the way I was making 250 mph and kept it up until I was fairly safe then slowed down and hugged the water and made the base after dark. The field was blacked out and I had a hell of a time landing. I was airborne for 5 hrs. & 35 mins.

If they tried to put me into another ship I would hand in my resignation. You boys back there - and many of your babies over here - are giving Jerry plenty of hell. Keep up the good work.

D E A T H S

MARY FRANCES GRADDY

Mary died Saturday, March 11. She was the widow of James Eugene Graddy of the 96th Squadron.

Mary is survived by James D. Graddy of Orlando, Florida and Larry Eugene Graddy of Harrisburg, Arkansas. There were four grandchildren.

Margo Spence wrote that the Graddys lived just a few miles north of Wynne and that the four of them had attended the Corpus Christi Reunion together.

** ** *

CLYDE O. JOHNSON

C.O. (as he was known in the 96th) died in late Nov. of 1989 after a long, debilitating illness. He followed the activities of the Association with great interest but was never able to attend a Reunion.

He leaves his widow, Alyce, of Omaha, his beloved Big Red football team and many 96th pals.

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NANCY MARIE KELLY

Nancy, daughter of Beverly and Clayton Tillapaugh (96th), was killed in a traffic accident, Dec. 20, 1989 in Prince George County, Maryland.

Besides her parents, she left her husband Bruce and sons Sean Thomas, 11 and Timothy Allen, 8.

** ** *

A couple of days ago we shot down two Italian bombers. I felt sorry for them in one way as there were sixteen of us going after the two of them and being the CO I got first whack at one of them - which I brought down. That is one advantage in leading a squadron. So much for the war.

- Harley



The 96th Over Mira Loma (east of L. A.) J1.42

FROM FRONT TO BACK: CAPT. HARLEY VAUGHN, S/Sgt. Wm. J. "DIXIE" SLOAN,
 LT. LYNN, S/Sgt. CHARLES ZUBARIK AND AN UNKNOWN
 (note Ontario Airport at left)



IDENTITY OF ASSOCIATION PIONEERS FROM FRONT PAGE

L TO R: HARLEY VAUGHN, JOHN LITCHFIELD, HANK FORD (IN BACK OF JOHN),
 ED BRADDOCK, BOB MURRAY, JESS YARYAN, HANK OSHER, RALPH EMBREY,
 SAM WICKER AND WAYNE JORDA

Jerome L. Loewenberg

Jerry was born on March 19, 1907 in Brooklyn, New York. Jerry hasn't furnished us with any cogent information regarding his childhood but we'll wager four bellytank crates that he had the addresses and phone numbers of all his little friends.

Most of what follows on Jerry came by way of Cornell University. Loewenberg graduated from there in 1929 with a B.A. and then added a J.D. two years later.

He left Cornell in the depth of the Great Depression and felt fortunate to get a job in a law office at the awesome salary of 5 bucks a week!

By 1934, he had been elected judge in Sea Cliff, Long Island and by '37 his practice had improved a bit - enough to pay for a honeymoon. Whereupon he persuaded Grace "Pat" Luther to marry him. She was making \$40/wk as a fashion designer but he paid for the Caribbean Cruise anyway.

The Loewenbergs are still married and boast of two children, five grandchildren, nine great grandchildren and one great great grandson.

(Incidentally, Pat Nord [alias Grace L.] became a successful sportswear designer, winning the Fashion Academy Award, two years running, for the best sportswear design in the nation. Don't tell Jerry you heard)

In 1940, Loewenberg, a Reserve Officer via Cornell ROTC, volunteered for active duty. "I was assigned," he said, "To Mitchell Field, Long Island. My younger brother, Stanley, went with me. He was sent to the Pacific and was lost on a B-17.

"I was sent to the Mediterranean Theater as Executive Officer in a famous P-38 fighter group. I was in Rome (June 6, '44) the day it fell. Actually, we (me, a sergeant & a jeep) were in Rome two days before - while it was still occupied. In any case, I was lucky enough to get an audience with the Pope as an Army Chaplain, who had been to Rome before the war, got me in along with some Army brass."

When Loewenberg returned to his law office after his discharge he found it lacked the excitement he had become used to with the crazy characters in the 82nd FG so when he was offered a permanent commission he

accepted and began his second career in 1947. He was promoted to full colonel and assigned to Hamilton Field - right on the San Francisco Bay - as Judge Advocate. "No nicer place in the U.S. to serve," he said, "And Pat I had a delightful sojourn there.

"My only uncomfortable job was in Korea - during the war there. It was nice in one way: I had the top legal job for all of the air forces in Korea and I think I had about 60 lawyers working for me then.

"After the war ended I was reassigned to Kansas City, MO where our son graduated from HS."

Loewenberg retired from the Service in 1961, having picked up - along the way - the Croix de Guerre with Palm, the Legion of Merit, The Bronze Star, the Army Distinguished Service Medal and the Air Force Distinguished Service Medal.

"Fortunately, Pat likes to travel as much as I do and within a week of my retirement we were on our way to Europe. Subsequently, we traveled for the next twenty years, visiting 74 countries."

Jerry is an indefatigable Cornell alumnus and hasn't missed a reunion in Ithaca except for war and pestilence. In '89, however, things looked pretty bleak since it appeared his aching back would severely limit his enjoyment of the campus bash. "I went to a military doc and told him I had to get to Cornell. He gave me some pain pills, I went to Ithaca and had a grand time. When I got back to San Antonio, I went to the doc and told him I didn't take a damn one of his pills the whole time and I felt just wonderful. He reached for his prescription pad and wrote, 'One college reunion, periodically, as required!'. SO HELP ME!"

** *** **



Jerry '29 and Pat Loewenberg

333 THREES ARE A MULTITUDE 333

You've all heard of "Three On A Match". Well, try this on for THREEZES! Three (3) of us signed up and went to Jefferson Barracks in August of 1940. I am the only one that came home!

Three of us, Jack Keller, Floyd Johnson and I, were tentmates and Ariano buddies while at Foggia. About three (3) years ago they both passed away. I am still here!

On the third (3rd) Christmas overseas, I left Naples to come home. The travel orders listed three (3) men from the 95th: Al "Duke" Ellington, Captain Gayland Conn and me!

To top all this off, we had three hundred (300) roster members - including families - and thirty-three (33) active duty people from the 95th, 96th, and 97th training squadrons at the O/M Reunion!

I'M THINKING OF PLAYING ALL THREE (3s)
IN THE LOTTERY! Do you think it'll work?

The 82nd inherited 13 of the 58th's pilots via the US Navy's Escort Carrier Ranger. They each flew a P-40 off the Ranger to a Repple Depple near Casablanca - thinking all the while they were all going to fight the Hun together in their P-40s. Steve Blake guesses they were really steamed when their birds were reppled to other P-40 units and they were deppled to other scattered operational units. The 13 were:

There were two other 58th notables that found their way into the 82nd. One was Frank D. Hurlbut who had 9 victories while flying for the 96th and then, none other than, Clarence T. "Curly" Edwinson who, as a Major, was the 58th's Operations Officer. Edwinson then went on, according to the 58th's History, to the newly formed

- 9 -

338th FG in the same capacity. We thought Curly was a bomber man when he came to us after Col. Litton flew into a hangar in Rumania during a shuttle mission to Russia.

We had a nice chat with Anthony (Tony) Kupferer of New Albany, Indiana (just across the river from Louisville). Tony was a 58th FG pilot and is, almost singlehandedly, responsible for the writing and publishing of the 58th's History.

- RL

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WE ARE NOW BOXED IN
FOR NINETY-ONE

THE 1991 REUNION WILL BE AT
THE MARRIOTT
SOUTHEAST
IN DENVER, AUGUST 29 - TO
SEPT. 1.

AN EFFORT TO ARRANGE FOR
A SUITABLE LOCATION IN
COLORADO SPRINGS FELL
THROUGH.

THE ROOM RATES WILL BE \$55
PER NIGHT FOR BOTH SINGLE
AND DOUBLE ROOMS AND WILL
APPLY TWO DAYS BEFORE AND
TWO DAYS AFTER THE MEETING
DATES.

THE DEDICATION CEREMONY
FOR THE MEMORIAL PLAQUE
(ALREADY IN PLACE) WILL
BE HELD ON AUG. 30 AT
THE AIR FORCE ACADEMY.

Gold Star List Up-Date

by STEVE BLAKE

2nd Lt. John Veal (96th) was, reportedly, MIA shortly after the group arrived in North Africa. He probably went down during the first three weeks in January '43 - during which period no mission reports are available. Can anyone provide additional details?

2nd Lt. James C. Hardin (95th) - MIA August 7, 1944.

S/Sgt. Wm. W. Conner, Jr. (95th) - killed in a flying accident in Southern California, June ?, 1942. Details, any one?

Capt. Clarence H. "Pop" Corning (97th Squadron Intelligence) - POW when the B-25 in which he was flying as an "Observer" was shot down over Greece on Oct. 9, '43. (This was common practice among the group's non-flying officers during the summer and fall of '43)

Capt. Lassiter Thompson - MIA July 30, '44. Thompson was missing after a skirmish with some FW 190s over Hungary. He was flying with the 97th (as a wingman to Lt. Dick Hood) but was not assigned to that squadron. The MACR lists him with the 82nd but with no squadron assignment and I assume he was newly assigned to to Group H.Q. - or possibly was from Wing H.Q.(?) Does anyone remember who he was?

I have several other possible casualties to check but will wait for either confirmation or more details. In the meantime, please guys, keep going over the Gold Star" list to check its accuracy and completeness and let me know if you come up with something.

** *** **

I CAN'T HARDLY BELIEVE THIS!

But I have to trust my reporters
- else I'd lose my job, man.

I have been given the information
that Bruce Ireland is being fitted
with contact lenses for his eye
teeth!!

What some folks won't do for at-
tention. My!

Q.M. Aftermath

GUESTS

and

ASSOCIATE MEMBERS

Attending The Queen Mary Reunion

(Listed alphabetically by host Member or Associate Member)

1. Bruce and Jo Anne Bean
Brother and sister-in-law of Bill Bean
2. Daughter of Robert O. Brower
3. Gil Cefaratt
Gil is an Associate Member and is a former employee of Lockheed. He was also one of the founders and organizers of the P-38 Association.
4. Daughter of Charlie Charlton
5. Ed and Ginny Coleman
Brother and sister-in-law of Terry Coleman
6. Gregory Stahley
Grandson of Claude Gustafson
Greg is 17 and was proudly wearing his grandpa's A-2 jacket around the boat.
7. Bill Hasenplaugh and his friend Laloni
Son of Dorothy and Gayle Hasenplaugh
8. Bob and Pidge Roberson
Friends of Betty and Will Hattendorf
Our note suggests other friends too.
9. Linda Lincoln and children Adam and Alexis
Linda is Bryce Hughes' daughter
10. Ruth Keller and her daughter Marylee
Addis; her son Jack Keller Jr. and Jack's wife Norma
Ruth is the widow of Jack Keller Sr., former 95th Squadron Flight Chief
11. Joe and Nancy Kuhn
Joe is the current President of the P-38 Association and was the guest of our Association at the Saturday night banquet
12. Tony Le Vier
Tony was the guest speaker at the Saturday night banquet. He is one of the premier test pilots in the history of aviation and played a major role in the testing of the P-38

Apologies

After the December issue of the Newsletter was sent out I received a note from Admiral (after the cruise on the Queen Mary in Long Beach, he ain't never going to live that down) Hendrix to the effect I had left out the following names from the list of those who had gone to sea on the Queen:

1. John Duckwitz & Ronna
2. Jim Humphries (also known as Tinker) & Jean
3. Bruce Ireland & Emma
4. Charles (Kong) Jackson
5. Jack Sides & Judith
6. Gene Sidwell & Phyllis

My apologies to all of you except for Ireland & Tinker. Ireland for general principles and Tinker because I didn't leave him out. Hey Jake - look on page 10, line 4 in right-hand column!

Humphries had attended the Orlando Reunion in 1982 so his name didn't belong with the FIRST TIMERS.

- RL

* * *

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13. Jane and Jim Allen
Daughter and son-in-law of Dick and Jo Ann Lingenfelter
Jane and Jim are the parents of Katie, our Universal Studio Tour Guide
 14. Nanette Forrester, Nancy Manduano and Nancy's daughter Lindsey
Nanette and Nancy are twin daughters of Betty and Olen Medley
 15. Violet Mullin's brother Jim and his wife Shirley
 16. Ms. Jo Wolf
Guest of Bill Simmons
 17. Son of Elaine and George Scott
 18. Robert Wolfe
Son of Fred and Dee Wolfe

*

*

*

Don't count them. Waste of time. Have already done it for you. There's 32! Does not include approximately 34 active duty guys from the 82nd FTW from Willy.

It's always a pleasure to have friends, relatives and neighbors to come and share our festivities -- as long as they don't give us IQ tests!

** *** **

An Old Friend Appears

I have had the pleasure - over the past six years - of passing along some great stories to you guys (and gals). Few, if any, can equal (in my mind) or surpass this one:

During a phone conversation with John Hendrix a while back, he told me of a phone call from a guy in Ohio who wanted Ed T. "Shorty" Waters' phone number. John told him, "Before I can do that I would need to know what you are trying to sell him."

"I don't want to sell him anything," was the answer, "I just want to tell him I have his WWII A2 jacket!" So John gave him Ed's phone number.

As soon as John hung up, I called Ed and asked him to write up the details of this A2 development for this newsletter; and I quote:

"About a month ago I received a phone call from John Gray, Waverly, OH. He asked if I had been in the 82nd Fighter Group and when I answered 'Yes' he said he had tried to locate me thru the Air Museum in Dayton and they referred him to John Hendrix who furnished him with my phone number.

"John Gray said he believed he had my A2 jacket and described the leather name strip over the left pocket and the hand printed name 'EDWARD T. WATERS' on the inside lining.

"I was a little leery, at first, as I wondered if it was a put-on to get me to buy the jacket at an inflated price. I told Mr. Gray my jacket, which had been stolen, matched his description.

"See, when I finished my fifty in Aug. '43 I flew to Marrakech in the bomb bay of a 310th B-25. In Marrakech I was given a choice of a two week cruise on a freighter or a ride to the States on a C-54. On the latter, I couldn't take my parachute bag and a suitcase I had a lot of stuff in. I put the A2 jacket and an excellent pair of RAF flying boots and a German P-38 pistol in the parachute bag and locked it. The suitcase arrived home but the bag didn't.

"Mr. Gray told me he was a WWII buff and about a year ago he and his wife went to Germany where he contacted some German Aces and visited airfields. Then, in Paris, he found a shop which handled war memorabilia and found the A2 jacket which seemed in

excellent condition. He noted the name E.T. Waters on the name strip above the left pocket which was unusual because such identification is usually removed by thieves. He asked the proprietor how he got the jacket and he replied that an English woman had brought it in two weeks prior.

Mr. Gray indicated he paid \$100 and it is his intention to donate it to the Air Museum.

"Isn't it amazing that after almost 47 years something like this should happen? Thanks goes to John Hendrix for giving Mr. Gray my phone number."

I asked Ed if there was other identification in the jacket. He said there wasn't. "Well then," I asked him, "How come the Museum knew about John Hendrix?" Ed said he didn't have the slightest idea!

Now that really puzzled me so I called John Gray. "Oh," he said, "That's a very interesting story, too. Heck, there was no way in the world I could locate E.T. Waters so I just put the jacket in the back room and forgot about finding its former owner. Then something weird happened. My wife found an out of print book entitled 'FIGHTER ACES ALBUM' and while I was browsing through it, the name 'Edward T. Waters' suddenly popped out of a page and it was listed with the 82nd Fighter Group's Aces. That's when I contacted the Air Museum!"

** *** **

NO GLAMOUR - NO GLORY

The Story of the 58TH FIGHTER GROUP IN WORLD WAR II

This book is very similar to what we hope the Saga of the 82nd Fighter Will be: Hardback, 8½ by 11, 320 pages, 300 photographs and lots of fascinating stories.

Send your check for \$63 (includes postage) to A.J. Kupferer, 2025 Bono Road, New Albany, IN 47150.

** *** **

Out Of The P.O. Box

FROM WALT CARPER

Don't ---- Please don't ---- leave the publishing business. You've made it a grabber!

(Eds Notes: It's always a grabber when I get these long, drawn-out letters from you guys - especially from one who woke me up early one morning with, "Dick, this is Carp. I'm calling from Foggia. How the hell do I get out to Foggia 11?"

Actually, it was good to hear from him. I had heard he went out to the Bermuda Triangle in his punt punt and a Great White Auk ate 'im! - RL)

* * *

FROM CZECHOSLOVAKIA

This letter really isn't from Czechoslovakia - just needed to catch your eye. Manuel F. van Eyck lives at:

12365 Cohasset St.
North Hollywood, CA 91605

and he needs our help.

Actually, the letter is from Czechoslovakia because Manuel is Czechoslovakian and he is trying to gather as much information as he can about all American airmen who participated in combat over occupied Czechoslovakia during WWII.

"I feel obligated to all American airmen who sacrificed their young lives and brought Freedom to the Czechoslovak people.

"I would like to say that these young men are not forgotten in my old country and I have been driven by my desire to fulfill my obligation to these men as a Czech patriot - even though I have been a naturalized American citizen for the past 19 years."

Manuel would like to have information about the following men (any information!):

2nd Lt. Jacob A. Wisner; 2nd Lt. Robert W. Black; 2nd Lt. Curtis W. Keller; 2nd Lt. Wallace R. Allen; and 1st Lt. George Tough. Pictures, hometowns, etc. Even if you don't have specific information but do remember the man - Manuel would appreciate a note. Also, if you may recall other KIAs or MIAs that occurred over Czechoslovakia, please write to Manuel.

When Mr. van Eyck can find them he visits the graves of American airmen who lost their lives over his homeland.

* * *

FROM JOHN DAVIS

I intended to write this note right after we returned from Long Beach. It concerns something I want the Group to know about.

A bunch of us were gathered in the lobby of the Queen, shooting some of that old 82nd garb, on about the second morning. In a little personal card carrier I had about \$600 stashed in a separate pocket. I unwittingly dropped the card carrier on the floor - somewhere near the divan.

I didn't miss it for the rest of the day because I had other money in my wallet. We went out to dinner that evening and when we got back to the QUEEN at about 11 PM some one was asking for Emilie because her business card was in the card carrier and our only identification.

The people we want to thank for the return of the card carrier (intact) are Bill and Dorothy Armstrong of Houston, TX - a Touch of Class, I call it, from some good people.

One more thing, Dick - a niece of mine is roaming around in the Northwest and she's interested in Seattle or Boise. If she gives you a call - you will understand.

P.S. Emilie kept my 600 bucks, dang!

* * *

FROM JOHN (or Jake) & PHYLLIS HENDRIX

To All The QUEEN MARY Reunioners:

Thanks again for all the help and expressions of appreciation we have received concerning the Q/M Reunion. They couldn't have come from a nicer group of folks.

* * *

FROM BOB HILDEBRANDT

Re: Newsletter #15, Dec. 1989

My name should have been on the MAILing List and not on the AILING List.

We have moved closer to our children so that we can more effectively instruct them on how to properly raise our grandchildren.

Hope to see yo'all in Asheville.

Alive and well in Woodland, CA!

* * *

FROM FRANK HURLBUT

Your packet containing 13 Newsletters and three Slugging Desert Jackrabbits arrived on the 30th (Nov. '89). They are all tremendous and thank you.

Dick, your letter was most interesting and it is certainly good news to hear Harley is recovering so well after his bout with cancer.

I must say that in addition to the truly outstanding flying and ground officers in the 82nd Fighter Group - I certainly admired the ground crews and other enlisted personnel who contributed so much to the group operation.

* * *

FROM JOHN KOSTYO

It was nice to get back on the Queen after 47 years. What a difference! Going over we were crammed like sardines but in Long Beach it was as pleasant as could be.

I took Sarah to the spot where I was standing when we hit the light cruiser. Such a big ocean and blue skies that were cloudless - how could it happen?

With the Saccomanos, after the Reunion, we took Amtraks Coast Starlight and rode along the Pacific Coast to San Jose. From there, Fidele (Saccomano) drove us down to Santa Cruz where we visited with Ted and Margaret Kaufman. They have a beautiful home and Sarah fell in love with Margaret's electrified doll house.

On the way to Geyserville (Fidele's home) we made the usual round of Frisco's bridges and freeways to see the sights and then the Lake country north of Frisco.

On the way home, east of Salt Lake City, we heard about the earthquake and that the epicenter was near Santa Cruz. When we finally got through to Ted, we learned they were OK but they had lost all the beautiful things in their home.

* * *

More Apologies

To Gen. J. Stanley Holtner! We had misspelled Gen. Holtner's name. General, if it will make you feel any better, please know I have fired my whole staff of proof-readers!

-RL

FROM STAN KUPCINSKAS

I got home from the Queen OK and made an appointment with my cardiologist. He decided I needed a catheterization of the main arteries. They all checked out fine and now all I have to do is take an assortment of pills twice a day to keep my blood in shape. In general, I can do all the things I used to do but I don't have the ambition I used to have.

I don't think I'll be able to go to Asheville because Aldona worries a lot.

(Stan included a note he received from Sybil Hooper):

Sorry to hear about your heart problem but glad you are doing OK now.

Sorry to hear about your heart problem - but glad you are doing well now. We missed seeing everyone at the Reunion this year and we hope to be in Asheville.

Bill has had many problems this year - back surgery in April and loss of most of his vision later in the year from a rare disease. There is no known cause or cure. He has accepted it well and is thankful for the enjoyment of seventy years of good health he's had.

* * *

FROM BEN MASON

Well Dick, it looks like I'm finally getting around to sending you this tape I mentioned to you on the phone. Thanks for sending me the addresses.

I was hoping to use the occasion of the Reunion on the Queen Mary to tell the guys how I finally managed to get into the 82nd up there in Italy. Since it didn't work out - they didn't have to listen to me talk and take up their time. So perhaps you can stick it the newsletter so everybody can read about it.

I went through flying school in 1933 & 34 and got my regular commission in 1938, then had six years in the training command. So I was at Kelly in 1941 when this thing started.

From Kelly I went down to Moore Field as Director of Flying and Gunnery when they opened a single engine fighter training unit down there and from there I went to Ellington where they had a twin engine training unit and I was Director of Flying there.

(continued on page 15)

All this time I was in the training units I was pressuring my superiors for an assignment overseas. After all, I was a professional soldier and my country was at war and I wanted to get into it.

While at Ellington I had a chance to fly P-38s from California to Africa for the Ferry Command and jumped at it. I delivered a 38 to a depot near Algiers sometime near the middle of '43 and if any one of you took delivery of a new P-38G that reeked of hydraulic fluid it was the one I flew in because when I landed there was about an inch of HF on the floor of the cockpit. My shoes were soaked with it.

Finally, toward the end of '43 I got assigned to the L.A. Fighter Wing and while I was there I spent two weeks out at Muroc with ol Jack Chennault who had a P-38 training unit there. We did some gunnery and some bombing and then, by golly I got overseas orders.

When I got to Tunis I was assigned to the Mediterranean Allied Air Command HQ and I went into Operations under Gen. Norstaad because I was a Lt. Col. with almost ten years service. From Tunis I went to Caserta. Now and then we would get requests from 15th AFHQ that they needed P-38 Commanders and Deputy Commanders to fill vacancies left by losses or rotations. I would show these to the General and tell him I wanted a shot at one.

I would just get shrugged off and I got tired of that old stuff! I knew Charlie Bowen in Twining's HQ so one day I flew down to Bari and got ahold of old Charlie and said, "Charlie, get me a tour in one of your P-38 outfits and then I'll work in your damn HQ!" He said, "You're too old to fly fighters, Ben." I said, "The hell I am, General, give me the chance. If I'm good enough to train 'em for six years, I'm good enough to fly with 'em."

So he said, "Well, wait out here for a bit. I have a meeting with Gen. Twining and I'll what I can do." Well in a few minutes they came out of the meeting and Charlie called me over and introduced me to Gen. Twining. Gen. Twining said, "I understand you want to fly for us?" "I sure do General." "Well, I think I have a couple of guys about ready for rotation. I'll get in touch with Gen. Norstaad and maybe we can work out something." I said, "Boy that sure sounds good to me, General", and I went back to Caserta and didn't say a word to anybody.

About two weeks later my orders came through and that's how I got into the 82nd.

About two weeks later my orders came through and that's how I got into the 82nd.

Probably that's the reason the 82nd Fighter Group means so much to me. My stay in the 82nd was the high point of my thirty years in the Air Force. I wouldn't have missed it - and - I'm so proud to have had the privilege of having served with you guys.

I hate to say it but I guess, sometimes, it helps to have friends in high places.

* * *

FROM FRED MONTGOMERY

Hey good buddies! Bet you thought you would escape my poison pen this time. No chance.

I've something serious to say and I hope you'll take it in the spirit in which it is intended. Also, I hope Dick will print it!

To my notion there are two things that keep our terrific Association going and growing: those great annual reunions and the newsletter. Without either one, the other would die. They depend on each other and we all depend on them.

Which brings me to the point of this letter to you - unless we can hog-tie him our N.L. Editor, R.L. Lingenfelter, is seriously considering resigning from that position. Do you have any idea what that would mean? Any volunteers for the job? I don't seem to see any hands raised!

Not only does the N.L. keep us informed of reunion schedules, events, dates, and costs; it also ignites and fuels our enthusiasm for each year's clambake and is therefore largely responsible for the growth and success of all our reunions. That is the N.L.'s chief purpose, but in addition it provides us with personal news of each other's health and welfare, anecdotes from our days in the Big Adventure and occasional chuckles from Ling's Joke Book. Overall it's a dern fine journal that serves us well and we'd be in tough shape without it.

(continued on page 16)

So what do I propose to do to persuade Dick to stay at his editorial post for at least another ten years. Well, if you'll leave your shootin' arns at the door, I'll tell you. I've always thought the N.L. editor-publisher-assembler-addresser-stamper-mailer, etc. should be compensated - with more than a pat on the fanny - for the many many hours each issue requires. Yes, I'm talking cash - the kind the Assn's treasury is bursting with - the kind none of us can take along to the Big Hangar in the blue yonder. I think the By-Laws should be amended to provide enough \$s to make the N.L. Editor's job half-way challenging.

Further, I think the Assn Sec./Treas. should, upon approval by the Executive Committee, pay our present editor for the 1990 N.L.'s without waiting for an official change of the By-Laws.

If Dick sees fit to print this, I assure you it is strictly my idea and Richard had no previous knowledge of it. Also, it may not have any influence on him because, as we all know, he is independently wealthy!

All I ask is that you think about it and let your Squadron Rep know how you feel about the proposition.... .. A n d if I'm still welcome, I'll see y'all in Asheville.

(Editor's comments: My initial reaction to the above was to relegate it to the round file. On second thought I realized if I didn't print it I would never again be allowed in the State of AZ and I would also be ostrasized by the 96th's "good ol' boy club" and I couldn't handle that - it took me 45 years to worm my way in.

On the basis of a policy I set for myself at the outset of this editorship - namely, to print all letters that are relevant to the purposes of the Association - there was no question, really, about printing Fred's letter.

Finally, though I certainly appreciate Monty's concern both for me and the Association, I am opposed to the idea of receiving pay for time spent in sharing my talents with the Association - no matter how much cash lies in its coffers. It would seem sort of like a desecration to me.

However, there is one matter that should be the concern of the Association - EXPENSES! It is imperative the President, the Sec./Trs. and the N.L. Editor be at all Reunions and, without exception, should be reimbursed for

reunion expenses incurred. If one or all of the three would endorse their checks and return them uncashed no one would know the difference or care. Volunteers want to give of their time but attending reunions may be a financial hardship for them. Who knows -- down the line a few years, one or more of us may have to hire an ambulance to get us to a reunion so we can properly discharge our duties.

In any case, and with all due respect to Monty and his much appreciated concern, the issue with me is simply time. Too many things are left undone. Today is Mar. 6 and I have been working on this this N.L. for the last three weeks and I have three yet to go before it hits the Post Office. - RL)

* * *

FROM TED PAPERMASTER

Re: The Gold Star List

I think it was Kendall Nott who crashed on August 31 (Souk el Arba) while attempting a victory slow roll over our field. I had thought for a long time it was Frank Hurlbut but I see he is quite alive and well.

Another pilot, name and squadron unknown, was killed in San Pancrazio when he and an S-2 Officer, on a motorcycle, at pitch black midnight, hit a local farmer's horse on a country road. The S-2 officer was hurt but survived and the pilot had severe head injuries. We took him to a local hospital for brain surgery but he didn't make it. The horse died.

The last episode in my memory is that of James Padgett of the 96th. He was shot down in the Bay of Naples during the famous Cancellio raid of Sept. 2, '43. I recall that one because Group Surgeon Dr. Marvin Hall and I flew with the B-25s on that memorable occasion. Padgett was on his 16th Mission and was picked up by some Italian partisans and hidden away in a sewer. If my memory serves me correctly, he was taken to a farm house owned by two American ladies and finally repatriated - through a secret underground mechanism - to us in Grombalia, Tunisia. I had him returned to the U.S.

* * *

FROM MONTY POWERS

Dear Dick/Jo,

This is not meant as an item for the Newsletter. It's just to fill you in on my doings since Queen Mary time. I hope the difficulty with the legs has been remedied by now for Jo. See you in Asheville.

(Ed's note: I don't mean to be insensitive to Monty's wishes but I needed to say that in his grief Monty is still concerned for others. I see this thread weaving in and out of our 82nd Family - time and time again.

The not above was scribbled on the back of a typed letter which went to his friends and family. I really should include the whole thing here because Monty had a real adventure on his way home to Michigan from the Queen. He biked to San Diego, stayed in a Youth Hostel in San Clemente, sailed in the Pacific with his brother John and visited with daughter Mary in Colorado Spngs)

* * *

FROM POWs

In a previous newsletter we asked for info regarding POWs. Several responded. In the interim we published a list of known POWs in the Dec. '89 Newsletter and that sort of took care of most of the questions.

Len Pratt, one of the Group's first POWs (97th), responded to our plea with a name we didn't get listed - Merle E. Larsen (97th) of Tempe, AZ.

Thanks Len. Thanks also for the kind words.

Also had some kind words from Louis Pape. Louis described his POW experience as "lonely and terrifying". I have a 321st Bomb Group buddy who spent most of the war in POW camps and he echos Pape's point of view but he had a few heart warming experiences along with the tragic ones. I haven't looked - are there compendiums of POW experiences? Would any of our 82nd FG POWs care to dig into that miserable existence and share them with the rest of us?

-RL

* * *

S T O P THE PRESSES!

When I finished with the B A D last night (St. Pat's Day) I breathed a sigh of relief because the next step is "paste

(continued on page 19)

Band Aid Blues

(Sing to the tune: "I Gotta Gal In Foggia Town")

I'm as sure as I'm a foot high that I will be leaving a lot of folks out of this list. Part of the blame will be due to iggorance, part to a lazy secretary and most to non-compos-mentis (which is short for dumbheaditis).

I just got through talking with Jack Duncan and he has had the Texas flu - and covers a lot of territory. He wanted me to tell you guys he'll hand carry your Xmas cards to Asheville. Jack reported that Harry Terry has had a re-recap job done on his knees and is doing fine.

Jack also said Jesse Hernandez (who is now 77) not only has had the flu but has been bothered recently by circulation and diabetic problems.

Margo reports that Bryce Hughes has had a hard pull recovering from his surgery to repair an aneurysm but is gaining strength day by day. Margo credits some of this progress to your cards and notes.

Word of aches and pains in our Association come to us second and third times. If they come to us by phone they are sometimes forgotten; if by letter, it is sometimes mislaid. I would hope some one of you would give the next editor a boost by proposing the chair appoint a special "bugs & bones" attaché who would furnish a "Band Aid" report to the editor for each issue of the N.L.

I've misfiled a recent letter from Ted and Dot Latta, themselves soldiers in the "Band Aid Brigade", in which they reported Ros Harding's operation: it was either a lateral pass, a forward pass or a triple by-pass.

From his daughter, Jeannie, I learned Bud Strozier had some overhaul of the carpals, the meta-carpals and the meta-meta-carpals. If these (the wrists, folks) don't work right - his golf game is outa there. It seems our 82nd family has problems with either staying too long in the joints or having problems with their own joints because Ruth Janasik (wife of Rockie - and I really disjointed their name in the last NL) has had one knee replacement and currently needs another one.

*** ** ***

- RL

ASHEVILLE, NORTH CAROLINA

Some elaboration and details the last newsletter did not cover:

Wednesday, Sept. 19

Check in-Radisson Hotel, One Thomas Wolfe Plaza. The rest of the day is yours. The hotel is downtown with many shops and restaurants in walking distance. Hospitality Room open at 1:00 PM.

Thursday Sept. 20

Check in early to be available for 10:00AM tour to the Biltmore Estate. A write-up of the estate, house, gardens, and winery is found elsewhere in this newsletter. The tour of the house will be approximately 2 hours. your bus will be in front of the house to take you to the Deerpark Restaurant (on the estate) for lunch. After lunch you will bus to the winery for tasting and goodies. We should be back to the hotel by 4:00 PM. A long day, but worth it. Evening free.

Friday, Sept. 21

Overwhelming response from my request in the last newsletter will schedule the ladies "Shop Till Your Drop" tour at 10:00AM. First a visit to the Folk Art Center on the Blue Ridge Parkway. The Folk Art Center is operated by the Southern Highland Handicraft Guild. The Guild's primary aims are the preservation, improvement and marketing of the best in Southern Mountain Crafts. Topping of this visit the tour continues to Biltmore Village, a charming community of shops, restaurants and galleries, with lunch on your own. Back to the hotel at 3:00.

Another optional tour, after lunch, will leave at 1:00 to Mt. Pisgah (5,000 ft.) on the Blue Ridge Parkway and a visit to the Cradle of Forestry, George Vanderbilt's contribution to the start of timbering and subsequent National Forest Preserves in Western North Carolina. Top this trip off with a visit to the Folk Art Center, as described above.

At 7:00 PM all will walk, or bus if needed, to Bill Stanley's Barbeque and Bluegrass for dinner and an evening of music indigenous (wow, such a word) to our area, plus square and clog dancing demonstrations.

Golf details will be forthcoming to those interested.

Saturday, Sept. 22

10:30 AM Business meeting

6:30 PM Banquet and Ball - Big Band music of the 40's.

Sunday, Sept. 23

8:00 AM Farewell Breakfast (Buffet)

Yes, Martin, we will have **grits**.

SEE Y'ALL THERE

Charlie Charlton

STATEMENT OF INTEREST

Mailed 4-4-90

NAME O/Pr L Madley

DATE 4-4-90

I plant to attend ☒ With spouse ☒ Guests ☐

Arrival Date 9-19-90 Departure Date 9-23-90

If flying, indicate your arrival time at Asheville Jetport: Date Time

This info is for Complimentary Hotel Pick-up & Transportation.

Auto and RV Parking at the Hotel is available at no charge!

Radisson Hotel rates: Single - \$50; Double - \$58.

Reservation cards will be sent later in a General Mailing; but if you wish to make reservations sooner, write or call:

RADISSON HOTEL ASHEVILLE
One Thomas Wolfe Plaza
ASHEVILLE, NC 28801

8211
(704) 252-3071

<u>F E E S :</u>	Basic Registration - \$85 ea.	No. <u>2</u>	= \$ <u>170.00</u>
	Shop Until You Drop \$ 6 ea.	No. <u>1</u>	= \$ <u>6.00</u>
	Cradle of Forestry \$ 6 ea.	No. <u>1</u>	= \$ <u>6.00</u>
	Sunday Breakfast \$10 ea.	No. <u>2</u>	= \$ <u>20.00</u>

Total: \$ 202.00

C U T H E R E

Please send the above Statement of Interest to:

Charlie Charlton
12 Springside Drive
HENDERSONVILLE, NC 28792

I need this Statement of Interest from you now for planning and logistics. Send no money now. Instruction for that will be included in a later general mailing.

DRIVING? Detailed instructions will be sent in general mailing.

FLYING? Asheville Jetport is served by USAir with connections made in Charlotte and Atlanta.
The Delta Connection, ASA, runs a shuttle from Atlanta.
American Eagle, (American Airlines), comes from Memphis.
Example: I flew to Queen Mary reunion on USAir-
Asheville to Charlotte, then Nonstop to LAX.

up". Today, after church, the phone rang and it was John Kostyo, "Are you up on the latest?" "I hope so." "Did you know Ros Harding had a triple hernia?" "You mean it wasn't a triple shovelpass?" "Get with it, Dickie Bird! I can get you fired from that job, you know. Also, did you know Miles Hoelzel had an opera-

tion?" "Don't tell me Marjorie tripped him again when he was going for another beer?" "Cool it Link! Miles had an operation on one of the blood vessels in his neck (did he say 'an aneurysm'?) and he's doing just fine."

- RL

ROUGH AIR from the "LINK"



MARCH, 23 '90

MY APOLOGIES TO YOU, DEAR READERS
- ESPECIALLY HARLEY VAUGHN, BEN
MASON & STAN KUPCINSKAS, FOR THE
DEFACED CONDITION OF THIS NEWSLETTER.
YOU ALL SHOULD EXPECT BETTER QUALITY
FOR YOUR MONEY. NO EXCUSES - EXCEPT
TO SAY THE OLD ADAGE "HASTE MAKES
A BOTCHED JOB" IS CERTAINLY TRUE
IN THIS CASE.

IN MY DEFENSE, JO ANN POINTED OUT
I HAD FIRED MY PROOF-READING STAFF
(ANNIE THE CURTAIN CLIMBER, TOMMY
TWITCHY TAIL - A NEIGHBORHOOD SQUIR-
REL, AND BARFY AND BARKY - THE TWO
DOGS NEXT DOOR).

I ALSO FAILED TO GIVE CREDITS TO
HARLEY FOR THE TWO FINE PICTURES
IN THIS ISSUE. HE SENT OTHERS WHICH
WILL BE PRINTED IN THE AUGUST ISSUE.

(OVER PLEASE)

THERE ARE OTHER ERRORS FOR WHICH I BEG FORBEARANCE: 1) A REPETITION AT THE BOTTOM OF PAGE 4, LEFT-HAND COLUMN; 2) MISSPELLING OF "ENOUGH" IN JERRY'S STORY - 4TH PARAGRAPH; AND 3) MISSPELLING OF WORD "NOTE" IN ED'S NOTE TO MONTY POWER'S LETTER ON PAGE 17. SHOULD READ "THE NOTE ABOVE". HOPE THAT'S ALL.

MISSING A NEWSLETTER?

DURING CASUAL PHONE CALLS I LEARNED AT LEAST TWO OF OUR MEMBERS NEVER RECEIVED THE DEC. NEWSLETTER. IF ANY OTHERS OF YOU DID NOT RECEIVE THE DEC. '89 NEWSLETTER (OR ANY OTHER) - PLEASE SO INFORM.

ALSO PLEASE

NOTIFY SEC./TREAS. OF CHANGES OF ADDRESS IMMEDIATELY (DO NOT SEND TO N.L. EDITOR). YOU WOULD BE SURPRISED AT THE NUMBER OF N.L.S THAT ARE RETURNED DUE TO INSUFFICIENT ADDRESS.

BLUE STICKERS

THIS EDITOR ABHORS WIRE STAPLES - THUS THE STICKERS. HAS THERE BEEN A PROBLEM WITH DELIVERY TO YOUR HOME OF THE NEWSLETTER DUE TO THE STICKERS? CIAO!