

ADORIMINI



“Up And At Em!”



## THE 82nd FIGHTER GROUP ASSOCIATION

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\* \* \*

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#### **JACK DUNCAN — 97th Squadron**

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#### 1990 CONVENTION CHAIRMAN

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#### **RALPH C. EMBREY**

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(303) 355-5525

## THE PRESIDENT'S CORNER

### NEWSLETTER BUSINESS

MY LAST COMMUNICATION WITH ALL OF YOU IN THE MARCH NEWSLETTER - T E R CERTAINLY GOT RESULTS. LETTERS AND CALLS CAME IN QUANTITY - BUT NOT FROM VOLUNTEERS. THEY CAME WITH URGINGS AND SUGGESTIONS FOR FINDING A WAY TO RETAIN DICK AS NEWSLETTER EDITOR. HE, TOO, WAS COVERED UP WITH CONTACTS ASKING HIM TO RECONSIDER HIS DECISION TO RETIRE FROM THE JOB.

I BEG TO REPORT AT THIS TIME THAT DICK HAS AGREED TO CARRY ON FOR A WHILE LONGER - AT LEAST UNTIL WE CAN ARRANGE FOR SOMEONE ELSE TO TAKE OVER THE NEWSLETTER. I MUST ADVISE YOU ALL THAT, TO DATE, I'VE HAD NO VOLUNTEERS NOR ANY RECOMMENDATIONS OF OTHER NAMES FOR THE EDITOR'S JOB.

### ASHEVILLE BUSINESS

IN VISITING WITH CHARLIE CHARLTON A COUPLE OF WEEKS AGO, IT APPEARED HE HAS THE STAGE WELL SET FOR A GREAT REUNION IN ASHEVILLE. IT IS A BEAUTIFUL PART OF OUR COUNTRY AND IT SHOULD BE ESPECIALLY NICE IN LATE SEPTEMBER. MAKE YOUR PLANS NOW TO ATTEND SO WE CAN HAVE ANOTHER RECORD TURN-OUT.

I HAVE CONTACTED OUR ACTIVE DUTY FRIENDS AT TYNDALL AND WILLIAMS AND THEY ANTICIPATE SENDING REPRESENTATIVES AS THEY HAVE IN THE PAST.

TRAVEL SAFELY AND I'LL SEE YOU IN ASHEVILLE

Will -

**Cholly sez:**

IN ASHEVILLE  
WE SPECIALIZE IN TRUE  
BLUE MOUNTAIN  
HOSPITALITY



# THE SECRETARY / TREASURER'S PAGE

## FROM THE LEDGER OF THE SECRETARY/TREASURER

*(LISTEN UP! Make Roy's job easier by reading bottom lines more carefully. He's got enough trouble trying to keep track of the Newsletter Editor! -- RL)*

### RE M I N D E R S ! !

1. ALL members listed on the Roster are entitled to a roster once a year. A copy of the Roster is included in the packets for those attending reunions; then, a copy is sent to those members unable to attend.

Copies of By-Laws are available upon request

2. Rosters, By-Laws, Newsletter issues, Award Plaques, etc. all cost money to produce and distribute, hence the need for voluntary dues.
3. Many items have been displayed at the various reunions: pictures, posters, 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? where are they? and who has present control and/or knowledge of them?

I would appreciate everyone's assistance in assembling these memorabilia.

-- Roy

**Cholly sez:**

**Radisson Hotel 800 no.  
is: 438-3960**

## F I N A N C I A L   R E P O R T

July 1, '89 to June 30, '90

### BEGINNING BALANCE

CERTIFICATE DEPOSIT	\$15,000.00
CHECKING 57-000842	1,085.20
SAVINGS 53-001948	<u>9,722.69</u>
TOTAL BEGINNING NET WORTH	\$ 25,807.89

### INCOME:

DONATIONS	\$ 433.00
INTEREST	2,148.53
DUES- LIFE	995.00
SUSTAINING	1,360.00
REUNION 1989	<u>3,611.38</u>
TOTAL INCOME	\$ 8,547.91

### EXPENDITURES:

ENVELOPES	\$ 1.00
MISCELLANEOUS	100.00
NEWSLETTER	1,447.68
OFFICE SUPPLIES	72.64
POSTAGE	985.43
PRESENTATION AWARDS	305.96
PRINTING	939.04
REUNION 1990	1,000.00
TELEPHONE	521.64
TRANSPORTATION	<u>157.24</u>
TOTAL EXPENDITURES	\$ 5,530.63

### ENDING BALANCE:

CERTIFICATE DEPOSIT	\$16,412.62
CHECKING 57-000842	923.60
SAVINGS 53-001948	<u>11,488.95</u>
TOTAL NET WORTH	\$28,825.17

### MEMBERSHIP

ROSTER-REGULAR	494
-ASSOCIATES	39
SUSTAINING 1990	42
" 1991	2
LIFE	<u>128</u>

RESPECTFULLY SUBMITTED,

*Roy*  
ROY E. NORRIS



# What's In A Motto?

by Ol Dick

Sometime during the last 35 years - or at least since I've been editing the 82nd Newsletter - one of you guys sent me a copy of a couple of pages from some sort of publication that listed "Insignia of Air Force Combat Units of World War II". The shield depicted on the front page of this newsletter is almost an exact replica of a shield found on the page from "AFCUsofWWII" my benefactor sent me. He wrote on the page, "Dick, to settle all questions, what is this all about?"

Well, I relegated the sheet to the back of my file labelled "Story Material For Future Newsletter" where it sat until a week or so ago when, for whatever reason, it caught my attention and the fuzzy old wheels started to turn - slowly turn. I decided to try to answer Mr. Mystery - whoever he is - and however it might turn out.

And The Answer  
kept getting

B I G G E R   A N D   B I G G E R

I suspected Art Smedley had something to do with the insignia but he told me he thought it came out of the Pentagon in the fifties sometime. In reflection, I'm not even sure that's right. What I am sure of is that the Insignia was approved 4 Nov. 1957!

Next, I called Jack Duncan because he is one smart hombre! This is what HE told me, "The scroll above the shield indicates participation in ETO - as opposed to CBI, PTO and Manfredonia Beach. The three Fleur de Lis on the yellow field represent the three Presidential Unit Citations the Group was awarded. The three lightning bolts represent the three Lightning squadrons. The eleven stars represent the campaigns in which the Group participated. Finally, and this is what really congealed my plans for the cover, the Motto -

A D O R I M I N I

- means, "Up and at 'em!" What more apt phrase could describe the people of the 82nd Fighter Group -- every man, woman and child of them???

As I write this, I have no idea what the cover you are getting will look like. Editing this rag has been a continuing guessing game. I put your nickles in the slot, pull the crank and I never know whether Cherries, Sevens or Brick Bats will come my way. I visualize, though (and hope), that you might cut the cover off the letter, put it in a frame, and hang it where all can see it - and be proud.

I AM

*P.S. Neither I nor Jack know what the heck the black and white circle represents.*

*Also, be my guest for the proper pronunciation of ADORIMINI. My limited knowledge of Latin suggests "a (as in apple), dor (as in back) and ri'mini (as in ree - mee - knee)" with the accent on the "ri".*

*I went to a color tech shop to get info for the first step in the art work for the cover. I asked the guy if he could make a transparency of a shield and pointed to the one on the hat Jack Duncan sells at all the Reunions. The guy said, "Yeah, but you'll have to take the hat off first!"*

*We're backward in Idaho but we find a way to get things done -- even if it's just spending poor ol' Roy's money!*

+ + + - - - + + +



A dust storm approaches FOGGIA 11 from the vicinity of Lucera to the north. It was probably started by a B-17 crew chief revving up his bird.

(see page 12)



# Obits

## A.L. (Al) ALDERMAN

Al died June 30, 1990. At this point we know nothing of the details surrounding his death. Our guess is that he lived alone.

Al, of Killbuck, Ohio, was an armorer in the 96th Squadron. Reuben Koivuniemi said Al came to the 96th late in the war and he didn't have time to get acquainted with him.

The news of Al's death came to Roy Norris via Al's brother. The brother told Roy that Al left a box full of WWII memorabilia - including photo albums - that he would like to send to the Group. Roy accepted. Al's wife preceded him in death.

\*\* \*\* \*

## FRANCIS W. ATKINSON

Francis died March 13, 1990. The details of his passing are unknown.

Francis was a member of the 95th Squadron and, if I'm not mistaken, was a tentmate of Bill Bridgeman.

Roy Norris reported that Twyla Atkinson, Francis's widow, wished to be kept on the Roster.

\*\* \*\* \*

## ROBERT J. ESSLINGER

Robert died June 16, 1989 of a massive heart attack.

Bob was in the 95th Squadron and was Crew Chief of AN. Reuben Koivuniemi, of the 96th, said he knew Esslinger quite well because he came over to the 96th to visit some of his buddies from A&M school.

Bob's widow, Martha, wrote, "I miss him so very much."

We will all miss him, too, Martha.

\*\* \*\* \*

## GLEN LOVELESS

Glen died June 25, 1990 at the Utah Valley Medical Center, Provo, Utah. The details of his death are unknown.

Glen was also in the 95th Squadron and helped crew AC with Olen Medley. He attended the Denver and San Antonio Reunions.

Glen, 74 is survived by his wife, Rachel, and children Richard, Douglas and David Loveless; and Janet Ladd; plus fourteen grandchildren and one great grandchild.

Rachel, thank you for sending a copy of Glen's obituary. We grieve with you.

\*\* \*\* \*

## ALFRED O. LEMBKE

Al died June 26, 1990 of cancer. According to Jack Duncan, the course of Al's disease went fairly fast with minimal pain. The cancer was in his kidneys. Al would have been 66 this July.

Al Lembke discovered us through a newspaper article in Phoenix, AZ last year that featured Fred Montgomery's pending visit to the '89 Reunion on the Queen. As a result of the article, Al & his wife Mildred were able to join us on the Queen Mary. He was in the 97th Squadron as a radioman.

\*\* \*\* \*

The following information came to us just a couple of days ago from Roy Norris: Julia Gustafson, wife of 96th pilot Claude Gustafson, had to have a leg amputation because of poor circulation. We have no other information.

Claude and Roy were tent mates and otherwise good friends during their Foggia days and have maintained that friendship through the years. They were able to meet again after 45 years on the Queen Mary.

We know Julia will receive lots of support from her 82nd Family.



# Is This Or Ain't This ~ An Historic Photo ?



**Jerry Colona, Jerry's wife, Dolores Hope, Mr. Hope  
and a member of Hope's staff**

— Photo courtesy of Harley Vaughn

THIS PICTURE WAS TAKEN LATE IN THE SUMMER OF 1942  
AT G R A N D   C E N T R A L   A I R P O R T  
at GLENDALE, CALIFORNIA

On The Occasion of Bob Hope's Visit to Entertain  
The Officers and Men of the 96th Fighter Squadron

\*

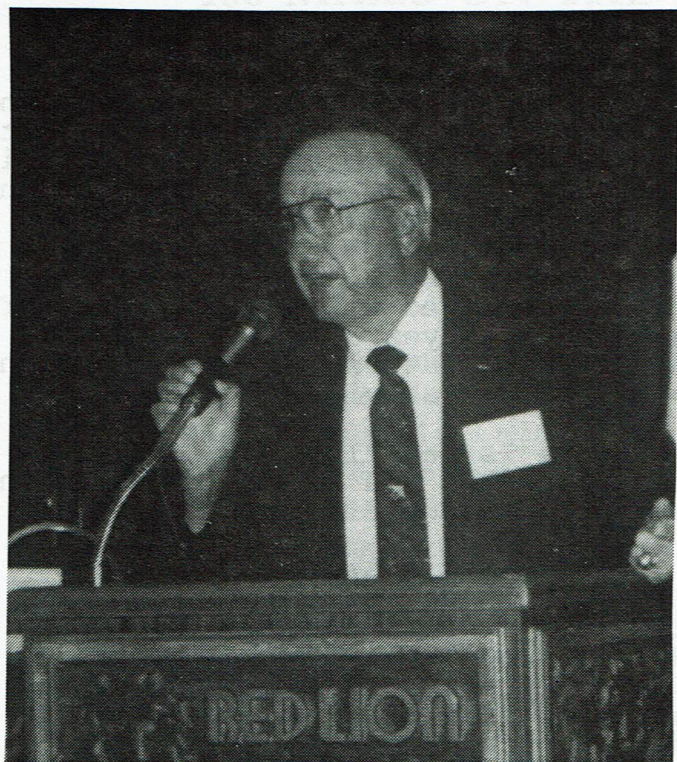
It is remembered by several 96th people - who were there -  
That this was the first such visit by BOB HOPE to a military installation  
to ENTERTAIN the T R O O P S !

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## Cholly sez:

"You can't have any fun in Asheville - if you aren't here in the first place. SO - dust off your writin' pen, fill out the Registration Form, make your check out payable to the 82nd Fighter Group and send both to me ASAP. Then get here! Any form of transportation will do provided you leave early enough. Take the plane, Grayhound, Poodle Dog, Rocky Mountain Canary, Jackalope, tarantula back or anything that'll get you here."





## RALPH EMBREY

*(Ed's note: This is a continuation of the plan to give our members biogs of the folks who have been responsible for the success of this great Association of ours)*

Ralph was born in Perry, Oklahoma on Feb. 18, 1919. He grew up on a farm near the small town of Virgil, KS which is on the Verdigris River about 30 miles S.E. of Emporia, KS.

Ralph graduated from Virgil H.S. in '37 and worked in a grocery store before enlisting in the Army Air Corps July 9, '40. His basic training was at Randolph where he also worked as an Asst. Crew Chief on BT-14s until he was selected to join the first class of enlisted pilots in 1941.

Embrey's 42-C Class graduated from Kelly Field in March of '42 and the whole bunch of bangety-tailed S/Sgt. pilots was sent to Dale Mabry Field in Tallahassee and from there they went to Harding Field in Baton Rouge and they all finally wound up in California's high, dry, sandy and windy Mojave Desert where they were checked out in P-38s.

Ralph next moved down to Mines Field in L.A. with the 95th Fighter Squadron and he figured that was as good a time as any to summon Meredith L. Commons to rush out to the Golden State from Virgil so she could change her name to Embrey on June 12! (Beat me and Jo Ann by 25 days - RL!)

Along with most of the rest of 42-C, Embrey got to put on his 2nd Louie bars circa the middle of September - either just before he entrained for or while on the way to the Queen Mary for a casual cruise to Bonnie Scotland.

Training in Eglinton, North Ireland for three months, winging his way across the Bay of Biscay, taxiing around in Tafaroui mud, Algeria on Christmas day and surviving the hectic Mediterranean Air War during fifty missions just partially kept his mind from being too occupied worrying about Meredith.

In the process of escorting B-25s (which may have included a blind tail gunner in search of a newsletter to edit), B-17s, B-24s, dive bombing and reducing targets of opportunity to other things - Ralph had four AE to his credit.

Ralph Embrey was the first 95th pilot (in July '42) to complete his fifty and return to the States where he was assigned to the 474th FG (P-38s) which was in training in Van Nuys, CA. He went with the 474th to England in October of '43 where he flew with the 8th AF until the 9th AF was activated to give tactical support to Eisenhower's troops.

In June of '44 Embrey was appointed CO of the 474th's 430th Squadron and then later in the year was made Group Ops. When we returned Stateside in Feb. he had logged 65 more missions.

Recognizing leadership abilities, the AAF sent Ralph from his 474th post to the Army's Command and General Staff School at Fort Leavenworth where he graduated in June of '45.

Ralph & Meredith were reunited at Leavenworth where Ralph also became

(Ralph - continued on page 8)



acquainted with a gentleman of nine months he had not had the pleasure of meeting before. In other words: His Kid Clark!

Further Inventory:

- 1) Luke Field, AZ - Numerous Assignments
- 2) Instrument Flying School, Bryan, TX
- 3) Test pilot at Dover, AFB, DE where he tested F-80 armaments
- 4) In October of '46 Ralph was assigned as Air Instructor for the Oklahoma ANG at Norman. He organized Squadron & Group HQs for a Fighter Group there
- 5) 1949 - Assigned to the AF Institute of Technology to pursue a degree in Bus. Mngt. at the U of OK. Graduated in '51 and was assigned as Auditor General for AF's Southwest Region in Fort Worth
- 6) Pentagon in '52 as Spec. Asst. to the Auditor General
- 7) Assigned to Georgetown U. for a Masters in Bus. Mngt. (55-56)
- 8) Promoted to Col. in '56 and sent to Clark AFB, P.I. as Comptroller for 13th AF
- 9) In '58 he was assigned as District Director for the Auditor General in NYC, NY
- 10) In '60 Ralph decided he wanted to do some more flying so he went to SAC at Westover AFB where he eventually became CO of the 99th Bomb Wing (B-52s & KC-135s)
- 11) In '64 he was grounded by a heart condition and returned to the comptroller business at the Air Defense Command in Colorado Springs
- 12) In '66 the Superintendent of the Air Force Academy drafted Embrey to be his Chief of Staff and Ralph served in that capacity until his retirement in August of 1969!

After all that I would be exhausted and would move to Bimini to squiggle my toes in the sand and sip cold drinks for the rest of my life! But Ralph? **No way!**

Ralph took a job with United Services Life Insurance Companies in Denver - becoming Regional Manager for eight years and then in Europe for four years - retiring in '81.

**FROM MONTY POWERS**

Can you believe that a fellow 82nd Ft. Group veteran read the item about me going to the Queen Mary Reunion in the local paper? He went over on the Queen and was with the outfit until December of '44.

He has lived within five miles of me for forty years and knew nothing of the Association. He said he might come to the Asheville Reunion.

He is Israel "Ike" Roberts (wife is Elizabeth) and he was in the 95th Squadron as a radio repairman.

You missed a sensational event (the 4th Annual Bonehead Reunion of the 95th Tactical Fighter Training Squadron at Tyndall AFB, Florida. (Note #1: Monty is referring to the array of simulators - such as ACMI and particularly SIM - used at Tyndall for training purposes and he is convinced I should go to the Bonehead Reunion next year so I can brush up on my Link Trainer expertise - which I "faked" in Foggia in the 1st place!)).

(Note #2: I have just this second decided to spend some of Roy Norris's ill gotten gains so all of you can share the joy I found while reading Monty's "Bike-a-log". Maybe some of you - like me - would like to tag along this fall! So, find his Bike Saga elsewhere in this rag!)



(The Completion of Ralph's Story)

Ralph Embrey has played several roles in the 82nd Association: 1) as one of the original instigators and members; 2) as Vice President, 3) as a superb M/C in Boise and 4) as the indefatigable keeper of the Association's Roster. For the latter, we are all indebted in many many ways.

Thanks, Ralph and Meredith

\* \* \* \*



# 400 MILES ON THE PACIFIC COAST HIGHWAY

## SAN FRANCISCO to LOS ANGELES, March 12-23, 1990

by Monty Powers

Charles Kuralt rated California Route #1 from Frisco to LA as his #2 spectacular route in the USA. Anyone who has been over it would agree. But I did it at a slow pace on my bicycle and that was a highlight of my life. Because you see so much more on a bike, I recommend this trip be tried by everyone. However, it is super strenuous so once is enough!!

After my successful 120 mile bicycle ride in two days of last October from Long Beach to San Diego, I invested in a better bike. It is an 18-speed mountain bike with the wide knobby tires replaced by medium wide smoother road tires so I was ready for a longer trip. Howard Rankin, who is also over 60 and a salesman friend, had wanted to do the Calif. #1 trip too so we agreed to do it together and met at the Frisco Airport March 11th, bringing our gear and bikes on the airplane. I agreed with Howard's plan of securing the best motels en route, hoping to ease the pain and that we would stop as early each day as seemed best.

Calif. #1 borders the beach, is carved out of the mountains and it can be seen on Pontiac TV commercials as their car goes around the sharp curves and the steep hills of the Big Sur. Coming south we used the cliff side of the two lane road where guard rails are seldom used. Thus we looked down to the surf that was 10 to 1,500 feet below us. Kuralt in his big motor home did not have as dramatic or strenuous a trip as ours!

We pedalled to Halfmoon Bay and stayed there the first night and followed that trip the next day with the long run to Santa Cruz where we passed great fields of artichokes, strawberries and George Bush's broccoli. The area around Santa Cruz suffered from the earthquake last year and Watsonville has many damaged buildings.

Monterey Bay is beautiful and we had a fine dinner there and a good visit with my WW II buddy, Fran Chapman. The next day had a few hours at the Monterey Aquarium, which is world class. The 17 mile drive, Monterey to Carmel, was dramatic on a bike. The Inn at the 18th green of Pebble Beach did not have a room for us but we found a fine B. and B. in Carmel and had dinner at a place where only Clint Eastwood uses the rear entrance.

As we left Carmel, a road sign says "89 miles of extreme grade and curves" and they knew of what they warned for Big Sur is a ride to do once only by bicycle. My complete pack, including the clothes on my back was at 11 lbs. Howard's gear totaled 40 lbs. to be carried on the skinny tires of his touring bike. This resulted in four blown tubes and a pair of replacement tires for him and to my carrying most of his gear on my heavy duty bike for part of the trip. We were not hurried so could grind out the grades with our 18 gears. We took Sunday off to tour San Simeon and found the route much less severe from there on. Our last one hundred miles was congested and the paved bike path past Santa Monica and into LAX was an outstanding finish to a great trip.

BIKECENTENNIAL was organized for the USA Bicentennial in 1979 to detail a cross-USA route. Bikecentennial continues today offering maps, descriptions and support for many parts of the USA. Their maps were very helpful because Calif. #1 sometimes is a limited access road so their maps show an adjacent safe route. Many bikers do the whole Pacific Coast Route, which I hope to complete next fall by doing the Seattle to Frisco part. God willing, this would follow the 82nd Ftr. Grp. Assn. reunion at Asheville, NC — so, if you care to join me, let me know.





Again, I'm sure there's a whole company of walking wounded out there among our 500 members. It's a simple matter of the law of averages. Unfortunately, I'm guilty - by way of faulty bookkeeping - of allowing knowledge of some of these to fall through the cracks and I can only say I hope this very important newsletter section will be vastly improved in the future.

For now we have the following to report:

John Kostyo reports Miles and Marjorie Hoelzel are back in shape and are planning to see us at Asheville.

Word came from Fred Montgomery that Bill and Sybil Hooper are planning an appearance in Asheville - given the continued improvement in Bill's condition.

Both Ken Herrick & Fred Montgomery report things are not well with Earl Jones. Earl is suffering from emphysema and it's a difficult battle.

Ted Kaufman's report of his ordeal exceeds in quality and humor anything I could offer - so please read same!

Many many of you ask me about Jerry & Pat Loewenberg. I had a long chat with Jerry yesterday (July 21) and I can only say I hope I could have the same courage and outlook at 70 that Jerry has at 83! Both Jerry & Pat face each day in constant pain but they don't allow that to deter them from a positive approach to everyday life. Momentarily they are headed north for the cool clime of Waterloo, Ontario for a month's holiday. We will see Jerry in Asheville where he will shoot me down for this newsletter.

Ted & Dorothy Latta have put in a tough year healthwise but they, too, are planning to join us in North Carolina.

Alma Saccomano had to have heart surgery but John Kostyo reports she is doing very well with her recovery program - thank you.

Bill Oldenburg, bombardier, 301st Bomb Group, B-17s - North Africa, had quintuple by-pass surgery on his heart. Bill shares a crazy little granddaughter with me and he also helped out at the bar during the Boise Reunion. He is doing great! -- RL

\*\*\* ooooo \*\*\*

## "OUT ON THE LINE"

### THE NINETY-FIFTH "LINE" Line Chief - M/Sgt. Orr

#### "A" FLIGHT

Flight Chief - M/Sgt. Keller  
Asst. Flight Chief - Hendrix

AB - Eavenson & Featherling  
AC - Medley & Loveless  
AD - Henderson, Farrior \* Hayes  
AE - Boney & Meyer  
AF - ?  
AG - Hasenplaugh & Lund  
AH - B. Johnson & Lewis  
AI - Simpson & Bahanean  
AJ - Venturi & Mark  
A5 - Brown & Archer  
A9 - Lincoln & Marson  
A11 - Gray & Emery  
H - Bull & Roach

#### "B" FLIGHT

Flight Chief - M/Sgt. Hulme  
Asst. Flight Chief - Griesbach

AK - ?  
AL - Woodruff & Heffline  
AM - Clark & Bannister  
AN - Esslinger & Bracken  
AO - Edmondson & Bridgeman  
AP - Ellington & Glowacki  
AQ - Tugaeff & Jones  
AR - Adams & Glover  
AW - Dawson and Graham  
A2 - Mahoney & Henley  
A4 - Taylor, Morgan & Harvey  
A10 - Hanson & Krasowski

#### "C" FLIGHT

Flight Chief - M/Sgt. Edwards  
Asst. Flight Chief - Dugat

AS - R. Johnson & D.E. Smith  
AT - Brady & Kennon  
AU - Price & Griffin  
AV - Gates, Hanson & Howell  
AX - Tafelski & Bardwell  
AY - Bielser & Myrick  
AZ - Coy & Aylesworth  
A3 - Bailey & Halsey  
A6 - Elliott & Hailey  
A12 - O'Brien & Petty  
AA - Alderson & J. Adams

(Ed's note: In the interest of space we had to delete rank of Crew Chiefs & Crewmen)



# PROP WASH

by FRED MONTGOMERY

## A L O H A   G O L D

Every once in a while Ethel, my beautiful, smart wife, amazes me with a real flash of mental wizardry. Like the other day when I was muttering about my favorite subject - what to do with the growing pile of gold in the 82nd Association's treasury.

"Honey," she said, "Don't sweat it. I'll tell you exactly how that golden egg will be scrambled. In the year 2000 the 82nd Fighter Group Widows Association will throw one fantastic final reunion in Hawaii - and we'll raise our Mai Tais in a toast to the generous misers who financed our last luau."

You know, she may not be kidding. As a matter of fact, that might be a fitting memorial to all of us veterans of the Battle of Vito Ridge!

## BACK PAY

A couple of items where I think we were guilty of negligence after the Q.M. Reunion:

First - Almost nothing was written about our genuine regret for the disability retirement of our Association VP, Bill Hooper. I know we mentioned that illness had caused his resignation, but even at the banquet on the Queen there was no official statement of regret at losing the services of a capable officer and a comrade well liked by all. We hope Bill will be sufficiently recovered so he and Sybil can join us in Asheville - and in all future gatherings of the clan. They were really missed in Long Beach.

Second - A Post(er)-mortem! We failed to acknowledge those terrific P-38 posters that were donated to the Association aboard the QM and delivered and distributed to the members by Joe Kuhn and his lovely partner, Nancy. As most of you know, Joe is President of the P-38 National Association and editor of their excellent newsletter, Lightning Strikes.....We do want Joe, Tony Levier and the responsible people at Lockheed to know how much we all appreciate those posters - even with Dick Bong's picture instead of Dixie Sloan's.

## A FAMILY MATTER

In the eight years since I joined the 82nd FGA at Orlando I've talked to a lot of veterans from other branches of the service and they always say how much they envy us for our reunions and our camaraderie after more than forty years.

It seems that Air Force units, especially fighter groups, were unique because, with the exception of the pilots, nearly 100% of us stayed together for at least three years. In that time we established an unspoken bond that was made doubly strong by our pride in our pilots' outstanding combat records. No one had to say it, but we all knew we contributed to those heroics by doing our daily jobs to the best of our abilities.

Naturally, we had strong squadron rivalries then, but, like all our passions, they've mellowed out with age. Now, every great reunion brings us closer together as a "family", and I feel a little sorrier for all the dogfaces, swabbies and jarheads who envy our brotherhood.



## ROUGH AIR

from the "LINK"



I can't argue with Will's statement in his opening piece that I had agreed to continue as newsletter editor until someone else could be appointed. If I did say that, it was during a phone conversation and I'm notoriously inept in that department.

I will confess that in my original letter of resignation to Will I wrote that I wouldn't let him down.

### I wish I could keep both promises!

I really mean that because I honestly love the job, the organization, the people involved and all the marvelous attention and friends it has brought me. If someone of you would move to Boise to help me write my memoirs (I have about 75 pages already written about my experiences in the 82nd - it's great fun), help me in the garden,

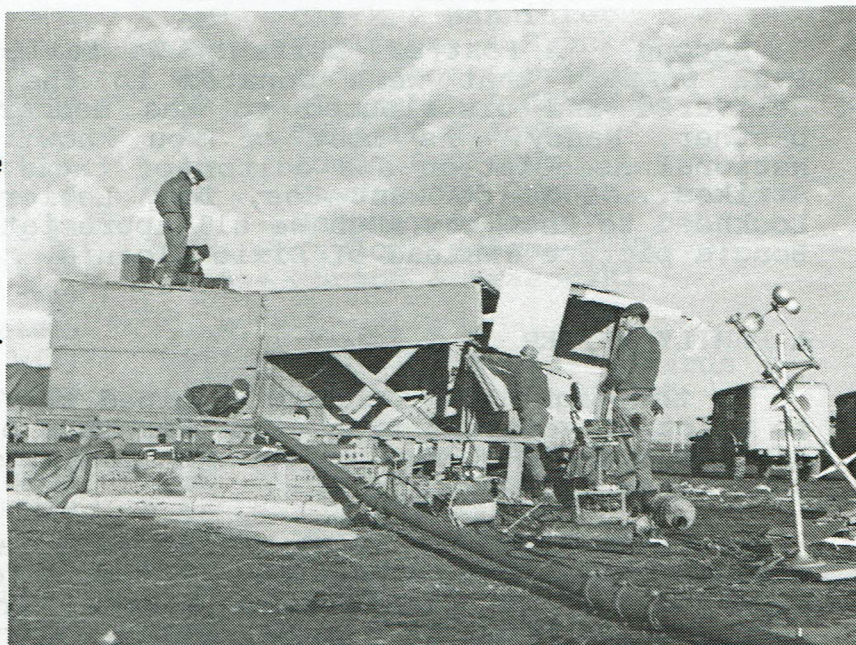
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## A 'Palladian' Crash

The dust storm (see page 4) turned out to be a mini-tornado which blew down our beauteous control tower (refer also to page 36 of SDJ II - if you don't have one of these I have an extra one for \$14,000 - and that would put us over the top for printing the 82nd History).

Walter Carper (96th pilot) referred to our tower as a classic example of "PALLADIAN" architecture. You may find it some day in some musty old museum!

**This little bit of the News Letter is dedicated to Bob Campbell, who brought so many of you to a safe landing.**



## 82nd Fighter Group Association Newsletter

No. 17

August 1990

Dick Lingenfelter, Editor; Box 5541, Boise, ID 83705

help me paint the house and play golf with me now and then - I would hold on to my job with you until the lid is nailed down.

Actually, this is not a job -- it's a challenge -- and a challenge with FUN written all over it. But so does memoir writing, and gardening, and travel, and golf - but, jumpin' jehosaphat, I hate painting of any sort.

Guys & Gals! There's no use pussy footing around with this situation - so it comes down to COLD TOIKEY!

Sorry, Will, I hate to let you down and to go back on a promise - but this is my last 82nd Newsletter!

+ + + 0000000 + + +



# Hugh Lee Thompson

Lee first saw the light of day on March 1, 1923 (why, he's just a kid) in Carrier Mills, Illinois and graduated from C.R. High in 1940. He enrolled in So. Ill. Normal Univ. but dropped out in the fall of 1941 to enlist for Cadet training.

Lee earned his wings at Willie and graduated with Class 43D. He received his OTU training at Muroc and Grand Central Air Terminal in Glendale, Calif. (This all sounds familiar so far).

Hugh Thompson wound up in the 95th Squadron at Grombalia, Tunisia and promptly began to tear the Mediterranean Theater clean apart. I know this - not because Lee told me (he didn't) - but because I read it in the funnies! Just kidding. Actually, I read it in some of the chapters of the 82nd History Steve Blake sent me for proofing. (If you guys think this is just a pitch to get you to send in your pre-publication order for the 82nd History - you are right!)

Lee signed up for a second tour with the 95th as Squadron Ops. He returned to the States in September of '44 and became Asst. Base Ops at Luke. He was out on points in July of '45.

Thompson signed on at the University of Illinois in Sept. of '45 with the idea of becoming a Doctor of \*\*\* OUCH \*\*\*\* !! You guessed it, he became a Dentist in 1950.

After a year or so of practicing in his home town, Lee moved his drills (ooooo) to Phoenix and took early retirement there in '85 because of a bad back. If we can catch him now it will be in either to LA to watch a couple of grandsons as they participate in athletics or to Dallas where a two granddaughters are active in modeling and acting.

In 1967 Hugh served as President of the Association of American Dentists and he has been active in Lions, Rotary and RACES (Radio Amateur Civil Emergency Services).

Family: Wife, Jane (48 years); son, Hugh L. Jr. and Daughter, Chris.

All I can say to all this is WHEW!  
- RL

\*\* \* \* \* \*

## Hello Young Love

by the "Short Timer"

One of the "executive privileges" I have enjoyed with the job of Newsletter Editor has been the sharing of my "Works of Journalist Art" with selected friends and members of my family. This has been of no real cost to you because there are always extra copies printed. Knowing you guys, I'm sure you wouldn't mind anyhow.

I have four older sisters and each receives the 82nd NL. The eldest of these is Ruthie who is a gad-about of 82! She lives in a mobile home park near Warner Springs in Southern California. One of Ruth's neighbors threw a Christmas party and invited all the folks in the park. The neighbor also invited her own cousin Harry from Downey, Calif. - a young widower of 83.

Harry promptly fell in love with Ruthie!

One day while Harry was visiting Ruth in her coach he picked up the 82nd Newsletter. He immediately exclaimed, "Ruthie, were you a P-38 pilot?" Just kidding, again - but I had to do something to get your attention. Of course Ruth told him her brother was the editor of the rag.

To make a long story short, Harry Thorne was a lifelong Lockheed employee and was the Factory Rep for the 474th Fighter Group in Belgium. I asked Ralph Embrey (474th Group Ops) if the name was familiar. "Sure, Harry Thorne was our tech rep and on one occasion we went to Brussels together. Knew him pretty well."

In June, Ruthie changed her name from Kelley to Thorne!

\* \* \* \* \*



# PROFILE OF RAY CRAWFORD...

## SQUADRON VICE COMMANDER, RENOWNED FIGHTER ACE, CHAPERONE TO MOVIE STARS, INDY 500 RACE DRIVER, M RACE CHAMPION, ETC. HE'S DONE IT ALL!!

One of our most prominent Combat Pilots Association members is Ray Crawford, Vice Commander of the Orange County Squadron. Ray is very well known as a WWII fighter ace, a successful businessman and a famous former race car driver.

Ray Crawford (his full name) was born on October 26, 1915, in Roswell, New Mexico. His family moved to Alhambra, California in 1925 and invested in a grocery store there, the beginning of what became a very successful market chain. Ray grew up in Alhambra and still resides there today. He attended Alhambra High School, then transferred to El Monte Union, where he lettered in football and tennis. Ray went on to the University of Southern California, majoring in business administration and serving as president of the Chi Phi fraternity. After receiving his degree in 1939, he worked for his family's business, the W.H. Crawford Company, and by 1941 was a vice president and in charge of its personnel department.

As with most people who were alive at that time, WWII changed Ray Crawford's life drastically. In November, 1941, just before the attack on Pearl Harbor, he was drafted into the Army. December found him in training with the Coastal Artillery at Camp Callan, near San Diego. It was here, in January, 1942, that Private Crawford applied for a transfer to the Air Force and pilot training after seeing a notice asking for volunteers. After having been found to meet all requirements, Ray was accepted. (One of the requirements was that a cadet entering flight training could be no older than 26; he had made it with just a few months to spare.)

Ray was ordered to Thunderbird Field, Glendale, Arizona, where he received his primary flight training. He took his advanced training at Luke Field, Arizona (Class 42-1) and in October, 1942 received his wings and commission as a second lieutenant in the U.S. Army Air Forces. It was assumed that Ray, because of his advanced age (he was 27!) would be assigned to fly either bombers or transports, but he was determined to fly fighters. He volunteered for P-38s and, once again, his request was granted. His assignment was to the 329th Fighter Group, a P-38 training outfit which was based at various Southern California airports. For the next two months Ray flew with its 337th Fighter Squadron at Glendale, which was just a few miles from his home.

In mid-December, 2nd Lt. Crawford was ordered to Florida and from there, on Christmas Eve, to North Africa as a replacement P-38 pilot. Of the 23 pilots in Ray's replacement group from the 329th F.G., twelve were killed in action. Ray was assigned to the 48th Squadron, 14th Fighter Group at Berteaux, Algeria and flew his first combat mission

on January 12, 1943. Ray Crawford was now in the real war!

Less than three weeks later, the 14th Group was relieved from combat for several months to rest and reorganize. This was quite unusual, but the 14th had suffered particularly heavy casualties during the two and a half months it had been in action and morale had hit rock bottom; some of the pilots had even refused to fly any more. The recently arrived replacement pilots, who had flown very few missions, were transferred to the other two P-38 groups in the Northwest African Theater, the 1st and 82nd, both of which had also sustained heavy losses.

Thus it was that ten former 14th F.G. pilots, Lt. Crawford included, found themselves at Telergma, Algeria, home of the 82nd F.G., in early February, 1943. Ray and six others were assigned to the 97th Squadron.

Ray's first air combat took place on March 1, after nineteen Lightnings of the 82nd had taken off to escort B-26s which were to bomb some important railroad bridges just north of La Hencha, Tunisia. Lt. Crawford led the seven planes from the 97th Sq.

Five of the pilots in Ray's squadron turned back early due to various mechanical problems, as did more from the other squadron on this mission, the 96th. Ray's radio then failed and he was ready to return home, too, which would have left just one 97th Sq. P-38, piloted by Lt. Gerald Rounds. Ray flew up alongside Rounds "... and tried to signal him about the trouble. I even started turning for home, figuring he and the bombers would follow. But he apparently was determined to carry out the assignment. I thought at the time he should be either decorated or shot."

After the bombing, one of the B-26s, crippled by flak, fell behind. "A Messerschmitt 109 dived right past us and made a pass at the bomber, then started back into the sun with Rounds on his tail. Rounds got him. Then a second 109 roared in for a thrust, but I was in good position. Spinning right into him, I let him have it. As I climbed back toward the bombers, I looked over my shoulder and saw the Jerry pilot bailing out. A third 109 dived at us almost immediately. I repeated my previous procedure and, as I raced the Jerry back into the sun, I discovered the Lightning definitely out-flies the Messerschmitt. I fired away and saw him crash in smoke." (The quotes are from an interview Ray gave shortly afterwards.)

A total of five Me 109s were shot down and four more damaged by the 82nd Group pilots. Ray was credited with two "kills", for which he was later awarded the Distinguished Flying Cross. Due to an error by a newsmen, Ray was reported as having

shot down five fighters in this action. This story was widely circulated in the Southern California newspapers, subsequently causing him a bit of embarrassment!

On March 22, during an escort of B-26s on an anti-shipping sweep over the Mediterranean, many enemy fighters were encountered by the 82nd and five were claimed as destroyed, seven as probably destroyed and two as damaged for the loss of one P-38. Ray was credited with a "probable" Me 109; although heavily hit, its actual destruction could not be confirmed.

During April, 1943, the Luftwaffe and Regia Aeronautica attempted to supply the beleaguered Axis troops in North Africa by air — the sea lanes between Sicily and Tunisia having been effectively cut by the Allies. Huge formations of transport planes began plying their way back and forth. A number of these were intercepted by British and American fighters, resulting in aerial massacres. Ray was a participant in two of these actions.

Operation Flax, the Allied code name for these interceptions, began on April 5. While on patrol that morning, the 82nd drew first blood, followed closely by more P-38s from the 1st F.G. A large formation of Ju 52 transports with fighter escort was intercepted off Cap Con and 31 planes were claimed as destroyed, 15 by the 82nd. Lt. Crawford managed to shoot down one of the escorting Me 109s.

The April 10 mission was a duplication of that on the 5th, another 39 enemy aircraft, mostly transports, being shot down by the 1st and 82nd Groups. This time Ray went after the Ju 52s and shot two of them into the sea, giving him a total of five confirmed victories. He was now an ace!

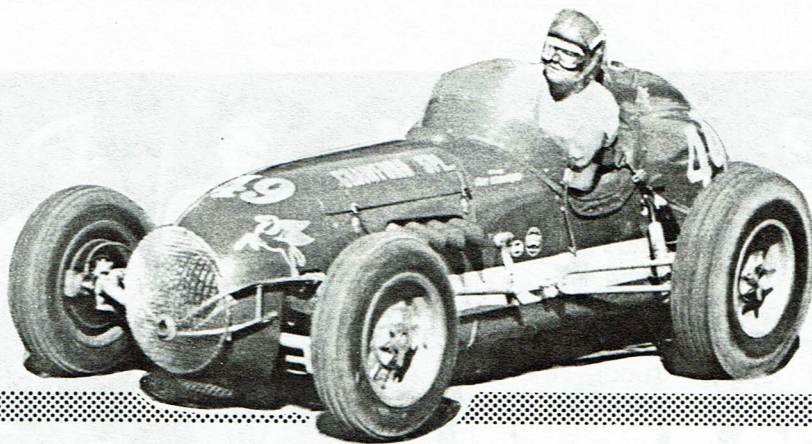
Ray's final victory came on June 15, 1943, when he shot down an Italian Macchi 202 fighter over Sicily during a bomber escort mission. His 50th and last combat mission (again over Sicily) was on July 5. Several weeks later he was sent home to a hero's welcome. Ray had a total of 170 hours of combat flying, six confirmed victories and one probable. His awards included the DFC and the Air Medal with 14 Oak Leaf Clusters. Ray had named his personal P-38 "Reluctant Dragon"; before he was assigned that plane he had flown another called "Dirty Gertie".

After a well-deserved rest, Ray was assigned to Santa Maria, California as a P-38 instructor pilot and later to the Lockheed plant (at Glendale again!) as a test and acceptance pilot. There he became a part of the P-80 jet program, along with famed Pacific ace Dick Bong. On August 6, 1945, Bong was killed in a crash shortly after taking off in a P-80, which was originally to have been flown by

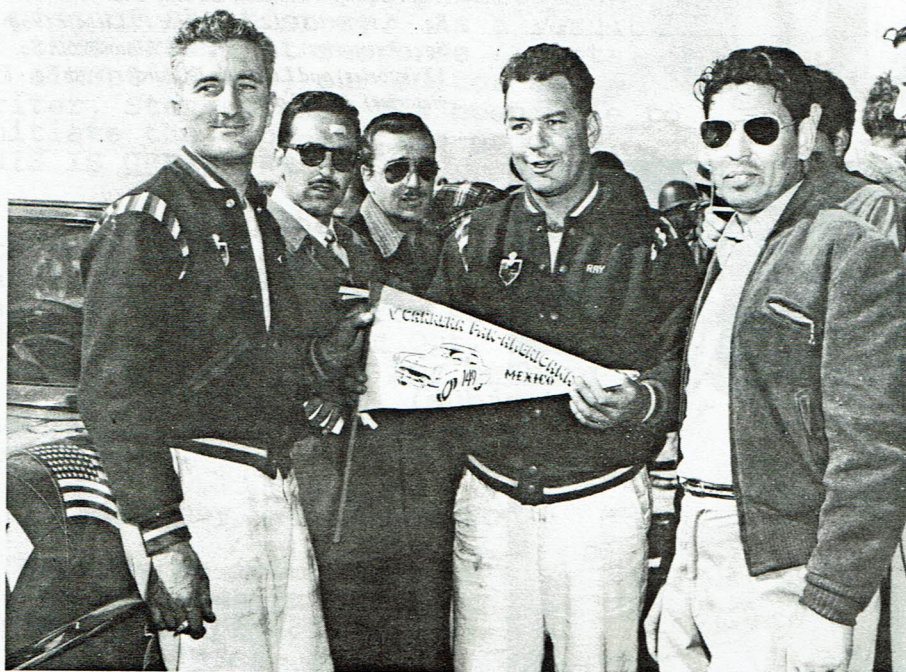
(continued on page 17)



# PAN-AMERICAN ROAD



Top Left: Ray and his mechanic (left) during one of the Pan-American road races in Mexico in the early fifties. The banner which Ray is holding pictures his modified Lincoln, #149.

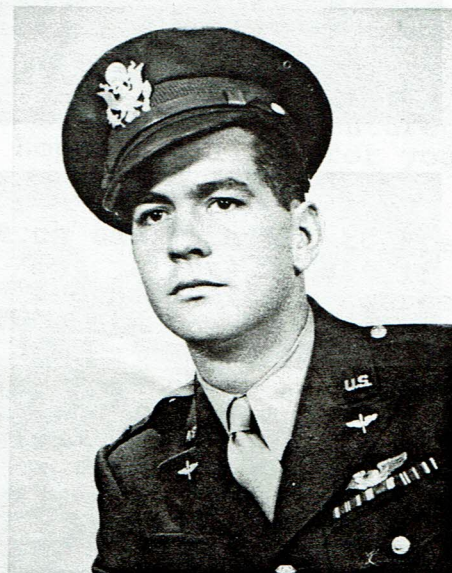
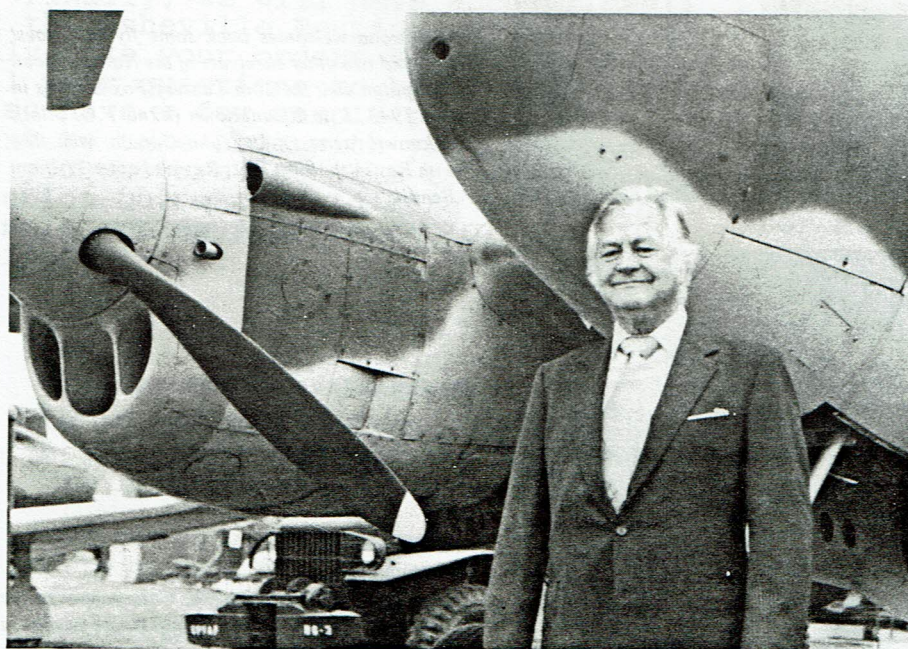


Bottom Left: Fighter Ace Ray Crawford, Orange County Squadron Vice Commander and President of Crawford Food Stores in Southern California, pays his respects to the bird that carried him to glory — a Lockheed twin-tail boom P-38, at Ed Maloney's Planes of Fame, Chino Airport, Chino, California.

Top Right: Ray and his Crawford Special in action on a Southern California dirt track.

Bottom Right: 1st Lt. Ray Crawford, USAAF, ace fighter pilot, shortly after his return from North Africa.

More photos on page 15.







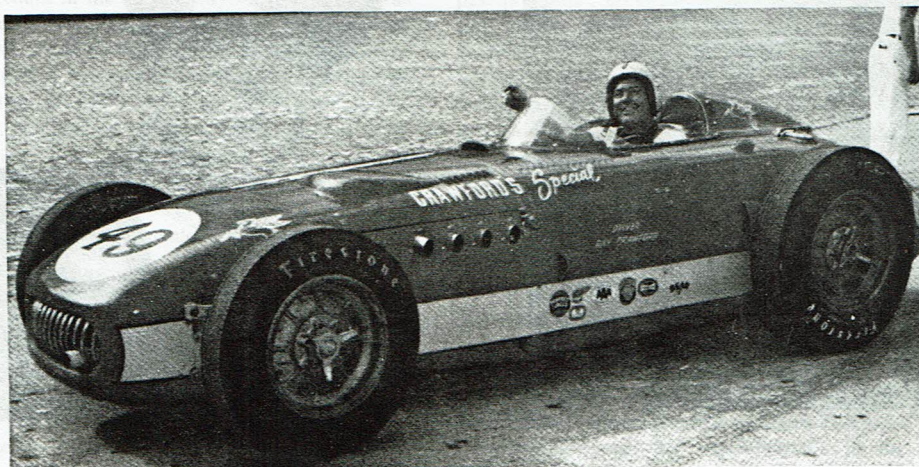
## RAY CRAWFORD PROFILE

(continued from page 13)

*Six aces of the 82nd Fighter Group, North Africa, July 1943. L to R: Lt. Ward A. Kuentzel (96th Sq. - 7 victories), Flight Officer Frank D. Hurlbut (96th Sq. - 9 victories), Lt. Ray Crawford (97th Sq. - 6 victories), Lt. Lawrence P. Liebers (96th Sq. - 7 victories), Lt. William J. Sloan (96th Sq. - 12 victories) and Lt. Louis E. Curdes (95th Sq. - 8 victories). USAF photo.*



*Hollywood welcomes back some flying heroes! Ray and two other survivors of the North African Campaign visit the 20th Century Fox Studios in late 1943. L to R; unknown (82nd F.G. pilot); unknown (actress); Lt. John Caputo, who flew with Ray in the 97th F.S.; Ray and actor William Bendix.*



*500 Mile Race.*

*Indianapolis, Ind.*

*Ray Crawford of Pasadena, Cal., winner of the tortuous 1954 Mexican Road Race, earned a starting position in the Indianapolis 500-mile Classic in 1955, and completed 275 miles before mechanical trouble resulted in his elimination.*



## 82<sup>nd</sup> HISTORY

This report is a two-edged sword:  
1) to bring all members up to date on progress made so far with our pre-publication sales of the 82nd FG History; and 2) to complete the information coverage to the remainder of the membership and associate membership (note: because of costs we had to limit our first mailing to a little over half of the membership).

As of July 26, 101 members have ordered almost 160 pre-publication copies of the history. As a result of this excellent response (a total of almost \$6,000) our editor and writer, Steve Blake, has been able to initiate the type-setting process. **THIS IS GREAT NEWS!!**

Please Note: The special pre-publication offer for members until Oct. 1, 1990 will be \$35 for the 1st copy and \$30 for each additional one. After Oct. 1 the pre-publication price for members will be a flat \$40 ea. (subject to change per order of 82nd History, Inc. Board).

It will pay you to act **NOW!**

You may be interested to know that one of our members has purchased TEN copies! We appreciate your confidence in us, Jack.

Finally, we will have accomplices at the Asheville Reunion who will not only take your orders but will answer all your questions to boot! We will also have a few sample pages of the text to take home with you (for those of you who are not able to attend the reunion but who would like to see the sample copies - write to 'Ol Dick in Boise).

~~~~~

The unidentified handsome dude in the middle picture on the opposite page is 96th pilot FRED WOLFE.

Fred has provided us with a copy of his diary he kept for part of his 96th tour of duty. You will find excerpts of it in the 82nd History.

\* \*\* \* \*\* \*

## SNOWMASS

Jack Duncan would like to have the record corrected regarding the account of 82nd Reunions as reported in the March 1990 Newsletter. He said, "Since there was no reunion in 1980 and none planned by anyone for 1981, Wayne Jorda sent out letters to members about their thoughts about a September '81 reunion."

Once enough favorable replies were received, the date was set for September 10-13 at Snowmass, Colorado.

Jack said the cost (including everything) of \$210 per each was well worth the effort as everyone had a good time. Jack said, "I played golf with Sattler and Vischer in Aspen and haven't played since."

Sorry Jack, I can't declare the Snowmass Reunion as "official" since 1) I ain't so authorized, 2) there was no "official" 82nd FG Association until '82, and 3) since Jorda sent letters of invitation to all "members" I will then consider my account of the "Birth & Nurture of the Association" dually amended. The March Newsletter account also indicated an '81 reunion in Corpus. This may be in error also. - RL

\*\*\*\* !!!!! \*\*\*\*

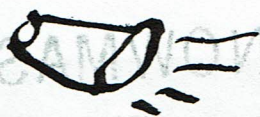
## Mess Hall Chatter

Today is July 29 and I'm just now getting ready to tie up all the corners of this monstrosity I'll be mailing out to you in a couple of days. It has been a real adventure for me and I hope it will be for you, too.

A few minutes ago I talked to Fred Wolfe (96th S/Sgt. Pilot) to see if he remembered the name of the actress standing next to him in the middle picture on page 16. His answer: Mary Anderson. Fred said there was a guy they didn't know who was running around the set (they had been invited to a studio while a movie starring Norma Talmadge was being filmed) trying to get into the pictures being taken of the P-38 Fighter Pilots. They thought he must be a stage hand. They found out later he was William Bendix!



# Mail Call



FROM JOHN ALLEN

I don't really know why I can't seem to find out about the pilots I had. There was M.R. Jones (one victory) and I believe he came from somewhere around La Cross, Wisconsin. Then there was Francis Dean from the vicinity of Stockton, California. These two don't seem to be remembered by anyone.

Annie and I are planning to see all of you in Asheville.

(Can anyone help John with some information on these pilots?)

\*\* \*\* \*

## FROM ONE PILOT'S HEIR

My father (a retired Col.) is a veteran of the 82nd and he will be a healthy 70 years old in October. The family plans on getting him one of the nice A-2 jackets\* for his birthday.

We are interested in patches, insignias, etc. that we can sew onto the jacket. Any information would be appreciated.

Also, I had a picture magazine about the P-38 and it contained several pictures of the 82nd including a scoreboard of the 95, 96th, & 97th Squadrons. The book was written by Gene Gurney who, I believe, was in the 82nd.

Hopefully, we can talk Mom & Dad into coming to the Asheville Reunion.

\* Available through the "The Cockpit" Clothing Catalog.

(Note: We didn't want to identify the pilot for fear of letting the "Lightning" out of the bag but we thought it was something we should share with you.

We put "?" in touch with Ted Kaufman in Santa Cruz, California.

Is anybody out there familiar with Gene Gurney or his book or both? If so, we would like to hear from you) Thanks (!)?!

\*\* \*\* \*

FROM BILL BRIDGEMAN

Fred Bingham sent Bill Atkinson's obit to us to read before sending it to you. Bill was in the same tent with Bingham, Robinette and myself.

(Note: One more excellent example of the "connectiveness" of our Association - thanks Bill & Fred)

\*\* \*\* \*

## FROM JERRY CAVANAUGH

I received my Newsletter this morning (March 31, '90) and while reading "Rough Air From The Link" I checked my file and realized I hadn't gotten my December Newsletter. It may have gotten lost at the P.O. We had a bad snow storm here (at the time Jerry lived in Cedar Grove, NJ) and just before that an ice storm so a mail truck may have slid into a gulch and we won't find it till June (italics mine - RL) and I would greatly appreciate getting a copy of that issue.

I lost three tent mates - 2 KIA and 1 POW. Hanlon & Roberts were KIA and Willie was a POW.\*

Appreciate your help and I'll see you in Asheville.

(\*Jerry is referring to 2nd Lt. Francis P. Hanlon & 2nd Lt. Chesla Roberts who, along with 2nd Lt. Robert S. Carpenter, were KIA on June 16, '44. All three were 95th. Jerry's "Willie" must have been 2nd Lt. Dan H. Wylie, 95th, who was POW on June 11, '44 and who was released before the end of the war)

\*\* \*\* \*

## FROM LEO FISHER (dated April 27)

(Ed's note: One of Leo's friends had visited Santa Monica, CA and he brought back a news clip about an auction of war planes at the Santa Monica Air Museum. One of the planes was an airworthy P-38 for which bidding was to start at 1.1 mil!)

(Fisher continued on page 19)



(Fisher continued)

Say, they're only asking a cool million for a P-38 -- maybe we could use the Association's treasury to make a down payment.

(Next letter dated May 14, '90)

Sorry to hear you were unable to bid on the P-38. I was hoping to be your crew chief. Callie has me working on a yard sale at the time so I can't bid on it either.

Probably just as well because with your "Link" training and my crewing our Lightning would probably wind up 600' under snow and ice in Iceland.

(On another and more serious note, Leo sent me a copy of a piece he prepared entitled "The Flag and the Pledge of Allegiance". Leo, it's very good and if I have room, the rest of our guys can enjoy it also -- RL)

\*\* \*\* \*

#### FROM ROS HARDING

Your reporting in "Band Aid Blues" of my operation was in error. I had triple hernia surgery and it has been a long, painful and restrictive recovery. (Note: The error was due to my lack of paying proper attention to my mail. He had described his operation in the Xmas card he sent - RL)

In Feb. I drove over to the Chadwicks in Largo and then Chad, Mary Ann and I drove down to Ruskin to visit Meredith and June Kingery. We all had a nice visit and dinner together.

(Again, and I enjoy harping on this continuing theme, our Association has created this and similar opportunities throughout the country for members to get together wherever - just for visiting and remembering. opportunities throughout the country for members to get together wherever - just for visiting and remembering. I think it's Super. There's more. -- RL)

\*\* \*\* \*

#### FROM "STUMPY" HOLLINGER

##### Back to Foggia From Poltava

When our mission to Russia was completed in 1944, there was a plane leaving for Italy with only a few seats available and these were taken by the five officers in our 82nd Detachment. When they boarded they said, "Stumpy, you bring the men (meaning, of course, the enlisted men) home!" Well, who was I to say anything else but, "Yes Sirs!"

We finally got away from Poltava on a C-87 and made it to Teheran without any problems. We got into some permanent tents for transients and all went well. However, one of the M/Sgts. wanted to go to town and I told him I wasn't qualified to sign a pass but I'd get him one. I found an ATC Lt. I knew and got a signed pass for the M/Sgt.

The next morning the CQ came to my tent and handed me a chit! I asked what it was for and was told my M/Sgt. had gotten into it with the MPs and they wrote him up. I asked the CQ what I should do with it and he said, "Well, if it was me, I'd tear it up." I thought that was a capital idea so I followed his advice.

We got out of there the next morning on a C-46 and wound up in Cairo. I had bought a case of vodka in the USSR to distribute among the clubs back at our base but some dumb Limey dropped it on the ground and broke all but three bottles.

I saw the right people at Cairo's Paine Field and got us a place to stay. When we were settled, five or six of our guys wanted to go to town and have dinner at Shepards Hotel. Knowing these guys hadn't been loose for a while and fearful I could lose someone - I decided to go with them..

After dinner we were walking down the sidewalk on a wide street and here comes about 50 or 60 Red Caps (Limey MPs) and they were running! In Cairo! In August!

I asked some guy what the Red Caps were in such a hurry about and was told some Limey outfit was tearing up



# From Bread & Water to the B-2

## GEORGE SCOTT

George was born in Philadelphia, PA but grew up in San Diego where he graduated from San Diego High in 1939. He enlisted in the Army Air Corps so he could become a flyer and consequently was presented his wings in May of '42.

Out of the 50 cadets in his graduating class only four were selected for P-38 training. He first was assigned to the 55th Fighter Squadron in the State of Washington but was later reassigned to the 96th Fighter Squadron in August of '42 - just before it was to entrain for the historic voyage on the Queen Mary.

While the group was waiting for the arrival of its P-38s, George got to fly a Spitfire while providing cover for the Queen Elizabeth as she approached Ireland.

On about his eighth mission, George's P-38 sustained flak damage and he lost all his hydraulic pressure but was able to return to Telergma for a "wheels up" landing and both props feathered.

After several weeks in a British hospital he was able to return to his squadron. Several missions later, while covering B-26s over Bizerte (Dirtie Gertie was from Bizertie), George's plane was again hit by flak which got both engines. As his beloved P-38 was in flames, George had to bail out and after dangling a few moments in the Tunisian blue sky, he landed smack dab in the middle of Rommel's Tank Corps!

### POW Time

While a POW in both Poland and Germany, George experienced the seven stages of "HELL" and was placed, on one occasion, in 'solitary confinement' for four months by the dreaded Gestapo for a crime punishable by death!!

Later, he made the infamous forced march through Germany so the Krauts could keep the POWs from being liberated by the Russians.

### Back in the States

George remained in the Service until he retired as a Colonel in 1970. Some of his assignments included:

- Instructor in P-47s, P-51s & P-80s
- Attended Meteorological School at U. of New York
- Flew B-50s with the 2nd Bomb Wing
- In 52-53 flew a tour in F-86s with the 4th FG at K-14 in Korea
- Earned both a BS and an MS in Aeronautical Engineering
- Assigned to Space Systems Command in L.A.
- Assigned as Task Force Command in Vietnam
- Assigned to Wright Pat and the was returned to Space Systems Div. where he retired

Worked in Space Industry in several programs - culminating his career by working on the B-2 (Stealth) Program.

George has served as President of the LA Chapter of the American Institute of Aeronautics; President of the Retired Officers Association (LA Chapter); and President of the LA Chapter of the Armed Forces Management Association.

### Family

Wife - Elaine (best friend of 43 years)  
Sons - Theodore, Howard, Bryan & Willard

\* \* \* \*

(Ed's note: I met George at the San Antonio Reunion when I was helping Tom Kelly & Jerry Loewenberg at the Registration Table. I couldn't help but notice a tall, dignified man with a 96th name tag. It said, "George Scott, Los Angeles." I caught up with him and asked, "What part of LA?" He said he really didn't live in LA but in a little town north of it. "What town?" He said I wouldn't know it but it's Thousand Oaks. I told him my daughter lived there and also a former college roommate, Dr. Baskett. George said, "Oh we know Dale Baskett!")

John De Phillip, a pilot in the post war 97th, has found a source for a flight jacket with a 97th insignia painted on the back. It is really a beaut! John's address is:

650 Ivy Street  
Glendale, CA 91204  
(818) 246-3975



(Stumpy continued)

a few joints, turning over cars and pushing a tram off the tracks. Naturally, a couple of my guys wanted to go and watch the fun but I set a course 180 degrees away from trouble.

We walked around for a while and then got on a tram and went back to Paine Field.

We left the next day on a C-47 and, with a fuel stop at Bengazi, got back to the 82nd with no more difficulties.

I was happy to get back with no losses!

(Ed's observation: One more instance why the 82nd was such a great outfit - we had super COs from the tallest to the shortest! Would and of you out there wish to add to Stumpy's story?)

\*\* \*\* \*

#### FROM TED KAUFMAN

Just a line to tell you how much your writing efforts have meant to me. As you know, I didn't make it to the Queen Mary Reunion because I had five arteries blocked for which I was in the hospital. Right after the operation on the arteries, I had a heart attack and I was rushed right back into the hospital for an encore.

Am feeling great now except for a few things that bother me. For example, my cardiologist wants his fee up front and the undertaker wants my measurements. The undertaker calls daily to see if I'm still breathing and I'm going to the pharmacy to get a prescription to stop "his coffin". The members of my family are already wearing black shoe laces.

I do not think it's possible for anyone to surpass you in researching people, places, buildings, etc. as you have done, and you have always made my day when I have received your newsletters and I am saving each one.

They have helped me get in touch with my war buddies - which was not possible in the past. All good things come to an end and we will miss your excellent efforts as you wind things up with the August Newsletter.

Thanks so much for letting me relive the experience of being in the 82nd Fighter Group and especially the 96th Squadron.

-----

Dear Ted,

You can't know how much your very generous letter has warmed this old grouchy heart. Actually - not much! You see, what has happened is this: when I gathered four or five months of letters together in preparation for this "MAIL BAG" I could see I was going to have an editing problem with the many comments that were somewhat similar to yours.

I decided to simply delete all the emotional appeals to my loyalty and the suggestions as to where I could go and what I could do with my typewriter. I was going to be a good little reporter and keep my cool and objectivity.

What I've really been trying to say, Ted, is that there have been many of our members out there, like yourself, who have by letter and by phone led me to believe I have made a creditable contribution to the guys and gals of the 82nd. This is what I started out to do at the outset and I'm gratified that so many of your friends out there have led me to believe I have succeeded in contributing to the strength and vitality of our Association.

But Ted -- please, let's don't forget the groundwork laid out by a large number of the 82nd members who - without a lot of fanfare - have gone about their various jobs while building a great Association for which and within which I could work. They also don't have mouthy typewriters.

There's no question in my mind, Ted, that you and I are privileged to belong to the greatest military-related Association in the country and this can only be because of the quality, the warmth, the generosity and the real friendliness of all its members (even including Ol' George)!

Thanks Ted, anyway, and I really appreciate all the good words from everyone.

\*\* \*\* \*



FROM LES KOCH (via "Charlie"  
Charlton)

When we left the Queen Mary last year, we fully expected to see everyone in North Carolina this year. However, at Christmas time we received an offer from a personal friend in Germany who is using his three week vacation to tour us through Europe. It was an invitation we couldn't turn down so we'll be unable to make it to Asheville. Will tell you all about it in Denver next year. (Is that a promise, Les?)

\*\* \*\* \*

FROM JOHN KOSTYO

(I receive a lot of letters from John - as I do from many others in the 82nd F.G. Association. He not only furnishes information about many of your's and my friends but he also gives me heck when I'm in error. Some of the info in the "Band Aid Department" is gleaned from John's letters. Also, I got on him about the soft life the radio mechanics led during their stay overseas and that brought out the competitive nature of the old rascal and so now all you dit dot ditters in the 95th, 96th & 97th can know you have a champion in Munster, Indiana to uphold your dignity.

Here's a little excerpt from one of John's letters for all you pilots who relied on that little black box that watched over you from take-off to landing. Er - uh - I misplaced the letter so we'll have to go with my version - RL):

Dick! Come off of that stuff about the radio guys sitting around playing poker all day or chasing the girls in Foggia. There was more to keeping those radios going than you think.

That radio was the Bendix SCR (for Signal Corps Radio) 522 and it was a four-channel, FM, compact, crystal controlled baby! It's specs called for a 250 mile range but do you know what we did? We fine-tuned each one of those black boxes so they would have a range of 750 miles!

So lay off the radiomen or I'll shoot down your Link Trainer. I just might anyway!

\*\* \*\* \*

FROM MEL MULLIN

Here is the list of members who attended the Reunion of the 95th MAC FTR TNG Squadron at Tyndall AFB, Florida from March 29 to April 1:

Charles & Dorothy Adams  
George & Joan Bowers  
Mel & Vi Mullen  
Monty Powers & Daughter  
- plus -

Three renegades from the  
96th - Francis Chapman,  
Hank Phillips & Dixie  
Sloan.

\*\* \*\* \*

FROM SYLVIA OSTRONIK

Congrats on another interesting newsletter. I'm sure you are aware by now of the incorrect phone # for the Radisson Hotel in Asheville (actually I wasn't - but I heard from Charlie the next day - RL)

I had a pleasant conversation with the lady in Asheville who said, "Honey, you are about the fifth caller I've had."

Since there wasn't enough room at her house we have decided to stay at the Radisson.

(letter # 2 from Sylvia)

Thought you would like to see this article about the recent sale of a P-38. (It went for \$1.6 mil!)

Dick & I helped out with the registration at the P-38 Association National Meeting (May 18 - 20) but we didn't attend as it was too expensive.

There were seven 82nd members present: Chappie Chapman, Joe Malejki, Al Schneider, Gene Sidwell the Reunion Chairman, Lute Thompson, Jack Walker and Dick Willsie (Dick was the panel chairman for the Sunda meeting).

Looking forward to seeing you at Asheville.

\*\* \*\* \*



FROM OSCAR POINDEXTER

I am going to try to make it to the Asheville Reunion if nothing more sets in.

One of my boys found a magazine on the local newstand (Clemmons, NC) which had "Volume 2 of Victorious Eagles" in it. It was part of the diary kept by T.J. Abberger of the 97th.

I found it to be quite interesting. He was a little off on some of his dates but was otherwise pretty close.

I have been planning on sending in \$s for a Life Membership but have just finished building a new home and so far have managed to dodge a mortgage.

I had quite a lot of my things, including all my radio equipment, guns, clothing and other things, destroyed by fire about a year ago and am having difficulty getting over the unusual loss.

*(Ed's Note: Oscar and Bruce Ireland were the two principal operators for the Group's Homer Station and I enjoyed his companionship during my brief tenure with the station - RL)*

\*\* \*\* \*

I'm a Protestant but I don't select my friends on that basis. Once here in Boise a Jewish friend invited me to preach a sermon in his Synagogue. He left town before I could comply.

Lately I've cultivated a friendship with three retired Catholic Priests. Two of these I met while riding my bike around the neighborhood. The third I met in this fashion:

When he answered the door at my knock I said, "Excuse me sir but I was told you could identify one of the bozos in this picture (I pulled it from my pocket and handed it to him)." "Why certainly young man." Then he looked and then exclaimed, "Oh Dear! Why that's my brother, Larry Peplinski!" It's a small small world!

- RL

FROM BOB RANDLE

I am one of your 82nd charges that has yet to make an annual get-together. Perhaps this will be the year! (We hope, Bob!)

I am writing to see if you have any P-38 pins left. (We did and we sent him one)

I wonder where Jim Dolan is (97th). I've got a great story about a "head-on" he had with another P-38 while circling to rendezvous with bombers. I was his wingman (my third mission) and he was a wild one.

I was also on that mission to Yugoslavia when Col. "Curly" (Edwinson) led us right by a German column (which put up a lot of flak as we went by) and right into the Russian one. I've seen his account of that and it is pure baloney. Bob Pflueger (97th) was along, too, and he would agree.

\*\* \*\* \*

FROM RALPH W. SIMPSON

While enjoying the March Newsletter I noticed the name of S/Sgt. Wm. W. Connor (95th) who was killed in a flying accident in June 1942.

The following may or may not pertain to Connor.

I recall the plane of which I was Crew Chief had disappeared on a flight off the coast of Southern California (we were at Biggs Field). The two-plane flight took off at approximately 4:30 AM on an alert to investigate the report of a possible submarine off the coast.

Shortly after sun-up each pilot reported sighting separate objects. The two separated to check each object and my pilot was not seen again and extensive searching turned up no sign of the craft.

The other pilot, who was the flight leader, said it was possible my pilot was blinded by the rising sun - or its reflection - and failed to pull up in time.

I do not recall the name of either pilot.

\*\* \*\* \*



# THE FLAG & THE PLEDGE

by Leo A. Fisher

Congress adopted a flag code in June, 1942. It was the first set of rules for use and display of the flag since the nation was founded. A revision of the code was adopted in the following December and the "Pledge of Allegiance" became part of the flag code.

One of the most important parts of the flag code, and the one most often violated, is the display of the flag after dark. If the flag is displayed after dark - it is to be flood-lighted.

The Pledge of Allegiance is 98 years old. It has been rewritten three times since it first appeared in an 1892 issue of a weekly magazine, "The Youth's Companion". Religious and conscientious objectors have attacked it in the courts and heirs of two men squabbled over its authorship for 65 years. It took a special research committee of the Library of Congress to settle the dispute.

In 1892, editors of The Youth's Companion asked a national convention of educators to plan a program of youth celebrations in commemoration of the 400th anniversary of the discovery of America. A committee, headed by Francis Bellamy - an editor of the mag - met in Boston.

As a result, the magazine printed "The Youth's Companion Pledge", a 23-word statement which was to be recited in all classrooms as part of the Columbus observance. Chicago pupils met Oct. 19, 1892 to hear President Benjamin Harrison read a proclamation opening the Columbian Exposition. Then, with fingers to their foreheads, the pupils recited: "I pledge allegiance to my flag and to the Republic for which it stands, one nation, indivisible, with liberty and justice for all."

The pledge idea appealed to educators and, within a few years, most schools began their morning exercises with Bible readings and the pledge.

Today, no one can be compelled to recite the pledge or even stand during the ceremony. In 1954 Congress added the words "under God" after "one nation" and the new wording has been popular with labor unions, churches and patriotic organizations.

\*\*\*\*\*      \*\*\*      \*\*\*\*\*

(Leo & Callie are members of the **EXCHANGE CLUBS of AMERICA** and, in the process of being involved in his local chapter's community activities, Leo researched and prepared the above material. For space needs I had to cut some interesting material but what remains leaves some insights for us into the background of our "Old Glory". All the more reason to take care of it with Honor & Respect. -- RL)



FROM "IZZY" ROBERTS

(via phone call to Glen Woodward)

Glen, do you remember the girl we met while we were stationed at Eglinton, Northern Ireland?

"No, not really."

Sure you do. A beautiful girl with long, blond hair. How could you forget her?

"Oh, yeah, yeah. Now I remember her."

Well hold on a sec and I'll let you talk to her!

(Eds note: The info is sort of sketchy but the long and the short of it is that after the war Izzy (or Ike) went back to the Emerald Isle and claimed Priscilla for his own. Pretty romantic, I'd say - RL)

\*\* \*\* \*

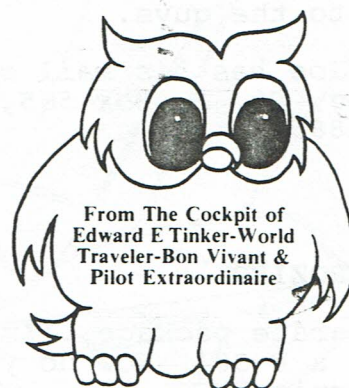
FROM FRED STEINBERG

(Eds note: Fred sent a whole lot of time-yellowed newspaper clips some of which report on the exploits of P-38 exploits in the Mediterranean Theater during WWII. I haven't yet had the time to give them proper attention but, down the road, they should see some space in the N.L. Fred also suggested some things I could with my typewriter! It's good to have crew chiefs like Fred to keep editors in line and presses running smoothly. Seriously, we have depended heavily on members like Fred to keep us furnished with interesting material - RL)

\*\* \*\* \*

You doggies out there who were in the 97th - do you remember a guy by the name of Bill McSpadden? He is listed in the 97th roster as James William S.

I would appreciate any little tiny bit of info any of you could send me. I will tell you why in a special article I intend to write for a subsequent newsletter. It will knock your ears out! *~~~~~ R.L.*



FROM JOE STANOVICH

Thanks for sending me the newsletter and for taking the time to contact me.

I do want to receive the newsletter but I don't have Roy Norris's address with me. Please send my address to him with the enclosed check.

We have been on the road since July of '89 and we are looking for a place to buy a home so we can settle down. I think we are going to look at a place on the Crooked River - twelve miles north of Redmond, Oregon.

We have been around Lake Mead and Vegas for a long time and while we were in Vegas I figured if I could build a drying tower and a table for packing our chutes in Africa out of belly tank crates I could figure out a system to beat the odds in Vegas.

So after much thinking and head scratching I worked out a plan and last night I went to a casino and BOY did it work! I took them for everything I had. I came out as dry as the chutes did in my drying tower in Africa.

Thought we would make it to the Queen but our house was sold out from under us in Huntington Beach so we had to make other plans. It doesn't look like we'll make to Asheville either.

(Stanovich continued on page 26)



(J S. continued)

Thanks again and best of everything to the guys.

(Eds note: Joe has his mail sent to his son Greg, Rt. 2, Box 565, TWISP, WA 98856)

\*\* \*\* \*

FROM BUD STROZIER

In a separate package, I'm sending you a P-38! How do you like them apples?

(Eds note: "Hey, I thought to myself, maybe all these years of typing my fingers to the hambone are finally paying off." So I waited patiently and finally it arrived - in a very small envelope!

It's about an inch and a half long by approximately a half inch wide. It appears to be a miniature P-38 wing [the right hand one] complete with a wing flap and a hole at the wing-tip for the crew chief to attach a tether to - but everything else is gone: nacelles, landing gear, armorer, pitot tubes, Kostyo's SCR 522, Monahan's tools, tail fins! I ask myself, "What's going on here? Is Buddy flying on a single engine with a sputter?"

Then I read further into his letter)

You see, Richard, when I was flying back to OK City from Boise I read an article in Delta's magazine on Army Chow and what got my attention was the bit of information that the can opener carried by the GIs during WWII and was attached to their dog tag chains was known as a "P-38"! So I went to the Army Surplus Store and bought us each one.

Happy beans!

\*\* \*\* \*

FROM JIM SUMNER

(Eds note: Jim really didn't have anything to say - he's just nervous about the Post Office Department and wants to keep it afloat.

It's good we have people like him to keep mail carriers hands busy.

Jim has been a supporter of both the Slugging Desert Jackrabbit and 82nd FG publishing efforts so I get many letters from him.

Jo Ann and I stopped at Jane and Jim's pad in Sedona, AZ a couple of years ago. Jim was elected to Sedona's Fire Department's Board and is currently wrestling with a large budget)

\*\* \*\* \*

FROM ED TINKER

I know I don't write to you very often but don't worry - I don't write to "Dear Abby" at all. I just want to make a few comments on articles in the last newsletter. Very good issue!

On page 9 is an article about the 58th Fighter Group and I need to say Major C.L. Tinker Jr. was my cousin. His father, Major General C.L. Tinker was the first American General killed in WWII. To add to his family's casualty list, his son-in-law, Lt. Col. Bill Brugge, was shot down in one of the early B-29 raids on Japan in 1944. It was found after the war, from Jap records, that he was tortured to death.

On page 10 - from the Gold Star List - about Capt. "Pop" Corning. I was the one that drove "Pop" to the Bomb Group field so he could go on that fateful flight and it was a terrible shock when he didn't come back.

To top it off, I got reprimanded for getting back to camp late with the C.O.'s Jeep. "Pop" did get back to the States.

On page 16 re the letter from Ted Papermaster. The pilot he mentions as having been killed on a motorcycle was Lt. Reid Fellows of the 97th Squadron - exactly two years after Pearl Harbor.

Thanks for listening and good luck in your endeavors - whatever they might be.

\*\* \*\* \*



# My Friend

by Angelo Michael Sorentino  
448th Squadron, 321st Bomb Group  
(reprinted from "MEN OF THE 57th")

Around the corner I have a friend  
In this great city that has no end.  
Yet days go by and weeks rush on,  
And before I know, the years are gone.  
I never see my old friend's face,  
For life's a swift and terrible race.

He knows I like him just as well,  
As in the days when we raised hell.  
We've settled down, we were younger then  
Now we're tired, busy men;  
Tired of playing life's foolish game,  
Tired from trying to make a name.

Tomorrow, I say, I will call on him,  
And when I do - he isn't in.  
I was later, perhaps 'tis fate,  
He called and said he couldn't wait.  
So tomorrow comes and tomorrow goes,  
And the time between us grows and grows.

Around the corner - yet miles away  
A telegram arrives today,  
Saying, Williams's passed away.  
Why play the game to such an end?  
TAKE THE TIME TO REACH YOUR FRIEND.

~~~~~

(Ed's note: I've included Angelo's well chosen words not because he and I had been in the same B-25 squadron - though at different times - but because those words are the best I've read that stress how desperately important it is for you and me to reach out - for just a moment - and let some one know you remember. Else, how would he ever know you do remember?

Thanks, Angelo)

Note: Angelo lives in Philadelphia.

My good friend, Phil Marshall, worked with a U.S. Army Photo & Cartographic unit in Italy during the time we were there & he furnished the maps at the right.

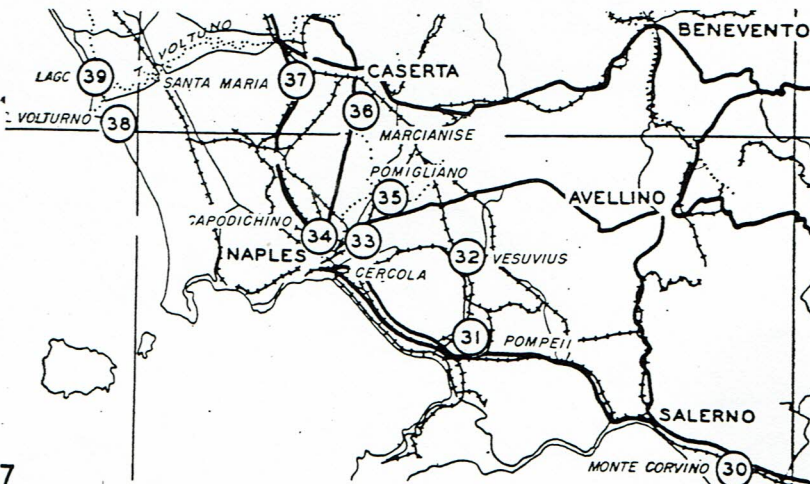
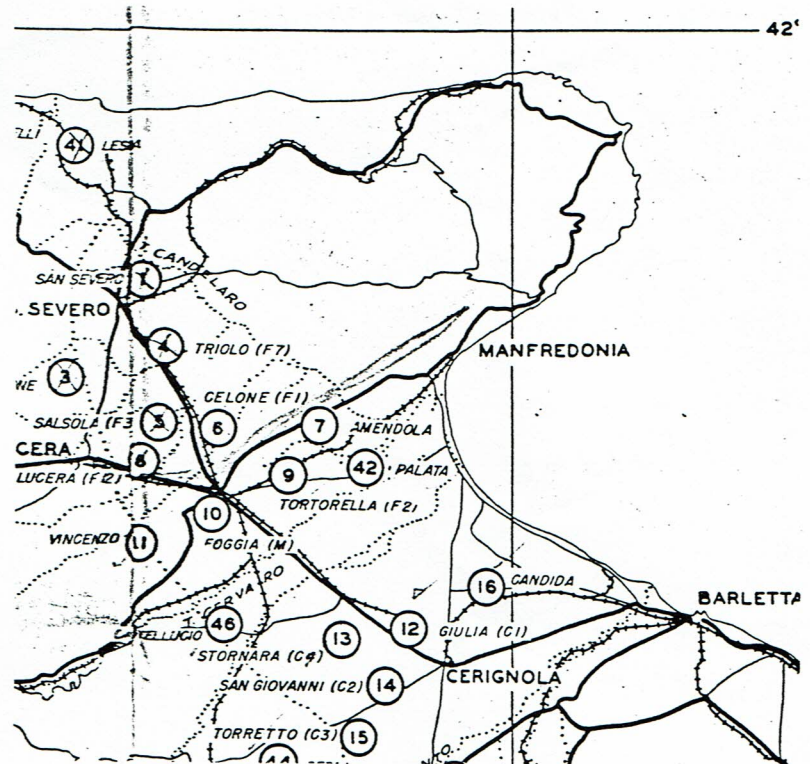
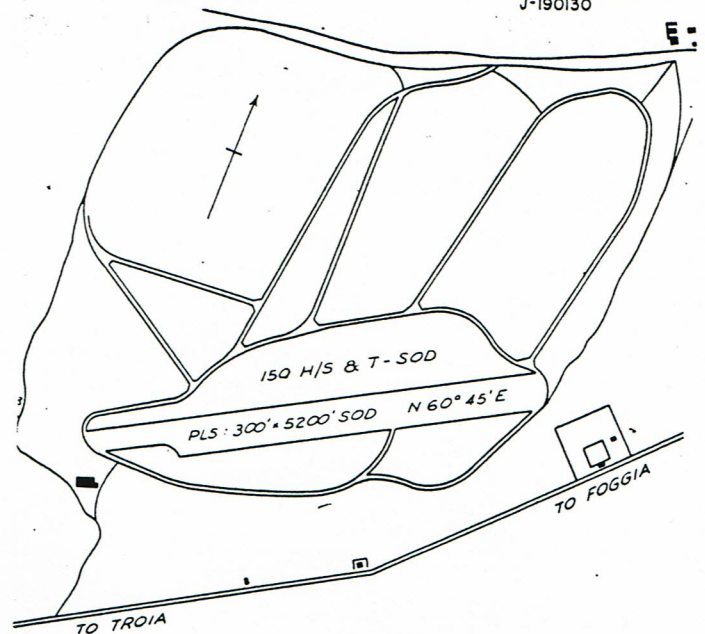
Phil and I worked together for ten years in the Bureau of Land Management (U.S. Dept. of the Interior) here in Boise. We collaborated on a number of projects over the years - but this is the best. *R.L.*

B L M B L M B L M B L M ! 27

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# ASHEVILLE

One of the three main reasons for our Association Newsletter is to hype the **ANNUAL REUNIONS** and, since Jorgie came out with NL #1 soon after the Denver Reunion in '84, it's our opinion the NLs have done an admirable job in getting you guys to our gatherins. Proof of the puddin is that **64%** of the membership listed on the current Association Roster have been to one or more reunions since and including Denver. How about that buster? 50% of our Honorary and Associate members have attended one or more reunions.

We must be doing something right!

**CHARLIE CHARLTON** reports lots of interest for Asheville but says he would like to see more \$\$\$\$s show up in Hendersonville from you all. So dust off your safes - if you haven't already - and relieve some of our Host's money woes.

In case some of you are poor navigators and have lost your pre-registration form -- use the one at your right.

"CHOLLY" SAYS -

1. "You cain't be two places all at the same once on Friday PM. You need to choose either "Shop Until You Drop" or the "Cradle of Forestry".
2. For You Golfers: You will pay for a cart whether you prefer to walk or not. This cloud has a green lining, however, as the carts have to stay on paths so you'll get a lot of walking anyhow.
3. The band for the Sat. Night bash is vintage Glenn Miller and is made up of a bunch of real old guys like we'uns.
4. See enclosure for more info.

\*\* \*\*\* \*\*

82nd FIGHTER GROUP ASSOCIATION  
ASHEVILLE, NORTH CAROLINA

## 1990 REUNION REGISTRATION FORM

Your name \_\_\_\_\_  
Spouse's 1st Name \_\_\_\_\_

NO. AMT

Registration \$85.00 ea. \_\_\_\_\_  
Inc., Biltmore Estate  
Tour, lunch, winery;  
Stanley's Blue Grass &  
Barbeque; Banquet &  
band; Reunion souvenir;  
tax & gratuity on meals.

Shop 'Till You Drop  
\$6.00 ea. \_\_\_\_\_

Cradle of Forestry \$6.00 ea. \_\_\_\_\_  
Inc. admission

Sunday Brunch \$10.00 ea. \_\_\_\_\_

Golf \$25.00 ea. \_\_\_\_\_  
Cart \$10.00 \_\_\_\_\_

TOTAL AMOUNT \$ \_\_\_\_\_

Please send this form, and check made out for total amount made out to 82nd Fighter Group Association, to:

Charlie Charlton  
12 Springside Dr.  
Hendersonville.,  
NC, 28792

Some of you have asked what Tom Pugh is up to.

A 95th pilot, Tom lives near Burnt Ranch, California which is east of Eureka and near the Trinity Wilderness Area. No freeways for him.

Tom has a little business going he calls "LIGHTNING GRAPHICS". One of his clients, Reuben Koivuniemi (96th), said he would certainly vouch for the quality and the reasonable price.

\*\* \*\*\* \*\*