

## 82<sup>nd</sup>'s MISSION TO ASHEVILLE

## BIG BIG SUCCESS

THE N E N E GH T E R

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Charley Charlton

Ginny Charlton



The Team



Jim Charlton

Red Swearingen

Another 82nd Reunion is history - and wasn't it one of the great ones! Charlie Charlton and his scintillating family couldn't have done a better job of planning for our comfort and pleasure and then manning (and ladying) their "battle stations" for 4½ long days with the end result of everyone having a ball. **AND** their efforts really paid off!



Libby

Young







#### The Locale

The setting Asheville offered us was matchless! Any approach to the city has neck twisting scenery and the activities Charlie planned exploited all aspects: The Folk Art Center, The Biltmore House, The Cradle of Forestry, Deerpark Restaurant (and what a meal!) and, finally, "Stanleys"! **SUPER**.

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### NEWSLETTER EDITOR DICK LINGENFELTER

P.O. Box 5541 BOISE, ID 83705 (208) 344-7742

# ST. LOUIE - THE BIG NEWS!

# Charlie & Bette Pinson will be our hosts for the 1992 REUNION in the Gateway City to The WEST!

Some irresistable forces prevailed upon Charlie and Bette (prounounced Betty) with the pleasant result of their invitation to all of you 82nd folks to gather in their fair city to talk and sup and play and tilt a tot or two sometime in the Fall of One Nine & 92.

A solid date has not yet been set mainly because the hotel has not yet been nailed down (hope it was before the other day's hurrycane hurried). One thing you can be sure of and that is we will be downtown instead of near the airport, in Fontenac or East St. Louie.

Also, there will be parking for RVs but no passes to Leavenworth - we don't want to lose any of you.



### DENVER INFO

The Great Swami of Denver predicts another great 82nd Reunion in '91. He said, "Everything's on the G R E E N and we're going full speed ahead!

Ralph, Slick Morgan and spice are headed for Spain in late January to fight windmills. He said they will return in time to launch a full-scale campaign to get all you peons lined up for the Denver Reunion.

Ralph urges you to study the Reunion agenda (found in the nether parts of this document) and be ready with your bucks and your bods come August.

\* \* \*

#### OBITS

Mary Ann Chadwick
Mary Ann died October 16, in
Largo, Florida, of cancer.

In the December '87 Newsletter we wrote of Mary Ann's and Chad's almost fatal accident in Arkansas while on their way to the Boise Reunion. Mary Ann suffered a broken leg at that time and it was not long after that she discovered she had cancer.

Mary Ann & Jo Ann L. had a long chat during the Queen Mary Reunion and, at the time, Mary Ann said she felt she had the problem under control.

#### Thomas Donohoo

Tommy, a 96th pilot from Ozark, AL, fell about three months ago (in August) and broke a hip. The word we received was that the injury required surgery and it was feared such was dangerous because of Tom's emphysema. At first it appeared the surgery was a success but about a week later Tommy died.

Both Tommy & Ruth had attended recent reunions with various aches and other disabilities but they didn't let little things keep them away. Tom will be missed by all of us, but we sincerely hope Ruth will continue to join us at our Reunions as we need her big smile and her bubbling personality.

Michael A. (Tony) Focareto (The following note from Albert G. Flick reported Focareto's death):

I'm sad to report the passing of Tony. He was one of the "4Fs" - Fisher, Flick, Focareto & Ford - all from Ohio and all lived in the same tent.

Tony died August 31 after serious surgery.

The loss of Tony brings to mind how many good friends and fine peo-

ple we were privileged to know during our service with the 82nd F.G. & the 96th Squadron.

William S. Hooper

Bill, Flight Chief and charter member of the 96th "Muroc" Squadron, lost his long battle with diabetes and, more recently, cancer and loss of vision. Bill and Sybil had planned to be with us in Asheville but his condition worsened and he died October 9.

Bill was elected Vice President of the Association two years ago but soon after became too ill to serve. Bill was born in Plano, TX and after two careers - one in the Service and one teaching in Dayton, Ohio - he moved to Luling, TX where he served several terms as Mayor.

A quiet man with a warm smile for everyone, Bill will leave a gap in our ranks that can never be filled. We urge Sybil to continue sharing her friendship with us at Denver and in future reunions. \* \* \*

#### Earl C. Jones

Ninety-sixth Crew Chief Earl Jones finally reached the end of a long, rough campaign against emphysema at his home in Hayward, CA early in September.

Earl had been an aircraft mechanic since 1942 - the last 20 years with World Airways in Oakland.

He had attended the Denver,
Boise and Queen Mary reunions.
Earl was another quiet friendly
comrade who will be missed by all
who knew him. Earl leaves a
daughter, Barbara, and two sons,
Bob and Mike in California.
\* \* \*

#### Paul R. Mass

We received word of Paul's death during the Asheville Reunion and, at present, have no other information. If we receive more news we will add it elsewhere.

Paul, a 95ther, attended the Atlanta and Boise Reunions, lived in Walcott, Iowa and leaves his wife Helen.

Harold B. Phillips

Again, we have no information on Harold. A 97ther, Harold had not made it to a Reunion. He made his home in Leesburg, GA and is survived by his wife Sue.

If any of you have other news about Harold you would like to share - we will gladly print it.

William T. Vantrease

Bill Vantrease was one of the 96th's original S/Sgt. pilots. At the present time we have no particulars on the nature of his death.

Bill lived in Kettering, Ohio which is a suburb of Dayton. We wondered about Bill because we hadn't heard from him over the years so we gave him a telephone call. He said, "I'm not interested in the past, I'm only interested in the future."

Bill did attend the Dayton Reunion, however, and assisted Dixie and Roy in some of the arrangements.

Bill is survived by his wife Virginia. \*

WE WILL ALWAYS REMEMBER Those With Whom We Shared The BITTER AND THE SWEET All The Laughs & All The Growls OF OUR DAYS IN UNIFORM TOGETHER

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

MOST OF ALL, THOUGH We Savor Those Bonds Which Tied Us Together In Our Effort To Secure OUR PRECIOUS FREEDOMS

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

## Retired Death

010 1966

Name, Rank, Service Number, place and date of death of deceased. The letter in parenthesis before each name denotes the cause of death. (A for aircraft accident; V for vehicle accident; N for natural; U for unknown; O for other).

(N) AMES, Lt. Col Julius Taylor, AQ 173
823, Langley AFB, Va., July 20.
(N) ANDERSON, TSgt George, AF 19 258
709, Agana, Guam, August 16.
(N) ARMENTROUT, TSgt Pierce Lee, AF
33 636 102, Richmond, Va., July 17.
(O) BASS, TSgt Butler Smith, AF 14 224
510, Goodspring, Tenn., June 11.
(N) BELL, MSgt Thomas McLee, AF 14
216 158, Memphis, Tenn., August 15.
(N) BENNETT, MSgt. Roy Elbert, AF 19
061 727, Wichita Falls, Tex., August 9. (N) BRADLEY, MSgt Claud Oscar, AF 6
239 192, Phoenix, Ariz., August 9.
(N) CARLETON, TSgt Thomas Ross, AF
34 275 120, Reese AFB Tex., August 10.
(N) CATCHINGS, MSgt James Leroy, AF 6
662 069, Wilmington, Ohio, August 7.
(O) CURRY, MSgt Boscoe Raymond, AF
6 799 109, Algonac, Mich., August 12.
(N) FRANGIAMORE, MSgt Vincent Joseph,
AF 6 904 941. Wiesbaden AB, Germany. AF 6 904 941, Wiesbaden AB, Germany,

August 12.

(N) GRADOVILLE, TSgt Robert John, AF
17 011 878, Omaha, Neb., August 6.

(N) HALL, MSgt Anderson, AF 270 068,
Wadsworth, Kans., July 28.

(V) HART, CWO W2 Clarence Lorenzo,
AW 2 133 498, Kingman, Ariz., July 6.

(N) HATZIMIHALIS, MSgt Stratis, AF 6 429
250, Tampa, Fla., July 15.

(N) HAWORTH, Lt. Col. Thomas Reuben,
AO 525 294, Barksdale AFB, La., August 66 TO 10 YPS

## Earl Jones, 69, aviation supervisor

Earl Jones, an employee at Oakland-based World Airways for 20 years who recently supervised a team of aircraft mechanics, died Thursday of emphysema. He was

Mr. Jones was a decorated World War II veteran who served with the 96th Fighter Squadron, a group of P-38 pilots who flew missions in areas including southern France, Naples and Sicily. He re-ceived the European African Mid-dle Eastern Campaign Medal, the Good Conduct Medal and a Distinguished Unit Badge with two oak clusters.

His daughter, Beverly Horrocks of Hayward, said he kept in touch with many members of the fighter squadron and recently attended a reunion of the group at the Queen Mary in Long Beach, the ship on which the men were shipped out during the war.

He was a native of Kansas who attended school at Dodge City Col-lege where he studied calculus and engineering. He lived in Hayward for over 35 years.

In addition to his daughter, he is

survived by his two sons, Michael Jones of Pleasanton and Bob Jones of Concord: a brother, Walter Jones of Wyoming; two sisters, Faye Thornburg and Mary Berger, both of Kansas; and two grandchil-



Earl Iones ..... Decorated veteran

dren.
Visitation will be from 9:30 a.m.
Visitation will be from 9:30 a.m. to 9 p.m. Sunday at Sorensen Bros. Mortuary, Hayward. Services will be held at 11 a.m. Monday at the Holy Sepulchre Committal Chapel in Hayward.

The family requests that contri-butions be sent to Vesper Hospice, 311 MacArthur Boulevard, San Leandro, 94577.

# THE ASHEVILLE

NUMBER 18

82ND FIGHTER GROUP REUNION NEWS

SEPT. 19-23, 1990

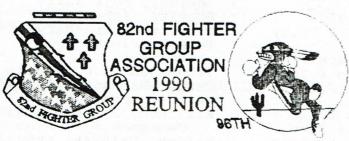
## MARCH AFB SUES 82nd FOR LARSONY

JUST KIDDING, OF COURSE. THE COPY OF AN ITEM TAKEN FROM THE AUGUST ISSUE OF THE AIR FORCE MAGAZINE WILL SHOW OUR AUGUST ISSUE OF THE 82ND'S NEWSLETTER WAS IN ERROR IN STATING THAT BOB HOPE'S VISIT TO THE 96TH SQUADRON IN GLENDALE DURING THE SUMMER OF '42 WAS HIS FIRST SUCH.

STEVE BLAKE, THE 82ND ASSOCIATION'S HISTORIAN, CAUGHT THE ITEM THE SAME DAY HE RECEIVED OUR NEWS-LETTER.

WE HAVE SENT A COPY OF THE NEWS-LETTER, ACCOMPANIED BY AN ADMISSION OF ERROR, TO MR. HOPE.

\* \* \*



JoAnn Lingenfelter
ASHEVILLE, NC

THE NAME TAGS

Chuck Luke, 97th pilot from Bellevue, Washington, put the Reunion name tags together with the Erector Set his dad gave him for Christmas, 1943! Not kidding this time.

Actually, he did each one by hand with the crayons he saved from kiddiegarten.

Well anyway, he  $\underline{\text{DID}}$  use one of his childhood (second) toys to furnish us with the uniquely excellent name tags you see pinned on 82nd Alumni who (also in their second childhood) play with other assorted toys.

When we interviewed Chuck while preparing for this piece he said, "I owe all my success in life, including college, an exacting career in nuclear phizzics, convincing my beautiful wife to keep me around, and other accomplishments of considerable note, to the matchless guidance and discipline I received while trapped in that little blue airplane located in the run-down building at the north end of Foggia 11's landing strip."

\* \* \*

\* The Charlton's daughter-in- \*
\* law

S A N D I
hand- \*

lettered the Name Tags.



#### ATTENDEES AT THE ASHEVILLE, NORTH CAROLINA REUNION, Sept. 19 - 24, 1990

#### Headquarters Contingent

Christensen, Mervin and Lynn Dickman, Joe Hoelzel, Miles and Marjorie Loewenberg, Jerry Mason, Ben Radowic, Mike and Albina Turner, Amos and Mary Urech, John and Lee

2) (b) 95th Squadron

Armstrong, Bill and Dorothy
Bean, Bill
Bowers, George and Joan
Cavanaugh, Jerry and Pauline
Craft, Bernise and Carmen
Ellington, Al
Embrey, Ralph and Meredith
Hasenplaugh, Gayle and Dorothy
Hattendorf, Will and Betty
Hildebrandt, Bob and Norma
Hymel, Jules and Mildred

Kingsley, John and Mary Medley, Olen and Betty Mullen, Mel and Violet O'Brien, Hugh and Lucille Orr. Ed Peplinski, Larry and Terry Powers, Ralph Ryland, Del Small, Jim and Margaret Solko, Joe and Mary

57 6th Squadron

Allen, John & Annie Baker, Jim & Betty Bardwell, Chas & Betty Buckles, John & Raquel Campbell, Bob Carlson, Walter Cardimona, Joe & Aline Chapman, Chappy & Bonnie Cox, John Fisher, Leo & Callie Gongos, Bob Graham, Fred & Evelyn Grover, Arnold & Phillis Harding, Ros Harman, Paul & Arky Holeman, Bill & Lee Houston, Bill & Madelyn Howard, Jack & Mary Hughes, Bryce & Margo

Balucha, Carl
Charlton, W. & Ginny
Crawford, Ray
DeForge, Al & Claire
Duncan, Jack & Mert
Ellison, Marc & Lucille
Foley, Don
Ford, Claude & Melba
Gadbury, Dick and Zeta
Gray, Tom & Mildred
Hancock, Bill & Lois
Hebert, Don & Althea
Heck, Walt & Alice

Humphries, Jim & Jean Ireland, Bruce & Emma Jackson, Gene & Ginny Jones, Link & Midge Kane, John & Frances Kingery. Meredith & June Kinsey, Claude & Lila Koivuniemi, Reuben & Marie Kostyo, John & Sarah Kuczmarski, Len & Eloise Ladd, Jerry & Marian Latta, Ted & Dorothy Lingenfelter, Wimp & Jo Lynn, Roland & Bonnie Martin, Alex Mikes, Al Montgomery, Fred & Ethel Monyhan, Jim & Lois Moseley, Bill

34(397th Squadron

Huss, Ed & June
Iles, Ray & Eulalia
Jorgensen, Paul & Betty
Kimmel, Paul
Lewis, G.T. & Jackie
Litchfield, John & Ysobel
Luke, Chuck and Judy
Marvin, George
Mazurak, Gene & Lynn
Morgan, Claude & Fern
Moseley, Mart & Francis
Reisman, Irv & Sheila
Sattler, Jack & Ethel

Norris, Roy & Jo Ann
Ostronik, Dick & Sylvia
Phillips, Hank & Marlene
Pinson, Charlie & Bette
Rogero, Frank & Marian
Routhier, Romeo
Roy. Ellis & Jeanne
Russell, Gene & Bettye
Saccomano, Fedele & Alma
Scott, Ed & Phyl
Sloan, Dixie
Spence, T.O. & Mar-Jo
Strozier, Bud & Jean
Swenson, Irv & Margaret
Thomas, Garrett
Thompson, Lute & Jackie
Tillapaugh, Clay & Bev
Van Oordt, Paul & Doris
Vaughn, Harley & Doris

Sawicki, Ed & Julie Schultz, Robert Sims, Ed & Ora Mary Taback, Pincus & Harriet Teegarden, T.M. & Dot Terry, Harry & Mildred Walbert, Andy Williams, Johnson & Janie Wilson, Calvert& Mary Wren, Marshall & Connie Yager, Adelbert & Irene

37 123

#### REUNION TRIVIA

#### Attending Their First 82nd Reunion

- 1. Robert M. Gongos, 96th
- 2. Jules & Mildred Hymel, 95th
- 3. Claude & Lila Kinsey, 96th
- 4. Robert Schultz, 97th
- 5. Jim & Margaret Small, 95th
- 6. Paul & Margaret Van Oordt, 96th

#### \* \* \*

#### New Life Members

- 1. Joe L. Dickman
- 2. Bill Hancock
- 3. Ed Huss
- 4. Ray Iles
- 5. John Kane
- 6. Gene Russell
- 7. Garrett Thomas
- 8. Paul Van Oordt

#### \* \* \*

#### Sun Screens

Charlie Charlton had automobile sunscreens as a giveaway for reunion goers. He will gladly sell them for \$3 each to those of you who would wish them. The screens are exactly like those that read "HELP, CALL POLICE!" except on the flip side they read "82nd FIGHTER GROUP ASSOCIATION, Asheville, NC, Sept. 19-24, 1990.

The three bucks includes handling, postage, taxes and 87 cents worth of North Carolina style Advice To The Lovelorn. Now how can you possibly beat a bargain like that?

#### \* \* \*

#### Asheville Attendance Figures

Members	124
Honorary (Associate)	5
Active Duty	6
Wives	103
Children and other Guests	23
<u>-</u>	261

#### !! THIS IS AN EMERGENCY !!

Charlie Charlton wants desperately to know if anyone got a picture of his daughter Patti dancing with Mr. Bones.

If you do, Charlie will mortgage his (which is actually the Biltmore House) home to be able to get his pinkies on it.

See, guys, another good deal from Hendersonville.

#### \* \* \*

#### Asheville Variety of Squadron Picts

If you wish to purchase squadron pictures, here's the address:

SHUTTERSHACK 17 Meadowview Dr. Asheville, NC 28804

List your Squadron # and include \$20 for photo and \$2 for handling.

#### HEARTS AND FLOWERS from Charlie Charlton:

"Ginny and I want to thank all who sent us letters saying what a wonderful time they had at the Asheville Reunion and how well it was organized."

#### from all the rest of us:

"Thanks a million, Charlie & Ginny, for inviting us all to your town and for doing such a splendid job of extending that good old Southern Hospitality.

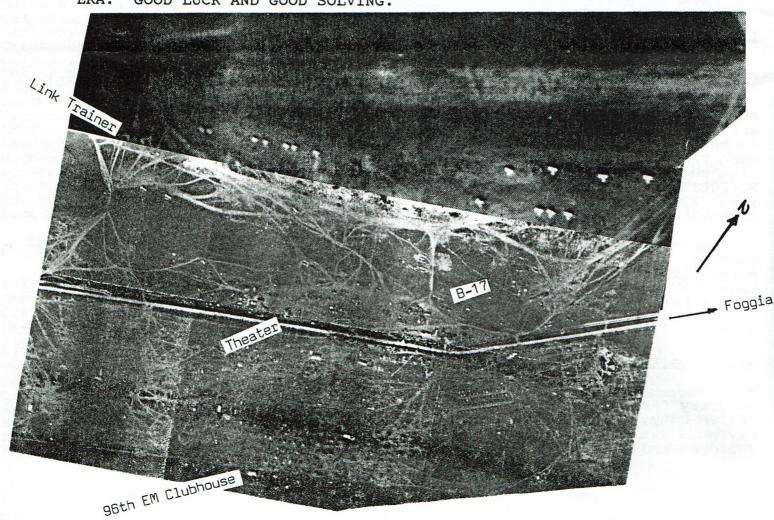
"And that family of yours - its friendliness and warmth drew us all together!"

\* \* \*

## A WHO DUN 17?

WHAT YOU FIND BELOW MAY NOT ONLY BE A MYSTERY TO YOU BUT IT IS CERTAINLY ONE TO ME. IT IS ALSO AN HISTORIC ONE - SINCE I DO NOT RECALL EVER HAVING SEEN ANYTHING RESEMBLING IT IN PRINT. PHIL MARSHALL, A FRIEND FROM DEPARTMENT OF INTERIOR DAYS (and who furnished the site plats of Foggia 11 we printed in the last NL), GAVE ME A COPY OF THE AERIAL PHOTO OF FOGGIA 11 TAKEN BEFORE THE 82nd ALIGHTED IN JAN. '44. CLUE? THERE ARE ONLY SINGLE ENGINE CRAFT IN THE PARKING AREA. ALSO THERE ARE NO RECOGNIZABLE STRUCTURES IN THE PICTURE EXCEPT THE FARM HOUSES AND WHAT LATER BECAME THE "LINK TRAINER" BUILDING. ENTER BILL BARR - 95th PILOT AND IN WHOSE HOME JO ANN AND I WERE VISITING THIS PAST NOV. 11. AMONG OTHER MEMENTOS, BILL BROUGHT OUT AN AERIAL OF FOGGIA 11 WHICH SHOWED THE LIVING AREAS ACROSS THE ROAD NICELY BUT DIDN'T CATCH THE LANDING STRIP. ONE OF BILL'S FRIENDS WAS IN A PHOTO RECON OUTFIT AND TOOK THE PICTURE.

STILL WITH US? OK! A PHOTO TECHNICIAN AND I TRIED TO PIECE THE TWO VERSIONS TOGETHER BUT TWO THINGS WERE WRONG: 1) DIFFERENT ALTITUDES, AND 2) BILL'S PICTURE WAS TAKEN AT AN ANGLE. THIS IS WHY THE TWO PHOTOS ARE BROKEN IN HALF SO TRY TO USE YOUR RECOLLECTION AS WELL AS YOUR IMAGINATION TO LOCATE FAMILIAR POINTS. I HAVE DRAWN AN ARROW POINTING TO THE 96th EM'S CLUBHOUSE. A HALF INCH NO. OF THE BEND IN THE MAIN ROAD ONE CAN BARELY SEE A B-17 WHICH IDENTIFIES THE PICTURE AS IN THE EDWINSON ERA. GOOD LUCK AND GOOD SOLVING.



## FOGGSA 49LES

## by Bob Hildebrandt

File 1:

NIXING A B-24 - or - NIXING A JOHN GIRLING REILLY (as in "The Life Of")

It was about 4 PM and the mission had not been a bad one and we were all in the Club - settling down to some reading and some writing home. When

THE PHONE RANG! The Group wanted a flight of 38s in the air — AT ONCE!

The Germans held the northern half of Italy and had radio stations that imitated ours. A B-24 had called in for a heading and had been led into a landing - pretty much intact - at an enemy airfield. We were to send a flight of four P-38s to strafe the Liberator to keep it out of enemy hands. My buddy - John Girling - was one of those selected and John came back about a month later.

In addition to the ubiquitous anti-aircraft the Germans sometimes strung wire rope (heavy steel cable) to discourage low level air attacks. Such was the case this day. John hit a cable that entangled itself around the left boom making the aircraft uncontrolable. He staggered clear of the target, bellied in and hit the ground running.

After darkness had fallen John felt safe enough to walk along a road. After several miles he approached some buildings that were scattered up a hillside. He sat and studied the scene for a while and came to a conclusion it was a large farm with a big house overlooking several outbuildings and the surrounding fields. He crossed a wooden bridge over a small, slow-moving creek and, using shadows, moved cautiously toward the big house. Now, he didn't know what to do. Finally, though, deciding he had nothing to lose, he went up and banged on the door. When it opened up he introduced himself.

The farmer was overjoyed as he could see the handwriting on the wall. The Allies were going to win and occupy the area soon. John was an answer from heaven. The family could provide food and shelter (John could sign chits) adding credence to the claim he would make that he was a Fascist only to keep the government off his back.

Now began a nice little vacation from the war. Good food, lounging in the sun, cooling off in the creek and — even a farmer's daughter! What better use for the money in his escape kit than to buy grapes and stomp his own wine to be imported after the war. Each day he would sign a chit acknowledging the family had given him food and lodging — and — this could go on forever.

NOT QUITE!

Underground missions were operating in the area led by Allied officers. The officer that found John was quite British and quite rigid. He INFORMED John he was <u>obligated</u> to make every effort to rejoin his unit and if he did not do so he could expect to be court-martialed. John protested since he had no idea how to get through the lines.

Two nights later they showed him!

(Ed's note: Am saving  $\underline{\text{File 2}}$ : "21 Outa 16 Ain't All That Bad!", for the March Issue)

## PEN PAIS

#### FROM RUTH DONOHOO

Dear Dick & Jo Ann

Thanks much for the band-aid\* and card to Tommy. Also my thanks for your part of the potted plant in a basket I received. It looks as if I'm going to have to find my green thumb again.

Your kindness and friendship will always be remembered. You two are kind of special folks to me anyway. I won't make Asheville but hope to get to Denver in '91.

Even when Tommy was in traction and in terrible pain, he said we would make the Reunion. Well, we will always be there in spirit.

- My Love

\* Depending upon the situation, we often send a Bandaid to people who have incurred some sort of injury - simply to brighten things up a little if not relief to the pain. Tommy and Ruth certainly brightened up six of the Reunions I have been to.

-

#### FROM CHARLEY ELBERTY

(Charley lives in Altoona, PA which happens to be my parents' birthplace. It was a rotten thing to do but on our way to Asheville we purposefully went through Altoona to visit a cousin and in the process, I popped in on Charley unannounced! Understandably, he should have been ticked!)

I am in the midst of rebuilding the house, I have been subbing as a school bus driver for the Commander of our CAP unit and, on top of everything else, I have been pretty well beat up physically. I'm sorry my sister and I weren't more hospitable (he's apologizing?).

Today is the last day of the Reunion and I sure wish I could have been there. I have been thinking about it all week and am really disappointed I couldn't make it. Somehow, I will get to the Denver Reunion.

This is supposed to be a subday but as soon as I drop this off I will be spending the rest of the day at the Ebensburg airport checking over our CAP aircraft. I am group Flight Operations

Officer and the aircraft is my baby along with keeping records on 33 pilots!

Thanks for stopping.

\* \* \*

#### FROM RALPH EMBREY

We had a great trip through the Panama Canal. It was most interesting; howver, you can have Mexico.

I thought the Asheville Reunion was a great success. My only complaint was that I saw no one individual responsible for collecting dues. I went to Colorado Springs to learn how to conduct a reunion. It was sponsored by the Sheraton Hotels and was very informative. One suggestion was to get the troops informed early and then continuously right up to reunion time. So I am enclosing a tentative agenda which I hope to see in the next Newsletter.

I am going to have some prizes for those who get their money in fast to "gin" up more interest.

I hope your History project is going well and that you will have enough money to get it printed in time for the '91 reunion (hear hear, you guys!). I intend to have an abbreviated version in the Memorial Program (USAF Academy in Colorado Springs.

For your info, the Morgans and the Embreys will be on a four-week tour of Spain and Portugal next February. (Ralph, don't be surprised to find a couple of stowaways on board)

FROM PAUL J. GREENE

Thanks for the past copies of your most excellent publication. I allow myself to peruse only one a day in order to savor fully.

Had a splended visit with Jerry Loewenberg recently in San Antonio while attending the 50th reunion of my flying class. What a remarkable 84 - such a memory - also saw Tom Kelly and Joe Dickman - which made it a real grand gathering.

(Ed's note: For you 95thers & 96thers, Tom Kelly, Joe Dickman and Paul Greene [don't forget the "e"] were all C.O.s of the 97th toward the end of hostilities)

George Marvin's daughter Michele came through Sequim (in the state of Washington and it's pronounced "Squim") recently and I enjoyed a really great visit - what a dream girl - beautiful, sweet and smart! I'm in love, again! George really did good! Incidentally, her husband is a super nice gent, also.

Dick, I don't believe I ever rode your LINK but I'm looking forward to seeing you at Denver - it's GREAT to feel a part of the old 82nd again!

#### FROM BOB HILDEBRANDT

At Asheville, when you agreed to continue to do the Newsletter, I offered to send you some fill.

My son, the archeologist, has REQUIRED me to write up my WWII experience for future family records and I have done so in some cases.

I include two samples from what you could call my FOGGIA FILES. If you can use them please feel free to edit, shorten, delete or whatever\*. I can supply enough for one per/issue.

Once again, thanks for holding us together.

\* I don't believe in editing, shortening or deleting - so I "whatevered" Bob's copy. Blake and Montgomery you ain't supposed to read this part!

#### FROM SYBIL HOOPER

Dear Dick & Jo Ann

11/11/90

Thank you for coming by Luling to see us. It meant a lot to both of us to see you again. Bill and I had hoped we could get to the Reunion but it just wasn't to be.

I would appreciate it if you would include the enclosed letter in the Newsletter for the Group. The response from the 82nd has been so tremendous it is impossible at this time for me to write to everyone. Eventually I will, though.

I am sorry you could not have come by a few days earlier\* as Bill would really have enjoyed hearing all the news from the Reunion. His rapid decline had already started when you came.

\* Jo Ann and I stopped in Luling on September 28. -- RL

TO THE WONDERFUL MEMBERS of the 82nd FIGHTER GROUP ASSOCIATION

Words are inadequate to express our appreciation to the Group for their love and support during Bill's illness and death. You were all very special to him and, after I had the opportunity to meet you, I understood his feelings.

We are so grateful for the cards, letters, phone calls, memorials and - especially - for your love and prayers. I hope eventually to write each of you individually. At this time I am overwhelmed with the response to Bill's death from so many people; it is unbelievable how many lives he had touched.

Thank you for the invitation to remain in the Association. I am grateful for your consideration and look forward to seeing all of you again.

Please remember to hold your spouse a little closer each day. It is mighty lonely without them.

With Love and Gratitude Sybil and Family

#### FROM FRANK D. HURLBUT

I received your letter relative to the 82nd FG History and I certainly plan to purchase a couple of copies (now's the time Frank).

Dick Willsie and I get together from time to time to play golf at Los Alamitos Naval Air Station. He and his golfing buddies are really great people.

My wife Connie and I were fortunate enough to attend the P-38 National Reunion at the Sheraton Hotel and also the Chino Airport (where a WWII Museum is located) and had a truly wonderful and memorable get-together with many of my old P-38 buddies and their wives.

Most especially with DIXIE SLOAN!

Also a real treat was the getting together of around seven of us (plus their wives) who flew and instructed together at Van Nuys Air Base (in San Fernando Valley\*) What a great time!

I had hoped to be able to make the Asheville gathering but it just wasn't in the cards. My daughters and grand-children live in Greenville which would have made it especially nice.

I am making plans now, however, to be and get to Denver next year. My best to everyone.

\* (Ed's note: When he was fifteen, my son earned his pilot's license at LA's Van Nuys Airport. Just had to sneak this in here - Dick L.)

#### FROM GEORGE JAMIESON

I'm afraid I've gotten "behind the power curve" on my 82nd affairs so I'm depending on you\* to put the enclosed dues check in the proper pigeon hole.

Ed's note: George's letter got lost some place in my cavernous files and it recently reappeared. It is dated Jan. 12, '90 and contained several questions and I'm not sure I answered them. My secretary isn't either. Nor her secretary. Nor the yard boy or the garage boy. I'm in deep trouble. But give us another try, George, we love hearing from all you guys.

FROM ALYCE JOHNSON (Widow of C.O. Johnson, 96th)

I can readily see why Clyde was so proud of the 96th Squadron and the whole 82nd. I was very pleased to have received so many many cards with beautiful notes from some of you I never knew. No wonder there is such a close bond among you.

I am enclosing a \$50 check in memory of Clyde - please use it any way you deem suitable.\*

Clyde's funeral was a beautiful ceremony and was very very military slanted. Clyde would have been so proud.

I had a right eye lens implant on the 5th of July and will have new knee cap operation on Sept. 26.

Thanks Jo Ann & Dick for everything. I used to read the newsletters to Clyde from cover to cover and he enjoyed them so much. Please keep me on your mailing list.

\* For the time being we are keeping Alyce's generous gift in the History Fund. Clyde was a staunch fan of the U of Nebraska Corn Huskers and a copy of the History - in memory of Clyde - sent to the University Library may be appropriate. Other suggestions will be welcomed.

Thanks Alyce for your nice letter and warm thoughts. One of our bozos out there will be contacting you to find how the eye and the knee are doing.

#### FROM TED AND DOROTHY LATTA

(These folks write nice, long letters to Jo Ann and me but they are often difficult to excerpt for all of you who live in faraway places. It's difficult to imagine what life is like in St. Clair, Michigan - but I'm going to make a stab of it anyhow. First of all - except for a Dorothy throat problem - they report good health. Always good news from anybody.)

Ted said he went to the churchyard and raked up eleven bags of Lutheran leaves. He reported this to Ros Harding and RH replied he'd never heard of such critters. So Latta sent him a box of 'em. Ted's a generous lad!

"Early last week Dorothy and I were in a small restaurant up in Port Huron that sits under the Blue Water Bridge between PH and Sarnia, Ontario. I looked up and saw a flock of about 500 Canada geese headed south toward Paul and Arky Harman's house on Chesapeake Bay.

Take care of each other and we'll see you in Denver."

(Ed's note [What again?]: I'm sorry Ted but those geese never found Paul and Arky's house on Chesapeake Bay -- their pad in Delaware is on Delaware Bay. Good Honk, Ted!)

#### FROM JERRY LOEWENBERG (Two letters yet)

The Tumult and The Shouting Dies! A calm prevails. The Reunion is over! It was a good one - although I had hoped for a better attendance.

I've received notes and snapshots from several of the members.

It took about a week for my body to recover from the strains that had been placed on its aged parts. Now begins the process of trying to survive until Denver. Did I tell you I prevailed on Charlie Pinson to host the 1992 in St. Louis? I should live so long.

Whatever efforts I may have put forth over the years for the welfare of our Association - in sum they were less productive than my successful effort to prevail on you to continue as Editor of the Newsletter. You made my day! You made my year! You are irreplaceable for that job which is so vital for the Association's continued health.

I have just called Bill Hooper's residence to see how he is but there was no answer.

+ + + + + +

Herewith two items which you may see fit to include in the next issue:

1) At Asheville there was yet another incident that seems characteristic of our Reunions - when two guys, who shared a unique wartime experience, meet again after 47 years!

Bob Schultz (a 97th pilot) of Winter Haven, FL was attending his first reunion. He asked me if there was a guy in the outfit named Walter Carlson. I said, "Would you know him if you saw him?" "No," said Bob, "But he saved my life in 1943. I crash landed at Lecce and my plane was burning and I think I was unconscious. Carlson pulled me out and I think he was decorated for it."

I said, "There he is now, Bob, in that wheel chair over there." I pointed only ten feet away. Bob and Walt then rehashed that very important moment in Bob's life and it was the first time Walt had ever seen Bob conscious.

+++++++

2) On the weekend of Oct. 20, 1990, the Flying School class of 40C held its 50 year reunion in San Antonio. Attending were three successive commanders of the 97th Squadron: Paul J. Greene, Tom Kelly and Joe Dickman.

Paul was C.O. from Aug. 12 to Oct. 26, 1944; Tom from Oct. 26 to April 20, 1945 and Joe Dickman from then until the Squadron disbanded.

Both Paul, one of our Association's newest members, and Joe called me and I

went to their reunion hotel. Had breakfast with Paul on Sunday and on Monday night Pat and I joined Joe and his wife Helen for dinner.

There was much much reminiscing.

\* \* \*

#### FROM ALEX MARTIN

The Asheville Reunion was terrific and I really enjoyed those four days. (haven't heard from anyone yet, Al, that hasn't)

My daughter and her husband, Sharon and Michael Bertelsen, will be in Boise in November. I've asked them to call you and say hello! My daughter Barbara was really impressed (we were really impressed with her, too, Al).

Enclosed is a copy of a military diploma I designed and hand lettered when I was a G.I. (enlisted) back in '42 (phew!). When I last visited Ted and Dorothy Latta, Ted yanked his diploma outa somewhere to show me. I was pleasantly surprised. The diplomas were sent to all Technical Schools for distribution to graduates.

My best regards to Jo Ann.

(MORE "PALS" ON PAGE 15)



Army Air Forces Technical School

Be it known that

has satisfactorily completed the course for

#### Airplane Mechanics

as prescribed by the Commanding General Army Air Forces Technical Training Command and Siven at

Amarillo Army Air Hield

In testimony whereof and by virtue of vested authority I do sonfer upon him this

= DIPLOMA ===

Given on this in thousand nine hundred and forty-three

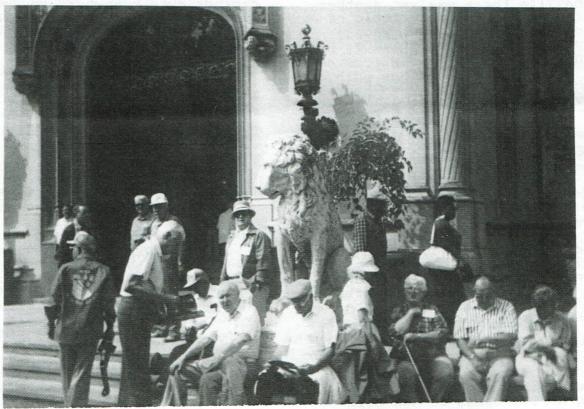
NO FORCES SECHICAL SCHOOL



Jim & Margaret Small (95th) at their first Reunion (of the 82nd - that is).



Bob Schultz (97th pilot and at his first 82nd Reunion) with his rescuer, Walt Carlson (96th)



SUPPER TIME AT THE BILTMORE HOUSE?

There are a lot of folks in this scene I don't recognize but if you look closely you may recognize Ed Scott with his crew chief, Ted Latta. I think i spot Bryce Hughes' cap and the back of John Urech's head - but I may be wrong. Could that be Alex Martin sitting next to Dorothy Latta? You got me! See what we por ol' NL editors have to put up with - no idents on photos that are sent in. Who ever you are - one of you better nudge John Buckles because I think the Lion has just picked out his supper!

FROM ROBERTA MASS (Widow of Paul Mass, 95th pilot)

Olen Medley asked me to send you Paul's Obituary Notice.

I lost Paul on Dec. 13, 1988 - three years and eight months after he was diagnosed as having Lymphoma Cancer. I'm sorry I didn't get in touch with you sooner but it's still hard for me to handle losing him.

Paul was a wonderful husband and father. He was my life and I'm very grateful I had him for 38 years.

His association with your Fighter Group meant so much to him. He was always so proud of having served his country and of the friends he made during his service time. His friends in the 82nd Association were the dearest to him.

Thank you all for caring.

#### Paul Mass, 65

WALCOTT, Iowa - Services for Paul R. Mass, 65, a recipient of the Distinguished Flying Cross in World War II, will be I p.m. today at Dav-enport Memorial Park. Mr. Mass died

enport.
Mr. Mass died
Tuesday at St.
Luke's Hospital.
He retired in
1986 as a super-

Tutes-Luke's Hospitan. He retired in 1986 as a super-visor in the elecdepartment of

the Davenport Alcoa Works. He married

Mr. Mass Good in 1950 in Evenston III A portion of the Tyndall Air Force Museum at Tyndall, Fia., is dedicated to his accomplishments in World War II. He was a Flying Ace of the Army Air Corps, piloting a P-38 Lightning. He received the Distinguished Fly-ing Cross and Air Medal with nine Oak Leaf Clusters.

He was a member of the 82nd Fighter Group Association and the 95th Fighter Squadron of the Army Air Corps.

He enjoyed model airplanes and

Memorials may be made to the American Cancer Society.

Weerts Funeral Home is in charge of arrangements.

Survivors include his wife; a daughter, Capt. Marta Mass, stationed with the Army in Montgom-ery, Ala; a son, Allen, Marion, Iowa; three grandchildren; and a sister, Marie (Mrs. Arthur) Kenyon, Dav-

#### FROM JACK WALKER

Sorry to miss the last Reunion but I work the Reno Air Races each year and the schedules conflicted.

Regarding the "Gold Star" list. That kid that was killed on the motorcycle was Reid Fellows. I carried his B-4 bag up until the Korean War.

Cheers!

## missin

\*\*

FOUR LARGE BANNERS! One with the Group on it and the other three with Squadron Insignia. They are made of Nylon rip-stock and are trimmed with a fringe. They are expensive and belong to the Association. They were last used on the Queen. information to Roy Norris if you have any idea what happened to them

\* \* \*

#### On The Way To Bremerton A Funny Thing Happened

I drove right by Joe Stanovich's RV Park

We were on our way north on I-5 from Portland to visit daughter Mary north of Seattle and decided to take the long cut around the west side of Puget Sound to see if we could find Bob Randall in Bremer-We did and had a long five minute talk with him between patients at his Vision Clinic. That was pleasant. He said he'd had a visit from Ray Neameyer (also a former 97th pilot from North Dakota (our only member from that state) only the week be-

On the way back to Boise we drove through the gorgeous North Cascades National Park and came out at the little town of Twisp on the east side of those towering moun-I stopped and asked someone where Greg Stanovich lived and a few minutes later I found out I had driven right by Joe's RV Park, just off of I-5 in Longview,

Now they tell me!

\* \* \*

Jack Duncan & I (01' Dick) chatted about the dearth of information we're still lacking about the fate of so many of our guys that stormed back to the States in '45 and resumed new lives. Browsing through the 97th's '44 Roster that Jack sent me recently, I came across the name of John Batie (a pilot) of Nampa, Idaho. I consulted my phone book and found a Batie listed. A niece of John's told me John died about 12 years ago in Placerville, California.

This plea stands repeating over and over again: "Please, if you learn of illness injury or death of any of your former complease notify your Squadron Rep or an Association officer.

Reprints Of Newsletter Cover (82nd Insignia)

We have about 100 of these which the printer made extra for us. They will be \$2 ea. (if you think that's too high, make it \$1.95). Proceeds will go into the history fund. Send your requests to Boise.

\* \* \*

#### PROP

#### WASH

BY MONTY MONTGOMERY

SMALL SMALL WORLD DEPARTMENT

En route to Asheville, Ethel and I met Jim and Betty Baker (96th) twice - and purely by chance! They left Northern California on Thursday and we departed Phoenix on Friday - and we met in highway rest stops in New Mexico and Tennessee and later found out we had spent the night in the same motel in Jackson, Tennessee. We also ran across Hugh and Lucille O'Brien and their passenger Bill Bean - all 95th members from central Texas; and John and Mary Kingsley (95th also), who live just few miles from us in Phoenix. Who knows how many more might have spotted each other if we'd had those super 82nd/P-38 auto sun shields. A really clever number, Charlie! Best idea since Lingenfelter's squadron jackets.

#### IT'S IN THE BOOK

At the Association Business Meeting in Asheville, Dick L. gave us a good rundown on the progress of our 82nd History. I haven't heard since then how many of you have signed order blanks and paid the reasonable price for what will be a unique treasure for you and your families.

At the Reunion there were sample copies of the first chapter of the history in the reunion packets. Overlooking a few typos in that first draft we were able to see the beginning of a great narrative of our  $3\frac{1}{2}$  years in the best darn fighter outfit in the USAF!

Steve Blake has labored for more than seven years (besides holding down a full time job and raising a family) to make this a really first class book. During that time a lot of his own money has gone into the project (for example: paying for copies of each chapter to send to Dick L. and myself for critique and editing; for copying and returning borrowed photos to 82nd personnel; and many other operating expenses). Well guys and gals, the time has come when Steve can no longer tote the whole load solo. It's Press Time and the printer won't extend credit.

So, if we want this history of the proud 82nd Fighter Group - and you know we all do! - send \$35 now for each pre-publication copy you need and mail it to Roy Norris, 6636 Plantation Way, Cincinnati, OH 45224. Make your check payable to the 82nd Fighter Group History. Please, do it today! Dick said we are only half way up the money ladder.

All of the above applies to the many silent members on the mailing list who haven't been able to attend reunions but who are equally proud of our outfit and their own contributions to its great combat record.

### Order your copy (or copies) of this fabulous book N O $\mbox{W}$ !

(Ed's note: The above is an unsolicited (but very much appreciated, piece submitted by Fred Montgomery. Mr. Montgomery is NOT on the 82nd Fighter Group History, Inc.'s payroll)

\* \* \*

A JUNE 28th, 1984 LETTER TO RALPH EMBREY
FROM JOHN T. UPTON, 78-30 81ST STREET, GLENDALE, NY 11385

DEAR RALPH.

YOU DON'T KNOW ME, OR DO I KNOW YOU, BUT I'M SURE WE MUST HAVE SEEN EACH OTHER'S PLANES OVER NORTH AFRICA OR ITALY.

I was a Bomardier on a B-17 from the 301st Bomb Group - 32nd Squadron. I joined the Group in Morocco and left it near Foggia 47 missions later after a DIP in the Adriatic.

IN THE MAY ISSUE OF "SORTIE", THE 15TH AIR FORCE ASSOCIATION'S PUBLICATION, THERE IS A RUN-DOWN OF YOUR 82ND GROUP'S RAID ON FOGGIA. IT WAS GREAT!

We had bombed Foggia a few times and, while we knocked out the marshalling yards, we didn't do much to weaken their airfields or planes.

When we heard about the job you peashooters did on Foggia every one in my squadron talked about it for days and how great a job you guys did. Of course the landing at Salerno benefitted from it a great deal and I'm sure the guys from the 3rd Infantry Division would have thanked you for that great, most important job.

AND EVEN THOUGH IT'S 41 YEARS TOO LATE, I WANT TO THANK ALL OF YOU LITTLE BROTHERS FOR THE MANY TIMES WE HAD YOU AS AN ESCORT. IT WAS ALWAYS GREAT TO HEAR AT A BRIEFING THAT WE GOT A P-38 ESCORT. EITHER YOUR GROUP, THE 1ST FIGHTER OR THE 14TH. SOMETIMES WE WERE TOLD WE WOULDN'T HAVE ANY ESCORT AS WE WERE ASSIGNED THE 99TH BOMB GROUP. THEY NEVER SHOWED UP AND WE DIDN'T EXPECT THEM TO.

Practically all of our pilots and crews wished they were fighter pilots and our hearts and good wishes were always with you guys. One thing – we never had to worry if a P-38 was a bogie or a bandit. Anyone could identify a P-38 – except for the time an Italian major – flying a captured P-38 – joined a B-17 group and did some damage before he was shot down.

We always felt like big brothers when a 38 with an engine out - or other battle damage - would join our formation for protection and then waggle its wings when it split for home.

MY AFFECTION WILL ALWAYS BE WITH OUR LITTLE BROTHERS AND THEIR PEA SHOOTERS!

## "FLIMSIES"

#### Courtesy of Bill Barr

22 March
Fighter - Mayflower 1
Bomber - Tankstop
Weather - Frontroom
Take off - 0905
Set course - 0926
R/V time - 1126
R/V altitude - 20,000
Target time - 1220
Target altitude - 24,000
Homer - Bigfence "A"
Gocart Higiagos - "B"
Forthwith "C"

Point Judenburg R/V	Course 358	ETA 1126	Miles 400
Gopfritz	22		110
Guntersdorf - IP	104		30
Target .	149	1220	33
Gbely	48		45
Szentmihacyfa	160		52
Cakovec	208		125
attended to be settled	192		345

Recall - Rotation Emergency course - 190 Russia - Starfish

16 Nov	
Bombers - Bartend	
Fighters - Lixtub	
Promote Homan - Annoy "C"	
Therealty nomer - ranto)	
Homer - Eackgear "B"	
	Bombers - Bartend Fighters - Mixtub T.C 0826 Set course - 0856 R/V - 1107 at 30,000* T.T 1130 Recall - Snakebite Homer - "A" Bigfence

POINT	CCURSE	TIE	ETA	MILES
Caorle Masseria Unt Target	333° 315 350 37	1:36 :36	1031 1107	315 120 50 44
Rally right Ubersee Caorle Base	187 178 160			50 155 315

Emergency course - 167°



Midge & Lincoln Jones (96th)

10 Sept,	COL	LTR	CHALL
06 - 12	I-IR	F	J
	RG	X	W
BOMBER 17's			
FIGHTER GRE			
CHAN "A"-Bo	ombers	"B"-1	Fighters
TAKEOFF 080	00		
ON COURSE (			
RENDEZVOUS			
		at 28,	0001
TARGET TIES	1030		

POINT	COURSE	TIES	
A St. Georgen	356	400	
B Hieflan	25	30	
C Kl. Zell	64	55	
D Target	74	35	
E Moson	122	40	
F	195	1455	
Bombers		Fig	hters
55th - LACETOR	K 2	325th - GR	SENHERD 1
47th - "	3	14th -	n 2
304th - RING AY		1st -	n 3
204011 - 11214		52nd - FL	YTHEEL 1
Recall - FINGPO	NG	31st -	п 2



Roy Norris, Hank Phillips, Chappie (Francis Chapman) & John Cane





Emma & Bruce Ireland (96th)



## AVIATION CADET ALUMNI ASSOCIATION

Harry C. Bradshaw, RFD 1, Newmarket, NH 03857 Robert C. White, 54 Seton Trail, Ormond Beach, FL 32176

The non-profit, no-dues Aviation Cadet Alumni Association was created to provide ex-cadets the current addresses of former classmates. Former pilot cadets are invited to submit their Flight Class and Primary, Basic and Advance schools to either Harry Bradshaw or Bob White. Both retired officers maintain identical files. A printout of members thus far located is available by flight class to those who include a stamped, self-addressed envelope.

#### NAME TAGS

Name tags at any kind of a meeting that brings people together who are from strange places can be the single most important item a host must contend with - and, in about 90% of the cases, they are poorly done.

In Asheville, during the 82nd's Reunion, they were the 2nd most successful and significant aspects of the meeting (the most important and successful being, of course, T H E F A M I L Y).

The Asheville tags filled all the requirements of a #10 Name Tag: 1) They were highly visible and readable - without the reader having to lean over and squint; 2) They had just the right information and 3) They were colorful and eye-catching. Clearly the best name tags of any reunion I have been to.

We thank **Chuck Luke**, his Omega PC and printer, and his wife **Judy**. The last named on general principles.

#### NEWS FROM HERE AND THERE

#### PAUL KIMMEL

Walter Heck keeps track of Paul which is how come we know Paul has had some rough health problems (mostly of the plumbing variety). Paul is now on the mend but he said not enough to allow him to travel to Charltonland. When we asked him about Denver he said "Absolutely".

We lost track of Paul because he didn't let us know he had moved from Sebring, FL to Ironton, MO.

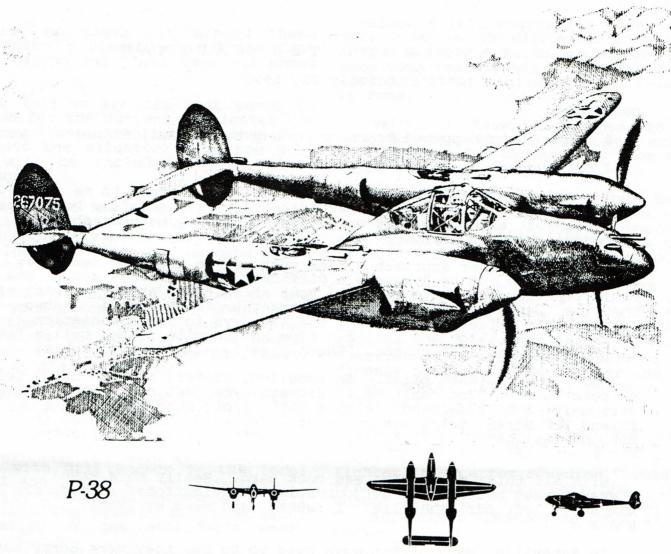
STEVE BLAKE BEEN SEEKING HAS AN APPROPRIATE TITLE FOR OUR HIS-HOPED SLOGAN WF HAD THE 'EM!" "IIP Ат WOULD FIT. AND REMEMBER WE USED IT MAY '90 NI COVER. UNFORTUNATELY, Aug. THE TITLE WAS USED FOR A BOOK ABOUT WWI WAR FIGHTER **PLANES** SO THAT GFT UNAVAILABLE. YOUR IS THINKING CAPS ON AND SEND SUGGES-TIONS TO STEVE.

FOLKS HAVE ASKED WHAT THE BLACK-WHITE CIRCLE IN OUR EMBLEM MEANS. READ BELOW FOR AN ANSWER.

Another ancient symbol is the Yin and the Yang which, when interlocked, represent perfect unity, the universe, and eternity (Figure 8). In ancient times the Chinese believed that the world was created by spontaneous separation of the amorphous ether into heaven and earth; Yin being the one, and Yang the other. The dark shape is the female Yin, the light one the male Yang.



Figure 8
Yin and Yang



<u>Specification</u>: Lockheed P-38 Lightning, U.S.A. Type: single-seat fighter/fighter-bomber.

Powerplant: two 1,475 hp Allison V-1710-111/113 inline piston engines.

Performance: maximum speed 414 mph at 25,000 feet; climb to 20,000 feet in 7.0 minutes; service ceiling 44,000 feet; range 450 miles.

Weights: empty 12,800 lb.; maximum take-off 21,600 lb.

Dimensions: wing span 52 feet; length 37 feet 10 inches; height 9 feet 10 inches; wing area 327.5 square feet.

Armament: one 20 mm and four 0.5 inch guns in the nose, plus a bombload of up to two 1,600 lb.

History: First flown on January 27. 1939, the twin engine, twin-boom XP-38 was Lockheed's first military aircraft project, and at a top speed of 390 mph represented the fastest American fighter in 1941. Flown from start to finish of World War II, it was known to enemy troops as the "Fork-tailed Devil" or "two planes, one pilot". The P-38 underwent continual improvement, starting as an interceptor, and then: skip-bomber, photo reconnaissance (F-4, F-5) fighter-bomber, tank-buster, strafer and rocket carrier. Its bomb capacity was greater than the early B-17, and it carried more weight in fuel than the total weight of a typical Japanese fighter. Flown in all theaters, the P-38 was the first plane to exceed 400 mph, the first to encounter the phenomenon of compressibility and was the plane in which top-scoring pilot Major Richard I. Bong gained the majority of his 40 victories.

I do not know who sent this to me nor do I know from which publication it came. It is probably copyrighted and if discovered — we will all probably have to go to the calaboosa!

I'm as sure as I'm a foot high that it isn't Steve Blake's intent to deal in such differences as officer/enlisted man as he tells the story of the 82nd. The goal of any history worth a toot is 1) What happened, 2) Who did it, and 3) How was it done.

There have been at least three proof readers of the History who were former enlisted men and maybe more - if that should make a difference. I know of at least six former EMs who have made substantial contributions to various chapters of our history. Fred Montgomery is one of these - and - a very able one. Steve also has a copy of Fred Steinberg's (96th mechanic) Diary.

Steve and I have had reams of correspondence and hours of telephone conversation regarding the content of the 82nd History and one theme has been repeated many times and this is: "The great success of the 82nd Fighter Group, with its incomparable record, is due only to the functioning of the entire Group ASATEAM!

One more thing. Steve has been able to use only that material that people have sent to him. If more former officers have sent in accounts of their experiences than have former EMs then that's how the story of the 82nd will sift out. For the last three years there have been many exhortations in the newsletter for members to send stories to Steve Blake. Also, Steve attended at least three Reunions ('84, '85 & '86,) at which time he invited members to participate by sending in stories or other information.

In our promo letters to the troops regarding the history, we maybe should have pointed these things out more thoroughly but it was assumed that six years was a long enough time for all members to get their in-put sent to Steve.

PLEASE, PLEASE - don't judge the whole content and thrust of the 82nd History on the basis of the first two chapters. They are not poured in concrete and if you have a serious concern about their contents you will have plenty of time to write to or call Steve Blake so you can correct any omissions. STEVE CAN'T READ YOUR MINDS! His address is:

STEVE BLAKE

24131-K Hollyoak LAGUNA HILLS, CA 92626

#### To Get On With Other Things

What makes a good newsletter?
I really don't know - I just writ
them. I have been doing this sort o
thing for about 41 years and, thoug
it's a lot of work, it is a highl
enjoyable exercise.

I have been getting a lot of goo vibes about the 82nd Newsletter and n criticisms - except, from two peopl who said it's too long and to expensive.

So be it! I have to do it the way see it.

One of the most enjoyable parts of it for me is the <u>Mail Bag</u> department It's fun getting your letters and I get a kick out of adapting them for printing. Thank you all.

I owe a big debt to a whole lot o you, too, who assist by sending stuf in. There are times when I can't us it but I hope this is not discouragin and that you will continue to b involved.

recognition to Fre Special Steinberg who - along with a lot o other things - sent the clip that note

Roscoe Curry's death; Fred Montgomer

for many many things; ; Al Martin; Bo Hildebrandt for offering assistance with the NL; Rocky Janasik and Jak Hendrix for their kind words; Chuc Luke for furnishing the colored emblem on the cover of this issue and fo forbearance (I spelled his name wron and called his wife Jan instead of Jud in the Asheville edition); Jack Dunca for a mountain of information an support; Olen Medley for taking care of a hurried request with alacrity; Bil Barr for the FLIMSIES and the aeria photo of Foggia 11; Claude Morgan for allowing me to put him in a reall difficult spot; Roy Norris for him dependability and keeping me out of insolvency; Ralph Embrey for alway being on time with the labels and for laughing at my jokes and, finally, t Jo Ann for all the proofing, stam licking, folding, cooling me down whe I'm coming unglued, finding my glasse and for censoring all my bad jokes.

\* \* \* \* \*

# TENTATIVE 82nd FIGHTER GROUP ASSOCIATION AGENDA FOR REUNION AT THE MARROITT SOUTHEAST DENVER. COLORADO 29 AUGUST - 1 SEPTEMBER 1991

WEDNESDAY AUGUST 28, 1991 8:00AM - 5:00PM

Earlybird Registration & Individual Tours

THURSDAY AUGUST 29, 1991

8:00AM - 5:00PM 8:00am - 5:00PM

8:30AM

5:00PM - 6:00PM

6:00PM - 8:00PM

Registration
Individual Tours
Golf-Lowry AFB
President's Reception
First Time Attendees
Welcome Reception
Everyone

FRIDAY AUGUST 30, 1991

8:30AM - 10:00AM 10:00AM - 11:00AM

11:00AM - 12:30PM 12:30PM - 2:00PM 2:00PM - 3:00PM 3:30PM - 5:00PM 6:00PM - 8:00PM

8:00PM - 7

Bus to AF Academy Memorial Plaque Dedication Tour AF Academy Lunch AFA O-Club Return to Denver Business Meeting Squadron Dinners Group Awards

SATURDAY AUGUST 31, 1991 9:00AM

8:00AM - 5:00PM 6:00PM - 7:00PM

7:00PM - 10:00PM

Depart For AFA Football game-tailgate party. Weber State. Individual Tours Cocktail Party Fay as you go bar Group Banquet

SUNDAY SEPTEMBER 1, 1991 9:00AM - 11:00AM

Farewell Brunch

For the ladies a shuttle bus will take them to the new Cherry Creek Mall Thursday, Friday, Saturday at 9:00AM, 11:00AM, 2:00PM and 4:00PM to shop Neiman Marcus, Saks Fifth Avenue, Lord & Taylor, Abercrombie & Fitch, The Disney Store and May D & F plus many more new stores.

Individual Tours can be arranged through Gray Lines and representatives will be available to assist.

Golf for the golfers on Thursday morning. Golfers will need to arrive early.