

THE 82ND FIGHTER GROUP ASSOCIATION

THE EXECUTIVE BOARD

OFFICERS

WILL HATTENDORF
PRESIDENT
SUNSET DRIVE, ROUTE 6
CANTON, GA 30114
(404) 497-4043

GEORGE MARVIN
VICE PRESIDENT
P.O. BOX 45
SEDCWICK, ME 04676
(207) 359-4472

ROY E. NORRIS
SECRETARY/TREASURER
6636 PLANTATION WAY
CINCINNATI, OH 45224
(513) 931-2436

HARLEY C. VAUGHN
PAST PRESIDENT
4702 CONGRESSIONAL DRIVE
CORPUS CHRISTI, TX 78413
(512) 854-3552

...

UNIT REPRESENTATIVES

JERRY LOEWENBERG - HQ
4917 RAVENSWOOD DRIVE 1719
SAN ANTONIO, TX 78227
(512) 674-1555

OLEN MEDLEY - 95TH SQUADRON
12001 CAMELOT COURT
OKLAHOMA CITY, OK 73120
(405) 751-4929

WALTER CARLSON - 96TH SQUADRON
ROUTE 1, BOX 33
URBANA, IL 61801
(217) 328-1894

JACK DUNCAN - 97TH SQUADRON
309 DECAN DRIVE
SCHERTZ, TX 78154
(512) 658-6007

1993 REUNION CHAIRMAN
CHUCK LUKE
4600 118 S.E.
BELLEVUE, WA 98006
(206) 747-5879

ROSTER
RALPH C. EMBREY
7865 E. MISSISSIPPI 1203
DENVER, CO 86231

NEWSLETTER EDITOR
DICK LINGENFELTER
P.O. BOX 5541
BOISE, ID 83705
(208) 344-7742

HOLD FOR 2000!

OPTIMISM, P-38 STYLE

During the Business Meeting in St. Louis, President Will Hattendorf proposed a wonderfully unique idea for our Association to consider.

Will said he had been approached by a representative of one of the other P-38 groups who said there are plans being made - in light of the diminishing number of attendees at regular group reunions - to have one humongous P-38 Reunion in the year 2000 for all P-38 groups which wished to participate! How about that?

Will emphasized that the proposed affair would not preempt our regular Reunion schedule and it would be a "one time" event.

Of course no place or specific date has been suggested.

The idea was put into the form of a motion and passed unanimously. We will monitor all plans for the big party in subsequent newsletters.

Stretchers and wheel chairs will be most welcome.

#

82nd FIGHTER GROUP

Association

NEWSLETTER

No. 25

November MCMXCII

T
H
A
N
K
S



B
e
t
t
e
a
n
d
C
h
a
r
l
e
y

ANOTHER GREAT ONE

As with most of the 82nd Reunions, the St. Louis get together had its glitches here and there but, as in all of our Reunions, our people showed that great capability for having fun. Bette and Charley really extended themselves - despite an overdose of miscues by the hotel management - to create the sort of atmosphere for the comraderie and reminiscing our 82nd guys and gals have come to expect over the years.

B & C left us more latitude for self entertainment. Some went to a ball game, some went to the Arch, some went to the old Railroad Station, some went shopping and all of us availed ourselves of the opportunity to make new friendships and to further seal old ones. Two hospitality rooms were in a constant state of happy uproariousness.

On Friday, and after a great spaghetti feed, we all went for a race down the Missisooopi (and back again) in a couple of sternwheelers. As we began the cruise down the river we were treated to a fly over by a flight of jets piloted by our active duty guys. Suddenly and incredibly - right before our eyes - the jets metamorphosed into a flight of 10 P-38s!!! Can you believe that? Not only that but simultaneously six of our pilots were atomized right there in front of us! Zounds! Miraculously, Vaughn, Sloan, Embrey, Crawford, Hattendorf, Mason & Loewenberg met us in the hotel on our return from the race (which was a dead heat). At the time I was arguing with Loewenberg about the cost of the newsletters when I looked away for a sec and Jerry was gone too. When I met him back at the Inn I asked Jerry what happened to him. He said, "Oh, Ben gets kind of disoriented now & then so I flew co-pilot for him!"

Strange, just real strange. But that's the way its always been with the 82nd.

Most of us had a lot of fun playing a game of tag with the hotel elevators and many of us became expert at kicking the dang doors in order to get the elevators in gear. One of the downers - and we can only lay this at the feet of father time - was that there were twenty four of our folk who had to cancel because of illness or injury. Following is a partial list of these friends (including spouses) who were sorely missed:

Richard Elmendorf
Marshall Wren
Eugene Mazurak
Raymond Iles

Larry Peplinski
Romeo Routhier
Norm Partridge
Bill Hancock

Grover Jones
Mike Radewec



Other Engagements waylaid many others and two we are sure of were:

John Cox & Leonard Kuczmarski (wife on jury duty)

We had a couple of scares, too, during the week. The first day out, Betty Baker had to go to the hospital where she was to remain for nine days. She was in intensive care most of those days. We talked to Betty soon after her arrival back in Novato, Calif. and, though weak, she told us she was feeling a lot better. Also, Betty Hattendorf became slightly ill the last day and we were all relieved the next day when we were told she was feeling better. We understood, too, that Martin Mosely had a scare Saturday night but was feeling better Sunday morning.

**WE HAD A SMALL BUT NICE
Group Of First Timers**

Leslie Anderson & Veronica (96th)	Charles Miller (95th)
W.E. "Bill" Brockman & Roberta (95th)	Dave Suddeth (96th & HQ)

AND HERE ARE THE OLD REGULARS

Bob Adams & Vysta (95th)	John Allen & Annie (96th)
Jim Baker & Betty (96th)	Carl Balucha & Betty (97th)
Bob Bannister & Marge (95th)	Monty Bardwell (96th)

Bill Bean	(95th)	George Bowers & Joan	(95th)
Fred Bingham	(95th)	John Buckles & Raquel	(96th)
Bob Campbell	(96th)	Walter Carlson & Son-in-law	(96th)
Charlie Charlton, Ginny + Dgtrs	(97th)	Merv Christensen & Lynn	(HQ)
Francis (Chappie) Chapman	(96th)	Terry Coleman & Ginny	(96th)
Martin Collis & June	(97th)	Ray Crawford & Gayle	(97th)
John Davis & Emilie	(97th)	Al DeForge & Claire	(97th)
Ruthie Donohoo	(96th)	Jack Duncan & Mert	(97th)
Al "Duke" Ellington & Roxy	(95th)	Whitey Ellison & Lou	(97th)
Ralph Embrey & Meredith	(95th)	Don Foley & Regina	(97th)
Dick Gadbury & Zeta	(97th)	Lola Giertz	(95th & 96th)
Bill Glowacki & Gail	(95th)	Fred Graham & Peggy	(96th)
Ros Harding & Lil	(96th)	Paul Harman & Arky	(96th)
Gayle Hasenplaugh & Dorothy	(95th)	Will Hattendorf & Betty	(95th)
Marven T. Haw (Flight Sur.)	(HQ)	Don Hebert & Althea	(97th)
Walter Heck & Alice	(97th)	Dexter Henderson + Wesley	(95th)
Bob Hildebrandt & Norma	(95th)	Miles Hoelzel & Marjorie	(HQ)
Bill Holeman & Lena	(96th)	Stumpy Hollinger	(HQ)
Richard Hood	(97th)	Sybil Hooper	(96th)
Travis Hooper	(HQ)	Bryce Hughes & Margo	(96th)
Dave Johnson & Norma	(95th)	Link Jones & Midge	(96th)
Paul Jorgensen & Betty	(97th)	Bill Kermes & Trudy	(95th)
Paul Kimmel	(97th)	Meredith Kingery & June	(96th)
John Kingsley & Mary	(95th)	Don Kirkham & Frances	(97th)
John Kostyo & Sarah	(96th)	Catherine Kroeger	(96th)
Ted Latta & Dorothy	(96th)	Phil Lauria	(97th)
G.T. Lewis & Jackie	(97th)	Link Lingenfelter & Jo Ann	(96th)
John Litchfield & Ysobel	(97th)	Jerry Loewenberg	(HQ)
Chuck Luke & Judy	(97th)	Roland Lynn & Bonnie	(96th)
Archie Mallette & Anita	(95th)	George Marvin	(97th)
Ben Mason & Betty	(HQ)	Olen Medley, Betty + dgtrs	(95th)
Jim Metcalf & Betty	(96th)	Fred Montgomery & Ethel	(96th)
Jim Monyhan	(96th)	Claude Morgan & Fern	(97th)
Martin Moseley & Frances	(97th)	Mel Mullin & Violet	(95th)
Roy Norris & Jo Ann	(96th)	Hugh O'Brien & Lucille	(95th)
Ed Orr & Theresa	(95th)	Dick Ostronik & Sylvia	(96th)
Stan Palczewski & Lucille	(97th)	Hank Phillips & Marlene	(96th)
Len Pratt & Blythe	(97th)	Del Ryland & Mary	(95th)
Irving Reisman & Shiela	(97th)	The Bob Robersons (pals of "	
Eugene Russell and Bettye	(96th)	Fedele Saccomano & Alma	(96th)
Jack Sattler & Ethel	(97th)	Ed Sawicki & Julie	(97th)
Bill Schildt	(95th)	Sollis Schub	(95th)
Bob Schultz & Dorothy	(97th)	Gene Sidwell & Phyl	(95th)
Dixie Sloan & Sweetie	(96th)	T.O. Spence & Mar-Jo	(96th)
Buddy Strozier & Jean	(96th)	Pinky Taback & Harriett	(97th)
George Taylor & Dorothy	(95th)	Harry Terry & Mildred	(97th)
Lee Thompson	(95th)	Lute Thompson & Jackie	(96th)
Clayton Tillapaugh & Beverly	(96th)	Verle Tilley & Vivian	(97th)
Amos Turner & Mary	(HQ & 96th)	John Urech & Lee	(HQ & 96th)
Harley Vaughn & Vi	(96th)	Howard Warne & Jean	(97th)
Johnson Williams & Janie	(97th)	Dick Willsie	(96th)
Louis Zucal & Angeline			(97th)

And our Incomparable Hosts: Bette & Charley Pinson (96th)

And Their Reunion Committee

Charlotte Bizelli - Chief Caller

Maurice Bizelli, Bob Boedeker, Geraldine Boedeker, Byron Pinson, Phyllis Pinson, Jim O'Donnell & Dolores O'Donnell

Our Last Mission

MISS ME BUT LET ME GO

When I come to the end of
the road, and the sun
has set for me.

I want no rites in a gloom
filled room, why cry for
a soul set free?

Miss me a little, but not
too long, and not with
your head bowed low.

Remember the friendship that
we once shared and

Miss me but let me go.

For this is a journey we
all must take, and each
must go alone!

It's all a part of a master
plan, a step on the road
to home.

When you are lonely and sick
of heart, go to the friends
we know,

And bury your sorrows in
doing good deeds.

MISS ME BUT LET ME GO.

* * *

Departed Friends in 1992

Charles E. Adams, Jr.

Edmund B. Anderson

Fred Baucom

Walter J. Blair

John T. Bral

M.O. Hazlett

Betty Perrone

.

Note: The above verse was
included in an Obit which
appeared in the Boise States-
man on Nov. 6, 1992. My
sister, Barbara, had left
our family the day before.
Since she was an ardent fan
of our 82nd Family I thought
it fitting to remember her
in this manner. - RL

The Best Birth Since Eve

Well, my friends, you can settle
back in your easy chairs and ready
yourselves for a long winter's read
because in many ways this has been a
pivotal year for our 82nd family.

In our view this year's focal point
has to be the birth of "ADORIMINI" -
The History of the 82nd Fighter Group!
I now know what it's like for a mother
to give birth. A looooooonnnnggg
gestation period with plenty of
morning, afternoon and evening
sickness. All the father had to do was
to sit down there in Orange County and
type type type while mommy was up here
in Boise sweating 50 caliber slugs and
carrying around 300 gallon belly tanks.

Birth pangs were a piece of cake.
The first 100 books arrived in Boise on
Sept. 16 because we thought we could
take them to the Reno Air Races and
make a pile of money. That fizzled,
though, when we learned they wanted 500
bucks up front. This is why several
folks here in the west received early
copies.

The happiest part of the birthing
process took place in St. Louis. Roy
Norris and I picked up 500 copies from
the printer at Marceline, Missouri the
day before Reunion Registration and
trundled them to Days Inn at the Arch
and then the fun began. The general
opinion was that our BABY was about the
handsomest newborn that had ever been
whelped.

It was great to see members walking
around during the Reunion days and
collaring others to sign their books.
During the business meeting many kudos
were directed to the 82nd's History
Board for its part in helping
"ADORIMINI" see the light of day. For
a reminder, the History Board is made
up of:

Claude "Slick" Morgan, President
Roy Norris, Secretary/Treasurer
Francis Chapman
Glen Woodward
Dick Lingenfelter, Stamp Licker

The BIG players are all of you who
participated by purchasing pre-publica-
tion copies and/or sent in funds to
bolster the kitty. It was a typical
82nd teamwork effort. We raised over
\$28,000 and, today, all of our bills
are paid (that we know of).

While kudos are being thrown around
we can't overlook STEVE BLAKE, the

(Continued on page 7)

baby's Daddy. We acknowledge that Steve had some help from John Stanaway (also the author of PETER THREE EIGHT) while the seeds for the History were being sown, so THANKS Steve and John for helping make our proud 82nd Family PROUDER!

AND! What a grand job Marjorie Blake did for us on the beautiful dust cover. Thanks Marjorie.

Now, all we have to do is to figure what to do with the child. We have distributed just about 550 books and we have approximately 950 in storage here in Boise. We are presently drawing up a marketing plan and we are looking for help from you troops.

One of my new acquaintances (and History buyer) suggested we draw up a summary of our History that would be suitable for radio stations to use as Public Service Announcements. Cody Easom - do any of you know of that name?), who works at one of Boise's radio stations, said all radio stations are required to broadcast PSAs so many hours a week and all that's required is that the organization must be non-profit.

You will find a sample copy included in this newsletter. We recommend you have copies of it made and scatter them among your local radio stations and newspaper offices.

+++++



A r k i e
H a r m a n
J o a n n
L i n g e n f e l t e r
E t h e l
M o n t g o m e r y

JAWING!

Charles E. Adams Jr.

Oil engineer, 72

Charles E. Adams Jr. of Perry Park, a Chevron Oil engineer for 35 years, died Jan. 7 at St. Joseph Hospital. He was 72.

Services were Jan. 10 at Notre Dame Roman Catholic Church. Interment was at Fort Logan National Cemetery.

Adams was born Sept. 22, 1919, in New Orleans and married Dorothy Moore on March 24, 1942. During World War II, Adams served with the Army Air Corps as a fighter pilot.

He graduated from Colorado School of Mines in 1948.

He is survived by his wife; a son, David; two daughters, Mary and Patty; two brothers, Joe D. and George; and three grandchildren.

Contributions may be made to the American Airpower Heritage Museum, Confederate Air Force, Box 6200, Midland, Texas 79711.

FROM DOROTHY ADAMS

I want to thank you for sending me the 82nd Fighter Group books. I was sure happy to get them. I had forgotten all about them until I saw them and remembered that Chuck had ordered three - one for each of our kids. I'm going to save them and give them for Christmas - as Chuck would have done.

We all miss him so much and I know the children will love those books.

I wish I could have been with you all in St. Louis but I will try to make it to Seattle.

I also wish to thank everyone for the card, too.

(Ed's note: Chuck died last winter of general heart failure. He had been bothered by an erratic heart for a number of years. Dorothy said that while their good friends were following the ambulance to the hospital Chuck raised up from his litter and waved to them and just a moment later he was gone)

+++++

FROM OLEN MEDLEY

I thought the Reunion in St. Louis was another really great one (but aren't they all). My daughters said it was one of the best times of their lives - but with all the handsome pilots there - we wonder.

(Continued on page 8)

I tried to find the prison building that was supposed to be just a few blocks from our hotel. I recently learned my great grandfather died there as a confederate POW. Several of us drove around the area but apparently it had all been cleared out for the industrial park located there now so it was a big disappointment to me.

Am really enjoying my History book - thanks for your part in it.

+ + + + +

FROM SARAH & JOHN KOSTYO

The Reunion is over and what a wonderful memory it is. Reading our book has also been very exciting. A wonderful book, indeed.

Sarah and I read it for a while and then I try to explain to her what it means.

(Ed's note: Sounds like the "African and Arabian Nights")

+ + + + +

FROM BETTE PINSON

Here are the lists you asked for. I have been working on the books for the Reunion and I'm sick of it. Whata job! Some of the candy jars arrived broken and had to be reordered. So now UPS & the jar company are having at it.

Our grandson plays the tuba in the marching band (in Indiana) and it was invited to the state competition. They finished 5th out of ten and we're pretty proud of them. We went to the competition Sat. night & that's why we weren't here when you called.

(Ed's note: Bette, I played the tuba in my high school's marching band. That's how come I turned out to be such a blow-hard)

+ + + + +

FROM ROMEO ROUTHIER

I want to thank everyone who wrote and sent cards.

Re: Accident - Mission of 6 July.

Revved up left engine and then the right and took off. Half way-down the corridor my right landing gear collapsed and I skidded into a pillar - breaking the right femur. My Crew-Chief diagnosed major overhaul and I was taken to the repair shop.

Three pins and two plates were installed. Landing gear now works fine but CC said to go slow due to age (YP-38) and said I would have to relax from 12-16 weeks. At first I was in a wheel chair and had to be helped but now CC allows me to sit up as long as I want.

Sorry I missed out on St. Louis but am now getting ready for Seattle and already have my travel plans set.

To All 82nd Fighters
Who Sent Me "Get Well" Greetings

Life's A lot Brighter
And Happier, Too
Because of Thoughtful
People Like You

+ + + + +

FROM WHITIE ELLISON (Oct. 27)

(Ed's note: A sad note arrived soon after the Reunion with the news that the airline had lost a suitcase which contained his history book - would I please send another one? We did so immediately)

Just wanted to let you know our lost luggage was found. It had been in Sacramento since Oct. 4!

+ + + + +

FROM LUTE THOMPSON

Here is a small donation to help with your fine Newsletter.

(Thanks much, Lute - and to all you others out there who constantly try to destroy my humility. However, Lute, it ain't my newsletter - it belongs to paternity)

+ + + + +

FROM AL DEFORGE (two notes)

1 Thought you might like this article for your Newsletter. See you in St. Louis.

(Ed's note: Thanks for the clip Al (see below) - only it ain't my newsletter; it belongs to fraternity)

2 (post reunion)

Hope you made it safe and sound after the Reunion. Long trip for us but worth it many times over.

I had lunch with Monsignor Kearney in Boston yesterday and he wanted to be

(Continued on page 9)

remembered to all. He is recovering from his hip operation and is walking good with a cane and looks great. He is in a retirement home for Catholic priests and is right in downtown Boston. His new address in case anyone wants to write or say hello:

Rev. Monsignor Philip J. Kearney
60 Wm. Cardinal O'Conner Way
Boston, MA 02114

+ + + + +

FROM KEN HERRICK

Am I ever glad you didn't heed my advice about the 82nd History Book. It is absolutely magnificent! My idea of a 125 page paperback really looks stupid now. After all the flak you took and all the problems you overcame you have every right to be proud, proud, PROUD! If I were you I would be totally arrogant (passed that phase a long time ago, Ken). If I say "Please" can I order another copy?

Of course I am impressed by the terrific job of writing Steve did, too. Especially after he included three of my vignettes. Anyway, old buddy, except for you there would be no book. We all owe you and Jo Ann a ton for taking a chunk out of your lives to see it through. Particularly, when none of us has too many chunks left. As far as I'm concerned you can now die happy - having put so many folks in that latter state - happy, that is.

Let me change the subject. As I mentioned to you on the phone I recently had a ride in a Stearman. You didn't seem too impressed but I attribute that to the fact that you never had a ride in one. Also, you were still in a well deserved state of euphoria over "the book" when I called.

For me, and I am sure a lot of former WWII pilots would share the feeling, my Stearman ride was a fantasy come true. I didn't know there were any Stearmans still flyable - let alone available for the likes of me. That is why I want you to run the salient information in your (oh oh - see*) Newsletter. Even though you have never run anything I have sent you I still have hope, so here it is:

Carter Teeters
Chino Airport, Chino, CA
Executive Hangar #30
Office (714) 597-8511
Home (714) 951-3877

They have five planes in various states of repair and it costs \$100 for 45 minutes in the air.

Dickie Bird when I joined the USAAC I, like most of my peers, had never been off the ground in anything except an elevator. After months of rigorous ground school, military discipline and drilling, I arrived at my primary flight school in Arizona. It was then I saw my first Army airplane close up - two wings and two open cockpits - *the Stearman!*

Five of us aviation cadets were assigned to each instructor. Ours, to break the ice, asked each of us a little about ourselves and concluded with the question of "How much flying time have each of you had?" It seems that somehow I had missed that part of the program where each cadet got 4 to 6 hours of dual time in a Piper Cub. So our instructor said, "OK, Herrick, I'll take you first."

Hey, that was fine with me. It is hard to describe how excited I was that I was actually going to fly off the ground. First, we had to "pull the prop through", while the instructor sat in the front cockpit. Then one of us pulled down on the prop with all his strength in an attempt to spin it as he jumped aside and yelled "clear". Whereupon the instructor hollered "contact" and fired up the engine. Just doing the start-up was exciting.

Now with a 175 H.P. engine roaring in my ears and dust blowing from the prop wash, I was motioned to get into the rear cockpit. The FI set the brakes and got out on the lower wing to help me get strapped in.

He fastened the chute on me and showed me the D ring handle. Then he fastened my leather seat belt strap in haste as he wanted to beat some other planes to the end of the runway for take-off. There were no shoulder straps.

He climbed back in the front cockpit and proceeded to taxi out and - sure enough - reached the end of the runway before the other guys did. We had no radio in the plane so the control tower used a red or green spotlight to indicate stop or go.

Communication between the instructor and student was one-way. The FI had a little hand-held funnel to which was attached to a hollow rubber tube. After a few feet the tube divided into two tubes which went to each side of

(Continued on page 10)

the student's helmet where they served as antique earphones. The FI spoke into the funnel and looked at a mirror mounted on the upper wing to see if the student nodded "yes" or shook "no".

So, there we were at the end of the runway ahead of everyone else. The tower gave us the green light and the FI pushed the throttle slowly forward as we began to accelerate. The tail came up quickly while the prop wash sent tiny pieces of gravel pinging against the fabric underside of the plane as we hurtled forward. A couple more seconds and it was, "lift off"! I was actually flying - first, 3 feet, then 10, then 50 feet separated me from the ground - incredible!

At about 300 feet the FI did a routine medium turn to the left as he continued to climb. In the turn the wings were at about a 45° angle to the ground - which I thought to be a thrilling maneuver. I crouched lower in my seat just to be more secure.

Evidently it had been a dull day for my FI and he was bored with straight and level flight - so when we got to 1,000 feet he said, "How would you like to fly upside down?" I, seeking to please, nodded yes. He then quickly rolled the plane over on its back.



That was when I discovered I had about nine inches of slack in my seat belt. I fell away from my seat and hung suspended like a quilt on a clothesline for an airing. My hands were touching my toes as the sagebrush sped past underneath me.

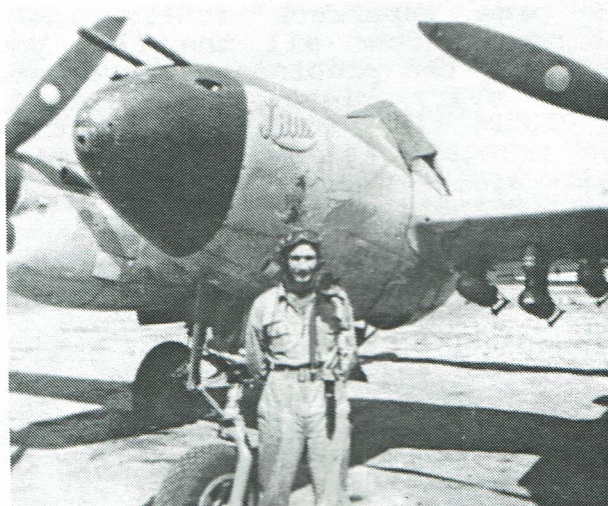
My FI asked, "How do you like flying upside down?" Then he looked in the mirror to see my answer and saw I was halfway out of the plane. He immediately righted the plane. Boy, was I ever glad to feel that seat firmly against my fanny again. You can bet that I never took off again with a loose seat belt and I don't today in a plane or in a car.

My ride the other day in the Stearman brought back a flood of old memories. I am sure it would for a lot of other guys too. There are some differences today, though. There are shoulder straps; one can start the engine from the cockpit without a necessary manual spin of the prop; and there's electronic communication among plane crews as well as with the outside world.

Again, profound thanks for *The Book*!

* Again, it ain't my book - it belongs to profundity! - RLL

+ + + + +



FROM JOANNA HAZLETT via Walt Carlson

How do you describe someone who was "dad" and demigod - who stood 10 feet tall and seemed cut from the same cloth as John Wayne? Someone who could take on the world and make everything O.K. Whose word was his bond. Honor and decency were not just fancy words - they were his way of life. If you wanted something you went out and did a decent day's work for it. He also taught me that even though I was born a female I could be anything I wanted to - provided I was willing to work hard enough. My Dad taught me how to whistle, how to ride a bike and roller skate (I don't think his tailbone was ever the same). He taught me how to stand up for myself and to fight fair and win even though I was a girl. He wasn't good at saying, "I love you," but his actions said it for him.

Most of the time I was growing up he was out on the road selling water equipment. It was in later years I really got to know the man.

(Continued on page 11)

He was raised on a farm in Chehalis Valley in Washington State and he knew what hard work was. He loved mechanical things and was forever taking apart anything he could get his hands on. That included his father's Model T. Lucky for him he was also good at putting things back together.

When he enlisted at 18 he wanted to fly and trained at Luke Field (had Tex Rankin for an instructor) and became a P-38 pilot and then a member of the 82nd FG Group - 96th Squadron. He was one of the "Slugging Jackrabbits". He didn't talk much about the war until recent years but did mention bombing Ploesti. He described escort duty as "hours of boredom interrupted by sheer terror!"

He often recalled the Squadron's mascot - an alcoholic dog.

T
H
E
N



In the Brenner Pass one day he took some shrapnel in one of his engines and had to crash land in Yugoslavia. Luckily he got out through the underground.

He met my mother in Portland, Oregon and they were married July 17, 1945 when he got back from overseas. They were married 41 years until her death in 1986. He loved her, was faithful to her and took care of her till the day she died.

Afterwards I'd tell him to go out and chase some women but he said he'd never marry again because he'd already had the best and the day he died he was telling me how much he missed "Betty"!

He hadn't been feeling well that morning and had been suffering from

congestive heart failure since last fall but he could still get around some - but more slowly and required oxygen. So I took him to see the doctor. The Dr. said his heart was enlarged and his condition was worsening but dad refused to stay at the hospital.

At home he looked at me and said, "You have been a good daughter and I appreciate everything you've done. Now get the heck out of here!" I had told him that I was going to stay home instead of going to work. I didn't want to go because it sounded like he was saying "Goodbye" but I minded my Dad. "I'll see you at six," he said, "I'm tired and I want to take a nap."

He did but he never woke up.

Dad had three girls (plus two well-loved grandsons) and taught each of us to fly hot-air balloons and Sue

S



D
O
W
N
A
B
I
T
T
H
E
R
O
A
D

(the oldest) set two high altitude records in the 70s. Cindy (the baby) gave Dad a dog and he named him "Squire" after an old Air Corps buddy, Bob "Squire" Hawes. So wherever you are Squire - he never forgot you.

This is a terribly long letter and if you've gotten this far, I thank you for your patience but I didn't want Dad to just be a statistic.

I'll add, "He loved completely and was completely loved."

(Ed's note: What can I say guys & gals? I was enthralled not only with the content of Joanna's letter but with the style in which it was written. I hated to have to edit it and leave out so many touching and well written vignettes of M.O. and his family.

(Continued on page 12)



(More Joanna)

M.O. at right
and
Unidentified
friend

I called Joanna at her home in Albuquerque principally to personally commend her for such a marvelous letter and in the process learned she and her younger sister had been born right here in Boise.

She and her sisters were very appreciative of the cards some of you had sent and they would also appreciate it if any of you who knew M.O. Hazlett could share recollections of him with them.

Now, my friends, why should this editor use so much space in your newsletter for one daughter's accolade of her father? Three reasons - 1) Over the five years as editor many instances of parent-children relationships within our 82nd family have been demonstrated in warm and touching ways (in both directions) but have never been so well articulated; 2) When my own father died I sat down and wrote a prideful letter about the man and his accomplishments to one of his favorite associations and it was rejected out of hand; and 3) of such letters is history made.

I think Joanna has written her words for all of us. - RLL)

+++++

I loaned a copy of our History to Lester Earls - a former P-38 driver who lives about a mile from me. He said he recognized several names he remembered from either his cadet class or who were later with his 55th Fighter Group in England. Two that he remembered are Bob Griffith and Earl Greeno - both of the 97th.

FROM AMOS WIENBAR

In the August '92 Newsletter Paul Jorgensen had sent you a picture of the Betty May, himself and the ground crew. From the left the first two were ? marks as to whom they were. I recognized both. The first from the left is Zenon Sigl of Kingfisher and the second is Albert Ashe of Reading, PA. I stopped to see Sigl a couple of years ago but he didn't seem interested in coming to any reunions.

Couldn't make St. Louis as my wife was not getting around well. Hope next year will be better.

+++++

FROM JOHN KANE

I hope this note gets to you before you "take off" to St. Louis. Fran and I had to cancel our plans to go to St. Louis. It breaks my attendance string dating from the Orlando meeting.

I sent the \$100 to Norris. I'm sorry you guys are sledding on sand with respect to the book but I appreciate all the work and the heartburn you and the others have experienced. It's the least we can do to come through with some Scotch money to make the thing work.

Say "Hello" to everyone for me.

+++++

FROM MARGARET RUKDI

My father, John Perrone, has asked me to send you a check to cover the cost of the the three books you sent him.

I would like to thank you and all those who made this book a reality. My sons would have no other concrete way of remembering the stories told them by their grandfather.

My dad is proud of the book and proud of his contribution to it. And I am proud of my father.

+++++

Fred Wolfe called about something to do with the History Book right around Halloween. After we had settled the problem he said, "I've got to share something with you. My little five-year old granddaughter called me to tell me that when she runs out of places to "trick or treat" in her neighborhood she was going to come to

FROM WATSON HOLLEY

(Ed's note: How come a nice clean-living kid like me gets himself all tangled up with a high flyer like Watson Holley. Here I'm trying to edit a nice sensible newsletter that everyone can enjoy and along comes Watson Holley. You ought to see this thing he sent me - it would take Dr. Leakey of old duvi gorge fame to put Holley's pieces together. Good Gadrey!

Joking aside I appreciate WH's efforts to liven things up in this old rag. The first thing that hit me when I opened up his envelope was a photo copy of his A-2 jacket patch which he had designed himself. It's called:

"THE UNHOLY FOUR"

The Unholy Four were 96th tentmates Bill Ellis [flew Punkie], Larry Shepherd [African Wolf], Fred Selle [Sweater Girl] & Ol' WH [?].

They must have built up quite a reputation because various others [Major Mac, Chaplain Madore, Capt. Bert Morris, Doc Papermaster] gave them descriptive tags - other than T.U.F. - such as "Too Rowdy For Church", "Hopeless" and "The Raunchy Renegades"!

So, someplace in this publication - if it will fit in - is a copy of the patch. Thanks Watson - it's been fun)

+++++



my house and that I was going to go around my neighborhood with her. I told her that I couldn't go with her because I didn't have a Halloween costume. She said, "That's alright Grandpa - you can go as an "old man!"

FROM ANDREW BLAKLEY via Roy Norris

Enclosed is my \$15 check for Association Membership. Very glad I learned about the 82nd FG Assoc. at Colorado Springs a couple of weeks ago (1st part of Sept.)

Stats: Wife - Louise (wedded 52 years)
829 Hillward Ave.
WEST COVINA, CA 91791
(818) 919-2852
Class of 43-I (Off. training in grade)
Commissioned 2nd Lt. Armored Force OCS 1942
96FS Feb. '44 to Jun. '44
32 missions - 4 victories
Crashed on take-off at Foj when left engine quit
Hospitalized 5 months at Bari & then Spokane, WA
Discharged Oct. '45

(Ed's note: We really appreciate Andy's stats and wish we could have them for all our members. Thanks Andy)

+++++

FROM OLEN MEDLEY

We really enjoyed the Reunion and my daughters had a ball having all the Tyndall pilots there. They took my daughters out to the field Saturday and let them see the F-15s and they got to take some good pictures. You can imagine their excitement. It kind of makes hanging on to our part of our WWII days a little more fulfilling too.

Hope this material is what you wanted.

+++++

FROM DEBRA TALLMAN via Paul Jorgensen

This is to inform you that Mason V. Tallman died on Oct. 4, 1992. Please remove his name from your mailing list. Thank you.

(Ed's note: Mason was in the 97th Squadron and he was a life member of the Association. Should any of you wish to extend condolences to Debra, she is at Rt. 1, Box 201 B, PHILIPPI, WV 26416. Phone is (304) 457-2983)

+++++

Fred Montgomery, bless his old rattly bones, contributes richly to the literary quality to this rag. I have had to defer one of his better pieces for another NL because of space.



GETTING READY TO "CHOW DOWN" FOR THE GRUELING RACE DOWN THE RIVER

Col. Claud E. "Hank" Ford graduated from Army Air Corps flying school class of 42C, in the first class of Staff Sergeant pilots in the Air Corps. The entire class was assigned to the newly activated 82nd FTr GP flying P-38s. After training in the Los Angeles area the group was dispatched to the ETO. Col. Ford was hospitalized at the time and after some P-38 instruction duty he rejoined his old outfit the 82nd FTr GP 95th Sq. in Africa in 1943 and entered combat. After 1945 Col. Ford served as Chief of Standardization and Evaluation Group level, Maintenance Sq. Commander, Base, Group and Air Division Air Inspector, Maintenance and Supply Group Commander Group, Wing and Air Division Director of Material, Director of Maintenance EADF and 5AF and Director of Aircraft and Missiles Maintenance Division Hq. USAF. He retired in November 1969 from Hill AFB where he was Director of Supply and Transportation, Ogden Air Material Area.

Tally Record: 5 kills.

Aerial Combat: Col. Ford's first combat mission was the initial big strafing mission of the Italian Foggia Airfield Complex conducted from N. Africa. In aerial combat Col. Ford shot down 1 JU52, 3 ME 109's, and 1 ME 110. On one mission Col. Ford made 2 kills (ME 109 and ME 110) without a gunsight. This was done by maneuvering into a dead astern position so close it was impossible to miss. Debris from both aircraft damaged Col. Ford's P-38. He also participated in a shuttle run from Italy to Poltava, Russia. Missions in support of Russian ground troops fighting in Poland were flown from that base.

Col. Ford initially flew with the 95th FTr Sq. and then was commander of the 97th FTr Sq. For his career efforts he has been awarded the Silver Star, Distinguished Flying Cross Air Medal W/11 OLC, and Legion of Merit.

HANK



COLONEL CLAUD E. FORD, USAF

A Reunion Family Team

You have already guessed that Byron & Phyllis Pinson - of the sterling Reunion Committee - are related to Charley. What you don't know is that Bob & Jeri Boedeker are Bette Pinson's brother & sister-in-law.

FROM GIL CEFARATT

I received Newsletter #24 yesterday and finished it in one day. That's pretty good for me as I receive NLS from the following groups: 10 P-38, 1 P-47, 1 B-26, 1 P-40, 1 8th AF, 1 Pearl Harbor Survivors, 1 Lockheed Mngmnt., 1 F117A Stealth Fighter, 1 PB4Y Destroyer Escort. I never get caught up.

I am currently Vice Chrmn. on the Amelia Earhart Historical & Education Committee to raise funds to bronze her North Hollywood Statue and award scholarships. I have also been busy photographing the buildings on the old Lockheed Plant B-1 where the P-38s were built. All the buildings will be torn down and then the land will be sold. Tragic!

I ended up with the main motor from the wind tunnel. I also have a couple of super shots of F-117A's if you would like to print one.

Cheers to all and keep up the good work.

(Ed's note: Gil is a former Lockheed employee, one of the prime movers of the National P-38 Association and an Associate Member of the 82nd F.G. Association. He has also purchased a copy of "ADORIMINI" and I hope there's time left on his calendar to send us a pic of the F-117A)

+++++

FROM LARRY PEPLINSKI (two letters)

(Ed's note: Found this after Jo & I returned from Reunion)

1 Mission to St. Louis scrubbed!

Soon after flight plan was approved and all targets and landing sites identified, the Crew Chief discovered a serious problem with the hydraulic system. Closer exams and interprobings by the CC determined a strip down was required.

After draining two units of fluid for future use, the old fuselage will be anchored and cowlings opened for removal of one of the fractured relief valves. Expected down time is 4 weeks so will be in good shape to join the 82nd on the mission to Seattle

- - - - -

2 Small favor please. If you have a little corner left over in the next newsletter could you relay my sincere thanks to the many people who sent cards, wishes and prayers in response to my health problems.

I was particularly impressed with a call, while in the hospital, from a large group that took time out during the Reunion to each pass on their good wishes. I Also received a welcome call from Olen Medley after the Reunion. He filled me in on all the programs I missed. A comment he made covered everything, "We cared as a group before and we still do."

I don't know who was responsible for sending the History of the 82nd book but it couldn't have come at a better time. The roster I have doesn't have my phone # in it but I am listed in the Spokane directory (509) 467-9855.

I feel great now.

+++++

FROM JAKE HENDRIX

I am really enjoying the History. It brings back a lot of memories and shows that a tremendous amount of research was involved.

I am also reading about a few things that must have slept through - such as:

- 1) All those air raids,
- 2) Terrible rain storms, and
- 3) Miscellaneous other.

I guess time dulls the memory in some and expands it in others. Oh, well - to each his own.

(Ed's note: Just chatted with John to let him know I have renewed a previous contact with John W. Hulme of the 95th. His address is: 8821 Oswego Ave., Morton Grove, IL 60053 (708) 697-5799)

+++++

FROM JACK WALKER

Because of necessary repairs to eyes and ticker so I can coerce FAA to give me my license back I will be unable to attend either the National P-38 meeting in Co Springs or the 82nd bash in St. Louis.

Keep up the good work.

+++++

FROM TED LATTA (August 6, '92)

This is an up-date. Dorothy has improved her walking and I seem to be holding my own - we are just fighting the ravages of time and tide. I understand they wait for no man.

Last month Dorothy and I were invited to the Ros Harding Family Reunion in Grand Blanc, MI. Since I was Ros & Lil's Best Man we were adopted into that family. After that bash, Ros & Lil visited the Latta Den for a complete rehash of the "Adventures of the Slugging Jackrabbits in the Wild of the ETO in WWII. Guess what??? We won again!!!

Last week we talked to both Bruce & Emma Ireland on the phone and their situation seems to be stabilizing a bit.

Hope the fires in Idaho haven't devastated too much of your beautiful area. I can remember from my CCC days what a chore it is to fight those Idaho Forest Fires. I was involved in the one where the CCC boys were lost.

Post Reunion communication from T & D:

As you recall, Dorothy and I drove over to Kansas City to visit my sister. It snowed right after our arrival - can you believe that?

In any case, my sister and I decided to go out someplace to eat. Dorothy was hesitant because of the driving conditions but gave in to our pleading. We had the green light at an intersection and started through when here comes a kid running the red light - **BLAM !!** My sister spent the night in the hospital, Dorothy was bounced around in the back (she had her seat belt on) and now she says she looks like a plum. The air bag saved me from any injury.

+ + + + +

FROM KEITH & DOROTHY ARMSTRONG

We both do miss the times we have had attending past reunions. We regret we cannot attend the St. Louis event but we are committed to Seattle next year - barring no unexpected happenings.

Dorothy has new teeth & I have new eyes. Both my eyes were rebuilt with new inter-lens transplants because of cataracts. The result is giving me 20/20 without glasses.

We were crushed to learn of Fred Baucom's passing and our hearts go out to Margaret. I will always retain my memories of Fred - and our relationship - during the war. I do really believe this life is not the end; the problem is that the Good Lord will be busy for a while finding something for Fred to do.

Margaret we are keeping you in our prayers.

Dorothy and I place great value on our relationship with the 82nd Assoc. Not just because we were all in the war together - but also because the Assoc. has brought together the most caring and loving people in the world. This is a rare phenomenon in this day and age.

We look forward to the newsletters and our thanks are to Dick for a superb newsletter and we think that maybe at the next business meeting we should appoint Dick editor for life.

+ + + + +

FROM JOHN CAPUTO

(Ed's note: I lost John's thoughtful note of July 24 and hasten to apologize. Rest assured, John, that you are not one alone to become lost in Heinz Hall. I get lost in it almost every day. John sent the information about the passing of Betty Perrone on June 16, '92. He said John's daughter and two grandchildren were giving John support.

Caputo also sent an 8 X 10 glossy of pilots Fred Wolfe (96th), Ray Crawford (97th) and himself (97th) with actress Mary Anderson and actor Bill Bendix. The picture was taken in Hollywood during a visit back to their old haunts by the 82nd pilots.

I would like to use it John but I printed the same shot in the March '88 Newsletter. Do you want it back?)

+ + + + +

FROM RICK WHITMAN (To his Grandchildren)

Re: The 82nd Fighter Group History
Dec. 25, 1992
Dear Phil, Juli, Dave & Annie,

This book depicts, in more detail than you will ever want to know, what one group of guys did in World War II.

(Continued on page 17)

My role in this, while small, is something I look back on with great pride. It also took courage and a lot of faith to marry a fighter pilot during the War, which is what your grandmother did.

The pilots were the focal point of a fighter group's effort. Everything revolved around us, although we were only 10% of the Group's personnel. The mechanics, upon whom our lives depended, were also crucial to the unit's success. Unlike us, they got no glory, just lots of hard work and responsibility. My age at the time - 22 - was typical for pilots while the mechanics tended to be a couple of years older.

Pilots came and went. A pilot either got his fifty missions in and was sent back to the U.S. or was shot down in the process. About 25% met the latter fate in the 82nd. It took about six months for the lucky ones to finish the fifty missions.

My tour was an exciting and meaningful time in my life and to have our whole nation solidly behind those of us actually doing the fighting was gratifying. War seems to bring out the very best and the very worst in mankind. In my experience the former dominated the latter. It was my good fortune to be assigned to the 97th Fighter Squadron in the 82nd Fighter Group which had more than its share of brave and dedicated men - several of whom are still my friends today. This book tells their story.

(Ed's note: Whitman thought 82nd members might also be giving copies of the 82nd History to their grandchildren for Xmas and suggested the printing of his letter might be used as a guide in making a meaningful presentation.)

I'm sorry my friends but I have never heard of a "Rick Whitman" in the 82nd - much less the 97th. Do any of you have a clue?

Whoever you are, Rick, thanks much for your kind gesture)

+ + + + +

I have a note here (from whomever?) that states that Russ Bowen (96th pilot) has logged over 37,000 hours both for the airlines and for one of the secret agencies (the OSS, the IOU, the IPP, the FDR, the IRS or the CIA).

Oops, just found a note here - it says "Sam Conway (95th) has had by-pass surgery and is on crutches."

PHONE CALL TO STAN PYTEL

Stan, I'm calling from Boise, ID for the 82nd Fighter Group Association. He said, "Yeah, and you really put out a fine history book."

I was stunned! "How on earth did you get ahold of a copy of our book?" He said, "From the widow of my friend Joe Thomas who died this year. Joe just lived down the road from Bellingham in Edmonds, Washington. We were in the 82nd together in Grenier."

Stan went on to tell me he had encountered WWII 82nd folks while in Germany including Curly Edwison and Dick Willsie. He said he would like to be placed on the 82nd's roster.

+ + + + +

ROUGH AIR

This is the last bit of typing I'm going to do on this issue of the Newsletter. It is now the day after Thanksgiving and I started it away back in September - or maybe even in August. It's been a tough year here.

First, though, I need to add to our Obit list. Pauline Cavanaugh, wife of Gerard of the 95th died at the end of August, Mason Tallman of the 97th (we have no other info) and Joe Thomas of the 95th (postwar Grenier). Earlier this year I received a note from Joe asking that his name be taken off the list. I wrote and told him I didn't have the authority. Stan Pytel said he and Joe attended their other unit reunion in Hawaii earlier this year. We grieve for the loss of these friends and offer our condolences to their families.

Also, I know there are many many more of you out there who are hurting and/or ailing and have by-passed your names as I go through the roster when I'm not sure. Among these is my own sweetheart who had a successful total knee replacement in April and - today - is doing just fine. Phyll Hendrix also had a knee replacement. John said she had to go back to the hospital because of poorly installed screw - it had gone into a bone where it didn't belong. All is fine now, though.

I was going to have a full page spread on one of our great 82nd characters but will have to put that off until a next issue. It'll keep.

FROM JACK SIDES

As a former member of the 82nd (96th) and a 44-A graduate of Willie I am usually invited to their "VIP" affairs. The last such occasion was both poignant and painful. On 26 June, following a reception at the Officers Club, we rallied around the flagpole for a deactivation ceremony for the 96th and the 98th. They had completed their mission of T-37 training for the last class of pilots that will ever graduate at Willie.

The ceremony was both impressive and sad and more than one tear was shed (some of them mine) when the last squadron commander furled the squadron standard in its case and presented it to the wing commander. The flyby was the last flight of the 96th unless there is another revival sometime off in the future.

The 97th and 99th squadrons are now training that last class in the T-38. Somewhere around the first of the year they, too, will be deactivated as will the 82nd. I will go pay my respects at that ceremony also.

+ + + + +

FROM JOHN URECH

On page 252 of the 82nd History there's a story about one GI in the 96th Squadron who wrote a letter a day for 1,061 days. I was that GI and you can ask Amos Turner (Squadron Censor) who it was that cut one of the letters to look like a valentine.

The only thing wrong was that I wasn't able to write too often when I got to Poltava, Russia where I was in charge of the ground crews and was pretty busy. Also, I don't remember seeing any little U.S. Mail or UPS trucks coming our way.

(Ed's note: GI M/Sgt Urech graduated via field commission to 2nd Lt. so I don't if we REAL GIs can accept John's story - RL)

+ + + + +

We keep pretty close to Ralph Embrey via Ma Bell & U.S. Mule because we have mutual concerns for the health and welfare of the 82nd F.G. Association. A few days after my return from St. Louis I had occasion to give Ralph a call. Meredith answered and said Ralph was in the hospital! She said a couple of nights previous Ralph complained of pains and so she took him to the hospital where he had triple by-pass surgery. Two weeks later he was driving his car around.

FROM MILLARD STROOPE via Roy Norris

I broke my left ankle while rototilling my garden.

(Ed's note: Hey, all you guys! See what a nice short letter can be written with all info included? Moral: After this, rototill your gardens with your left leg in a sling)

Just had a nice chat with Millard. He said his ankle is healing fine but he still has responsibilities at the VA Hospital in Riverside, CA. He said the hospital needs him to test their beds now and then. Such an assignment kept him from getting to the Queen Mary in '89. - RL

+ + + + +

FROM JANE BROWER & JOE PUETZ via WALT CARLSON

Jane wrote this to Joe: I'm writing this for Robert O. because soon after he wrote you he suffered a massive stroke and has been in the hospital since June 18 and he is paralyzed on his right side so cannot write. A tube in his throat prevents him from talking and eating. He has some movement in his right hand now so we are hopeful he will get back some use of it.

I brought the 82nd Newsletter with his and your pictures in it to him and he was pleased to see it. I read him your letter and told him I'd answer it for him.

Best regards from Bob. He treasures his memories of good friends and times in the service.

Joe then wrote to Walt: I finally answered Brower's letter and made copy of the one I got back for you Fred Graham and Rex Ortman.

Some months ago R.O. called and asked if I would answer his letters if he wrote to me. So I did. Sounds like he's sure in bad shape.

Guess you're all set for the Reunion. Keep up the good work and keep those officers in line. When is Orlando going to hold the Reunion? think I could make that one.

I'll be looking forward to the next Newsletter.

+ + + + +

OUR REUNION REGISTRARS

RUTH DONOHOO, JERI BOEDEKER

& SYLVIA OSTRONIK

FROM G.T. LEWIS

As you may remember, my oldest son bought a copy of the 82nd History. I therefore need another copy for son #2 and I'm enclosing a check which I hope is enough.

We cannot thank your History team enough for all the effort in putting the book together.

+ + + + +

FROM BUDDY STROZIER

As we say in Okie "I've been aimin' to write to you ever since I got back from the Reunion but one thing or another has kept me from firing.

Here's some snapshots I thought might be useful. Mainly, though, I wanted to add my personal thanks for your (meaning the History team, of course) in getting the 82nd's History published. I've already had several occasions to turn to it as an authoritative reference.

By the way, you may be hearing from a Keith Moran who is interested in receiving the newsletter.

We plan to be in Boise in December so I look forward to seeing you and Jo Ann then.

(Ed's note: Haven't heard yet from Moran. In any case, if you could officially vouch for him I don't think there would be a problem. As far as I know, we've never had a definite, written down policy for non-members newsletter subscriptions)

+ + + + +

FROM FEDELE SACCOMANO

I want to thank you personally for your newsletter. I always look forward to it.

(Ed's note: Notes like Fedele's warm the cockles of my heart and the many of them make all the hours and the wear and tear on my fingertips worth while. Jo Ann and I both thank you all for your warm friendship)

+ + + + +

WELCOME 82ND FIGHTER GROUP



FROM LINK JONES

Thanks for sending the History books. Also thanks for the note about Ted Latta. I sat right down and wrote them a letter. What a thing to happen on the way home from a reunion.

The history book is great. Steve Blake and John Stanaway must have put in hundreds of hours of research and obtaining direct interviews from many of us. That, along with the writing must have wiped out all their evenings and weekends. I've written to Steve to congratulate him and also to point out a very tiny correction since he is now our historian. This has to do with the ages of pilots as they went into combat. Midge says, "Who cares?"

By the way Dick I have a very good friend who was in the 1st Fighter Group and he enjoys reading our* newsletter whenever he can get a copy.

(Ed's note: *Egad Link. You didn't use that other word. But it ain't our newsletter - it belongs to serendipity!)

+ + + + +

FROM PAUL PECK

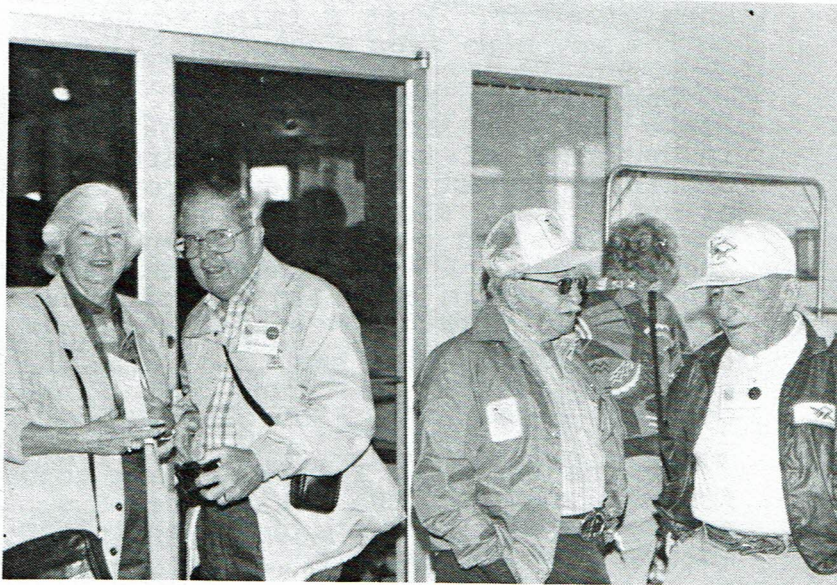
Enclosed find a clip from the Xenia, Ohio Daily Gazette. It was sent to me by one of our members who lives in Xenia. He is curious to know to which group the B-25 (see attached article) belonged. Dick, I need more data and dates so I can run a piece in "The Men of The 57th".

(Ed's note: Paul is the newsletter editor for the 57th Bomb Wing Association of which I am also a member. Paul did a great job on the Ray Crawford rescue story)

+ + + + +



Dick Lingenfelter, Will Hattendorf, Roy Norris & Walt Carlson



Sorry! I just don't have room for all the names of all the other fine folk. Which probably means I don't know them all!



Over the years there has been some discussion about our members who have shown no apparent interest in the 82nd Association. If you would scan your new roster for all those names which show no reunions attended and no dues paid you will count 68 as I just have.

These 68 represent an outlay of almost \$700 per year of the Association's funds for the Newsletter alone! In the five years I've been editing the NL you're looking at an outlay of \$3500!

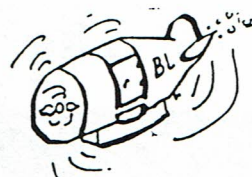
I'm sure you and I will agree it is money well spent if those newsletters are enjoyed and bring back pleasant memories.

To find out if this is the case, the note at the right was sent to about 80 names (the 64 plus a few borderline ones) plus a stamped postcard addressed to me in the March '92 Newsletter. I received 27 cards back! Five indicated they were not interested while 22 responded positively.

In my view, it appears that we have 53 people on our roster who could care less. One of my 96th friends is one of the zilches and I'm sponsoring him. You may wish to sponsor one of your friends with an extra \$10/yr. Otherwise, it'll be no delivery!

Your comments will be read. - RL

ROUGH AIR from the "LINK"



THIS MAY BE YOUR LAST 82nd FIGHTER GROUP ASSOCIATION NEWSLETTER!

It is up to you to say "Yes" or "No".

Our records show that you have not paid your "Voluntary" \$15 dues since 1984 - nor have we heard from you during that time.

Now! Our Executive Committee is interested in YOU and wants you to continue getting the Newsletter - E V E N if you do not wish to pay the \$15 annual dues. You see, all you have to do to make the Executive Committee happy is to check off "YES" on the enclosed card and mail it and then you will continue to receive the Newsletter and any other pertinent 82nd Association information.

Ours is the only military association we know of that does not require dues. (But we sure do like to get them)

Our Newsletters cost us about \$10 per person per year so we would like to know if we are getting our money's worth. Only you can help us with that.*

We really want to keep remembering all the guys - our comrades in arms - that made the 82nd the great fighting machine that it was. So please take a minute and drop the card in a mail box - and don't forget to sign it first.

Thanks,

Dick Singsperger

* If we don't hear from you by July 1, we will assume you are not and will drop your name from our roster.

HISTORY PRICES

Single Copies to individuals -
\$49.95 + \$4 post. & Hndl g.

Single copies to members who
have purchased pre-publica-
tion copies -
\$30.00 (postage & hand-
ling included)

Members who have made advances
to our History program may
reduce their investment by
taking books at \$30 ea.



MEMORIAL PLAQUE At The Air Force Academy

1993 REUNION

THE SEATTLE AFFAIR

SPONSORS

AL
CBI CHINA, BURMA, INDIA
ETO EUROPEAN

1st FIGHTER GROUP 8/12/15AF, ETO/MTO
9th PHOTO RECON SQ. 8PRG, 10AF, CBI
20th FIGHTER GROUP 8AF, ETO
26th PHOTO RECON SQ. 6PRG, 91PW, 5AF, SWP
48th FIGHTER SQ. 14FG, 12/15AF, ETO/MTO
49th FIGHTER SQ. 14FG, 8/12/15AF, ETO/MTO
49th FIGHTER GP. 5AF, SWP
55th FIGHTER GP & 442 ASG 8AF, ETO
82nd FIGHTER GP. 12/15AF, ETO/MTO
94th FIGHTER SQ. 1FG, 8/12/15AF, ETO/MTO
339th FIGHTER SQ. 347FG, 13AF, SWP
364th FIGHTER GP. 383/384/385FS, 8AF, ETO
434th FIGHTER SQ. 47FG, 8AF, ETO
436th FIGHTER SQ. 47FG, 8AF, ETO
449th FIGHTER SQ. 51FG, 12AF, CBI
459th FIGHTER SQ. 80FG, 10AF, CBI
474th FIGHTER GP. 9AF, ETO
475th FIGHTER GP. 5AF, SWP
MIKE ALBA 338FS, 53FG, 8AF, ETO
LUCIEN B. ALEXANDER 430FS, 47AF, 9AF, ETO
RICHARD ANDREWS 96FS, 82FG, 15AF, ETO
JOE H. BANDEE 8FS, 49FG, 5AF, SWP
JOE D. BARBER 12FS, 18FG, 13AF, SWP
REX T. BARBER 339/449FS, 347FG, 13/14 AF, SWP/CBI
ROBERT C. BLACK 54FS, 343FG, 11AF, AL
MERLE E. BLANCHARD 55FG, 8AF, ETO
EDWARD E. BODINE 96FS, 82FG, 15AF, MTO/ETO
RICHARD I. BONG 49FG, 5AF, SWP
LEROY C. BOWER 401FS, 37FG, 9AF, ETO
LEONARD BOYD 459FS, 10AF, CBI
JOHN A. BRENNAN, JR. KIA 15PS, 3FG, 15AF, MTO
GLENN H. BROWER 14PS, 7FG, 8AF, ETO
AIDO A. BUONAGUIDI 97FS, 82FG, 15AF, MTO
MILO BURCHAM TEST PILOT, LOCKHEED, USA
WILLIAM A. CAMERON 79FS, 20FG, 8AF, ETO
ALBERT J. CAMPBELL, POW 96FS, 82FG, 15AF, MTO
BRUCE L. CAMPBELL 49FS, 14FG, 12AF, MTO
DANIEL S. CAMPBELL 114FG, HQ, 15AF, MTO
ELMER J. CARONTO 459FS, 80FG, 10AF, CBI
A.B. CARROLL 485FS, 37FG, 9AF, ETO
HUBERT M. CHILDRESS 27FS, 7FG, 8AF, ETO
CARL J. CLARIZIO 43AF, 4AF, USA
THOMAS J. CLELAND LOCKHEED, ETO/USA
GEORGE L. COFFEY 33PS, 9AF, ETO
JOHN A. COHN 431FS, 475FG, 5AF, SWP
MARY LOU COBERT (NEALE) 9AF, WAFS/WASP, USA
PHILIP DE GRAZIO 317FG, 4AF, USA
JULIAN G. DEMERS 95FS, 82FG, 15AF, MTO
WAYNE DODDS 46FS, 37FG, 12AF, MTO
EDWARD WAYNE DOERING 77FS, 20FG, 8AF, ETO
CLARENCE DOLEZAL 96FS, 82FG, 15AF, MTO/ETO
C.T. "CURLY" EDWINSON 82FG, HQ, 15AF, MTO/ETO
E.C. ETHELL 48FS, 14FG, 12AF, MTO
PATRICK C. EVERETT 31PS, 10FG, 9AF, ETO
EVERETT B. FARINHAM 96FS, 82FG, 15AF, MTO/ETO
ROBERT F. FLOWER 25PS, 6FG, 5AF, SWP
DONALD T. FOLEY 97FS, 82FG, 15AF, ETO
C.E. "HANK" FORD 97FS, 82FG, 12/15AF, MTO/ETO
JOSEPH M. FORSTNER 432FS, 475FG, 5AF, SWP
RAY K. FRIEND 435FS, 479FG, 8AF, ETO
KENNETH FROST 96FS, 82FG, 15AF, ETO
JAMES P. GALLAGHER 7FS, 49FG, 5AF, SWP
RICHARD "DICK" GANGL 96FS, 82FG, 15AF, MTO
RALPH S. GARMAN 1FG, HQ, 12AF, MTO
HECTOR R. GONZALEZ 27FS, 7FG, 8AF, ETO
JAMES J. HAGENBACK 94FS, 1FG, 12/15AF, MTO
WILLIAM A. HAM II 401FS, 37FG, 9AF, ETO
F.H. "BUCKY" HARRIS 71/94FS, 1FG, 12/15AF, ETO
EDDIE C. HEDGES 48FS, 14FG, 8/15AF, ETO/MTO
GENE HERSEY 15PS, 3FG, 12AF, MTO
JOHN HOFFPAUER 401FS, 37FG, 9AF, ETO
RICHARD C. HOLLINGER LOCK, 82FG, 15AF, MTO
TRAVIS HOOVER 96FS, 82FG, 15AF, ETO
FRANK D. HURLBUT 96FS, 82FG, 12AF, MTO
LUCIUS A. HURLBUT 364FG, 8AF, ETO
JACK IRREY 94/79FS, 1/20FG, 12/8AF, MTO/ETO
C.M. "IKE" ISAACSON 82/49FG, 15/5AF, MTO/SWP
ARCHIE G. JACKSON 94FS, 1FG, 12AF, MTO
ROBERT JOHN JACKSON LOCKHEED, USA
KELLY JOHNSON P-38 DESIGNER, LOCKHEED, USA
CONRAD C. JOHNSON 54FS, 343FG, 11AF, AL
GERALD E. JOHNSON 49FG, HQ, 5AF, SWP
WARREN F. JONES 443BU, 4AF, USA
GEORGE C. KAISER 449FS, 51FG, 14AF, CBI
CLAY O. KEEN 58FS, 33FG, 10AF, CBI
BENJAMIN S. KELSEY AAC PROJ./TEST P38, USA
ROY L. KING 58FS, 347FG, 13AF, SWP
KING'S CROWN GALLERY TUSTIN, CA, USA
LEMUEL A. KRISLE 37FS, 14FG, 15AF, ETO

JOSEPH A. KUNH 401FS, 37FG, 9AF, ETO
OTTO C. LEDFORD 70FS, 18FG, 13AF, SWP
TONY LIEVER TEST PILOT, LOCKHEED, USA
LLOYD L. LEVINE 54FS, 343FG, 11AF, AL
ALFRED B. LEWELLING 9FS, 49FG, 5AF, SWP
CHARLES A. LINDBERGH 475FG, 5AF, SWP
EVERETT S. LINDLEY 94FS, 1FG, 12AF, MTO
LOCKHEED CORPORATION CALABASAS, CA, USA
LOCKHEED ADV. DEVELOP. CO. BURBANK, CA, USA
KATHERINE LOFT (STREHL) WAFS/WASP, USA
JOHN S. LOISEL 475FG, HQ, 5AF, SWP
STANLEY A. LONG 54FS, 343FG, 11AF, AL
JOHN E. LUND 894FS, 567FG, 9AF, ETO
JOHN DOUGLAS MACARTHUR 77FS, 20FG, 8AF, ETO
CHARLES H. MACDONALD 475FG, HQ, 5AF, SWP
H.N. "PETE" MADISON 431FS, 475FG, 5AF, SWP
THOMAS E. MALONEY 27FS, 1FG, 15AF, MTO
MILBY MARLING 9FS, 49FG, 5AF, SWP
GEORGE C. MARVIN 97FS, 82FG, 15AF, MTO
BEN A. MASON 82FG, HQ, 15AF, MTO/ETO
ROBERT F. McDERMOTT 474FG, 9AF, ETO
THOMAS McGUIRE, KIA 431FS, 475FG, 5AF, SWP
ROBERT H. MILLS 543FG, AL
GREGOR W. MILNE 154WES, 15AF, ETO/MTO
JOHN W. MITCHELL 339FS, 347FG, 13AF, SWP
LYLE E. MOREHEAD, KIA 71FS, 1FG, 15AF, MTO
JAMES A. MOREING 431FS, 475FG, 5AF, SWP
JACK W. MULLAN 24PS, 7FG, 5AF, SWP
CLAUDE MURRAY, JR. 22PS, 7FG, 8AF, ETO
C. RICHARD NELSON 401FS, 37FG, 9AF, ETO
ROBERT D. NEWMAN 12FS, 18FG, 13AF, SWP
FREDERICK D. NICHOL 27FS, 1FG, 15AF, MTO
FRANCIS NUTTER 9FS, 49FG, 5AF, SWP
M.P. "BUNNY" OWENS 401FS, 37FG, 9AF, ETO
P-38 PILOTS CLASS 43-D 401FS, 37FG, 9AF, ETO
WM. L. PAVLOVSKY, KIA 154WES, 15AF, ETO/MTO
NEWT PERRY 96FS, 82FG, 12/15AF, ETO/MTO
DONALD PERRY 97FS, 82FG, 12AF, MTO
WM. B. "PETE" PETERSEN 94FS, 1FG, 12/15AF, MTO
JACK D. PETTUS 79FS, 20FG, 8AF, ETO
ROBERT E. PHIPPS, JR. 96FS, 82FG, 15AF, MTO/ETO
CHARLES PINSON, POW 401FS, 37FG, 9AF, ETO
JOHN B. PORTA 431FS, 475FG, 5AF, SWP
SEYMOUR V. PRELL 433FS, 475FG, 5AF, SWP
JOHN E. PURDY 32PS, 5FG, 15AF, MTO/ETO
JIM E. RAMSAY 431FS, 475FG, 15AF, SWP
HORACE "BO" REEVES 51PS, 10FG, 9AF, ETO
WARREN E. REED 14PS, 7FG, 8AF, ETO
JOHN E. RICHARDS 12PS, 3FG, 12AF, MTO
JUD RIGBY 15PS, 3FG, 8AF, ETO
ROBERT W. RILEY 154WES, 15AF, ETO/MTO
JAY T. ROBBINS 80FS, 8FG, 5AF, SWP
NEWELL O. ROBERTS 94FS, 1FG, 8/12AF, ETO/MTO
RICH ROYCE 38PS, 4FG, 13AF, SWP
T.H. RUMYON 27FS, 1FG, 8/12AF, ETO/MTO
GIEN L. RYLAND 154WES, 15AF, ETO
LESTER N. SANVIL 30PS, 6FG, 9AF, ETO
WILLIAM J. SCHULT 96FS, 82FG, 12AF, MTO
ALBERT SCHNEIDER 97FS, 82FG, 12/15AF, MTO/ETO
CHARLES E. SCHREFFLER 71FS, 1FG, 15AF, MTO
GENE W. SIDWELL 99FS, 82FG, 15AF, MTO
WILLIAM J. "DICK" SLOAN 96FS, 82FG, 12AF, MTO
J.A.G. SMITH 8AF, P/WILLIAMS, ETO
JOHN W. SOGNIER 96FS, 82FG, 15AF, MTO/ETO
DOUGLAS D. STEWART 54FS, 343FG, 11AF, AL
RICHARD W. STRONG 401FS, 37FG, 9AF, ETO
D.C. STROTHER 13/15 FTR COMDS, PAC/MTO/ETO
IRVINE M. STYER 27FS, 1FG, 12/15AF, MTO
JOHN C. TAYLOR, JR. 384FS, 344FG, 8AF, ETO
OLIVER B. "ONE" TAYLOR 14FG, HQ, 12/15AF, MTO
ROBERT F. TRAYLON 8FS, 49FG, 5AF, SWP
RICHARD H. UNREY 402FS, 37FG, 9AF, ETO
PAUL W. VANBOVEN WILLIAMS AB, USA
HARLEY C. VAUGHN 96FS, 82FG, 12AF, MTO
WILLIAM A. WALKER ARMY TEST PILOT, USA
BRUCE WARD 384FS, 344FG, 8AF, ETO
ROBERT A. WARD 36FS, 8FG, 5AF, SWP
EDWIN E. WASIL 59FS, 20FG, 8AF, ETO
MALCOLM C. WATERS 506GP, 20AF, SWP
GEORGE S. WEART 12FS, 18FG, 13AF, SWP
SYDNEY W. WEATHERFORD, KIA 48FS, 12FG, MTO
JAMES F. WHITE TEST PILOT, LOCKHEED, USA
WOODROW W. WILLIAMS 79FS, 20FG, 8AF, ETO
E.E. "DICK" WILLIS 96FS, 82FG, 12/15AF, MTO/ETO
CALVIN C. WIRE 433FS, 475FG, 5AF, SWP
A.G. WITTERS 392FS, 267FG, 9AF, ETO
ROBERT M. WEAT 95FS, 82FG, 13AF, MTO
JOHN A. YATSKO LOCKHEED, USA
HEWITT G. YOUTZ 27FS, 1FG, 15AF, ETO/MTO

ICE
MTO
SWP

ICELAND
MTO
ALL PACIFIC

The Dates: September 2 to 6, Thurs. through to Monday

The Place: Bellevue, Washington

The Inn: The Red Lion Inn

The Chairman: Chuck Luke

The Vice-Chairman: Rocky Janasik

Other Reunion Committee Members:

Bob Randall
Hope Swanson
Bob Graffius
Mel Roalsvig
Bob Wray
Bob Bannister

There may be more members on Chuck's Committee. He has pretty well combed the Puget Sound area for 82nd troops.

Chuck reports he already has about eighty folks who said they would be on board and ready to roust about.

As is our custom we will publish more details in the Spring Newsletter which will include the "Statement of Interest Form".

Again, it is HIGHLY important to keep our Reunion Chairmen advised of any changes in plans. A phone call won't do it - notes on phone stands have a way of disappearing. Reunion Hosts have a jillion and 1/2 things to plan for and then expedite. The less he or she has to worry about makes for a better Reunion for you!

WE'LL SEE YOU IN THE SOUND!!

- DICK WILLISIE -
Was the thunder
behind the USAFA'S
Lightning Memorial

The History Book

While Jo Ann and I were traveling to St. Louis we went north through Idaho on our way to see the Canadian Rockies for the first time. We stopped in Lewiston, ID and delivered a History book to Don Chase (96th pilot). We were able to tell he was the first member of the 82nd to SEE the book - with the exception of course of the old stamp lick. Next we delivered a book to Bill Barr (95th pilot) in Moscow, Idaho (see page 254 of History) where Bill spent his career as an entomology prof at the University of Idaho.

After leaving the CRs we continued on through Alberta, Saskatchewan and North Dakota - eventually finding ourselves in Fargo. It occurred to me that Clayton "Ike" Isaacson lived in Fargo so Jo and I spent a few minutes visiting Ike and Nona.

Finally, I know there's some concern among our members about the status of the History distribution. We have sold almost 500 books to our members. Many members have purchased multiple books. We have a few (21) books on consignment with book dealers. Other dealers (Air Force Museum at Dayton, Paul Gaudette Books in Tucson, Smithsonian Air & Space Museum, William Byrd Books in Lomita, CA, "Tattered Covers" Bookstore in Denver, Perrotti Books in New Hampshire. Steve Blake will supply books to Kings Crown Gallery in So. Calif. and feelers have been put out for other possible outlets. We haven't had a great deal of time to pursue a marketing program with vigor but we are making good progress at the moment. We will have a more accurate and detailed report in the next newsletter.

If you would like to help with the distribution in your area please let us know. We will be glad to furnish some ideas.

Jake Hendrix was asked back to the Queen Mary to tell a group there about the 82nd's 1942 cruise

Mel Mullin told me a great story about cookin' it up in the 95th's cook shack - but I've lost the details. Sorry, old buddy, write 'em down again for me.

(Ed's note: I really enjoy listening to your stories, guys, but my forgetter has been working overtime so please write things down and send to Boise. I stick to things relating to the P-38, to the 82nd and to the guys in it - OK)

R A T S I
I had a really neat
ROUGH AIR column
all typed up
& then there
was no room for
it.
So I had to snip it
up into little bits
& scatter them
hither & thither.
Have fun chasing them.

THE BAND AID DEPARTEMENT

We have a bunch of our 82nd Family siblings that are either hurting and/or not feeling very good. And -take it from old Dr. Dickie Bird - it ain't no fun! Unfortunately, we don't have a definite handle on all whose names should be included in this list. Our hearts go out to you and if you can, please let us know your status.

The letter "C" indicates a chronic condition and the "OK" says "condition improving".

Betty Baker - C
Robert O. Brower - Stroke
Richard Elmandorf ?
Ralph Embrey OK
Bill Hancock ?
Betty Hattendorf - C
Ray Iles - ?
Emma Ireland - C
Clayton Isaacson - C
Grover Jones - ?
Philip J. Kearney - OK
Stan Kupcinkas - C
Ted & Dot Latta & Auto - C & recovering
Pat Loewenberg - C (a vertigo problem)
George Marvin - Touch & go for a bit but OK
Eugene Mazurak - ?
Olaf Omlid - Fell and broke something but
says he is recovering
Norm Partridge - ?
Larry Peplinski - OK (see letter)
Mike Radewec - C
John Rogers - Is different man with new
kidney.
Romeo "Ruthless" Routhier - Mending after
crash-up.
Alma Saccomano - C (Well enuf for St.Louis)
Ed Scott - ? I heard heart attack but don't
the particulars
Dixie - OK (frankly I can't keep up with
this big-hearted old P-38 chauffeur and am worried that he can't
either)
Millard Stroope - C
Marshall Wren - ?

