

August 1993 # 27



THE RED BARONETS

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## The President's Corner

Dick recently reminded me that there would be one more Newsletter before the Seattle Reunion. I was pleased to learn of this for several reasons, i.e., (a) It's great that our membership is still forwarding ample material to be used in creating a Newsletter; (b) This current issue gives everyone a final opportunity to review the Seattle agenda and for those who are yet undecided to make a last minute decision to join us for a few days of fellowship in the great Northwest. From all I've heard - Chuck Luke and his sizable committee have really planned a full schedule for all of us; and (c) This issue of the Newsletter provides me an opportunity to express my sincere appreciation to all of you for the excellent cooperation and assistance you have given me during my term as your Association President.

During the past several years we have had some great times together; and, although a few of our group have left us, new members have helped maintain a sizable and active Association.

In keeping with past tradition, our Executive Committee - along with several other folks - has finally reached a decision on a location for the 1994 Reunion. Because of a strong feeling toward moving the '94 Reunion inland - away from either coast; and to also try a new location rather than to repeat at a previous site, the majority of the Committee selected San Angelo, TX for '94. Monty & Betty Bardwell, along with San Angelo's Mayor and Chamber of Commerce et al, really put on a push to encourage the 82nd to visit their area in '94. I'm sure Monte and all his friends and neighbors in San Angelo will put on a great program for us. So --- make your plans for '94 as soon as you return home from Seattle --- I will see you there.

In talking with our active Squadron (95th) at Tyndall AFB in Florida recently I am pleased to confirm that they will have planes and personnel flying out to join us in Seattle. They've promised to bring "Mr. Bones" along, too. Since Williams AFB, in Arizona, is closed, the 95th is the only Squadron left in our Group.

I look forward to being with you in Seattle, and until then, my warmest regards.

..... Will



# Lost & Found

I have just had a lengthy phone conversation with M. (for Marlin) D. Griffith of Houston, TX. M.D.'s brother, Robert C. Griffith (a 97th pilot) was KIA July 26, '44 over Roumania. On this shuttle mission, Lee Lette was his wing man.

M.D. has been searching for any vestige of the 82nd F.G. for just years and years but found every lead nothing more than a dead end. But he never gave up -- **NEVER** gave up!

During the first week of this past July he found himself in Clayton, New Mexico. Coincidentally, our esteemed Olen Medley also found himself in Clayton, New Mexico. M.D. was walking around minding his own business (but, of course, always alert). Olen was walking around minding his own business (but wearing, of course, his 82nd FG cap!).

Can you believe what happened? No, I'm sure you can't - because that's one chance in 30 trillion. It couldn't have happened - someone must have dreamed this story up (certainly not I'm!). One chance in 30 trillion?? Ne'er happen. Just ne'er happen!!

I wish someone would sit down with me sometime and tell me the facts of life and dreams because episodes like M.D.'s and Olen's leave me one duck short of a pond! They leave me gasping for air. (I bet you two bits that when Olen reads this he will drop me a note claiming he wasn't wearing his hat that day).

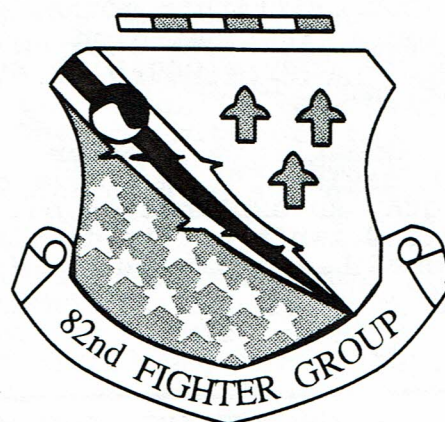
Olen did give M.D. some addresses of some of our members who might be able to furnish him with some info on Robert (Griff) Griffith. His address is:

M.D. GRIFFITH  
P.O. Box 30271  
HOUSTON, TX 77249

Phone: (713)  
864-8939

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IN MEMORIAM  
BERNARD BARBER  
GERRY CARPENTER  
WILLIAM CARR  
GEORGE DORFMAN  
MILES HOELZEL  
LE ROY LETTE  
EUGENE MAZURAK  
GEORGE SCOTT  
CLARENCE SELTZ  
PHILIP VENTURI



82ND FIGHTER GROUP ASSOCIATION  
NEWSLETTER

No. 27  
BOISE, IDAHO AUGUST 1993

=> SHE WAS FLYING A FIGHTER SWEEP AT 700 MM, WHEN - COMING OUT =>



# Lee Lette

After almost six years of editing this newsletter the name "Lee Lette" never showed up. At least I don't recall it if it did. Then all of a sudden I'm writing notes, answering phone calls and otherwise pleasantly hassling with the man Lee Lette (pronounce "Let"). Please refer to the charming fairy tail on pages 16 & 17.

There was no question about his story line or his writing style but we did have some problems with mechanics and a few more letters and phone calls straightened 99.99% of these up. I suggested he send me a floppy of his final draft so I wouldn't have to retype the whole business. He did but my PC couldn't handle a high density floppy so my daughter, Sally Zuercher, ran it through her machine and what you see is exactly what came out of Sally's machine.

This was around the middle of May or so and I sent Lee a copy of Sally's draft and heard no more.

Circa the middle of July, I wanted to talk to Lee about M.D. Griffith's letter so I called and Lee's wife Betty told me Lee had died June 3 of lung cancer. My friends - I cried!

I had learned a lot about Lee during the gestation period of his story and I had learned a lot more about the man when I read a copy of a letter he had sent to Bob Griffith's mother two years after Bob's last mission. M.D. had sent me the copy along with some other information.

Lee ended his letter to Mrs. Griffith saying, "I may have given you too lengthy an explanation but the loss of a friend isn't easily dismissed." I never met Lee, but he isn't easily dismissed.

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## IF YOU ARE INTERESTED?

Write 'Ol Dick For

STEVE BLAKE'S STORY

"WHO WAS THE MEDITERRANEAN'S FIRST ACE?"

MARIA

"CHI CHI"

ESTUARDO



ROMEO ROUTHIER'S

GRANDDAUGHTER  
(AGE - NINE)



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## The Normandy Memorial

The other night I was watching the "Charlie Rose Show" on PBS. He was interviewing Pierre Salinger. It was very interesting - he has certainly had a ringside seat to view many exciting world happenings.

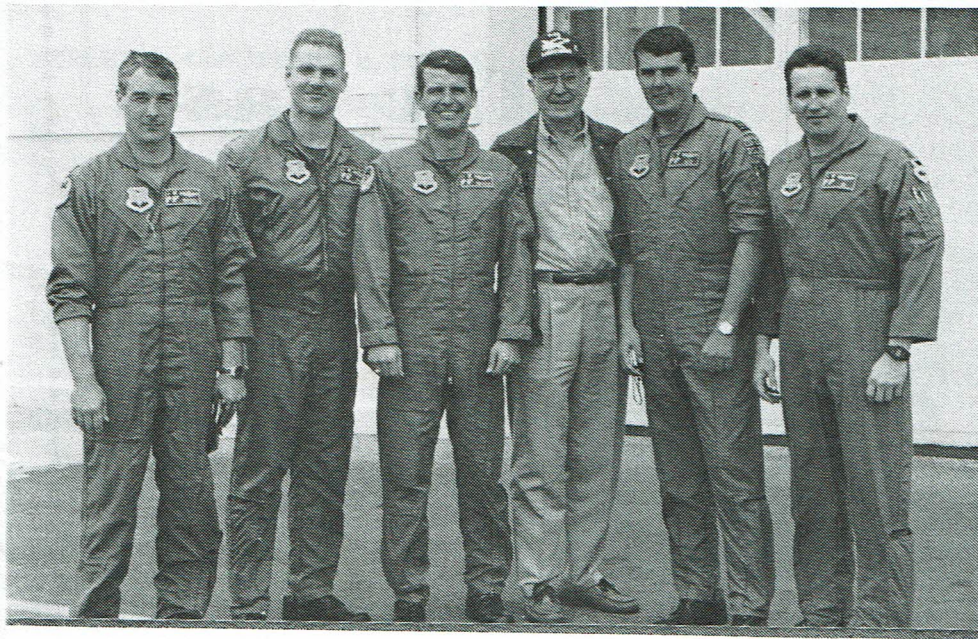
Toward the end of the program Charlie asked him about the "Normandy Memorial" and my ears perked up. I learned that such will be similar to the Vietnam Memorial in D.C. and that the French Government has allotted 15 acres for its construction in Normandy. Sallinger said the Memorial will honor ALL who participated in European theater - including those involved in southern Europe. He gave his listeners an 800 # to call. It is 1 - 800 (WW2) VETS. I called and learned it will cost \$40 to have one's name inscribed on the Memorial Wall. I plan to participate for myself and three friends. Jerry Loewenberg's son Bruce has already sent in Jerry's name in for his Father's Day gift for Jerry.

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Of A Cloud (of baby powder) - SHE ESPIED HER QUARRY AT 12 O'CLOCK.





## NANETTE'S BOYS

(AT TINKER AFB)

- \* Art "Peewee" Crain
- \* Dan "Bubba" Schlipp
- \* Ben "Grover" Cleveland

### **"DaDdy"**

- \* Craig "Butz" Pervice
- \* Tom "OB" O'Brien

### THE YAMAMOTO MISSION REPORT

I suspect many of you have received copies of the April '93 Issue of "The Second Yamamoto Association" Newsletter and are aware of the final decision of the Air Force Review Board to deny Col. Rex T. Barber's efforts to have full credit for shooting down Yamamoto's plane. However, I'm airing it in this newsletter because I think parts of the review decision relate to most military units in wartime - particularly the 82nd Fighter Group.

I am excerpting comments to the decision made by Donald B. Rice, a member of the Review Board.

"A final, overarching, point is the role of teamwork in the Yamamoto mission. The entire operation was a triumph of intelligence and airmanship in terms of planning and execution. Glory should go to the team. Foremost are the two pilots - men of iron nerve, discipline and courage. Individual scoring is important; it is an irrefutable tribute to combat skill. Yet it is less important than the overall accomplishment. Fourteen other pilots flew those P-38s on April 18, 1943. They covered, supported and protected each other. As every pilot knows, his life may depend upon his wingman; so does his success.

"Unsung heroes include the code-breakers whose talents and perserverance broke the Japanese code

and the intereceptors who pinpointed the exact time and route of the aircraft carrying Admiral Yamamoto. There was the brilliant planner, Col. John Mitchell, whose remarkable feat of navigation planning, enabled the flight of P-38s to fly a 435 mile circuitous route between islands to their target at the appointed time - all the while eluding Japanese radar and coast-watchers.

"And there were others. As legendary WWII Ace, Group Captain Douglas Bader, wrote, 'The Battle was not won only by us in the sky. It was won by every man and woman in this country. We were their representatives in the air ... We could fight back. We had the good job!' His sentiment captures the spirit of all combat triumphs. The time has come to lay to rest the controversy surrounding this case."

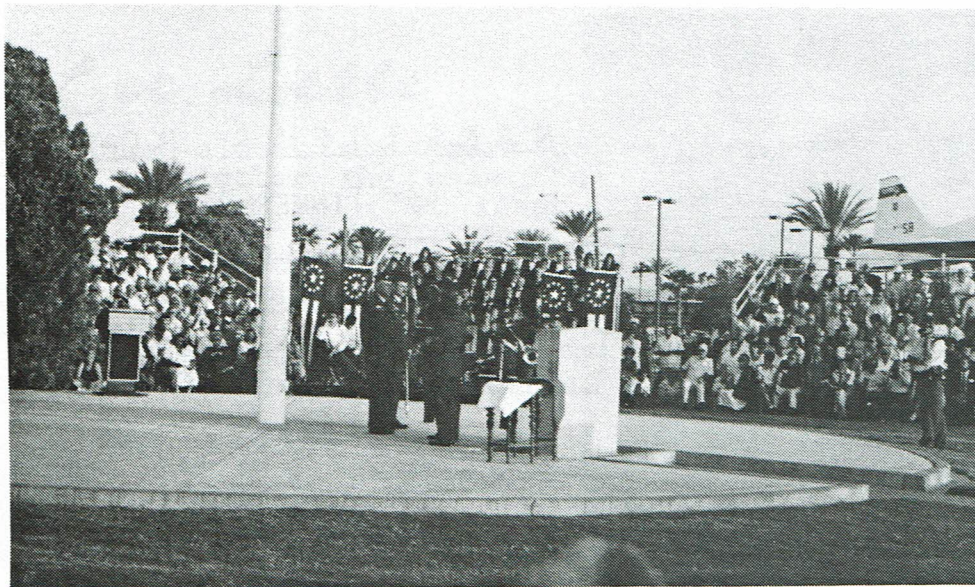
For all of you, from grunt to C.O., I say "Amen" to Donald Rice's very fitting words. This grunt's former C.O., Buddy Strozier, says "Aye".

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Chuck Luke Says His  
SEATTLE ADS  
Have Found Two New Members

> => SHE Took Deadly, ACCURATE Aim - FIRED A Volley - AND => => =>





# The Last RETREAT

FOR THE 82nd

At

WILLIE

\* \* \* \*

HAIL AND FAREWELL . . . .

31 March 1993

The trumpets's silver notes sent shivers down my spine, and in the desert sunset's afterglow, the sight of our beloved Stars and Strips descending to the waiting hands of two military men and two civilians, who folded it with slow precision -- that sight made it impossible for me to swallow because of the lump in my throat.

The trumpet call was Retreat, and the flag was being lowered for the final time at the conclusion of the formal inactivation ceremony at Williams Air Force Base, familiarly known to two generations of Arizonans and thousands of Air Force personnel as "Willie". In its 52 years as an Air Force fighter training base Willie turned out more than 2700 of the world's greatest fighter pilots. This day, at the "government's convenience", we were witnessing the final chapter of Willie's illustrious history.

The ceremony also marked the official deactivation of the 82nd Fighter Training Wing, successor to our own 82nd Fighter Group, and with it, the 97th Squadron "Devil Cats". (The 96th was deactivated in June of 1992; the 95th will remain active at Tyndall AFB in Florida)

In attendance to represent the "parent" 82nd were: Hugh L. Thompson and John Kingsley of the 95th FS and L.C. "Lute" Thompson, Jack Sides and yours truly of the 96th. These are verified, but there may have been others present of the ten 82nd members living in our Valley of The Sun.

With sadness but great pride we say, "Hail and Farewell, ADORIMINI! We will continue to bear your glorious standard into eternity."

- by Fred Montgomery

P L E A S E

N O T E

For Those Of You Who Have Not Seen A Copy Of ADORIMINI  
" B I L L Y B O Y "

Was Col. Ben Mason's P-38 and was portrayed on the Dust  
Cover of "Adorimini". The History of the 82nd F.G.

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*Down Went "Billy Boy"*

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MERLE F. OLMSTEAD, M/Sgt, USAF (Ret.)

I have received the copy of the 82nd FG History. Thanks for sending it on. I will enjoy reading it and am glad to have it to add to my fighter collection.

Luckily my new book on the 357th is now at the publisher and is due out "this year" (who knows when!), so I'll be able to reciprocate and send Francis a copy of mine.

I wonder if Francis has ever thrown a shoe at Bonnie - one would guess not!!

(Ed's note: Merle is the Historian for the 357th Fighter Group and his copy of "Adorimini" was a gift by Francis Chapman. The "shoe throwing" bit was in reference to a Foggia 11 incident in 1944 wherein we had one delivered thus as the result of a dutiful "wake-up call" one morning)

( ) ( ) ( )



=> => => MEGAN

In reality, "The Red Baroness\*" is Megan Cash - the Apple of her Daddy's eye. Her Daddy is John W. Cash of Felton, Delaware. In addition to being a high school teacher he is also a WWII Combat Aircraft afficianado.

Here is his story:

"I saw the 82nd Fighter Group History on sale at the National Air and Space Museum in Washington, D.C. so I bought one. I started reading it the same day (this was during my Easter break). When my kids came home I put the book on my coffee table. Unfortunately, my 11 month old (at the time) daughter Megan decided she was going to "look" at the book, too. The colorful book jacket is what attracted her I guess and she took the jacket off the book and mangled\*\* it.

Of course I was upset with myself for being unmindful of a child's natural attraction to pretty pictures so I let it go. She didn't know any better.

So that's the story - not very exciting but comical all the same. I hope she will like history like her old man.

\* Our daughter, Sally Zuercher, came up with an appropriate alias for Megan - Ed

\*\* And in the process, Megan mangled Billy Boy as well - Ed

(Ed's note: We got a call from John asking for another jacket. A call to the printers revealed "NOT". So we went to our local library and explained the situation and they - generously - gave us the one from the book we had donated and we sent this on to John.

Again, we saw the opportunity to have a little fun. Ben, we're sorry about "Billy Boy"

If you would like to write to the Baroness, her address is RD 3, Box 497C, Felton, DE 19943)

<=> <=> <=>

<= Steve Blake & Dixie Sloan

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

<= Marvin (96th Crew Chief)  
<= and Mary Garrett



## GEORGE W. SCOTT

During the last couple of days I've had conversations with Will Scott regarding the death (heart attack) of his father George W. Scott, 96th pilot.

George died on Armed Forces Day (May 15) in Maui, Hawaii.

George attended three of the 82nd's Reunions - San Antonio, Boise and The Queen. He brought his wife, Elaine, and two sons, Bryan & Willard to the San Antonio Reunion.

While with the 82nd, George was shot down Mar. 3, 1943 and spent the remainder of the war in Stalags.

His military career spanned three wars - WWII, Korea and Vietnam. During the latter he was proud to see one of his brain children come into fruition: He had been detailed in 1960 to work on weapons system which would have precision guidance. He developed a prototype which was used effectively in Vietnam. Known later as the "Smart Bomb" it became famous during Desert Storm.

His honors include the Legion of Merit and the Meritorious Service Medal. He retired in 1969 as a Col. and drove his Corvette around town with the License plate P-38 Fly.

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To Whom it may concern: I cashed your jacket check before I discovered you had forgotten to put your name on your order blank. You have probably been wondering what kind of Ding-a-ling lives in Boise.

I will bring them to Seattle unless you would rather I send them to (?)!!

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Try this one on, guys and gals:

David Crockett of Belmont attended a reunion of his WWII naval squadron that included a tour of the Hearst Castle at San Simeon. As the guys - average age about 70 - straggled toward the gate, David called out, "All pilots line up here for a group picture." At which a tourist looking on said loudly to his wife: "Migawd, Hazel, if those guys are pilots we're taking the train home!"

(Ed's note: This is a news clip. The identity of the sender hath been lost)

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## THE FLYING LADY

A few miles south of San Jose, CA one will find the sleepy little village of Morgan Hill. Overlooking the berg from the east side of the Valley is the "FLYING LADY RESTAURANT" It is gorgeous! It has a WWII aircraft motif - with three-foot wingspan models passing over the diners on an endless track. It takes each plane ten to fifteen minutes to make the circuit.

Jan Perch, *The Flying Lady*, operates a gift shoppe at the entrance to the restaurant. It, too, features WWII aircraft. We had brought along a copy of "Adorimini" to show her. She ordered four on consignment and the next day we left the four with her and took away the picture below.

We heartily recommend the view, the restaurant, the gift shoppe and the proprietors.

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Mrs. Jan Perch



# Marketing

Hmm. Where do we start on this piece of business? I guess a few frayed figures should suffice for the present.

As you may recall, we had 1,724 books printed. Then we promptly lost track of some. Not physically, necessarily, but accountingwise. Subsequent record keeping was sort of off balance for a while but with Roy Norris's dogged determination and accounting skills we pretty much know where most everything is.

Both Roy and I started out knowing absolutely zilch about marketing procedures and now each of us knows about a half a zilch.

At present our inventory stands at + or - 750 which leaves about 974 dispersed. If we guesstimate that our members have accounted for circa 500 purchases (you guys have been doing a fantastic job) then our marketing program has resulted in 474 sold to the public at large. There's a catch in there, though, as Steve Blake agreed to take 130 books as partial payment for his superb writing & general book building skills - so, now, we're at 344 sold or put out on consignment! We think that's really neat and hope you agree.

Well, fairly neat, anyhow. You see, in the marketing business you have to spend a buck in order to make two bucks. Roy sent out a bunch of promotional books and I have done the same. Some of the promos Roy sent have been returned. Only one of the promos I sent has come back. I sent three to Pasadena, CA - my home town - and have had NO replies. A good estimate is that we have lost a half dozen books in this manner.

Promos have paid their way, however. Roy sent one to the Air and Space Museum at the Smithsonian and they have since purchased 30 copies. I sent promo copies to the P-38 National Association's Joe Kuhn, the 57th Bomb Wing Association's Paul Peck & the 20th FG's Jack Ilfrey & we've had sales responses from each. We have sent 20 books to East Anglia Books in England, Cliff Bishop, Prop. and learned he had read of our book in Ilfrey's 20th FG Newsletter - "King's Cliffe Remembered".



Paul Gaudette Books in Tucson, AZ heard about us and has purchased 45 ADORIMINIS.

It's a slow process, however, and it will take more time to get into many of the major markets in the country simply because don't know how or where to find them.

I had a call about two months ago from a publisher in Massachusetts. He had been to the Smithsonian Museum and found our book in the stack. He immediately purchased ADORIMINI! The reason? His cousin had been in the 82nd. Harold Diel, 96th pilot (see page 118 in our History), was KIA over Greece.

Subsequently, the publisher (I've forgotten his name) gave me two marketing sources for our books.

Though we've had some marketing failures, we've also had many successes - and we're still learning. Most importantly, though, the story of the top Fighter Group in U.S. Air Force history - is being made available to posterity.

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THE ATLANTA JOURNAL, Sunday, Jan. 3, '93

P-38 Steals The Show, by Charles Glover

New, fast and high-flying American Lockheed Lightning fighter planes are shooting down the best the enemy has offer on two sides of the globe.

New Year's Day dispatches from North Africa and the Southwest Pacific report one-sided victories for the two-engined plane, known for its twin-tail booms.

In the Pacific P-38s lead an assault on a major Japanese air base at Lae, New Guinea. Gen. MacArthur's headquarters reports, "The attack was initiated by 11 of our 38s which engaged 12 Zeros guarding the airfield. The 38s swept the air, shooting down nine and damaging two while sustaining only two damaged Lightnings which made it back to their base safely."

It was the second Pacific victory for the P-38s in four days. An earlier Dec. 8 communique told of the first appearance of P-38s over the Buna, New Guinea front. The Lightnings shot down 13 Zeros and two Japanese bombers.

Wes Gallagher of the Associated Press reports from a U.S. Fighter Base in North Africa. Pilots there are flying from a mountainside and living on a diet of canned hash. Young American pilots have proved what a great fighter plane the P-38 is by shooting down 40 German planes with it for a loss of only nine.

American pilots tell Gallegher that the P-38 is superior to the Luftwaffe's highly rated FW-190 and the ME-109-G.

(Ed's note: You have probably guessed that Will Hattendorf contributed the clip. Reading on - in the same clip - we read that Frankie Sinkwich led the Georgia Bulldogs to a 9-0 victory over the UCLA Bruins. The piece also noted that Rita Hayworth was dumping her spouse to marry Victor Mature. "Bombs Away and Business as Usual, Hunh ol' Buddy?") ( ) ( ) ( )

\*\*\*\*\*  
\* Hey, My Friends \*  
\* Chuck Luke is Depressed! \*  
\* Send Him a Jillion Dollars, \*  
\* Put Your Neighbors In Irons - And \*  
\* HAUL 'EM OFF TO SEATTLE WITH YOU! \*  
\*\*\*\*\*

# Smithsonian

November 1992



The Jeep  
Old soldiers  
never die

## A SOLEMN TRIBUTE TO A CRUSTY OLD TENTMATE

### PROSTATE CANCER

Milt McCurry, the 448th Bomb Squadron Pilot who gave me my first ride in a B-25, has prostate cancer. Milt and I have been corresponding over the last seven or eight years and always find lots to talk and write about.

Milt is a careful researcher and has come up with a layman's view of Man's Dreaded Disease". With missionary zeal he wishes to share his report with those guys out there who are prone to delay going to the doctor when the little bell rings. Milt pays to have check-ups (not related up-chucks) regularly.

I have a copy of Milt's study. It is about 25 pages & two bucks will get you a copy. If it ain't worth your while, think of your wife's and kids while - they may enjoy having you around while you're still young and frisky!

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LA TIMES 3-14-93



William E. Blurock

"Bill Blurock is an Orange County pioneer whose prolific work has contributed to the positive character of the community and whose warmth, vision and professionalism have inspired a generation of architects," said Victor Regnier, AIA, dean of the school.

Proceeds from the dinner will fund student scholarships at the architecture school. The donation for individual seating is \$75 for Guild members, spouses or guests, \$100 for non-guild members, and \$25 for USC students.

Dick Andrews

\*

"Stumpy" Hollinger



## USC to Honor Orange County Architect

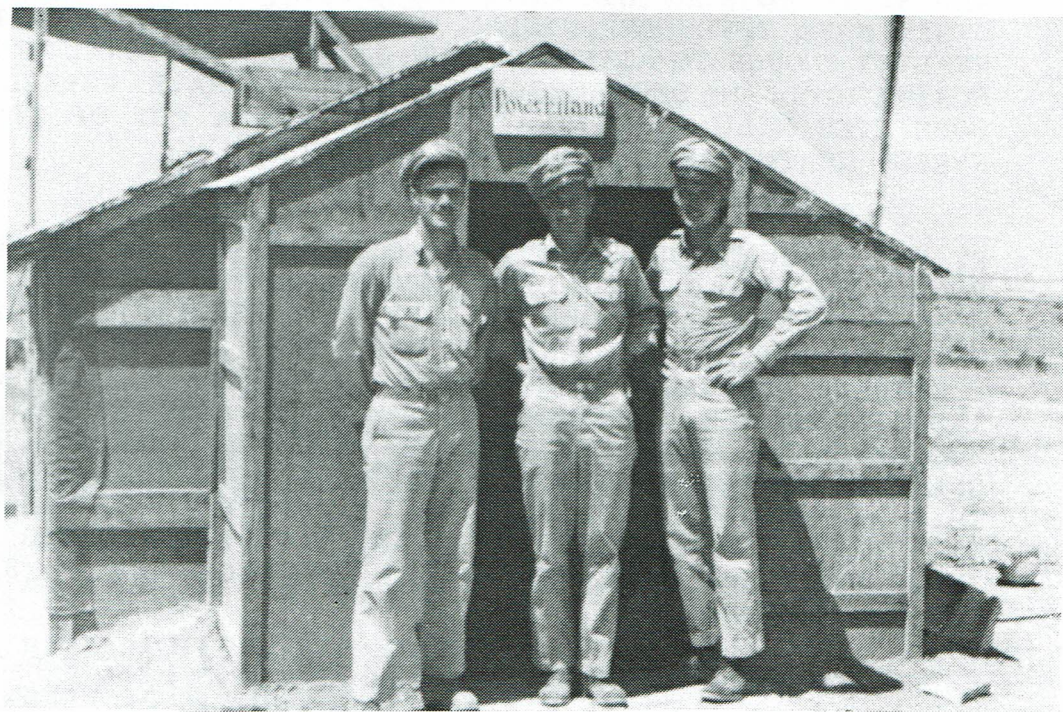
Orange County architect William E. Blurock, FAIA, will be honored as the 1993 Distinguished Alumnus of the USC School of Architecture at an April 13 dinner sponsored by the school's Architectural Guild.

A 1947 graduate, Blurock founded the Blurock Partnership in Newport Beach. The firm is recognized for a broad spectrum of educational, commercial and civic projects.

Blurock guided the planning and design of buildings on 32 California college campuses, most recently the expansion of Riverside Community College into two new campuses at Moreno Valley and Norco.

He also has worked on major Orange County civic projects, including the Orange County Performing Arts Center in association with Charles Lawrence of CRS, and the Orange County/City of Santa Ana Civic Center Mall. International projects include educational facilities in Europe, Asia, Australia and the Middle East.

"It is particularly fitting that [the] school of architecture should bestow its distinguished alumnus award on a designer of educational facilities," said Terry Dooley, president of the Architectural Guild.



Three Years A TRIO: 95th Pilots - Monty Powers, Larry Peplinski & Del Ryland

For A While This Year  
We Thought We Would Be Meeting  
in 1994  
With The 1st Fighter Group  
In Colorado Springs  
- The Plans Fell Thru



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"Stumpy" Hollinger



Three Years A TRIO: 95th Pilots - Monty Powers, Larry Peplinski & Del Ryland

For A While This Year  
We Thought We Would Be Meeting  
in 1994  
With The 1st Fighter Group  
In Colorado Springs  
- The Plans Fell Thru





**P-38 National Association**

TO: FIGHTER GROUP ASSOCIATION

APRIL, 1992

SUBJECT: PROPOSAL FOR A GRAND P-38 REUNION IN THE YEAR "2,000".

DEAR

THE TURN OF THE CENTURY WILL SOON BE UPON US. THE YEAR "2,000" HAS ALWAYS APPEARED TO BE SO FAR AWAY - GRANTED A LOT OF US MAY NOT BE AROUND TO TO SEE THIS DATE APPEAR ON OUR CALENDAR CLOCKS. ON THE OTHER HAND THERE DEFINITELY WILL BE OTHERS WHO WILL BE EAGER AND HEALTHY ENOUGH TO ATTEND OUR WW-11 ORGANIZATIONAL REUNIONS WE ENJOY SO MUCH. I AM SURE THOSE OF YOU WHO HAVE WORKED ON A REUNION COMMITTEE WILL AGREE THAT IT REQUIRES A LOT OF TIME, EFFORT AND ENERGY TO PUT ON A SUCCESSFUL REUNION.

BY THE YEAR "2,000" SOME ASSOCIATIONS MAY HAVE FEW MEMBERS WITH ENOUGH ENERGY TO PARTICIPATE IN THE COMMITTEE ACTIVITY REQUIRED TO HOST A REUNION AND SOME SMALLER UNIT ASSOCIATIONS MAY HAVE BROKEN UP. CONSIDERING THIS AND THE FACT THAT AT THE TURN OF THE CENTURY SOMETHING DRAMATIC IS ALWAYS APPROPRIATE, THE P-38 NATIONAL ASSOCIATION IS PROPOSING THAT THIS ASSOCIATION AND ALL P-38 SQUADRON AND GROUP ASSOCIATIONS COMBINE THEIR EFFORTS TO HOLD A ONE TIME "CONSOLIDATED P-38 GRAND REUNION "DURING THE YEAR "2,000". THIS REUNION WOULD INCLUDE ALL THE PEOPLE WHO DESIGNED IT, BUILT IT, FLEW IT, SUPPORTED IT IN ANY WAY, AND YOUNGER PEOPLE WHO ARE INTERESTED IN PRESERVING THE MEMORY OF THE P-38/F4&5 LOCKHEED LIGHTNING FIGHTER.

BETWEEN NOW AND AFTER THE YEAR "2,000" ALL OF THE P-38 ASSOCIATIONS WOULD CONTINUE TO HAVE THEIR REGULARLY SCHEDULED REUNIONS. THE YEAR "2,000" HOWEVER WOULD BE EARMARKED BY ALL ORGANIZATIONS FOR A "ONE TIME CONSOLIDATED P-38 GRAND REUNION". FOR EVERYONE WHO HAS SURVIVED THROUGH THE YEARS AND HAS REMAINED HEALTHY ENOUGH TO ATTEND. MOST OF THE PLANNING COULD BE ACCOMPLISHED EARLY ON. A GRAND REUNION COMMITTEE WOULD BE PUT TOGETHER WITH EACH CURRENTLY ACTIVE ASSOCIATION REPRESENTED. IN A PROPERLY COORDINATED EFFORT THE COMMITTEE WOULD DETERMINE THE REUNION FORMAT, PROCEDURES, AGENDA, TIME AND PLACE ETC. ONCE THAT IS ACCOMPLISHED THERE WOULD BE A NATION WIDE EFFORT FOR PUBLICITY TO OBTAIN COOPERATION FROM AVIATION ORIENTED BUSINESSES, AVIATION MUSEUMS, THE UNITED STATES AIR FORCE, VETERAN GROUPS, CITIES AND STATES, WW-11 AND P-38 INTERESTED HISTORY BUFFS. WE SHOULD BE ABLE TO COME UP WITH A PROGRAM SECOND TO NONE.





## P-38 National Association

TO GET THIS PROGRAM STARTED THE P-38 NATIONAL ASSOCIATION IS WILLING TO INITIATE THE EARLY ACTIONS NECESSARY TO GET THE REUNION COMMITTEE FORMED. THE COMMITTEE WOULD THEN SELECT A CHAIRMAN AND OR CO-CHAIRMEN. FROM THEN ON THE COMMITTEE COULD RUN THE SHOW WITH INPUTS FROM ALL PARTICIPATING ASSOCIATIONS. WE COULD SET AN EXAMPLE OF COOPERATION SIMILAR TO THAT WE USED TO WIN WORLD WAR TWO.

WHAT IS NEEDED INITIALLY IS A LETTER INDICATING THAT YOUR ASSOCIATION IS WILLING TO:

1. PARTICIPATE.
2. EARMARK THE YEAR "2,000" AS THE YEAR TO BE SET ASIDE FOR THIS UNIFIED REUNION.
3. APPOINT A MEMBER OF YOUR ORGANIZATION CAPABLE OF BEING A COMMITTEE CHAIRMAN.
4. PROVIDE GUIDANCE TO THE COMMITTEE.
5. HELP LOCATE AND NOTIFY OTHER P-38 SQD. AND GRP. ASSOCIATIONS.
6. NOTIFY US AT YOUR EARLIEST CONVENIENCE.

### NOTE:

\* THE COMMITTEE COULD MAKE A DECISION TO HAVE A REUNION ORGANIZATION COMPANY HANDLE MOST OF THE REUNION ARRANGEMENTS, SUCH AS THE ARMED FORCES REUNION INC. THEY DID A BANG UP JOB FOR US AT OUR P-38 MEMORIAL DEDICATION/REUNION AT THE AIR ACADEMY IN AUGUST, 1992.

\* ALSO IT WOULD BE WISE TO HAVE A BACKUP FOR EVERY COMMITTEEMAN.

\* THE COMMITTEE MAY APPOINT OTHER MEMBERS OF YOUR ASSOCIATION TO SERVE ON A SUBCOMMITTEE: EXAMPLE - HOSPITALITY, MEMORABILIA OR SPEAKER ARRANGEMENTS

WE HAVE HAD NOTHING BUT ENTHUSIASM FOR A UNIFIED GRAND REUNION. MANY PEOPLE HAVE TOLD ME " THEY ARE LOOKING FORWARD TO THIS EVENT AND THAT THEY WILL DAMM WELL BE THERE ". IF IT GIVES SOME PEOPLE SOMETHING TO LOOK FORWARD TO IT WILL BE WORTH THE EFFORT. HOPE YOU WILL FEEL THE SAME WAY. SEVERAL GROUP ASSOCIATIONS HAVE HEARD OF THIS PROPOSAL AND HAVE ALREADY EARMARKED THE "YEAR 2,000" FOR THIS OCCASION. - LET'S GIVE IT A GO -.

SINCERELY,

R.E. "DICK" WILLSIE COL. USAF (RET.)  
PRESIDENT P-38 NATIONAL ASSOCIATION



# NEWSLETTER BIZZ

First of all, there's nothing wrong with the 82nd FG newsletters that a reasonably intelligent *R E A L* newsletter editor couldn't fix -- and there's lots of them out there. You could gather up a bunch of 'em, send them to Souk el Arba and never miss 'em.

Second - we can type OK - most of the time - (and it takes a lot of that) - but, simply stated (for us), the mechanics of throwing a readable NL together is a bear cat. (Witness the booboo with Chuck Luke's Reunion Program! Yes, we apologized to Chuck but he still threatened to make us scrub the Red Lion kitchen with a used toothbrush **AND**, in this issue! We have the back part of Hildebrant's letter in front of the front part. Tell me how someone can do that and we'll sell you some used belly tank crates.

Seriously, there are some ways you can help (and we *LOVE* to get letters from anyone):

1. If you want something included in the newsletter - be sure it is somehow related to the 82nd Association and its objectives.

Generally, we will not print poems or other items that have been cut out of other printed matter unless there is specific tie to our Association. The adjoining bit from "Guideposts" is a good example.

2. An enormous problem for us are photographs. What would help us most is for you to send us a "half tone" of the pic you want printed. Take them to your favorite copy shop and ask them for info. Our half tones are made with 85 lines.
3. Also, please mark the items you send in with proper identification. Our non-existent, cute, blond secretary is a rotten file clerk and our office is in a constant state of shambles.
4. Any questions? Please address them to the above mentioned file clerk.
5. We love you all.

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Ralph "Monty" Powers has been one of the workers in our Association as he served for a while as 95th Squadron Rep. Currently, Monty is Chairman of the Association's Nominating Committee. He has also been a faithful contributor to the Association's Newsletter.

FROM MONTY POWERS - 95th Pilot

(Ed's note: Monty found the poem "Footprints" in the July '92 issue of "Guideposts" and was delighted to learn it was written by Margaret Powers of Coquitlam, British Columbia. He immediately wrote to Mrs. Powers to arrange a meeting --- b e c a u s e --- Monty's wife is also Margaret Powers! The meeting was duly arranged and the two Margarets shared lunch (with their husbands Paul and Monty) in Seattle late in '92)

## FOOTPRINTS

One night a man had a dream.  
He dreamed he was walking along the beach with the Lord.  
Across the sky flashed scenes from his life.  
For each scene he noticed two sets of footprints in the sand:  
One belonging to him and the other to the Lord.

When the last scene of his life flashed before him, he looked back at the footprints in the sand.  
He noticed that many times along the path of his life there was only one set of footprints.  
He also noticed that it happened at the very lowest and saddest times in his life.

This really bothered him and he questioned the Lord about it.  
"Lord, you said that once I decided to follow you, you'd walk with me all the way. But I have noticed that during the most troublesome times of my life, there is only one set of prints. I don't understand why, when I needed you most, you would leave me."

The Lord replied, "My precious child, I love you and would never leave you. During your time of trial and suffering, when you saw only one set of footprints, it was then - that I carried you!"

- Margaret Fishback Powers

(Ed's note: Margaret and Monty Powers spent the last ten days of March '93 in the Holy Land)

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FROM BYRON LAWRENCE, Nephew of Lee Lawrence, 96th Pilot

At my request, Mr. Will Hattendorf gave me John Perrone's address. I had learned of John from a letter my aunt (since deceased) had given me. The letter had been written to my aunt by the Chaplain (in 1943) and it described uncle Lee's death and his close friendship with John Perrone. My contact with John Perrone in California was most successful.

(Ed's note: Lee was credited with one victory on Mar. 20, '43 and he was KIA on April 5, '43. Byron's note gives us a strong hint of the need many people have to find ties back to a loved one. Byron did at least partially fulfill that need when he was able to make a personal contact with John Perrone. We know this has also meant a great deal to John.

There has been considerable correspondence flowing back and forth between Byron, Will Hattendorf, John Perrone and this editor and we wish we had enough space to print the whole exchange. However, one thing is sure: The resources of our Association have worked almost perfectly in order to bring John Perrone, Byron, Lanny, and their memories of Lee Lawrence into a full circle. We strongly believe this is one of the reasons for the existence of this wonderful 82nd Association.

Perhaps other 96th members, who remember Lee Lawrence, might wish to share a memory with his nephews:

Byron Lawrence, RR 1, Box 79A,  
HILLSBORO, WI 54634

Lanny L. Smith, 5109 Regent St.  
MADISON, WI 53705)

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"Tourist" John Perrone, a 96th Sq. pilot, gets friendly with the goddess of fertility at the ancient ruins of Timgad, May, 1943. (Mounce)



(Cont. from page 26 - Hildebrandt)

heavily used by Legislators and other Departments of the California State Government.

The fourth book is now in the McClellan AFB Base Aviation History Museum. They have an extensive display of Doolittle's Tokyo raid including photos of Travis Hoover and his crew. In addition, they have an F-102 Delta Dart that once was assigned to the 95th at Andrews AFB plus an F-86 D that was flown by the 97th in Korea.

So, how many books do I have left? Indeed, not any! May I have one more please?

(Ed's note: Hey Roy, Steve and Claude do you suppose we can clone Robert H.?)

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FROM FELIX RAMEDER, Ebergassing, Austria

In the 15th AAF Newsletter I have read about your 82nd FG book. I am an Air-War II historian and I have experienced all of the attacks of the 15th AAF in the Vienna area. I am a member of the 15th AAF Association and of the Liberator Club.

Is it possible for me to obtain a book and if so, what is the price?

(Ed's note: We responded to Felix's request and suggested he contact "East Anglia Books" in England which has purchased 20 books from us. We replied in the same manner to Serge Blandin of Lyon, France.

You all should be warmed by the knowledge that word of your skills and of your dedication to your wartime duties is spreading in wider and wider circles - thanks to our writers and those who contributed personal material)

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FROM ED (Shorty) WATERS, 96th Pilot

(Ed's note: Ed, when you phoned, Jo Ann and I were on our way to Hawaii where we had our own built in tour guide - in the person of our grandson!)

Called Roy Norris about getting two more books for my sons. He said you did the shipping and he takes the money. Thanks and keep up the good work.

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# WHY'D THEY DO IT THAT WAY?

By Lee Lette - et al.

Have you ever looked at a machine to ask yourself, "Why'd they do it that way?" An open mind is required to understand how some modern creations evolve. As an example, a history of how the unique design of the WWII P-38 came to pass is unveiled herein.

In the following we're going to unravel the many intricacies that explain why they designed the P-38 Lightning fighter with a shape that has evaded rational explanation to this day. Please be reminded that any similarity between imaginary and authentic events is coincidental.

To begin, let us not burden ourselves with specifications, for we all know what happens during R & D and the production of a military fighter plane. Not to be too critical, one must understand that any outfit that will put an airplane under the command of the Signal Corps must be obsessed by how it looks rather than what it will do. But we have learned to forgive them. We no longer consider it a military mission on which flight crews hand-drop tin cans and leaflets from an open cockpit.

Historically, aircraft development has been haunted by repetitions, both in cost and function. Airplanes ultimately cost two to four times the original budget, and, with all the improvements along the way, rumor has it that any design beyond the 'E-Model' wasn't worth flying {the originally intended mission}. This myth was to be dispelled by the P-38, which could do most anything, and well.

Success was finally achieved by our renowned aircraft developers. You cannot disguise genius. All models of the P-38 were contrived to do something different.

Many modern designs emanate from the drawing board. One exception occurred in the happenstance conception and evolution of the P-38 Lightning fighter. A scenario of how it could have begun in those early days is presented herein.

## THE BASIC DESIGN

It doesn't take a fine-toothed comb to discover that this beautiful bird is actually three airplanes. These distinctive features are more apparent when viewing these "planes" head-on.

I was told, to the best of my recollection, that on the occasion of one of those famous 'fringe benefit parties, an aircraft designer, assigned to the 'Stump-Works', was challenged by a startling revelation. He was to become another believer to confess, "You can't learn something you think you already know."

Edgar, as we will call him, and his lady friend, took a breather from the Banquet formalities and wandered out on to the tarmac of the Burbank Airport. It was one of those moonlit nights. In due time, from their perch atop the back seat of a convertible, the following revelations established the initial prototype configuration of what was to become one of the world's greatest flying machines.

During one of his free moments, Edgar heard what sounded like a firing noise. He stood up to behold a motor scooter racing toward them on the runway, followed closely by two company patrol cars, one on each flank. Two sets of parking lights straddled the headlight on the scooter. Amidst the 'hoopin' and hollerin', the scooter engine repeatedly back-fired as the tight formation raced through the night. What fun! The things that party-poopers will do to have a good time.

In the few sobering moments that followed, Edgar reasoned that with equally powered engines strapped to each side, it would enable the scooter to go even faster, and, without all that stress and noise. Also, since the guy in the middle was linked to the two machines on the flanks, he wouldn't need all that excess manpower. i.e., the scooter driver could control the whole shebang alone. It was to lead to a revolution in aircraft design.

Suddenly, it hit him. "Why not build a flying machine like that? All you have to do is enlarge the scooter and take all the seats and windshields out of the patrol cars."

It seemed only natural, that with the riddance of many of those do-dads and the three extra wheels on each car, he could save a lot of weight. "Just wait 'till I get this on paper", he mumbled as he breathlessly rushed back to the plant and his drafting board in Advanced Design. "I can hardly wait until I see the Chief Engineer next Monday."

These revelations were exhilarating. This new concept would indeed revolutionize aircraft design. Who would have thought that you could control three airplanes at one time by merely hanging the pilot inside a scooter body with only one set of controls. The thrill of it all was mind boggling, at least, to Edgar.

What makes it go? How do you turn it, on the ground, in the air? Will it be pretty? Should the pilot sit or stand? He pondered over these and many other plausible design features for the entire weekend, even in his sleep.

Little did he know, from the outset, that he would arrive at a design resembling a square. But he bore on. Somehow, this thing had to fly. Relentlessly, he struggled with design of the power plants, structure, controls, and to some degree, pilot comfort.

## POWER PLANTS

Edgar went to his boss, old 'What's his name', to disclose his genius. He was ecstatic as his peers lent bended ears to learn more about this 'marvel of flight to be'. Tears of joy overcame him as someone patted him on the back, "I think it might work."

Before the day was out he received a promotion in recognition of his achievement; His reward was a new desk lamp. Now, with his automatic pencil sharpener and new black bow tie, he could associate with the best of them.

Not to allow his promotion to go to his head, he soon recognized that propellers would be needed to make it go. He wrestled with the idea of turning both props to the left, and then



he changed back to the right. Finally, not wanting to be prejudiced, he decided on one of each.

The cars bodies were a wee bit low for props, so, here was another complication; he had to jack the cars up about five feet to make room. But, as he soon learned, with every change you pay the price. The head-on view no longer looked balanced, what with that scooter way down there below the level of the engines. "Ye Gads. Will the problems never go away?"

Well, as we all now know, he was able to convince his boss to jack up the scooter on a level with the patrol cars and tie them together with a huge bar. This concept persisted for some time. Ultimately, one of the more astute aeronautical engineers suggested that they make this bar the wing. Another designer, of Italian descent, opted to redesignate the scooter, a gondola.

History now verifies that they did indeed take out all the windshields in the cars and locate the flier inside the gondola body, and with only a few windows. Also, with the seats removed from the cars, there was an abundance of room for gas tanks, an attribute that had escaped Edgar's earlier awareness.

About this time, someone suggested they begin to come up with a means of making it go where they wanted, both on the ground and in the air. After all, it was supposed to fly, too.

## FLIGHT

It was well enough that the wing would do its job if only the propellers did theirs. But, how were they going to make the nose go up and down, or, turn to the right and left?

After sixteen prototypes, more or less, they finally settled on this square arrangement, with the patrol cars tied together across the rear bumpers. By moving the bumpers way back, the pilot could now see if the tail hung together in violent maneuvers. And, to make life most interesting, they hung a couple of bob-weights smack dab in the middle of the stabilizer; sort of a temptation, if you know what I mean.

Even with all of these advanced innovations, this configuration was to present a new set of problems. For example, getting it off the ground and into the air introduced a host of unforeseen obstacles. Undaunted, no stone was left unturned.

## GROUND OPERATION

True enough, a thing of beauty it was, as the prototypes slowly began to take on a more slender shape. Those Allison engines, which the company had been working on since 1932, were proving to be a little more reliable all the time, much to the delight of the pilots.

In moving around on the ground, it was decided to keep the machine level, that is, raise it way high off the ground so the fragile tail wouldn't fall off at bumpy airports.

Thus, the tricycle gear was born, and a good thing it was, too. This allowed the pilot to slide down farther in the gondola seat and still see where he was going. One scooter enthusiast proudly exclaimed, "You've come a long way, baby."

An unforeseen problem arose during tests of one of the early prototypes. They had to be towed to the end of the runway by the nose wheel. On hot days, the cork in the coolant header tank would "pop" if you fritzed around on the tarmac too long. But, you can't have everything. Once you got the machine about 3000 feet in the air your worries diminished.

## PILOT COMFORT

Pilots soon learned that single engine operation at 3000 feet was superior to trying to cut off one engine during take-off. Wisely, some of the 'old hands' showed the 'youngsters' how to fly most anywhere on one engine, including take-off.

But, it never did really 'catch-on'. Not convinced, the youngsters adopted the spare engine concept sparingly. Somehow, the bird flew better 'straight-ahead' than it did sideways. This was accomplished by running both engines simultaneously, whenever you could.

Rather than presenting boring details of what the combat pilot encountered during three to ten hours flight, while adorned in an electrified straight-jacket and eskimo flight suit, a description of the prevailing environment suggests that flying was somewhat more than just boring a hole.

In addition to an electric flying suit which worked in one or more locations, other little nuisances cropped up from time to time. Pressing your oxygen mask against your face during a dive pullout demanded only one hand be on the wheel. This problem was alleviated during compressibility when the wheel moved fore and aft without restriction, and, neither hand was needed.

To maintain minimum operational status it was often necessary to assemble a look-alike machine from parts cannibalized of unfortunate remnants from other machines. It was discovered, for example, that a green left wing, mated to a red right wing and a silver tail produced a slight modification in P-38 flight characteristics. These and numerous other 'quirks' were exposed over the years.

The flight crews, under the guiding hands of the Tech-Reps always managed to concoct some 'quick-fix' to render the machine air-worthy. The good names of Edgar and his associates were thus kept in favor.

So, there you have it. Nowadays, when you rubberneck to police the skies for the few remaining flyable P-38s, you can tell your grandchildren, "I know why they built it that way, but I doubt if you'll believe it."

## EPILOGUE

Edgar and his peers at the Stump-Works later learned, that beginning with the F- and G-Models in N. Africa, a respect was earned from the Luftwaffe who rightfully labeled the P-38 as "Der Gabelschwanz Teufel", The Fork-Tailed Devil.

At a recent 1992 Reunion the speaker identified the P-38 as the first high-tech aircraft of the modern era. If that is true, the modern day fliers of high performance birds can find some solace from the contributions of the pilots and crews of the P-38s.

Let it be known that those who knew and flew the P-38s are content in what they accomplished. And, they are forever indebted to visionaries like Edgar.

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FROM G.T. LEWIS, 97th Pilot (30 Mar. 93)

I just attended the final service for Gene Mazurak and offered condolences for the 82nd FG Association.

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FROM IRWIN WILLIAMS, 463RD BG Turret

I flew 50 missions as top turret gunner and engineer (B-17s). My 1st mission was on 16 June '44 & last was on 1 Sept. '44.

Thanks to you Forked Tailed Devils, I am able to write this letter. On a mission to Budapest on 27 June we were shot all to hell and on two engines. I had just shot down an FW 160 that had hit us with 37 mm cannon shells and about a dozen ME 109s at 2 o'clock would have finished us off but you guys saved us. You looked more like guardian angels and little friends than forked tailed devils.

Am enclosing a check for your history book.

(Ed's note: Wouldn't you know! I neglected to write down Irv's address. Sure is a great commendation, though)

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FROM JOHN W. HULME, 95th Flight Chief

I'm finally sending my money in for the Group Newsletter and the History Book.

Are there any extra newsletters I could purchase? (Ed's note: Unfortunately, John, there aren't - and the reason is simply that I don't have time to get all the masters together for what would otherwise be a simple matter. I wish I could give you better news on that - RL)

Personal Data:

Sept. 5 '39 - Joined Air Corp at Selfridge.  
Oct. '39 - Assn. to 27th Prst. Sq.  
Oct. '40 - Attended Aero Univ, in Class # 6, Chicago  
May '41 - Made Crew Chief  
Aug-Dec '41 - Louisiana Manuevers  
Dec. '41 - Left Selfridge for Calif. at North Island  
May '42 - Transferred to 82nd  
May '45 - Left 82nd for USA and discharge at Ft. Sheridan

Age - 72; Wife - Helene; no children; worked for Pepsi Cola for 40 yrs.; and, the 95th Squadron gave me the nickname "Whiskey".

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FROM JOHN & SARAH KOSTYO, 96th Couple

For you ladies, out there.

Sarah is making John a counted cross-stitch P-38. If she finishes it on time we will bring it to Seattle.

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FROM JIM HALFORD, 95th Pilot

Got your name from Norris, we never knew each other. (Ed's note: Unless I had to stuff you into that blue box - otherwise known as the Ling Trainer)

Maybe we shared some of those aerial highlights. (Ed's note: Unless someone put me into a trance; otherwise I have a difficult time driving a wheelbarrow)

A word about yourself would be appreciated. (Ed's note: Crazy! Will that do?)

Personally, I'm a professional writer. (Ed's note: You have me here, Jim. I've taken money for doing lots of things - but I'm careful not to brag about it)

Enclosed find my check for an 82nd History book - and, good luck.

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FROM JOSEPH A. DOLAN, Attn. At Law

Please send me copy of "ADORIMINI". Check enclosed.

Wuz P-38 pilot in North Africa & Italy, raid on Foggia, Rome patrols. Made forced landing between lines during Sicily invasion and was picked up by our Med Group. Was taken to field hospital where Patton slapped the soldier. I was in tanks pre-war and had become familiar with Patton & his pistols during manuevers in Louisiana. I was not surprised at his behavior in Sicily.

Hey, enuff awreddy...send book, flaps down three in green turning on final... Space Ace Dolan - Pettifogger.

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FROM RICHARD MEYER, Fred Selle Friend

Fred Selle gave me your name to contact about obtaining a copy of "Adorimini". Fred let me read his copy and I would like to have one for my library.

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Paul (96th Crew Chief) & Arkie Harman

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Paul Has Located A New 82nd Member

Robert L. Stewart (97th)  
1243 Lake Forest Circle  
BRIMINGHAM, AL 35244

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FROM OLEN MEDLEY, 95th Sqdrn Rep.

#### First Letter

You completely overwhelmed me by putting my daughter's "Ode" on the Newsletter cover. Needless to say we feel very honored. My family and friends are almost as proud of this whole episode as I am.

We just recently got back from a short visit with the Hugh O'Briens in Comanche, TX and had a great time. We attended the Sunday Morning Services at their church and had the honor of being in the Sunday School Class taught by Hugh himself. It's amazing what many of our people have accomplished during the years since our days in the service. Hugh did a great job.

Had a phone visit with Herb Phillips while passing through his hometown of Stephenville. He indicated he was still interested in the 82nd Association and its activities.

#### Second Letter (June 8, '93)

I received a letter from Lucy Bosico, Philip Venturi's sister, and she said Phil died of a heart attack on May 6th. He had a first attack on April 16 and was home for nine days before the fatal attack.



Above: The 95th's Lt. Paul Mass and his crew chief, Sgt. Hugh O'Brien. Below: A12, their P-38J-15, serial #43-28754, which was lost while being flown by Lt. Swan on September 21. Mass and O'Brien previously had another A12, a G-15. (Mass)

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Phil had not attended any of the Reunions but many of the 95th people will remember him. He was in "A Flight" as a crew chief and joined the Squadron at Mines Field.

Phil never married. He and I communicated frequently through years and I visited him in '90 & '91 in Summit Hill, PA. The first thing he said to me on that first visit was, "Have I grown any taller?"

On April 23 I had a short but exciting visit with five of the 95th pilots from Tyndall at Tinker AFB here in OK city. One of them, Tom O'Brien, told Nanette they were going to have a refueling stop at Tinker so I called Bryce Hughes who had worked at Tinker and still had the proper bumper sticker to get in so he, Margo, Betty and I went to show them some Oklahoma and 82nd style hospitality. Nanette couldn't stand the idea of all those good looking men being in Oklahoma and her not getting to see them so she came down from Tulsa and joined us.

The pilots were here for about two hours and then headed out on their next leg to San Antonio. They told Nanette they were going to do a little something extra for her and her Dad so, on the take-off, as soon as they cleared the runway, they each kicked in their after-burners and went straight up until they were just a speck in the sky.

Believe me, Dick, it did put a few tingles up and down the spine! I took a couple pictures of them but Nanette wouldn't let me send the one with them holding her in their arms - her hair (she said) was in a mess.



(Cont. from page 19)

Letter #3 (June 30, '93)

Howard D. "Dave" Johnson, 95th, passed away June 23, '93 at Gore, OK. He was buried on the 25th at Owasso, OK, near Tulsa. Dave lived only a short time after his first symptoms appeared in March. He had a brain tumor.

Dave began his 95th career as a mechanic but his cooking abilities soon got him into the mess hall where he became Mess Sergeant. 95th people will remember he made a big difference in our food. He fixed spam, powdered eggs, etc. so they were palatable.

Dave's wife Norma is doing quite well and told me to tell Dave's friends in the 82nd she intends to continue attending our Reunions to keep up her friendships with hers and Dave's friends. She will probably miss Seattle. Dave & Norma have missed only the Asheville Reunion.

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FROM TED LATTA, 96th Crew Chief

Another few joyous hours have been spent reading the most recent edition of the 82nd Newsletter. Our congratulations for another excellent job of bringing us all together one more time. After reading one of the 82nd newsletters I feel like I have been on the old-fashioned party line - listening in on Group happenings throughout the land.

With the approach of "The Storm of the Century" we decided to get on the phone to poll the 96thers abiding in its path. We first reached Bill Moseley in Summerville, GA. They were without power but had heat from their gas furnace. They had 14 inches of snow. They indicated a well-stocked pantry and their young neighbors looked in on them.

We also checked on our newly weds, Lil and Ros Harding. They stayed inside and watched the wind peel off their neighbor's shingles.

The Harmans in Delaware had high winds, rain, snow and more rain. Firemen had driven by and asked if they wished to be evacuated but they decided to ride it out. A subsequent postcard confirmed they had made the right choice.

The Urechs in Marietta, GA were without heat and electricity for 36 hours. Johnny put on extra clothing and bedded down under four blankets. They quit using their little propane grill because of the fumes.

On the Saturday afternoon of the storm we looked out on a humongous whiteout and the next morning we found a snowdrift up against the garage door. Some young lads down the street cleared off the drift so I could get to the doctor so he could treat me for the mother of all head colds. I'm glad I planted enough trees in Idaho to take care of my Kleenex needs in my "Golden Years".

Today, March 24, we are feeling better and spring is just around the corner. I base this on the following sightings in our area: one robin on skis, a flock of red-winged blackbirds and the sounds of kildeer in the night air.

We've talked to Bruce Ireland in nearby Sterling where things are status quo and we've heard from Sybil Hooper and Ruth Donohoo. Sybil said she'd sent the robins to St. Clair to cheer us up. It worked.

Dick, I want to emphasize one thing - though I write these missives, they are the sentiments of Dorothy, too. She always gets the chance to censor them before they hit the out-going box.

You and Jo Ann take good care of each other. Keep one eye on the throttle and one on the rail and watch out for the pufferbellies.

(Ed's note: The above letter is dated March 24 [our son's 50th BD] and the letter following is dated June 16. I'll try to cut out some of the Latta Lasagna!)

The Hardings visited after his H.S. Reunion near Flint, Michigan. You can all imagine all the lies, etc. that filled the air. We took a walk along the nearby St. Clair River to watch the parade of passing ships and a couple, strolling the boardwalk, stopped abruptly and the man said to me, "Say, isn't that a P-38 on your cap?" It turned out he had been a B-24 pilot stationed in Cerignola - just down the road from Foggia.

It should be noted here that while here in St. Clair Roswell S. Harding was duly endowed with his very own "Special Edition" can of Spam! He was also able to help me identify some of the folks in the 96 EM photo for you.

While Ros & Lillian were here we discussed the fact of the 82nd Association as being F A M I L Y and how much we enjoy having so many nice relatives!

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FROM GIL CEFARATT, Lockheed Builder

I received the 82nd Newsletter and, as always, I enjoyed it.

I spent part of last Saturday with my friend Jack Walker (97th pilot and member of the National P-38 Association Board) at Chino Airport where Steve Hinton of the "Planes of Fame Museum" flew the P-38 "Joltin Josie" in back of and in front of the Museum's Zero. A good show! The demonstration was for the 475th Fighter Group Reunion.

A few words to add to the Bob Carpenter (95th pilot) story of the reunion with the Hungarian Girl. I am the California historian mentioned in the "Arizona Republic" story. Anna Egyud Winslow, the Hungarian girl, was in Arizona acting as an interpreter for a group touring Arizona. They went to the Evergreen (?) facility where Anna met Arnold "Schnozz" Mayer. Anna related her story about the Robert Carpenter she had been searching for - even about the attempt to get info from the Air Force at Kirtland AFB in Albuquerque. Later she wrote to Schnozz with all the details of Carpenter's capture.

I visited a friend in Arizona in August of '92. My friend, an ex P-38 Curtis Prop Rep took me on a tour of Evergreen and introduced me to Schnozz. Schnozz then told me Anna's story and gave me a copy of her letter so I could check my index box when I returned home. I found a "Bob Carpenter" and called him; and you know what? He was the right one! I mailed him a copy of Anna's letter and notified Schnozz who asked to be the one to break the news to Anna.

I have visited Anna and her husband Paul at their Downey home for interviews with two local newspapers and have had two lovely Hungarian lunches at Anna's mother Maria's home. With real fresh Hungarian doughnuts to boot!

I'm glad to have been a part of that Reunion.

(Ed's note: Thanks Gil. The stories within other stories are often better than the originals and I think yours is a strong candidate. Do you think mama Maria would make a Hungarian doughnut for me?)

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\*  
\* DUES? => \$15 \*  
\*



Lts. Bob Carpenter (left) and "Tuffy" Leeman of the 95th. Both men scored a victory over Hungary on June 16, but Carpenter was then MIA.

FROM SYLVIA AND DICK OSTRONIK, 96th Duo

Looking forward to Bellevue.

We will be leaving July 21 for our "Annual Motor Home Trip". We're going first to Victoria, BC where Dick hopes to catch lots of Salmon.

We enjoyed watching the El Toro Air Show from Virginia and Stumpy's lovely balcony. It was great until that terrible plane crash.

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Lt. Lette and a new acquaintance — Poltava, 1944 (his 21st birthday). Lette

FROM ROY NORRIS, 96th Pilot

We visited the AF Museum in Dayton with our grandson and found that the Gift Shop has only one of our books left so they ordered six more copies.

(Cont. on page 22)



(Cont. from page 21)

I received a very nice letter from Lee Lette - plus a copy of his story.

I need an address for George Tough of the 95th and wonder if any of our members have the information. I also need an address of Merrill Adelson, 96th Pilot. (Ed's note: I Think I sent him one)

Am also enclosing the Obit of William H. Carr (95th) of Duluth, MN.

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FROM HOWARD LEVINE, Adorimini Buyer  
Seekonk, MA

It was a pleasure to talk to you by phone. Please send me a copy of your 82nd Fighter Group History. My check is enclosed.

P.S. Could you sign it for me?

(Ed's note: I love letters like this!)

FROM TOM SAWYER (AKA Carhart\*) 97 Jock

Am sending some more bucks for two more Histories. The local library said they'd be delighted to receive one. I'll use the other as a "loaner" for my local friends.

Our National Sculling Championships will be held in Portland, OR on the weekend following the 82nd meeting so I'll stay in the Northwest and enter the "Over Seventy Singles". Should be fun.

As a 43-K graduate of Willie, I, too, am sad at it's closing. I visited the 97th this past December and was impressed with their spirit and their efficiency.

See you in Seattle (Lord willin' & the "cricks" don't freeze over).

\* A natural error for a guy who runs around the world paddling fancy canoes. I've heard, too, he gets former crew chiefs from the 95th & 96th to pay for the privilege of mowing his lawn in North Amherst when he's gadding about!

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FROM JACK ILFREY, 1st FG pilot & ace

Your newsletter gets better with every issue (Ed's note: Jack can say what he did because he's the Editor of "Kings Cliffe Remembered" - the Newsletter of the 20th FG and he knows I know he's the best!)

I can't categorically say I was the first ace in a P-38 in the Mediterranean. I started hearing about

this fifteen years ago when I resurfaced and started joining my old military affiliations. It primarily came from Steve Blake and John Stanaway. Enclosed is a back copy of KCR with a story by Steve that pretty well explains it.

At least I can feel honored that I was in the running for "First Ace" but it is not a proven fact - as Steve's article will show.

(Ed's note: If time and space permit, I'll dig that article out and reprint it - but don't hold your breath)

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FROM EVA JANE RICHARDSON  
Widow of Jack Richardson, 97th Armorer  
(Note sent to Roy Norris)

Thank you for your kind and thoughtful note. Jack was very proud to have served with all of you and had many happy and funny stories of those years that he related to me, his daughter and his son. There were difficult times, too, but - being Jack - he wanted to share with us the warmth and companionship he felt during that period of his life.

He was a special man and we miss him but we try to follow his example.

I would be proud to remain on your Honorary Roster.

(Ed's note: Jack Duncan indicated that Jack had been ailing for quite a while with prostate cancer and that he died sometime in early spring. He said Jack was a valued member of the 97th's softball team and of the Armament Section as well)

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FROM ROBERT W. HARRINGTON, 96th Crew Chief

I want to thank you for your work and dedication to the 82nd. I've been to two Reunions - Orlando & Atlanta and I think your records show only one (our records go back only to the Denver Reunion in '84, Bob. Orlando was earlier).

I was with the 96th from Muroc to Lecce and trained under Jerry Peeples in Glendale. I was Lt. Drayton's crew chief and when he was lost I was transferred (along with Stanley Moore) to the 47th Bomb Wing which was headquartered in Manduria.

(Cont. on page 23)



(Cont. from page 22)

We crewed Col. (later Gen.) Rush's P-38 until it was taken out of service. I was then put on a B-25 crew as Asst, C.C. and then as Flight Engineer. Rush's B-25, named "Maxwell House" (for "good to the last drop"), was a special radio equipped plane - with no guns - for getting the B-24s on course. He and I were usually the whole crew.

I am sending this information on Lt. Clarence O. Seltz: He passed away June 29, 1989 in Fresno, California. I have a tape we made (not video) at his home in 1984. I flew with Seltz in a B-25 at 47th Bomb Wing - to which he transferred after completing his 50 with the 82nd. I also flew with Col. Hoover (Travis) in the 47th.

There are two men I would like to hear from that are not on the 82nd roster. These are Stanley Moore from Miami, Oklahoma and Everett K. Payne from Bakersfield, CA. Payne & I were tent buddies at Mud Hill.

(Ed's note: Checked with directory assistance in both cities & there were no numbers for either man. Seltz was a pilot in the 97th and was credited with one victory. Thanks, Bob for this info)

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October 18, 1943 proved to be an extremely eventful day for Lt. "Puppy" Seltz of the 97th. (Seltz)

\*\*\*\*\*

HAPPY  
JACK

\*\*\*\*\*



FROM HOWARD (Hub) PLUME, 97th Pilot

Thank you for your note reminding me. I have a habit of delaying and forgetting things I should do (you and a couple hundred other of us 82nders, Howard).

I do enjoy the newsletter and hope to continue getting it. I will also try to make the get-together in Seattle - if I can make McMonegal to go. I think he will (Hub, I just called John and he said he'll really try; and that's the best we can hope from any of us, anymore! I also learned from John that it was he who wrote "Adorimini" and not Steve Blake like all of us have been led to believe. Just kidding. John did, though, contribute a lot of material while Steve was building his historical narratives - RL).

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FROM LEE LETTE, 97th Pilot

(Ed's note: Just let me say, please, that Lee has given this old bean of mine a lot of work but also a lot of pleasure. Early in our flurry of back and forth letters he could have said, "Go take a hike, buster. I've got better things to do with my time than to hassle with your editing requirements." 'm glad, though, that he was so patient because I think we have a really neat story to share with you.

Even in his letter writing, Lee shows his talents as a "word styler)

Dick, when we try to be entertaining we can overdo it. I eliminated a lot of the details on pilot experiences in the cockpit - decided they were too cute, if you know what I mean. I've wrung this thing out again and again. There still has to be a flaw here and there.

The AF Museum at Wright-Pat is publishing an article of mine. They have all the photos, final draft, etc. Their "Friends Journal" will include the "Perimeter Policeman" article (of mine) of the early days (July '50) in Korea. Steve Blake is responsible; put me up to it.

I enjoy our Newsletter more than I do "Lightning Strikes".

(Thanks Lee but in my book Joe Kuhn and Jack Ilfrey are the best editors in our

(Cont. on page 24)



(Cont. from page 23)

business. Because of the way we are structured in the 82nd Association I can get away with a lot of stuff other editors can't gamble on - if they wanted to)

Too bad Ted Latta wasn't my Crew Chief as we have a lot in common - though not as much as another co-worker named "Yet Yee"!

I note in your letter that Bob Carpenter and I have two things in common: 1) On the walls of the Memorial Room at my Alma Mater my fly-boy listed me as KIA in '44 (until last year). 2) Tommy, my little tumor is two feet higher.

(Ed's note: It's not my business guys to unscramble Lee's puzzzles - that's your job)

Thanks to your Newsletter, the secretary of my Korean outfit (the 39th Fighter Squadron) came down from Eureka with his wife to visit. They rode the Queen to Australia in early '42 (40 days). They are starting to write their history and my copy of Adorimini is in their hands (I didn't tell them how long it takes).

Two fine talks with Terry O'Grady, who likes to fish in Eufala Lake, OK. My neighbor, a former Merchant Marine Captain in the Persian Gulf for 30 years, tries to get me on "Olden Pond" - out the front door. Some call it the "Pacific"; not so -- it was designed for fish.

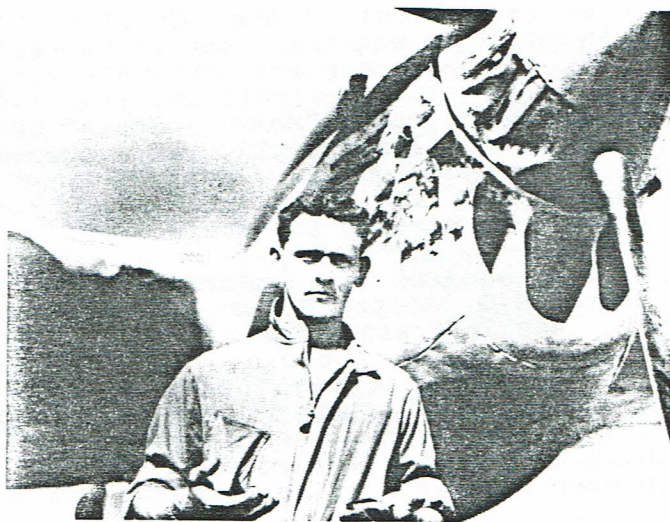
(Ed's note: If you guys think I'm making this all up either you're crazy or I'm crazy. This newsletter biz can drive a nice sane kid totally nuts!)

FINALLY -

I called my wife recently, while on a trip east of here. "Any good news?" I asked. "Oh," she replied, "Little Joey fell out of the smaller Redwood tree in the back yard." "Is he O.K.?" I was really concerned. "Can I have your phone number?" she said (in tears). I was dumbfounded and asked "Why". She said, So I can call you back as soon as he comes down!"

(Ed's final note: My former roommate at the U of Idaho [a B-25 pilot in the Pacific] was a doctor in Thousand Oaks, CA. I learned that Lette used to live in adjoining Lake Sherwood so I asked Lee if he knew Dr. Dale Baskett. "Uh, the name sounds vaguely familiar. So later, I had an occasion to talk to Dale. "Did you know Lee Lette who used to live in Lake Sherwood? "Sure I do," was his reply, "I used to doctor his wife and kids!")

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Lee Lette's not-quite-so-new P-38J after its first combat mission on June 5. Lt. Lette is holding pieces of wood and tar paper that were found in the coolant and radiator scoops.

## Let's Hear It Fer THE PUGET SOUND

FROM CHUCK AXSOM, 96th

Thanks for the latest newsletter and the 96th Booklet.

The item on Roscoe Curry brought back my first memories of the Air Corps. He gave me my initial mechanics training on an old P-6E in the 17th Pursuit Squadron at Selfridge in 1937. I was his only assistant and he made me learn fast!

Buckles and I have talked on the phone and expect to get together soon. I also expect to pick up a copy of the 82nd's History from "Paul Gaudette Military Books" in a few days. (Ed's note: Chuck & Buck got together for lunch later. Chuck said, "We enjoyed memories of military days at Selfridge, Oscoda, the Big Southern Maneuvers of '41, North Island, Mojave and Glendale. Memories can excite the spirit.")

### My Service

- 1935 - 14th Infantry Co., Panama
- 1937 - 1st Pursuit Group, 17th & 71st Squadrons
- 1942 - 82nd FG, 96th Squadron August, '42
  - Air Service Command with special training at Spokane, Pendleton, Great Falls, Orlando, Wichita and Salina, Kansas. I was then assigned to the 25th Service Group as Maintenance Officer.



(Cont. from page 24)

9 Feb. '45

- Shipped out - via Oran - to Karagapur, India & Chengtu, China. We supported B-29 operations from both places. Quite a switch from the Lightning to the Superfort!

I completed 10 years military service and then worked 22 years in civil service positions with the Air Force, Army and Navy.

In "Adorimini", the SDJs and the Newsletters I've enjoyed reading about the exploits of the 82nd and - in particular - the 96th Squadron. In '44, when I passed through the Mediterranean on my way to the CBI with escorting French corvettes dropping depth charges all night, I would have felt safer had I known that not only the 82nd was working the area but the 1st FG as well.

It's exciting to finally learn what happened to some of my old comrades in arms. I'm glad I met you, Dick.

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The 96th's Technical Sergeant Roscoe Curry was typical of the 82nd ground crewmen who kept the group's P-38s flying under very difficult circumstances. Curry eventually became the squadron's line chief and was promoted to Master Sgt. (G. P. Brown)

FROM HOPE SWANSON, Widow of Harold - 96

Thank you so much for the beautiful book. Haven't had a chance to check it all out yet. Sure wish the big Swede was here to pick out some of the fellas. He would have loved it. Maybe Ellis or Jerry will be in Seattle and will know who's who.

I think the plans for Seattle are really going great. Chuck and Judy really have things organized. It's going to be fun. It's been hard for me to get to the other gatherings - but since it's at my front door, I wanted to be part of this one.

Had lunch with Fred and Ethel Montgomery when I was in Arizona this winter. It was great to see them again.

Please tell Roy Norris I'll be sending a check to him for the book soon and I thank you and Chuck for getting it to me. Our whole family will enjoy it and Harold's seven great grandsons will have a wonderful source of a part of our American History that their great grandfather was involved in.

P.S. I'm tired of being alone. If you run into any eligible single that likes to laugh and play golf, grab him for me - OK?

(Ed's note: OK!)

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FROM FRED MONTGOMERY, Husband of Ethel

I greatly enjoyed a reread of K.H.'s dive bombing thriller and was gratified to see he accepted most of my editorial polishing of a few facets of his gem. It really is a darngood story and he's a teller of tall tales par excellence - an opinion which I believe you share (twoshay - RL).

As always, your cover was great and what a nice thing Medley's daughter did in writing that lovely poem. It was most fitting.

As you know, I think better at this venerable Remington boat anchor than on the Graham Bell with the meter running; consequently, I forgot to mention, in our recent phone-comm that we have had numerous and sundry 82nd visitors. We had a delightful luncheon in Sun City with Hope Swanson and then drove her across town to her grandson's pad in



(Cont. from page 25)

Mesa. It seems their whole tribe are avid golfers. Hope and a Lopez Island lady friend has driven down to house sit for friends. Both ladies are golfers so they arrived in sunny Arizona at the start of the miserable February deluge. During their two weeks stay they played just two rounds.

We also had a great visit with Roy & Jo Ann Norris. They were staying with an expatriate from St. Louis who lives not far from us. They and the friend picked me up (Ethel was booked to babysit) the next day and we drove to Mesa's Falcon Field. After the tour of the Fighter Aces Museum we had a delicious Italiano colazione (lunch) near the airfield and Roy insisted on paying the tab (of course, he's got all that dough I send him from the sale of our history books! - RL). A fine day with really nice folks.

(Ed's note: See elsewhere Monty's story of the deactivation of the 82nd Flying Training Wing.

That Monty's letter follows Hope Swanson's is pure coincidence. Really!

I will say it again, "In my book Monty is one of the top word smiths in "The English Writer's Guild". He's also a great friend which makes the literary perambulations he sends me a double treat. I regret I can't print all he submits - RL)

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FROM ORSON OSBORNE, 95th Pilot

Thanks for the reminder regarding the Newsletter and Association dues. I would like to continue receiving the NL and today I'm sending lifetime dues to Roy. You fellows are doing such a great job and I know you need all the support you can get.

I received my copy of "Adorimini" and Steve Blake did a superb job in putting together such a tremendous compilation of information and pictures. It's very interesting to follow the stories of the missions, etc. and compare them to my personal diary I kept of my missions.

It was the newsletter following the Boise Reunion that put Steve Blake in touch with me and solved the problem of who shot down Charley Faludi, the Hungarian pilot. It was most interesting to talk with Charley many times and to exchange information and pictures. Once again, thanks to you, the Association Officers and Steve Blake for all your good work.

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FROM BOB HILDEBRANDT, 95th Pilot

Letter # 1

This re "Medals", March '93 Newsletter, page 20. I have learned that actual medals are being issued for WWII ribbons. A friend told me to write to my congressman. I did and was sent a form letter to fill out and return. After about three months I received medals for the Med-Afro-American Theaters and the Victory Medal. So call your Congressman and get some for your grandchildren.

With respect to the article, I never met Col. Legg. Ben Mason was C.O. when I left for ZI. The citation for my DFC was for 4 Aug. 44 - the first mission to Russia. By the time Legg took command of the Group I was teaching instruments in AT-6s at Merced Basic Flying School. I soon escaped back into P-38s at Santa Rosa where I was Asst. Personal Equipment Officer. John Girling was Civilian Personnel Officer (a cush job).

\* \* \*

On my way over to the coast in March I stopped by the Nut Tree with my copy of "Adorimini" in my hot little hand. I was told they weren't buying anything. I pointed out that they had a stack of six copies of John Stanaway's History of the 39th Fighter Squadron (of which Legg was once C.O.) on the shelves and I was told they were brought in before the cut-off. Too bad because it looks like the best outlet I've seen for military aircraft publications.

(Ed's note: By two weeks after Bob's visit to the Nut Tree - which is on I-80 roughly half-way between Sacramento & San Francisco - nineteen of our books were on "Nut Tree's" shelves. By June 15, 12 of these had been sold. Bob was right, though, they weren't buying. We left the nineteen copies on consignment. See elsewhere a blurb about our marketing efforts.

Bob gets high marks, though, for his salesmanship)

Letter # 2 (July 3)

So far, I've purchased four histories. Two went to our grandchildren; one went to an organization of 14 Library Systems, i.e. the Sacramento Central Branch Library whose research section is

(Cont. on page 15)



FROM JACK SIDES, 96th Pilot

The 82nd Flying Training Wing and the 97th Flying Training Squadron were decommissioned on 31 March 1993 at Williams AFB - along with the 99th FTS and all supporting units. Willie will lock its gates for good sometime in June. It was an impressive ceremony, but a sad end of an era - especially for me because I am also a Willie graduate.

The only other 82nd person I saw there was Ben Mason with whom I exchanged reminiscences.

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FROM DICK ANDREWS, 96th Pilot

Dear Upchuck Operator,

(Ed's note: Andy will never forgive me for locking him into our little, blue, toy airplane we had in the farmhouse at the west end of the runway and then turning on the rough air. This was AFTER he rescued Dick Willsie from that Romanian wheat field. He had also been one of the 22 rookie pilots that descended on Foggia 11 on June 7, '44 without - the story goes - ever having seen a P-38 before <see story on page 167 in "Adorimini">. I may be mistaken but I think Andy was the one that told me that when he enlisted in the Air Force, a few months before, his dad wouldn't let him drive the family car!

The reason Andrews was writing was because I had gotten on his case for failing to pay his dues (once an Up Chuck Operator - always an Up Chuck Operator). I then discovered he HAD paid his dues - and then some. So, Andy, in front of 5,000 of your compadres, I humbly apologize! - UCO!)

He finishes he letter to me:

FOR YOU & YOUR WIFE

MAY YOUR PROPS STAY IN SYNC

AND COUNTER-ROTATE

AND YOUR TAKE-OFFS AND LANDINGS

BE EQUAL IN NUMBER

- Co-pilot Dick

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(Ed's note: A number of members - including Dick Andrews - have asked if our Association will be bringing "ADORIMINI'S" authors and wives to the Seattle Reunion. At this point in time [July 13] I do not know)

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Winning 82nd Fighter Group combination: a P-38, a pilot & a crew chief. Above: Lt. Jack Sides of the 96th Sq. poses "Spooky." Below: "Spooky's" crew chief, Sgt. Roswell Harding, checks its nose strut.



WE WILL HAVE COPIES  
OF  
"ADORIMINI"  
IN SEATTLE



FROM DR. TED PAPERMASTER, Grp Flt. Sur.

Letter #1

The picture of Olaf Omlid in the August '92 Newsletter reminded me of another medical event that helped keep boredom away during our days in Foggia. Lest any readers become alarmed, I do have Olaf's written permission to recount this tale.

Olaf had a benign tumor that we decided to remove. It was a simple enough procedure requiring local anesthesia, a short skin incision and the "shelling out" of the offending lump.

As I was about to begin the "operation" after infiltrating the site with novocaine, my patient had an unwelcome reaction - he appeared shocky and blue (actually, it was a syncope - he fainted). Emergency steps consisted of putting him in a (Trendelenberg) position with big Ken Bauman lifting the foot end of the stretcher as high as he could so the legs were higher than the head. Bill Knight quickly got a shot of adrenaline in and I applied a tourniquet to prevent further absorption of novocaine from the arm - figuring this might be a drug idiosyncrasy. Then I asked the astounded Knight to get another dose of adrenaline ready with a very long needle for intracardiac (in the heart) administration.

But, by now, Olaf looked better - and just when an unannounced and unwelcome visitor - in the person of the Group Chemical Warfare Officer - chose this untimely moment of tumult in the dispensary to drive up and give us a nasty squirt of tear gas. BECAUSE, it was chemical warfare day when all personnel were to wear gas masks at all times - and the cloud of gas was to emphasize the order.

It was now my turn for a reaction and I really blew my stack at this inopportune invader (who outranked me) of my sanctuary who now headed for more friendly territory. Omlid tells me that, although he was not too alert at the time, he remembered me giving hell to somebody.

The operation was a success, the patient lived and it was just another day at the office!

Letter # 2 (Dated April 20, '93)

You should know that Dr. George Dorfman, who was our Medical Administrative Officer (MAC) died in May 1992. I saw his obituary in the AMA Journal recently.

WE ALL SAY

"HI HARLEY!!"

Some day I'll tell you a caper he pulled off in Foggia, but for now let me say that he fulfilled a most important function with us. He had care and control of medical supplies and records for the group. He was also a champion bridge player.

In 1946, after the war, I had a job in New Orleans and George came down and entered Tulane's Medical School - graduating in 1950. He took further training and became an obstetrician - finally settling down in his home town of New Britain, Connecticut. He was 72. I know nothing of his family - have written but have received no reply.

(Ed's note: I would like to take the opportunity to thank, profusely, Ted for his contributions to this newsletter. For one thing they need little editing.)

Thanks profusely, Doc!!)

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FROM ROY NORRIS, 82nd Money Bags

Will Hattendorf called with the news that Walter Carlson is resigning as 96th Rep. Accordingly, I've prepared a card to send to 96th members asking them to send their nomination's for Walt's replacement to me.

Walt has exercised his duties as 96th Rep with a loyal concern for the Squadron's continued strong place in the 82nd Association. Now, however, he feels his declining health will prevent him from serving his comrades as he has in the past six years.

We applaud Walt for his steadfast love for his Squadron and his concerns for a healthy 82nd Association.

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FROM OLEN MEDLEY, 95th Honcho

Just a note to pass on to you the obit for Bill Carr.

I attended our big Air Show here in Oklahoma City yesterday - with the Navy's Blue Angels and lots of other aerobatics. The P-38 "Putt-Putt Maru" was here and gave us several "fly-bys".

Hope all is well there - we are doing well here.

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FROM JOHN AND LEE URECH, 96th & HQ

I'm writing this letter to let you know about a couple of things that have happened to us.

I guess you know that John had a bad stroke last December and was in the hospital for rehab for a month. He was home for four months and was doing great and he graduated from the Rehab Clinic he was going to.

On April 23 our good neighbor told us he was going to cut our lawn when he got back from town. John said he was going to mow his own grass and no amount of pleading on my part did any good. To make a long story short, he fell while pushing the lawn mower and broke his hip! He now has a hip replacement and was in the hospital for five weeks and was in a lot of pain.

He has to take orders from me (which nearly kills him), he has to use a walker and is not allowed to drive.

Needless to say, we won't be seeing you in Seattle.

(We will sure miss you)

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FROM TERRY HABERMAN, A Loving Daughter

To Whom It May Concern -

I am interested in obtaining a copy of the book you published on the 82nd Fighter Group. I would like to present it as a gift to my Dad who fought in WWII in that Group.

As his birthday is April 7 I hope you can send it in time for that - and - send me the bill!

My Dad is Merrill Adelson - a pilot in the 96th Squadron.

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MERRILL ADELSON, 96th Pilot

I received the copy of Adorimini the day before my birthday and was I surprised! It brought back many memories - both happy and sad. It revived in my mind a period of my life that has become almost dream-like. Names, events, good times and bad times come tumbling back - some forgotten, some half forgotten and some still very vivid.

I cannot remember the names of the men that crewed my plane, and they were the best. All names and addresses disappear with my B-4 bag.

Jean and I will be celebrating our

50th Anniversary on Oct. 7. We will be heading up to NY to be with our children, our grandchild, the rest of our family and many friends. For the occasion we were hoping Bob and Gerry Carpenter would be there, too. Unfortunately, Gerry passed away earlier this year.

Bob and I graduated from Willie together and got ten days leave. He went to Michigan and I went to NY and he married Gerry and I married Jean on the same day. We met in Chicago, accidentally, on our way back to California. We all lived together until Bob and I went overseas and both joined the 82nd.

Jean & I are trying to figure out if we can make the Reunion as we need to coordinate with our Anniversary visit to New York.

I want to take this opportunity to thank and congratulate everyone involved in producing "ADORIMINI" as they did one heck of a job. It will become a treasured family heirloom.

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FROM ROS HARDING, 96th Crew Chief

After the two Michigan Reunions and our visit with the Lattas, Liz & I attended her Family Reunion in North Carolina.

On the way back down to Florida we stopped in Jackson to see Marvin and Mary Garrett and had a nice visit with them. We showed them our album of Reunion pictures.

Marv worked for the Savannah River Atomic Energy Plant for 29 years.

By the time we got back home to Melbourne we had logged over 5,000 miles. We have just purchased our airline tickets for Seattle.

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FROM BUDDY STROZIER, Former 96th CO

As you can see, I got to the big Air Show in Oklahoma City and guess who showed up? One of our big beautiful birds!

Hope to see you in Boise in April.

(Ed's note: Sorry to have missed you, Bud, but Jo Ann had to test her TERROR level inside the Kilauea Volcano!)

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FROM GRACIELA & JESSE HERNANDEZ, 97th  
(To Roy Norris)

Enclosed is a check for Jesse's Lifetime dues. Sorry it is overdue but Jesse suffered a stroke in March of 1990 and, although his speech is not affected, he is partially paralyzed. We have Home Health Care and he spends his time in a wheelchair. His doctor says one of his legs has to be amputated.

We are sorry this has to be but he is in God's hands and we pray he won't suffer and can recover. We are lucky our only son works here in Laredo and that makes Jesse very happy.

He always looked forward to attend the Reunions and meet his old friends. He had a wonderful time in Corpus Christi, Denver and the last time in San Antonio.

I have Mr. Lingenfelter's phone # and will let you know how Jesse is doing. Our best wishes to all friends of the 82nd and may God keep you all in his care.

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FROM ROMEO "Ruthless" ROUTHIER, 96th

All well here, am now walking under my own power and landing gears seem sturdy. My agenda includes American Legion Convention in Pittsburgh, then Seattle, then Laconia, NH and then back to Guatemala.

Dick, remember when we broke the story of the birth of my granddaughter? Here is her latest photo and she will be 9 in April '93. She has the poise of a 14 year old.

My copy of "Adorimini" has been read over and over again and is well stained.

Regards to all.

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FROM MARJORIE HOELZEL, Widow of Miles,  
(HQ)

Your note was so comforting - knowing friends care is what really helps us thru such difficult times. I've forgotten the dates of the Seattle Reunion and I can't find the Newsletter.

I do want to come to Washington as Seattle is one of my favorite cities & I want to ride the Empire Builder

again. Our son and I rode it when we went to join Miles in Japan in 1952.

(Ed's note: As we understand it, Marjorie will be joined in Chicago by Ruth Donohoo and the Kostyos)

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FROM JERRY LOEWENBERG, Mr. 82nd

Am passing on a very touching note from Marjorie Hoelzel.

Earlier today I mailed you an article by Carl Sagan and hope you enjoy it.

Am trying to read at least one chapter of "Adorimini" each day. I read slowly and savor every word and let it bring back memories - many of which hurt. We lost a lot of good young men!

Charley Pinson was here a couple of weeks ago - visiting his older brother, Maj. Gen. Ernie Pinson - a very close friend of mine. Ernie is now in intensive care in our hospital. For a while there it looked like "curtains" for Ernie - but he looks better now.

Tom Kelly called to say he is planning to attend the Seattle Reunion. I am, too, but I first have to survive a Cornel Reunion at Ithaca this June. Tom said he has "scanned" Adorimini but hasn't had time to read it.

(Ed's note: Now I'm lost! A not unusual situation. See, the telephone wrang and while I was seeking an answer for the caller all my papers got scrambled up and now I can't find the remainder of the above letter. Things are tough all over.

By the way, the caller was Jerry! Also, the Carl Sagan article has further confused my life - pictures at 11)

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FROM JOHN CAPUTO, 97th Pilot

When you passed through Sacramento I was taking my last fling skiing in the Sierras. There is always food, drink and entertainment waiting for any 82nd member - so be sure to call the next time you pass through.

Saw Linc Jones at Laughlin, Nevada last month for a meeting of P-38 guys. It's always great to meet other P-38 folks.

Hope to see you in Seattle.

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FROM RUTH DONOHOO, 82nd's Nightingale

(Ed's note: Many an 82nd household has been the recipient of a get-well card from Ruth. Here's a partial list as indicated by her letter:

1. June Kingery - operation
2. John Kostyo's grnd son - accident  
John also lost his older sister
3. The Urechs have also had other problems than John's health

Ruth has also been spreading the news about "Adorimini" with a piece in her local newspaper.

After a visit with her son and his family in central Washington this spring, Ruth stopped in Boise on her way back to Alabama. We had a nice visit)

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FROM PAUL HOFER, Adorimini Buyer

Please send a copy of "Adorimini".  
Check enclosed.

(Ed's note: Paul read Joe Kuhn's review in Lightning Strikes. Some of you may know Paul)

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FROM FEDELE SACCOMANO, 96th Radioman

(Ed's note: Fedele and Alma moved down the road a piece to Santa Rosa, California. So, with their change of address notice we received a nice little family note. They are planning to attend the Seattle Reunion)

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## REUNION REGISTRATION NEWS

The Seattle Committee extends to you an invitation to attend the 1993 82nd Fighter Group Association Reunion starting on Thursday, September 2 and ending Monday morning September 6. The Reunion headquarters will be at the Red Lion Hotel in Bellevue Washington. A preliminary detailed schedule is shown below.

The 95th T.F.T.S (the only active squadron left) will be here with Mr. Bones and 4 F-15s. The plans are to have the F-15s on static display at the Museum of Flight. Those going on the tour to the museum can get a close up look at these great planes.

The Seattle committee is busily preparing for the reunion. Bob Banister will have some interesting goodies available including drawings for 3 beautiful P-38 models. Hope Swanson has come up with some very unique center pieces for the banquet. We plan to have you all "Hooked" on Lattes before you leave our beautiful area.

A registration form covering all Reunion activities and optional tours is included in this issue of the Newsletter for those who might need it. If you have not done so, please complete this form and return it, per the instructions, as soon as possible.

You may make your reservations at the Red Lion

Hotel Bellevue by calling (206) 455-1300. Be sure to indicate that you are attending the reunion. There is a smaller Red Lion Inn/Bellevue Center about 10 blocks north of our Hotel. Do not try to stay there. Our Hotel address is 300, 112th Ave. S. E.

If you are arriving by Air you will land at the SeaTac airport. The Shuttle Express is the "Easiest Way to the Hotel". The charge is \$10.00. If wheel chair service is required, a 72 hour advanced reservation is required. Contact Shuttle Express (206) 455-2353. The charge is \$18.00. If you are driving, take I-405 to Bellevue. Take Exit 12, go west to 112th Ave. S. E., and then go north (right) to the hotel.

There is free shuttle service at the hotel for all Bellevue and nearby locations (we call this area the East Side). Further, the Metro Bus service is quite convenient for trips to down town Seattle. Free parking is available for cars and RV's at the hotel. The phone number for RV hookups at Vasa Park in Issaquah is (206)746-3260. Be sure to mention the 82nd reunion when you call.

If you have questions about golf contact Bob Wray (206) 747-1742. For information on the tours call Jennifer Lynch at (206) 292-9198. Call Chuck Luke (206) 747-5879 for any other reunion related questions.



**82ND FIGHTER GROUP ASSOCIATION  
BELLEVUE WASHINGTON  
1993 REUNION SCHEDULE**

**Thursday, September 2, 1993**

11:00a.m - 5:00p.m.	Registration desk open in Ballroom Foyer (lower Level).
11:00a.m.- 5:00p.m.	Memorabilia Sales open in Ballroom Foyer (Lower Level).
1:00p.m.	Hospitality Room open in Executive Suite (10th Floor).
1:30p.m.	"Early-birds" Orientation Tour of Emerald City departs from Lower Level.
5:00p.m.	Golfers meet in Hospitality Room (Executive Suite-10th Floor).

**Friday, September 3, 1993**

8:30a.m.	Golfers meet at Registration Desk before departure.
8:00a.m. - 5:00p.m.	Registration desk open in Ballroom Foyer (Lower Level).
8:00a.m. - 5:00p.m.	Memorabilia Sales open in Ballroom Foyer (Lower Level).
9:00a.m.	Boeing 747/767 Plant Tour #1 departs from Lower Level.
9:30a.m.	Museum of Flight/95th T.F.T.S. F-15 Tour #1 departs from Lower Level.
1:00p.m.	Boeing 747/767 Plant Tour #2 departs from Lower Level.
1:00p.m.	Museum of Flight/95th T.F.T.S. F-15 Tour #2 departs from Lower Level.
3:00p.m.	Hospitality Room re-opens.
5:00p.m. - 5:30p.m.	Presidents Reception for New Attendees Hospitality Room (10th Floor).
6:00p.m.	Cocktails and Squadron Pictures in Ballroom Foyer (Lower Level).
7:00p.m. - 10:00p.m.	Squadron Dinners Followed by Cabaret entertainment.
10:00p.m.	Hospitality Room open.

**Saturday, September 4, 1993**

8:30a.m. - 10:30a.m.	Memorabilia/Information Desk open in Ballroom Foyer (Lower Level).
9:00a.m.	Orientation Tour of Emerald City departs from Lower Level.
1:00p.m.	Hospitality Room re-opens.

This day is left open for you to explore Seattle on your own. Metro bus all day pass costs \$1.70 to go any place in King County and return. (Meet at Pier #57 for Tillicum Village Tour if you want to. You must contact the Convention Services Northwest representative before you leave the hotel if you plan on this option).

3:30p.m. - 4:00p.m.	Memorabilia/Information Desk open in Ballroom Foyer (Lower Level).
4:00p.m. - 9:00p.m.	Tillicum Village Tour motorcoaches depart from Lower Level.

**Sunday, September 5, 1993**

10:30a.m.	Business meeting, Conference center (Lower Level).
11:00a.m.	Gilman Village Shopping and Snoqualmie Falls Tour departs from Lower Level.
1:00p.m. - 5:00p.m.	Hospitality Room re-opens.
6:00p.m.	No-host Cocktails in Ballroom Foyer (Lower Level).
7:00p.m.	82nd Fighter Group Banquet and Dance in Ballroom (Lower Level).

**Monday, September 6, 1993**

6:00a.m. - 11:00a.m.	No-host Farewell Breakfast in the Atrium Cafe'(Lobby Level).
6:30a.m.	Post tour departure for Victoria B. C. from Lower Level.
8:00a.m.	Post tour departure for Mt. Rainier National Park from Lower Level.

**Tuesday, September 7, 1993**

9:00a.m	Departure for Alaska 7-Day Cruise from Lower Level.
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