

82ND FIGHTER GROUP ASSOCIATION



NEWSLETTER

MARCH 18, 1998

ISSUE 42

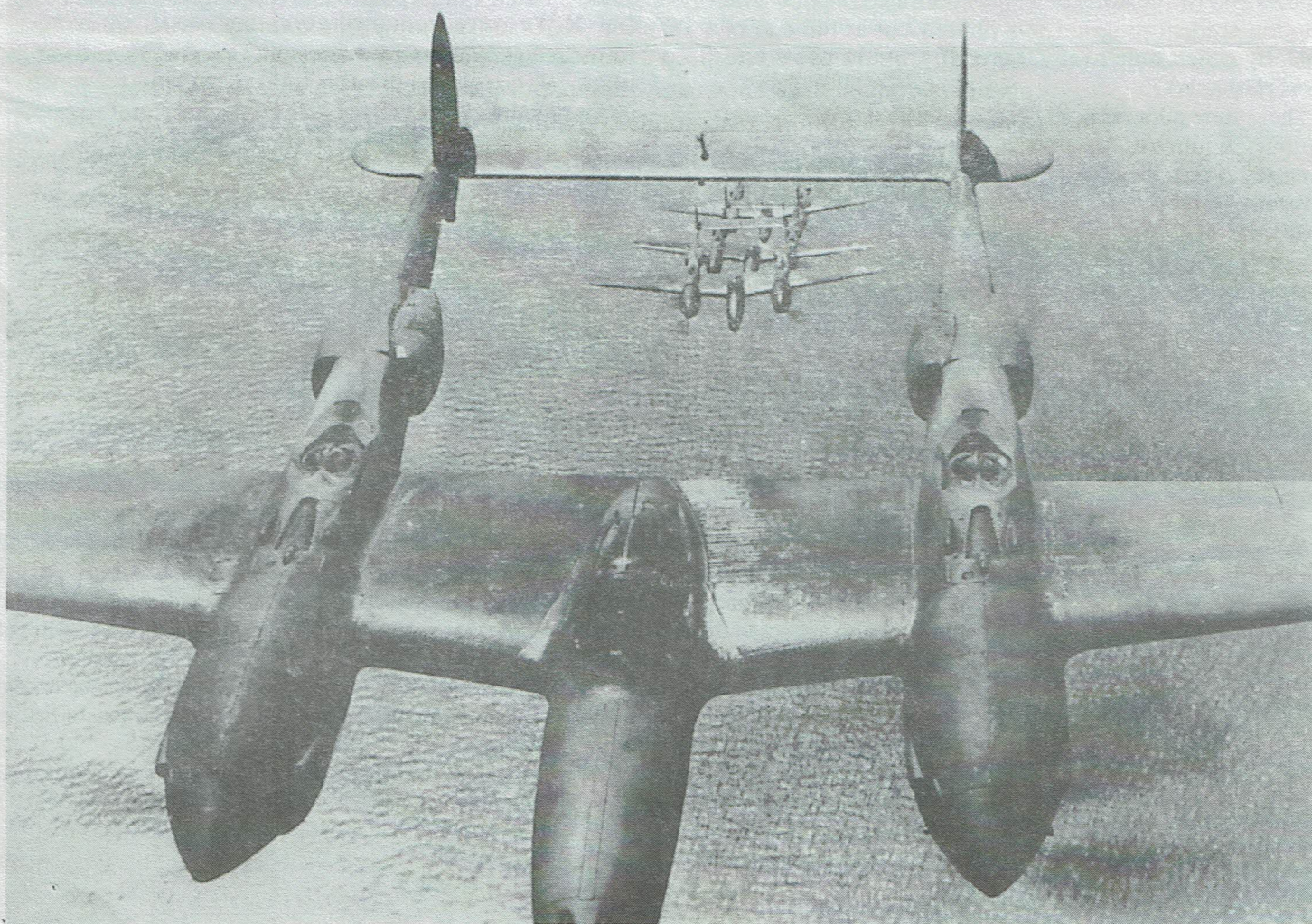
SPECIAL IN THIS ISSUE:

Pilot Class of 42-C (Staff Sergeant Pilots)

P-38 " Lightning" Cockpit photos

STATEMENT OF INTEREST Form (Houston Reunion)

95th Fighter Squadron Reunion



82ND FIGHTER GROUP ASSOCIATION



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MESSAGE FROM THE PRESIDENT

The year 2000 P-38 reunion date has been moved from March to End of May in order to save about \$75 per night in Hotel costs. Since that would put about 18 months between 82nd reunions 2 years in a row the committee feels it would be wise to plan for an 82nd reunion in 1999. I have asked Olen Medley to put figures together for Oklahoma City and Monty Powers is looking into Nashville. We will have details worked out to present at Houston. If anyone else has ideas and time to chair a reunion let me know.

The museum is really taking shape but we still need more photos and individual histories. Remember, this is not only for pilots. I saw WW II from the ground as crew chief, assistant flight chief and tech. Supply Sgt. Without us and ground officers there would have been no planes in the air, no supplies, no intelligence to assist pilots, no food and a lot of other "nos". We put in many long, hard hours and our future generations have a right to see our names on the board also. We were a damned good team so if you were there we want to see your photo and record on the board. Many pilots came, flew their missions, dodged flack and enemy gunfire but their names didn't make any lists. This museum is to let future generations know that we went through a few years of "HELL" and we are not yelling for someone else to build us a memorial. We are building our own. Lets make it the best we can and show that we are proud of our accomplishments.

John "Jake" Hendrix
14708 Bodger Ave.
Hawthorne, CA 90250
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EDITOR'S NOTE

Special recognition is due to all the members in the Southern California area who have worked so hard and long to create the P-38 Museum. To list the names here would risk omitting members whose efforts are unknown to me at this time. Best that Col. Willsie, Jake or another who has been with the project all along, submit the names to be listed in the next or subsequent newsletters.

Jake has quite rightly mentioned the need for more photos and individual histories. I would append a comment that it also applies to the newsletter. I am sure that most of you (ladies included) have stories of interest to all.

Page 9 has a SURVEY that I hope everyone will fill out and return to me. Your comments can be candid as no name or address is required. I'm sure the NL can be improved and the best way to insure that is input from the readers. Please send it .

(The P-38 Museum has first call, of course, but the 95th Ftr Trng, Sqdn. needs mementos. Surely many members have duplicates of items sent or designated for our Museum. If so, Contact Captain Kevin Mastin at Tyndall AFB. Tel: (850) 283-3113.)

-- hp

Class 42-C S/sgt. Pilots in attendance at Scottsdale

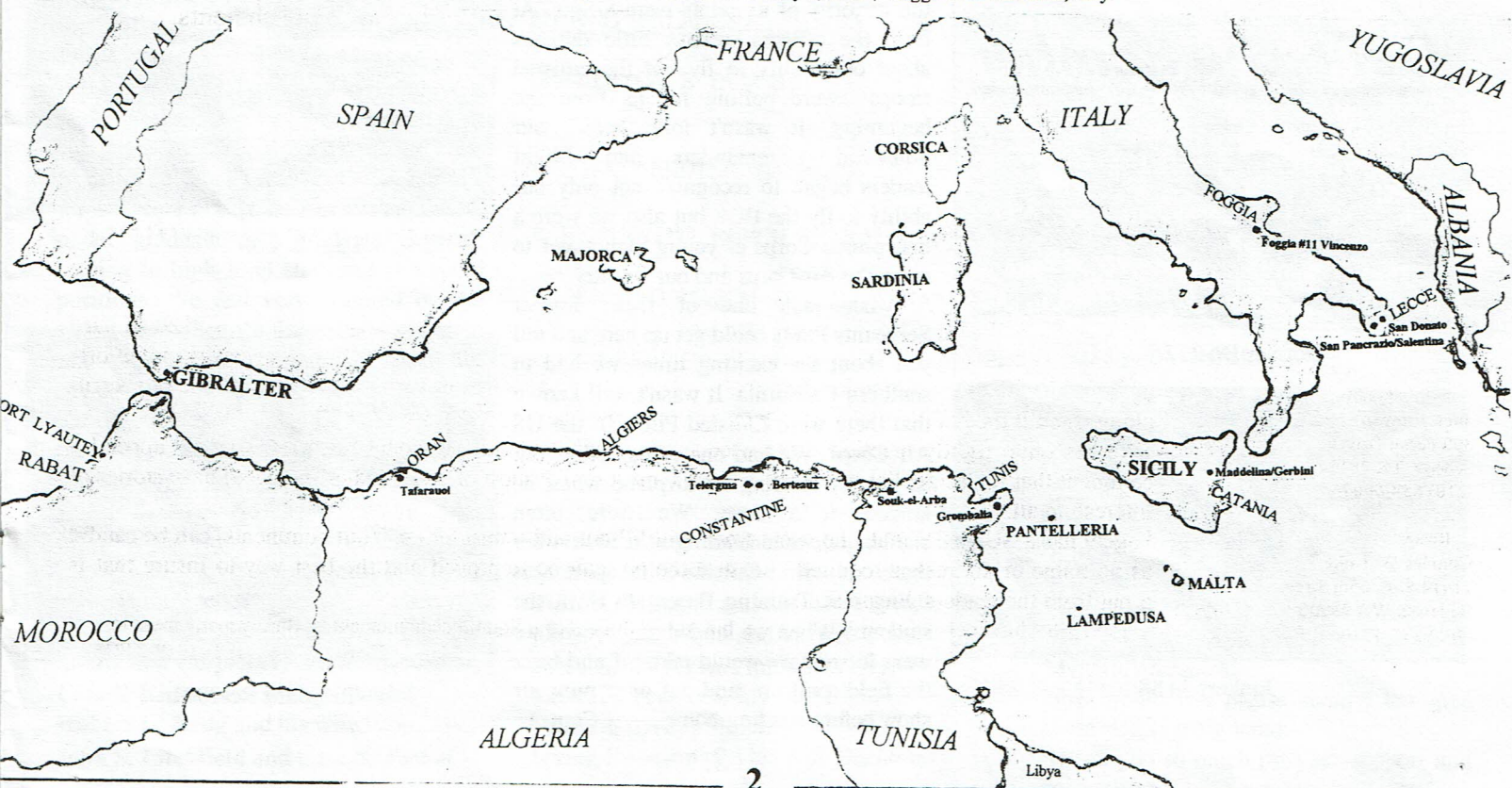


Front row, l to r: Irving Swenson; Dixie Sloan; Pincus Taback; Verne Yahne; Claude Kinsey; Lem Mc Daniel; Jesse Oliver.
Back row, l to r: Emory Morgan; Fred Wolfe; Ralph Embrey; Ed Braddock; Hubert Krug; Leonard Pratt.
{ Attended the reunion, but missing in the photo: John Litchfield; Keith Lund; Finis Mitchell }

***** below *****

WARPATH of the 82nd Fighter Group ::: December, 1942 to May, 1945.

23 Dec. to 31 Dec. 1942; Tafaraoui, Algeria. --- 1 Jan. to 27 Mar. 1943; Telergma, Algeria --- 28 Mar. to 1 June, 1943; Berteaux, Algeria --- 1 June to 1 Aug. 1943; Souk-el-Arba, Tunisia; --- 4 Aug to 3 Sept, 1943; Grombailia, Tunisia. --- 5 Sept, to Sept, 30, 1943; Maddelina/ Gerbini, Sicily. --- 1 Oct, to 9, Oct, 1943; San Pancrazio/ Salentina, Italy. --- 10 Oct, 1943 to Jan, 10, 1944; San Donato, Italy. --- Jan, 11, 1944 to May 6, 1945; Foggia #11/Vincenzo, Italy.



German and Italian Aircraft (by type) fall before the guns of the gentlemen on Page 2:



Messerschmitt Bf 109



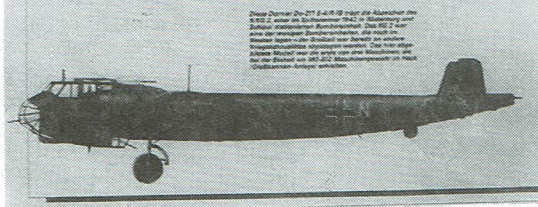
Focke-Wulf Fw 190



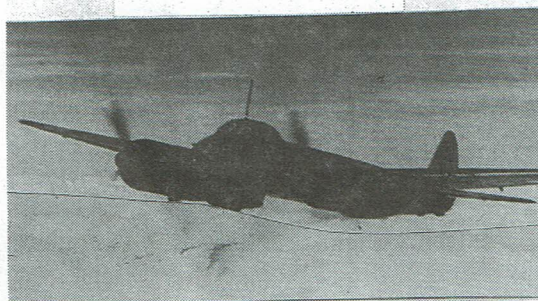
Junkers Ju 52

Deutsche Bomber des Zweiten Weltkriegs

Dornier Do 217



Dornier Do 217



Junkers Ju 88

Speech at the 82nd Reunion given by Col. Ralph Embrey on the Class 42-C; 10/18/97. (Abridged.)

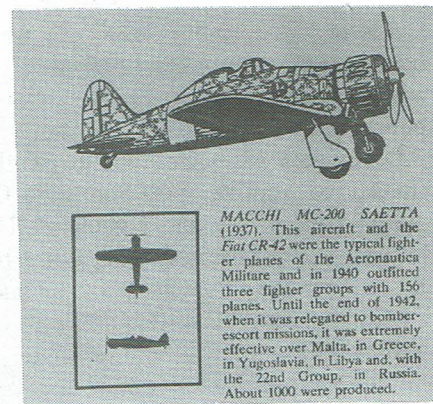
Mr. President, Honored Guests, Ladies and Gentlemen.

Thank you for letting me say a few words about the Class of 42-C. It was the first class of Enlisted Pilots to be trained to add to the Officer Pilots during WWII. At least 95 percent of the original pilots that formed the 82nd were Staff Sergeants.

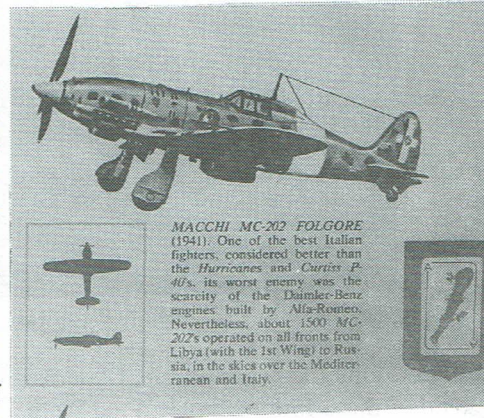
Our class was made up of a group of young men who had joined the Army Air Corps for the sole purpose of becoming pilots. We took the same entrance exam as the Cadets, but we went through Flying School in our current enlisted grades. We graduated as Staff Sergeant Pilots on March 7, 1942 from two schools; Ellington and Kelly Fields, Texas.

After a couple of false starts in Tallahassee, FL and Baton Rouge, LA, we arrived at Muroc, CA in late April. Muroc consisted of a few tarpaper shacks, a hanger and a huge desert with lots of blowing sand. Described as the last outpost of civilization then, it is now called Edwards AFB. We were young, enthusiastic and anxious to get started on flying the HOTTEST FIGHTER in the inventory. The 82nd was unique because the majority of its pilots were S/Sgts. At first, the officers were a little dubious about our ability to fly but the enlisted troops were pulling for us from the beginning. It wasn't long before our Squadron Commanders and Flight leaders began to recognize not only our ability to fly the P-38 but also we were a disciplined Corps of young men eager to serve the Air Corps and our country.

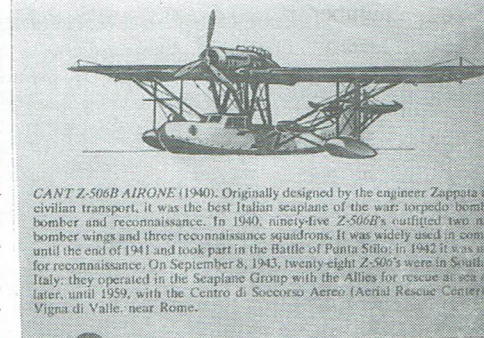
I wish each one of these former Sergeants Pilots could get up here and tell you about the exciting times we had in southern California. It wasn't well known that there were Enlisted Pilots in the US Air Corps. We had one of our pilots put in jail for stealing an airplane when he landed at a base. We were often challenged when landing at a base other than our own. Our favorite sport was flying into Training Bases to thrill the students. When we landed and proved we were for real, we would take off and buzz the field, pull up and put on a mini air show before heading home. (Cont.)



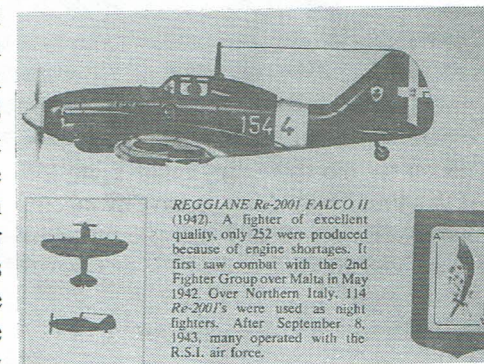
Macchi MC-200



Macchi MC-202



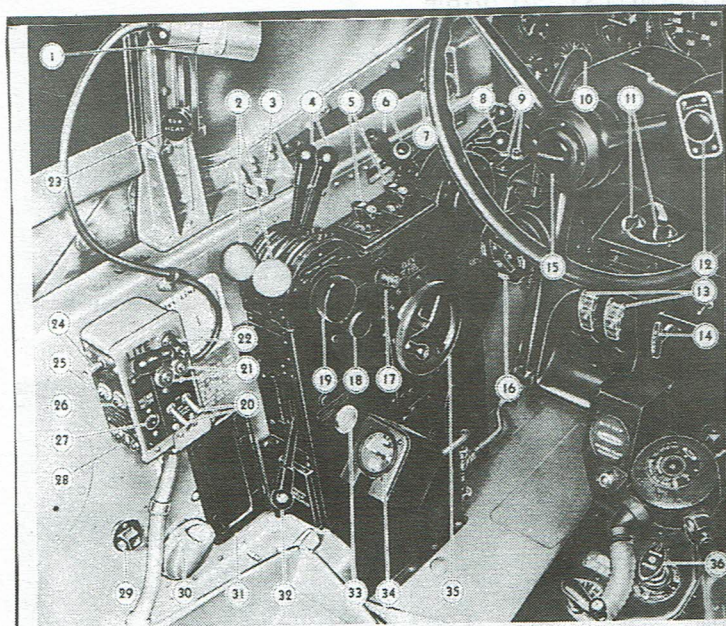
Cant Z-506



Reggiane Re-2001

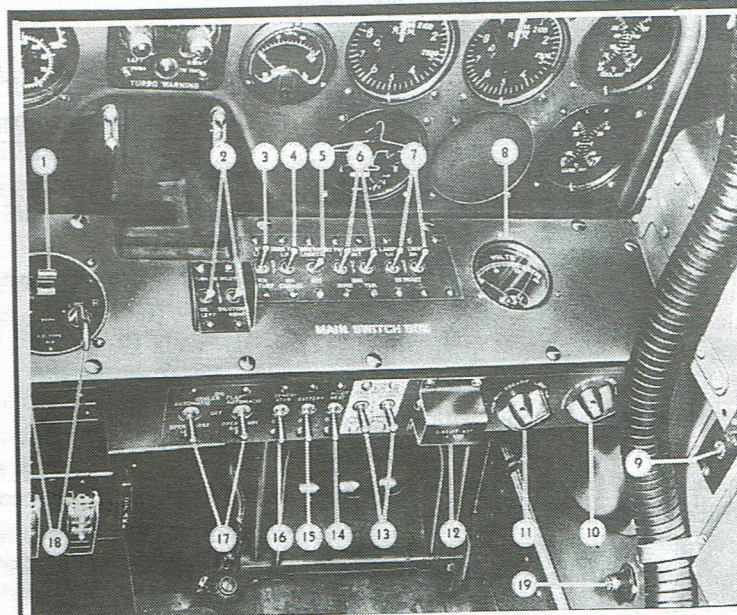
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FOUR COCKPIT VIEWS



COCKPIT—LEFT-HAND SIDE

1. Spotlight (normal position).
2. Throttles.
3. Surface controls lock clip.
4. Propeller controls.
5. Propeller selector switches.
6. Mixture controls.
7. Propeller warning lights (P-38H only).
8. Carburetor air filter control. (Late airplanes.)
9. Propeller circuit breaker buttons.
10. Gun charger handle (on early airplanes only).
11. Ignition switches.
12. Cannon trigger button. (Machine gun button on forward side of wheel.)
13. Propeller feathering switches.
14. Parking brake handle.
15. Microphone button. (Location varies with airplane model.)
16. Gun charging selector knob. (Early airplanes only.)
17. Landing gear warning light. (Early airplanes only.)
18. Propeller lever vernier knob.
19. Friction control.
20. Bomb or tank release selector switches.
21. Bomb or tank release indicator lights.
22. Cockpit light.
23. Gun (or camera) compartment heat control. (Cockpit heat on later airplanes.)
24. Arm-safe switch. (Bombs.)
25. Arming indicator light.
26. Safe indicator light.
27. Bomb or droppable tank release button.
28. Spare indicator lights.
29. Spotlight alternate position socket.
30. Cockpit ventilator control.
31. Gun sight dark glass stowage. (Early airplanes only.)
32. Landing gear control handle.
33. Landing gear control release.
34. Oxygen pressure gage.
35. Elevator tab control.
36. Engine primer.



MAIN SWITCH BOX

1. Ignition master switch.
2. Oil dilution switches.
3. Starter switch.
4. Engage switch.
5. Fluorescent light switch.
6. Position light switches.
7. Landing light switches (left-hand only on P-38J, P-38L, and F-5B).
8. Voltmeter.
9. Inverter switch (P-38H).
10. Gunsight light rheostat (on control column of later airplanes).
11. Cockpit light rheostat.
12. Intercooler flap switches. (P-38J, P-38L, and F-5B. Circuit not in use on P-38H.)
13. Coolant flap override switches.
14. Pitot heat switch.
15. Battery switch.
16. Generator switch. (Two on instrument panel of later airplanes.)
17. Oil cooler flap switches.
18. Ignition switches.
19. Inverter warning light (P-38H).

James Harold Baker

Novato resident

James Harold Baker, 76, of Novato, died Jan. 28 at his home.

Mr. Baker was a native of Montana. He was a chief master sergeant in the Air Force, and retired after being a maintenance engineer for the Novato Unified School District.

He was a member of the Model A Club and P-38 Association.

Mr. Baker is survived by his sons, Robert Baker of Novato; Dennis Baker of Indiana; Jack Baker of Tracy and Mark Baker of South Dakota; sister, Doris Muzana of Montana; and brother, Roy Baker of Montana.

A memorial gathering of friends will be at Mr. Baker's home on Sunday.

OBITUARIES

James Baker
submitted by
John Buckles

Carl Wood
submitted by
Ralph Embrey



Carl Forest Wood

In Loving Memory Of

Lt. Col. Ret. CARL FOREST WOOD

Carl Forest Wood, 77, a resident of The Dalles, Oregon, died at his home on Saturday, November 8, 1997.

He was born August 25, 1920, in Six Lakes, Michigan, the youngest of seven children to Arlington J. and Katie B. (Townsend) Wood. He grew up and graduated from high school in 1938, in Six Lakes.

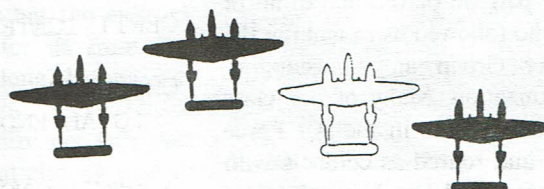
He joined the Army as an enlisted man, then volunteered for the pilot training program. He completed the program and was commissioned as a 2nd Lt. in the newly formed Army Air Corp. His career as a pilot continued as the U.S. Air Force was formed.

He flew as a fighter and bomber pilot in WW II and the Korean Conflict. He, also was the personal pilot for Generals Everest and Partridge in Korea. In the latter part of the 1950's, he was Commander of 8th Air Postal Squadron, responsible for delivery of mail to U.S. Forces in Europe and the Middle East. He later was Commander of "B-Flight" 77th Airborne Early Warning and Control Squadron at Otis Air Force Base until his retirement from the Air Force as a Lt. Colonel in 1961.

Following the service, he attended Corbin College in California, and received his Associates Degree in business. He worked for Lockheed Aircraft Corporation as a technical liaison to the Navy until his retirement in 1985.

He moved to The Dalles in 1986. He attended Calvary Baptist Church. Survivors include his wife, Dorothy L. (Caldren) Wood; whom he married March 30, 1943, in Hastings, Michigan; children, Gerald L. Wood of San Francisco, CA; Dale A. Wood and wife, Sue, of Mt. Home, ID; Michael A. Wood and wife, Caryne, of San Antonio, TX; Susan M. Wood-Zinn of Chico, CA; Anne E. Smith and husband, Jim, of Springfield; Judith C. Zukin and husband, Chris, of Little Rock, AR; eighteen grandchildren and eight great grandchildren, sister, Betty Phillips of Florida; brothers, Robert Wood of Florida and Glenn Wood of Michigan. He was preceded in death by a son, Stephen L. Wood in Oct. 1990, and three brothers, Fenno, Charles and Lawrence.

FLY BY of HONOR



Missing plane formation for recently departed heros of the 82nd

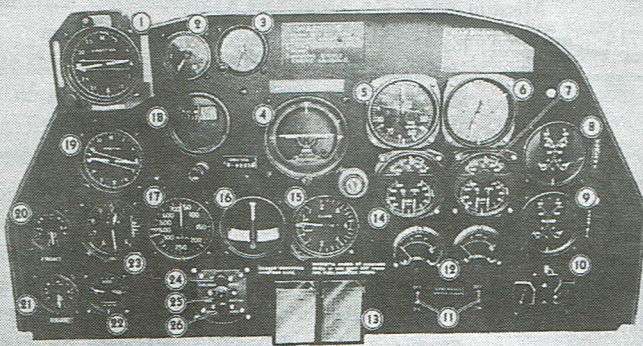
***	***	***	***
Marcel Sauber	30 March, 96	97th	
Lucien J. Chadwick	— June, 97	96th	
Emma Ireland (Bruce)	14 October, 97	96th	
Carl F. Wood	8 November, 97	97th	
Rubin F. Johnson	12 November, 97	95th	
Charles L. Bardwell	30 November, 97	96th	
Merle E. Larson	10 December, 97	97th	
Frances Kirkham (Don)	17 December, 97	97th	
James H. Baker	28 January, 98	96th	
Tony LeVier	6 February, 98	Lockheed *	

(*) Considering the unique position that Tony held in the minds of P-38 pilots, his name, in my view is not out of place on our Honor Roll. — hp

God hath not promised
Skies always blue
Flower-strewn pathways
All our lives through:
God hath not promised
Sun without rain,
Joy without sorrow,
Peace without pain.

But God hath promised
Strength for the day;
Rest for the labor,
Light for the way;
Grace for the trials,
Help from above;
Unfailing sympathy,
Undying love...

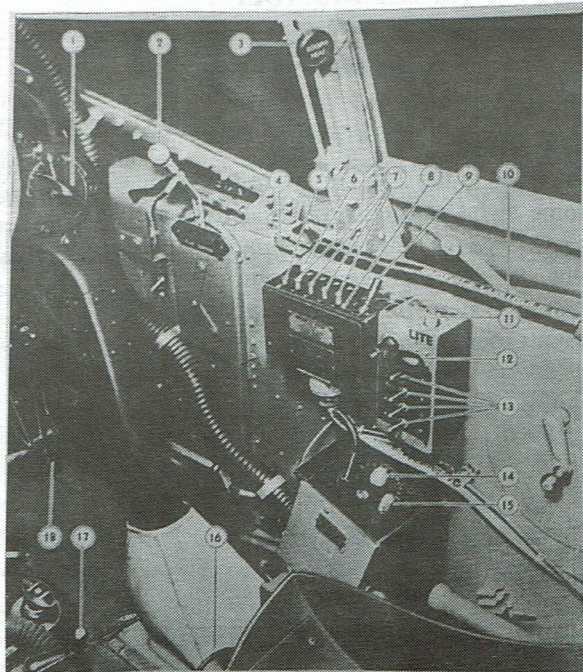
OF THE P-38 LIGHTNING



TYPICAL INSTRUMENT PANEL

P-38J-25 Panel Shown

- | | |
|---|---|
| 1. Standby magnetic compass. | 14. Engine gage left engine (oil temperature and pressure and fuel pressure). |
| 2. Suction gage. | 15. Rate of climb indicator. |
| 3. Clock. | 16. Bank and turn indicator. |
| 4. Gyro horizon. | 17. Airspeed indicator. |
| 5. Manifold pressure gages (left and right). | 18. Directional gyro. |
| 6. Tachometers (left and right). | 19. Remote indicating compass. |
| 7. Engine gage right engine (oil temperature and pressure and fuel pressure). | 20. Front (reserve) fuel tanks quantity gage. |
| 8. Coolant temperature gage. | 21. Rear (main) fuel tanks quantity gage. |
| 9. Carburetor air temperature gage. | 22. Hydraulic pressure gage. |
| 10. BC-608 contactor. | 23. Altimeter. |
| 11. Generator switches. | 24. Landing gear warning light. |
| 12. Ammeters. | 25. Landing gear warning light test button. |
| 13. Compass correction cards. | 26. Spare bulb. |



COCKPIT—RIGHT-HAND SIDE

- | | | |
|--------------------------------------|-------------------------------------|-------------------------------------|
| 1. Aileron tab control | 7. Frequency selector push buttons | 13. Recognition Light switches |
| 2. Flap control lever | 8. Selector lock lever | 14. Detrola Receiver tuning knob |
| 3. Cockpit heat control | 9. Selector switch | 15. Detrola receiver volume control |
| 4. Surface controls lock guide angle | 10. Surface controls lock (stowed) | 16. Pilot's relief tube |
| 5. Radio OFF push button | 11. Recognition Light keying switch | 17. Rudder trim tab control |
| 6. Indicator light dimming lever | 12. Cockpit light | 18. Rudder pedal adjustment lever |

ATTENTION ALL FANS OF THE 95TH !!

Lt. Col. Mark Brugh and the entire *95th Fighter Training Squadron* invites all members of the 82nd Fighter Group to its periodic (every other year) Reunion on 1,2 and 3 May, 1998.

Those of us who have attended the 95th's festivities in the past need no introduction to the superb effort and results that the Squadron puts forth and achieves on these occasions.

For registration, contact **Captain Kevin "Joker" Mastin (850) 283-3113 or 3153.**

For hotel res., the address is: **Holiday Inn Select 2001 N Cove Blvd., Panama City, FL 32405.** Tel: (850) 763-3828 (Mention 95th Reunion for spl. rate. \$ 77.00 / night*). Base Billeting is \$8.50/night (Space A) Tel; 283-4210.

Reunion Schedule follows:

Thursday, 30 Apr: Guests arrive.*

Friday, 1 May: 0700-0830 Breakfast at Hotel..... 0830-0900 Transportation to Tyndall AFB.... 0900-1000 Welcome by 95th CO and DO - Video/slide show presentation.... 1000-1200 Flight Line static display (F-15C; P-38 (TBD);P-51 (TBD)..... 1200-1300 Lunch at Off.Club..... 1300-1500 free time..... 1700-2000 Barbecue at Sqdn. Ops with "War Stories"..... 2000-0100 Transportation back to hotel.

Saturday, 2 May: 0600-0700 Breakfast at hotel..... 0700 Trans. to Golf, Fishing and Shell Island Cruise **..... 1500 Return trans. to hotel..... 1730 Trans. to Officer's Club..... 1800-1900 Cocktails..... 1900-2000 Guest speaker (TBD) Presentations, slide show..... 2200 Trans. to hotel.

Sunday, 3 May: Guests depart at own leisure.

* Holiday Inn Select is 3 miles from the airport.-- Airlines servicing Panama City are: USAir; Delta (ASA) Airlines; Northwest Airlines. Auto Rentals: Avis, Hertz, Alamo, Enterprise, Budget.

** Registration -- covers transportation, barbecue and banquet (\$20); Golf-- pay at the course.; Fishing Charter (\$35); Shell Island Cruise (\$10)

*** Capt. Mastin urges early hotel reservations -- availabilites cannot be guaranteed after 5 April..

Letters from the members.

(Usually abridged)

Steve Blake

26712 Carranza Dr.

Mission Viejo, CA 92691 U.S.A.

Phone: 714-586-2534 Fax: 714-951-7355 E-Mail: blake@home.com

February 21, 1998

Dorothy Latta writes:

96H

Dear Marlene and Hank,

Although not glued to the TV, I'm aware that there have been some awful storms in Florida. How are you folks doing? Hope the new ones coming from the west will not do any damage in your area (5 Feb., 98). Feeling better; the recent diagnosis of asthma accounts for my constant difficulty in breathing. Thank you for continuing to ask but I do not plan to go to the Houston Reunion. Arthritis is too great a problem. Take care of yourselves and the kitties.

Dorothy

Telcon with Charles Lortz

95th.

All's well with the Lortz family ! His operation (Cancer) on 29 Jan., 97 was a success and he feels " like a tiger " again. Ethel had him working hard when I called and I got the impression that he enjoyed the break.. Their chances of attending Ben's Houston Reunion is uncertain and could depend on the next medical exam in May. Everyone hopes to see you there, Charles and Ethel. 28, Feb. -- hp

Letter from Mel Roalsvig

97th.

Dear hank,

Sorry about the mix up. Our permanent address is E. 15321 Hiway 106, Belfair, WA 98528..

Tel. (360)275-9877 (June to October). We spend the rest of the year in our home in Palm Springs -- 42645 Delhi PL, Bermuda Dunes CC, CA 92201. Tel. (760) 345-0526.

Hopefully, there will be no more changes. Thank you for your trouble.

Merry Christmas and Happy Holidays,

Mel Roalsvig

Telcon with Dick Lingenfelter

96th.

Dick advises that he has sold about 50 copies of the 82nd history (Adorimini) since he formed " Jackrabbit Sales . He regrets that he can't match the old "member price" of \$17.50 but must now charge \$25.00 plus \$5.00 postage. I say that is a good price for members who don't have this indispensable book.

Life must be boring for Dick since he gave up the editorship of the newsletter. He now tells me that they (that means JoAnn was somehow " roped " into the job as well) will be hosting a reunion for his old B-25 Sqdn.(N. Africa) sometime this Spring. What a "glutton for punishment" ! Let's give him credit however... If it's half as good as his 1987, Boise Reunion, those bomber guvs will have a fine time.

(4, Mar.) -- hp

Dear Hank:

I want to congratulate you on the excellent job you are doing on the newsletter. I have done this myself on occasion (Combat Pilots Association), and I know how much time and effort it takes. A good, regular newsletter is certainly one of the most important components of a successful association like the 82nd's.

I am writing mainly to share the enclosed information and photo. It is self-explanatory. I do hope you can squeeze it into one of the next newsletters. A certain Italian gentleman would be very appreciative, and I think this story will be of considerable interest to the membership.

I would like to correct one item from the last newsletter: John Hendrix indicated that my wife Marjorie and I designed the T-shirts that we donated to the last reunion. In fact, they were designed by Rocky Gooch of New Century Graphics in O'Fallon, Missouri, utilizing the art work of Marjorie and of Robert Karr in ADORIMINI.

That's it for now. I hope to see you and a lot of other 82nd vets at the upcoming P-38 Association shindig in May.

Cheers!



One of the Group's most disastrous missions took place, ironically, on Christmas Day—1943. It was an escort of B-24s that bombed the Luftwaffe airfield at Vicenza, near Venice—the first Allied bombing of that historic city.

The bombing was effective and the 82nd's pilots successfully protected the Liberators from persistent attacks by enemy fighters. The P-38 pilots took the brunt of these attacks; they were at a tactical disadvantage and very much on the defensive. The unhappy result was that six of them failed to return from this mission, including Major Hugh Muse, C.O. of the 95th Squadron. One of the Lightnings crashed within the Vicenza city limits. Its pilot was seen to parachute to earth just outside the city after his plane was hit by an enemy fighter, and it is believed that he was captured alive. (See pages 127-130 of ADORIMINI for details of this mission.)

Fast forward to April, 1997. After some old buildings in Vicenza were demolished preliminary to the construction of some homes, it was deemed necessary to check the site for the existence of unexploded WWII bombs. This excavation unearthed the remains of the above-mentioned P-38. Members of a local aviation association were permitted to take charge of the wreckage. Those parts in especially good condition (remarkably so after being buried for more than fifty years!) were carefully cleaned. These included the right engine, right landing gear and the 20 mm cannon. The association was also given permission to establish a small museum on the airfield—the target of that Christmas Day mission—which is now an operational Italian Air Force base. It opened to the public in December, 1997, and its main focus is the events of December 25, 1943 and the recovered wreckage of the P-38.

Group historian Steve Blake has assisted Giuseppe Versolato, the leader of the association, with his research on the mission in question. By comparing some of the serial numbers on the P-38 wreckage (guns and engines) with the missing aircrew reports, they were able to determine that the Lightning's pilot was 2Lt. Carl Grebe. It is believed that Lt. Grebe was one of eight pilots (unnamed in the Squadron History) who were assigned to the 95th Squadron on November 17, 1943. During the mission to Sofia, Bulgaria, on December 10 Grebe was Claud Ford's wingman, and they shared in damaging an Me 109.

(Cont. next page)

Fax from Dick Lingenfelter (in part). 96th.

I complete this tedious missive with a grandsonism. A couple of months ago I had the care of James Oldenberg for the afternoon. James is five and belongs to our daughter Barbara. I was planning to take him to the zoo (a wise choice , incidentally) but I had a little task to complete first. During said task, the phone rang and I told James to answer it for me. I heard him say "Hello" and this was followed by "I'm sorry but I'm afraid you have the wrong number" and he hung up. I asked him who was on the phone and he said, " Oh, some lady wanted Dick." "James, my name is Dick." "No it isn't, your name is Grampa! "

From Milton (Mack the Knife) McCurry XXA

Dear Hank,

After spending all morning working up a new address book, it was really good to find your letter in the day's mail. I'll be honored to to have the members see my Musings.* Do it !

Hank, I wrote my military career as part of my autobiography. The mission to Crotone, Italy created a puzzle I've been unable to solve. On 7 August, 1943 we hit the harbor at Crotone. My bomb doors wouldn't close . The formation ** left me behind w/o escort. Enroute back to Africa two ME 109s spotted me, and closed in for the attack... No friendly fighters were to be in the area; **Out of the blue came four P-38s.** The MEs hauled The fighters flew like the 82nd always flew . I've never found out who saved Mc Curry and Crew.***

Have a great Holiday and a New Year better than 1997.

Mack the Knife.

P.S. Thanks for forwarding the copies. I have to figure out how to pay you back. I don't think I've told you how I acquired "Mack the Knife". It was my nickname when I ran an Air Reserve Flying Center in Miami. I was too ironass to suit them! M L M

(*) "Mc Curry's Musings" is put out periodically by Milton. Unfortunately they are too lengthy to include in this issue, but I'll be happy to send copies to members upon request.

(**) 448th Bomb Sqdn, 321st Bomb Gp, 47th Bomb Wing (B-25 C and Ds) N. Africa.

(***) Checking pages 88 / 89 (Adorinimi) I note that the only Lightnings listed as encountering enemy fighters that day was the 96th. Frank Hurlbut is the only current 82nd member named , but perhaps he or other members might recall driving off ME109s from a lone B-25 on 7 August, 1943 . The 86th mission that day was over the Gulf of Eufemia and Crotone is only 50 miles (statute) to the east. If you did, *Mack the Knife* would love to hear from you His address is : 205 Linda Ln. Fort Collins, CO 80525-2514.

hp

Telcon with Jerry Loewenberg

HQ

Jerry's holding his own and so is Pat. She's back home and under Jerry's tender care. Jerry assures us that he will do his best to make it to Houston in October. (25 Feb, 98)

And that's about all they know about Carl Grebe at this point. Mr. Versolato would very much like to know more about him (age, hometown, family, flight class, pre-war occupation, etc.) and, especially, to have a photo of him to display in the museum. They would also like to know Lt. Grebe's fate. The mission report categorizes him as "missing in action," with no updated information. This usually indicates that the pilot's status was changed after the war to "killed in action." Since it is believed that Lt Grebe was captured, perhaps he died as a prisoner of war (?). If any of you 95th Squadron veterans remember Carl Grebe and can provide any pertinent information about him and/or have a photo of him, please contact Steve Blake. Dedicated aviation historians in Europe like Mr. Versolato are keeping alive the memories of American servicemen and units who fought there in WWII. They need and deserve our help!

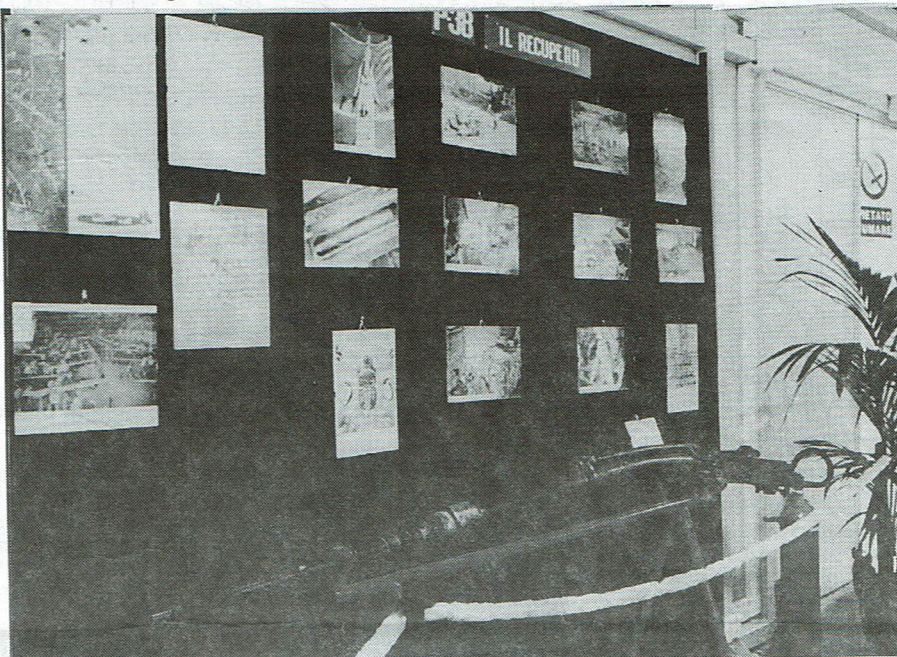


Photo caption: Part of the display at the Vicenza Museum. The 20 mm cannon from Lt. Grebe's P-38 and photos of the excavated wreckage. (Versolato)

E-mail from Ralnh Embrey

95th.

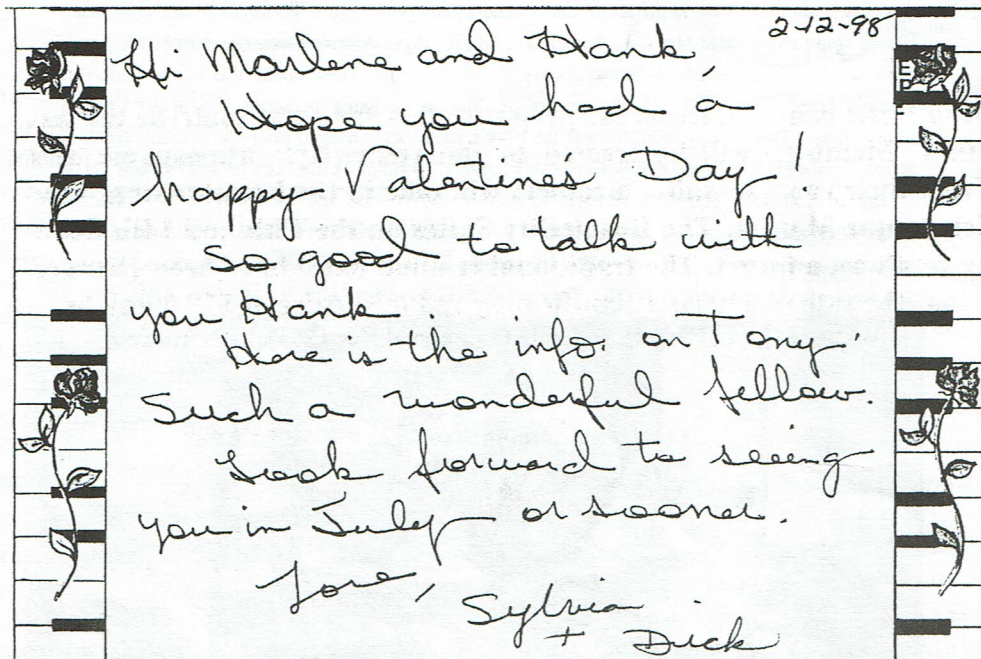
(abridged)

Dear Hank,

Meredith and I gave ourselves a present by going on a 10-day Mediterranean Cruise just before Christmas. The cruise was great but getting to the port of embarkation and back home was a grind for us old folks. We flew to New York and after spending the night flew to Athens, Greece via Frankfurt, Germany. We spent two days in Athens to recuperate before departing on the cruise. It was a very nice hotel and since we had been to Athens a couple of times before we had ample time to rest. Instead of taking the usual tourist side trips, we rented a cab with an English speaking driver and visited all the places we had missed on previous trips..

We boarded the *Aegean 1* on 1 December. It was a small but very nice ship which holds about 450 passengers. Our first stop was the Island of Rhodes, with other stops at Ashdod, Israel; Haifa, Israel; Limassol, Cyprus; Antalya, Turkey; Kusadasi, Turkey; Mitilini, (Lesbos) Greece and Istanbul, Turkey. At each stop we saw many interesting sites, some dating back to the year 2000 BC. It was a most enlightening trip. We made many new friends with passengers from all over the US while on board the ship. We stayed in Istanbul for two days at another very nice hotel. Since we had been in Istanbul before, we rested up for the return to the US via Frankfurt and New York. We got home just in time to greet our son Clark and family for a great Christmas Week. They are from California. We had a white Christmas which we enjoyed very much. It's always good to get home after a vacation.. **No place like Home Sweet Home !!** I hope all this can fit in your newsletter. I have kept it short because I know you have limited space.

Sincerely,



Anthony LeVier; Lockheed Jet Test Pilot

By SOLOMON MOORE
TIMES STAFF WRITER

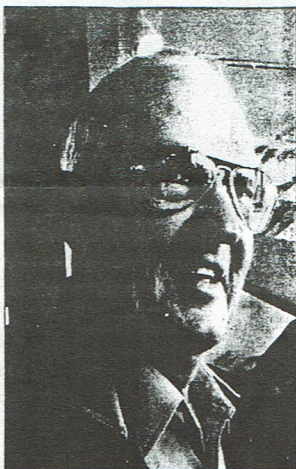
Anthony W. LeVier, who tested one of the first jet aircraft and went on to pilot 53 different experimental planes at the dawn of the jet age, has died. He was 84.

LeVier died Friday of complications of cancer and kidney failure.

He first climbed into the cockpit when he was 15 and went on to chalk up more than 10,000 flying hours in more than 24,000 flights. In a 1990 interview with The Times, LeVier said Charles Lindbergh's flight from New York to Paris in 1927 inspired him to become a pilot, and a lucky find at a movie theater financed his first flying lesson.

"We were barefooted, and going down the aisle I noticed what appeared to be a dollar bill and I picked it up with my toes, palmed it and went to the seat. It turned out to be a \$10 bill," he said in 1990. "And the first thought came to mind, 'Tomorrow morning I'm going to go take my first flying lesson.'"

With that lesson began a decades-long passion that catapulted LeVier, sometimes at Mach 2 and occasionally at an altitude of 70,000 feet, to the top of the elite ranks at Lockheed's super-secret



Los Angeles Times

Anthony W. LeVier in 1996

Skunk Works unit in Palmdale.

Among the planes LeVier christened were the P-38 Lightning in 1942, which saw combat during World War II over England and the Pacific, the TF-80C Shooting Star trainer, then one of the world's fastest airplanes, and the high-flying U-2 reconnaissance

plane in 1955. LeVier flew more than 260 airplanes in his career as a test pilot.

LeVier has also been credited with several aviation innovations, including the first afterburner ignition system for jet fighters and voice-activated intercoms for military aircraft. He also conceived the idea to turn the pilot's stick grip counterclockwise in fighter aircraft to allow better handling.

In his later years, he was an outspoken advocate for air safety and lobbied the Federal Aviation Administration for stricter training guidelines for commercial pilots.

In November, former astronaut and U.S. Sen. John Glenn presented LeVier with a Lifetime Achievement Award for Aviation and Air Safety from the Smithsonian Air and Space Museum in Washington.

Surviving LeVier are his wife, Neva Jean LeVier; his two daughters, Marylynn LeVier and Toniann LeVier; and five grandchildren.

Funeral services are planned for Saturday, which would have been LeVier's 85th birthday, at Forest Lawn Memorial Park in Glendale.

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Jack & Judith Sides,	96th
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Changes since last newsletter:

Embrey	--	Address change
Heller	--	New
Hood	--	New
Kinsey	--	New
Lewis	--	Address change
Phillips	--	Address change
Pflueger	--	New
Roalsvig	--	New

Members wishing to add their name to the above, notify either Hank Phillips, or Chuck Luke. [E-mail preferred]

The purpose of the following is strictly to improve the quality of the newsletter. It is voluntary and no need for member identification:

- In what condition does your NL usually arrive? Excellent ___ Acceptable ___ Mutilated ___
- Should the NL be larger ___ smaller ___ remain at 10 pages ___
- NL should place more emphasis on aircrews ___ ground support ___ ladies ___
- Does the NL adequately cover ailing and deceased members? Yes ___ No ___
- Do you feel that more member input is needed? Yes ___ No ___
- More emphasis on? Letters ___ Photos ___ News ___ Reunions ___ Other ___

Comments: _____

Colonel USAF (Ret.) Ben Mason Proudly Announces
his program for the 17th, Eighty Second Fighter Group Reunion!

*** *** *** *** *** *** ***

The Nassau Bay Hilton and Marina Hotel is his choice as the proper setting for what could be the last 82nd FG Reunion of this Century. Members will be treated to the resort-style atmosphere and services of a professional staff. From their room or suite, members will take in the breathtaking view of Clear Lake and the Hotel's picturesque Marina. The Hospitality Suites on the 12th and 14th floors offer a spectacular view that they won't soon forget. The traditional reunion dates have been changed to Thursday -- Monday in order that the rate will be at a significantly reduced price of \$79.00/night.

Ben urges members to use the nearby Hobby Airport., served by American Eagle, Continental Express, Delta, Northwest Airlines, Southwest Airlines and Trans World Airlines.

Col. Mason's tel no. is (713) 465-1703; Hilton Hotel no is (281) 333-9300 (Mention 82nd FG Reunion for spl. rate)

STATEMENT OF INTEREST

***** 82nd Fighter Group Reunion. Oct. 15 - 19, 1998, Houston, Texas *****

Name OLEN MEDLEY

*Marked copy to Ben
4-8-98*

I plan to attend ☒ with spouse ☒ plus _____ no of guests

I/we plan on staying at the Nassau Bay Hilton and Marina Hotel ☒ At another location _____

Arrival date 10-14-98 Departure date 10-18-98

Travel will be by Air _____ Auto ☒ RV _____ Yacht _____ Other _____

The following activities interest me/us: Golf _____ Galveston tour _____ NASA Space Center _____ Ellington Field
(Confederate AF) Air Show ☒ *

* See inclosed brochure.

I volunteer to help with: Registration _____ Bar tending _____ Auto errands _____ Memento display _____ Message/bulletin board _____
Group photo roundup _____ Other _____

-----keep this copy-----

Send copy below to : Col. Ben Mason, 12411 Rip Van Winkle , Houston, TX 77024

----- PLEASE SUBMIT BY 30 APRIL -----

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