

82ND FIGHTER GROUP ASSOCIATION



NEWSLETTER

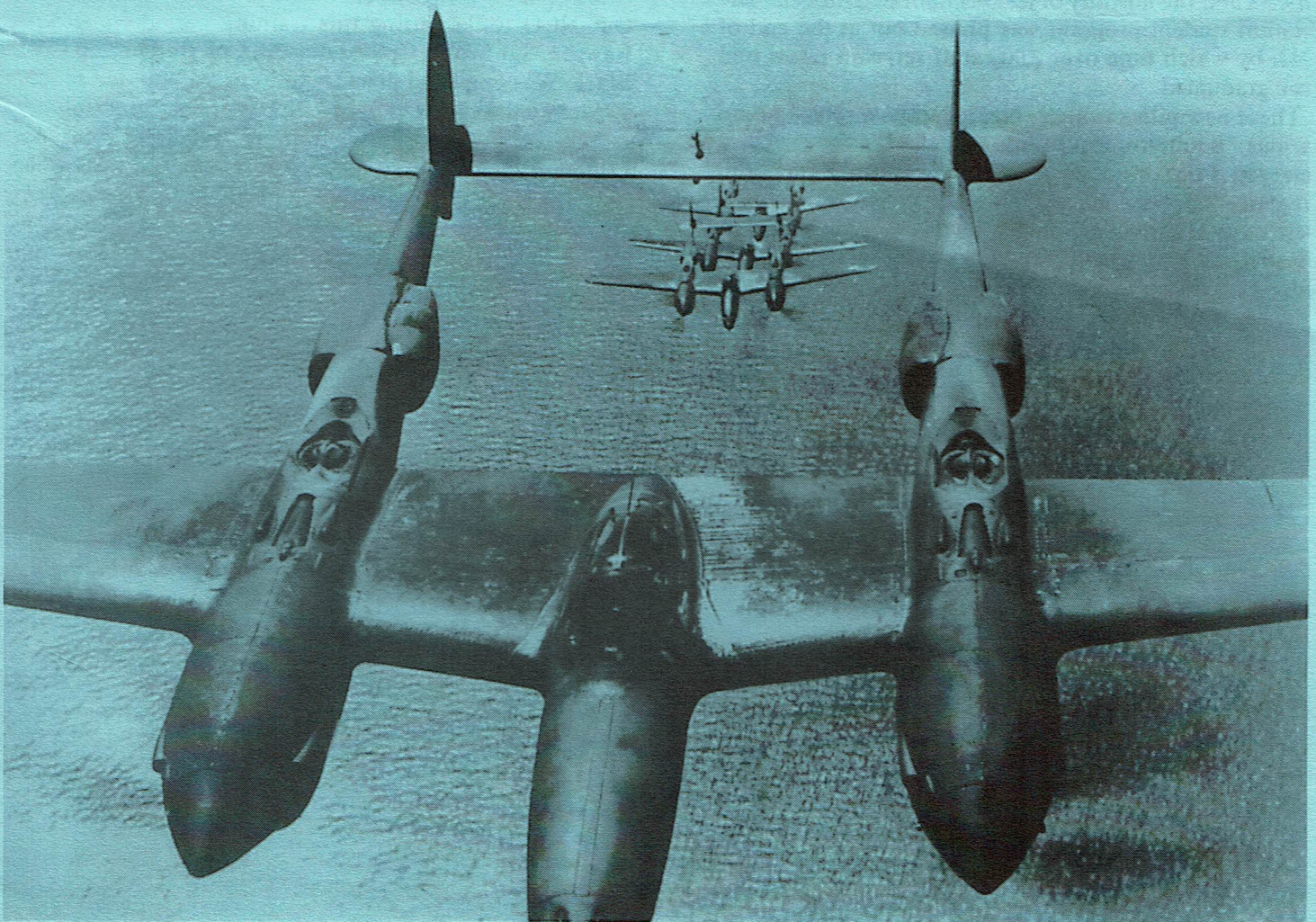
MARCH 15, 2001

ISSUE 51

SPECIAL IN THIS ISSUE:

82nd FG 2001 Reunion -- Tucson, Arizona.

Intelligence Report on Mission NO. 745 -- Focsani, Romania.



**82ND FIGHTER GROUP
ASSOCIATION**



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Jack Duncan

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Charles Luke

NEWSLETTER
Hank Phillips

Two items deserve our early attention, if at all possible-----

The first is to get your reservation in to the Doubletree Hotel at Tucson just as soon as possible for our 2001 Reunion in October.

Secondly----for quite some time I have been urging the recently completed American Air Museum in Britain to "get with it" and include a P-38 into the museum's collection of WW II planes. Below is a copy of my last appeal to them.

PLEASE get off a few lines to General McInerney or directly to the Museum itself, and strongly encourage them to include a P-38 into their collection ASAP.

My warmest regards to you all-----see you in Tucson. WILL

James E. McInerney, Jr.
Major General, USAF (Ret.)
c/o The American Air Museum in Britain
U S MEMBERSHIP CENTER
P. O. Box 97055
Washington, DC 20077-7039

December 16, 2000

Dear General McInerney:

Just a brief note to accompany the enclosed slip acknowledging receipt of the 2001 callendar.

Once again I urge you and your associates at the Air Museum to vigorously take steps to add a "P-38 Lightning" to the Museum's collection. I am somewhat amazed that one of our earliest and best fighter planes is not show-cased at the museum.

There are still quite a number of us around who arrived in Ireland in September--October of '42 and then went on to England and then to the Mediteranean theater with our P-38's. Those planes were the initial combat "work-horses" of the Air Force and carried the load for many months before P-51's and P-47's finally joined the fight.

There are still a few P-38's around; and surely one of them deserves a spot in the AMERICAN AIR MUSEUM in Britain. Some of us find it increasingly difficult to support the Museum without appropriate representation.

Sincerely,

Will Hattendorf, Pres.
82nd Fighter Group Association

1.

TAKE THE ROY NORRIS QUIZ.

Minimum charge for a **plumber** is:

(a) --\$5, (b) \$15, (c) \$ 25 or up

{ See p - 4 for next question)

\$ \$ \$ \$ DUES ARE DELINQUENT AFTER 31 MARCH OF THE CURRENT YEAR \$ \$ \$ \$ \$ \$ \$
SECRETARY/TREASURER'S REPORT

[Newsletter is free to all Sustaining, Honorary and Life Members]

Current Sustaining dues - \$15 per year, Life membership is \$100, Associate Members - \$10 voluntary (incl. newsletter).
 Send checks to: Roy Norris, Sec/Treas., 82nd Ftr. Gp. Assn., 6636 Plantation Way, Cincinnati, OH 45224

Consolidation (partial) of Roy's letters to the Executive Committee. Jan. & Feb., 2001

Executive Committee et al.:

Well, the last day of 2000 has passed slowly. Best catch up for 2001. The Association will be involved in the Italian tour in May. It is under control of Chuck Luke and is progressing well. The Reunion will be held in Tucson, Arizona (11 - 14 Oct.) and hosted by Jim Monyhan. Jim has several reunion experienced assn. members helping::Del and Mary Ryland, Dick and Sylvia Ostronik and Blythe Pratt, to name a few.

If any of you have tried to contact me via E-mail, sorry! My computer is in the shop -- virus!

A call from Dick Lingenfelter informed me that Jerry Loewenberg is in very bad health. Call him if you can.

ADDRESS CHANGES

Hildebrandt, Norma 520 Woodland Ave. 95H

Kilgore James 205 Trinity Dr., Elton College, NC 27244 xxa

Shankling, Bill Jane 95

Stoutenborough, J. Don 3454 Bahia Blanca W, Unit B Laguna Woods, CA 92653 95

Hollinger, Richard C. 11225 Pearl St., Apt. 230 North Glenn, CO 80233 (303) 352-0100 HQ

Wright, Robert 1939 E. Fruit St. Santa Ana, CA 92701 (714) 543-7301 97

Rosier, Thomas Charlotte 96

Zegarelli, John G. Woodland Hills Linda 96

NEW MEMBERS

Mc Kalson, Mary (Ted Strong's niece) 2875 Moresman, Apt. 121, Chico, CA 95973-9144 97H

Mc Donald, C.M. "Chick" requests membership as an assocait. Former member of the 95th FIS, 1961-66 at Andrews AFB, DE. Crew Chief F-106 #57-2505.

Braddock, Edward "Buddy", 7801 Creswell Rd Shreveport, LA 71106 (318) 865 7353 Nita 95H

Graves, Marian Kirk-Loe 1033 Edgefield Dr. Shreveport, LA 71118 97H

DECEASED

See " Flyby of Honor " -- Page 11. hp

DUES

Fuqua, G.	LIFE	Shankling, W.E	00/01.
Hulme, J.N.	01/02	Solko, J.	00/01
Johnson, A.L.	00/01/02	Stoutenborouhg J.D.	00
Jones, T.H.	00	Wallace J.W.	01
Lingenfelter, R.	00/01	Loewenberg, J.	01
Zegarelli, J.G.	01	Rosier T.R.	LIFE
Chalupnik, E.F.	01	Eckermann, C.	00/01

(SPECIAL NOTE !)

Photo Three Beauties at Detroit

(l-r) Eloise Kuczmarski, Mary Howard, Pam Mason
 (Roy's idea:: To get members to read his \$ \$ \$ \$ Page.)

FINANCIAL REPORT

1 JULY 2000 -- 31 DECEMBER 2000

BEGINNING BALANCE

CERTIFICATE DEPOSIT	\$10,141.22	
CERTIFICATE DEPOSIT	3,081.85	
CHECKING	3,994.09	
TOTAL BEGINNING BALANCE		\$17,217.16

INCOME

DONATIONS	\$ 111.00	
DUES - LIFE	200.00	
-SUSTAINING	410.00	
INTEREST	412.16	
NEWSLETTER (ASSOCIATE MEMBERS)	110.00	
REUNION 2000 SEED RETURN	1,000.00	
REUNION 2000 PROFIT	1,266.37	
ARMED FORCES REUNION 2000	178.00	A
TOTAL INCOME		\$ 3,687.53

EXPENDITURES

AUDIT	\$ 100.00	
NEWSLETTER (AUG, NOV 2000)	2,055.45	
POSTAGE	42.57	
ROSTER	899.30	
REUNION 2000 EXPENSE SUBMITTED	2,140.00	B
TOTAL EXPENDITURES		\$ 5,237.32

ENDING BALANCE

CERTIFICATE DEPOSIT	\$10,222.88	
CERTIFICATE DEPOSIT	3,161.73	
CHECKING	2,282.76	
TOTAL ENDING BALANCE		\$15,667.37

SPECIAL NOTES:

- A Wyndham Hotel, earned two complimentary rooms for the 82nd Assn.
- B Final submission of **expense** for the 82nd Assn. Boston reunion in 1995.

Respectfully Submitted,

Roy E Norris



Letters from the Members
(Sometimes abridged)

From Clayton "Tillie" Tillapaugh

96th

30 Nov. 2000

From Steve Blake

xxa

Steve Blake
26712 Carranza Dr.

Mission Viejo, CA 92691-4946 U.S.A.

Phone: 949/586-2534 Fax: 949/951-7355 E-Mail: blake@home.com
January 10, 2001

Hello Hank -

Greetings from a fellow editor! I assume you have received the latest issue of "Lightning Strikes" (?). Lots of material on the 82nd FG in this issue, as you certainly noticed if you have read it through. I will probably be accused by some of prejudice in favor of the 82nd - and if so, I will have to plead guilty!

I thought you might like copies of the two articles on the 82nd that I mentioned in this issue. Probably many of the 82nd vets have not seen them or, if they don't belong to the P-38 Association, even know about them. I thought you might like to mention them in your newsletter - also the latest issue of "Lightning Strikes." Possibly even encourage those 82nd FG veterans who haven't joined the P-38 Association to do so.

Predictably, the editorship of "Lightning Strikes" is requiring a lot more of my time and energy than I thought it would. But it's worth it when I see the end result of my work each time and receive the appreciation of the members. And they even pay me!

I hope all is well with you and yours.

Cheers!

Steve

From Phil Taback

97th

From: Phil Taback <ptaback@temassociates.com>
To: Hank Phillips <hphil@gnt.net>
Sent: Tuesday, January 16, 2001 9:25 PM
Subject: need info

HE GOT THE
BOOK. --- HANK.

Hi Hank,

Just got back from a vacation that my Son invited me to go with him and his family. We spent 3 days in Los Angeles and the flew down the Baha peninsula to Cabo San Lucas, Mexico. Spent a week down there and had a wonderful time. Also did this last year. In return which is not really required I take them to our reunions. Makes us all happy!

The real reason I'm E mailing to you is to find out if you can get me an ADORIMINI. We met a fellow in Cabo who is really interested in Air Force activities. As a matter of fact he heard I was in the same hotel and insisted I meet him. Anyway to cut the subject short, I promised to get him an ADORIMINI. Can you help me? I have only one and my son has only one. Let me know if you can motivate this or if I have to get in touch with someone. If you can just have it mailed to me. You have my home address. I'll pay for it however they wish.

Thanks in advance. Best regards and have a Happy New Year!!!

From Blythe Pratt

97H

27 Jan. '01

Dear Hank and family,

Got your message about the reunion, and have already gotten a call from Jim Monahan and a card from Mary Ryland thanking me for saying I will help. Jim and I plan to get together for coffee in a couple of weeks. Tucson's famous Indian Painter--De Grazia has a studio not far from where I live that tells his story and has his paintings. I've taken many visitors there and they have loved it. An optional idea if you are looking them. My telephone number is: (520) 299-9007. Enjoy the superbowl game tomorrow!!

Regards,

Blythe

Hi Frank and Marlene,

Here are some photos taken during the Detroit reunion. These shirts worn by the 95th pilots are something, aren't they? Can they actually be a legal part of the uniform?? I didn't ask them about the shirts as I had too many other questions.

We had a very nice, enjoyable reunion as it was small enough so that you could get around to visit with everyone. Of course, having more people, 150 to 300, would have been great, too. There were only 3 pilots there who flew with me, March through Sept. 1943; Buddy Strogier, Luc Jones and Al Kennedy. Fred Wolfe wasn't feeling well enough to attend. I called both Fred and Johnny Coffey. I told Johnny to jump on a log and paddle down Lake Huron down to Detroit, he is still running his logging business in upper Mich. He declined!! The little "good for nothing" He was my best friend at the Van Nuys, Calif. P-38 Pilot Training Unit through 1944, so I can't be the rascal that.

Bar and I had thought about Cooperstown, N.Y. (Baseball Hall of Fame) as a candidate location for a reunion; but, the transportation difficulties knocked that out, plus the long distances for the west coast troops. We discussed this with Roy Norris. Bar and I may stop coming to the reunions since so few of my fellow pilots are attending. Unfortunately, this decline in attendance cannot be deterred.

We got a big kick (no pun intended) out of Hugh O'Brien's story about his getting beaten up by one of his beef cows and totally mistreated. His lovely daughter described it so completely that we almost died laughing; of course it was no laughing matter for Hugh. The situation was hilarious to visualize in the mind's eye. Hope you had no repercussions, Hugh. He was probably O.K. after getting hosed off down by the garden, and then an hours soaking in the bath tub. I can laugh since I was a farm boy and have "been there, done that."

I've been reading Adorimini and found several mistakes in the March to Oct-43 section. Steve left out our dive-bombing -- a very important part of the 82nd history. Steve did note that 9 ships were destroyed by dive-bombing. I got one of those ships at Tassa Nova (Olbia), Sardinia, on the mission where we lost Capt. Thuesdale.

Well -- enough. Will write again sometime.

Your friend
Tillie

From Lute Thompson

96th.

DEAR HANK - JAN 1, 01
I AM AN ASSOCIATE
MEMBER OF THE 15th AF HIST SOC.
THE ONLY REASON FOR BEING SO IS
TO RECEIVE THEIR NEWS LETTER -
~~WHICH~~ WHICH IS A DANDY - WITH
MANY GOOD WAR STORIES - MOSTLY
ABOUT BOMBERS. IN THE DEC 2000
ISSUE I RAN ACROSS THIS LETTER
FROM A 15th AF GUY. YOU MIGHT
FIND IT INTERESTING.

ALL'S WELL HERE NOW.
WE HAD TO BACK OFF CONSIDERATION
OF THE ITALY TRIP NEXT SPRING. JACKIE'S
HEALTH WILL NOT PERMIT IT. DON'T
WANT TO GET HER TOO FAR AWAY
FROM US MED HELP IF REQUIRED.
BEST WISHES TO YOU &

MARCENE.

LUTE T.

TAKE THE ROY NORRIS QUIZ

A fill-up at a "cut-rate" Gas Station
will set you back at least:

(a) -- \$5, (b) -- \$10, (c) -- \$15 and up

{ See P - 5 for next question }

Notes from the Editor

Called G.T Lewis (97th) for info on the condition of Martin Collis (97th).
He suffers from heart problems and is now in a Nursing Home. G.T.says
that he is "holding his own"! . Martin's Tel # is: (903) 763-5575.

I've not been able to contact Jerry Loewenberg lately. Ben Mason says
that he spends very little time in his room, but Jerry left a message on his
phone yesterday and sounded ok. Jerry's Tel # is: (210) 674-1555.

Chuck Luke (97th) says the Foggia Trip is going to be great ! (38-40
participants so far.) Chuck reminds members that application along with
final payment is due 60 days before 21 May.
Call toll free 1 (888) 842-9799 for info.

Dick Lingenfelter (96th) informs members that he still has 90 copies of
Adorimini on hand .

hp

LOUIS FALSTEIN...

The fact was the Italy-based Air Force was suffering from an inferiority complex. And one of these cloudy days this inferiority complex would be the death of me.

The envy of our brass for the England-based air force was no secret. Whenever the boys in England achieved some striking success, our air force worked frenziedly to follow suit. Public relations officers at Group were constantly admonished about the fact that the other air force got more publicity in the States than ours. Press and radio were constantly featuring their achievements, relegating us to the Number Two spot. They made a movie called *Memphis Belle*. The movie was seen by sixty-five million, seventy-five million, one hundred million people. Our men saw it too and they laughed themselves sick. "You call that rough?" they asked. "Twenty-five milk runs, that's what them bums flew." Nevertheless it was good public relations. It made the England-based outfit the Glamour Air Force.

They were always ahead. They awarded more Silver Stars, Distinguished Flying Crosses, and air medals. In fact, the DFCs were being issued automatically in England upon completion of a tour of twenty-five missions, while in Italy a man had to fly fifty missions.

The public relations clerks in each of the four squadron PROs were on a twenty-four-hour alert - looking for heroes. They were driven to put out more copy for hometown consumption. Charts were hung on the office walls to indicate production of copy. There were pep talks all the time. Tonnage. Were we dropping as much tonnage as they? Hell, no. And there was talk among the men, and among the whores in Mandia who seemed always to know, that we were planning a "prestige" raid on Berlin. After all, hadn't they come over from England for a token raid on Ploesti?

Even among the enlisted men - they weren't medal-happy and publicity-hungry like the top brass, who simply looked upon the England-based air force as a rival business corporation with an enviable know-how - there were mutterings about the tough targets we hit, as compared with the glamour boys in England. "Just let 'em try Vienna: once and they'd keep their big traps shut!" our men said. But the crowning humiliation was there for the whole world to behold: their commanding officer was a lieutenant-general, while our boss was only a major-general.

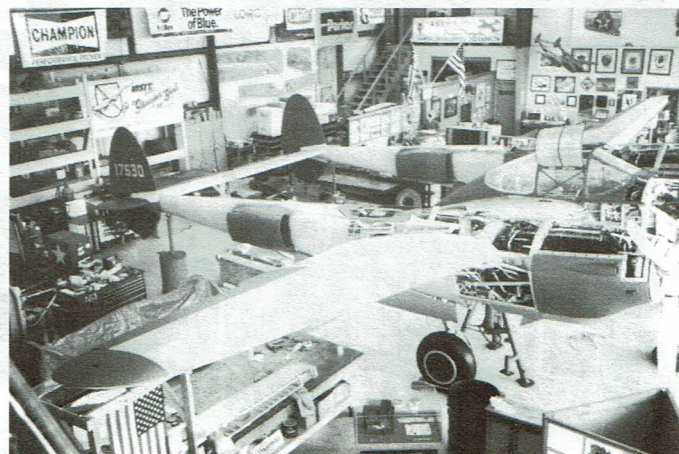
- Louis Falstein, who flew combat missions with the American 15th Air Force in Italy.

-from *Face of A Hero*

GLACIER GIRL Sept., 2000

Middleboro, Kentucky

(Photo by Dick Ostronik)



From: Jack Sides <jsides@qwest.net>
 To: <MGriff0528@aol.com>

Sent: Tuesday, February 20, 2001 7:06 PM
 Subject: Re: Willsie rescue

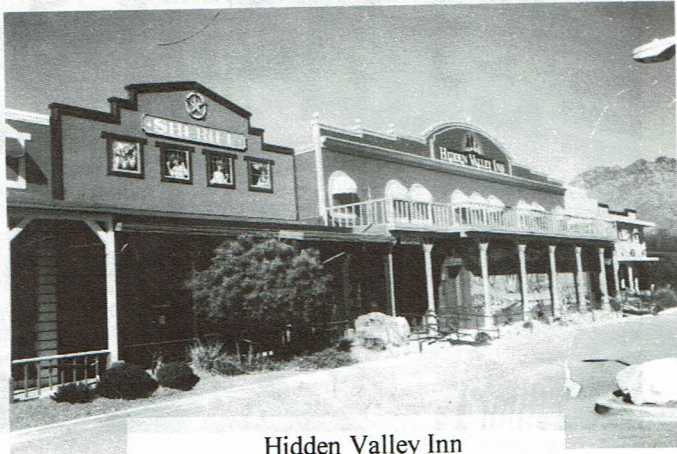
I was on that mission. While Andrews was picking up Willsie I was flying toward the Russian front line at 140 mph and 800 feet absolute ceiling because my right engine controls were shot out and the prop was flat. Everybody in Rumania, it seemed was shooting at me. It seemed I was going so slow they couldn't hit me. My wing man on that mission was a new guy from one of the other squadrons. He stayed with me, flying low cover. When I came close to the front it looked just like an old WW1 war movie - explosions everywhere. I saw a depression that went across the line at about a 30 degree angle and dived down in it because it seemed logical that the fewer people that could shoot at me. However, the Germans had an 88 lined up with the depression - fortunately it was fused for tanks and not for airplanes so 6 of them exploded behind me.

After crossing the line, perhaps 30 minutes later, we saw an airfield that did not shoot at us. After we landed I found that the reason was that they had no anti aircraft. A few days later, when Marshal Timoshenko had visited to see the P38's, an Oxford educated MGen on his staff arranged for us to be flown to Poltava. We were flown up at dusk in a C-47 at about 50 feet with 6 barrels of avgas not tied down in the back.

We arrived the evening after the German anti personnel mine drop. Katsche got the last plane out. Vic Williams and I were kept there for about another week or so when the BGen in charge relented and let us go "home" to Foggia. We were flown down to Tehran where we got on ATC with a 1A priority. Stopped in Bagdad and then overnite in Cairo. By that time I had the worst case of GI's God ever gave anybody. The Flight Surgeon was going to put me in the hospital until he saw my 1A travel orders, whereupon he said the he couldn't take me off the flight. When I finally got there I spent a couple of weeks in the hospital and missed the whole Southern France invasion. Then Dick Willsie sent me and 3 others to England to pick up some war weary P38's the 8th AF didn't want any more. All in all I had about a two month hiatus in my missions.

Hank Phillips adds:

I remember reading a similar article in a Spokane, Washington newspaper o/a 5 Aug., 1944. I was going through P-39 RTU Training at Moses Lake Army Air Field at the time. Little did I know then, that Major Dick Willsie would be my first commander in a combat unit. hp



Hidden Valley Inn

Reunion Guests will lunch there on 13 Oct.

TAKE THE ROY NORRIS QUIZ.
 The last time your wife asked for
 \$15 to go shopping was....
 (a) 1948, (b) 1968, (c) Can't remember
 (See p. 9 for next question)

Flier Rescued In Movie Style

Shuttle Pilot Braves Romania Capture, Nazi Pursuers, Saves Pal

MOSCOW, Aug. 15.—(P)—American fighter pilots strafed the German airdrome at Focsani in Romania, shot up enemy communications and then saved a downed comrade on a shuttle mission from Italy to Russian air bases yesterday.

In the hair-raising rescue Flight Officer Richard Andrews, 20, Lightning pilot, of Portland, Ore., landed in a Romanian meadow near Focsani and picked up Lieut. Richard E. Willsie, 23, of Long Beach, Calif., after the latter had belly-landed with one engine shot out.

As Andrews threw away his parachute and took Willsie on his lap, a Messerschmitt formation attacked the Lightnings which were circling overhead. Lieut. N. A. Pate of Austin, Tex., shot down one enemy plane and damaged another.

UNHURT IN CRASH

Willsie was uninjured in the forced landing in the outskirts of Focsani, which is 60 miles northwest of Galati.

"He's a grand fellow and that's too far for a fellow to walk home from his 60th mission," laughed Andrews later.

Willsie set his own damaged aircraft afire and was clambering into the cockpit of the rescue plane almost as soon as it braked to a stop in the plowed furrows.

"It was real movie stuff," commented Lieut. William J. Hawthorne of Pensacola, Fla., who accompanied Pate as the latter went after the Messerschmitts.

GOT HIMSELF BACK

In the jammed cockpit of the rescue plane, Willsie handled both the controls and the navigation.

"He'd been here before and knew the way," said Andrews, himself a veteran of 10 missions.

At the Russian base Willsie seemed more concerned that he had lost the plane assigned to his commanding officer than about the hazards he had undergone.

"I planned to try to make my way to the Russian lines as I went down, but I was mighty happy to see Andrews," he said.

The Lightnings were escorted by Mustangs in the second shuttle strike by fighter groups of the 15th Air Force.

Lieut. I. N. Nol shot up three locomotives, one enemy troop train, five flak batteries and barracks in perhaps the biggest individual sweep of the raid.

Letters Cont.)

Strayed "Dogies"

(Addresses below are the last known.)

Joanne Abberger 97H
20 Lane 200 Lake Charles N
Angola, IN 46703
Julia Ewing 97H
HCR 38, PO Box 868
Las Vegas, NV 89124
Sollis J. Schub Hq
2400 Johnson Ave. #9K
Riverdale, NY 10463
Mabel Simpson 97H
PO Box 1601
Winter Park, FL 32790
Margaret Kaufman 96H
1032 International Blvd.
Oakland, CA 94606-3730
C.A. Maunce Hq
PO Box 3955
Sonora, CA 95370
Madelyn Houston 96H
4609 Hilltop #97
Omaha, NE 68133
Linda Shaw 97H
Route 5 Box 99
Winamac, IN 46996
Adelbert Yager 97th
270 W. Wentworth St.
Englewood, CA 34223

* * * *

Newsletters and Rosters to the above have been returned by the Post Office for unknown addresses. If any member has a proven address for any of the above, notify Chuck Luke, Roy Norris or Hank Phillips. hp

From Dick Ostronik

96th

Hi Hank P

12/13/00

You Florida people finally got around to getting us a president, Thanks!

I will finally get around to sending the first of two letters that I have promised. The first is of the trip to Middleboro, Kentucky and the Glacier Girl. I will also include three pictures taken there that you may not have seen. They are yours to keep.

After the reunion, we would stop in Cincinnati to visit the Norris family. The Kanes were already there and Roy had planned to fly with John to Middleboro and invited me to tag along. We left on a beautiful, windless, sunny morning for a smooth flight to see the Glacier Girl. Being ex P-38 drivers, we were welcomed with open arms. We signed 50 caliber shells and saw a 20 minute video on the recovery from it's icy grave. They are doing a beautiful job in its reconstruction. Detail is excellent. While there, a couple of small group s came by and we were put to task answering a lot of questions as if we knew something about flying the thing. It was a lot of fun and Roy had to drag us out of there in order to be back before nightfall. The return trip was also beautiful. A really great day with many thanks to Roy for this great opportunity.

There was an amusing ending to this trip and it goes as follows. On this small airport, the airplane was parked in a hangar at one end of the airport. The airport rest room was located near the office which was not close and understanding older people, it is wise to rest before a long flight for obvious reasons. Before leaving, Roy suggested the closest, handy place is behind the hangar which is very private. We did this before flying down. Upon returning to the airport, the airplane was put in the hangar. John had got into the car and I am not sure where Roy was but I thought it would be a good idea if I went behind the hangar before the drive across town. While behind the hangar, I heard the car drive off. I then started walking being a little puzzled. It turned out that Roy had jumped into the car and started to drive off. I should note that the rear door was open and it was not until they turned a corner and the door slammed shut. It was then that they noticed that I was not in the car. Had the door not slammed shut, I may still be there. The first thing that came to my mind was (just how important that one is at times). When I think about it, I still laugh.

Life always needs some humor and that is the end of a great day.
It is getting late and I need my beauty sleep. -----Dick O

[Signature]

Roy Norris rebuts veiled remarks of passenger and "pseudo" navigator !

(Also see pg 12 in NL50)

Chuck

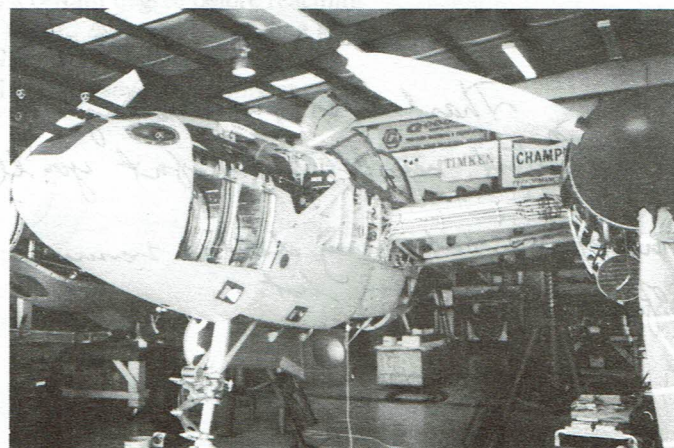
12/18/00

*Be careful what Muncie and Ostronik tell you. I was only the tape driver! The PIC gets blamed for everything! At least I could read SOMERSET on the hangar roof - to indicate where we should not be -!!
I was the old water tower with location names.*

[Signature]

GLACIER GIRL

Middleboro, Kentucky



Getting "thawed-out" Sept., 2000

12-5-00

Dear Mr. Phillips
 Charley was appreciated
 your 82nd Fighter Group news
 letters over the years -
 Just to let you know,
 Char passed away mid Oct-
 thus, your circulation to him
 should be cancelled -
 Thank you -

Sincerely
 Mary Miller
 (Mrs C.E. Miller)
 31719 West Branch
 Mitchell, Oregon
 97150

From Jack Duncan

97th.

Walter Carlson (96th) died on 3 March.
 He is buried at the Woodlawn
 Cemetery in Urbana, Illinois.

From Steve Zucal

97H

Hi,

Just wanted you to know
 that my father, Louis Zucal died
 in November of 1998. I did notify
 someone at that time but the info.
 must not have been passed to you.

Thanks for forwarding
 the latest newsletter - but you'll
 want to take my dad's name
 off the mailing list.

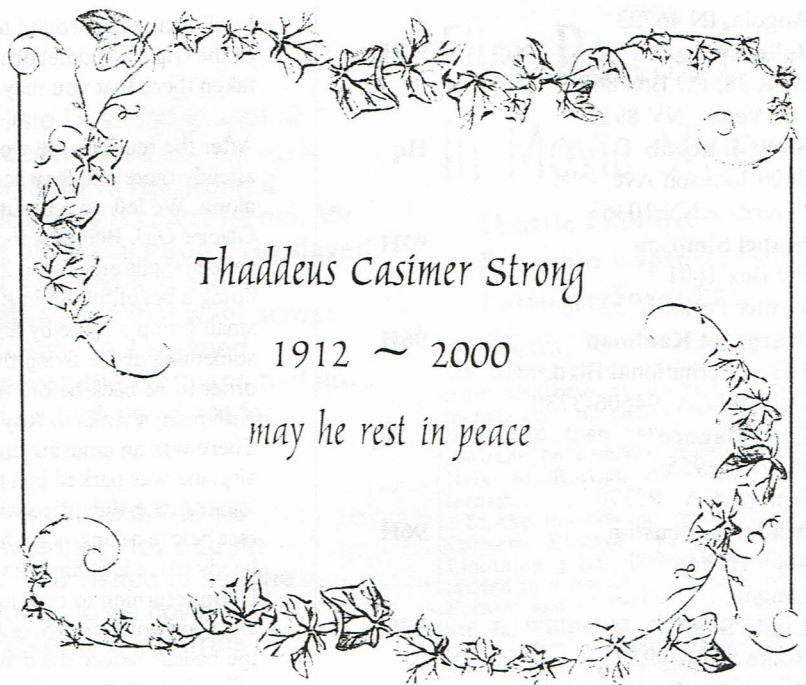
Best regards,
 Steve Zucal

From Mary Mc Kalson

97H

Mary's poignant letter was, sadly, too extensive to include in this Issue.
 It could not be shortened without destroying the spirit of it's contents
 written by a loving niece.

* * * * *



From Edward "Buddy" Braddock

95H



"Nothing that is loved is ever lost, no one
 who has ever touched a heart can really pass
 away, because some beauty lingers on in each
 memory of which they've been a part."

Author Unknown

Col. Edward I. Braddock

(USAF Retired)

February 10, 1919 - January 10, 2001

In Loving Memory

The Surviving Children:

Bette Banks

✓ Edward T. "Buddy" Braddock

Virginia Carpenter

John C. Braddock

William C. Braddock

CONFIDENTIAL

HEADQUARTERS 82nd FIGHTER GROUP Office of the Intelligence Officer

APO 520,
4 August 1944

MISSION NO. 745
NARRATIVE REPORT

95th, 96th, 97th Squadrons

Focsani, Romania

1. MISSION AND TARGET: To strafe Focsani North and South A/D's, Rumania, en route to Russian bases.

2. AIRCRAFT AND CHRONOLOGY: 45 P-38's took off by 0810 Hours; rendezvous was at 0835 over Vieste at 8,000 feet with P-51; 2 P-38's returned early, both mechanical; 43 P-38's were in target area at 1108 hours; 31 P-38's landed safely at Poltava between 1400 hours and 1445 hours; 4 P-38's and pilots missing; 2 P-38's landed at Odessa on single engine; 1 P-38 landed at Krivoi Rog on single engine; 1 P-38 bellied in 15 miles N. of target but pilot was rescued; 1 P-38 crash landed 20 miles East of Poltava near Karlovko; 2 P-38-s landed at Poltava badly shot up 1 P-38 nosed over landing at Poltava.

	Took Off	Early Returns	Target	Down
95 th	17	0	17	14
96 th	16	1	15	8
97 th	12	1	11	9
	<hr/> 45	<hr/> 2	<hr/> 43	<hr/> 31*

• Note: See paragraphs 13 and 15 below.

3. ROUTE: As Briefed: Base to rendezvous, 50 miles; to Mannizul Berut, 595 miles, to target, 20 miles; to rally point, 30 miles; to Chisiran, 100 miles; to Kremenchug, 250 miles, to Poltava, 65 miles. Total mileage: 1110 miles.

4. RENDEZVOUS, FORMATION AND ASSAULT: rendezvous was made over Vieste, Italy on time at 8,000 feet with the P-51's. After going on course, the P-51's were not seen again. The Group flew as two squadrons, the 96th with part of the 97th on the right, and the 95th with part of the 97th on the left. The formation climbed to 23,000 feet on course, letting down to 12,000 feet when northwest of Ploesti. Heavy flak forced them down to 8,000 feet when they passed north of Ploesti, and from thereon to the target, they lowered quickly to the deck. Intense ground fire along the route between Ploesti and the target split up the formation to a certain degree before reaching the target. Target was crossed, flying line abreast from south to north. After the target, one P-38 bellied in, and another pilot landed to pick him up. Part of the 95th and 96th gave cover for this rescue. Other P-38's continued on to their Russia bases in small groups, several landing at other than their briefed bases. (See paragraph 13).

5. RESULTS OF BOMBING: None

6. STRAFING:

Total Results:

(a) Aircraft: 4 - 0 - 5

Destroyed:

1 JU-87

1 FW-190

1 T/E transport

1 S/B trainer

Damaged:

2 ME-109's

1 T/E aircraft

1 JU-52

1 glider

(b) Other strafing results:

Destroyed:
5 locos
1 RR tank car
1 P-38 on ground

Strafed and Damaged

3 locos
1 troop train
3 trucks
7 flak batteries
A/D installations
Misc. rolling stock

© Split-up by A/D's

	A/C Destroyed	A/C Damaged
Focsani S	2	3
Focsani N	2	2

Individual Results

Lt. Noel - destroyed 3 locos and strafed troop train.

Lt. Carper - Destroyed JU-87 on Focsani S L/G, also destroyed RR tank car and strafed truckload of personnel in M/T convoy.

Lt. Baker - damaged JU-52 on Focsani S, strafed box cars in M/Y at Focsani.

F/O Andrews - strafed 3 locos (1 dead), two trucks, and troop train down entire length.

Lt. Sides - Damaged ME-109 on Focsani S, L/G, and strafed gun crew personnel effectively.

Lt. Spiegel - Damaged ME-109 on Focsani N., strafed locomotive of armored train, truck, and staff car.

Lt. Col. Mason - Destroyed 1 transport-type A/C and 1 S/R, A/C on Focsani N., destroyed 1 locomotive.

Lt. Kirkham - Destroyed 1 locomotive.

Lts. Purell and Hood - shot up gun positions.

Lt. Williams - Destroyed 1 FW-190 on Focsani S., and damaged 1 T/E A/C. Also strafed gun crew personnel with good results.

7. ENEMY AERIAL ACTIVITY: Six E/A were encountered in the target area, making one pass at our P-38's. Four were ME109's and 2 were FW 190's. One was destroyed and the others dispersed.

8. FLAK: Moderate to intense, accurate, light and heavy flak was received from oilfields NE and N of Ploesti. Between Ploesti and the target, intense, accurate, light flak was received from innumerable points along the route, including numerous 50 cal. positions on the top of oil derricks. At the target, there was extreme intense, accurate, light and heavy flak as well as M/G fire and small arms fire. Heavy batteries on the hills west of the targets were firing down on our P-38's. From the target to the front lines, additional ground fire was encountered.

9. SIGNIFICANT OBSERVATIONS: (1) On Focsani N. A/D a total of some 10 - 15 mixed A/C were observed. On Focsani S. A/D pilots report an approximate total of 15 A/C visible, including one probable FW-189, several T/E A/C, and several gliders, besides the A/C destroyed and damaged.

(2) Three smoke columns were seen from the target vicinity after leaving it behind.

(3) A train of flat cars loaded with armored vehicles was observed north of the target, headed north.

(4) Nine transport A/C and 10 - 12 single-engine A/C were observed on the A/D at Turnul-Severin on route in.

(5) An armored train was passed south of the target.

(6) Two trains were going north on the west side of Focsani S. A/D.

(7) A troop convoy was observed on the road moving north about 15 miles north of Buzau.

10. WEATHER: Heavy overcast in the mountains of Yugoslavia going up in places to 20,000 feet. A solid low overcast among the mountains north of Ploesti. In the target area, weather was CAVU. From the Russian border to base, occasional showers were passed through, with instrument flying conditions most of the way.

11. AIR SEA RESCUE: None.

TAKE THE ROY NORRIS QUIZ.
The yearly charge for an 82nd
Sustaining Membership is:
(a) \$5, (b) \$15, (c) \$25, (d) \$100
(See p - 11 for ANSWERS.)

12. RADIO SECURITY: Good.

13. 82nd F. GP. A/C IN TROUBLE: (1) Lt. Willsie's P-38 was hit and one engine was knocked out by flak before reaching the target. He went on and strafed, flying on single engine. Coming off the target, the remaining engine was knocked out by flak. He bellied in about 15 miles NE of the target, and while the other planes gave cover, F/C Andrews landed parallel to the furrows in the soft wheat field, threw out his parachute, and took Lt. Willsie aboard. Lt. Willsie then took off and flew the plane to our Russian bases, sitting on F/C Andrews' lap.

- (2) Lt. Sides and Lt. Katashke both had an engine knocked out by flak at the target and landed on an A/D at Odessa.
- (3) Lt. Baker came in on single-engine at the Krivel Reg A/D. His left engine had been shot up.
- (4) Lt. Spiegel bellied in 20 miles from Poltava, near Karlovke, but is safe. His hydraulic system had been shot out.
- (5) Lt. Small nosed over while landing at Poltava.
- (6) Lt. Naller, Lt. Williams, and Lt. Howard landed flak-damaged P-38's at Poltava.

14. E/A DESTROYED BY OTHER GROUPS: None seen.

15. VICTORIES AND LOSSES:

Victories: Total: 1 ME-109 destroyed and 2 ME-109's damages over target.

Destroyed
1 ME-109 destroyed - 1st Lt. N. A. Pape

Damaged
1 ME-109 damaged - 1st Lt. Pape
1 ME-109 damaged - 2nd Lt.
James T. Gordon.

- Loses: (1) Lt. Col. Litton, to flak, at target. Crash landed and exploded after hitting a building
- (2) 2nd Lt. Hardin, hit by flak over target while chasing an ME-109, and exploded in mid-air.
 - (3) 1st Lt. Vaughn - last seen about to belly in with right engine on fire just beyond target.
 - (4) 2nd Lt. Ellison - believed hit by flak 10 miles NW of Ploesti.

Damaged: 7 P-38's damaged by flak.

16. SORTIES: Forty-three (43) effective sorties.

17. FORMATION AND FLIGHT LEADERS: 96TH: Lt. Litton (formation leader), Lt. Carper, Lt. Willsie, Lt. Doehr. 95th: Major Gardner, Lt. Cavanaugh, Lt. Pape, Lt. Harman. 97th: Lt. Col. Mason, Lt. Durell, Lt. Hood.

18. COMMENTS: Lt. Col. Litton's 50th mission. Lt. Willsie's 59th mission, Lt. Willsie was injured slightly on the forehead in his crash.

19. CORRECTIONS TO TELEPHONIC REPORT: None.

DAVID WELD,
Major, Air Corps,
Intelligence Officer.

RSF/DW/g

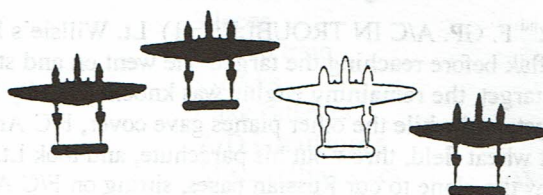
CONFIDENTIAL

E-mail Addresses:

(82nd FG Members)

Veryl Anderson	xxa
vermax2@aol.com	
Wm. F Barr	95th
wfbarr@uidaho.edu	
Steve/Marjorie Blake	xxa
blake@home.com	
Russ Bowen	96th
k_sara@terra.com.pe	
Pete Brennan	xxa
pappypete@aol.com	
J.A. Caputo	97th
bullfrog49er@xenic.net	
Tom Carhart	97th
tomay@javanet.com	
Walt Carper	95th
carper@rivnet.net	
F.H. (Chappy) Chapman	96th
chappyp38@aol.com	
Don Chase	96th
chaselws@lewiston.com	
Monte Commons**	xxa
montecom@ecentral.com	
Al Deforge Jr.	97th
cpdajd@aol.com	
Al Ellison	97th
E16NRCC@aol.com	
Whitey and Lou Ellison	97th
whitey200@juno.com	
Georg Fuereder	xxa
lilo.georg.fuereder@planet-interkom.de	
Dick & Zeta Gadbury	97th
zetarich@juno.com	
Dick Gangel	96th
cowtail@aol.com	
M.D. Griffith	xxa
mgriff0528@aol.com	
Terry Hamric	xxa
thamric38@yahoo.com	
Ros and Lillian Harding	96th
roswellfromfl@webtv.net	
Will Hattendorf	95th
willhatt@aol.com	
J.D. Hebert	97th
Vsaia@aol.com	
John Heller	97th
xldk16c@juno.com	
John C. (Jake) Hendrix	95th
jake_hendrix@juno.com	
Richard Hood	97th
Sehler1@aol.com	
Elwood Howard	95th
vsant@coastaccess.com	
Josef Hutchings	96th
josef@datelnet.net	
Lincoln (Link) Jones	96th
LINCOLN2J@cs.com	
Tina Joslin	97H
tinacastle@silvercity-nm.com	
John & Fran Kane	96th
k@nh.ultranet.com	
Bob Kennedy	96th
akennedy@cmc.net	
Peter C. Kennedy	95th
pckennedy@ucdavis.edu	
Dick Kenny	95th
rkennyseq@worldnet.att.net	
Art Kidder	96th
p38kidd@hotmail.com	
Claude Kinsey	96th
lilak45@aol.com	
Bob Kirtley	95th
bobkirtley@widomaker.com	
Dorothy Latta	96th
dlatta@uniald.com	

FLY BY of HONOR



Missing plane formation for recently departed heros of the 82nd

**	**	**	**	**	**	**
Louis L.Zucal				Nov.,98		97th
Bennie Braddock (Edward)				22 Mar.,00		95th
Charles Miller				midOct.,00		95th
Ted Strong				01 Nov.,00		97th
Marshall Wren				06 Nov.,00		97th
Millard Stroop				23 Nov.,00		96th
Phillis Stoutenborough (Don)				26 Sep.,00		95th
Edward.I. Braddock				10 Jan.,01		95th
Walter Carlson				03,Mar,01		96th

G.T. Lewis	97th
ruslew@aol.com	
Charles E. Lortz	95th
celcel@aol.com	
Chuck & Judy Luke	97th
cluke@nwlinc.com	
Bill Mason *	hqH
mgrbill@webtv.net	
T.O.(Buzz) Mauch	95th
buzzm10701@aol.com	
Glendor McAdams	97th
gmcdams@itacom.com.py	
Milton McCurry	xxa
empty52@juno.com	
Finis Mitchell	95th
finismitchell@yahoo.com	
Slick Morgan	97th
slickm2@juno.com	
Billy Nickell	xxa
billy_n@efn.org	
Roy Norris	96th
renorbc@worldnet.att.net	
Ed and Theresa Orr	95th
102453.3136@compuserve.co	
M.S."Ole" Olson	95th
mauriceso@aol.com	
Dick Ostronic***	96th
richsyll1@access1.net	
Bob Pflueger	97th
rpflueger@maxminn.com	
Hank & Marlene Phillips	96th
hphil@gnt.net	
Jerry Powell	97th
g.l.powell@worldnet.att.net	
Monty/Margaret Powers	95th
mandmpowers@dmci.net	
Blythe Pratt	97H
blythe-bethe@juno.com	
Robert Randall	97th
rwrandall@home.com	
Chris Roalsvig	97H
roalsvig@teleport.com	
Mel Roalsvig	97th
tiger82z@aol.com	

D & M Ryland	95th
DelMaryRyland@msn.com	
John Sebring	xxa
jlsjls@bellsouth.net	
Jack & Judith Sides	96th
jsides@qwest.net	
Buddy Strozier	96th
bstroz@swbell.net	
Pincus Taback	97th
ptaback@temassociates.com	
Lute Thompson	96th
lct@iopener.net	
Verne Yahne	95th
ELVY44@aol.com	

Changes since the last newsletter

Harding	new
Hurlbut	(temp) omitted
Kinsey	Address change
Powell	new
Sloan	(Temp.) deleted
Ryland	new

Note:
Mason*
First two letters in Bill's address
are r n; not "m" as it appears to be.
** Passes info to Meredith Embrey.
*** richsyll ends with a (one), not two ells.

Members wishing to add their names to the above,
notify Hank Phillips or Chuck Luke
{ E-mail preferred }

ROY NORRIS QUIZ (Answers)

* * * * *

P- 1 (c); P-4 (c); P-5 (c); P-9 (b).
Your Grade:
4 right -- Step to the head of the Class !
0 - 3 right -- Call Roy for the date of his
next (remedial) Finance Class.

An open letter to all
members of the 82ND -
Both regular and honorary.

Do yourself a favor
and start planning today
to attend the 20th Annual
reunion. It is to be held
in Tucson, Az. this Fall.

Naturally I can't guarantee
you the best reunion
ever (unless you've not
been to one) but my
guess is most of you
will ~~will~~ say it was
right up there with
the best of them.

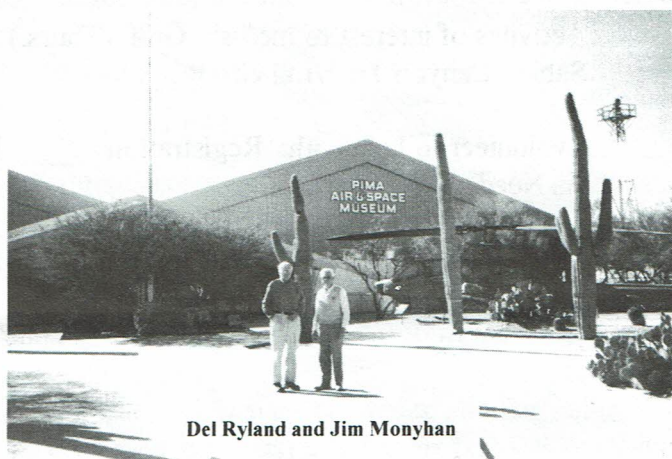
Some of you have not
attended the last few
get togethers and we

have missed you! So
do all the rest of us
a favor, as well as
yourself, and come
to beautiful Tucson
in October.

Sincerely,
Jim Monyhan

Tucson, Arizona

19 January, 2001



Del Ryland and Jim Monyhan



P.S. Get your room
reservations in early
because after the 55
contracted rooms are
gone, the rate could
go as high as \$50 to
\$90

!! Go immediately to the next page !!



STATEMENT of INTEREST

82ND FIGHTER GROUP REUNION, OCT. 11 - 14, 2001
TUCSON, ARIZONA

DoubleTree Guest Suites Hotel, 6555 E. Speedway Blvd., Tucson, AZ 85710

FOR HOTEL RESERVATIONS: Ph: 1 (800) 222-TREE or 1 (520) 721-7100

(Ask for 82nd Ftr. Gp. Assn. Reunion group rate of \$69 plus tax) (For reesevations, be sure to specify

"DoubleTree Suites on Speedway Blvd." There are 2 DoubleTrees in Tucson.)

Spl. Rates apply 3 days before and after the Reunion.

PLEASE SEND BY
30 APRIL !!

Name: OREN MEDLEY

I plan to attend ☒ with spouse ☒ and ☐ (#) guests.

I/we plan to stay at the DoubleTree Hotel ☒ Other location ☐.

Arrival Date: 10-10-01

Departure Date: 10-14-01

Travel will be by Air ☐ Auto ☒ RV ☐ Other ☐.

Activites of interest to me/us: Golf, (Thurs.) ☐ Shopping ☒ Pima Air Museum/Lunch ☒

Sabino Canyon Tour/Lunch ☒.

I volunteer to help with: Registration ☐ Hospitality ☐ Bartending ☐ Auto Errands ☐

As Needed ☒.

Save top copy and send bottom copy to: Roy Norris, 6636 Plantation Way, Cincinnati, OH 45224

-----cut here----- (mail bottom part) -----cut here-----

STATEMENT of INTEREST

82ND FIGHTER GROUP REUNION, OCT. 11 - 14, 2001
TUCSON, ARIZONA

DoubleTree Guest Suites Hotel, 6555 E. Speedway Blvd., Tucson, AZ 85710

Name: _____

I plan to attend ☐ with spouse ☐ and ☐ (#) guests.

I/we plan to stay at the DoubleTree Hotel ☐ Other location ☐.

Arrival Date: _____ Departure Date: _____

Travel will be by Air ☐ Auto ☐ RV ☐ Other ☐.

Activites of interest to me/us: Golf, (Thurs.) ☐ Shopping ☐ Pima Air Museum/Lunch ☐

Sabino Canyon Tour/Lunch ☐.

I volunteer to help with: Registration ☐ Hospitality ☐ Bartending ☐ Auto Errands ☐

As Needed ☐.

82nd Fighter Group Reunion 2001
DoubleTree Guest Suites Hotel, Tucson, Arizona
October 11 - 14, 2001

COME TO TUCSON! We're looking forward to another **SUN-SATIONAL-EVENT!**

HEADQUARTERS HOTEL: DoubleTree Guest Suites, 6555 E. Speedway Blvd., Tucson, AZ 85710

Tel: 1 (520) 721-7100 or 1 (800) 222-TREE ---Fax 1 (520) 721-1991

E-mail : <http://www.doubletreehotels.com>

(All rooms are suites) - 2 dbl beds or 1 kingsize. -- Some have pullout couch -- All have balconies.

SPECIAL RATE 82ndFG: \$69 (single.or dbl.) plus tax *(Rates also apply 3 days before and after reunion).*

HOSPITALITY ROOMS: Conveniently located on 2nd floor with adjoining patio outdoor seating. Hours posted.

DINING: Meals "on your own" except for 2 Tour lunches and Saturday Banquet. Fine hotel and nearby restaurants.

TRANSPORTATION: Most major Airlines fly to Tucson. Shuttle from Tucson Airport via "Arizona Stagecoach Company".

Hotel Extra: Free courtesy vans take guests to shops and restaurants within a 4-mile radius!

SPECIAL ATTRACTIONS SCHEDULED:

Thursday: **Golf** --arranged at a beautiful course nearby. --*Shopping possibilities abound.*

Friday: **Pima Air & Space Museum** -- bus trip --lunch in a hangar on the grounds. This museum is the largest privately financed air museum in the world! See Eisenhower's ,Kennedy's, and Johnson's Presidential Aircraft.

Saturday: **Sabino Canyon Trip** by bus and tram -- lunch at the unique Hidden Valley Restaurant nearby. The Sabino Canyon is known as a Desert Oasis -- involving the most camera-worthy scenery in Tucson. Here in the Coronado National Forest, roads and bridges were built in the 1930's by CCC crews.
Evening --- Banquet with dance band.

Sunday **Farewells and Departures.**

OTHER ATTRACTIONS: Old Tucson Studios, Titan Missile Museum, Int'l Wildlife Museum, Flandrau Science Center (Univ/Az), DeGrazia Art & Cultural Foundation, Univ./Az Hist.Soc. Museum of Artifacts, SanXavier Mission, Sentinel Peak, El Presidio Historic District, Biosphere 2 and Shopping Malls.

SIDE TRIPS: Tombstone, Bisbee, Tubac, Katchner Caverns, Nogales, Sierra Vista, Kitt Peak, *et al.*

RV's: Welcome to hotel's large parking lot (without hookups).

FURTHER DESCRIPTIONS: Sign-up Sheet (May or June). August Newsletter -- or call Jim Monyhan at (520) 733-1437. Brochure requests: Tucson Convention & Visitors Bureau, 1(800) 638-8350 ext. 144.
(www.visittucson.org)

