

# 82ND FIGHTER GROUP ASSOCIATION



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**NEWSLETTER**

**August 12 2005**

**ISSUE 64**

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## **SPECIAL IN THIS ISSUE**

**Dick Andrews' Letter of Appreciation**

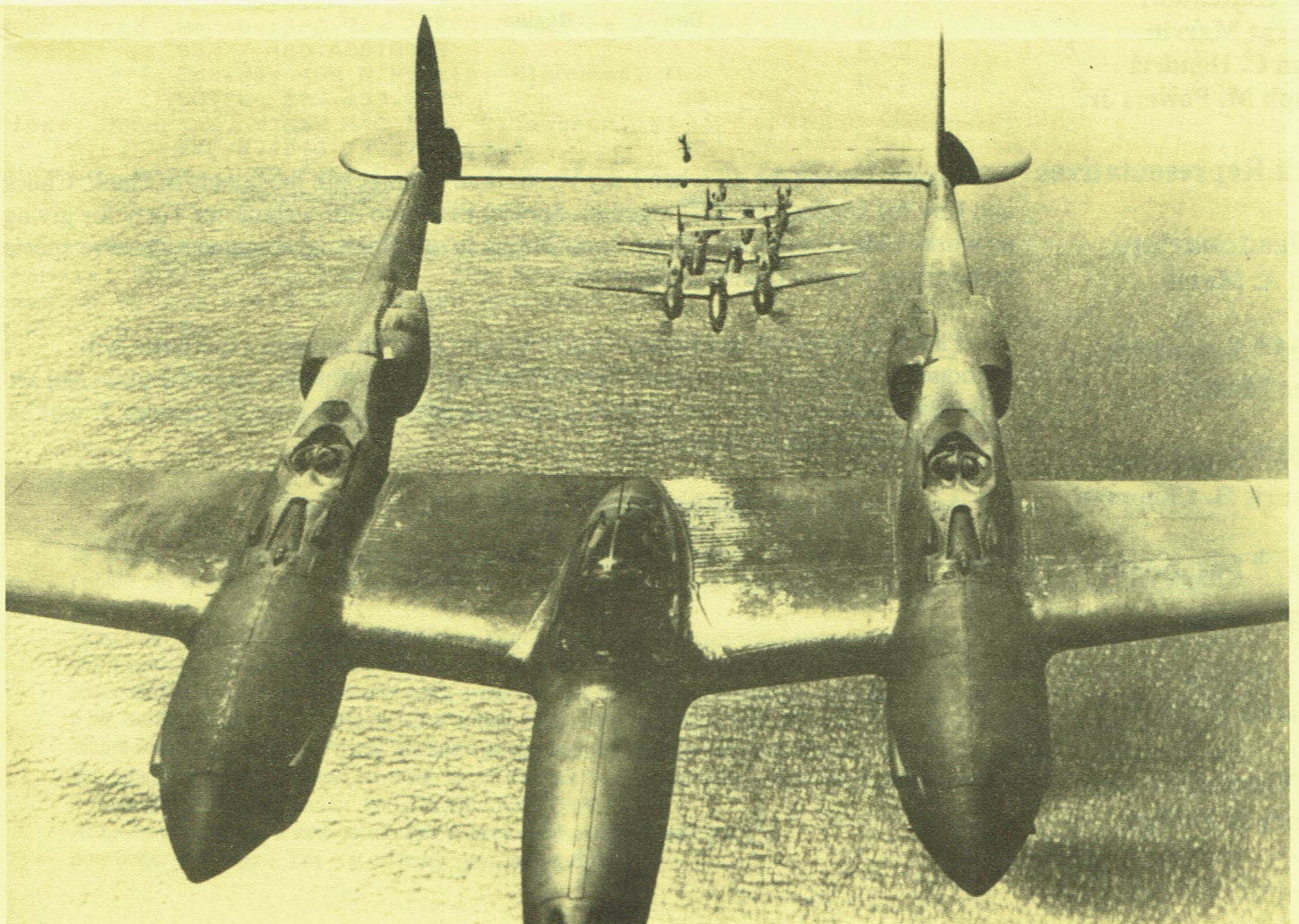
**Update on the 82<sup>nd</sup> FG's Web Site**

**R.C. "Stumpy" Hollinger Remembers** [ Part I of a series.]

**Oshkosh Reunion Registration Form**

**Notice:-The Hotel "Reunion Rates" deadline extended to 19 August**

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# 82ND FIGHTER GROUP ASSOCIATION



## Executive Board Officers

### President

Donald T. Foley

### Vice President

Ralph M. Powers Jr.

### Secretary/Treasurer

Roy E. Norris

### President Emeritus

Harley Vaughn

### Past Presidents

Will Hattendorf

George Marvin

John C. Hendrix

Ralph M. Powers Jr.

## THE PRESIDENT'S PAGE

\*\*\*\*\*



Our President and First Lady

Don

Regina

## Unit Representatives

### Headquarters

Ben A. Mason

### 95<sup>th</sup> Squadron

Olen Medley

### 96<sup>th</sup> Squadron

Francis H. Chapman

### 97<sup>th</sup> Squadron

G.T. Lewis

### Roster

Charles W. Luke

### Newsletter

Henry P. Phillips

I know I speak for all when I say we certainly appreciate the talents of Hank, Chuck and Roy for keeping the 82<sup>nd</sup> together. Special thanks to our webmaster Terry for giving us world wide recognition. Those contributing to our financial soundness deserve special recognition. Again, thanks to all.

Planning by Brent and Nancy Leutzow, our Oshkosh reunion experience will introduce us to the Experimental Aircraft Association's influence upon the universal art of aviation and hopefully we will get to meet those responsible for its success. It will be a wonderful experience for all of us.

As yet we haven't gotten permission to kick the P-38 tires

Proudly,

Don Foley



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

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

Current Sustaining dues -- \$20 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  
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Recording the Regeistration for the Reunion 2005  
 has brought about several address changes and  
 dues payment. Bëst I catch-up!

Dues and Donations

Burgess, W.H. LIFE  
 Clift, Lorraine (Widow of Neilson) Donation  
 Embrey, Meredith Donation

Deceased

Axsom, Chuck June 2005 96  
 Axsom, Mary June 2005  
 Lingenfelter, Richard July 6, 2005 96 (Flower)  
 Solem, Herman July 4, 2005 96

Address Changes

Burgess, Wm H. 18590 SE Wood Haven Ln. Jupiter,  
 FL 33469-3932 96  
 Clift, Lorraine Widow of Neilson 95H  
 Gadbury, Richard E. 50507-7859 97  
 Isaacson, Nona 89052-7066 96H  
 Manduano, Nancy 74120 95H  
 Mitchell, Finis 5716 117th St. Court F#K101  
 Puyallup, WA 98373 97  
 Moser, Fred (May-Oct) PO Box 2668, Carefree AZ  
 85377 480.488.0002  
 Oct-May 469 N'Myrtle, Elmhurst, IL  
 60126 630.833.7929 95  
 Priest, Robert C. W7659 410 Ave. Ellsworth, WI  
 54011-4845 715.792.2381 95  
 Strozier, Buddy 767 Park Center BLVD #248  
 83706-6550 96

Current Registration S/or Intent count 96.  
 Financial Balance \$12,868.28. The requested  
 deposite by the EAA \$1500.00 has not been paid  
 as of this date.

Respectfully Submitted,

*Roy E. Norris*

**Pincus Taback must live right.**

In spite of his mishaps e.g. bellying in a shot up P-38, being 'blindsided' in his car at an intersection by some gal who either couldn't or wouldn't stop, and now his latest mishap -- everything still seems to come out okay and he even benefits from them.

Here's the latest one -- It seems that Pincus lost control of his golf cart while trying to negotiate a hill covered with wet grass. I can't quite visualize it, but somehow our veteran pilot and esteemed 2ndFG Member lost control and fell out of the cart which proceeded to roll over him. He was stuck under the cart until two other golfers came along and got it off of him. He was bruised a bit, nothing major but would be out of action for a while. To Pincus, that meant no golf. To his daughter-in-law Marsha, it meant something more -- Pincus has had a pacemaker for years so 'worried' Marsha carts him off to his cardiologist, who is very glad to see him. "Where have you been? You are 3 months overdue with that pacemaker of yours! You've had it for 7 years and it needs replacing, WHICH MEANS NOW!"

After the surgery and a new pacemaker, Pincus claims that his golf game is now better than ever.. Yes -- it certainly pays to live right.

The chart below depicts the number of current Sustaining Members who have not paid their dues and have been delinquent since 31 March, 2005. Remember, \$20 won't fill up your gas tank these days and our Treasurer, and financial wizard, Roy Norris confides that it won't bankrupt "Big Oil" if they share a few 20's with the 82ndFG. hp

Unpaid voluntary dues --

If your name begins with the letters listed below,  
 You could be on the chart!

*	*	*	*	*	*	*
A - 2	G - 1	N - 1				
B - 8	H - 5	P - 1				
C - 7	J - 1	S - 9				
D - 3	K - 4	T - 1				
E - 2	L - 5	W - 7				
F - 1	M - 6	Z - 2				

*Not financial news,  
 but interesting*

hp



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 Moser, Fred (May-Oct) PO Box 2668, Carefree AZ 85377 480.488.0002  
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## R.C. "Stumpy" Hollinger Remembers [ Part I of a series ]

We are indebted to Stumpy's daughter, Janice Simmons ( HqH ) for the photo and stories of her father's experiences while with the 82<sup>nd</sup> FG in WWII.. Regrettably, space prohibits printing them all at one time, hence they will be "fed in" on future issues of the NLs.

There are seven stories in all and here are the titles:

Getting Started with the 82nd FG, -- To Russia Not with Love, -- Close but no cigar, --

No Game for a Novice, -- "Dixie" Walker, -- Lt. Col. Joe Dickson's Landing Problem, -- Two in One. hp

\* \* \* \* \*

Janice's letter [in part] follows:

Dear Mr Phillips,

Enclosed are the stories my father wrote concerning his time with the 82<sup>nd</sup> Fighter Group during WWII, Also enclosed is a picture of Dad in front of his tent in Russia in July, 1944.

He was part of the group from the 82<sup>nd</sup> which was sent to Poltava.

In 1977, Dad was awarded a Commemorative Medal, "The 50<sup>th</sup> Anniversary of the Victory in the Great Patriotic War" (World War II). Stumpy's children and grandchildren are very proud of him. His association with the 82<sup>nd</sup> was a source of great pride to him, I hope the stories will be of use in your role as editor of the 82<sup>nd</sup> newsletter.

Sincerely,

Janice Simmons.

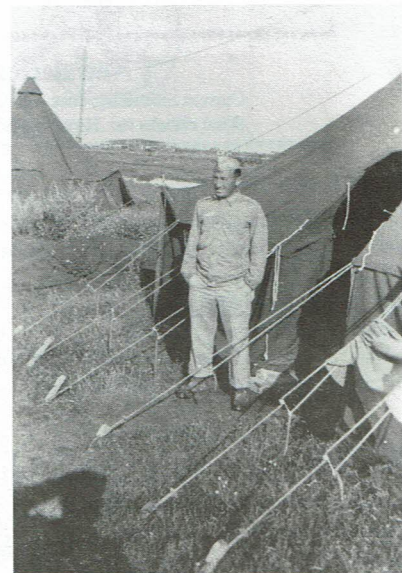
\*\*\*\*\*  
*Getting STARTED WITH THE 82nd FG*  
\*\*\*\*\*

When I got to Bella Napoli (Not so Bella when I got there) They gave me a "Duck" Jeep and Told me to report to the 82nd Fighter Group outside of Foggia. THE Duck had less than 400 miles on it when I got it and about 15000 when I left.

Arrived at the 82nd and was billeted in a tent with Ed Stanley a 90 day wonder Rep for Allison Engine, (General Motors) and Capt Roy Barlow Group Ordnance OFFICER. NOT long after that I helped three MASTER Sgts build a shack about 14' x 28' and occupied one corner.

After a few week Lt Col LITTON the Group CO called me up to his office. He asked me questions about the P-38 Operations and maintenance. Most of the questions were answered, but a few I told him I wasn't sure but would get back to him with the answer. I was with him about two hours, and he asked me if I knew the reason for the questioning. I said sure you want to know if I know what I'm doing, or if I'm some Humpty Dumpty. He said right, and now I want you to get a lecture outline covering most of what we've covered and give it to all the Pilots.

I worked out a lecture to cover all problems



In front of my tent in Russia. July 20th 1944  
Destroyed Hangar in Background.  
Poltava

That might be encountered in the air and what to do about them, also a lot of doubts to keep them out of trouble, and get them back on the ground. I was careful not to praise the airplane or Lockheed. They all knew how good the airplane was. ONE result of the lectures was, we never lost another pilot or plane on a single engine landing, nor did we have a loss from getting into compressibility during a dive. We instructed them in the proper way to recover.

I gave a lecture one morning including the compressibility factor and how to recover. When they get into it they have no control of the airplane until they get down to about 11000-12000 ft depending on air density at the time and should have <sup>complete</sup> control again at around 5000-6000 feet.

That afternoon I was at one of the revetment talking to a crew and a young Lt. came up and said, "Stumpy, that works just like you said. I just tried it." I know that did something for my credibility.



From Marilyn Graffius

HqH

Greetings:

Just received the 2004 Membership Roster for 2004 (82<sup>nd</sup> Fighter Grp.) from Chas. Luke in Bellevue, WA.

I wrote him a note and I want to tell you that my husband Robert S. Graffius of 107 E. Intericity Ave, Everett, WA 98208 - passed away on March 24, 2003.

I had thought my son, Robert Jr. had informed you last year. Sorry to be so late.

My husband was also in the 99<sup>th</sup> Bomb Group as well as the 82<sup>nd</sup> Fighter Group and was very proud to have served both. He was 86 years old when he died. He remembered everyone to the very end. I imagine most of his old comrades are all gone.

Please take his name off your roster and inform any one who should know. Thank you so much and Happy Holidays - I hope you weathered the Hurricane!!  
Marilyn M. Graffius

From Sandra Schlotterback

97H

February 13, 1920 - March 24, 2005

Services will be at 1:00 PM Tuesday March 29, 2005 at Saint Paul's Lutheran Church, in Holtville for Fred Ritter, 85, of Holtville, who died March 24 at El Centro Regional Medical Center of Adult Acute Leukemia. Pastor Richard Widman will be officiating.

Burial will follow immediately after the service at Terrace Park Cemetery in Holtville.

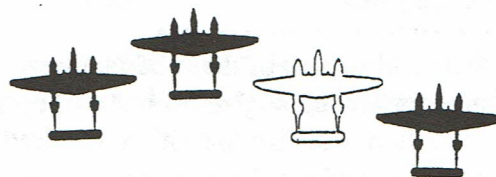
Fred was born in the Bonds Corner area of Holtville and was raised west of Holtville where he attended Sunset Spring School. In his early years he worked on the family dairy milking cows. His father John Ritter immigrated to the United States from Switzerland in 1914 and his mother, Elise followed in 1919 to the Imperial Valley where they married and made their home. Fred was drafted into the US Army on January 14, 1942 and served as a medical corpsman 15<sup>th</sup> Airforce in the 82 Fighter Group 97<sup>th</sup> Squadron. He was in the European African Middle Eastern Campaign during World War II. He received an honorable discharge on July 4, 1945.

He married Mary Ganske on October 1947 in Watertown, Wisconsin. They returned to the Imperial Valley where he farmed until his retirement in 1987. He was also the caretaker of the Imperial Valley Swiss Club for 20 years. Fred was an honorary member of the Imperial Valley Swiss Club and Holtville Rotary Club and a charter member of the Imperial Valley Historical Society. He was a staunch member of Saint Paul's Lutheran Church in Holtville. Fred was proud of his heritage, his country and his faith. He enjoyed listening to Swiss music, riding his lawnmower and he loved to make people laugh. He never met a person he didn't like. He will be missed dearly by his family and his numerous friends.

He was preceded in death by his sister; Anita in 1934.

Survivors include his wife, Mary Ritter; children and their spouses, Sandra Schlotterback of Holtville, Carol Fast of Medford, Oregon, David and Nora Ritter of Holtville, and Audrey and Robert Lane of McArthur, Ca; grandchildren and their spouses Fred and Anita Schlotterback and Mikel Schlotterback, Michelle Fast, Jacob and Geoffrey Ritter; Adam Lane, and great grandson Dylan Schlotterback, brothers Max of Jamestown, Ca., and John and Martina Ritter of King City, Ca.,

## FLY BY of HONOR



### Missing plane formation for recently departed Heroes and Courageous Ladies of the 82<sup>nd</sup>.

◆◆	◆◆	◆◆	◆◆	◆◆	◆◆	◆◆
Clarence "Chuck" Axsom	31 May, 03	96 <sup>th</sup>				
Mary Axsom [Chuck]	— June, 05	96 <sup>th</sup>				
Clarence Spradlin	04 Feb., 04	95 <sup>th</sup>				
Alfred M. Weigler	21 Jan., 05	97 <sup>th</sup>				
Elizabeth Flick { Albert }	08 Feb., 05	96 <sup>th</sup>				
Fred Ritter	24 Mar., 05	97 <sup>th</sup>				
Herman Solem	04 July, 05	96 <sup>th</sup>				
Richard L. (Dick) Lingenfelter	06 July, 05	96 <sup>th</sup>				



FRED RITTER

Dear Mr. Phillips  
Dad always looked forward to receiving the newsletter in the mail.  
Sincerely,  
Sandra Schlotterback  
1450 E. Keystone Rd  
Brawley CA 92227  
760. 356. 5475

## NOTICE—EMAIL MEMBERS

### 82<sup>nd</sup> Fighter Group Assn)

E-mail listings have been eliminated for this issue because of lack of space. Members who need an updated list, please e-mail, call or write and it will be sent immediately. hp



Dick Andrews' name has been submitted with the enthusiastic support of the P-38 National Association and the 82<sup>nd</sup> Fighter Group Association to receive The Congressional Medal of Honor; results pending.

From Dick Andrews

96<sup>th</sup>

Dear members and friends of the P-38 National Association and those of the 82<sup>nd</sup> Fighter Group Association. I hang my head in shame for and apologize for not writing sooner.. I want to say how humble I am to receive your recognition. But upon reflection, I realize that of the hundreds of fighter pilots I've known from WWII, Korea, Vietnam (non-flying assignment) and elsewhere, I cannot think of one I could characterize as being humble including myself. However, please believe me when I say I truly appreciate and am grateful for the honor you have bestowed upon me. The highest compliment for me comes from my contemporaries and friends -not the awards and medals. My first compliment came about 15 minutes after my two-man invasion of Rumania when Dick Willsie turned his head and said, "Andrews you're a damn good combat pilot."

Don and Carla Pechous and other volunteers from the P-38 National Association have contributed immensely to this endeavor and I thank y'all. Don in particular has devoted extraordinary time and effort to this campaign. If President Bush had Don as his Republican Chairman, California would have gone red. Thank you Don and Carla and may this year be the best of your life. Regardless of what I said, Dick and Marilyn Willsie must have persuaded the P-38 National Association to support their idea of a medal.

I also owe Dick my thanks for getting us out of the mess I started. After discarding my parachute and helping Dick onto the wing we said 5 words between us - "you okay" - "yeah" - "you fly". Willsie was kind enough to take me along as co-pilot in my P-38. With my experience, less than 100 hours in the P-38, had I attempted that "hairy" take-off, we would both have wound up as fertilizer for the farmers next crop.

As any fighter pilot knows, the success of any mission is dependent upon your crew chief. Paul Harman from Harrisburg, Pa. and others saw to it that I never had to abort a mission due to faulty maintenance nor did I have to in Korea. On this mission the aircraft performed flawlessly. Were it not for other pilots, Willsie and I could have been on our last mission in life or at least have been guests of the Third Reich. Walt Carper and Al Campbell of the 96<sup>th</sup> Squadron persuaded three truckloads of frustrated ground troops to stop dead in their tracks and not yet within gunshot range of us. I also want to thank them, Dick Willsie and Ben Mason for the letters that they submitted on my behalf. Pilots from the 95<sup>th</sup> and 97<sup>th</sup> Squadrons provided top-cover for our group. Six enemy fighters, ME-109's, decided to interrupt our intrusion into their backyard. Nate Pate of the 95<sup>th</sup> destroyed one and damaged another who started to strafe us. James Gordon of the 97<sup>th</sup> damaged another while others fled home, Willsie and I thank you very much. This mission turned out to be the first of 4 rescues involving single seat fighters. The P-38 led the way followed by 3 P-51s. Dick Willsie is the only single seat fighter pilot who on the same combat mission and due to enemy action flew 2 separate aircraft making a landing and take-off in each. Due to pre-traumatic syndrome, he forgot to lower his gear on the first landing. A case of post-traumatic syndrome caused him to forget to retract his landing gear on the second take-off and was reminded by other pilots to do so. To this day, he blames his co-pilot for failing in my duties.. My 15 minutes in the sun ( actually 2 1/2 hours in clear, scattered, broken and overcast weather ) I believe makes me the only P-38 pilot to be officially credited with 2 1/2 hours co-pilot time in a P-38. You can probably guess who certified my flight time for August, 1944.

My heartfelt appreciation to all of the signatories. I wish you and your families the best of health and happiness expressed in P-38 terms.

May your props stay in sync and  
Counter-rotate, and may all your  
Take-offs and landings be equal in  
number.

Respectfully,

*Dick Andrews*



Hi Steve,

Yes, I'll put a notice in the next [August,05] newsletter. Sorry to see you leave 'Lightning Strikes' but wish you well in your further endeavors. Hope that you remain in close touch with the 82nFG – we of the Association appreciate the support that you have always given us.

Highest regards,

Hank and Marlene.

— Original Message —

From: Steve Blake

To: Hank Phillips

Sent: Saturday, June 25, 2005 6:36 PM

Hi Hank -

How's it going? You continue to do a great job with the newsletter. I can't remember if I told you (?), but I resigned as editor of Lightning Strikes early this year. After more than five years and 16 issues, I was burned out! My main reason, actually, was to finish the book (another big fighter unit history) that I have been working on for about ten years. It had become pretty obvious that I couldn't do both, given my full-time job and family responsibilities.

I am writing at this time about the Italian lady, Olivia Orgnacco, with whom I believe you are familiar. As you probably know, she has become obsessed with her father's involvement in the aftermath of the crash of Lt. Pollock on November 19, 1943. I have given her every piece of info and advice I can think of pertaining to that incident, but she is always asking for more. She has done her homework, however, including obtaining a copy of the official accident report. I am attaching the most pertinent pages in case you might be interested. It is, in fact, quite interesting, as most such documents are.

I did find some odd contradictions in this document, however. On one page it is noted that "Lt. Pollock excaped (sic) with minor burns," but then it says that he died in the hospital the following evening. They must not have been minor burns after all (?). Another page states that "Lt. Pollock got out and ran off the back side of the right wing, where he was met by two Italian soldiers." Seems like if he had been seriously injured in the crash (other than the burns) he could not have done that.

More pertinently, this brief account contradicts the one by Charlie Horne that appears on pages 120 and 121 of ADORIMINI, which I got from an old issue of the 82nd FGA newsletter. Charlie claimed that Max Pelletier "ran up the wing of the P-38, popped the canopy and dragged the pilot out to safety," for which he was later awarded the Soldier's Medal. No mention of any of this, including Pelletier, in the report. I am thinking now that if it happened as Charlie recounted it must have been another, similar incident.

As you probably know, one of the two Italian soldiers who assisted Lt. Pollock was Olivia's father, Nelson (odd name for an Italian!). The other man was Angelo Revolfato.

In any event, I promised Olivia that I would ask you to put a notice in an upcoming newsletter, asking anyone with knowledge (especially firsthand) of this incident and/or any documents pertaining to it, to contact her. Her e-mail address is [olivia@oliviaorgnacco.it](mailto:olivia@oliviaorgnacco.it).

I hope all is well with you and yours. Sorry I won't see you in Oshkosh, but my stepdaughter is getting married in Boston in early October and we just can't do both.

Cheers!

Steve



# Former warden's eyes said it all

If I'd never known Herman Solem professionally, I'd have still liked him for this: He made my mother laugh when they met in the halls of the place they both lived the last few years of their lives.

I remember going to visit my mom not so long after she moved into her apartment and having her ask me if I'd ever run into a little man named Solem.



"He used to do something at the prison," she said.

"Herm Solem? The warden? He lives here?"

"Well, I guess that's the one," my mom said.

"He's a little man with the nicest eyes. They just dance when he talks to you. He's always so upbeat when he meets people in the hall."

Nice eyes. That was always one of the ways my mom judged people. They had nice eyes, or sometimes it was happy eyes, or never-misses-a-trick eyes, or dancing eyes. But it was always the eyes.

Herm Solem had those kind of eyes for as long as I knew him, and that period dates back to the middle 1970s. That's when he took

over as penitentiary warden and began traveling to Pierre to try to persuade the Legislature's Appropriations Committee to give him more money for the growing population of inmates. I was a legislative reporter even then, and I usually went to the budget hearings when the prison was involved.

Herm Solem would turn those nice eyes on the legislators and plead his case for more guards or newer radios or repairs to the boiler system or more money for food. Like as not, the committee would cut his request, or deny it altogether and tell him to make do with what he had and make it work somehow. He'd nod, thank them for their time and go back to Sioux Falls. He had to have been disappointed time after time, but the sparkle never left his eyes.

I happened to be talking the other day with Jim Putnam, a Republican legislator from Armour who has spent a heap of time on the Appropriations Committee. Jim described Solem's funeral, the crowd, the eulogies, a few of his own memories of times the former fighter pilot had testified on budget requests.

"He was one of a kind," Putnam said, smiling. "He'd make his pitch, we'd turn him down, and he'd smile and go back to running his prison. He did know how to keep it together, in spite of us."

The obituaries talked about how he used to walk among the prison population by himself, unarmed, and how he knew the names of each of the inmates, and usually a little bit about their families and their histories, too.

He told me several times in

interviews that the folks locked up had made mistakes – big, stupid and bad mistakes – but most of them weren't evil. And most of them were going to get out one day, so we ought to be trying to help them be better on that day than they were the day they went in.

One of the last times I visited my mom, we bumped into Herm Solem in the hallway. His eyes were failing, my mom whispered to me, so we needed to make sure to tell him who we were. He looked fine to me, but I said loudly, "Herm, hey, it's good to see you again. It's Terry Woster."

He looked at me, then at my mom, and his eyes danced.

"I know who you are," he said. "You don't have to shout."

---

Reach Terry Woster at 605-224-2760  
or [twoster@mldco.net](mailto:twoster@mldco.net)



**Mac "Crazy Maizie" and Herman Solem**



## **Henry P. Phillips**

---

**From:** "Terry Massick" <kingin50@hotmail.com>  
**To:** <hpphil@gnt.net>  
**Sent:** Tuesday, August 02, 2005 11:06 PM  
**Subject:** Terry/95th-H

**Hello Everyone,**

**We hope this issue of the NEWSLETTER finds everyone well and fine. As the 05 REUNION in Osh Kosh is getting closer, a reminder the Hilton Garden Hotel has extended the pre-registration to Aug. 19th.**

**The 82nd Fighter Group website continues to grow in content, as well as, popularity. Our visitor numbers are as follows: Feb. - 6,853; Mar. - 7,695; Apr. - 5,979; May - 6,071; Jun. - 6,668; Jul. - 5,843. The overall total for the 32 months since the 82nd FG website went online is now: 144,625 visitors. If the August numbers are good, by the time we get to the REUNION, we will be close to 150,000 visitors.**

**An exciting visit to the website a couple of months ago, came from the family of Eugene Babb/95th. Eugene was the 2nd pilot lost in the 82nd FG on 5/27/42 during an enemy submarine patrol off the coast of S. California. The Babb family submitted some additional items for Eugene's section in the 95th Sqd. section. After posting the items, I received a very nice letter and 'thanks', from, Eugene's sister and his niece.**

**European research continues and we receive constant communications from these people, needing and wanting additional information about missions, dates, and areas.**

**A VERY IMPORTANT matter has been under discussion with various 82nd FG members, since last winter. This is a very hard matter for me to discuss, but, I have been told, "This important matter needs to be brought to everyones attention". The matter pertains to the valuable and historical documentation of an 82nd FG member when he passes on. Since last winter, we have lost 100's of photos and other various paper documentation. 2 of our 82nd FG families have actually been 'conned and scammed', as well, these past few months.**

**If at all possible, make sure someone contacts another 82nd FG member and/or myself & Cindy (641-842-7451), so, these valuable and historical items of 82nd FG history, can be scanned, copied, and saved. All original items will be returned to the family, as well as, a CD/DVD of all the scanned and copied items. If anyone has any questions, thoughts, and/or suggestions, please call us.**

**You may have already read the list of names, that are, 'SPECIAL- 82nd FG website Volunteers' so far during 05. I would like to THANK these SPECIAL Volunteers, as well as, the SPECIAL people that have been, Direct Volunteers, so far during 05: Harley Barnhart/95th; Bill Hayduk/95th; Jake Hendrix/95th; Maurice 'Ole' Olson/95th; Vern Taylor/95th; Lincoln Jones/96th; Stanley Palczewski/96th; Kathy Rockey-Schildt/95th-H.**



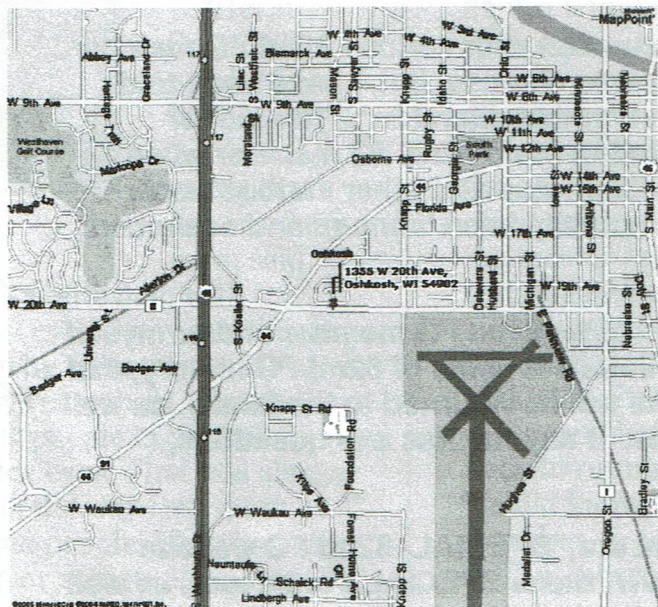
## OSHKOSH, WISCONSIN

**Hotel Reservations:** Phone the Hilton Gardens Inn- Oshkosh 920.966.1300. Be sure to request the 82<sup>nd</sup> Fighter group Special Rate of \$99.00 including Tax and complimentary Continental Breakfast. A Full breakfast can be purchased for an additional \$3.00/person/day.

**Airport Transportation:** The Hotel provides complimentary Shuttle service to and from the Appleton Airport on a first come first served basis.

**Internet Connections:** All rooms have internet access free of charge so you can keep up with your emails while at the reunion.

**EVERYONE BRING YOUR PLASTIC ID BADGES!!!**



1355 W 20<sup>th</sup> Ave, Oshkosh, WI 54902

Registration	\$25.00
Pizza Party	\$10.00
Kohler Village Tour	
\$32.00	
Maritime Museum Tour	
\$26.00	
Banquet Dinner	\$36.00
EAA Museum/Pioneer Arpt.	
\$18.00	

**From Chicago -- United Airlines Express.  
From Atlanta and Cincinnati -- Delta Comair.  
From Milwaukee -- Midwest Connect.  
From Minneapolis -- Northwest Airlines**  
Flight times and schedules can be obtained by  
calling the Airport at: 1 (920) 832-5268



82<sup>nd</sup> FIGHTER GROUP ASSOCIATION REUNION  
OSHKOSH, WISCONSIN  
September 7<sup>th</sup> Thru September 11<sup>th</sup>, 2005

## **SCHEDULE OF EVENTS**

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### **Wednesday Sept. 7<sup>th</sup>**

Early Arrivals

Registration in Hospitality Room [Room 232]

Golfers meeting. (Check Bulletin Board in Hospitality Suite for time/place)

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### **Thursday Sept. 8<sup>th</sup>**

6:30 AM – 10:00 AM FREE Continental Breakfast Available in the Great American Grill (First Floor Lobby)

FULL Breakfast is available if you signed up for \$3.00/person/day Breakfast upgrade.

8:00 AM - Golfers depart for WESTHAVEN Golf Course.

8:00 AM - Shoppers can depart to the Prime OUTLET Mall at their leisure. Transportation via complimentary hotel shuttle.

8:00 AM – Bus departs for Kohler Village Tour

4:30 PM – Executive Committee Meeting

5:30 PM – Welcome Reception and Pizza Party at Hospitality Suite (Rm 232)/ Sun Deck on 2<sup>nd</sup> floor. Food and Drink will be available from the Suite due to State/hotel laws

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### **Friday Sept 9<sup>th</sup>**

6:30 AM – 10:00 AM FREE Continental Breakfast Available in the Great American Grill (First Floor Lobby)

FULL Breakfast is available if you signed up for \$3.00/person/day Breakfast upgrade.

8:30 AM – Bus departs for Wisconsin Maritime Museum Tour. Lunch NOT Provided. Tour Museum and submarine with some shopping/lunch time obtainable at many fine restaurants/stores in close proximity to museum after museum tour is completed.

3:00 PM - Buses return from Wisconsin Maritime Museum Tour

5:30 PM – Transportation to EAA Eagle Hanger by Complimentary hotel shuttle, or Rented Shuttle Van or any available personal cars

5:40 PM – Cocktail Reception [CASH BAR]

6:30 to 10:30 PM - Banquet Dinner and Dancing

9:45 to 10:45 – Return Transportation to Hotel by Complimentary hotel shuttle, Rented Shuttle Van and available personal cars

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### **Saturday Sept. 10<sup>th</sup>**

7:00 AM – 11:00 AM FREE Continental Breakfast Available in the Great American Grill (First Floor Lobby)

FULL Breakfast is available if you signed up for \$3.00/person/day Breakfast upgrade.

8:15 AM – GENERAL Membership Meeting. [Room to be announced]

9:45 AM – Transportation to EAA Museum by Complimentary hotel shuttle, or Rented Shuttle Van or any available personal car.

9:30 AM – EAA Museum Tours begin, groups arriving can start at their leisure. Self guided tours available or guides available.

Any people that would like to sign up for a flight in the available aircraft at Pioneer Airport must contact the flight desk on their own to secure a reservation. Free Shuttle transportation is available to go to the pioneer airport whenever you wish. Due to German Wings and Wheels weekend, sign-up for flying should be done as soon as possible.

12:00 PM – Lunch can be purchased at Pioneer Airport – German Wheels and Wings Food vendors.

Shuttle vehicles will be available to return you to the hotel thru out the day.

**EVENING on your Own.**

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### **Sunday Sept. 11<sup>th</sup>**

7:00 AM – 11:00 AM FREE Continental Breakfast available in the Great American Grill (First Floor Lobby)

FULL Breakfast is available if you signed up for \$3.00/person/day Breakfast upgrade.