

82ND FIGHTER GROUP ASSOCIATION



NEWSLETTER

March 27, 2006

ISSUE 66

SPECIAL IN THIS ISSUE:

Preview of Washington D.C. Reunion [6 - 9 Sept., 2006]

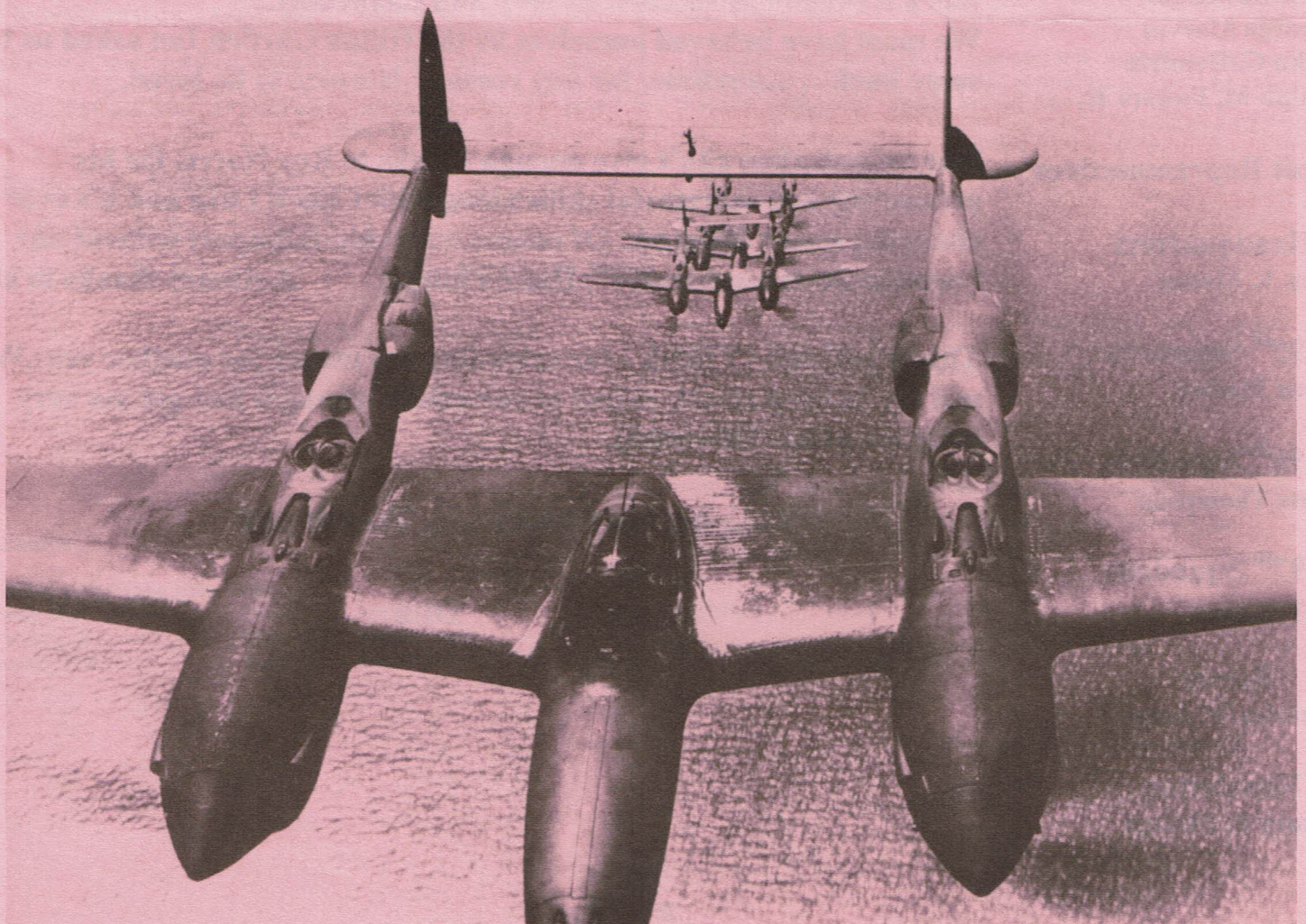
INSERT FOR 82ND FG'S REUNION, Washington D.C.

INSERT FOR 95TH SQN'S REUNION, TYNDALL AFB

[May 4th, 5th & 6th, 2006]

Part III of R.C. "Stumpy" Hollinger Remembers

Around Cape Horn with Blythe and Fern



82ND FIGHTER GROUP ASSOCIATION



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95th Squadron

Olen Medley

96th Squadron

Lute Thompson

97th Squadron

G.T. Lewis

Roster

Charles W. Luke

Newsletter

Henry P. Phillips

THE PRESIDENT'S PAGE



Regina

Don

Thanks to beautiful Nancy and Brent Luetzow, our Oshkosh Reunion was a tremendous success, socially and financially.

We must have behaved ourselves as the Hilton Garden Inn asked us to come back.....anytime, for any reason. It's nice to be loved.

Our organization can't give enough thanks to Roy Norris for his accounting and secretarial skills along with Chuck Luke and his ever changing roster dilemma. Of course, we would fall apart without our "communications director", Hank Phillips. A sincere thanks to all.

Thank you also (I think) for extending my tenure for another year. We will try to keep afloat, adjust to our annual changes and get the very most out of our fellowship.

D.C., here we come Watch out

Don

\$ \$ \$ \$ 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 -- \$20 per year, Life Membership-- \$100; {these Members have agreed to be assessed an additional \$20 per year until further notice.}

Associate Members -- \$10 voluntary (incl. newsletter).

Send checks to: Roy Norris, Sec/Treas., 82nd Ftr. Gp. Assn., 6636 Plantation Way, Cincinnati, OH 45224

Executive Board:

January 1, 2006

The following information is to update you on financial transactions and membership address changes for the months of November and December of 2005.

The January 1, 2006, Treasury Balance \$14,520.94. The Internet Fund of \$570 is included above.

Dues/Donation/Internet

Butler, H.M.	Dues Kroeger, C.	Don
Eckermann, Ike	Dues Lowenberg, B.	Don
Fuller, G.	Dues Stoutenborough D.	Dues
Jones, L.	Int Tuck, R.	Don/Dues

Address Changes

Correa, Don	916.772.0391	96
Fuller, Garry	123 Coburn Dr. W. Okatie, SC	97
	29909	
Kuczmarski, Leonard	36093-1622	96
Lowenberg, Bruce	23000 Bourbon Rd. Clark, Mo.	
	65243	HQH
Mitchell, Finis	3632 Sugar Berry Le.	97
	Walnut Creek, CA 94598	
Shearer, Don	1660 A 280th, St. Madrid, IA	97H
	50156-7530	
Zucal, Steve	911 W Addison, Chicago, IL	97H
	60613-4310	

Unpaid 2005 Sustaining Dues

A - 1	F - 0	K - 3	P - 1	U - 1	Z - 1	
B - 6	G - 1	L - 4	Q - 0	V - 0		
C - 5	H - 5	M - 5	R - 0	W - 6		Total 53
D - 3	I - 0	N - 1	S - 7	X - 0		Equals \$1,060.
E - 1	J - 1	O - 0	T - 1	Y - 0		

Respectfully Submitted,

Roy E. Norris

Addendum

Additional Don / Dues since 1 March, 06...

Butler, H.M.	Dues	Medley, Olen	Dues
Hendrix, J.C.	Dues / Don	Medley, Nancy	Don
Powers, R.M.	Dues / Don	Medley, Nannette	Don
			hp

Executive Board:

March 1, 2006

The Month of March is upon us. The preparation for the Sept. 2006, 82nd Fighter Group Assoc. Reunion is progressing. Monte Powers has quite a few helpers working the program.

The following information on finances is very important. Dues are due for the year by March of the year. The following paid dues since January 2006.

Dues, Donation Internet:

Anton, S.E.	Dues Loewenburg, Don	Don
Blake, S.	Dues Metcalf, J.	Dues
Brown, S.	Don Moser, F.	Dues
Eckerman, C.	Dues Norris, R.	Dues
Fisher, L.A.	Dues Papermaster, T.	Dues
Fuereder, G.	Don Phillips, H.	Dues
Harman, P.	Dues Powell, G.L.	Dues
Jones, L.	Int Pratt, B.	Don
Keen, S.W.	Dues Stoutenborough, J	Dues
Kroeger, C.	Dues Tuck, R.	Don/Dues
Lawrence, B.	Dues Urton, T.	Don

The above record will be in the March newsletter along with the following alphabetical list of unpaid dues for 2006 as of March 1, 2006.

A 6	H 20	O 9	V 1
B 13	I 1	P 9	W 15
C 19	J 2	Q 0	X 0
D 8	K 10	R 8	Y 1
E 4	L 13	S 16	Z 4
F 4	M 17	T 9	
G 6	N 1	U 0	

Recall there is no longer LIFE dues, All previ-LIFERS now owe \$20 annually, Due in March. The above list equals \$3900.00.

Address Changes

Barnhart, Harley	9427 E Marine Dr. Post Falls, ID 83854-7294	95
Duncan, Jack	4243 Thousand Oaks #222, San Antonio, TX 78217	96
	210.646.6536	
Fisher, Leo A.	PO Box 841, Atascadero, CA 93423-0841	96
	805.466.4266	
Harman, a. Paul		17112 96

New Member

Brown, Susan Mrs.	11 Ward Dr. Greeley, CO 80634	HQH
(Stumpy Hollinger's Daughter)		

Respectfully Submitted,

Roy E. Norris

Hello to the 82nd FG Family,

From Terry Massick

95H

At the end of February the 82nd FG website had been online 37 months. Feb. set a 'new' 1 month record with: 8,770 visitors. The overall 37 month worldwide visitor grand total is now: 193,475. If the website has a good March, the overall visitor total will be close to: 200,000.

We have received information that there is or will be an excavation of the crash site, of Harley N. Sutter/95th - POW, who crashed on 11/20/44.

We have received communication from the grandson of the Italian pilot that shot down, Charles E. Zubarik/96th - POW, on 5/24/43.

Robert H. Johnson, the B-24 top turret gunner that we confirmed in 04, was covered by the 82nd FG as he and his fellow crew members floated down after bailing out of their crippled plane, has just released his book. 'Gidi Gidi Boom Boom'. Robert was acquainted with the 82nd FG pilots, who were also POW's, in the Bulgarian POW Camp. Thanks to our very good friends, Martin Gleeson in Ireland and Steve Blake. We recently added 463 full names and 78 name info updates and/or corrections, to the 82nd FG rosters, through their continued assistance and help.

The following 82nd FG families are seeking information and assistance: Justin O. Henley/97th; Lawrence P. Liebers/96th; William E. Shomaker/97th. If anyone can help or assist, please contact me.

A reminder that we continue to scan, copy, and record any and all items of 82nd FG history. Photos/photo negatives, promotion & travel rosters, reports, logbooks, 201 files, letters, diaries, newspaper & magazines articles, gun camera film, etc. It's all needed and wanted for the 82nd FG website, as well as, for the future generations of 82nd FG families.

The 82nd FG REUNION will be Sept. 6th-9th at the Dulles Marriott in Washington, DC. We hope to see everyone there. And, the 95th - Bonehead REUNION will be May 4th-7th at Tyndall AFB.

From: "william hanley" <philtex@hotmail.com>
To: <hpphil@gnt.net>
Sent: Tuesday, February 07, 2006 9:12 PM

Thanks for doing my "change" of address, I did not catch my own typo until later.

Were you told that Frank Hurlburt was inducted into the American Combat Airman Hall of Fame in Midland on 1 Oct? I managed to make the CAF AirSho for the first time in four years and when I heard 82nd Fighter Group, I went to see who that was. Met both Frank and Connie and had some interesting stories to swap with Frank. When he found that I was an NCO (Army, VN) he gave me an earful on why Sergeant Pilots were better than the commissioned types. Glad I made it there this year, meeting them alone made the trip worthwhile.

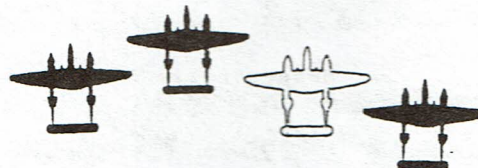
Back in January, Jack Walker started having some heart problems. Things degenerated fast and he had every valve in his heart leaking and had a 40% "backflow" as a result. He survived a ten-hour surgery and after returning home came down with a massive staph infection. Came through that okay in due time. Surgeon friend of mine said that men his age were not supposed to live through either, let alone both. "Johnny Walker" now back to being his usual irascible self. I told him he was living proof that only the good die young.

"White Lightning" —Lefty Gardner's plane— has been bought by Red Bull. Expected to be repaired and flying again maybe this year.

All the gossip I know for now.

Regards
Dave

FLY BY of HONOR



Missing plane formation for recently departed Heroes and Courageous Ladies of the 82nd.

**	**	**	**	**	**	**
Lawrence Liebers	21 Aug., 46	96 th				
Joe Barney	29 Dec., 04	xxa				
John Cappel	11 Sep., 05	95 th				
May Carhart [Thomas]	unkn.	97 th				
Thomas Urton	08 Oct., 05	95 th				
Earl Willcoxson	02 Jan., 06	95 th				
Claude Kinsey	94 Feb., 06	96 th				
Allen J. Scheckwitz	01 Feb., 06	95 th				
Frederick L. Steinberg	25 Feb., 06	96 th				
Buddy A. Strozier	04 Mar., 06	96 th				

BUDDY ALEXANDER STROZIER

Buddy Strozier, 85, formerly of Norman, Oklahoma, died Saturday, March 4, 2006 at St. Luke's Regional Medical Center in Boise, Idaho of cancer. A memorial service to celebrate his life will be held at 10 AM, Thursday, March 16, 2006 at First Christian Church in Norman, Oklahoma. Interment will be held at 1 PM, Friday, March 17, 2006 at Ft. Smith National Cemetery in Ft. Smith, Arkansas.

Buddy was born June 15, 1920 in Cameron, Oklahoma. The family moved early in his childhood to Ft. Smith, Arkansas where he graduated from Ft. Smith High School in 1938. He then attended Ft. Smith Junior College and graduated in 1940. He was commissioned into the US Army Air Corp in November of 1940 and served his country for 30 years retiring as Colonel. During his military service he served as Air Base Group Commander at George AFB, California from '54 to '56; as Professor of Air Science at the University of Oklahoma from '56 to '59; as Area Commandant of 18 universities and colleges AFROTC's from '59 to '61; as Chief of Counterinsurgency and Special Activities at the Pentagon from '61 to '64; as Chief of Plans and Operations J-3, US Forces, Japan from '64 to '67; and as Center Executive at Sheppard Technical Training Center, Sheppard AFB, Texas from '67 to retirement in January of 1970.

During Buddy's distinguished military career he was awarded the Legion of Merit, the Distinguished Flying Cross, the Air Medal with clusters, the Joint Services Commendation Medal with Oak Leaf Cluster, the Joint Services Commendation Medal with bronze star, the Meritorious Service Medal, and campaign ribbons for WWII in Africa and the Mediterranean.

Buddy continued his education after junior college during his Air Force career receiving his BA from Pennsylvania State College in 1950, where he was a member of Phi Beta Kappa. He also attended graduated school in political science at Georgetown University from '50-'51, and obtained his MA in political science from the University of Oklahoma in 1960 and his MA in Regional and City Planning from the University of Oklahoma in 1973.

After retirement from the military, Buddy worked as a city planner for Norman, Oklahoma for 3 and half years then obtained his real estate brokers license, working a number of years in that field.

Buddy was involved with Cleveland County's Big Brother's Organization for many years. In addition to encouraging his 4 little brothers, he guided the organization as Board president. Buddy served on Norman's Board of Adjustment for 10 years and volunteered for the City of Norman's police department, receiving the Volunteer of the Year Award.

In August of 1941 Buddy married his high school sweetheart, Jean Sample. They shared a loving life together until her death in 1996. They had one daughter, Jeanne Strozier-Wagner of Boise, Idaho. In addition to his daughter, Buddy is survived by his grandchildren with whom he was very close, McKenzie Arnold and Nic Wagner of Boise, Idaho; his nephew Jim Stapleton and his wife, DiAnn of Tulsa, Oklahoma; his nephew John Stapleton and his wife, Nancy of Kent, Washington; his nephew Dwight Edward Sample and his wife, Bettye of Longwood, Florida; and his sister-in-law, Lulyn Davis of Denison, Texas.



1.



2.



3.



4.



5.

"A Long Awaited Trip"

"Off we go into the Wild Blue Yonder", on my way to the land of the Tango Dancers, Penguins and the city at the bottom of the World called USHUAIA; a native name that means "Bay overlooking the west". When you get there, you are "encircling the horn". Fern Morgan and I shared a stateroom on the majestic cruise ship, Norwegian Crown.

Awaking after an all night flight, I saw the sun come up over the beautiful city of Buenos Aires, Argentina ~ a city that embraces the Tango on the street as well as in their restaurants and clubs, { See picture # 1}. The Uniworld Group we were with on this trip gave us a glimpse of both. Embarking on the Norwegian Crown on the evening of 29 January, we got acquainted with the ship ~ including the life boat drill, {See picture # 2} ~early dining in their beautiful 7-Seas Dining Room and then I went happily to sleep as the waves rocked the ship.

We arrived the next morning in Montevideo, Uruguay ~ { a 4-hour forward time change from Tucson, Arizona }. Most of this country's three million people live in this city. To me it was even more beautiful than Buenos Aires.

Banking and wineries~ {See # 3}, are the economic main stays of this economically sound country; luxurious homes abound in this lovely city by the ocean~ Argentina tried to take over this city, but failed during the years 1843 - 1851. We arrived the following morning in Puerto Madryn, Argentina ~ a wild life sanctuary! It is dry and arid ~ similar to Arizona. Sheep "estancias" [ranches] also exist here but I will always remember it as the area of the penguins ~{See # 4}.

Once again we are cruising at sea, enjoying the ship's amenities, i.e. the fitness and work-out areas, looking out at the sea, the Captain's Welcoming Party, see one of the crew members with us {# 5} on the elegant Black Tie Evening.

Our next excursion ashore was the Falkland Islands ~ port Stanley. This is a stark isolated land, 522 miles northeast of Cape Horn. They are a dependant of the United Kingdom with a population of 2500 people { see # 6}. Stanley is the Administrative Capitol. Argentina tried to subvert and take over; it was a one-on-one battle but they were unsuccessful. The British here are hospitable. Sheep produce wool for export, bringing revenue to this lonely area. Recently, the development of off-shore oil reserves promises a greatly enhanced financial base for these islands.

We next sailed for Cape Horn and the Straits of Magellan. Cape Horn was first sighted in 1615 during an exploration voyage by the Dutch East India Company. The water in this area can be treacherous at times ~ so we were happy to experience our "Rounding of The Horn" ceremony on a calm, cold but beautiful sunny day, { see # 7} the Captain and Crew poured water from Cape Horn on us " modern day" Vikings.

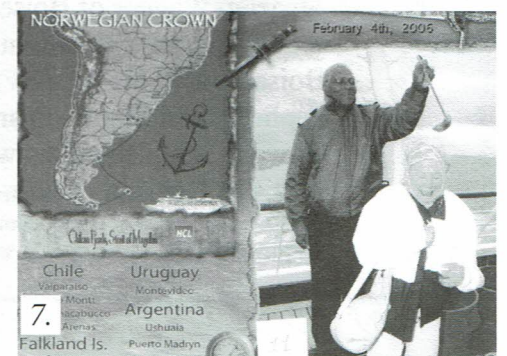
We are now on our way to Ushuaia, the city that is perhaps the most unique of all at the bottom of our planet; populated at first by convicts from a penal colony Driving an hour from Ushuaia, we entered the Parque Nacional Tierra del Fuego. Tierra del Fuego translated means " land of fire."

Continued on page-6

This area has spongy moss oozing cold water as we pass through thorny bushes,



6.



7.



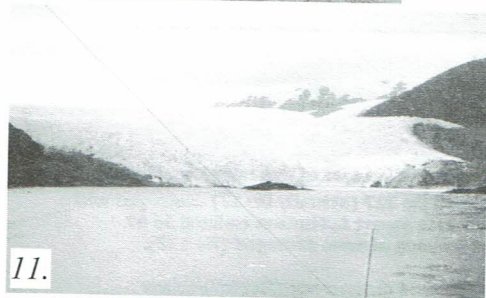
8.



9.



10.



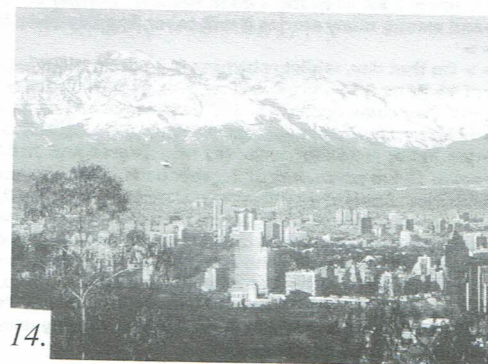
11.



13.



12.



14.

shrubs and trees that have grown bent to 45 degrees in shape due to the prevailing winds. This is a haunting, beautiful place, { see # 8}.

We are once again at sea, on our way to Punta Arenas, Chile.

Punta Arenas and Ushuaia both vie for the title: "City at the End of the World," Punta Arenas has a population of 100,000 people of all classes; aristocracy and sailors huddled in warm coats and caps, sitting in waterfront bars ~ drinking pisco and whisky~ taking refuge from the bitter wind. They have up to 20 hours of sun in this summer weather. December, January, February and March is summer,

The temperature s are moderate, but rain can make it seem like a gloomy, frontier town. On the City Tour we had a panoramic view from La Cruz Hill of the Straits of Magellan with Tierra del Fuego in the far background, {see # 9}. The pioneer families took great pride in their cemeteries and mausoleums.

We went as a group to an Estancia, Rio los Cieros, for a lamb barbecue lunch and the owner and his wife did folkloric dancing for us ~ after which they asked us to join them, which I did, { see # 10}. More penguin colonies in this area too. Boarding the ship, we were soon on our way to Chacabuco! On the way we saw breathtaking falls and glaciers, { see # 11}. We spent only a short time here~ a quiet town~ commercial fishing area and salmon farming. Back on board, ship, we enjoyed all the activities offered ~ floor shows every evening, I even celebrated my birthday at sea sipping champagne, sent by a friend ~ Dinner with friends { see # 12}. We were now on our way to Puerto Montt, a city of 84,195. I remembered it well when my husband, Leonard, was Asst. Air Attache in Santiago during the fifties. We fished and vacationed there whenever we could get away! Mount Osorno is the dominant, snow capped volcano in the background next to Lake Llanquihue! A truly breathtaking area {see # 13}. Many Germans relocated in this area after WWII and built magnificent homes by this beautiful lake. Our Uniworld Group ladies had a delightful lunch at their Yacht Club overlooking the lake. Puerto Montt and the country of Uruguay are my favorite places in this region. Hand sanitation dispensers were placed at the gangway as we reboarded the ship. They're used also when you entered the restaurant areas.. This helped to stop viruses!

We next set sail for Valparaiso, where we will disembark. On our last evening aboard ship, our Uniworld guide, Gray, had a lovely cocktail party at the "Top of the Crown" for us before going to dinner. Sunday A.M. ~ bright and early, we left the ship; boarded a bus that gave us a brief tour of Valparaiso, a hilly city, then to a casino a short distance away. We then drove on to Santiago, stopping for a quick lunch en route; continuing on to the Sheraton Hotel for a 2-day stay. Dinner at a nice restaurant and a great floorshow, which reminded me of the Hawaiian Hulas. City tour of Santaige the next morning ~ saw a majestic view of the Andes and Santiago from Santa Lucia Hill { see # 14}

I had hoped to see the house that we called home many years ago, but the street names had been changed so it was not possible. The city had tripled in size. This was a nostalgic trip for me! To those with a sense of travel and adventure in their soul, I highly suggest taking this beautiful trip!

Blythe Pratt

From Glendor "Mac" McAdams 97th

This excellent message applies **ABSOLUTELY** to all of us who send e-mails.

please read the short letter below.

Do you really know how to forward e-mails? 50% of us do, 50% DO NOT.

Do you wonder why you get viruses or junk mail? Do you hate it? Every time you forward an e-mail there is information left over from the people who got the message before you, namely their e-mail addresses & names. As the messages get forwarded along, the list of addresses builds, and builds, and builds, and all it takes is for some poor sap to get a virus, and his or her computer can send that virus to every E-mail address that has come across his computer. Or, someone can take all of those addresses and sell them or send junk mail to them in the hopes that you will go to the site and he will make five cents for each hit. That's right, all of that inconvenience over a nickel! How do you stop it? Well, there are two easy steps:

(1) When you forward an e-mail, DELETE all of the other addresses that appear in the body of the message (at the top). That's right, DELETE them. Highlight them and delete them, backspace them, cut them, whatever it is you know how to do. It only takes a second. You MUST click the "Forward" button first and then you will have full editing capabilities against the body and headers of the message. If you don't click on "Forward" first, you won't be able to edit the message at all.

(2) Whenever you send an e-mail to more than one person, do NOT use the To: or Cc: columns for adding e-mail address. Always use the BCC: (blind carbon copy) column for listing the e-mail addresses. This is the way that people you send to only see their own e-mail address. If you don't see your BCC: option click on where it says To: and your address list will appear. Highlight the address and choose BCC: and that's it, it's that easy. When you send to BCC: your message will automatically say "Undisclosed Recipients in the "TO:" field of the people who receive it.

(3) Remove any "FW:" in the subject line. You can re-name the subject if you wish or even fix spelling.

(4) ALWAYS hit your Forward button from the actual e-mail you're reading. Ever get those e-mails that you have to open 10 pages to read the one page with the information on it? By Forwarding from the actual page you wish someone to view, you stop them from having to open many e-mails just to see what you sent.

Have you ever gotten an email that is a petition? It states a position and asks you to add your name and address and to forward it to 10 or 15 people or your entire address book. The email can be forwarded on and on and can collect thousands of names and email addresses. A FACT: The completed petition is actually worth a couple of bucks to a professional spammer because of the wealth of valid names and email addresses contained therein. If you want to support the petition, send it as your own personal letter to the intended recipient. Your position may carry more weight as a personal letter than a laundry list of names and email address on a petition.

So please, in the future, let's stop the junk mail and the viruses.

From Boris Ciglic, historian, to Terry Massick 95H

>----- Original Message -----

>From: <ciglic@yubc.net>

>To: <comments@82ndfightergroup.com>

>Sent: Sunday, October 16, 2005 1:34 PM

>Subject: Question about 23 April 1944 raid

>

>

>> Dear Sirs,

>>

>> first I would like to congratulate you on excellent web site you are maintaining and the quality of material you are posting there. My name is Boris Ciglic and I am aviation historian from Belgrade, Serbia. At the moment I am finishing a book entitled "Dornier Do 17 - The Yugoslav Story" and among many stories it will cover, is an episode from 23 April 1944.

>>

>> On that day, whilst returning from escort to Wiener Neustadt, six P 38's of 95th sq 82nd FG dropped low over deck in direction of Zagreb. Near the city they came upon an Fi 156 ambulance and some Ju 87's. Fi 156 was shot down by 1/Lt Julian G. Demers, while 1/Lt Cornelius M. Dilauro accounted for one Ju 87; Fi 156 force-landed near Zagreb and Ju 87 near Bistra village, some 15 km northwest of Zagreb, both Ju 87 crewmembers were wounded. Additional pair of Ju 87's was claimed damaged by 2/Lt Harlon J. Conger and 1/Lt Putler, although their claims remained unconfirmed. Few moments later, at approx. 13.00 local time they hit Lucko airfield, whose defenses failed to react, not recognizing the attackers as hostile. American pilots destroyed single Do 172 and Hs 126 of NAST Kroatien, an Ca 314 of NSGr.7, an JuW 34, and an belly-landed Croat AF Do 17E 0301. One of three Bf 109G-6 of I./JG 77 which have just landed to refuel was slightly damaged and two Croat legionnaires were wounded.

American pilots underestimated success of their strafing, filling only three claims: 1/Lt Demers claimed Do 217 (actually Do 17) destroyed while either 2/Lt Harlon J. Conger or 2/Lt Stuart A. Munson claimed Ju 87 (certainly JuW 34) flamed and training biplane damaged (Hs 126).

> It were the documents that I found on your site that helped me considerably to match the american claims with actual German and Croat documents for that event. There are just several details unclear to me:

> Could you tell me the full name of Lt. Putler? Was he 1st/Lt or 2nd/Lt?

> The 95th Fighter Squadron monthly summary for April 1944 (<http://www.82ndfightergroup.com/95monthlySumApr44.htm>) placed on your site is conflicting about who the second successful strafing pilot was. In the overall monthly overview at the beginning, the document says it was 2/Lt Harlon J. Conger who set fire to an Ju 87 on the ground and damaged an training biplane. However, on the following page, under the 23. this feat was attributed to 2/Lt Stuart A. Munson. Who was it?

> I would appreciate very much if you have answers to my questions.

> If I could be of some help please let me know.

> With best regards,
> Boris Ciglic



In front of my tent at Poltava,
Russia, July 20th 1944
Destroyed hangar in the
Background. —
Stumpy

TO RUSSIA NOT WITH LOVE

WE LEFT FOGGIA WITH FIVE OFFICERS, THIRTY SEVEN ENLISTED MEN, AND STUMPY THE LOOK-IT-ER REP WITH SECRET ORDERS IN SEVERAL C-47s ALONG WITH THE PEOPLE WE HAD A LOT OF SPARE PARTS INCLUDING SOME SPARE ENGINES. WE LANDED AT BENGAZI IN LYBIA TO REFUEL WHICH GOT US TO CAIRO. ON THE WAY TO CAIRO YOU COULD TELL THERE HAD BEEN A WAR IN THE AREA, NUMEROUS DISTROYED TANKS AND TRUCKS COULD BE SEEN.

WE RON'D IN CAIRO (PAYNE FIELD), AND THE NEXT MORNING WE GOT ON C46s, AND ON TO TEHERAN ENROUTE WE COULD SEE BETHLEHEM, JERUSELEM AND "WHERE THE WALLS CAME TUMBLING DOWN" WE FOLLOWED A PIPELINE FOR MILES, AT TEHERAN WE FOUND THAT THE RUSSIANS HAD A QUOTA ON HOW MANY PEOPLE FROM THE USA COULD ENTER, AS A RESULT, THREE OFFICERS PRECEDED THE REST OF US. I RECALL THAT SIX OF US WENT TO DINNER IN TEHERAN, AND THE BILL CAME TO ABOUT NINE DOLLARS EACH, WHICH WAS HIGH FOR 1944. WE DID SOME SIGHT-SEEING, AND LOTS OF NOTHING. WE WAITED NINE DAYS IN TEHERAN, AND FINALLY BOARDED A COUPLE OF C-46s AND LEFT FOR POLTAVA RUSSIA. WE WENT WEST FOR A WHILE THEN NORTHWEST. WE HAD A RUSSIAN RADIO OPERATOR AND A RUSSIAN NAVIGATER

Continued on page 9

WHO GOT THE PILOT TO PUT ON THE AUTO-PILOT AND HE STEERED THE AIRPLANE AFTER WE GOT OVER RUSSIAN TERRITORY.

WE CROSSED THE MOUNTAINS NORTH WEST OF THERAW AT A BIT OVER 12,000'. I WAS SITTING BACK BY THE DOOR TALKING TO ONE OF OUR PEOPLE. WHEN I FELT SOME VIBRATION, AND WENT FORWARD TO FIND THE LEFT ENGINE WAS RUNNING PRETTY GOOD, THE PLANE CREW CHIEF WAS FILLING OUT THE FORM ONE, AND I SUGGEST^{ED} HE ADVISE THE PILOT, BECAUSE I KNEW THE C46 LOADED WAS A SORRY SINGLE ENGINE PLANE. WE HAD FIFTY MILES OR SO OF MOUNTAINS, AND I WAS CONCERNED ABOUT THAT ENGINE QUITTING WHICH WOULD HAVE GOTTER US DOWN IN SOME CANYON. WHEN WE WERE PAST THE MOUNTAIN WE DROPPED DOWN TO A LOWER ALTITUDE AND THE ENGINE SMOOTHED OUT INDICATING WE HAD AN ALTITUDE IGNITION LEAK PROBABLY IN A F MAGNETO. WE ALSO HAD AN OIL LEAK IN THE RIGHT ENGINE.

WE LANDED AT ROSTOV, AND THE CREW CHIEF GOT ON THE OIL LEAK, AND WE ATE BORSCH WHICH I CAN TAKE OR LEAVE.

WE ALL GOT BACK ON THE C46s AND OUR PILOT GOT ON LAST. A RUSSIAN MAJOR STUCK HIS HEAD IN AND SAID "MOSCOW SAYS YOU CANT LEAVE YET," THE PILOT REPLIED "TO HELL WITH MOSCOW, I HAVE

TO GET THESE PEOPLE TO THEIR DESTINATION. A LT COL SITTING ACROSS FROM ME SAID "LT IF YOU'RE GOING, I'M GETTING OFF." "WHATSA MATTER COL. YOU AFRAID TO FLY WITH ME?" "NO, BUT IF MOSCOW SAYS YOU CAN'T GO, AND YOU GO, THEY'LL SHOOT YOU DOWN." SOOOO WE HAD TO WAIT FOR A GREEN LIGHT FROM JOE.

WE FINALLY LEFT AND THAT RUSSIAN NAVIGATOR FLEW A ZIGZAG COURSE, AND FROM ROSTOV TO POLTAVA AT ABOUT 600 FT WE SAW ONE FARMHOUSE.

THE KIDS HAVE THE WORD

ONE OF OUR PLANES COMING FROM FOGGIA TO POLTAVA HAD SOME BATTLE DAMAGE AND THE PILOT BELLED IN ON SOME FARM, BUT WE DIDN'T KNOW WHERE. JOE WOLFE, A MAJOR AND OUR GROUP MAINTENANCE & MATERIEL OFFICER, A RUSSIAN MAJOR AND I SET OUT TO FIND THIS WOUNDED P-38. WE DROVE ALL OVER THE AREA, EVEN CLIMBED A WELL DERRICK TO NO AVAIL. THERE WAS A BIG GI. TRAILER WAITING FOR US IN POLTAVA, AND WE COULDN'T FIND THE PLANE. I SAW A BOY IN POLTAVA NEAR THE TRAILER, AND I HAD A HUNCH THAT KID MIGHT KNOW WHERE THE P-38 WAS. I HAD A SILVER ID BRACELET WITH A LITTLE P-38 SILVER SOLDERED ON IT. I POINTED TO THE P-38 ON MY BRACELET, AND WITH MY HAND SLIDING ON THE

GROUND LIKE A PLANE LANDING. WELL THAT LITTLE GUY'S EYES LIT UP AND HE SAID "DA! DA!" AND POINTED. WE PUT HIM IN THE CAB AND HE TOOK US RIGHT TO THE PLANE

THEY'RE NOT ALL BAD

AFTER THE LITTLE RUSSIAN BOY TOOK US TO THE AIRPLANE, ANOTHER FELLOW AND I WERE THIRSTY ~~AND~~ ^{SO} SEEING A FARM HOUSE NEARBY, WE WENT TO SEE IF WE COULD GET A DRINK OF WATER. THERE WAS A WELL IN THE FRONT YARD, AND BY SIGN LANGUAGE ASKED IF WE COULD HAVE A DRINK. THE MAN MOTIONED FOR US TO DRAW SOME FROM THE WELL, SO WE GOT A DRINK AND THANKED HIM. HE THEN MOTIONED FOR US TO PICK AND EAT SOME CHERRIES FROM A TREE NEARBY, SO WE HAD SOME. SOON THE MAN'S WIFE AND A YOUNG WOMAN APPEARED. THEY HAD A PICTURE ALBUM WHICH THEY SHOWED US. THE SON WAS KILLED IN THE WAR AND THE YOUNG WOMAN WAS THE WIDOW. SHE LED US AROUND THE HOUSE AND SHOWED US A GRAVE WHERE HER BABY WAS BURIED. THEY HAD A VERY LARGE GARDEN IN THE BACK. WE STARTED TO GO AND THEY INVITED US TO EAT WITH THEM, BUT I TOLD MY BUDDY LETS GO THESE PEOPLE CANT BE HAVING AN EASY TIME OF IT, SO WE THANKED THEM AND LEFT.

Washington D.C. 82nd Ftr. Grp. Assn. Reunion Sept. 6-9, 2006

D.C. Host Monty Powers remarks:

I have always thought that a 82nd Reunion should sometime be held at Washington D.C. The AAA Tour Book shows about 150 museums, monuments and national treasures in Washington D.C. Almost fifty of them are marked 'GEMS' which suggests they are most important places to tour!

In Aug. 2004 Margaret and I flew into Washington-Dulles Airport for a 3-night weekend to test the possibilities of an 82nd Reunion there. We took over 100 digital snap shots and visited 'Air & Space Museum at Dulles' as well the same downtown a block from the Capitol...and we examined the new WW II National Memorial and the Lincoln Memorial & Washington Memorial on the National Mall.

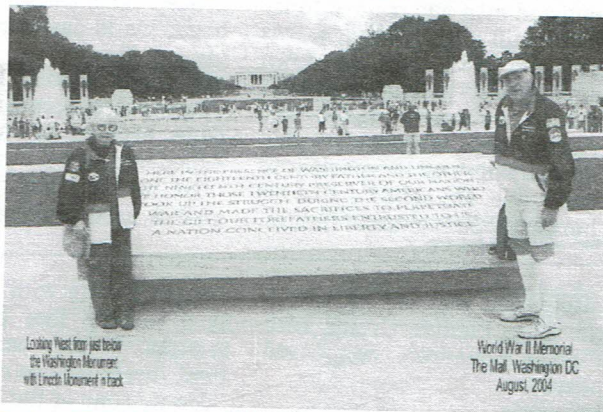
Now, we have found all that we need for our 82nd Assn. Reunion at D.C. on Sept. 6-9, 2006 is falling neatly in place. We have an EXCELLENT HOTEL at a reasonable rate within a couple of city blocks of the DULLES terminal allowing for a courtesy pickup by the hotel van. The Gray Line will take us on a narrated city tour of D.C. and of Mt. Vernon with pickup and drop off at the Hotel. A 24 -piece band will provide dance music in the "Glenn Miller" style for our banquet-dance and even a concert another evening. Members of the band are of the Maryland Civil Air Patrol dressed in WW II khaki's! Each 82nd member whom I have asked has willingly taken a D.C. reunion job.

Our members have varying exposure to the sights of WASHINGTON D.C. as some of us have never ever been to D.C. and others come frequently. But we will all be pleased to have come to our 82nd Grp. Assn. Reunion at D.C. Sept 6-9, 2006. Please send in your intent form.

These are some of the snapshots from a Washington D.C. Visit



World War II Memorial
Washington DC, August 2004



Looking West from just below
the Washington Monument
with Lincoln Monument in back

World War II Memorial
The Mall, Washington DC
August 2004

NATIONAL WORLD WAR II MEMORIAL, 2004, on the National Mall between Lincoln and Washington Monuments



Looking back at the par four 16th hole, you'll soak in the incredible scenery that's all around.

NEWS FOR GOLFERS !

Will Hattendorf reports that the search for a fine Reunion golf course has been successful. The Virginia National Golf Club ~ results have not as yet been finalized, but it's almost certain that it will be our final choice. The photo gives us a glimpse of this beautiful course. After sinking the final putt, you probably won't want to leave Virginia National, but the course designer, Cliff Boyd describes it best: " Even if you don't play well, when you come here , you will be able to escape from the world for a few hours and visit one of the most beautiful spots on earth."

hp

Albuquerque Journal, Friday, February 24, 2006 D6

Flying Ace Walked Away From Prison Camp

WWII Hero Hiked Through Minefield

By PATRICIA SULLIVAN
The Washington Post

Claude R. Kinsey Jr., 86, a "flying sergeant" who became one of the earliest U.S. aces of World War II and who escaped a prisoner-of-war camp by walking 100 miles through Italy across German lines, died Feb. 4 of cancer in Springfield, Va.

Lt. Col. Kinsey, who entered the Army Air Forces as an enlisted man and trained to fly while still a buck private, was credited with shooting down seven enemy planes over North Africa between Jan. 29 and April 5, 1943, when he was shot down by his own inexperienced wing man. He bailed out of his burning P-38 Lightning fighter,

landing in three feet of water near Tunis, Algeria, blinded from swollen eyes and temporarily paralyzed below the waist. He was captured by residents who turned him over to the Italian military.

The 23-year-old second lieutenant, after recovering from severe burns, ended up in a large POW camp near Chieti, Italy, where he stayed until the end of September 1943, when the Italian guards fled and were replaced by Germans. The Germans moved the prisoners to a camp near Sulmona, Italy, where, on the first night, the young pilot slipped out, evaded machine gun fire and began his 30-day start-and-stop escape down the Apennine Mountains toward Bari, near Campobasso, according to a 40-page excerpt of his unpublished biography.

He hid in a hut that prison guards used to store tools. He

traded three days' labor in an Italian family's vineyard for food, shelter and peasant clothes, including shoes that were two sizes too big. Trying to avoid towns, he hiked a mile and a half through a pitch-black train tunnel that was big enough only for a train. Days later, he came down with severe diarrhea and was taken in by a shepherd who nursed him back to health, and whose cloak he used for warmth and disguise as he resumed his journey. He shared a meal with Gypsies and twice dodged German patrols.

When he found the front lines, he had lost 35 pounds from his 150-pound frame. Avoiding live artillery emplacements, he walked through what he later learned was a German minefield, then crossed paths with a squad of Canadian soldiers, who took him to their headquarters. He

discovered that his own unit, the 82nd Fighter Group, 96th Fighter Squadron, was based nearby.

In his absence, Kinsey had earned a promotion to first lieutenant. His commander offered him a choice of the Distinguished Service Cross or the Distinguished Flying Cross and, unaware of the higher prestige of the former, he opted for the latter award.

Back in his home town of Aurora, Ill., by Thanksgiving 1943, Kinsey was celebrated for his exploits. He was already well known from his high school days, when he set state track records and was the all-state quarterback for the football team. He also lettered in basketball and golf. He went to the University of Montana on an athletic scholarship in 1939 but returned after a few weeks because of homesickness. He

worked briefly with his father at a factory that built road graders before enlisting in 1940, just before he turned 20.

He was one of the handful of enlisted men who were allowed to undergo flight training the year before the United States entered World War II. He was in the first class of "flying sergeants" who expected to pilot noncombat missions. But after Pearl Harbor, the shortage of qualified pilots resulted in the group being trained to fly the new twin-boomed Lockheed P-38 fighters.

After his return to the States, Kinsey was told by Pentagon officials that, since the Italians were now allies, he should not write a book or go public with details of his time in the prison camp. When reporters for the Chicago Tribune said they wanted to write a weeklong serial of his exploits, he told them to first get clearance from the

War Department. The government refused, and military officials threatened him with a court-martial, then put a statement in his service record. That statement, Col. Kinsey later believed, cost him promotions for nine years.

The Army Air Forces sent him on a tour of the nation as a war hero to promote the sale of war bonds. He spent the remainder of the war as a P-38 combat instruction pilot. He also taught men how to refuel aircraft. By the time he became a captain, he had transferred to the Strategic Air Command, for which he flew B-47 Stratojet bombers, some of them loaded with nuclear weapons. He retired in 1965 as a squadron commander.

In addition to the Distinguished Flying Cross, his military awards included a Purple Heart and nine awards of the Air Medal.

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Changes since the last newsletter

	*	*	*	*
Barnhart			new listing	95th
Bowers			deleted	95th
Cappo			deleted	95th
Carper			deleted	95th
Eckermann			new listing	97th
Ellison, A.			address change	97th
Gadbury			address change	96H
Gangel			address change	95H
Hanley			new listing	97th
Heller			deleted	96th
Isaacson			address change	96th
Kidder			address change	95th
Lortz			deleted	95H
Massick			Address change	95th
Mauch			deleted	95th
Medley			new listing	95th
Nickle			deleted	xxa
Oliver			deleted	95th
Pratt			deleted	97H
Raymond			new listing	95th
Rockey			address change	95H
Scheckwitz			address change	95th
Strozier			deleted	96th
Tilley			Address Change	97th
Walling			Address change	96H
