

82ND FIGHTER GROUP ASSOCIATION



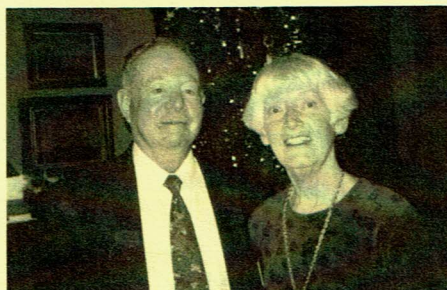
NEWSLETTER

JUNE 30, 2011

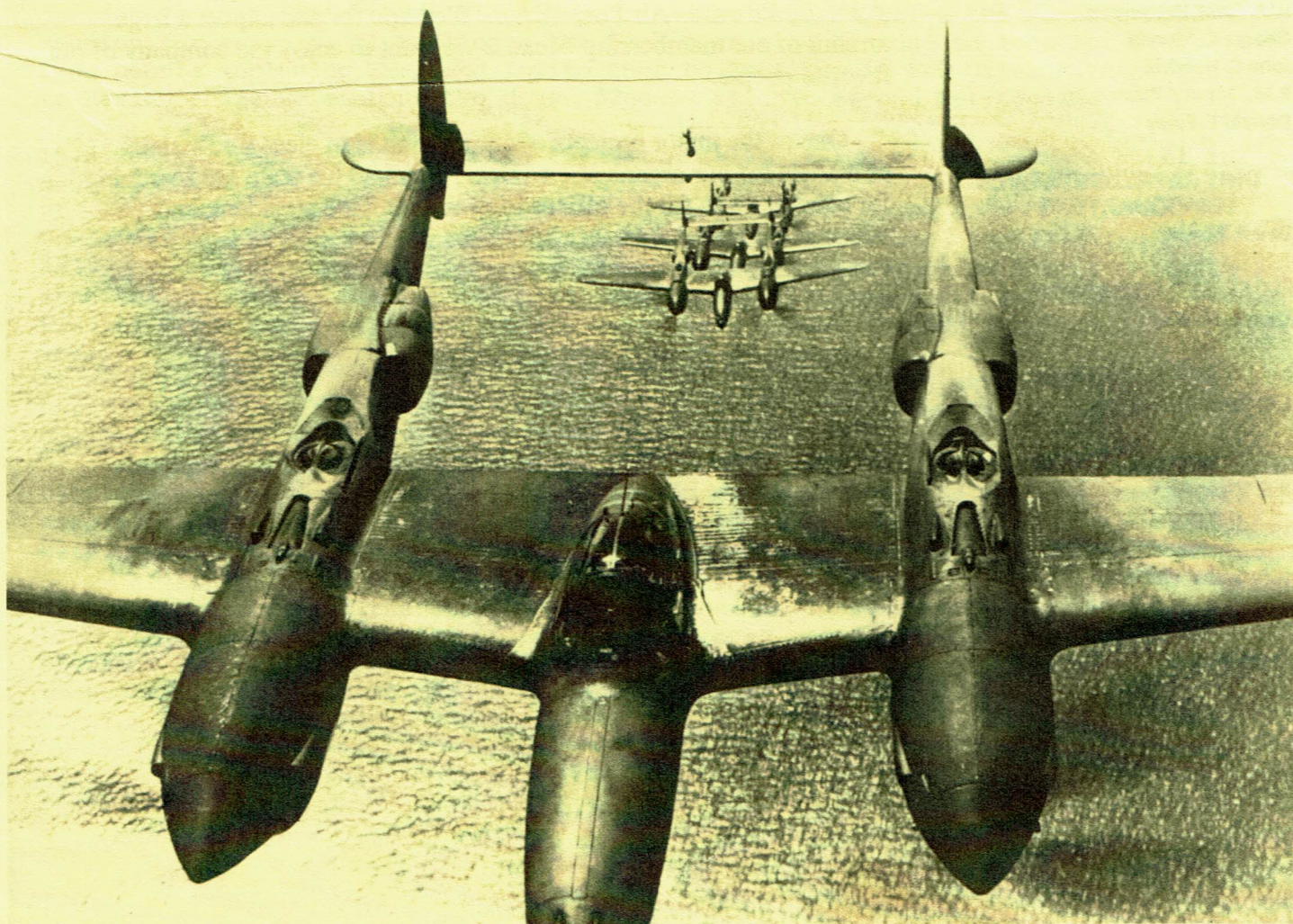
ISSUE 82

SPECIAL IN THIS ISSUE:

Special Secretary and Treasurer Report
PALM SPRINGS REUNION preview - Sept 28 - 01 Oct
Registration Form for the Palm Springs Reunion
Birth and Nurture of the 82nd FGA.
Complete view of the P-38 cockpit

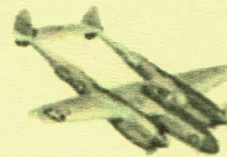
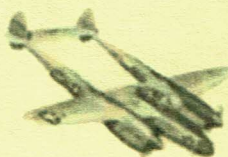


*82nd FG President and 1st Lady
John and Frances Kane*





82ND FIGHTER GROUP ASSOCIATION



EXECUTIVE BOARD OFFICERS

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VICE PRESIDENT

R.E. 'Dick' Ostronik

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John Netzer Parlman

SECRETARY/ROSTER

Judy Parlman

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95TH SQUADRON

Olen L. Medley

96TH SQUADRON

L.C. 'Lute' Thompson

97TH SQUADRON

R.E. 'Dick' Gadbury

NEWSLETTER

H.P. 'Hank' Phillips

WEBMASTER

Terry Massick

The President's Page

A warm hello to each of the members of the 82nd Fighter Group Association,

All these blue skies and sunny days are just what we need to enjoy the season.

Events are happening in our organization. Bill Bluerock and his team have planned an interesting reunion for us in Palm Springs, California. It should be noted that the 82nd Fighter Group was formed at nearby Edwards Air Force Base. We hope for and expect a large turnout of our membership because we want to enjoy the company of our favorite people.

One of the major projects of our reunion is to elect a new slate of leaders for our organization. Don Foley and his team are searching for candidates to fill the offices of president, vice president, and editor of the newsletter. We have used up our supply of legacy candidates and it is time for the next generation to show us what they can do. Please step forward.

Because of an effective piece of work by John and Judy Parlman, I believe that we have resolved the questions concerning our tax free status. John informs me that we may have to "tweak" our by-laws at the next general meeting, but he believes that we are in compliance with the folks at IRS.

Stay well, happy and proud. Let's meet at Palm Springs.

John Kane

The Secretary's Corner

Judy Parlman

In my quest for information on the early days of the 82nd FGA, I received a nice note from Ted Papermaster, 96th, who recently celebrated his 97th birthday. He suggested I look into the history of the later years of Colonel C.T. "Curly" Edwinson. He was in command during the controversial incident in Yugoslavia in November, 1944, in which American pilots mistakenly fired on a Russian convoy and shot down four Soviet Yaks. Since a Russian general was killed in the incident, the Russians demanded the same for Edwinson, who was quickly and quietly reassigned to a base outside Europe. "Curly" commanded various fighter groups and returned to the United States in June 1949 where he commanded several Air Force groups and was promoted to brigadier general in December, 1953. His last assignment was commander of the Air Force's Squadron Officer School. In 1961, he retired from active duty to Austin, Texas. He died on June 10, 1985, and is buried in the Fort Sam Houston National Cemetery. Hank Philips mentioned Curly attended one reunion, Denver, 1984.

Monty Powers sent John and me 2 boxes containing 7 overstuffed binders of FGA newsletters. This is a treasure of newsletters, meeting minutes and correspondences starting with Newsletter #7 (March 1987). Thank you, Monty. I am declaring you the official 82nd FGA archivist. In browsing the material I found this concise history of the Association in Newsletter #16 (March 1990) written by Dick Lingenfelter.

T H E B I R T H & N U R T U R E **of the** **82nd Fighter Group Association**

Though it was a while before it was called such, our Association got its start during a meeting of the Fighter Aces Association at Harlingen, Texas in 1976.

It appears that, through the efforts of Harley Vaughn and Wayne Jorda, the group decided to meet again the following year in New Orleans using the Fighter Aces Reunion for support. At Harlingen the 82nd Aces also decided to look for other 82nd people including EMs, and invite them to join the in New Orleans. According to Harley there were about two dozen 82nders at that second get-together.

1978 was a repeat of '77 with the Fighter Aces again and at the Ostness Hotel in New Orleans.

There was one giant step for Harley Vaughn and one great leap for 82ndkind in 1979 when Harley went away out on a limb and invited everyone to Corpus Christi - sans the support of the Fighter Aces. Harley said 75 turned out and the 82nd Fighter Group Association was on its way - even though it hadn't pulled its wheels up yet (that would take another couple of years). It appears 1980 was a dark year - for reasons unknown and if anyone can furnish hard evidence of a date and a location we will so acknowledge in the next newsletter.

Reunions resumed in Corpus Christi in 1981 and it was then the members decided to associate formally and Bill Holeman volunteered to draw up a set of By-Laws which were somewhat patterned after those used by the 1st FG Association.

George Simpson hosted the Orlando, Florida Reunion in 1982 and it was at that time the By-Laws prepared by Holeman were adopted and a slate of Officers elected. The Officers were: Harley Vaughn, Pres.; Ralph Embrey, Vice Pres.; Jerry Loewenberg, Sec. - Treas. Squadron Reps were also elected.

Cont. next page:

The 82nd Association was back in Corpus for the 1983 Reunion. It was in Denver, in '84, San Antonio in '85, in Atlanta in '86, in Boise in '87, in Dayton in '88 and took that great cruise on the Queen in '89.

In Denver in '84, Paul Jorgensen volunteered to begin a Newsletter for the Association and that really solidified all the great work done previously by Harley Vaughn, Wayne Jorda, Bill Holeman, Ralph Embrey and several others to make our Association the great organization it is today. - RL

I spoke today with Olen Medley who attended the first official 82nd FGA reunion in Corpus Christi, 1979, and has been at every reunion since. I would love to hear of others with the same incredible history. In chatting, Olen told me of his pre-war days when he attended a civilian mechanic school in 1941 as part of the 27th and continued on to Mines Field, CA, in 1942 as a member of the 1st Pursuit Group, later changed to the 27th Pursuit Squadron. While most of his groups were sent overseas, Olen remained behind and was transferred to the 82nd Fighter Group, 95th Fighter Squadron. His dad passed away and Olen had a 20-day leave to attend his funeral. Upon his return, the group was packed up and ready to go overseas. Again, Olen stayed home to help build up the 95th and he stayed with the group until the end of the war in 1945.

Treasurer's Report John Parlman

Account Balances (as of 5/31/2011):

Operating Account	\$5,877.58
Reunion Account	\$2,494.58
Memorial Account	\$1,093.00

Dues

Check the upper right corner of the newsletter mailing label for your dues status. 'C' = paid for current year. 'D' = not paid. The number after the D or C indicates the amount paid or due. Those who receive the electronic version of the newsletter have the notice in the body of the email.

Sustaining and Life Members

A sustaining member recently wrote that it appeared the Life Membership didn't seem to count for anything anymore. The Association's revenues are primarily from dues and as you can see from the operating account above, we have very limited funds. The memorial and reunion accounts are flow-through. About five years ago the membership voted to ask life members to *voluntarily* pay \$20 annually for the continued support of the 82nd. For those of you who do, it is so very much appreciated.

Donations

The 82nd FGA Memorial project is in the early research stage so no financial projections are available at this time. Still, we need to build up the fund to cover design and build expenses as the project continues. More complete information will be available at the reunion and subsequent newsletter.

Tax Exempt Status

On the recent advice of a non-profit consultant who confirmed with the non-profit section of the IRS, the 82nd FGA continues to be a 501(c) 19 Veterans Organization. **Donations and dues are tax deductible.**

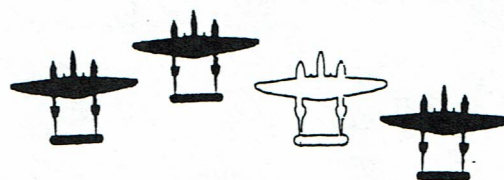
Regarding Robert Adams
2-2-1923 to 2-5-2011

It is with great sadness I write about the passing away of Robert Adams after years of illness due to Alzheimer's, Parkinson and blinded by macular degeneration.

We enjoyed attending the reunions and he was always eager to discuss his time in the Air Force, 82nd Fighter Group, 95th Squadron.

He was a caring, quite man and made the family proud of him. He is truly missed by his wife, Vysta; daughter, Becky McMahon; son, Ken; and many other family members and friends.

FLY BY of HONOR



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

**	**	**	**	**	**	**
Joseph Landsteiner	04 Sep.,10	95 th				
Robert R. Pflueger	19 Oct.,10	97 th				
Raquel Buckles (John A.)	24 Jan.,11	96 th				
Melvin E. Mullin	10 Feb.,11	95 th				
Robert B. Adams	02 May, 11	95 th				
John M. Cox	03 May.,11	96 th				



Melvin Earl Mullin

July 31, 1919 — Feb. 10, 2011

Melvin Earl Mullin, 91, went to be with his Lord and Savior at 8:10 p.m. Thursday, Feb. 10, 2011, in Rolling Meadows Healthcare, LaFontaine.

He was the son of the late Earl and Nora (McConnell) Mullin.

Melvin was born in Bartlesville, Okla., on July 31, 1919. He married Violet Smithley on June 22, 1952, and she survives.

Melvin worked as a welder at Dana Corp. for 30 years before retiring in 1982. He was a veteran of the Army Air

Corps, serving from 1941 to 1945. He was the assistant director for Meals on Wheels in Marion and was a member of the Dana Sympathy Club. Melvin attended Healing Heart Church of God with his wife for many years.

He was a great dad and wonderful family man. Melvin was always helpful and giving.

Survivors include his wife, Violet, Marion; a son, Brent Earl (Regina) Mullin, Murfreesboro, Tenn.; and numerous nieces and nephews.

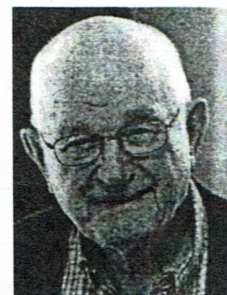
He was preceded in death

by a sister, Marion Dudley; and a brother, Cordia "Gene" Mullin.

Services are at 11 a.m. Monday in Needham-Storey-Wampner Funeral Service North Chapel, 1341 N. Baldwin Ave., with the Revs. Tom Edwards and Delmar Fenwick officiating. Burial is in Gardens of Memory, Huntington County.

Visitation is from 2 to 6 p.m. on Sunday in the funeral home.

Online condolences may be made at www.nswcares.com.



Joseph "Joe" Landsteiner

Joseph "Joe" Landsteiner, 91, of New Ulm died Saturday, September 4, 2010 at the Oak Hills Living Center in New Ulm.

Mass of Christian Burial will be 10:30 AM Tuesday, September 7, 2010 at the Cathedral of the Holy Trinity in New Ulm with Monsignor John A. Richter celebrating the Mass. Burial will follow in the New Ulm Catholic Cemetery with full military honors being conducted by the New Ulm Area Comrades of Valor Honor Guard.

Joe is survived by his wife, Marie Landsteiner of New Ulm; his children and their spouses, Judie Landsteiner and special friend Jim Mastroddi of St. Paul, Paul and Jeanette Landsteiner of New Ulm, Dianne and Thomas Franta of New Ulm, Mary and Greg Kohlhof of New Ulm, Rita and Robert Peichel of Cambridge, Ruth Landsteiner and special friend Larry Gollhofer of Faribault, Deborah Simonet and Dean Sorem of Hudson, Wisconsin,

Joseph John Landsteiner was born May 10, 1919 in Milford Township, Brown County to John F. and Ottilia (Hillesheim) Landsteiner. He attended Holy Trinity Grade School in New Ulm. Joe served in the United States Army Air Corp during WWII from 1941 to 1945 in Africa and Italy. He was united in marriage to Marie Windschitt on June 5, 1946 at the Holy Trinity Catholic Church in New Ulm. After marriage they farmed in Milford Township, Brown County until his retirement at age 65. He stayed active helping with farm work. He also owned and operated a meat locker on the farm and sold Trojan Seeds.

Joe enjoyed hunting, fishing, flying airplanes, card playing and playing the mandolin. He was a member of the Cathedral of the Holy Trinity, Cathedral Funeral Choir, St. Joseph's Catholic Aid Council, Seifert-Bianchi American Legion Post #132 in New Ulm, Lost Dog and Fox Hunters Club where he acted as secretary and treasurer and a past board member of the New Ulm Rural Telephone Company and the New Ulm Farmers Elevator.

Dear Mr. Parlman,
I am enclosing a notice about the loss of one of the members of the 82nd Fighter Group, 95th Squadron.
Thank you for publishing it in the next newsletter

Sincerely,
Vysta Adams

Ted Papermaster
3815 Joppa Avenue South
St. Louis Park, Minnesota 55416

4/14/2011
Thursday

Dear John + Judy,

Sorry about the address screw-up.
Enclosed is check for dues.

Judy, in your historical efforts
try to find out what happened to
Col. Edwenson after he was married
following the infamous strafing of a
Russian Convoy in Yugoslavia in Nov. 1944

I just had my 97th Birthday
and have been home bound the past year
Not many of my contemporaries still around.

The Editor apologizes !!

.....
Readers will recall that our March, Issue
listed 17 photos of 82nd FGA members of
Fighter Class 44-C from Williams Field
Arizona. There should have been 19 photos!
Your Editor overlooked the two gentlemen
below -- inexcusable!

Both excused the oversight gracefully as
expected of an 82nd member.

The least I can do however, is to include the
missing photos in this issue. You will find
their names on page 8.

hp

Sincerely

Ted Papermaster



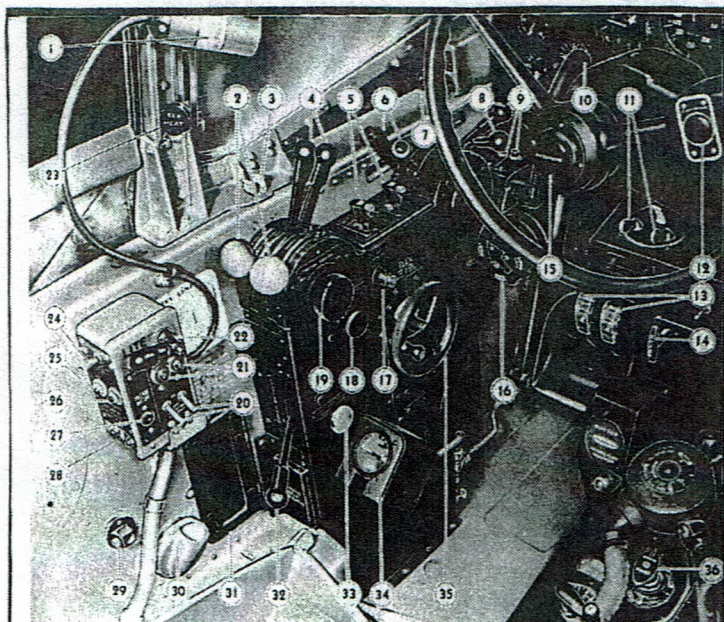
San Ysidro, Calif.



Moscow, Idaho

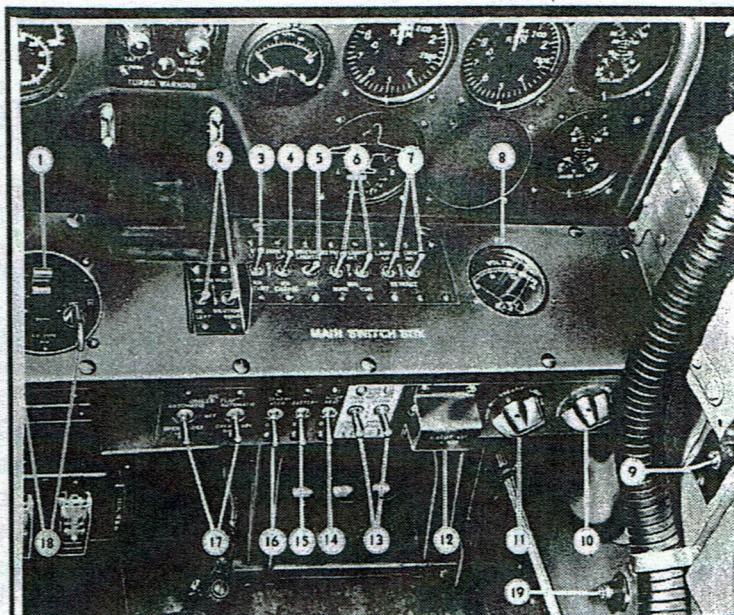


FOUR COCKPIT VIEWS



COCKPIT—LEFT-HAND SIDE

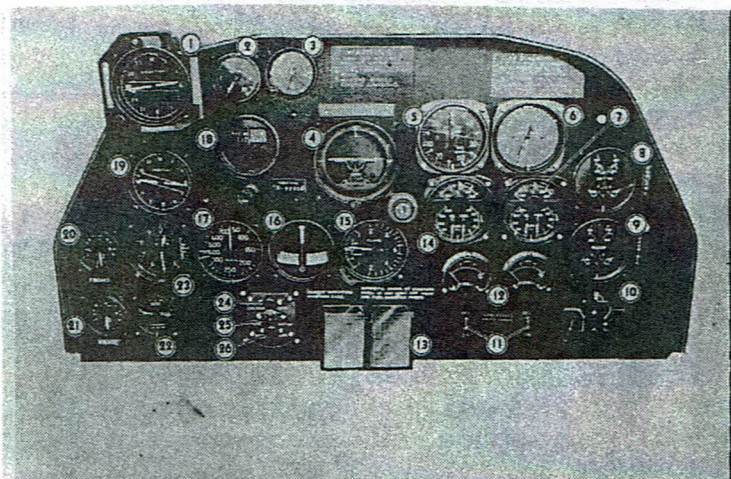
1. Spotlight (normal position).
2. Throttles.
3. Surface controls lock clip.
4. Propeller controls.
5. Propeller selector switches.
6. Mixture controls.
7. Propeller warning lights (P-38H only).
8. Carburetor air filter control. (Late airplanes.)
9. Propeller circuit breaker buttons.
10. Gun charger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



MAIN SWITCH BOX

1. Ignition master switch.
2. Oil dilution switches.
3. Starter switch.
4. Engage switch.
5. Fluorescent light switch.
6. Position light switches.
7. Landing light switches (left-hand only on P-38J, P-38L, and F-58).
8. Voltmeter.
9. Inverter switch (P-38H).
10. Gunsight light rheostat (on control column of later airplanes).
11. Cockpit light rheostat.
12. Intercooler flap switches. (P-38J, P-38L, and F-58. Circuit not in use on P-38H.)
13. Coolant flap override switches.
14. Pilot heat switch.
15. Battery switch.
16. Generator switch. (Two on instrument panel of later airplanes.)
17. Oil cooler flap switches.
18. Ignition switches.
19. Inverter warning light (P-38H).

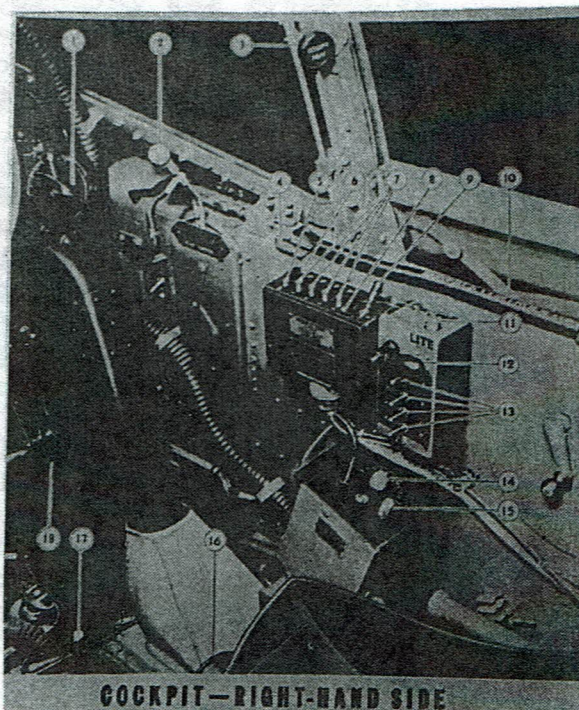
OF THE P-38 LIGHTNING



TYPICAL INSTRUMENT PANEL

P-38J-25 Panel Shown

1. Standby magnetic compass.
2. Suction gage.
3. Clock.
4. Gyro horizon.
5. Manifold pressure gages (left and right).
6. Tachometers (left and right).
7. Engine gage right engine (oil temperature and pressure and fuel pressure).
8. Coolant temperature gage.
9. Carburetor air temperature gage.
10. BC-508 contactor.
11. Generator switches.
12. Ammeters.
13. Compass correction cards.
14. Engine gage left engine (oil temperature and pressure and fuel pressure).
15. Rate of climb indicator.
16. Bank and turn indicator.
17. Airspeed indicator.
18. Directional gyro.
19. Remote indicating compass.
20. Front (reserve) fuel tanks quantity gage.
21. Rear (main) fuel tanks quantity gage.
22. Hydraulic pressure gage.
23. Altimeter.
24. Landing gear warning light.
25. Landing gear warning light test button.
26. Spare bulb.



COCKPIT—RIGHT-HAND SIDE

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

Mission Impossible

At first, flights of P-38s were relatively short - a couple of hours or so, but the introduction of belly tanks changed that. I recall making a round trip from Foggia, Italy to Berlin that took about 8 hours. In a cramped cockpit, that a six footer must slouch in to keep from hitting his head on the canopy, that is a long time. It was very cold at high altitude too, with temperature decreasing 3 degrees for every 1000 feet of altitude. This meant that when it was 60 degrees on the ground in Foggia it was minus 45 degrees at 35,000 feet.

One of the complications that arose with long flights was that "nature's call" was no longer easy to postpone. Hence, a relief tube was now a part of every P-38. This consisted of a little funnel the small end of which was attached to a rubber hose with a diameter about that of a pencil. The funnel snapped into a bracket under the front of the pilots seat and the hose exited at some lower extremity of the pilots compartment. The theory was that in case of necessity the pilot could reach down, remove the funnel, and relieve himself with the fluid running down the rubber hose and out into "the wild blue yonder." [At that time, the government had not even thought of pollution control.] That was the theory, but the practicalities of this maneuver were something else again.

Because of the intense cold, pilots dressed as warmly as possible. Generally, this meant [starting from the inside out] cotton shorts, then woolen long johns, followed by woolen G.I. pants and shirt. Next came a "blue bunny" electric flying suit - made of thick coarse wool, and finally a cotton flight jump suit. The latter had big knee pockets which we filled with an escape kit and various and sundry favorite articles such as candy bars, apples, etc.. Strapped around all of this bulk most of us carried a 45 pistol in a shoulder harness and a big bowie knife. On our feet we wore cotton socks, felt electric slippers, heavy knee length woolen socks, and G.I. boots. All of this we stuffed into very VERY large rubber fleeced lined flying boots. Hands were encased in silk gloves over which were leather fleece lined gloves. Top this all off with, helmet, goggles, and an oxygen mask; and fully dressed we looked more like a herd of penguins waddling toward the edge of an iceberg rather than a group of pilots going out to their planes.

And so into the air for what often seemed like an endless journey. In due course, if the postponable became

unpostponable, step one was to unbuckle the two heavy chute straps that went between your legs, and then fastened with big heavy metal clips to other straps on top of your hips. Then you started digging through all those layers of clothing - unzipping, unbuttoning, unzipping, unbuttoning. By the time you reached your objective, you might have forgotten what it was you were after, if it weren't for mother nature's persistence. Bear in mind, that while all this digging for buried treasure was going on, you were trying to keep your plane in formation. This meant you needed a hand for the wheel, and a hand for the throttles. The design engineer for the relief tube [reputedly, Lockheed tech. rep., Stumpy Hollinger] evidently thought P-38 pilots had four hands, because that was what you really needed to fly and relieve yourself at the same time. Besides a hand each for the throttles and wheel, you needed one to hold the funnel and one to hold your "you know what."

If you were able to dig through all those layers of clothing without running into another plane, your problem was still far from solved. As we all know from personal experience, relief can only come when one is relaxed and comfortable. When you drag your all important appendage out from its warm cozy nest into the harsh reality of minus 45 degrees, its semi-elastic characteristics seek to snap it back to whence it came. A law of physics is that heat causes expansion and cold begets contraction, and this law applies double at 35,000 feet. In fact, it all reminded me of that picture of the robin stretching a reluctant worm from a grass lawn on the first day of spring. Relaxation and comfort are next to impossible under the circumstances, and relief becomes a grim joke.

For those super pilots able to overcome all those obstacles, success was still often a mockery. Invariably either the frozen relief tube, because of its cramped position under the seat, would have a kink or two in it, or it would freeze solid the fluid that started to pass through it. Thus, after a few seconds, the funnel the pilot was holding would begin to fill up. As disbelief and panic registered on his face, he realized the full meaning of the expression "my cup runneth over." Ever aware that suddenly from out of the blinding sun could come the wily hun to end his career literally in mid stream, he needed a quick solution to his hand held funnel full. There, only inches from his hands, were the tops of his big rubber fleece lined flying boots stuffed with all those layers of warm and ABSORBANT clothing. Whoever it was that first said "war is cruel" must have been a P-38 pilot.

Ken Herrick
Pilot 96th Sq., 82nd Gp.

12/7/87



H. E. BARNHART, JR



WILLIAM F. BARR

**2011 REUNION - PALM SPRINGS, CA
SEPTEMBER 28TH – OCTOBER 2ND**

HOTEL: Hyatt Regency Palm Springs
Address: 285 No. Palm Canyon Drive, Palm Springs, CA 92262
Telephone: (760) 322-9000

The hotel is located on the main street with many shopping and dining areas. All the rooms in the hotel are suites. The rooms look out onto a five-story modern atrium.

The **hospitality room** is very nice with adjacent space for our memorabilia display. There is a balcony and a separate adjoining private room.

Room rate is \$99 and includes free breakfast and parking.

SCHEDULE OF EVENTS

(Exact times and meeting locations will be posted in the hospitality room and in the registration packets)

TUESDAY, September 27, 2011:

The hospitality room will be open in the afternoon for early travelers.

WEDNESDAY, September 28, 2011:

Registration is all day in the hospitality room.

The **Golf Outing** will be in the morning at the Old Date Palm Course. Greens Fee - \$20 with cart. Club rental - \$15. Golfers will lunch together at the course.

THURSDAY, September 29, 2011

Morning tour of the **Palm Springs Air Museum**. A \$15 box lunch will be available in the hangar. We will return to the hotel for a little R&R. Thursday evening the street closes down and becomes a festive walking, dining and shopping area.

FRIDAY, September 30, 2011

Morning tour of the **March Air Force Museum and P-38 Hangar**. Lunch will be at an off-site BBQ restaurant on our return. We will be back at the hotel early afternoon. The annual **pizza party** will be in the hotel at 6pm.

SATURDAY, October 1, 2011

Morning tour of the **Chino Air Museum**. We will be special guests of the "Planes of Fame" monthly program and provide guest speakers for a roundtable Q&A. A formal tour of the many restored WW11 planes and the special P-38 hangar will be included. There will be a dual P-38 "fly-by". We will return to the hotel for a little R&R. 6:30-7:00 PM is a **no host bar**. 7:00 is our **Reunion Banquet** with **music and dancing** provided by the Vito Pizzo Trio.

SUNDAY, October 2, 2011

8:00 AM is the **Executive Committee Meeting**

9:00 AM is the **General Membership Meeting**. Four positions are open for the annual election. Nomination information is provided within this newsletter. Information on the 2012 Seattle Reunion and discussion of the reunion location for 2013 will take place. Hopefully there will be some information on the 82nd Memorial.

Banquet Choices: Bahbah chicken, Lala beef or Yahyah fish

For those who do not wish to join a specific program, there is a 2.5 hour guided celebrity/historic bus tour at a cost of \$35. Information will be provided in your registration packets about this, local shopping and other items of interest.