



# N 96TH BOMB GROUP NEWSLETTER

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## OPERATION THANK YOU

November 18, 2013: BOONTON, NEW JERSEY - a picture is worth a thousand words. (story on page 3)

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# President's Corner



Hello fellow 96'ers

My wife and I would like to thank all of you who sent those wonderful holiday cards, and also to wish the 96th Bomb Group a healthy and happy 2014 New year.

Now I want to tell you about a treasured member of our group. He is Frank Wiswall, who has been a loyal and dedicated member of our group for 30 years, serving as Vice President and "Searcher of Lost Souls."

Early in 2013, prior to our reunion in July at Savannah, Dale Budde and I discussed what would be an appropriate gift for the two of our loyal and dedicated Board of Directors members who had retired from the Board as President and Vice-President respectfully. After much discussion, a miniature replica of a B-17G bomber, exactly like the one they flew during World War II was decided on. Marbury Councill's plane was presented to him at our Savannah reunion.



Marbury proudly displays his B-17 model after the presentation in July at the reunion, in Savannah.

In order for Frank to receive his model on a personal basis, as he was unable to attend the reunion. I decided, in mid November, to take the model to his home in Boonton, New Jersey. My wife, Joan and I were joined on this occasion by several members. Dan Bradley, our

Secretary Treasurer, and his wife Vanessa, and Dale Budde, our Newsletter Editor.

I also had a lot of help from Frank's wife Mae, who I needed to keep this as a surprise to Frank.

On presentation, I said to Frank "I want to present to you a gift from the 96th Bomb Group members in appreciation of your 30 years of dedicated service." He was very surprised and he kept thanking us for the gift. His face was full of smiles. We all had a great time and Frank and I enjoyed ourselves immensely talking about World II experiences.



Frank and Joe review a bound volume of 96th Bomb Group Newsletters, 1 through 19 in, Frank's living room.

My wife and I left the next day and traveled to Wilkes-Barre, Pa. my home town, where I had appointment's to speak at four schools about my World War II experiences.

It is with great regret, that while I was there, my cousin Paul Garber passed away. He was a member of the 96th Bomb Group for several years leaving his wife Gladys to attend future reunions. It was a great shock.

"Looking forward to seeing you In Nashville."

Sincerely,

Joe Garber



When presented with “Short Stride” Frank Wiswall was nearly speechless as he examined her with his wife Mae, but the smile on his face tells the story. *Sunday November 18, 2013.*

## OPERATION THANK YOU CONTINUES November 18, 2013 BOONTON, NEW JERSEY

The target for this second mission of Operation Thank You was Frank Wiswall to recognize him for his many years of dedicated service to the 96th Bomb Group Association.

Frank has been with the 96th Bomb Group Association since it was reorganized and revitalized in 1982 from the 96th Bomb Group Memorial Association. In these early years of the group he was active in the work of what was known as “Search and Rescue” locating and signing up veterans of the 96th Bomb Group to membership. In 1982 they had identified 600 potential members and recruited 105 to actually attend a reunion held in Cincinnati, Ohio in conjunction with the th Air Force Historical Society. By 1984 when Bill Thorns appointed him to the Board the Directors as Director of “Search and Rescue” membership had grown to 759 dues paying members with an additional 250 identified as lost souls. That year they registered 307 attendees at the 8th AFHS Reunion in Los Angeles and for the next 6 years won the “Snoopy” award for being Number One in registration a tradition that goes on even in 2013.

When elected to Vice President in 1997 he was also given the title of Searcher “Lost Souls” and served in this dual role for the next 15 years until 2012. Membership in the group continued to grow to over 1,500 members at it’s highest point. He was a valued member of our group of officers and directors that made

this group what it is today. Gee Frank were those 30 years any harder than the 25 missions you flew during the War?

Operation Thank You planning began in October of 2012 in San Antonio when newly elected President Joe Garber and the Board of Directors first began discussion of an appropriate recognition for it’s two long serving officers, Marbury Councill and Frank Wiswall. The trophy B-17s representing the Aircraft each had flown in during the war was decided on after consultation with their spouses and some research by Geoff Ward. The orders were placed by Joe, and the worry began as to if they would be ready for presentation in time for the July 2013 Reunion, in Savannah.

The first mission was a great success with the presentation to Marbury in Savannah but as Frank was unable to attend the Reunion a second mission became necessary. Joe was planning a trip to visit family in Pennsylvania in November and Dan Bradley our Secretary Treasurer lived in Connecticut near Boonton. Dale Budde suggested we get together and deliver it to Frank at his home. Joe made contact with Frank’s wife Mae and a surprise presentation was arranged. Joe and his wife Joan set out driving from Florida on November 16th. Dale flew from Chicago on Sunday morning the 18th and Dan and his wife Vanessa picked him up at the Newark airport that morning at 9:00am. A short drive to Joe and Joan’s motel and a rendezvous with Mae brought us all to Frank’s.

Thank You Mae for your help and gracious hospitality that made the completion of this mission possible.

### THANK YOU FRANK!



At home with Frank and Mae Sunday November 18, 2013. *Left to Right:* Vanessa Bradley, Frank and Mae Wiswall Joan and Joe Garber, Dale Budde and Dan Bradley.

# Meanwhile Back at the Old Base



News From England.

For this edition of “Meanwhile back at the old Base”, it will be a rather short one. Obviously during the period after the summer and through the early winter months, there has been very little happening.

Visitor numbers have been very few although we did have a party of local Air Cadets visit one evening in November. There was a mixture of both boy and girl cadets. After showing them around the exhibits we showed the films of life on base. They were most interested and many questions were asked regarding the activities of the group.

After last year's seventieth anniversary of the 96th's commencement of operations in the ETO, another important anniversary takes place this year. It will be seventy years since the Memorial Chapel and Stained Glass Window was installed and dedicated in St. Andrews Church, Quidenham. Conducted by the Bishop of Norwich, the dedication service was held on November 12th, 1944.

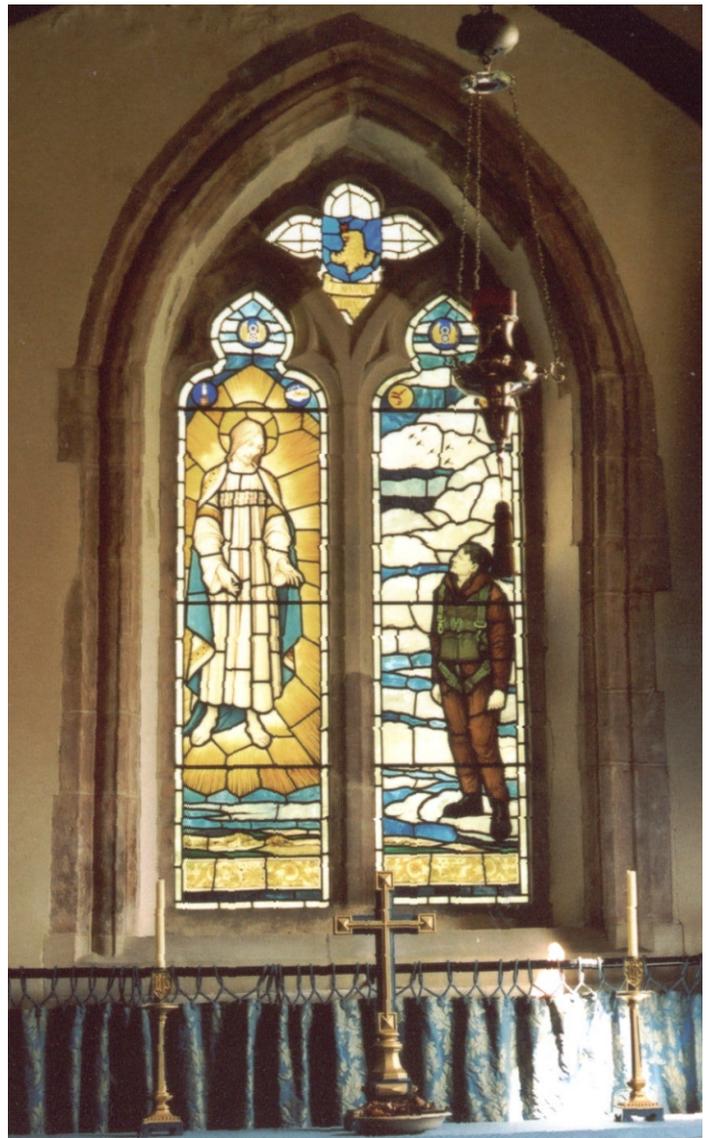
This year, on Remembrance Sunday, November 9<sup>th</sup> the Parish Church Council has arranged for a special dedication service to mark the seventy years that the memorial has been in the church dedicated to remind us all of the supreme sacrifice made by so many of the young airmen from the 96<sup>th</sup> Bomb Group. Bert Patrick who is a member of the Parish Church council and who was a choir boy at the original dedication, has informed us of this special event, which should bring in many members of the Quidenham group of parish churches and other organisations. It is hoped that a full report on this historic event will be published in a future edition of the newsletter.

If anyone is thinking of making a visit over this year, it might be worth bearing in mind this special event.

As always the UK members of the Association send you our best wishes for the New Year.

“To the 96th”

Geoff



THE 96TH BOMB GROUP MEMORIAL CHAPEL  
ST. ANDREW'S CHURCH  
QUIDENHAM  
NORFOLK

THEY SHALL NOT GROW OLD  
AS WE WHO ARE LEFT GROW OLD  
AGE SHALL NOT WEARY THEM  
NOR THE YEARS CONDEMN  
AT THE GOING DOWN OF THE SUN  
WE WILL REMEMBER THEM

Lawrence Binyon

*Editor's note: Looking forward to hearing of your plans for the seventieth anniversary celebration for our next Newsletter in August as well as a full report for the next February issue.*

# From the Archives

A Public Relations Release dated June 13th 1943.

It had been a life and death struggle for Capt. Maurice F. Youngs, pilot of the fortress "Worry Wart" on that raid of June 13th. Enemy fighters, more than 200 of them, had filled the air with incessant attacks from the coast of Germany to the naval base of Keil and back again.

His Co Pilot was dead, killed instantly by a 20mm shell from a fighter. Bombardier, Navigator, radio operator, were wounded.

His own hands were frozen, but the tall blonde Youngs, who had hoped to manage hotels, brought the ship back. He landed the fortress smoothly as though he had just returned from a practice mission.

"I wouldn't be talking about it now if hadn't been for Emil Johnson the navigator, or Art Layfield, the engineer gunner, or "Jungle Jim" Bradley, the bombardier, Paysinger, the radio operator, and all the others", he said. "all of them carried on with their jobs, they helped me and helped each other, though Layfield was the only one of those who wasn't wounded. I guess that's what the army means by teamwork and of course Steve Belloway, the co pilot, saved my life giving me oxygen after my line broke and I was just about to pass out. But there is nothing I can say that will make a greater guy of Steve.

The captain who is 27 and had worked his way through Washington State, looked round the ambulance in which we were riding to the evacuation hospital to see Bradley and Johnson. "Pretty good ambulances these British have huh Art?" Layfield, 23 years old, quiet and poised, nodded affirmatively.

"Things started before we hit the German coast" Youngs said. I began to feel woozy and I noticed that my hands were getting bluer than hell. Just then Steve got up from the co pilot's seat, got an oxygen bottle for me. After I had recovered, I left my position while Steve took over and got one more bottle. Steve saved my life because I was just about out."

"As we got over the coast, German fighters hit us. They were throwing everything at us, dozens of fighters were weaving in and out of the clouds. Every gun on our ship was rattling like and iron foundry. There were ME210s, ME109s, FW190s and even Ju88 fighter bombers. The fighting lasted little more than an hour but it seemed like three years. They came at us from below, from above and every side and angle and every one of those bastards meant serious business. Their guns were blasting from wing tip to wing tip. But one over ambitious guy in a ME210 came just a little too close and Leo Liebling our waist gunner knocked him off sort of pretty like. That German just went to pieces."

That's the way it was all the way into Kiel – one fight after another" Youngs said. "Then as we started our bomb run over Kiel I heard an explosion and I was smashed against the side of the cockpit. Steve fell dead against the wheel. A 20mm had crashed through the centre of the cockpit glass hitting him in the left chest."

Despite all this, the ship continued on the bombing run and the bombs were dropped on Kiel.

We turned to go home, fighting all the while and just after we left the target Johnson called on the interphone to say that Bradley had been severely wounded in the left thigh. Emil gave him morphine and made him comfortable on the floor."

Navigator Johnson then climbed up into the pilot's compartment and tried to move Belloway from his position. That was the first time that Youngs knew that Johnson had suffered a deep flesh wound in his right thigh by a bullet from the same fighter that had wounded Bradley. However Johnson was too weak and Bayfield and Moore, the ball gunner, removed Belloway from his seat. At the same time Paysinger called Youngs and reported being hit in the back, right arm and right leg by fragments of a 20mm shell, that had penetrated the radio compartment, but otherwise he was ok. Even Youngs had been hit in the right arm by fragments from the shell, but didn't notice it until he had returned.

"Finally I couldn't feel the wheel, but somehow I managed to tug on it and get results. However when we came down 25,000 feet I had to use my elbows to push the wheel forwards."

From then on until they reached the English coast, an hour and a half ride, Layfield flew the ship. "It would have been pretty rough on me too if Leo hadn't given me his gloves" Layfield said. As a result Liebling froze his hands.

In order to get home more quickly, the ship left the formation and followed its own course. Emil pinpointed us right smack into the field and Paysinger worked his radio, helping with the navigation, though both of them were wounded Youngs said. "Coming in Layfield acted as co pilot as my hands had thawed out enough to use, but without him and Emil, I don't know how we would have made it," he concluded.

We had arrived at the evacuation hospital and jumped out and walked soberly toward the wards.

"Of course the captain didn't mention the he had taught me to handle the controls during the nine months we had been together" Layfield remarked. "we're all going to be ok pretty soon and Jerry can expect us back!"

"That's right," said Capt Youngs "We're going back!"



Colonel Old presents Purple Heart to Lt. Jim Bradley, bombardier on Moe Young's crew, for wounds sustained in air battle over Kiel on 13 June '43.

# Second Schweinfurt Raid

## 14 OCTOBER 1943

The following excerpts of text and photos with the exception of the Fertile Myrtle crew photo at the end are taken from the **Mighty Eighth War Diary** by Roger A. Freeman. They give us a different view from that provided in our own **Snetterton Falcons** by Robert E. Doherty and Geoffery D. Ward. The outcome is the same tremendous losses suffered by the 8th Air Force. The chart on page 7 shows the role of the 96th in this mission better than the isolated look at the 96th as presented in the **Snetterton Falcons**. The reality of what the statistics show are difficult to comprehend. Can you visualize 290 B-17s flying in formation over a target in just 16 minutes. Schweinfurt as a target truly earns it's infamy

### INCIDENT

In view of the deep penetration of enemy defenses and the mauling suffered by the Fortresses on the August mission, staff and combatants alike expected fierce opposition to the second Schweinfurt raid. For this reason and the importance of the target, commanders were on hand at briefing to give special encouragement. At Great Ashfield Lt.Col Vandevanter concluded the tense briefing session for aircrew with: 'This is a tough job and I know you can do it. Good luck, good bombing and good hunting.' To which a gunner at the back of the room added in a loud voice: 'And good-bye!' The tension was broken by loud guffaws. The apprehensive gunner and all 385th Group bombers returned safely.

### INCIDENT

Luftwaffe fighters were chiefly responsible for the punishing assault on the Fortresses during the second Schweinfurt mission. Nevertheless, flak claimed at least two of the bombers and damaged others. The lead plane of the 3rd Division force nearly fell to flak and the story of its survival is one of the most dramatic incidents of the raid. The importance of the target called for an expert team to lead. Assembled to fly in the 96th Bomb Group's Fertile Myrtle III that morning were Capt Tom Kenny, Operations Officer of 338th Bomb Squadron, as pilot and Col Archie Olds, CO of 45th Combat Wing, the Task Force commander as co-pilot. The Group navigator, Maj Robert Hodson, with Capt Bill Jones, another lead navigator, were to ensure there was no deviation on route, and Capt John Latham, Group



Capt. John Latham pointing out a target. Picture made 26 August.

Bombardier of the 96th would sight on target. Although the formation was under attack by fighters for one-and-a-half hours the lead Fortress did not take any hurt until the bomb run when a flak shell exploded close to the nose. Fragments hit bombardier Latham in the head and he was knocked from the bombsight. Righting himself he returned to the instrument to complete his task, resulting in an accurate strike on the bearing factories.

*Fertile Myrtle III* avoided all further opposition until passing Reims where a railway flak battery suddenly opened fire. One burst hit the nose blasting Maj Hodson's back and killing him instantly. The same shell drove fragments into Latham's upper left thigh, peppered Capt Jones, shattered plexiglass into Kenny's legs and blew Olds out of his seat. Numbers 2 and 3 engines took fire but the flames disappeared when the propellers were feathered. The Fortress, at 20,000 ft., went into a dive from which the pilots made a recovery around 11,000 ft. A flight of Me 110s then appeared alongside and to the crew the chances of the crippled B-17 enduring much longer seemed slim. Gunners Ray Bayford and Bill Thorns claimed hits on two of the Messerschmitts before Kenny managed to seek sanctuary in clouds. As the fighters turned away, it seems probable that their ammunition was exhausted. The bomber, still losing height and down to 3,500 ft., was only just above stalling speed as it reached the Channel. The pilots restarted one of the damaged engines to try and gain height only to have to feather it again when it showed signs of catching fire. The emergency procedure of the crew dumping guns and loose equipment overboard was ordered in an effort to avoid ditching. To their relief the cliffs of Dover at last appeared ahead. Low over Kent, down to a few hundred feet, a landing place was becoming imperative



Strike photo from 96BG's *Fertile Myrtle III*. Flak positions

# 14 OCTOBER 1943

VIII BC 115

	Despatched	Effective	Target	Bombs Tonnage	E/A	Losses		Casualties					
						MIA	E	Dam	KIA	WIA	MIA		
1BD B-17			SCHWEINFURT I/A (P) 1439-1445 hrs										
	91BG	11		459 × 1000GP	3- 0- 0	1	0	6	0	2	10		
	92BG	19		663 × 500GP	26- 5- 8	6	1	3	1	4	60		
	303BG	19		1751 × 100IB	20- 4-13	1	1	15	0	5	11		
	305BG	16			1- 0- 1	13	0	2	0	3	130		
	306BG	18			4- 1- 6	10	0	6	0	2	100		
	351BG	16			4- 1- 7	1	0	9	0	5	10		
	379BG	17			17- 4- 9	6	0	9	0	3	60		
	381BG	17			11- 0- 7	1	0	12	0	3	10		
	384BG	16			5- 1- 2	6	3	1	0	2	60		
3BD B-17			SCHWEINFURT I/A (P) 1451-1457 hrs										
	94BG	21			21- 2- 9	6	0	14	1	2	50		
	95BG	18			18- 1- 1	1	0	5	0	0	13		
	96BG	41			11- 1-12	7	0	12	2	5	70		
	100BG	8			7- 0- 0	0	0	1	0	0	0		
	385BG	21			18- 2- 9	0	1*	14	1	2	0		
	388BG	18			6- 2- 3	0	1	15	0	1	0		
	390BG	15			14- 3- 2	1	0	14	0	1	10		
2BD B-24			DIVERSION (O)										
	93BG	15			0- 0- 0	0	0	0	0	0	0		
	392BG	14			0- 0- 0	0	0	0	0	0	0		
<b>TOTALS:</b>		<b>320</b>	<b>229</b>		<b>482.8</b>		<b>186-27-89</b>	<b>60</b>	<b>7</b>	<b>138</b>	<b>5</b>	<b>40</b>	<b>594</b>

REMARKS: Of 60 B-24s scheduled, only 29 able to make formation in poor weather. This forced abandoned mission and carried out diversion towards Emden. 1 303BG B-17 dropped 3 x 1000GP and 5 x 100IB on T/O. 390BG awarded DUC for action this day.

1 94BG B-17 MIA manned by 96BG crew. 1 388BG B-17 cr, on t/o, crew safe. 1 305BG B-17 interned in Switzerland. On return 3 b/d 384BG B-17s abandoned over England - one cr. Wakenley, one cr. Blaydon, the third at Chetwode. 1 303BG B-17 cr. near Roseley after crew baled out. 1 92BG B-17 c/l at Aldermaston.

\*1 385BG B-17 flown by 96BG crew c/l near Bovington - out of fuel

when the grass airfield at Gravesend came into view. Kenny, a brilliant pilot, brought the bomber in safely even though forced into a down-wind approach. The crew's relief that the ordeal was over was subdued by the harrowing sight of the Group Navigator's mutilated body being removed from the Fortress. As Col Olds dropped to the ground from the nose hatch he said to Kenny, 'Save me a pew in church on Sunday.'

Some members would receive awards for their conduct, Latham his country's second highest award for bravery. Something of a reluctant hero he later protested — one suspects tongue-in-cheek — that the aftermath was his greater ordeal. His account reveals a delightful sense of humour:

'An ambulance came and took me and Jones to the infirmary, and the rest of them went to the Officers' Mess to have a drink. A medic dressed a slight wound Archie had received. Bill Jones and I wanted to go to the Mess and have a few also, but they refused. When we got to the infirmary there was no one there but an orderly. The orderly asked us if we would like a drink and we eagerly responded in the affirmative. He returned after several minutes and gave us each a cup of tea, which was not what we wanted at all. Another long wait and a doctor arrived and told us to strip so he could examine us. Bill was wearing Long Johns with a white top and red legs. We had told the doctor we had been shot in the legs and when Bill dropped his breeches the Long Johns had just enough blood on them to look like his legs were due to fall off at any moment. We really got some action then... the doctor started screaming at orderlies and

everybody was tearing around. The doctor ended up putting about fifty band aids on Bill's legs. He put a few on mine but said I would have to go to the hospital as I had some holes in my thigh and hip that he could not fix. Bill had to go with me for X-rays. So we got back in the ambulance and headed for hospital. On the way we conned the driver to go by the Officers' Mess so we could tell the fellows where we were going. We hobbled in and had three quick ones before the orderlies dragged us out. Then came the most terrifying incident of the Schweinfurt mission. When we got to hospital we went in the Emergency Entrance and two nurses took us to a dressing room where they told us to strip to the buff. We refused to do it unless they left the room. We were very pure young Americans and in our hospitals male orderlies always helped us. A big argument ensued and finally a Sister and two more nurses arrived and stripped us forthwith. We were then X-rayed and they put me on an operating table and carried me to an operating room in which two boys were standing. They said they were surgeons. When I asked their age one said 19 and the other said 20. I requested immediate removal to an American hospital, but they just gave me a shot. When I awoke I was in a big ward and Bill was in the bed next to me. When he saw I was awake he leaned over and said: 'Lathe, you ain't going to get no breakfast in the morning.' Although I really wasn't interested in breakfast at that moment I had to ask why. Bill said, 'Because you weren't here to order it.' Well, Bill was right.

The next day some fellows from the 96th came and got Bill, but I remained. It was an interesting experience and an

*Concluded on page 8*

enjoyable one. It seems that I was the first “Yank” the folks in the ward and their relatives had ever seen. A few of them had had sons trained in the States and they could not do enough for me. I tried to refuse all the cakes and cookies because I knew it might mean their whole month's rations, but they would not take no for an answer. They were wonderful people. I held out going to the bathroom for a couple of days as I did not want a nurse to give me a bedpan. Tried to make it to the bathroom a couple of times on my own but fell flat on my face. They fed me so damn many prunes that I ended up with no choice in the matter. I also got used to being bathed by a Red Cross and St. John lady. Unfortunately my boots had been blown off in the raid and my feet were frostbitten. The good lady just thought I had dirty feet (they were black at the bottom) and she scrubbed them hard for three days before I could see them and explain to Sister what the problem was. The lady used rubbing alcohol on my feet. I should add that this is my most painful memory of the Schweinfurt raid, as I cannot abide cold weather, or rather my feet cannot.

At night I was terrified in the hospital. The Germans seemed to drop bombs on Gravesend all the time and the hospital shook like it was in an earthquake. I had never been in bombing raids from this end. The gentleman in the bed next to me was a victim of one these raids. He said he had been blown clean through his house, and that it was the third time that he had been bombed out. From the standpoint of survival, he was most comforting. A pretty little nurse would also come and hold my hand when the raids were going on as I would start yelling when I heard the air raid siren. So much for being a hero. My days were spent in trying to convince the other 39 people in the ward that I was not a “Yank” but a “Johnny Reb” (Southerner). I never succeeded, and they called me “Yank” until the day Kenny came to get me and carry me to our base hospital.

Schweinfurt became the most infamous of 8th Air Force target names through the exceptionally high losses incurred in the execution of the first two missions. The second was the culmination of a series of high-loss operations by unescorted bombers and brought temporary curtailment of very deep penetrations until more long-range fighters were available.



Fertle Myrtle lead crew: Rear, L-R Col. Archie Old, Maj. Tom Kenny, Capt. Bill Jones, Lt. Dunlap, missing John Latham. Front: L-R H. Hoover, A. Korlchuck, A. Livengood, Bill Thorns, H Rayford, missing Otis Haslop. Photo taken after mission and discharge from hospital of injured crew.

## How H2X “Mickey” Got Its Name

By John J. O’Neil II and John J. O’Neil III

*Reprinted from 8TH AF NEWS Volume 09 Number 1, March 2009*

This is the story of Fred Rabo and “Mickey Mouse.” My later father wrote most of the following article in 2002 after many years of research and personal meetings with Fred. My father was an 8th Air Force combat veteran and B-17 crewman assigned to the 482nd Bomb Group. With my father's passing in 2006 I had always wanted to have this article published for him,



Aviation cadet Fred Rabo in training at Stockton just prior to graduating as a Pilot- Second Lieutenant.

Fred Rabo, “Mickey” and all those 8th Air Force “Mickey Operators” of WWII. “Mickey” was the name that became synonymous with USAAF “H2X” radar platform. “Mickey” was developed at the Massachusetts Institute of Technology Radiation Laboratory in Cambridge, Mass. This was the “TOP SECRET” U.S. project that involved America's first development and deployment of aircraft equipped with Air to Ground Radar. One of the greatest claims of the Eighth Air Force is that neither enemy fighters nor enemy flak ever turned back a single mission. The same could not be said of European weather. Many missions were scrubbed, aborted or recalled because of the poor weather conditions in route or over the target area. In late 1943, “Mickey” was about to change that. The man who coined the name “Mickey” was the late Lt. Col Fred Rabo, Squadron Commander and one of the key figures in the deployment of the 482nd Pathfinder Bomb Group. This is their story.

In 1942 and 1943 it became evident that a major problem in completing 8th Bomber Command missions to Europe successfully was the poor weather conditions existing over England and Europe, especially in the winter months. Before WWII, General Hap Arnold had stated that the U.S. Army Air Corps needed a way to carry out bombing missions in bad weather conditions. General . Ira Eaker, CO of the Eighth, also recognized this need and was undoubtedly influenced by RAF leaders with whom he was working closely on the aerial war against Germany and who earlier on had faced the same weather problems. The RAF had developed radio beam and radar as navigational aids in overcoming these problems. One member of the original 8th Bomber Command cadre that accompanied General Eaker to

England and who took up the challenge of finding an answer to the weather problem was Lt. Col. William Cowart who in mid-1943 journeyed to Washington, D.C. and laid out his plans for a new USAAF Pathfinder group to be established in England. The top brass of the USAAF approved Col. Cowart's plan, and the 482nd Bomb Group (Pathfinder) was established at Station 102, Alconbury, England on 20 August 1943 with the objective of leading bombardment missions of the Eighth Bomber Command to Europe by the use of radio beam and radar equipment. The 482nd was the only bomb group in the Eighth Air Force to be formed outside of the U.S. in WWII.



B-17 #42-3511 equipped with the first hand built H2X set positioned under the nose behind the chin turret.

Fred Rabo was transferred to assist Col. Cowart in his efforts to establish a Pathfinder group. The M.I.T. radar was known as H2X (AN/APS-15 for the production model). When Fred first saw the B-17's equipped with the hand-built retractable H2X units under the nose of the aircraft at Grenier Field, New Hampshire, he was simply heard to say "that radar dome looks 'Mickey Mouse'". The nickname stuck and subsequently, it was shortened to "Mickey". Throughout the rest of WWII H2X radar units were commonly referred to as "Mickey" units. H2X operators were referred to as "Mickey Operators". The Eighth Command was able to plan a program of bombing through overcast using both British and U.S. equipment to be available by September 1943. The first mission led by the 482nd Pathfinders was on Sept. 27, 1943 to Emden, Germany.

Fred's immediate task was to oversee the testing of 12 B-17Gs which were equipped with Mickey radar sets that were hand-built by scientists at the M.I.T. Radiation Laboratory. Fred and his crews flew the 12 B-17s that were so eagerly awaited by General Eaker and staff to England, arriving at Alconbury in early October 1943. Col. Cowart complimented Fred on a job well-done, and told him he was the new

Commanding Officer of the 812th Bomb Squadron, 482nd Bomb Group.

On November 3, 1943, Fred and crews of the 812th Bomb Squadron flew their first apparitional mission as Mickey Pathfinders to Wilhelmshaven, Germany. The Mickey B-17s led the combat wings of the 1st and 3rd Air Divisions, and the 2nd Air Division, which followed, also dropped on the Pathfinder target marker flares. A total of 11 Pathfinder aircraft were dispatched and all attacked the primary target and returned.

The target was the dock area of Wilhelmshaven, which eight previous visual raids had missed. Holes in the clouds directly over the target showed the attack was successful. Reconnaissance photos taken later confirmed that the concentration of bombs around the aiming point was good and that considerable damage had been done. Enemy opposition from flak and fighters was meager, although some attacks were made.

The encouraging performance of the H2X Mickey Pathfinders in November and December 1943 was achieved largely by a small force commanded by Major Rabo. The original 12 B-17s had led the 8th Air Force in approximately 90% of its blind-bombing missions; a few H2S Pathfinders accounted for the remainder. General Spaatz wrote General Arnold:

*"The few Pathfinders of the 482nd Group have made an outstanding contribution to our war against Germany. By their mastery of bombing through overcast, the 8th Air Force has been able to operate many times during the last few months under weather conditions which heretofore have grounded the force."*

It was characteristic of Fred that he would lead a division on what became the first maximum effort mission to Berlin on March 6, 1944. The 482nd BG lost one Mickey Pathfinder B-17G (42-3491), and that B-17 was piloted by Major Fred Rabo. Major Rabo's co-pilot was Lt. John "Red" Morgan, who had received the Medal of Honor for heroism on a mission before joining the 482nd BG. Major Rabo had a crew of 12 on this mission, which included Gen. Russ Wilson as Division Commander, and a radar navigator, as well as a regular navigator. The briefed target was in southeast Berlin, and Major Rabo was leading the 4th Combat Wing of the 3rd Air Division. On the bomb run, the Pathfinder B-17 was hit with three bursts of flak from guns of the Heavy Flak Ableilungen 126 and 307 over Berlin at 1:26 PM. The number three engine caught fire and other parts of the plane were hit and also were burning. Suddenly, the B-17 exploded and Major Rabo, Lt. Morgan and S/Sgts. William F. Westcott and Steve B. Keaton, waist gunners, were able to pull their ripcords

and survive. The other eight crew members were killed. Lt. Morgan was just able to get his parachute buckled and opened in time before hitting the ground. Major Rabo landed in Lake Harvel and was captured soon



482nd BG PFF B-17 42-3491 piloted by Major Fred Rabo and Co-Pilot Lt. John Morgan just seconds before it explodes on the March 6, 1944 Berlin Raid. Note the H2X Mickey unit under the nose.

Major Rabo spent 18 days in a hospital in Berlin recuperating from his injuries. After being interrogated by the Luftwaffe, he was sent to the prisoner-of-war Stalag I at Barth in Pomerania, which was in northeast Germany by the Baltic Sea. At the time of liberation, Major Rabo was given the job of making the airport at Barth flyable so B-17s could land and pick up the POWs.

After returning to the States Lt. Col. Rabo was stationed for a time at Luke Field, Arizona and flew P-51s. Soon thereafter he left active military service but remained in the USAF Reserve until the 1960s.

Fred was successful and active in farming and ranching in the Chico, California area right up until his passing on July 1, 2000. For a number of years, Fred owned and operated a gun club that included hunting pheasant and skeet shooting. Fred and Col. Hub Zemke, best known as Commanding Officer of the 56th Fighter Group and Ace in WWII, enjoyed many hours shooting and occasionally reminiscing about missions to Europe and the months they were both POWs in Stalag at Barth.

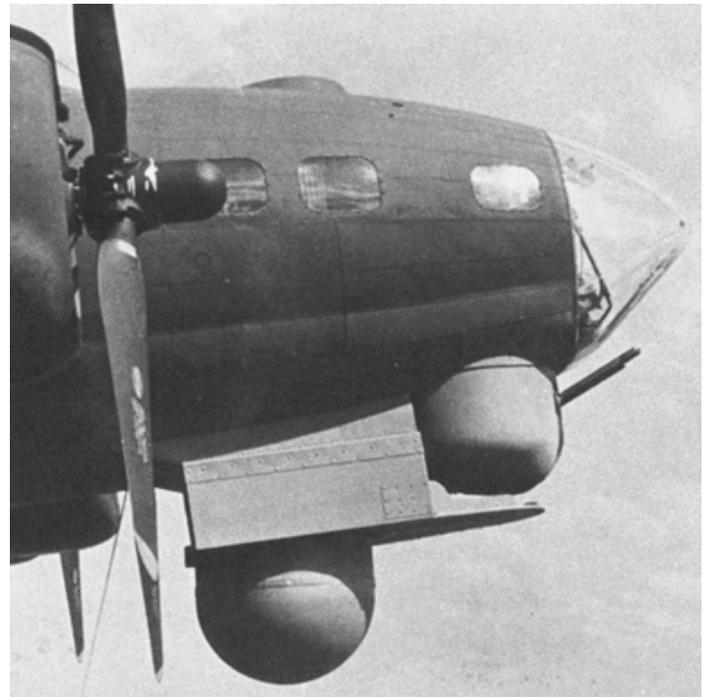
Another important visitor to Fred's Gun Club was Roger Freeman, Eighth Air Force Historian. On one visit Fred was explaining the various shooting options to Roger when Roger replied, "I don't want to shoot. I just want to drive the tractor."

If one studies the history of the Eighth Air Force Pathfinders, it is clear that Lt. Col. Fred A. Rabo belongs with the Eighth Air Force Pathfinder Pioneers and Radar Pioneers, including Col. William Cowart, Gen. Ira Eaker, and David Griggs, Special Assistant to the Secretary of War.

Fred Rabo will also always be remembered as the person who named the United States Army Air Force's first Air to Ground Radar unit H2X - "Mickey."



Major Fred Rabo (right) and Lt. John "Red" Morgan (left) at Alconbury in a happy mood. Lt. Morgan (Medal of Honor) was co-pilot for Major Rabo.



### The original 12 Pathfinder Aircraft

- 42-3483 MI-A
- 42-3484 MI-B
- 42-3485 MI-C
- 42-3486 MI-D "*Invictus*", MIA 11.01.44
- 42-3487 MI-E
- 42-3490 MI-F, MIA 21.06.44
- 42-3491 MI-G, MIA 06.03.44 above Berlin
- 42-3492 MI-H
- 42-3500 MI-J, MIA 04.02.44 The Netherlands
- 42-3511 MI-K, MIA 25.04.44, Normandy, France
- 42-30280 MI-L, "*Crazy Horse*", MIA 21.02.44
- 42-37745 MI-M

After the initial batch of 12 H2X modified airplanes, subsequent radar modified B-17's were built with the radar dome mounted semi retractable as replacement of the ball turret.

**8th AIR FORCE HISTORICAL SOCIETY 40th ANNUAL REUNION  
SHERATON MUSIC CITY  
OCTOBER 9 – 13, 2014**

**REGISTRATION INSTRUCTIONS**

See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by September 8, 2014. You may also register and pay with credit card online at [www.afr-reg.com/8afhs2014](http://www.afr-reg.com/8afhs2014). A 3% convenience fee will be added to online credit card reservations. Forms received after September 8 will be accepted on a space available basis only. Hotel reservations should also be made by September 8, 2014.

**ARMED FORCES REUNIONS, INC. CANCELLATION POLICY**

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$5 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$5 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 4:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn't cancel your reunion activities.

**MEALS / EVENTS CHOICES**

**MEAL PACKAGE 1 \$212**

Package includes 7 hotel food functions beginning with breakfast on Friday (4 breakfasts, 3 dinners).

**MEAL PACKAGE 2 \$148**

Package includes 5 hotel food functions beginning with breakfast on Saturday (3 breakfasts, 2 dinners)

The continental breakfast buffets include juice, fruit, cereals/milk, yogurt, breakfast breads, and coffee. The full breakfast buffets include juice, fruit, eggs, meat, potatoes, pancakes or French toast, biscuits, and coffee.

**CHOICE #3 INDIVIDUAL EVENTS**

Saturday Rendezvous Dinner at \$45, and Sunday Banquet at \$45 can be purchased separately, but are included in both packages above.

**TOUR OPTIONS**

Tours and trips are described on the Reunion Highlights Pages. Prices are listed on the registration form. Driver and Guide gratuities are not included in the tour prices.

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**SHERATON MUSIC CITY HOTEL – NASHVILLE, TN**

**(615) 885-2200**

<https://www.starwoodmeeting.com/StarGroupsWeb/res?id=1402066861&key=30784>

**Location**

777 McGavock Pike, Nashville, TN 37214

Located within minutes of downtown Nashville, the Sheraton offers easy access to many of Nashville's attractions.

Several restaurants and stores are within a couple miles of the hotel.

**Reservation Information**

Call the number above and reference the 8th Air Force Historical Society or you can use the link below to make reservations <https://www.starwoodmeeting.com/StarGroupsWeb/res?id=1402066861&key=30784>. You may also click on hotel link found on the AFR registration page at [www.afr-reg.com/8afhs2014](http://www.afr-reg.com/8afhs2014).

**Group Name:** Eighth Air Force Historical Society

**Reunion Dates:** October 9-13, 2014

**Rate:** \$109 + tax (currently 15.25% + \$2.50 per night). Group rate is offered 3 days before and 3 days after the reunion dates, based on group-block availability.

**Cut-off Date:** 09/8/14. Late reservations will be processed based on space availability at a higher rate.

**Cancellation Policy:** Deposit is refundable if reservation is canceled 48 hours prior to the day of arrival. Call 615-885-2200 should you need to cancel your room reservation. All reservations must be guaranteed by credit card or first night's deposit, enclosed. There is an early departure fee of one night's room/tax if the reservation holder checks out of the hotel earlier than agreed upon date. If you must check out earlier than planned, please notify the front desk at the time of hotel check-in or before arrival. Family and medical emergencies are excused.

**Parking & Shuttle Information**

Complimentary airport shuttle service is provided to and from the Nashville International Airport. The shuttle runs from 5:00am-11:00pm. From baggage claim, proceed to the phone bank and press button #46 to request pickup. Then proceed to the pickup area which is one level down at ground transportation. The hotel also offers complimentary parking for guests staying in the hotel.

**Hospitality Suites**

The hotel offers executive suites to be used for group hospitality rooms. They range in size from 450-600 square feet and each one has a terrace or balcony where people may socialize as well. Suites include restrooms and small (dorm size) refrigerators. The cost is \$125/night, payable directly to the Society. The hotel will deliver ice each day for a one-time charge of \$100 plus tax/service charge. Hospitality hosts will be pre-assigned to nearby rooms, but not necessarily connecting. Please contact Donna with Armed Forces Reunions, Inc. at [DonnaLee@afri.com](mailto:DonnaLee@afri.com) to make arrangements.

**Wheelchair Rental**

ScotAround rents both manual and power wheelchairs by the day and week. Call (888) 441-7575 for details.

**8th AIR FORCE HISTORICAL SOCIETY 40th ANNUAL REUNION  
SHERATON MUSIC CITY – NASHVILLE, TENNESSEE  
OCTOBER 9 – 13, 2014**

***Thursday, October 9***

	Memphis Belle & The Red Nose available for tours & rides.
1:00pm - 6:00pm	<b>Reunion Registration open</b>
2:00pm - 6:00pm	8AFHS Board Meeting
6:00pm - 7:00pm	Welcome Reception

***Friday, October 10***

7:30am - 8:30am	Full Breakfast for Meal Package #1 participants
Tbd - Tbd	Memorabilia / Gathering Room open throughout the reunion.
8:00am - 10:00am	<b>Reunion Registration open</b>
9:00am - 2:00pm	CITY TOUR
9:30am - 12:00pm	MEMPHIS BELLE & THE RED NOSE
1:00pm - 5:00pm	<b>Reunion Registration open</b>
2:30pm - 3:30pm	Chapter/Unit Development AND Next Generation Meeting
4:00pm - 5:30pm	Dinner Buffet (Pork BBQ and catfish as entrees) for Meal Package #1 participants. Laura Edge will speak during dinner of her father's experiences.
6:00pm - 10:00pm	GRAND OLE OPRY

***Saturday, October 11***

7:30am - 8:30am	Continental Breakfast for Meal Package participants
8:30am - 10:00am	<b>Reunion Registration open</b>
8:30am - 10:00am	Individual Group Meetings
10:30am - 5:30pm	Symposium: Behind the Wire and Mask
2:00pm - 6:00pm	<b>Reunion Registration open</b>
6:30pm - 7:00pm	8AFHS Cash Bar Reception
7:00pm - 9:30pm	Rendezvous Dinners

***Sunday, October 12***

7:30am - 8:30am	Full Breakfast for Meal Package participants
8:30am - 10:00am	General Membership Meeting
11:00am - 4:00pm	8AFHS Board Meeting
11:00am - 2:30pm	NASHVILLE NIGHTLIFE LUNCH AND MATINEE
5:00pm - 5:30pm	<b>Reunion Registration open</b>
6:00pm - 7:00pm	8AFHS Cash Bar Reception
7:00pm - 10:00pm	Banquet Dinner, followed by guest speaker and dancing.

***Monday, October 13***

7:00am - 8:30am	Continental Breakfast Buffet for Meal Package participants
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Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.  
All trips require a minimum of thirty-five people, unless otherwise stated.  
Driver and Guide gratuities are not included in the tour prices.

## CITY TOUR

Friday, October 10

Begin a tour of Nashville with trained professional guides who will entertain your group with interesting facts, colorful legends, and amusing anecdotes of Nashville and her people. Drive through Centennial Park and view the Parthenon, a full-scale replica of the original in Greece. Visit the Ryman Auditorium, where the Grand Ole Opry got its start. Originally a church, the Ryman is now home to numerous musical productions. Stop on 2nd Avenue for lunch on your own at one of several different restaurants. Consider Market Street Brewery, Big River Grille, Hard Rock Cafe, or the Wild Horse Saloon.

**9:00am board bus, 2:00pm back at hotel**

**\$49/Person includes bus, guide, and admission. Lunch on your own.**

**\*\* or \*\***

## MEMPHIS BELLE & THE RED NOSE

Friday, October 10

The Boeing B-17F Flying Fortress, Memphis Belle and the Red Nose, P-51 Mustang will be on location at a local Nashville airport during the reunion. Today's trip is scheduled for those without transportation or wanting to go as part of a group. The planes will be available to view (and ride) at other times during the reunion as well. More details to come or elsewhere in the newsletter.

**9:30am board bus, 12:00pm back at hotel**

**\$26/Person includes bus and escort.**

## GRAND OLE OPRY

Friday, October 10

During any given Opry show, audiences can expect the best in country, bluegrass, comedy, gospel, and more by Country Music Hall of Famers, cast members who helped establish the Opry as the home of country music, revered superstars, and young artists just starting to make names for themselves. It is the longest-running live radio show in the world. Sit back and enjoy an American Institution at its entertaining best.

**6:00pm board bus, 10:00pm back at hotel**

**\$63/Person includes bus, escort, and show.**

## SYMPOSIUM: BEHIND THE WIRE AND MASK

Saturday, October 11

During WWII, airmen downed behind enemy lines had few options: if they survived the crash or bail out they faced almost certain capture and interment in a Stalag Luft as a POW; or they could try and get back to friendly territory with aid from the "Helpers" through an elaborate underground network of American sympathizers— Escape and Evasion. Either way, the stories of hardship, courage, sacrifice, and patriotism have been carefully researched, collected, and will be presented in a powerfully dynamic and emotionally charged symposium by renowned researchers and veterans who will share their personal experiences with you. We invite YOU to share your experiences during this interactive forum as well.

**10:30am Symposium starts, 5:30pm Adjourn**

**There is no charge for the Symposium; however, if you want a box lunch during the short lunch break, cost is \$8.**

## NASHVILLE NIGHTLIFE LUNCH AND MATINEE

Sunday, October 12

Come and experience a celebration of Country Music from both the past and present. Hear songs from many of the great artists of country music history. Enjoy the music from late-greats such as Patsy Cline and Hank Williams, Sr. to the superstars of today, Sara Evans and Toby Keith. But first – be sure to bring your appetite – there is a full lunch buffet with salads, vegetables, meats, pasta, rolls, beverages, and fruit cobblers for dessert! **Note: A minimum of 70 people is required for this trip.**

**11:00am board bus, 2:30pm back at hotel**

**\$65/Person includes bus, escort, and lunch cruise.**

## 8th AIR FORCE HISTORICAL SOCIETY ANNUAL BANQUET

Sunday, October 12

Assemble in the ballroom for the Posting of the Colors and Memorial Service. Dinner will be a choice of Steak or Tilapia with the usual accompaniments. The guest speaker, **Yvonne Daley Brusselmans** will follow, and then the music turns up a bit for some dancing if you'd like!

**6:00pm Cash Bar Reception, 7:00pm Banquet.**

**Cost is included in meal package or \$45 separately.**

**8<sup>th</sup> AFHS ACTIVITY REGISTRATION FORM – OCTOBER 9-13, 2014**

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as your confirmation. You may also register online and pay by credit card at [www.afr-reg.com/8afhs2014](http://www.afr-reg.com/8afhs2014) (3% will be added to total). All registration forms and payments must be received on or before September 8, 2014. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee.

Armed Forces Reunions, Inc.  
 322 Madison Mews  
 Norfolk, VA 23510  
 ATTN: 8<sup>th</sup> AFHS

**OFFICE USE ONLY**

Check # \_\_\_\_\_ Date Received \_\_\_\_\_  
 Inputted \_\_\_\_\_ Nametag Completed \_\_\_\_\_

**CUT-OFF DATE IS 9/8/2014**

	Price Per	# of People	Total
<b>REGISTRATION FEE</b>			
Includes meeting expenses and other reunion expenses.	\$40		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
<b>MEAL PACKAGES</b>			
Package #1 includes 7 hotel meals beginning with breakfast on Friday	\$212		\$
Package #2 includes 5 hotel meals beginning with breakfast on Saturday	\$148		\$
<b>Please select your entrée choice(s) for the Banquet:</b>			
Chef's Choice Steak with Cabernet Demi Glace		#	
Tilapia with Lemon Caper Sauce		#	
<b>SEPARATELY PRICED MEALS (if not purchasing a package)</b>			
Saturday, 10/11: Rendezvous Dinner (Chicken Marsala)	\$45		\$
Sunday, 10/12: Banquet (please select your entrée)			
Chef's Choice Steak with Cabernet Demi Glace	\$45		\$
Tilapia with Lemon Caper Sauce	\$45		\$
<b>SYMPOSIUM BOX LUNCH</b>			
The symposium is free to attendees. Because of the short lunch break, box lunches are available for purchase in advance.	\$8		\$
<b>TOURS</b>			
Please choose one of the following two tours:			
Friday, 10/10: City Tour	\$49		\$
Friday, 10/10: Memphis Belle & The Red Nose	\$26		\$
Friday, 10/10: Grand Ole Opry	\$63		\$
Sunday, 10/12: Nashville NightLife Lunch & Matinee	\$65		\$
<b>Total Amount Payable to Armed Forces Reunions, Inc.</b>			<b>\$</b>

Please Print

MEMBER NAME (for nametag) \_\_\_\_\_

VET    NEXT GEN    OTHER   WWII GROUP (please list BG, not BS) \_\_\_\_\_

SPOUSE NAME (if attending) \_\_\_\_\_

GUEST NAMES \_\_\_\_\_  NEXT GEN

PHONE # (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_      EMAIL ADDRESS \_\_\_\_\_ @ \_\_\_\_\_

ADDRESS \_\_\_\_\_      CITY \_\_\_\_\_      ST \_\_\_\_\_      ZIP \_\_\_\_\_

DISABILITY/DIETARY RESTRICTIONS \_\_\_\_\_

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS?  YES    NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

EMERGENCY CONTACT \_\_\_\_\_      PH. NUMBER (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

## **“MICKEY” Comes to Snetterton Heath #109 APRIL 18, 1944: LUNEBURG. GERMANY**

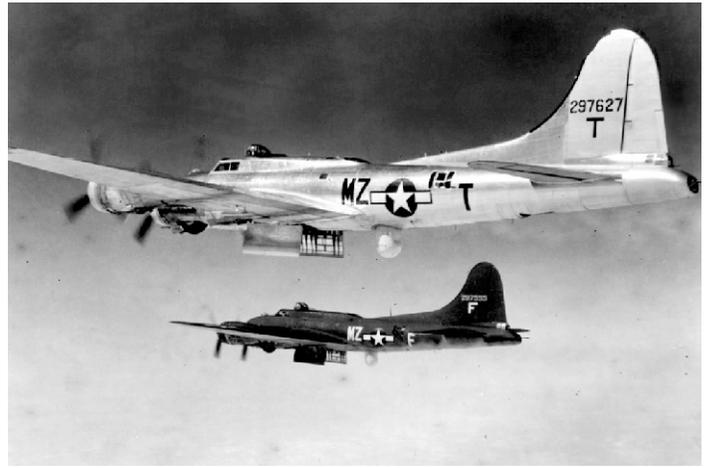
After being mauled on the two previous missions, the 96th could only dispatch 16 planes. Even so the Group was the point to the bomber-stream spear. We led the 45CBW and it led the whole division. Because of extremely high clouds, Berlin, the primary target, was rejected and the 3AD hit the Luftwaffe installations in Luneburg with most satisfactory results. About 40 FW1-90s were caught in the bombing --- Luftwaffe losses which slightly compensated for 96th losses over the last two raids. In fact today was a milk run for the main attacking force of the 96th. However, it was not so for our 413th squadron. After much intensive training under the leadership of Colonel Stanley Hand, this squadron was starting to supply Pathfinders for the division. One PFF casualty had already been recorded on the 11th when Lt. McGregor was shot down by an Intruder. Today the 413th supplied two PFFs to the 94th and one to the 447th. When E/A attacked the 4CBW, the 413th lost three crews.

But before we detail their tragedies, this will be a goof point at which to retrace Colonel Hand's PFF task.

Defeat the nullifying effects of bad weather! That was the problem facing the Eighth. As previously noted, in 1943 while the 8th was jumbling at this problem, scientists at the Massachusetts Institution of Technology developed a device H2X or MICKEY. Doctor David Griggs of MIT arrived in England in late 1943 with 12 hand-made MICKEY sets and he was attached to the 8th as Technical Advisor for all PFF training.

The first of February had seen Lt. Colonel Hand, 413th C.O., and 30 enlisted men in Alconbury studying everything available in the way of materials, techniques, methods and equipment. Studying with Colonel Hand were 15 lead crews which had been especially chosen from all the Groups in the 3AD. In the selection of the MICKEY navigators for these crews it had been attempted to call out men who had some special academic background in physics. Fortunately for the project, an unrelenting contributor was Captain Charles Dunn. At Harvard, Dunn had studied astrophysics. At the 94th bomb group he had flown many missions as lead navigator. He transferred into Alconbury as a charter member of the project and now he was on detached service to the 413th PFF effort. (Eventually, Captain Dunn would transfer into the 96th and be promoted from there to staff at the 45CBW.)

After approximately six weeks of study it became apparent to these men that PFF techniques were grossly



Pathfinders of the 413th Squadron of the 96th Bomb Group top A/C 42-97627 3/20/45 engine caught fire on ground salvaged and bottom 42-97555 MIA 7/28/44 Merseburg Leuna

inadequate. So new was the current MICKEY device that its full potential for bombing and navigation had yet to be realized. The greatest problem for the 413th at this point was the development of procedures and techniques that would assure the success of this bombing aid.

Late in March Colonel Hand's small cadre of 30 EM, 15 crews and 12 especially PFF - modified Fortresses settled permanently at Snetterton. Immediately, the order came for the 413th to furnish 4 A/C to lead the 3AD on the first PFF mission under this new organization. This mission, executed on March 22 to Oranienburg, proved highly successful in that there were no abortions for a PFF aircraft.

But the pressure increased on 413th personnel to make the MICKEY a target finder. The tempo against the Luftwaffe and industrial Germany had to be stepped up. The squadron worked frantically. There were problems. Stupid problems, some of them, for example, there were not even briefing materials such as photographs, charts and maps. Major Ulman, the Group S-2, had foreseen that an entirely new type of Intelligence had to be developed to service Pathfinder operations. Ulman immediately devoted his efforts towards setting this up. His selection of a section head proved to be a wise one. Captain Frederick Danziger was of scientific bent and had a tremendous capacity for hard work. To Captain Danziger was assigned Lt. Miles McFann. McFann, remember, was the remarkable navigator who brought his dead pilot, Lt. Bob Bolick, and his crippled plane, Paper Doll, back from Schweinfurt last October.

Three enlisted men were assigned to the new section. S/Sgt. Dave Holmbeck and Corporals John Tippens Jr. and Jack Caboury. These five men proceeded to do a remarkable job in assuring that the PFF crews were properly briefed to identify targets and keep the air armadas on course.

Supply was a terrible problem for this PFF unit. Originally the essential component parts required in order to equip PFF planes was on a hand-to-mouth basis. Incredible as it seems, Dr. Griggs often flew back to the States to “scrounge.” Finally, Air Service Command assumed the supply tasks and by April improvements were beginning. Another problem rested in the fact that training crews had to be flown constantly at all hours in order to get the ‘feel’ of their equipment during flight. And certainly the fact that all Divisional PFF crews were stationed at one place had a drawback. It was a strain on the crews for they had to be briefed very early at Snetterton. Then they would fly their Pathfinder to whatever Group to which they'd been assigned, be briefed once more, and finally take off for the target. If they survived the raid, they would return from the target to Snetterton. One PFF crew returned from one target only to lead another mission to Berlin — with no sleep in between.

All the A/C prepped by 413th ground crews served as lead ships! The pressure on maintenance perfection was intense!

It is still difficult to measure the success of the Pathfinders. Some facts are obvious though. PFF did improve both navigation and bombing. The tempo of bombing was increased. Even when the target itself was visible through a break in the clouds, and the bomb run became obscured from the IP to the target, the chances of putting the bombs on target became excellent now since the MICKEY operator provided the bombardier with those check points which were so essential in proper recognition of the target and the assigned Mean Point of Impact (MPI).

Back to the three Pathfinders lost in today's mission.

One of the two Pathfinders assigned to fly with the 94th was piloted by 1/L Gay Rieder who was at the very front of the division when attacked. German fighter pilots had been educated to spot Pathfinders and to give them first priority.

94BG personnel witnessed the following.

“This plane was in the lead position of the lead Group of the Combat Wing. All A/C were on the bomb

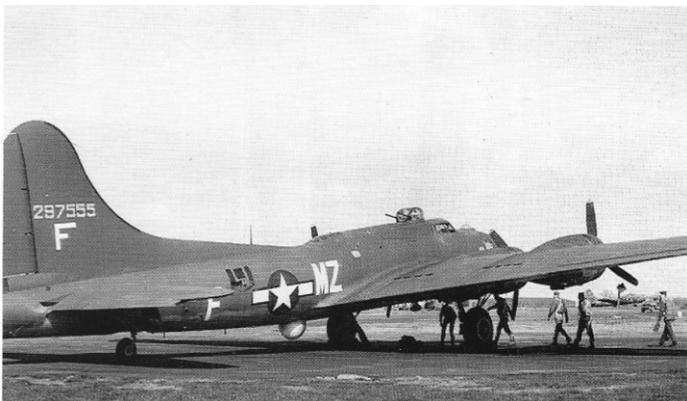
run flying at 25,000 feet. . . clouds were encountered as the bomb run progressed and the Group began a descent designed to get under them. Just as the Group emerged from clouds at 23,000 feet and leveled off it was attacked by close formations of 40-80 E/A. They were practically on top of our formation. Two head-on passes were made at us. The second pass was constituted by about 80 E/A and after this attack this Fortress (Rieder's) was seen going down. Four chutes were observed before the plane disappeared in the target area.

In a Pathfinder, the crew sacrificed the usual Ball Turret for PFF equipment and special observatory positions. Typically then, Pathfinder planes accommodated senior ranking officers in the co-pilot's seat functioning as Command Pilot. The co-pilot usually displaced the tail gunner and observed the bomber stream behind the Pathfinder. Moreover there were two navigators, one being a MICKEY operator. When the attacks started, Rieder's Command Pilot, Major Lew Weiner, took in a belly full of .20mm while the Fortress was raked from nose to tail. Crewmen hoped to tie him to a static line in the bomb bay and throw him out. But by the time they got him to the bomb bay, the Major was already dead. Bombardier Charlie Coleman's body was also taken from the wreckage by the Germans. The rest of the crew were captured.

2/L Paul van Boven of the 413th testifies to the fate of the second Pathfinder, 42-97569, assigned to fly with the 94BG. After taking a flak hit which knocked out engines 1 and 4, E/A delivered the coup de grace with a burst of a .20mm which not only took out #2 but killed the pilot, 1/L John Abrell. The rest of the crew bailed out and were captured.

The third Pathfinder 42-97597, assigned to the 447BG, experienced a most insulting fate: It was the victim of “friendly bombs” from another Fortress. Evidently Captains Easterline and Baizell maintained sufficient control to make an emergency landing. All the crew were captured. Unfortunately so was the Pathfinder because the MACR contains German documents which boast “all equipment saved.”

**Right:** This aircraft of the 413th squadron is a PFF with H2X radar installed. The radar scanner is fitted in place of the ball turret and is semi-retractable. It was early in 1944 when the 413th took over the pathfinder duties for the Third Air Division. Normal procedure for each PFF aircraft was to take off in the early hours and fly to its designated group's airfield to provide their PFF lead for the mission. To avoid confusion of the group identity during these missions, many 413th pathfinders did not have 96th Group square C on tail or wing surfaces, although squadron code - MZ and aircraft letter were still used. The aircraft in this picture, 42-97555, was lost on 28 July 1944, while on PFF duties with the 100th Bomb Group to oil Installations at Mersburg Leuna, Germany. (96thArchives)

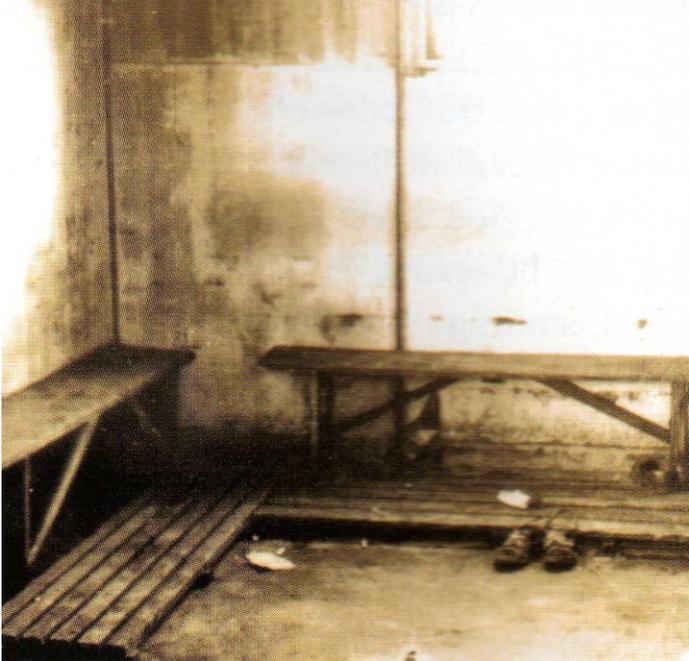


# A Ghost of Christmas Past: Stalag Luft IV

Joseph R. Garber, 96th BG

We were on our way to Regensburg July 21, 1944 when our B-17 was hit by heavy flak and we were forced to bail just east of Schwaebisch, Germany in an area of the Heubach Forest. We were captured almost immediately, but even though the fall had broken my ankle, the German soldiers took us for several days of interrogation rather than medical care. Eventually, a doctor set my broken bones and a large group of us were then crammed into railway cars for the journey to Stalag Luft IV.

Stalag Luft IV, as we would soon realize, was bad even for a POW camp. Our barrack hut - one of 40 - was wooden, drafty and cold [although ours did have a pot bellied stove, most of the other huts did not]. When we first arrived at the camp, I claimed one of the few sleeping shelves in our hut.



The shelf was made of wooden slats fashioned to hold a mattress off the floor. Our 'mattresses' were paper bags filled with straw and/or sawdust. After one night on the 'shelf' I opted for sleeping on the floor - bugs and all.

Most mornings started out early with muster and roll call in the yard. On good days we got a serving of an oatmeal-gruel that was awful, but we ate it and even got pretty good at hiding bits and pieces of food whenever we could. We never knew from day to day when or if we'd eat again. Apparently turnip roots were a bumper crop in Poland that year, because it seemed that in the absence of any 'real' food, we would get a bite or two of turnips. I haven't eaten one since. Medical care was a mystery. Far too often guys would be removed from the camp for 'medical care' and would never return. I often wondered what happened to them.

Located less than 40 miles from the North Sea in northern Poland, winter came early and it was bitter cold. Being from Wilkes-Bane, Pennsylvania, I was used to snow and ice and cold, but not in thread-bare uniforms without a warm coat, gloves.. well, you get the picture.

We were a mix of faiths and beliefs and I remember there was a Catholic chaplain in our camp Rev. Thomas Lynch who would often be allowed to say Mass on Sundays. Being Catholic, that was a huge lifeline for me, but I was always terrified that if the guards found out any of our guys were Jewish.. well, it would have been a death sentence.

I had been a 'guest' of the Germans for over five months by the time Christmas came in 1944. We were exhausted. Starving. But never without hope. The guards constantly taunted us, telling us the Germans were winning the war and bombing the major cities in the US. We had a small radio which we diligently hid from the guards and circulated among the other prisoners via some clever hiding spots, such as inside a fellow prisoner's wooden leg or bandaged extremity. But we rarely had 'real' news. We were allowed 1 post card and 1 letter per month when we were lucky. We looked forward to the Red Cross packages when they came, but we had to share one box per two prisoners. The meager items didn't go very far.

Christmas. Most of us reached down deep to draw on memories of Christmas's past. We pictured fresh pines and firs with home made ornaments. Strings of popcorn. Lots of popcorn (remember, we were hungry)! My vision had a huge, roaring fire in the fireplace, but none of us dreamt of colorfully wrapped packages. The ONLY present we wanted was to be home. Safe. Holding our loved ones. It's all any of us wanted. Family is what pulled us through. In the dark, silence of Christmas Eve, we had no candles, we tried a few carols, and we prayed. We prayed for freedom.

Our "Christmas" came in May 1945. We awoke one morning and realized we hadn't been summoned to morning muster. The door to our hut was still locked, but when one of the guys looked out a window he shouted there were no guards in the tower. We kicked the door open, ran out in the yard and realized all of the guards had vacated the camp sometime during the night. We were free!

Word spread quickly and the yard filled with POWs. Soon, some Russian soldiers came into the camp. One of them, a rather stocky female in uniform got out of a jeep drinking from a large cup. For whatever reason she saw me, asked if I was thirsty, and offered me her beverage. Thinking it was fresh water, I gulped it down. It wasn't water. It was 120 proof Russian vodka. I gagged and choked while she laughed hysterically! Oh, well. It was Liberation Day and it was the best Christmas present ever.

*Reprinted from the December 2013 issue of the 8th AF NEWS. Joe Garber was 154 lbs. when he entered Stalag Luft IV. Nearly 10 months later he w down to 89 lbs.*

# French Legion of Honor



## to Bill Thorns

By Dale Budde

It was my great honor and privilege to be present on Friday November the 8th, 2013 at the Consulat Général De France À Chicago for a group presentation of the French Legion of Honor Medal to five United States veterans from World War II. Among them was our own 96th Bomb group veteran Bill Thorns. Bill was joined by a number of his family members for the occasion.



Pictured above the proud family: *Rear*, L-R Ken Stam, Dan Thorns, Jake Thorns, Adam Thorns, Jenny Thorns with Tyler, Michele Thorns, Bill Thorns, Tracy Thorns. *Front*, L-R Cathy Stam, Sarah Conroy, Sonny Thorns, Dorothy Thorns, Bill Thorns, Crystal Thorns.



Bill Thorns center and his fellow recipients with the French Consul General of Chicago left. Three were infantry veterans and one a Tuskegee Airmen.

There are several other of our members who have received this award among them are Marburry Councill, Joe Garber and Frank Wiswall. Review the criteria below and if you believe you are eligible you are encouraged to make application as set forth. Should you have any questions about the process contact one of our recipients they would be glad to tell you about it.

## How to request being awarded the French Legion of Honor

The Legion of Honor is France's most distinguished decoration and it can be bestowed to recognize the special contribution and act of bravery while fighting for the liberation of our country during WWII. The decision to honor World War II combatants applies only to living veterans who served on French territory and in French territorial waters and airspace from 1944-1945.

The medal will not be awarded posthumously

In order to study your request you must provide the following documents:

1. Proposal Memory Form - Attach the form completed in block letters and print legibly (with a detailed personal narrative related to your campaigns in France in which you participated. indicating the dates and locations where you fought, the divisions or units you belonged to and your functions).

2. Honorable Discharge Papers — Attach a copy (do not send originals) of both sides of your showing proof of service in France between June 6, 1944 and Ma~ 8. 1945.

3. A copy of any of the following decorations you or your unit may have been awarded is also required: Bronze Star, Silver Star, Purple Heart, Congressional medal, French Croix de Guerre/French Fourragere.

4. All information (newspaper articles, books, etc 1 describing your actions in France during WWII.

5. Mail to one of the French Consulates on the list. Please note that upon receipt of these documents your file will be submitted to our Embassy in Washington DC. and then to the Grand Chancellery of the Legion of Honor in Paris. France, for a final decision after a close study of the veteran's record by a committee. The review of application for the Legion of Honor may take over a year. Please don't call: applicants will be contacted directly if any questions or problems arise.

If your request is accepted you will have to go to one of the French Consulates to receive the medal.

### FRENCH CONSULATES IN THE U.S.

Consulat Général de France  
4101 Reservoir Road  
Washington DC 20007

Consulat Général de France  
934 Fifth Avenue  
New York, NY 10021

Consulat Général de France  
Park Square Building, Suite 750  
3 1, Saint James Avenue  
Boston MA 02116

Consulat Général de France  
The Lenox Building  
3399 Peachtree Rd NE. Ste 500  
Atlanta, GA 30326

Consulat Général de France  
Espirito Santo Plaza, Suite 1050,  
1395 Brickell Avenue  
Miami FL 33131

Consulat Général de France  
205 North Michigan Avenue, Suite  
3700  
Chicago, IL, 60601

Consulat Général de France  
777 Post Oak Boulevard, Suite 600  
Houston, TX 77056

Consulat Général de France  
1340 Poydras Street- Suite 1710  
New Orleans LA 70112

Consulat Général de France  
10390 Santa Monica Blvd. Suite 410  
Los Angeles, CA 90025

Consulat Général de France  
88 Keamy St. Suite 600  
San Francisco, CA 94108

# A Chat From Your Chaplain

## REALITY OF SOCIALISM

An economics professor at a local college made a statement that he had never failed a single student before, but had recently failed an entire class. That class had insisted that socialism worked and that no one would be poor and no one would be rich, a great equalizer.

The professor then said, "ok, we will have an experiment in this class on socialism. All grades will be averaged and everyone will receive the same grade so no one will fail and no one will receive an A.

After the first test, the grades were averaged and everyone got a B. The students who studied hard were upset and the students who studied little were happy. As the second test rolled around, the students who studied even less and the ones who studied hard decided they wanted a free ride too so they studied little.

The second test average was a D! No one was happy. When the third test rolled around, the average was an F

As tests proceeded, the scores never increased as bickering, blame and name-calling all resulted in hard feelings and no one would study for the benefit of anyone else.

To their great surprise, all failed and the professor told them that socialism would also ultimately fail because when the reward is great, the effort to succeed is great, but when government takes all the reward away, no one will try or want to succeed.

The following 5 statements are applicable to this experiment:

1. You cannot legislate the poor into prosperity by legislating the wealthy out of prosperity.
2. What one person receives without working for, another person must work for without receiving.
3. The government cannot give to anybody anything that the government does not first take from somebody else.
4. You simply cannot multiply wealth by dividing it!!
5. When half of the people get the idea that they do not have to work because the other half is going to take care of them, and when the other half gets the idea that it does no good to work because somebody else is going to get what they work for, that is the beginning of the end of any nation.

## JUVENILE OR PARENTAL DELINQUENCY

We read in the paper, we hear on the air of the killing and stealing and crime everywhere.

We sigh and we say, as we notice the trend, this young generation, where will it end?

But can we be sure it's their fault alone? Too much money to spend, too much idle time:

Too many movies of passion and crime; too many books not fit to read; too many evils in what they hear;

Too many kids encouraged to roam by too many parents who don't stay at home.

Youth doesn't make the movies;

They don't write the books that paint the pictures of gangsters and crooks.

They don't make the liquor, They don't run the bars, They don't make the laws And they don't make the cars.

They don't make the drugs that addle the brain. It's all done by older folks, greedy for gain.

And how many cases we find that it's true, The label "Delinquency" fits older folks too.

## SOME MORE "IMPORTANT THAN ITEMS"

1. Meaningful relationships are more important than meaningless things.
- 2 The time you spend WITH someone is more important than the money you spend ON them.
3. Reliability is more important than resourcefulness.
- 4 Maintaining integrity is more important than "getting ahead".
5. Learning to serve is more important than learning to lead.
6. How you spend the years you have is more important than how many years you have.
7. An unnoticed life lived for others is more important than a highly visible life that is lived for self.

The good LORD willing, hope to see I

Y'al in Nashville!!!!

TO THE BEST OF THE BEST,

Respectively submitted,



Bill Thorns

Address your correspondence for our Chaplin to:

William (Bill) Thorns  
20301 South Pine Hill Road #3  
Frankfort IL 60423-9368

Phone (815)-469-4494

E-mail [b17fertilemyrtle@att.net](mailto:b17fertilemyrtle@att.net)





**From:** thelma [mailto:jothel@cox.net]  
**Sent:** Wednesday, October 30, 2013 5:22 PM  
**To:** 'Dale Budde'

**Subject:** October Newsletter

Dear Dale,

Just want to pass along that my wife and I both thoroughly enjoyed this edition. Thelma brought the mail in, handed me the "Newsletter"; I read it through and passed it on to Thelma and she promptly followed suit. We felt the tribute to Tom Thomas was done very well; and he certainly deserved it. He will most certainly be greatly missed by the 96<sup>th</sup>.

Your comments about your association with the 96<sup>th</sup> brought back many fond memories. We remember so well our first encounter with you and your father in New Orleans and always looked forward to seeing the two of you at succeeding reunions. Unfortunately we've had to miss the last few but are hopeful this will change in the future. Both of us have had some health problems these past few years: Thelma had to have a total knee replacement a couple of years ago and I was diagnosed with prostate cancer shortly thereafter. Got through the radiation treatments very well but a bit more than a year later was plagued with bleeding in the colon. The doctor said the radiation continues working even after the treatments are over and that caused the problem. I believe we have that licked now though and I'm so glad I don't have to go through more colonoscopies and Sigmoidoscopies and cauterizations. All of that seems to have slowed me down just a bit, but considering that I'm turning 93 on the 1<sup>st</sup> of November, I feel I'm doing quite well.

Keep up the good work with the "Newsletter", take care of yourself and pass our regards on to all those people who have been doing such a great job keeping the organization going.

Best regards,  
Joe Pace

It was nice to hear from you and hope this issue brings you as much joy as the last and finds you both good health. Look over the Reunion activities and arrangements and see if you can plan to join us all in Nashville this October. It sure would be good to see you again.

96th. Bomb  
Group



338th.  
Squadron

815-469-4494

b17fertilemyrtle@att.net

11/4/2013

Greetings Salutations, Frank

First and foremost; CONGRATULATIONS upon your receipt of the B-17 trophy in recognition of the magnificent work you did on behalf of our beloved 96th BGA with your "Searcher of Lost Souls" Project!!!

You and I, Tom, Bob D, C.D. Terry and others go back a long way, about 1983. It was my pleasure to be president 1982-1997 and watch our membership GROW. Your project and the Newsletter exponentially increased our rolls!!! And you did it in spite of "no responses, returned mail, not interested" and many other adversities. We're all so very proud of you and I for one vividly remember our yearly reports and Newsletter write-ups.

On a personal note; I'm GLAD GOD has surrounded all of us in the 96th with you and Mae too!!!

We love ya, and GOD BLESS,

This is the letter that Dorothy and Bill Thorns sent to be included in the memory book that we presented to Frank Wiswall on November 18, 2013 at his home in Boonton.

We are sorry that plans did not permit collecting your greetings before the presentation. If you would like to send Frank a note or card to include in his book and thank him for his service to the 96th Bomb Group Association it can be sent to the address below. I am sure Frank would enjoy hearing from all of you.

Frank Wiswall  
449 Boonton Avenue  
Boonton, NJ 07005

Date:10/30/2013 4:09:00 P.M. Central Standard Time

From:nancymeshko@outlook.com

To:dlbudde@aol.com

I want to thank you for the wonderful tribute to our Tom. As I've said before, I can't remember when I didn't know Tom and "natural beauty" Marie. To have known him and to have a copy of his book is an honor.

I always maintained that next my George, Tom was my hero.

I was surprised to hear that Jack Griswold passed on. When did you hear? I called Joe Jones and I absolutely destroyed him when I told him that our Jack is gone. Jack was the best and I loved talking to him. Likewise Manny. Oh! Our troops are getting fewer and fewer.

I don't know if you knew that George has had 3 mini strokes which have left him more hard of hearing (although he has hearing aids) walks very slowly, is quite hunched over. I try to remind him to raise his head while walking which I think helps him to walk better. This last summer, while returning from a Frontier Airline Retired Pilot luncheon, his right front wheel hit the curb, ended up on the sidewalk, hit a light post and the bag inflated and gave him a split lip, a swollen eye and cheek. He was checked out at the hospital and they found no other damage. The car was totaled and toad away. Our insurance paid for the light post and the ambulance and hospital bill was on us. In the meantime, the kids and I talked about getting him to his family physician for some help in convincing him to quit driving. Dr. Amundson got the job done. George nor I drive and son Jay or his children are sweet enough to take us wherever we need to go. We're doing well.....no medications so far.

I would love to make the next reunion.....I missed being with all of you. I'm keeping my fingers crossed.

Thanks again for what you do for us.  
Love you for it.

Nancy

Thank you so much for your kind words and your concern and care for the 96th all these years.

It is with the greatest of regret that I read your latest e-mail telling of George's passing,

I only hope that I can do him the same honor that I was able to do for Tom in our next Newsletter.

George was one of my Heros too Nancy. I will never forget the many times I was able to spend with him since our first meeting in New Orleans in 2002. He was truly one of the GREATS of the Greatest Generation.

I hope you will still try and make the next reunion as you and George have both been greatly missed and I am sure we would all love to see you too.

Dale

Subject:message from Holland

Date:10/22/2013 7:26:02 A.M. Central Standard Time

From:codeswart@gmail.com

To:Dlbudde@aol.com



Dear Dale,

As each year on Oct.20 since the erection in 2003 : flowers at the Monument for the five USAAF Airmen of the 'Geyer-Crew", KIA in the crash of their B-17 42-3439-96thBG/413BS on Oct. 20-1943 in De Bilt, Holland. Their names immortalized on the turnable cube of this Monument at the former crash site.

For story of crew, plane and Memorial Day visit:  
[http://www.gallery.mighty8thaf.preller.us/main.php?g2\\_itemId=24319](http://www.gallery.mighty8thaf.preller.us/main.php?g2_itemId=24319)

Know you appreciate,  
Kindest regards  
from the Netherlands,  
Co de Swart,  
Researcher Airwar WWII ETO.

*Your sharing the photos with us and the 8thAF NEWS as printed in the December 2013 issue of the magazine are greatly appreciated. Thank you for your efforts and dedication to the remembrance of our fallen comrades.*



## Web Pages and Internet sites of Interest

96th Bomb Group Association web page <http://96bg.org/>

Facebook

<https://www.facebook.com/96thBombGroupAssociation>

"Il Silenzio," a memorial piece commissioned by the Dutch and first played in 1965 on the 20th anniversary of Holland's liberation.  
<http://www.flixxy.com/trumpet-solo-melissa-venema.htm>

Aviation Graveyard - Kingman Arizona

<http://www.youtube.com/watch?v=1TJk1jqzjYU>

Willow Run Bomber Plant Video - WWII

<http://www.youtube.com/embed/iKlt6rNciTo?rel=0>

Go to Google search and enter in the search bar  
" Images for 96th Bomb Group Museum"

ENJOY

# BULLETIN BOARD



## With Humble Apologies

For whatever reason (I am not assigning any blame; let's just call it a failure to communicate), the rough draft and not the final version of my report of our trip to Snetterton was not published in the last Newsletter. I would like to include here what was left out of the version that was published. The article incorrectly attributed the wonderful Open Day at Snetterton to Geoff Ward. While we all know how hard Geoff and Margaret work to maintain our Museum, there are others involved who perhaps do not receive the recognition they so richly deserve. This is the paragraph that should have been published:

The Open Day was arranged for us by Jill and Alfie Tebble and was a wonderful day. They have worked through the years to arrange other Open Days at the museum, with re-enactors dressed in WWII era Uniforms, camps, a radio station playing 40s music, dancers, and a display of vehicles from that time. We felt like we had stepped back in time. After visiting the Museum, we went to the Assembly Hall at Eccles Hall School where we had a very nice lunch provided by Sean Simington, who has been so supportive of the Museum.

Also omitted from the article were the last two paragraphs with more sincere thanks to all those who made our trip to Snetterton so special and who continue to support the 96th Bomb Group and our museum. I hope I am not leaving anyone else out. These paragraphs should have been published:

We all had a great time and are so grateful to Geoff and Margaret, Bert and Sombra Patrick, Jill and Alfie Tebble and their family, Malcolm and Ann Holmes, Tim Edwards, Bruce Martin, Sean Simington, Richard Burlingham, Michael Jaques, and everyone else who

keep the memories of the 96th BG alive and who made this trip one that we will never forget.

We owe special thanks to Geoff, who was so patient in coordinating the whole trip and in working with Andy Burrows at Simonds, regarding our many requests for special arrangements. This was truly a customized private tour and we could not have made it without Geoff's patience and good humor.

I offer my sincere apologies for the lack of recognition for those who made our trip so special. It was certainly not my intention and they were listed in the final version of my article that unfortunately was not published.

Here's to The 96th!  
Rebecca



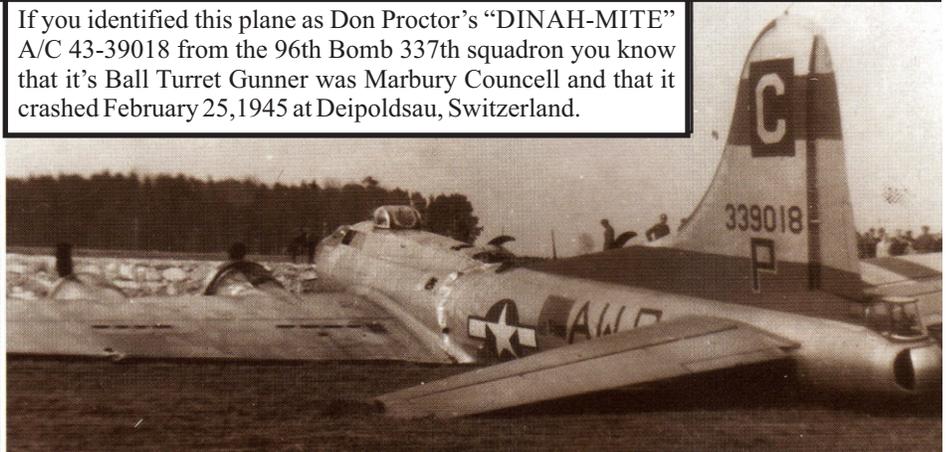
Some of our English members hosting the museum luncheon on open day (Back row L-R:) Richard Burlingham, Stuart Brawn, Alfie Tebble, Geoff Ward, Bert Patrick. (Front Row L-R:) Sombra Patrick, Jill Tebble, Margaret Ward, Bruce Martin. The man in uniform is an unknown re-enactor and not a member.

How many of you saw this aircraft on the left pictured on page 10 of the March 2014 8THAFNEWS?

It is not the same as the one at the top of page that crash landed on March 16, 1944 according to the notes of Andreas Kuoni's uncle on the back of that photograph.

If you look carefully at the markings you can identify it as the same one pictured in the Snetterton Falcons on page 232 and read the rest of the story.

If you identified this plane as Don Proctor's "DINAH-MITE" A/C 43-39018 from the 96th Bomb 337th squadron you know that it's Ball Turret Gunner was Marbury Councill and that it crashed February 25, 1945 at Deipoldsau, Switzerland.



# 8th Air Force Historical Society



Are you a member of the 8th Air Force Historical Society? In the past many of our 96th Bomb Group Association members have not paid dues to both the 8th AFHS and the 96thBGA and because of that you are missing out on a great publication. The **8TH AF NEWS** is published quarterly and most recently has featured articles about or written by members of the 96th Bomb Group Association. The most recent issue featured *Arsty and the Crew of "The Saint"* by Stan Peterson.

Annual dues are \$40 and can be paid on line at:  
[www.8thAFHS.org](http://www.8thAFHS.org)  
 or mailed to: Membership Manager  
 8th Air Force Historical Society  
 PO Box 956  
 Pooler, GA 31322-0956



## 96<sup>th</sup> Bomb Group Association TREASURER'S REPORT 2013 (Year End)



**Wells Fargo Checking Account (non interest bearing account):**

### INCOME 2013:

Membership Dues/Donations:	\$2,546.00
8th AF Rebate (top group at reunion)	\$648.74
<b>Total Income</b>	<b>\$3,194.74</b>

### Expenses 2013:

Feb. Newsletter # 60 Buddes Print Shop:	\$2,067.25
Oct. Newsletter # 61 Buddes Print Shop:	\$1,740.08
State of Illinois NFP Filing	\$13.00
Stamps	\$90.00
8th AF Hospitality Suite	\$609.68
Hospitality supplies	\$403.30
B-17 Models presentations	\$466.00
Flowers Tom Thomas Funeral	\$145.02
<b>Total Expenses</b>	<b>\$5,534.33</b>

**YTD Income for 2013:** -\$2,339.59  
 (income - expenses)

**Total Assets:** \$31,016.47

**Notes:**

All funds are currently deposited in a not for profit checking account which is non interest bearing.

State of Illinois non profit status to "Active"  
 Agent Name: Dale Budde (agent needs to reside in Illinois)

IRS Filing Submitted August 2012 Form 1024 to get Tax Exempt Status  
 reinstated with federal Government  
 IRS Status: Reinstated Retroactive.

Respectfully submitted,  
 Daniel Bradley  
 Secretary/Treasurer

### YOUR 2014 DUES SHOULD BE PAID NOW



This may be your last *Newsletter!*  
 if not unless you are a Life Member  
 Send your **\$20 annual dues**

**To: Daniel Bradley**  
 96th Bomb Group Association  
 31 Brinckerhoff Avenue  
 New Canaan, CT 06840

(Annual Dues were raised to \$20 at General Meeting September 2002)  
 Due January 1st each year.

### 96th Bomb Group Association Membership Application /Dues Remittance

Name \_\_\_\_\_ Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ + \_\_\_\_\_

Phone # A/C \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ E-mail address: \_\_\_\_\_

Squadron \_\_\_\_\_ Number of Missions \_\_\_\_\_ Position \_\_\_\_\_ Ground Crew \_\_\_\_\_

Other crew members or information that you feel might be useful to the 96th: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_

Dues are \$20.00 per year payable to: 96th Bomb Group Association, 31 Brinckerhoff Avenue, New Canaan, CT 06840

**WHERE  
TO CALL  
OR WRITE**



**PRESIDENT**<sup>(2015)</sup>  
Joe Garber  
46 Coquina Ridge Way  
Ormond Beach, FL 32174-1816  
(386) 672-5359  
PalJoe2@aol.com

**VICE PRESIDENT**<sup>(2015)</sup>  
Michael (Mike) McIlraith  
1801 Bolton Street  
Fort Worth, TX 76111  
(817)-834-4620  
mmc@flash.net

**SECRETARY/TREASURER**  
Daniel Bradley  
31 Brinckerhoff Avenue  
New Canaan, CT 06840  
(203) 972-8894  
nessej@outlook.com  
**RECORDING SECRETARY**  
James Davis  
2303 W. Del Webb Blvd.  
Sun City Center, FL 33573  
(813) 810-7704  
jdavis5190@tampabay.rr.com

**ENGLISH CONTACT/  
HISTORIAN**  
Geoffrey Ward  
41 Skelton Rd. Diss Norfolk  
IP22-4PW England  
#011-441-379-643762  
Gdmh.w33@tiscali.co.uk

**WEBMASTER**  
Bill Taebel  
348 N. Constitution Dr.  
Tucson, AZ 85748  
(520) 886-0917  
Web address: <http://www.96bg.org/>

**PRESIDENT EMERITUS**  
Marbury Councill  
420 Riverside Drive  
Pasadena, MD 21122  
(410) 437-5474  
Caramarb@aol.com

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Texts and/or photos are sincerely solicited. If requested, photos will be returned. The Editor reserves the right to edit text. June 30, 2014 is the deadline for the August 2014 issue.

**96th BOMB GROUP ASSOCIATION**  
31 Brinckerhoff Avenue • New Canaan, CT 06840



**Final Mission**

*Those Who Served Their Country  
With Honor and Distinction*

Graham, James E.	339th	CP
Guerrein, Raymond A.	339th	N
Lewis, Roy Hunter	337th	ENG
Meshko, George	339th	WG
Scheinberg, Sidney	337th	N

*We will print the names of all deceased 96th airmen sent to us whether or not they are current members of the 96th BGA.*

*We will also print the names of members of other Bomb Groups if they are current members of the 96th BGA. Written notification is required. Send to: Daniel Bradley, Secretary/Treasurer, address on this page.*



**March 20, 1925 - April 15, 2014**  
*A Special Tribute to George in the next issue*

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60188

*We're all fighter pilots now*

