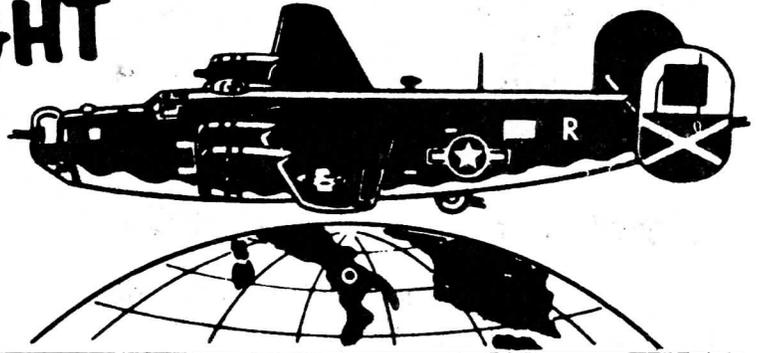




LIGHTWEIGHT TOWER CALLING



No. 19

January 1985

Southern Texas to Host Group's 1985 Reunion

A "Reunion of Contrast" will be the theme of the 485th Bomb Group's 21st reunion to be held in 1985 in South Texas.

Perhaps the most ambitious stateside reunion yet planned, it will be held at the Rancho Viejo Resort, located between Brownsville and Harlingen, Texas. The resort is situated only a few miles from the Rio Grande river and Mexico.

The dates are from Wednesday, October 9 through Sunday, October 13, 1985. Hosts are Dan Sjodin and Jack Whatley.

The reunion committee has added an extra day to the reunion so that all the attractions of the week can be accommodated.

Plans call for registration on Wednesday and Thursday in addition to a bus tour of the beach at Padre Island (on the Gulf of Mexico) on Thursday afternoon.

On Friday plans call for a trip to Matamoros, Mexico for shopping and sightseeing. The trip is tentatively scheduled to start from the resort at 9 a.m. and return at 5:30 p.m. with a small business meeting in the evening.

Saturday is to be spent in Harlingen, headquarters of the famed Confederate Air Force which will be conducting its annual air show.

The banquet hall at Rancho Viejo will be the site of the annual bomb group reunion banquet Saturday evening.

The gathering is scheduled to conclude Sunday morning with the main business meeting of the Veteran group.

Jack Whatley reports the planning



committee has reserved 100 rooms at the resort to accommodate 200 persons, based on double occupancy. The overflow, he said, would be assigned to a nearby "first-class" motel with transportation provided to and from Rancho Viejo.

Recreational vehicles (RV's) can be parked at the resort, but not occupied. If members want to occupy their RV, they can do so at the Confederate Air Force, but they should call (512) 425-1507, or write to: CAF, P.O. Box CAF, Harlingen, Texas 78551 before September 1. There are no hookups, but if the RV is self-contained there are plenty of places for dumping tanks and for refill.

"You cannot imagine," he said, "what a great place Rancho Viejo is without actually seeing it. Each villa has a living room, kitchen (complete with washer and dryer, stove and refrigerator) and a dining room to be shared with the other occupants of the two or three bedrooms in the

(Continued on page 13)

Charlotte Draws Record Number Of Veterans

As the saying goes, how time flies.

It's been over 40 years since we were together in Venosa, Italy. But, once a year, we can relive those days when we congregate for the annual reunion.

This year it was held in Charlotte, N. C. with Dean Bassett and Bill Long as hosts. The Regency was the reunion headquarters for the event, held from September 28-30, 1984.

A record 122 veterans attended the 1984 get-together and 227 persons participated in the Saturday night annual banquet. There were 20 "first-time" veterans attending the reunion.

On Saturday three bus-loads from the group toured the Charlotte area with a stop at an abandon gold mine.

Business meetings of the association were held late Friday afternoon and Sunday morning when plans for the next two reunions (1985 in Harlingen, Texas and 1986 in Nashville, Tenn.) were discussed.

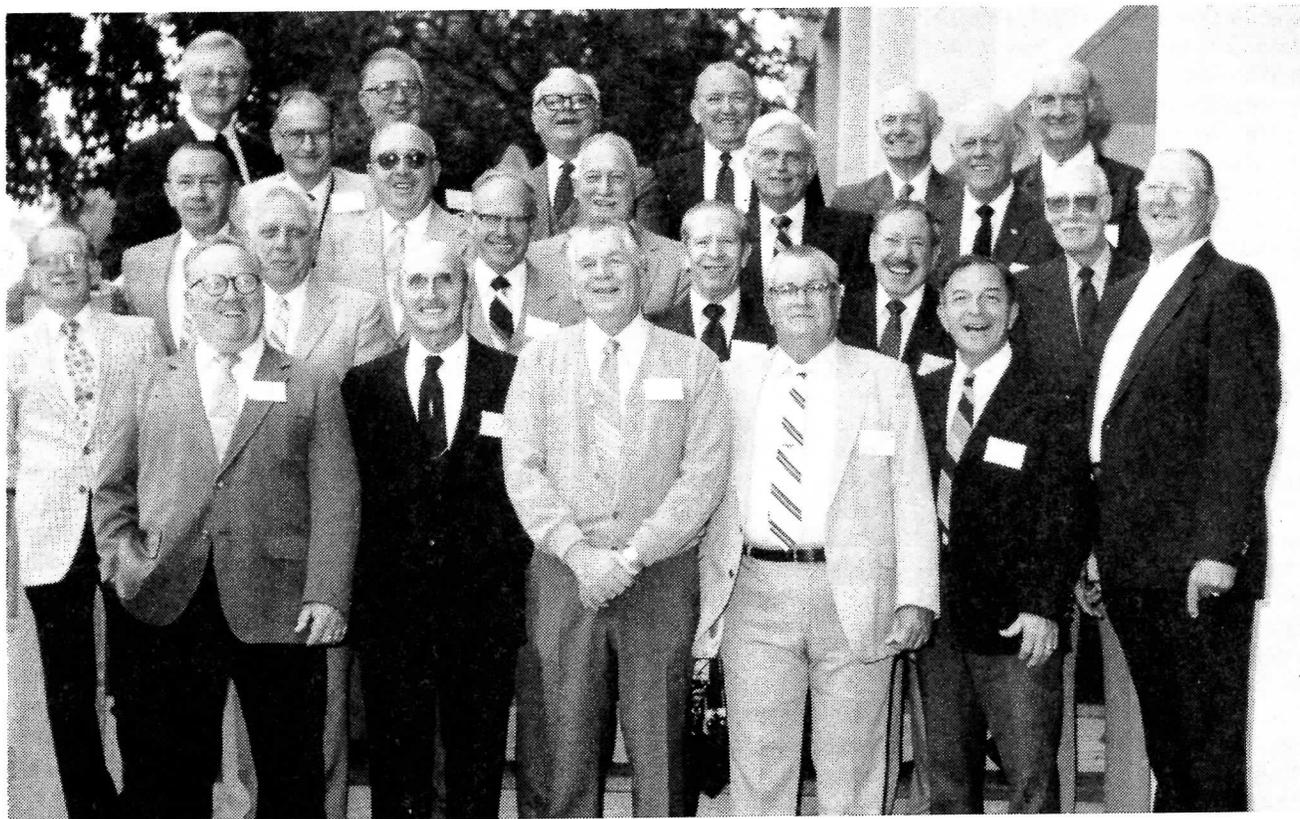
Two other events were announced which veterans and their families were urged to consider attending. One is the combined 15th-8th Air Force reunion, scheduled for late July 1985 in Seattle, Wash.

In addition, Roger Monroe is planning a fishing trip to Alaska which will follow the Seattle reunion. Details are available on the flyer included with the Lightweight Tower.

All in all, the Charlotte reunion was an outstanding experience for most attendees. Nearly all are eagerly awaiting renewing acquaintances at later sessions.



828TH — First row, left to right: N. Montulli, G. Compton, D. Bassett, K. Anderson, C. Mazzoni, C. Hartman, C. Parli. Second row: J. Mulvihill, G. Bell, A. Borgetti. Third row: R. Monroe, S. Burba, W. Schneuer, R. Deeds, K. Wall. Fourth row: A. Hurley, J. Whatley, E. DeVane, R. Dittrick, C. Eckfeld, G. Ick.



829TH — First row, left to right: Al Martin, Milton Fundling, Harold E. Jones, Napier Wythe, Vince Gullo, Earl Bundy. Second row: Bob Bimmler and Bernard Rempe. Fifth row: Marion Schelor, Joe Cathcart, Al Carlson, Kenneth Robison, Mike Kilbury. Not pictured: Jack Hudson.

MINUTES OF MEETING AT CHARLOTTE

Friday, Sept. 28, 1984

The meeting of the 485th Bomb Group was called to order by Earl Bundy, Friday evening, Sept. 28 at 4:30. (This being a change from general rule due to the early hour the tour was to start Saturday morning).

Sherrill Burba read the 485th prayer. It was announced that this prayer had been adopted by the 15th Air Force as their opening prayer at future meetings. Congrats, Sherrill, for a Great Honor.

Minutes were read and approved.

Colonel Cairns gave a report on the 40th Anniversary of the 15th Air Force. It was attended by many from the 485th. Colonel Cairns gave several reasons and objects of the organization's purpose. The reunion of the 15th and 8th Air Force will be held in Seattle, Wash. on July 27-29. Earl Bundy did a lot of work on a notebook to hold the Lightweight Tower. The notebooks sold out quickly, but more were promised to be made available as soon as possible. The notebook would also be available to those who have their own Lightweight Towers.

Dan Sjodin gave an illustrious invitation to Harlingen, Texas, for 1985 for a gala fiesta. He has been assured of the full cooperation of the Chamber of Commerce and accommodations at the Rancho Viejo Resort. There will be plenty of room as each hacienda will have a bedroom with bath, sitting room and kitchen. Two and three bedroom units will also be available. The second week in Oct. is the tentative date for the Confederate Air Force Air Show. The theme will be, "Reunion of Contrast."

Jack Whatley then spoke further on the reunion. Specifically on the Confederate Air Force. There is the possibility the CAF will not be in Harlingen next year at reunion time. At this time, there is no definite decision on the proposed location. Dan and Jack will inform us later.

These questions were raised:

Should we have the reunion in the Magic Valley as planned even if the CAF is not in Harlingen?

Should we have the reunion wherever the CAF has been relocated?

Should we have the reunion as planned at Rancho Viejo the weekend before the scheduled Air Show? Those that wish to, may stay in the vicinity until the next weekend and attend the Air Show wherever it will be.

We should be contacted by Dan and Jack around the first of Nov. for a decision.

The tour of Charlotte was to leave the hotel around 9:30 a.m. to return around 3:30 p.m. Pictures to be taken by the pool at 6:30, happy hour in the vestibule outside the dining room at 7:00 p.m., dinner at 7:30, Sunday meeting to be at 9:00 a.m.

Roger Monroe announced he had copies of the original flight crews formed at Boise, Idaho for sale at a small donation.

Earl was called to the telephone to take a call from I. R. Scott sending his hello to the group.

Laura read a poem written by S/Sgt. Donald D. Stevenson, Security Police, who is presently stationed at Hahn Air Base, West Germany. Dean is the son-in-law of Bernard and Laura Rempe. Dean and family will return state-side in July 1985 after four years. Dean wrote this poem after hearing so much about our return to Venosa.

Motion was made to adjourn to the 'Watering Hole' to sip lemonade.

Sunday, Sept. 30, 1984

The meeting was opened by Earl Bundy with a moment of silent prayer for our departed comrades.

Congratulations were extended to Dean Bassett, Bill Long and wives for a successful reunion.

Sherrill Burba presented Dean Bassett with a pair of bullhorns also deer antlers thus fulfilling a previous promise.

Jesse Ledbetter had not received the trophy due him last year, it was assured that Jesse would receive the deserved trophy.

Motion was made and carried to have S/Sgt. Stevenson's poem read to close our reunions.

B-24 Tie Tacs were again asked about. Laura promised she would go home and dig out the address and order more.

What A Reunion!! 20 first-timers, who were each in turn asked to tell how they found out about the reunion and to introduce themselves. 122 veterans — 828,23 — 829,27 — 830,23 — 831,49 — 227 at dinner.

Ground Crew — 828,9 — 829,10 — 830,6 — 831,6.

Who travelled the furthest — Roger Monroe ceded to Charles Crane who very generously left Roger touch the trophy he won, but did not receive last year.

Largest flight crew — 831st, John Jackson.

Joe Cathcart gave a quick run-down on the 1986 reunion in Nashville, Tn. If possible, be at the reunion by noon Thursday as it is Jack Daniels Night at Lynchburgh and buses will have to be taken. Friday night will be Grand Ole' Opry Night. So we have a very exciting time coming our way in 1986.

Earl explained why the facilities at the Regency were in a turmoil. Their remodeling didn't get done as fast as hoped.

Future reunion sites were discussed for 1987. We had invites from Chester Kawalski of San Antonio, Frank Chaffin of Virginia Beach, Va., and Bob Hansen of St. Petersburg, Fla. Decision deferred until 1985.

Several expressed a return to Venosa in the near future. 43 expressed their desire. This time to have a different agenda like Yugoslavia, Greece, this trip not to be used as the yearly reunion. This has been turned over to Laura to contact 'Our Friendly Travel Agent,' Bentley Hedges for ideas to be presented at the next reunion.

Twenty-two showed an interest in going to the 15th Air Force reunion in Seattle in July of 1985.

Woody Woodyard, humbly (but with a ha-ha grin), gave thanks to the 831st and their great attendance. He also gave a tribute to his wife Marguerite for all she does for the group. She was given a standing ovation. Well deserved, Marguerite.

Bombardiers of WWII are forming a group in the U.S. If anyone is interested, contact Earl.

Dan Sjodin talked of seeing 'Pop' Arnold, who at 71 years is going to slow down and not work so hard and hopes to be able to attend future meetings.

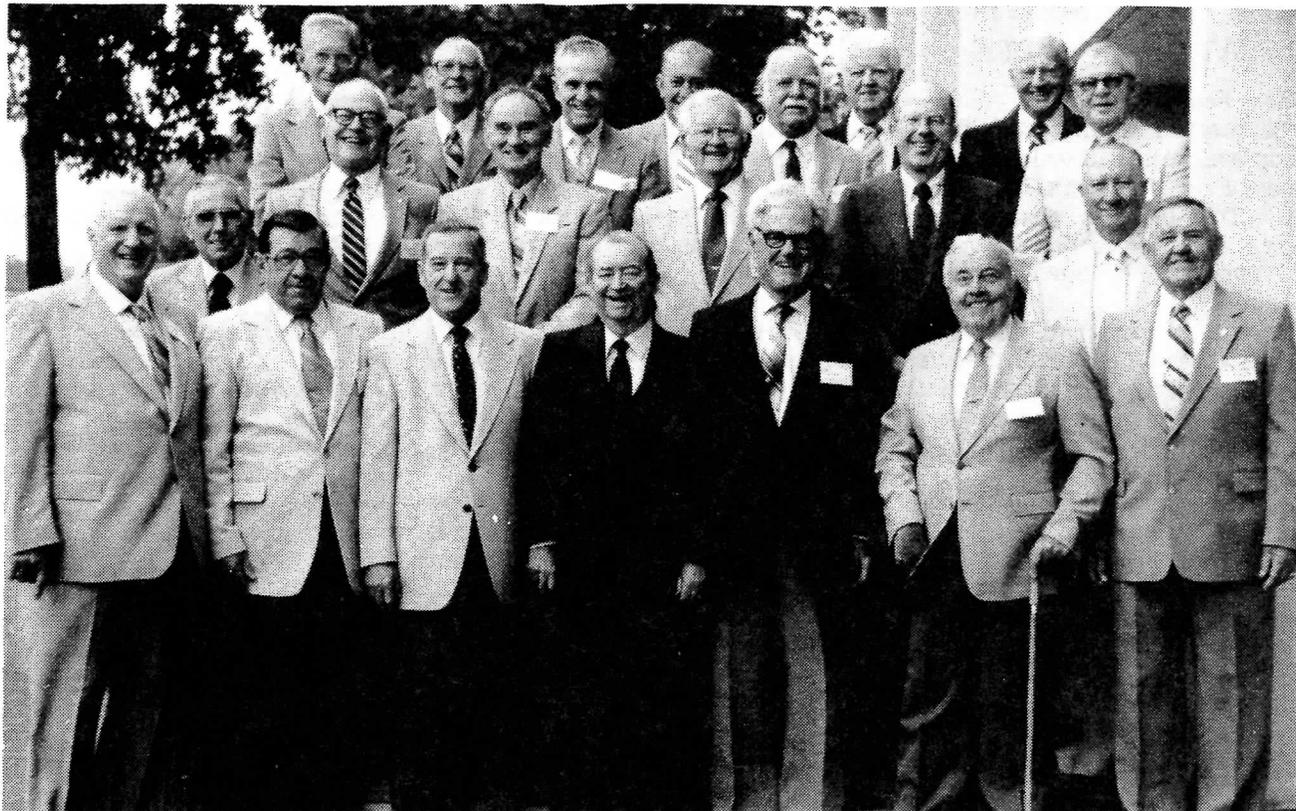
Meeting was adjourned with the reading of the poem 'Fighting Men.'

Laura Rempe,
Secretary

3324 S. W. 39

Oklahoma City, Oka. 73119

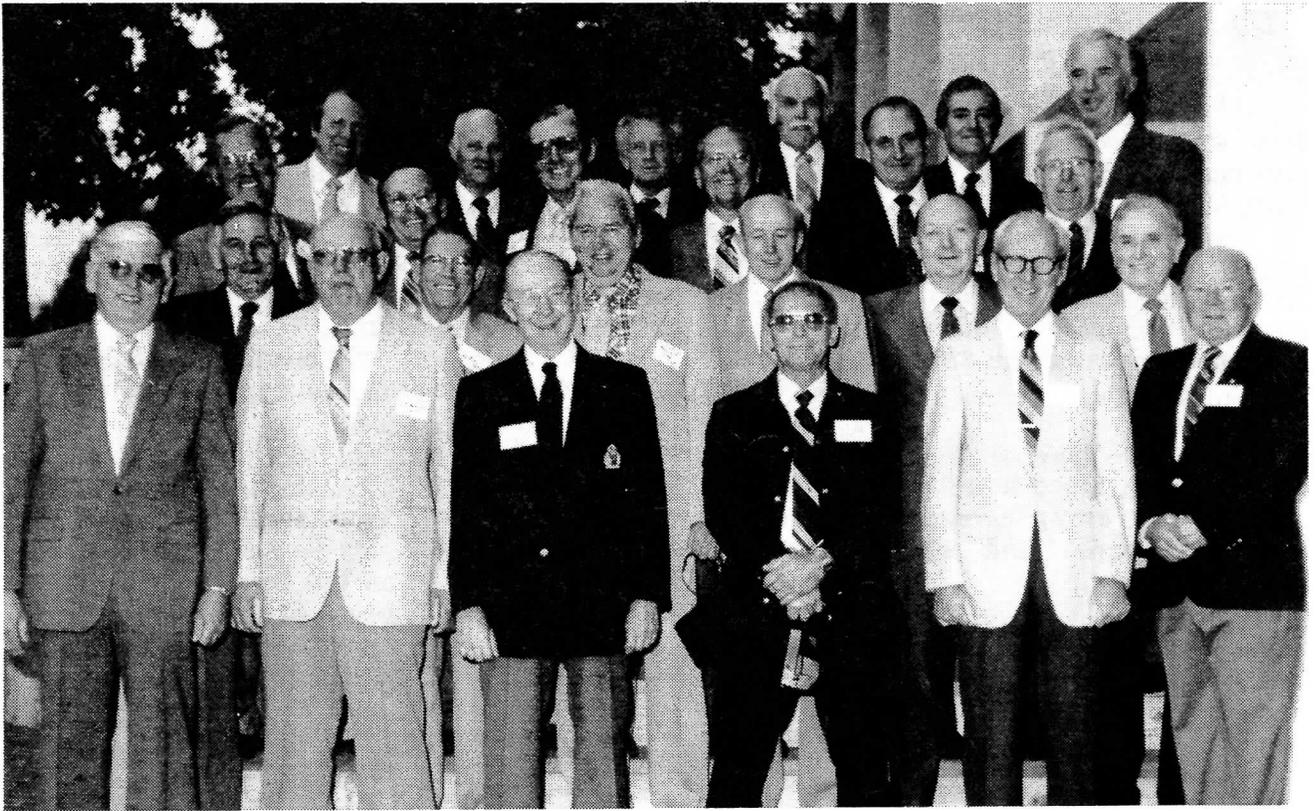
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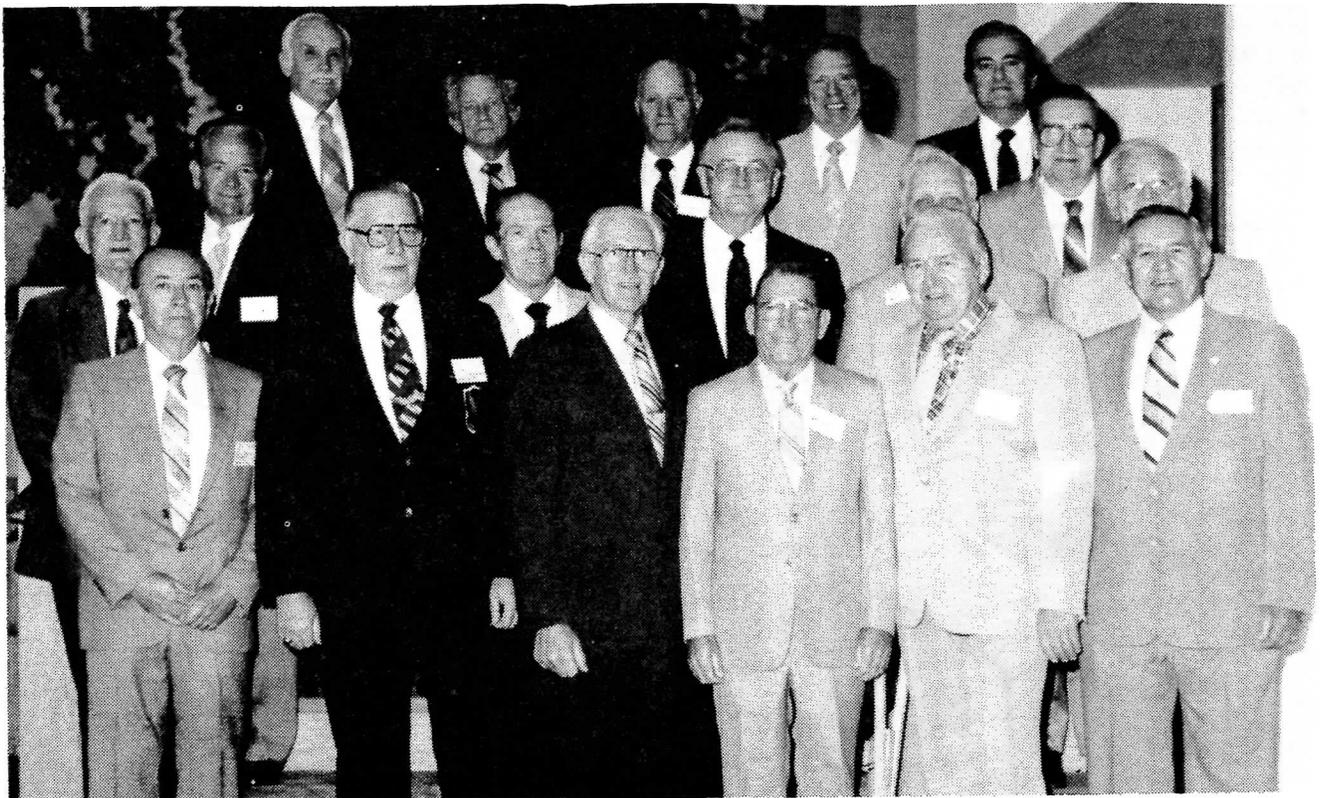
830TH — First row, left to right: Bob Laughlign, Bob Hertzog, Lyle Talbott, Frank Wood, Fran Tunstall, Howard W. Sanborn, Chester Konkalowski. Second row: Joe Tabellion, H. Boxley, R. Boling, H. Oberholzer, C. Shackelford, R. Samuels. Third row: Rod Ritchie, R. Skinner, T. Russell, B. McVann. Fourth row: B. Anderson, Hollis Porter, C. Forester, B. Salter. Not shown: J. M. Hunter.



831ST (First section) — First row, left to right: Jack Schlieb, Richard Lawhorn, Ken Lawrence. Second row: Otis Shay, Ed Stauverman, Bob Lewis, Lester Sutter, Harold Dundon, Dan Sjodin, Jack Nagle. Third row: Luke Terry, Vince Lewis, Lew Baker, Bob Brown, Jack Breen. Fourth row: Jim Fulford, Bill Spence, Bob Monahan, Bob Dietrich, G. Terrell, Don Webb. Fifth row: Lew Schoeneman, Dick Conklin, Al Kaufman, Ralph Raines, Ken Brown, Jesse Ledbetter.



831ST (Second section) — First row, left to right: John Driscoll, E. J. McCarthy, Albert Paul, Guy Snyder, Doug Carins (C.O., Hd-qts.), Dan Sjodin (C.O. of 831st). Second row: John Jackson, John Cooper, Eugene Lamar, Bob Holling, Warren Myers, Howard Woodyard. Third row: Jack Bremer, Harlan Tinney, Bob Hanson, Frank Chaffin, Ned Petrano, Harold Richards. Fourth row: Bob Rector, Leonard Little, Leo Gagne, John Godfrey, Frank Nerdi, Steve Mlinaz.



Former Prisoners of War Attending Reunion
(Individuals not identified)

Do You Remember?

The First 'Practice Taxi' Mission

This was mission "number minus one" in May 1944 at the Venosa Airfield, Italy.

By Roger Monroe

Question:

Who does remember it? I know the participating crew members and ground crews of the 828th bomb squadron do!

The credit:

It should have been a "two-mission" sortie, since it lasted nearly as long as an average mission (airborne) and was almost as traumatic.

The challenge:

Some aircraft (directed by pilots), upon our arrival at Venosa from Oujda, Tunisia (by way of Dakar, Casablanca and/or Marrakesh; Recife/Fortaleza, Brazil; Trinidad or Puerto Rico; West Palm Beach; and Lincoln and Fairmont, Neb.) had some difficulty in staying on the PSP (pierced steel planking) in taxiing to the assigned hard stand parking spots. Negotiating the sharp, 90-degree turns and doing a 180-degree in the "parking lot" was a challenge to all.

The task:

The higher powers decided to

practice a simulated mission, taxiing the aircraft around the perimeter of the Lightweight airstrip. The 828th was selected for this operation since it was the first-numbered (not lowest) squadron in the group.

The do NOT:

Most people in the services are familiar with the military truism, "Never volunteer for anything." I'm sure my "lengthy," two-year Air Corps career had previously taught me that, and if I had volunteered, I promised never to do it again.

The DO:

We finally accomplished the mission after testing our engines at maximum military-rated power many times, extricating our Liberators from that thick, gooey mud. Quite often, we used tractors and trucks in assisting, attaching heavy chains to the gear areas. Success was rewarded numerous times, after repeated, frustrating incidents and damaged tempers.

The results:

It proved to be an eventually rewarding experience. We discovered many things, some

even useful and beneficial.

The findings:

Several facts were gathered:

1. Our engines held up at over-the-tech-order-allowed maximum power continuous running time.

2. You can't turn a B-24 at a 90 degree angle in less than three feet.

3. It is impossible to turn a Liberator in a 32-foot circle on a hardstand with a 15-foot radius.

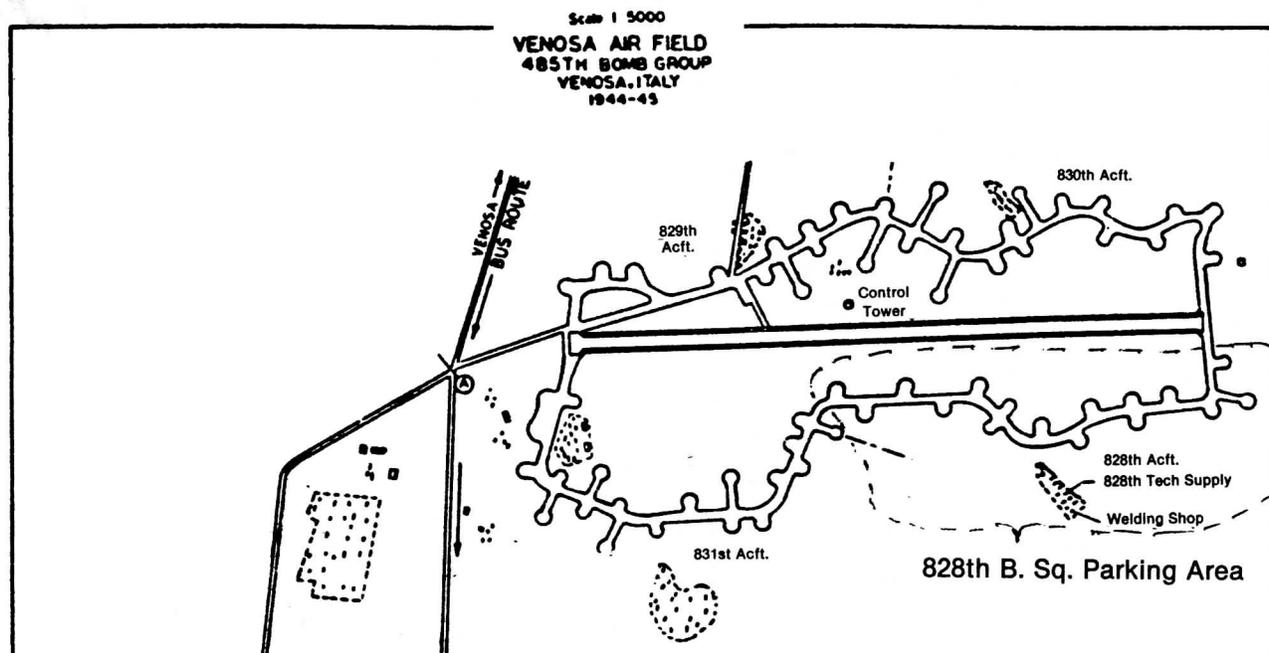
4. We needed stronger chains on the tractors to pull several tons of immovable flying machines through several yards of glue-filled, cement-like Italian mud.

5. The taxi-way hard spots were packed down nicely; the soft areas needed the water replaced with dry dirt and crushed rock.

6. The radio frequencies we used occasionally disintegrated under the choice expletives expressed.

7. The airfield construction engineers had some red faces, later assuaged with a darker-hued Italian vino.

(Continued on page 8)



Crew Mates Reunited After 38½ Years

It took 38½ years for two 828th airman to find each other, but it finally happened in July 1983. Neither of the pair even knew that the other had survived their bombing missions over enemy territory.

Involved were Jack D. Whatley, now of McAllen, Texas, and Henry J. Ring, of Allentown, Pa.

The two were members of a crew headed by Aircraft Commander Robert G. Ware which was assigned to the 828th Squadron in November 1944. Whatley was co-pilot. Others in the crew included Jack Hubbard, navigator; Arthur I. Daehn, bombardier; William Sniegowski, flight engineer; Stephen Parise, radio operator; Edward Hope, nose gunner, and James L. Lazarakis, ball gunner.

But let's hear this story as it is related by the then Lt. Whatley:

We had flown five missions together and felt confident that we were now veterans and our chances of survival would increase with each mission. Somehow my eyes became infected and old Doc Peck (our flight surgeon) had to ground me.

Two days later I learned that the rest of my crew was scheduled to fly a mission the next day, Feb. 23, 1945. I tried to get the doc to clear me so I could fly too, but he couldn't see that my eyes were that much better so he would not go along with that.

We do not understand why these things happen, but this is one of those puzzles. My crew was shot down that day over Bruk, Austria. Reports from other crews indicated that six chutes were seen leaving the airplane. Probably not too many other members in the 828th remember any of the men since we were a replacement crew and all except Parise and I were only in the squadron three months.

It was only two months later that the war in Europe ended and we broke up and shipped out in different ways back to the states to get retrained and go to the Pacific theater. Before this training was complete the war in the Pacific was also ended. I elected to remain in the service and moved four times in the next twelve months and also married and settled into a new life as

many others did while trying to forget as much as possible the unpleasant experiences of the war.

To some extent I was able to do this. But in the back of my mind I could not forget that, for some reason which I could never understand, I and some others who like myself were here today and others did not come back only because of fate, or an act of God and because something was changed from the way it was supposed to be. As time went on, I could not forget the names and hometowns of my crew members.

When ever I was near any of their hometowns I would try to locate them. Until 1983 I was never able to find any of them. Finally in July 1983 I was in Allentown, Pa. and I remembered that Henry J. Ring was from Allentown. By now, 35 years later, he may not have returned here, or he may not still be living, but I was going to give it a shot.

I looked in the phone book and found about 15 people with the name of "Ring," but no Henry or H. J. After calling four of these numbers I was encouraged by a lady who told me to call a number that was about ninth on my list. She thought he was related to Henry.

When I called that number and identified myself and why I was calling, he told me he was Henry's brother and he gave me the number I was wanting which was an unlisted number because of his job.

I must mention that I was in Allentown because, since retiring from the Air Force, I had become involved with the Confederate Air Force. It is a non-profit, patriotic organization that has a collection of over 100 restored and flying WW II Airplanes. We were on tour across the country spending a few days up to a week at various cities with a B-24 and a B-29 in a static display situation giving the local people an opportunity to make a donation and inspect these great airplanes and buy some souvenirs.

Anyway, this was the highlight of my experiences with tours over the past three years with Confederate Air Force planes. As soon as Henry got on the phone he immediately knew who I was. Within 15 minutes I

was on his patio at his house with my hand wrapped around a double scotch. I had never met his lovely wife, but I had had the unpleasant experience many years ago of writing to her along with the families of the other crew members.

I could not tell them anything for sure, but I had to tell them what happened and give them as much encouragement as possible. After what Henry had been through it was easy to understand why he took his discharge and got out as soon as possible. He did return to his hometown and was very successful in his career and has now retired.

We spent the next three evenings together looking at old letters and memorabilia, while reliving a lot of our experiences. It was then that I found out first-hand exactly what had happened that fateful day. Parise did fly that day, but at the last minute unbeknown to me he and another radio operator (waist gunner) had traded airplanes.

Henry went on to tell me that their position in the formation that day was in the slot. They had previously gone to their primary target but could not drop their bombs because to drop on that target they had to be visual — that is, be able to absolutely identify the target. The leader elected to go the alternate.

When they reached the alternate (Bruk), the leader did not drop on the first run over target. They circled and came back over the target again. This time the flak was very heavy and accurate.

The airplane Henry was in took two direct hits. The first hit was right under the pilot's feet. It is believed that this shell killed the nose gunner, bombardier and pilot. The second shell immediately following hit the bombbay just after the bombs were away. The whole center section ruptured and was engulfed in flame. The navigator crawled back through the tunnel and was crouched there ready to leap through the flames in the open bombbay, but hesitated.

Sniegowski had reached the opening on the flight deck to jump through the bombbay, but waited a moment for the navigator to go. But

(Continued on page 8)

Whatley —

(Continued from page 7)

he would not jump. Finally Sniegowski went ahead and jumped. It is assumed that the navigator was never able to jump and stayed with the airplane and crashed.

The co-pilot who normally used the snap on chest pack parachute, with it lying on the floor between he and the pilot, had for some unknown reason elected to take a backpack parachute this day. Because of that he survived. He had blown clear of the plane with the first shell and he regained consciousness falling through the air and was able to open his chute.

Henry, the other waist gunner, and the tail gunner were able to go out through the camera hatch with some injuries due to the fire blowing back from the bomb bay into the rear compartment.

The saddest part of the escape was poor little Lazarakis who was the smallest and youngest of the crew. Because of his diminutive size was selected for the Sperry ball. A larger man could not wear his chute in the turret and had to leave it inside the plane when he went into his "place of business" and depended on his buddies to help him back into the plane in case he had to jump. But a small person could wear his chute in the ball turret and by rolling the turret in an upside down position could roll out of the turret backward. Every mission Henry looked after Lazarakis. When he would see him enter the turret with his leg straps unfastened, he would tell him to buckle them up and he would always get the answer, "I will when I get inside and seated."

On this mission, the same conversation took place and Henry accepted this answer. But Lazarakis rolled over to bail out, he was the least affected by the explosions and fire. When he was away from the plane and pulled the cord on his chute he went right out through the bottom of the harness. He had failed to buckle the leg straps.

Henry and I are now trying to locate the others who survived. In my tours with the CAF I have located three other former 485th Members, two of them in Rochester, N.Y. They had lived there since the war and neither of them knew the other one was there.

Salonika — Sept. 24, 1944

Salonika, Greece on September 24, 1944.

That city's name and date will bring back vivid memories for many veterans of the 485th Bomb Group. The least that could be said that it was a "very rough" mission into enemy-held territory.

Taxi Mission —

(Continued from page 6)

The conclusion:

We did accomplish our task: (a) Find out where taxi-ways were soft; (b) Fix'em for our first flying combat mission; (c) Fly it successfully. WE DID, along with 186 more combat sorties! (d) The ground crews, mechanics and engineers all deserved the "Distinguished Grounding Cross," (e) All participants ended up speaking to each other — after the war was over.

Roger Monroe, Capt.
Operations Officer
828th Bomb Sqdn.

Some comments made:

Lt. Col. Walter E. "Pop" Arnold, Cmdr., 485th B. Gp., from his Lightweight Citidel: "What a hell of a way to start a war."

Maj. Ed Nett, CO of 828th Bomb Sqdn.: "Who said we volunteered for this fiasco? Fire Monroe!"

1st. Lt. E. J. Devane to 1st. Lt. Jack Eden, pilots: "You'd better fly wing more effectively and accurately than you can taxi."

Cpts. Sjodin, Stoddart and the Jones' brothers: Silent, riding their motorbikes around counting our "sticks," or lounging in the tower, stoically smoking their cigars. (They weren't going to volunteer for anything.)

Maj. Bob Marland, gp. operations officer: "What if Col. Bull Acheson hears about it? It'll be Lt. Joe Jandis' fault."

The Corps of Engineer CO: "Oh my GAWD."

The 828th flight line chief: Nothing! He threw up all day.

Lt. William R. Meeks, Jr., now living in Little Rocks, Ark., remembers only too well. He was a member of Jim Cameron's crew.

Their B-24 was hit by flak at 27,000 feet over Salonika, one of two planes from the squadron that failed to return to base that day.

As Meeks remembers the events of the day: "We were lucky. We got almost a direct hit, but did not explode. Several of us were hit by flak."

All ten crew members bailed out. Nine were captured. Only Pilot Cameron, from Detroit, was able to elude capture. He was hidden by Greek civilians.

The others, however, were taken prisoner, but later escaped to Yugoslavia. There they were hidden by partisans until they were able to make their way to Sofia, Bulgaria where the Russians "took us over for awhile."

A U.S. Air Force C-47 took them back to Bari, Italy on Christmas Day 1944.

Meeks sent along a copy of a photo which appeared in a German-language newspaper published in Salonika following the crew's capture.

It shows seven of the crew being marched down a Salonika street under German guard. Those crew members were: Co-pilot Alex Vropleski, Top Gunner Wilson Leon, Ball Gunner Edward Czakoczi, substitute Crew Chief Robert Burling, Bombardier William McLean, Radio Operator Homer Jones, Tail Gunner Reginald Lyons and Nose Gunner Orville Kingsburg.

Lt. Meeks was not shown on the "prisoner" photo because he was so severely wounded he was unable to walk. Neither was Lt. Hackler, the pilot of the second plane from the 485th which was shot down that day. Both were in a German prison in Salonika that day.

Hackler, who lives in Rogers, Ark., was hit by flak and was also very badly burned.

For all of those veterans, September 24, 1944 will be a day they will all remember. But they all survived. Others were not so lucky because it was a "very rough" mission.

Letter to the Editor

Dear Editor:

You will never know how much the reunion at Charlotte meant to me. This was my first one.

I was shocked last summer to find out there had been 19 plus some preliminary gatherings preceding the first group reunion. I would certainly have attended before now. God willing, Charlotte won't be the last.

I was also pretty shocked when Dean Bassett picked me out of the Saturday night after-dinner crowd of about 200 in the lobby. You might say that made the whole trip for me.

I was the nose turret gunner on Captain Fritz's crew in the 828th (Dean Bassett was our daddy).

I was brought up just 70 miles as the crow flies across the cornfields and stubble fields from Fairmont. My Dad's people homesteaded in southeastern Nebraska from Switzerland in the 1840's (Pawnee City, Neb.).

I grew up with various uncles near Wolbach, north of Grand Island. However, we have been



Clifford Parli sent along this photo. It is a picture of him taken on the day he finished his 50th mission. He was nose turret gunner on Capt. Fritz's crew in the 828th squadron.

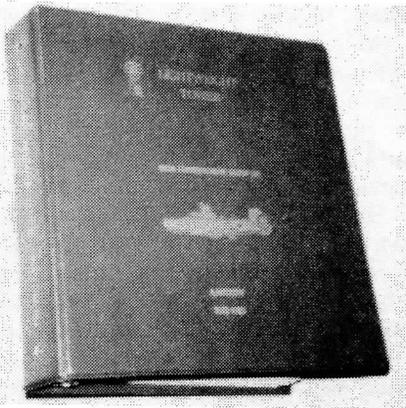
living in Tennessee for many years — also lived in Los Angeles.

I am looking forward to meeting the people and getting better acquainted.

Clifford L. Parli,
Tullahoma, Tenn. 37388

(Editor's Note. This is one of the kinds of letter we certainly love to receive. Thanks, Clifford.)

Notebook Available



A specially-designed three-ring notebook with all back issues of Lightweight Tower is now available to 485th Bomb Group veterans.

The notebook, planned by Earl Bundy, will contain reprints of the 21 issues of the association's newsletter. It is large enough to also hold an estimated 10 more issues of Lightweight Tower.

At the Charlotte reunion Bundy had 50 copies available. By noon of the first day of the reunion all were sold. Thus, an additional 50 or 100 copies are being produced.

It contains a blue binding with gold imprinting on the front cover and the backbone.

"The notebook contains a history of our 20 reunions plus stories about our days in Venosa," Bundy said. "If you have not received all Lightweight Tower copies, you will be surprised at the amount of interesting information in them.

"In addition, there is room for another decade of newsletters to be added as they are issued."

The cost is \$20. They are available, by mail, from Earl. Write to him, including a check, at:

Earl Bundy 5773 Middlefield Dr.
Columbus, OH 43220

15th, 8th Reunion

A "first ever" combined 15th and 8th Air Force reunion is being planned for this summer in Seattle, Wash., home of the Boeing Company.

Dates are from Thursday, July 25 through Sunday, July 28, 1985. Doug Cairns and Roger Monroe, both 485th Bomb Group veterans who are active in the 15th Air Force Association, are coordinating plans for the 485th's participation in the event.

Rooms in the two motels have been set aside for the event, 150 motel rooms in the Doubletree Inn and 125 two-room suites in the Doubletree Plaza.

Both offer free parking and within walking distance to one of the largest shopping malls in the west. They are also close to the airport and the Boeing plant. Military rates are guaranteed at both motels during the reunion.

On July 25 registration will be held throughout the day. Unit meetings are scheduled and hospitality rooms will be open.

On Friday, buses will take all to the Boeing plant for B-17 commemorative events between 8 a.m. and 5 p.m. Boeing is planning the day's events.

That evening four chartered cruise ships (850 capacity) will leave at 6 p.m. for a 45-minute cruise around Puget Sound, docking at a waterfront resort for an outdoor salmon barbecue, dancing and a social time. The boat-trip back will provide a view of the Seattle skyline at night.

Saturday will be the annual 15th Air Force Association meeting in the early morning, followed by golf, shopping and a fashion show until 4 p.m.

The annual 15th Air Force Association dinner will be held that evening with a "Departure Brunch" scheduled for 10 a.m. until noon on Sunday.

Reunion planners are urging early registrations at the two motels. The rates are: \$55 per room in the Doubletree Inn and \$65 per two-room suites in the Doubletree Plaza.

Combat Crews Owe Much To Unit's Ground Forces

(Editor's Note — Our group historian, Carl P. Gigowski, discovered this article, first printed in July 1944 in the 485th publication, "Bombs Away." Too little has been said concerning the invaluable contribution the ground crews made to the success of the 15th Air Force's mission in Italy. We think this is well worth reprinting.)

You don't hear much about the fellows down on the line; theirs is a job that calls more for steady, day after day, consistency, unmarred by the spectacular or the unusual.

Yet every time a ship takes off, every time a victory is scored in the air, it is because of those selfsame men, because of the hours they have spent "sweating it out," seeing to it that the engines are running smoothly, that the electrical, hydraulic and oxygen systems are functioning as they should, that the radios and bombsights are 100 percent on the beam, that the bombs are installed properly, that every minute, yet all-important, detail is attended to, so that when Joe Combat takes off, he'll know that he is the best equipped flyer in the world, and that every provision possible for his complete safety has been made.

Anything one could say in praise of these men would seem superfluous and pompous; but nevertheless, to these men — to the Maintenance Crews, and Radio and Radar men, the Welders and Sheet Metal men and Air Inspectors, the fellows in Tech Supply and Engineering, Personal Equipment, and Bombsight, armament and Ordnance and Communications, the Flight Chiefs and Mechanics and Refueling Operators, the Instrument, Electrical and Propeller specialists — to these men, we can only tip our hats in salute and say, "Thanks — for a job well done."

With the following observations noted, we have tried to pick out and spotlight some of these men — not because they are the most outstanding or hard-working or interesting; but rather, because they typify and represent every single man whose job it is to keep'em flying — every man down on the line.

828TH

TSgt. Ralph Antels, of the 828th, built a shop to test all electrical instruments on a B-24, can now match any Service Group you can name. MSgt. Arlynn Brown was originally a tech inspector in the 828th, but showed mechanical aptitude, was reclassified, and is now a crew chief. MSgt. Karl Anderson, typifying the crew chiefs of the Group, has 36 missions to this credit, with only one "early return" — and that was not his fault. MSgt. Harvey Mechler and his engine crew have hit a record to be proud of, by removing one engine and installing another, all within the space of seven hours and 40 minutes.

One day last week, 831st Engineering had 14 out of 15 planes in commission, another record to brag about. MSgt. Theodore J. Hojanski, flight chief in the 829th, is now called "Blood and Guts" for his outstanding work with his men in keeping more planes in the air than any other flight in the Squadron. Like many others in the Group, Sgt. Russell Lefert, Chief Armorer in the 828th, was formerly with an anti-sub outfit.

They're just a two-man crew, but nevertheless TSgt. Ray Beaumont and Sgt. Edward Coombs have done a Grade A job of keeping 718 on the beam, having sent her out on 37 of those 50 missions they're so determined she'll be among the first ships in the Group to achieve. And since neither of the boys ever heads for town and spends his time on the plane instead, we would say they have a pretty strong chance of hitting that mark!

Compared to her fellow ships, 446, with only 16 missions under her belt, is a mere rookie in the game. But MSgt. A. R. Brown, her crew chief, and Sgt. A. L. Markovitch, who've been with her ever since she arrived from the States awhile back, have a common ambition — to change that 16 to 61 just as soon as possible.

Proof of the close connection between ground and air crews is that when SSgt.'s Lloyd Arnold's wife had twins recently the combat men on ship 143 took up a collection, presented Lloyd with \$50 for the newcomers.

829TH

Just over from the States is 162; but nevertheless, her crew, SSGts. Clarence V. Lanier and C. I. Spranger, and Sgts. David Murphy and James L. Jones, is hep every step of the way. Tis said that the "V" in Clarence's name stands for Venosa; and a result, the crew is considering attaching that title to the ship itself, which already sports a huge "V" on her side. Confidentially, says the quartette, their only worry is Spranger's falling hair; other than that, life flows along smoothly.

"To tell the truth, we're all a bunch of characters on this crew; stick around and you'll see what we mean," confided the men on 416's crew; TSgt. Jack Bartel, SSgt. Phil Colluocio and Cpls. Roy Kirschner and Pete Lupe. The ship, Tailwind II, is just a new one with only 10 missions to her credit and was named after the now-famous Tailwind I.

SSgt. Merl Sutterby, crew chief on "Miss Fitz" (503), recently drove all the way to Pantetella field to change one of the ship's engines, so she could keep her lead of 48 missions.

830TH

"They call the ship "Pick-Up" 'cause no one seems to want it," grinned MSgt. Charles Grogan, crew chief on 750. "She has 28 mission in and has seen plenty of action. Charlies co-workers, Cpls. Neil Schawalder and Ted Goodner, like to kid him about the engine stands he built, with lopsided legs, "to fit the ground," but Sgt. Jim Tucker says the others can think and talk of only one thing, his brand new baby daughter, Raejean.

Quote Harry Minton, of the 830th: "The saddest words a communication's man can hear are, 'Interphone Out' — which can mean only one thing, FLAK! Keeping that radar and radio equipment in order is no pushover."

They may call 089 "Outcast," but her crew certainly doesn't think of her that way, because she's been in there pitching on 39 missions to date. Sgts. Marv Honeywell and Wm. Merlo claim that this is true because crew chief Sgt. Bob Chevern, the tobacco chower, is such a "slave driver", but Bob counters that "taint so." Bill always seems to have plenty time left to study the

(Continued on page 11)

Soldier's Medal Awarded — 37 Years Later

After a wait of 37 years, Cpl. George F. Terrell, a 485th Bomb Group veteran, was awarded the Soldier's Medal during ceremonies at Keyser (W. Va.) High School on November 11, 1982.

The award, the highest Army decoration that may be awarded for non-combat heroism, was given to Terrell for action taken shortly before the end of World War II.

Terrell, the owner of George's Tune-up in Keyser, was stationed at Venosa, Italy, with the 831st Bombardment Squadron.

The story of his act of heroism and how he finally received his medal — 37 years late — is worth reporting as it appeared in a West Virginia newspaper:

On March 20, 1945 in Italy, a 4,000-gallon trailer that belonged to another squadron burst into flames after being filled with 100-octane gasoline. The trailer's tractor would not start, so Terrell "quickly obtained an oil truck and cable, and with the aid of Sgt. Walter H. Spencer, towed the blazing trailer out from under the refueling point and to a position at the taxi strip where there was the least danger to nearby planes."

According to Terrell's commanding officer, Capt. Henry W. Dahlberg, "At great personal risk, he then endured fierce heat to crank down the trailer's parking wheels, incurring a leg burn as he did so. He then released the latch that made it possible to pull the tractor from under the fuel trailer. The trailer was completely destroyed."

Dahlberg, considering the actions taken by Terrell, recommended him for the Bronze Star at the time, saying in his recommendation, "In view of the fact that by his actions and bavery he saved government equipment valued at \$14,000 from serious damage or destruction, and in so doing set a magnificent example of courage above and beyond the call of duty at the risk of his life, Cpl. Terrell is believed worthy of the Bronze Star."

Due to battle or demobilization, however, Capt. Dahlberg's paperwork was evidently lost, and Terrell did not learn until 1981 that he had



George Terrell with his wife, Guelda

been recommended for the award.

While vacationing in Massachusetts, Terrell and his wife, Guelda, attempted to contact the Sgt. Walter Spencer cited in Dahlberg's recommendation, but found he had died.

Terrell did speak with Spencer's widow, however, and found out that his accomplice had been awarded the Service Medal in April, 1946 for his part in the incident. Mrs. Spencer told Terrell she had found a copy of his (Terrell's) recommendation attached to her husband's recommendation, and an attempt to locate Terrell had been made. She hadn't known, however, where in West Virginia Terrell was from.

That summer, Terrell met a retired lieutenant-colonel at his business in Keyser and they began to talk. During the course of the conversation, Terrell explained his situation and the man, Lt. Col. Boyd H. Arnold of Bayard, made copies of Terrell's documents and wrote to the Secretary of the Army in September, 1981. He then became instrumental in Terrell receiving the

Soldier's Medal.

Terrell received the Soldier's Medal rather than the Bronze Star since the act was not combat-related.

The Soldier's Medal was approved by act of Congress on July 2, 1926, to be awarded to any person with the Army, National Guard or Organized Reserves who distinguishes himself or herself by "heroism not involving actual conflict with an enemy."

It is now awarded to any person of the armed forces of the United States or of a friendly foreign nation who, while serving in any capacity with the Army of the United States, distinguishes himself by heroism not involving actual conflict with an enemy.

Ground Crews —

(Continued from page 10)

latest baseball news from St. Louis, and Marv isn't known as "Sack Time" for nothing.

831TH

One "character" who's strictly in the groove in ship 727, which has flown 38 out of 51 Group missions and has never been out of commission for more than three days at a time. Credit for this record, one of the highest in the group, goes to her crew chief, MSgt. Joe Ferrenetti, SSgt. Mike Hayes; each ship has had 12 or more consecutive missions.

There's real rivalry going on in the 831st, between crew chiefs MSgts Stacy Hays and Donald Lichtenberg, and SSgt Mike Hayes; each's ship has had 12 or more consecutive missions.

Her name may be "Roughhouse Annie," but the deal she's going to hand Jerry will be anything but ladylike, say the crew members on ship 819, TSgt. Vince Petrellas, SSgt. Stan Cholewka, and Sgts. Grady Reap and V. Klosterman. Successor to the "Briny Marlin," "Annie" has no missions to her credit as yet.

An interesting background, incidentally, is Petrella's for when he visited his grandparents and relatives in Castilgone recently, he discovered that he was the first American ever to set foot in the town.

BOMBS AWAY, Vol. I, No. XI

485th Vet Traces Chief Joseph's Trail

(Editor's Note — The following is reprinted from *The Chinook* (Mont.) Opinion newspaper concerning High White's adventure. Hugh was an original crew pilot in the 829th squadron.)

Hugh White has ridden the Nez Perce trail.

The Palmer, Alaska resident completed the past week something he started out to do — and failed — last year.

That was to trace the trail of Chief Joseph and his people from Kamiah, Idaho to the Chief Joseph Battlefield south of Chinook, Montana, on horseback.

A self-professed adventurer, he and his wife Lucille sat in their comfortable trailer at the battlefield last Saturday as the wind pushed snowflakes hurriedly by.

The trailer rocked in short little jerks as Hugh White told his story.

A former lawyer and judge in Alaska, he's been a gold miner and sporting goods salesman. He's been a bomber pilot in World War II and was a "guest of Third Reich" during the war.

He was at Pearl Harbor when the Japanese bombed the military base and later joined the Army Air Corps. His prison camp experience taught him how to escape. The second time he made it, thanks to some collaborating German officers who hid with him in a farmer's barn until American forces reached their area.

Born and raised on a farm in New York state, he gravitated to the west where he lived in Spokane, Washington for 15 years.

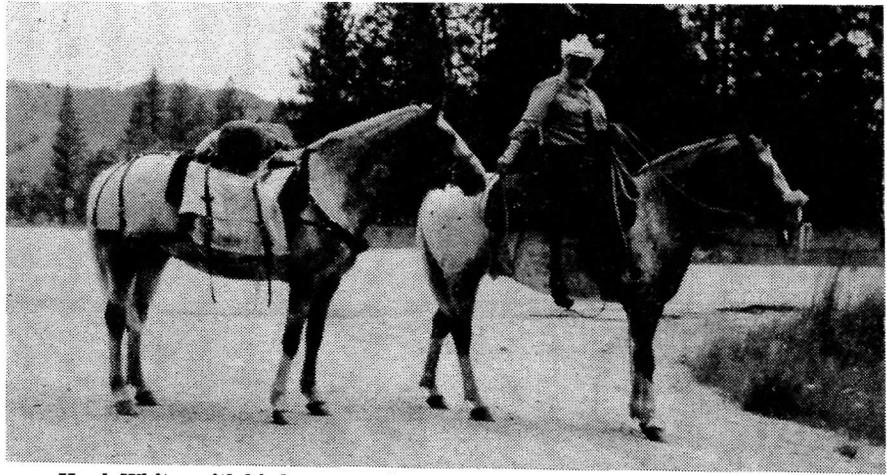
He was 39 years old when he graduated from law school at Gonzaga University. He had been a high school drop out, but later was awarded his high school diploma when his old high school principal found out Hugh had passed his college entrance exam.

You might say Hugh White has always led an adventurous life.

"I'm never bored . . . I do believe in a change in lifestyle," he said, his peppery beard nestled on his chest.

He retired in 1978 from his law practice and has been trying to keep from being bored since.

He decided to ride the Nez Perce trail last year and got as far as West



Hugh White, with his horses, as he set out to trace Chief Joseph's Trail through Idaho and Montana.

Yellowstone when one of his horses was hurt. This year park officials wouldn't let him ride his horses through the park.

"They said it was bear problem . . . I say it was politics," he claimed. "The park is for the bears, not the people."

This year, he was not daunted, though he was a week ahead of schedule. He tried to ride the trail, as closely as man made and natural obstacles would allow, on the same timetable as the Nez Perce.

He left Kamiah on July 12 and with wife Lucille moving ahead to find camping sites with the trailer and pickup, then they'd double back and pick up the horse trailer and other pickup used to transport Moonbeam and Sundance, his Appaloosa mare and gelding.

In all the trail was 904 miles long, according to his reckoning, disproving what he says are historian claims that the ride was at least 2,000 miles long.

He said historians may have counted the battle maneuvers between the calvary and the Nez Perce before they took off for the Canadian border, but his figures show the trip was no more than 1,000.

This time around, he trailed his horses through Yellowstone Park and that put him exactly one week ahead of Chief Joseph's schedule.

Most of the time he averaged 20 miles a day. Some days, such as through the Bitterroots he could only go 12.

"How they did it I'll never know," he said. "How they got their horse

herd of 2,000 animals and their people through the Absoraka Mountains and through the Missouri Badlands — I don't know how they did it."

Sitting in his trailer, Hugh White emanated respect for Chief Joseph and the trek of his people. It was easy to visualize how 107 years ago to the week, that the Nez Perce were camped in five inches of snow and howling weather.

Similar conditions existed outside his cozy quarters. The weather was discouraging him from taking the trail around the battlefield he'd ridden over 900 miles to see.

"Naturally, all day long I'd think about it. I can visualize them camped on those benches over there," he pointed, "and their horse herd over there where those corrals and the highway is now."

He added, "I have a much clearer concept of what they went through,"

What's the bottom line?

"The real punch line of the whole thing is I don't think the Nez Perce war has received recognition in the west that it deserves. Something should be done," he claimed.

"I'd like to see and actually work for a marked trail the full length before time erases the importance of this battle. I think that a trail the full length of the route should be established and built five to eight feet wide for others to use like a national."

What now for the Whites?

"We're going to tour the United States this winter. Our next project we haven't decided yet," he said.

You can bet it will be a good one.

'85 Reunion —

(Continued from page 1)

unit. Each bedroom is large with two double beds and bath."

The units are scattered around two golf courses and tennis courts.

"Considering the quality and services offered here and this time period is right in the middle of the tourist season and air show," Dan and Jack said, "this price of \$60 (per couple) is a real bargain.

"Of course, I realize that for some, even though it may be a bargain, it may be difficult to pay that price. If this is true, I believe the \$10 over past prices could be offset by utilizing the kitchens for breakfast and some other meals."

He said that anyone who desires to remain for a longer time after the reunion can continue at Rancho Viejo at the same special rates.

American and Southwest air lines fly into Harlingen and Ozark files to Brownsville. Rancho Viejo courtesy limos will pick up at either airport.

The reunion hosts suggest that if you have not received a promotional package from Rancho Viejo by the time the newsletter arrives, you should write to the resort, attn. Marisa Cardenas, P.O. Box 3918, Brownsville, Texas 78520. (Be sure to mention 485th Bomb Group reunion.)

Veterans are urged to respond to reservation requests as early as possible so that desires of unit-sharing can be accommodated.

Although some may not like the idea of sending a day's rent with the reservation, it is necessary because of the CAF air show.

By the same token, refunds are available to anyone who cancels no later than ten days prior to arrival date.

Dan Sjodin, a few days before this publication went to press, reported that he had received word that Col. Walter E. Arnold, Jr., the 485th first commander, has already registered and will be attending the 1985 reunion.

Because of other commitments, Col. Arnold has never been able to attend a previous reunion.



Scenes at Charlotte Reunion



Carl Mazzori, in a flak helmet.

Group in lobby

Visiting in the lobby

THE FIGHTING MEN

Few words can tell just how I feel,
To have known the men of steel.
You laughed and cried, you fought a lot,
but when they called you feared not.
Through rain, mud and long cold nights,
you kept America secured and tight.
From America to Italy in one quiet sweep,
you did it all so very neat.
It was a War of Wars to tell it all,
but you stood there so very tall.
With bombs exploding all around,
you stood there and held your ground.
But, now it's over, sleep warm and tight,
for do not fear, it's my turn to fight.
But even with new weapons that shake the earth,
your memory lives on for all it's worth.
Your record a hand to shape and mold,
this fighting so I am told.
The **BELL of FREEDOM** lives loud and long,
and it plays the music of your song.
So enjoy life with fun and bliss,
you courageous **MEN** of the 485th.
S/Sgt. Donald D. Stevenson

LIGHTWEIGHT TOWER CALLING

Published annually by and for the veterans of the 485th Bomb Group (H).

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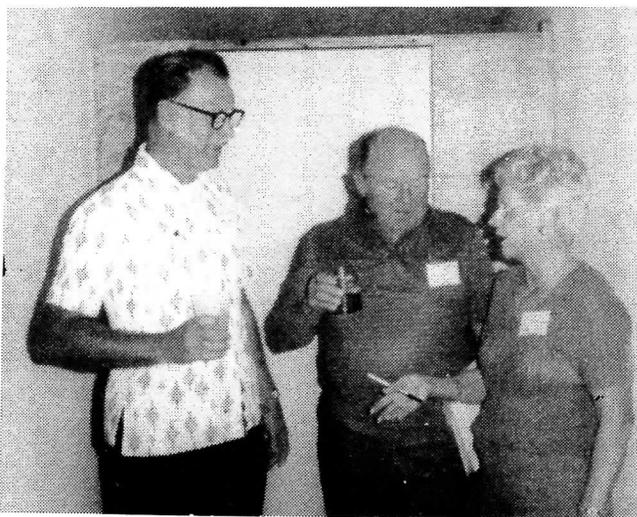
Scenes at Charlotte Reunion



Mr. and Mrs. Tom Roemer with Wayne Napier. Tom is missing from 828th photo.



Al Martin, at the mike.



The 1985 hosts in discussion, Jack Whatley and Mr. and Mrs. Dan Sojdin.

MAIL ROOM

485TH BOMB GROUP HQ — Carl Gigowski

Another chapter has been added to the saga of the 485th veterans as we close the books on 1984. I hope all had a good year as I have enjoyed and look forward to another chapter of the continuing saga of the 485th veterans.



Col Doug Cairns sent word that he attended the 15th AF reunion which was a very impressive affair. Yes, it was a great load off my mind to be free of editing the newsletter for about 17 years. However, I must say it brought me great satisfaction as you continue to give me great support and expressed your enjoyment of the letter. I have one more project to complete before I spread my wings again — the Group history.

Dr. Maurice Priver noted he is still an active senior citizen. In September I joined the ranks of senior citizens as I reached that youthful age of 60. Along with this promotion I retired from the Air Force Reserves. To get our ID cards, Florence and I traveled to Wurtsmith AF Base. The young airman looked at the issue date of my old card and remarked, "Why, this card was issued before I was born." I replied, "My Lord, they have young kids running this Air Force now." Then I recalled that we were quite young when we were in Italy.

Received a nice note from Larry Vocino, our New Jersey veteran, in which he noted that Paul Lund passed away in January 1982. Larry helped to promote the reunion by having the announcement published in the local newspaper. Also received mail from George Flack, Squire Bolton and Sydney Harrison.

John Hannan sent a wonderful message in which he noted that he is fully retired and greatly enjoys his new profession — retirement. And Hugh Bayless sent a memo, noting that he is a very active young man. Retiring six years ago as Carmel's City Manager, Hugh tried his writing hand at fiction and found that was not his line. So he turned to non-fiction and came up with the book,

JOURNEY'S END

Darrell K. Gillispie (830th)	1979
Joseph J. Herman (830th)	
Lelton Hodges (828th)	Sept. 19, 1984
Darold Lee (831st)	April 15, 1984
Eugene Lenfest (830th)	1981
Paul Lund (Hdqts.)	1982
Joe Lutz (829th)	1977
Roy Peck (828th)	1983
Mel Redington (831st)	April 7, 1984
Arthur H. Reyman (830th)	
Joe J. Rybarczyk (828th)	1981
Merle Shields (828th)	July 23, 1984
Ben Thigpen (829th)	Feb. 1983
David Underwood (829th)	Feb. 5, 1983
James Vail (830th)	1982
Howard Wilsterman (828th)	1981
George T. Williams (830th)	1980
Jesse Wood (830th)	1982

The Best Towns in America, a where-to-go guide for a better life. It was released in October 1983 and in February 1984 it went into its second printing. His next book, The Best Small College Towns In America, is expected to be published in the fall of 1985. Since retirement and in between books Hugh and his wife are traveling in Europe and the United States.

This year marks the 20th anniversary of the 485th annual reunion. I came across the announcement a couple of years earlier when the event was the 828th reunion. As the date of reunion conflicted with my annual active duty tour with the Air Force Reserves, I was unable to attend until 1965 which turned out to be the first 485th Bomb Group reunion. Hosted by Bill and Leona Schultz, 15 of the veterans gathered in the basement of thier home.

For the 20th anniversary of this great event what could be more fitting than a great gathering of the 485th eagles at the Confederate Air Force Base in Texas. It most certainly will be a great event and I hope to see you there.

828TH BOMB SQDN — Bob Deeds

To quote a phrase "How time flies" is to say the least. It is interesting to be your mail room connection with old buddies after so many years. This past year we heard from 42 new buddies — and many old friends. We enjoy hearing from you even if it is just a one liner.



Received a letter I believe to have come the furthest. It was from Fred L. Creager, who flew with August Horvath's crew. He was doing architecture at Tunghaim University, Taiching, Taiwan (Republic of China).

It was another great reunion. We had over 100 veterans present. Some came early and some came late, but all had a good time just talking to friends. We had two fellows from our squadron who were there for the first time, William A. Conley and Bob Dittrich. When they first came in the hotel, neither knew anybody. They soon found out they flew together — and that Dean Bassett was their crew chief on their plane. Don't use this as an excuse for not coming to a reunion, because you won't know anybody.

Like all reunions it was another great affair. Hosted by Bill Long and Dean Bassett, we had over 25 new men for the first time. There were lots of stories of their days in Italy. They all look for an old friend of our Venosa days. I believe all found someone they knew back in those days.

Your committee is working on future reunions in different parts of the country. Col. Cairns and Roger Monroe are helping out with the 15th Air Force reunion in Seattle, Wash. Roger and Art Hurley are planning a fishing trip to Alaska after the Seattle reunion.

We lost five members that have been brought to my attention — Merle Shields, Lelton Hodges, Howard Wilsterman, Joe J. Rybarczyk, and Roy Peck. Many of you will remember him as medical

Doctor. Keep me informed of any news of Old Comrades.

At the present time I have over 325 names. Many we do not hear from for one reason or another. Dorothy and I try to send a flyer to all once a year. Please let us hear from you or something about an old friend.

I would like to thank all of you that have sent us money for mailing. We try to answer every request. We send out the newsletter along with a brochure of coming reunions and any request we get for information of old friends. This all costs. We could use your support with the mail expenses.

Your mail room connection, Bob and Dorothy Deeds.

829th BOMB SQDN. — Earl Bundy

1983-84 was another busy year. Since I'm retired, I spend a lot of my time hunting new members and developing reunion plans for the coming year.



Dean Bassett and Bill Long hosted the biggest reunion we ever had. Their efforts were rewarding as everyone attending was very pleased with the entire reunion.

I received a great deal of correspondence from 829th members this year. Due to the fact that I had our squadron insignias made up and mailed them out, I found they were very well received.

I was happy to get in contact with so many new members this year, like Lynn Tipson, Bob Watson, Chet Nowak, Charles Hoffman, Louis Heck, Joe Raymond, Herman Garber, George Buttell and R.J. Camden.

I tried something new for the Group. I had 50 polyvinyl-covered three-ring notebooks made with a Gold B-24 and Lightweight Tower embossed on the front of it. Carl Gigowski sent me all the extra newsletters he had and I had more printed so I had 40 books with the 18 issues of Lightweight Tower in them. We sold out all I had by noon the first day of registration at \$20.00 each. I am working on a reissue of 50 more books now.

Thanks for all your contributions to keep the Lightweight Tower in print. It's a pleasure to help.

I was honored to accept a very nice B-24 desk trophy for our squadron ground crew members. I hope more of you can come next year.

830TH BOMB SQDN — Lyle Talbott

The 1984 reunion is now history and another year has past; the reunion was well attended with 122 veterans, 22 of them "first timers." The 830th provided 23 veterans including 4 for the first time. Veterans attending for the first time were: Roy "Buzz" Boling, Max Childers, William Salter and Charles Shackelford; others attending: Howard San-



born, Robert Samuels, Francis Tunstall, William Anderson, Howard Boxley, Frank Ward, Chester Konkolewski, Robert Laughlin, Hollis Porter, Roy Hertzog, Thomas Russell, Lyle Talbott, Harry Oberholtzer, Rod Ritchie, Ralph Skinner, Joe Tabellion, Robert McVann, James Hunter and Warren Forester.

It was very rewarding to observe and share in the joy of seeing close buddies and others for the first time in 40 years. Charlie Shackelford and I go back to early 1943 when we were roommates at Oklahoma Baptist University and later reunited in August 1944 when Shack brought his crew to the 830th in Venosa. Although Shackelford had a more illustrious military career than I, we really enjoyed a great visit rehashing old times and updating our lives to 1984. In spite of a few problems with the hotel I sincerely believe all of the veterans had a good time and extend a great deal of thanks to the hosts Bob Long and Dean Bassett.

Theodore Lipinski had planned to attend, but unexpected surgery resulted in hospitalization at the time of the reunion. His letter indicated he is now a full-time resident of Largo, FL. Ted plans to make the 85 reunion. Another good friend, Charles Onley, had been hospitalized for the past six months — send him a card or letter to cheer him up.

Clarence Miller visited Europe again the past summer and stated it was a very pleasant visit. To jog your memory, Clarence was a very busy person at Venosa. He was not only a crew member of Life, but operated the movie projector for our evening entertainment. Fred Schneider, orderly room clerk, supplied two new names, Harry Williams (831st) and Charles Ahlman. Harry read Fred's last newsletter and was really impressed.

Ed Muth wrote a most informative letter about the Jer-nigan crew and supplied addresses of Alfred G. Turner (bombardier) and Wayne E. Prosser (engineer-gunner); four survived the fatal mission. I had previously thought three, but Ed explained — it was a crew of 11, two navigators for the mission. Also included was the October 84 edition of the 8th Air Force News with very interesting accounts of several missions of various groups during WWII.

I received many communications too numerous to mention all but I will state the following indicate they plan to attend the 85 reunion: George Dyer, Billie Cottingham, Robert Towne, Robert Esary, Ed Muth and Wayne Prosser.

Reference the 1985 reunion-place Rancho Viejo Resort and Country Club, Box 3918, Brownsville, TX 78520 Oct. 9 thru 13, hosts Dan Sjodin and J. D. Whatley. The Rancho Viejo will mail the reunion information to each veteran. Most of you will have received it by newsletter time. If not, please contact the above address by letter or post card starting you are a member of the 485th Bomb Group and supply them with your correct address and I'm sure you will receive the info. Also, any 830th veterans having second thoughts about purchasing the complete sequence of newsletters, contact Earl Bundy 5773 Middlefield Dr., Columbus, OH 43220. Earl will have additional copies produced and offer them for whatever the costs involved.

I would like to thank all of the veterans for their contributions to the newsletter fund — you help make it possible and I hope you will continue to enjoy it. I do wish you all a healthy prosperous 1985.

831ST BOMB SQDN — Woody Woodyard

Our 20th — 485th reunion in Charlotte, N.C. was a huge success. The hotel almost had its sides "pushed out" there were so many of us. A total of 122 veterans attended, 49 of those were 831st members. Let's keep the attendance up for the 21st reunion at Harlingen, Texas October 9-13, 1985.



Our thanks to Dean Bassett and Bill Long (and wives) for a great program for the entire event. Dan Sjodin and Bill Whatley have great plans already well under way for 1985.

We have received correspondence from so many of the 831st, and some of the other squadrons. We appreciate hearing from all of you, and have added 17 names to our roster. Ten of these attended in Charlotte. With 39 of our "old timers" there also, we made a great group. I wish I had more time to spend visiting all those who attend so that I could get to know all of you better. Please advise me of any additional names, and be sure to advise me of any change of address so that our mailing list can be kept up to date.

We are looking forward to attending the 15th A.F. reunion in Seattle, late in July '85. They have a great program planned for us. The Boeing Co. is helping out with everything and it sounds very interesting. All who attend will have a good time I am sure — hope to see many of you there.

Roger Monroe is putting a group together to go to Alaska on a fishing trip after the reunion is over. There will be more details later for anyone interested. The great Northwest is beautiful country.

Anyone with an interesting experience in the service would send it to me or our editor. You might see yourself in print in the Newsletter so that we all can enjoy your story. Guy Snyder of the 831st, attending our reunion for the first time, told me that he had borrowed \$20 from a buddy M Sgt. Ross G. Little before a mission, the buddy did not return from that mission and he was unable to repay the loan. This has bothered him all these years so — he gave me \$20 in his memory for use in the Newsletter costs. He now feels better — good for you Guy!

It is with much regret that we must report the end of two 831st missions — we extend our heartfelt sympathy to their families; Mel Redington, Silver Springs, Md., 4/7/84, and Darold Lee, Hammond, Ind. 4/15/84. We shall miss them.

Hope to see all of you, plus more "first timers" in Harlingen next October — so make your reservations and plans early, so you can get a choice villa at the Club. It all sounds great for next year.

Members of the 831st attending their first reunion in Charlotte, N.C. in 1984 were: John Bremer, Doylestown, Pa.; Richard Conklin, Valparaiso, Ind.; Robert Dietrich, Cassville, Wis.; James Fulford, Spencer, Ind.; Leo Gagne, State Line, Nev.; Al Kaufman, Hammond, Ind.; Frank Nardi, Roanoke, Va.; Jim Scheib, Dayton, Ohio; Guy Snyder, Larned, Kansas, and George Terrell, Sr., Keyser, W. Va.

Your reporter
"Woody"