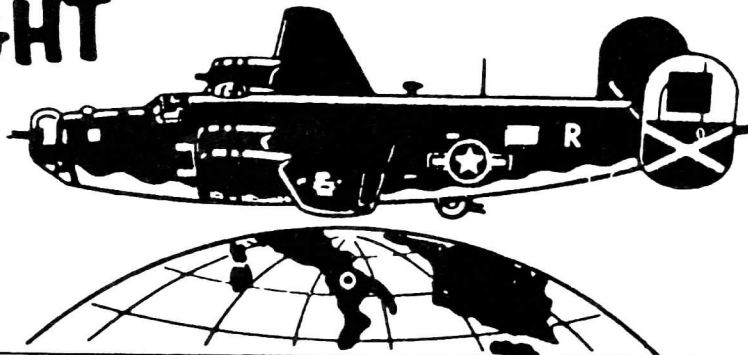




LIGHTWEIGHT TOWER CALLING



NO. 26

JANUARY 1993

Albuquerque '93 A Gateway To Enchantment

By EARL BUNDY

Mission Number - 29
Date - 9-15-93 thru 9-19-93
Initial Point - Albuquerque, NM
Target - Albuquerque Marriott Hotel
Time - Whenever you arrive
Bomb Load - Stuffed Duffle Bag

Barton and Betty Brown, 829th, invite you all to the 1993 Annual 485th BG reunion. Co-hosting with Barton and Betty is Lynn Cotterman, 831st, of Albuquerque. The hotel is located in Uptown Albuquerque on the west side of Louisiana Blvd, just north of I-40. The location provides a superb view of the Sandia Mountains and the city lights of Albuquerque.

The city has many museums, such as the "Old Town" historic area, Spanish History, University of New Mexico Art, National Atomic Museum and several Art Galleries. And for the travelers, there is the desert and mountains to enjoy. The largest State Fair west of Texas will be in full swing, just six blocks away. For the happy shoppers there are two shopping malls within walking distance.

I will provide you with an agenda this spring to give you a definite plan of our reunion.



Reunion location — Albuquerque Marriott Hotel

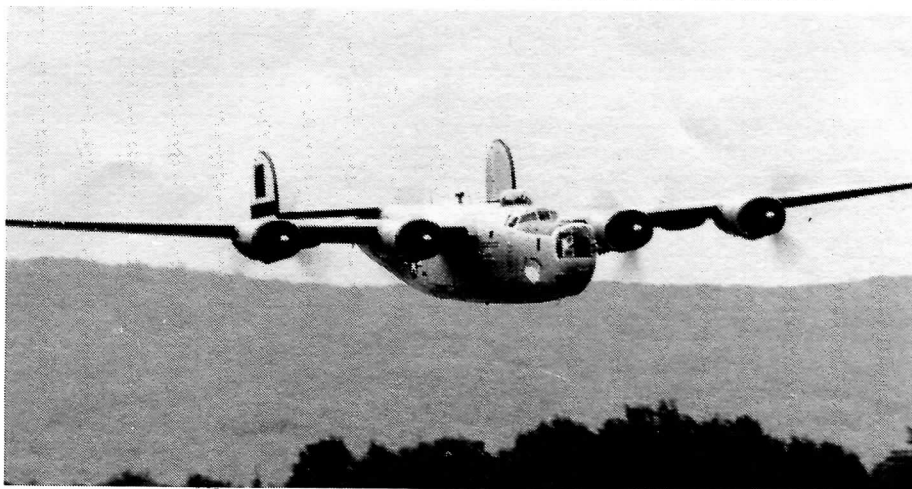
The "All American" B-24 Comes To The Reunion

By CARL GIGOWSKI

NOTE: On May 5, 1945, I flew the B-24 for the last time. Never did I dream that I would handle the controls of a B-24 again. Thru the generosity and hard work of Rick Dekostic, a dream came true for me. One more time, I handled the controls of a B-24, the ALL AMERICAN Liberator of the Collings Foundation. It was a heart-felt experience and will be cherished forever. Rick's father, Edward, was bombardier on my crew.

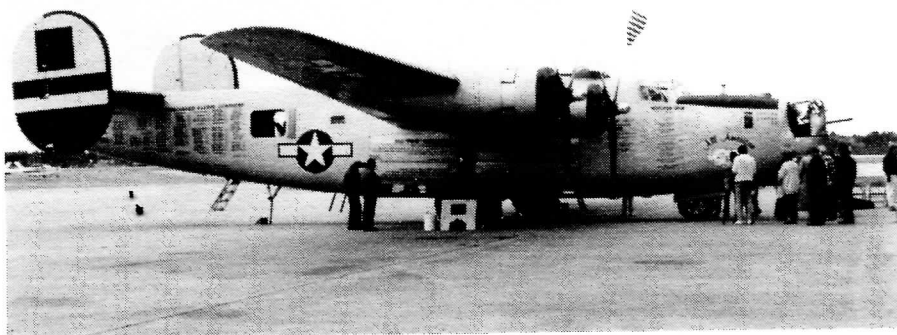
During the summer I received numerous calls from Rick. The one that really perked me up was when Rick asked if I was interested in a flight on the ALL AMERICAN Liber-

(Continued on Page 2)



"All American" on course to 485th reunion.

"All American" at Reunion



(Continued from Page 1)

ator. I could not give a firm answer immediately, for I had medical problems. But in my heart I knew what my answer would be, come hell or high water.

I spent the night at the Dekostic home with Rick, his wife Linda, daughter Laura and their doggie April. In the morning we were off, Rick, Laura and I to Manchester where we were joined by Tom McDowell and Ken Wall. I remember Tom for he flew us from Gioia to Venosa when we arrived overseas. We headed north into Maine and a few hours later, arrived at Rockland where the ALL AMERICAN was participating in an air show. Incidentally, THE OWLS HEAD TRANSPORTATION MUSEUM is located here. They have a collection of about twenty aircraft on display, of WWI and WWII. The weather was rather on the cool side somewhat typical for the fall season. Fortunately, Rick had another jacket which I put on over my jacket.

It was good to see the ol' Lib again. It had been in my home town area about four times. Around 2 PM we gathered by the Lib for our briefing. The flight crew was made up of Gary Young, Pilot; Craig McBurnie, Co-pilot; Rusty Restuccia, Flight Engineer; Mike Bachman and Darryl "DJ" Johnson as Observers.

Boarding the bomber, the old timers soon found out it was no easy chore climbing around the interior. For one ol' timer at least, it was 'suck it in' very deeply so as to squeeze thru the narrows of the catwalk thru the bomb racks. As soon as we were strapped into our take-off positions, the pilot started the engines.

Well, the ol' Pratt-Whitney snorted a few times, belched out a few puffs of smoke and came to life, purring like a kitten. The sound sent a shiver up

the spine as the other engines came to life. It was just like old times as the pilot taxied out to the end of the runway and completed the run-up of the engines. On to the runway and we were off.

Permission was granted for a fly-by. I was standing by the right waist window and as I looked out, heavy smoke was pouring out of no. 3 engine. Wow! What do we have here? An emergency? Likewise smoke was pouring out of no. 2 engine. A double emergency? Not really. Much to my relief, I was informed that the two engines were equipped with smoke generators.

Returning to the right waist window I looked out and lo and behold, we picked up a fighter escort. Well, it was an AT-6 flying along side with a photographer snapping photos of this beautiful Warbird.

Course was set for our destination, Hanscom Air Force Base, located near Lexington/Concord. Once on course we were free to wander about the bomber. I soon became aware how crowded we were when we were flying the Liberator on missions. Up on the flight deck, the pilot invited us to take the co-pilot's position and fly the bomber.

Yes, you knew you were flying the B-24. Like most of the Libs, the controls were somewhat stiff but after flexing the arm muscles, manipulating the controls was easier.

It was great to fly the Lib one more time, as one of the great Warbirds of WWII.

The temperature was on the chilly side. I am sure you all remember how breezy it was inside the Lib. This one was no exception. We all were thoroughly cooled off when we landed at Hanscom AFB. After a flight of about an hour and a half, the ALL AMERICAN Liberator had arrived at the 485th reunion.

They See The Plane

By LENNY MEGLIOLA
News Staff Writer

EDITOR'S NOTE: The following article appeared in the MIDDLESEX NEWS of which Rick Dekostic sent me a copy. Lenny Megliola, News Staff Writer, eloquently describes the emotional reunion of the 485th veterans and the great war-bird, the B-24 Liberator. I called Lenny for permission to reprint his article in our newsletter. With his permission, here is his report.

BEDFORD — What else could they be spinning but war stories? These guys were survivors of World War II and of time itself, most of them in their 70s now, some infirm, on canes and with pacemakers but with a lot of heart still.

They were members of the 485th Bomb Group who fought off the bitter morning cold at Hanscom Air Force Base yesterday. Hell freezing over couldn't have kept them away. Many of them had already been to hell and back anyway. "I've been in the hospital nine times this year," says Ken Ponte, 71, who came from Chicago. "Got a heart problem. But I told my doctor on Sept. 30, no hospital. I told my nurse nothing in the world is going to keep me from coming here."

They had gathered around the mother of them all, in a way, the B-24, sitting peacefully next to a hangar but reminding the men of an awful and heroic time in their lives. This B-24 still flew, the only one that did now, thanks to its being restored by the Collings Foundation of Stow. "The foundation is interested in the preservation of living history," says Dave Sheppard of Action, a consultant for Collings.

And history flowed at Hanscom yesterday.

Some of these men of war wept, and it was OK. Fitting, really. They were seeing people and feeling things that brought back the past, and there was that baby, the B-24, staring right at them. The last one to go up. The country built 18,439 of them. All of these guys had flown B-24s in the war. Some were shot out of European skies in them. They remember the date, "June 9, 1944," says Marvin Lindsay, who has come from Granbury, Texas, for the reunion. "We were shot down over Munich." He became a prisoner of war. "I spent my 21st birthday in a prison camp," said Lindsay, who was a gunner and radio operator. "This is the first time I've been in a B-24 since I jumped out that day. It brought back a lot of memories."

"The plane seems to be smaller in-

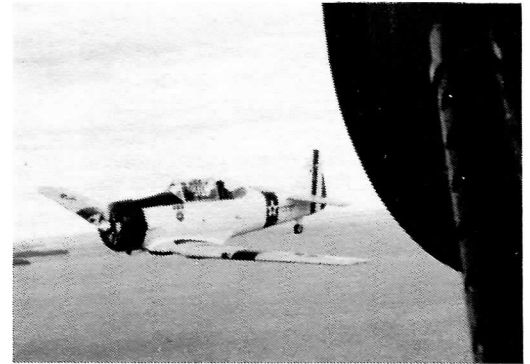
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Bob Deeds presents 485th poster to Bob Collings.



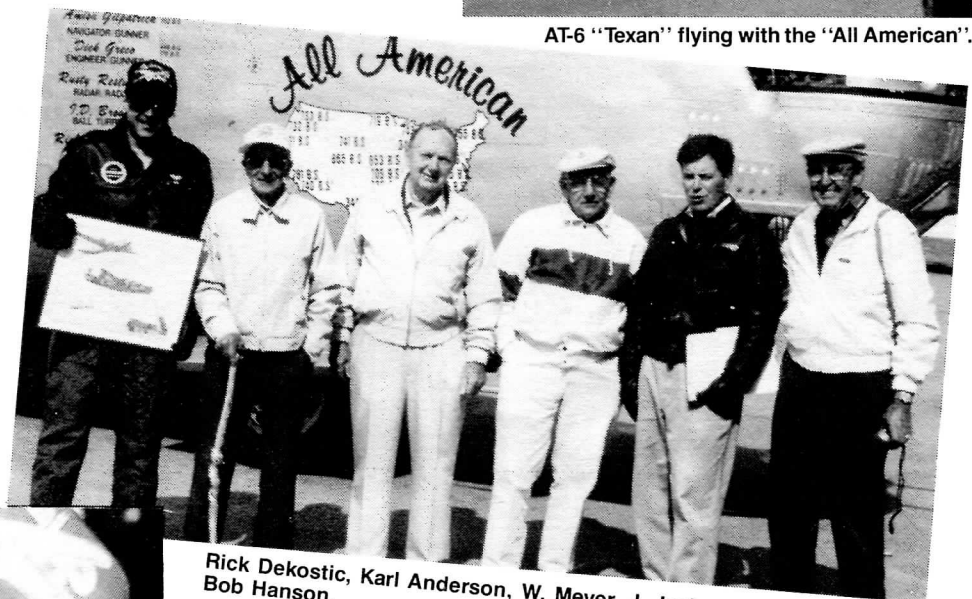
Ken and Helen Wall with Rick Dekostic.



AT-6 "Texan" flying with the "All American".



Carl Gigowski, Tom McDowell, Rick Dekostic and Ken Wall complete another mission aboard the "All American".



Rick Dekostic, Karl Anderson, W. Meyer, J. Jackson, Bob Collings and Bob Hanson.



Rick's daughter, Laura, an "All American" flyer.



Earl Bundy, Dr. Dan Mortensen and "Woody" Woodyard.

They See The Plane

(Continued from Page 2)

side than I remember it. Maybe some of us have just gotten bigger.

The B-24 had a crew of 10. "Six members of my crew are here today," says Lindsay. Stories would burn long into the night.

July 19, 1944. That's when Albert O'Brien of Wynantskill, N.Y., was shot down. O'Brien looks at the B-24 and says, "I was in one of those when it blew up." He was 22 years old, and when the plane crashed to earth he was a POW. O'Brien spent six months in a German hospital ("They treated us like their own soldiers," he says) but four months in prison camp were brutal. "It wasn't like, how'd you say, home."

But he was alive anyway. When his plane went down, only four of the 10 survived. One was John Murphy of Wellesley. "He's here today," says O'Brien, looking around, seeing if he can spot his old war buddy. "Murphy and I have a lot to talk over." They hadn't seen each other since '44. Murphy is 74 years old. He recounts that fiery day. "It's kind of sad, six of us didn't get out of that plane. It's good to see the fellas, but I do miss the other ones."

War stories. "On one of the missions," Murphy says, "a piece of flak took the Plexiglass right off (the top of the plane). I wasn't hurt. But before that, I'd never worn a helmet or flak jacket. After that, I did."

To some, the wounds run too deep to ever discuss those days. "You're better off talking to someone else, I have mostly bad memories," North Carolinian Tom Roemer says politely. "I'm trying to put it out of my mind." Still, he came, but Roemer huddles inside the hangar with his wife, set apart from the others. Here yes, but he just can't talk about it.

James Hunter, 74, of Canaan, N.H., was an engineer gunner on the B-24. "We were shot down over Germany," he says. "We lost our navigator, then we couldn't land at our field. We ran out of gas and crash landed at another field. Memories, just a memory." Suddenly, one large tear-drop falls from Hunter's right eye. His wife hands him a tissue, but she long ago understood that some things you just couldn't wipe away.

"It's like a Catharsis for some of them," says Rick Dekostic, whose late father was with the 485th. Dekostic is a volunteer for the Collings Foundation and has flown in the B-24. "This is so important to these people. I can

1992 - Memories Rekindled

By EARL BUNDY/JOE CATHCART

It doesn't seem possible, but each year our host and hostess seem to be able to come up with a premier reunion plan. This year it was Ken and Helen Wall who by a combination of an excellent location and plenty of hard work and attention to detail produced another outstanding event for the veterans, wives and friends of the 485th.

The Marriott Hotel at Peabody, Mass. was the headquarters, close enough to Boston for our participation in all of its attractions, enough away so we did not have to participate in its daily traffic and pricy accommodations. The Marriott was a very nice hotel and the staff was exceedingly gracious. The Walls were helped by their seven children and it was a pleasure to meet them as the Wall's guests at the banquet Saturday night.

The visitation at Hanscom AFB of the ALL AMERICAN (the only completely restored and flying B-24J); all of the historic attractions of the area that were so vital to the founding of our country; the beauty of the New England countryside as hardwood forests were changing into fall attire; together with fellowship always present when old comrades-in-arms and their families reunite, joined to pro-

see 50 years just melt away. They see the plane and they are young again. Eighteen years old. They remember the good times as well as the bad."

"What's important to me," says Collings consultant Sheppard, "is what it means to these veterans. They see the plane and something inside them opens up that's been closed for a long time. It's been 50 years for some of them. They talk about stuff they haven't talked about in years."

Ken Ponte had been a nose gunner and flew 30 missions. "We dropped 10,500 tons of bombs, not bad," Ponte says. "That creates a big hole." On one of the missions, Ponte's B-24 was hit by enemy fire over Bucharest. "We limped home on three engines," Ponte says. "The plane got all busted up." So did he. He spent 19 months in a hospital. "I was very excited to see this plane again," Ponte says. "To us, it was a love mission. I told the doctors and nurses we made love to those B-24s."

duce a most enjoyable reunion.

I was most happy to have so many first timers at the reunion. We had 33 who had never attended a 485th reunion, many who had not known of our reunions in prior years.

The day at Hanscom was a real high point. We toured the base, had refreshments in the hangar, and a nice luncheon. This, of course, was just the icing on the cake. The real event was having the ALL AMERICAN to ourselves. It was such a treat to see the men of the 485th showing their wives and children through the aircraft. Air crewmen reliving the past as they approached their positions in the plane; Ground crewmen lovingly patting the engines, the guns, the radios and other areas of their responsibilities. I didn't notice too many turret gunners getting in their offices, particularly the ball turret. I saw old pilots reaching up and giving the turbine wheels a spin as they did so often in preflight walk around inspections. I wonder if anyone ever found a loose bucket? I doubt it, our ground crews would not have permitted it. Lots of memories, lots of stories repeated of the long days of some 48 years past and I do believe I noticed a few moist eyes as we returned to Peabody.

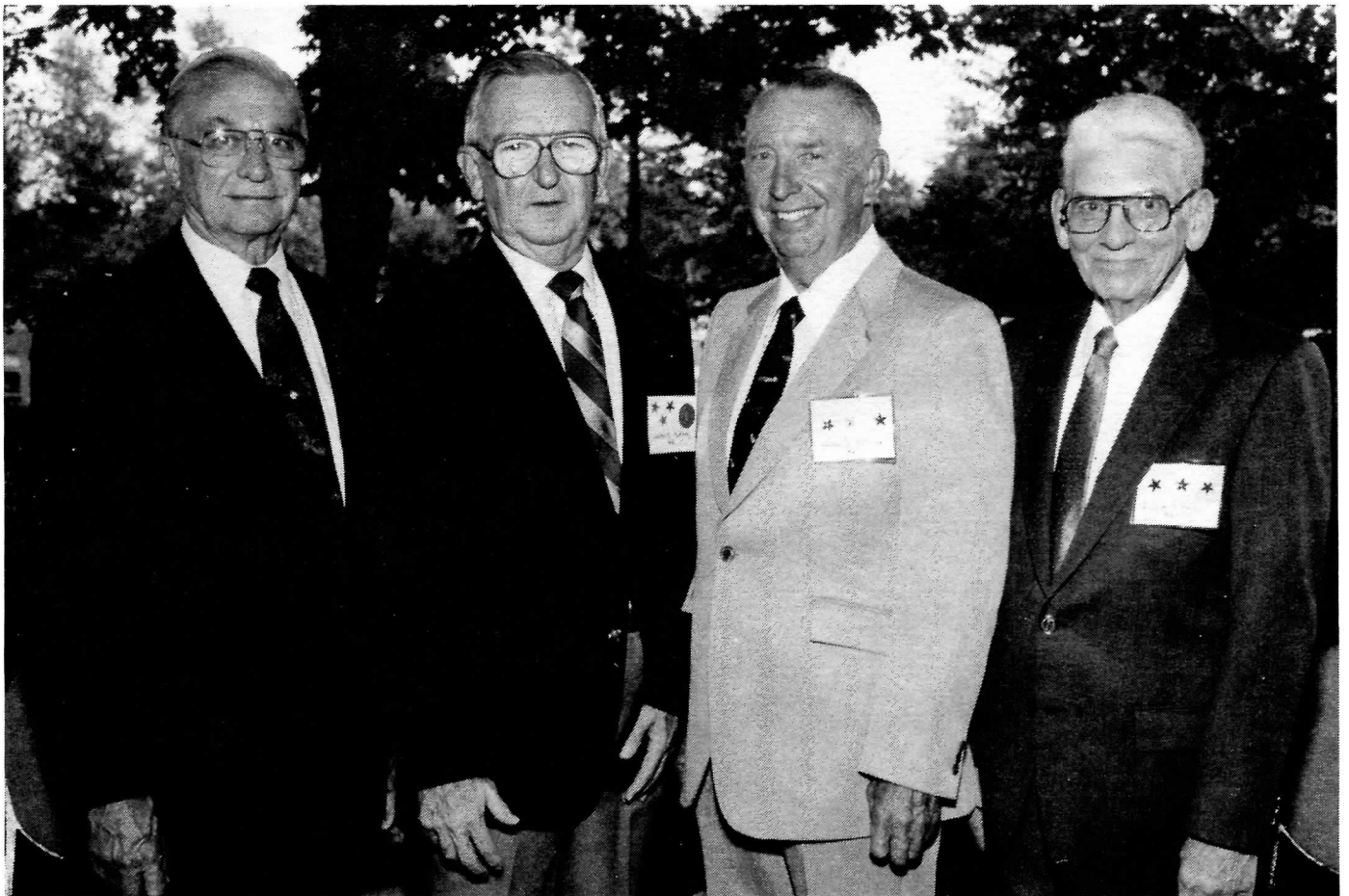
There were two tours that most of us went on. The first into Boston to view Trinity Church and the Public Gardens where in warmer weather the Swan Boats are a must attraction. We visited the U.S.S. Constitution, launched in 1794, now the oldest vessel (replete with crew) still commissioned in the U.S. Navy. This timbered ship gained the nickname of "Old Ironsides" for its ability to absorb punishment from the best weaponry of the day. It sailed in the days of close-in naval maneuvering and gained awe and respect from our foes and pride and love from our countrymen.

Although in drydock receiving her annual refurbishment, it was still possible to examine her construction details and visualize her riding the water, sails unfurled and cannon at the ready in her many gun ports. During this tour we saw the "new" State House where the hand hammered

(Continued on Page 9)



Honored Guests — Row 1: Linda DeKostic, Laura DeKostic, Caroline Collings and Karen Chasteen. Back row: Richard DeKostic, B. Collings, Cal Chasteen, J. DesJardins and D. Mortensen.



485th Bomb Group Headquarters — William Herblin, Walter McKinney, Warren Sortomme and Robert Benson.



828th Bomb Squadron — Front row: A. Borgetti, G. Bell, J. Rau, M. Sites, N. Montulli, P. Salese, H. Little, B. Freeland, L. Alexander, K. Ponte, C. Norris and C. Eckfield. Middle row: J. Eden, K. Anderson, J. Marrone, K. Wall, J. Mulvihill, F. Freyermuth, J. Feldman, H. Keech, C. Gigowski, A. Hurley, B. Lancaster, R. Stanley, T. McDowell, P. Fielder, W. Reid, E. McDonald, L. Sullivan and J. Coker. Back row: B. Deeds, J. Waldeyer, G. Ick, J. Bersack, D. Shannon, W. Fritz, R. Monroe, M. Lydard, B. Blakely, Jr., L. Paine, J. DiRusso and J. More.



829th Bomb Squadron — Row one: J. Wellman, C. Hoffman, L. Allan, P. Collugcio, W. Napier, C. Feller, F. Yeager, T. West, B. Culver, K. Robison, R. O'Mahoney and A. Peschka. Row two: L. Best, M. Lindsay, C. Miller, A. Karns, H. Dolim, M. Fundling, A. Martin, W. Bishop, L. Tuggle, H. Hale, A. O'Brien, W. Ruckere, J. Murphy, C. Frye and D. Roeh. Row 3: S. McGehee, I. Wolf, D. Whiteman, R. Anderson, C. Springer, E.O. Meyer, T. Peyton, W. Rowland, J.R. cott, R. Peterson, A. Carlson, C. West, E. Bundy. Row 4: J. Cathart, J. Behunin and R. Skelton.



830th Bomb Squadron — Front row: G. MacLarnen, F. Hammett, E. Mercer, R. Ritcher, H. Boxley, C. Konkolewski, C. Corbett, R. Griffin, H. Kempffer, W. Cummings, H. Sanborn and G. Raidel. **Second row:** R. Plaister, G. Nakis, S. Baytala, J. McCarthy, R. Bizzozero, H. Kohlhorst, J. Tagliarino, E. Perreault, H. Muehlemann, G. Dyer, F. Tunstall, R. Leary, J. Kelly, R. Esarey, H. Oberholtzer, F. Gallagher and B. McAlpine. **Back row:** T. Russell, P. Peterson and J. Hunter.



831st Bomb Squadron — Front: H. Dahlberg, R.L. Brown, F. Irving, A. Neal, L. Cotterman, M. Birken, F. Chaffin, R. Howard, J. Nagle, R. Kingsbury, A.A. Salazar and J. B. Johnson. **Middle:** D. Sjodin, E. Siantz, J. Jones, L. Prince, L. Little, R. Rector, F. Nardi, J. Jackson, W. Meyers, R. Paneri, B. VanDellon, R. Gardner, C. Woodbury, R. Baker, B. Argie, R. Lewis and H. Woodyard. **Back:** R. Swift, W. Brokaw, J. Godfrey, E. Wroblewski, E. McCarthy, D. Evjen, N. Lawrenz, R. Hanson, S. Mlinaz, L. Schoeneman, A. Dusenberry, R. Heskes D. Hansen, V. Christensen and G. Winter.



Prisoners-of-War — Front row: M. Lindsay, L. Allen, J.R. Scott, R. Peterson, H. Sanborn, F. Irving, G. Raidel, H. Hale, A. O'Brien, W. Ruckner, J. Murphy and C. Konkotewski. **Middle row:** L. Best, L. Little, K. Brown, D. Roehn, R. Rector, F. Nardi, L. Tuggle, S. McGehee, I. Wolf, V. Christensen, G. Winter, B. Culver, W. Sortomme and H. Oberholtzer. **Back row:** D. Evjen, J. Godfrey and J. Cathcart.



First Timers — Front: T. Peyton, C. Feller, R. O'Mahoney, F. Irving, M. Birken, J. Murphy, H. Kempffer, T. West, W. McKinney and B. Argie. **Back:** W. Rowland, J. Feldman, J. Wellman, R. Leary, R. Bizzozero, J. Johnson, E. Perreault and G. Nakis.

First B-24s To Complete 100 Missions

By CARL GIGOWSKI

(NOTE — In the last issue of *Lightweight Calling*, in the article "First B-24s Near 100 Combat Missions" it was noted that around March 25, 1945 six original Liberators of the 830th and two of the 831st were nearing the completion of 100 combat missions and surviving the war. Here is the final deposition of the 485th original assigned Liberators believed to have survived the war.)

The first 485th Liberator to complete 100 missions was LIFE of the 830th. Unofficially, it was noted that LIFE completed 110 missions. LIFE flew the Groups last mission on 25 April 1945 and made an emergency landing on the Isle of Vis. The end came when on 22 June 1945 it was salvaged. The only other Liberator of the 830th to complete 100 missions was BUZZ JOB. BUZZ JOB flew the mission of 24 April 1945 and made an emergency landing at Zara, Yugoslavia. The Lib was left there and on 27 May 1945, it was salvaged.

The CHARACTER of the 831st flew the Groups last mission on 25 April 1945, completing 95 missions. The Lib was salvaged 13 August 1945.

PRINCESS MARIE, TAILHEAVY, and 504 (WN) flew the Groups last mission on 25 April 1945, with TAIL HEAVY completing 100 missions. The deposition of RANG DANG DOO is mystifying. RANG DANG DOO received major flak damage on 11 April 1945 and went to salvage on 16 April 1945, according to one official record. Another official record indicates that the Lib flew the mission of 25 April 1945.

The three Libs noted above were salvaged during July and August of 1945. Lib 498 (WB) was returned to the ZI.

In addition to the eight 485th Liberators mentioned above there were six original assigned Libs salvaged during the summer of 1945. One crashed and one was returned to the ZI. From the 828th there was RH 42-78116G THE JERRIE ANN assigned to crew 1; RI 42-78144G assigned to crew 15 were salvaged and RB 42-78143G assigned to crew 13 crashed 20 July 1945. LITTLE EMMA 42-78136G YD assigned to crew 25 of the 829th returned to the ZI.

OUTCAST 42-78135G WP assigned to crew 57 of the 830th; 42-78135G BM assigned to crew 68 of the 831st; DOUBLE TROUBLE 42-78149G assigned to crew 73 and 42-78121G assigned to crew 74 were salvaged

during the summer of 1945.

Three of these Libs were assigned to the Group as War Wearies, two of these were the JERRIE ANN of the 828th and LITTLE EMMA of the 829th. The third one is unknown.

829TH BOMB SQDN LIBERATOR 41-52729H — The Liberator Club's newsletter BRIEFING, issue NO. 45 for Fall 1991 contained a story on the emergency landing strip on the island of Vis. Accompanying the story was a photo of 829th Y/W, 41-52729H crash landed. Examining the photo it appeared that the Lib had flown approximately 70 missions. Reviewing the 485th historical records, it was noted that the Lib landed on Vis 28

August 1944, Group's mission No. 71. This would indicate that the Lib flew every mission except one.

In my photo file I found a photo of the Lib sent in by Alex Malkoski. The photo was taken on the Group's mission No. 60 on 13 August 1944. The mission markings on the Lib indicate that it had flown about 50 missions on this date. Other records show that the Lib was sent to salvage because of battle damage on 5 September 1944. The bomber was assigned to 829th crew no. 31, pilot Lt. Chester Rabert and crew chief was MSgt Joseph Raymond. I would appreciate receiving any information you all may recall on this Liberator for it appears it may have been a contender in the race to be the first to complete 100 missions.

485th TMW Reunion

By BOB DEEDS

Last summer I visited with the Fishers, Tom McDowell, Pop Arnold and attended the 485th Tactical Missile Wing reunion at Colorado Springs. To me, it was reminiscent of the days when Bill, Andy and myself put together the first reunion.

I checked in at the Sheraton Inn North. Not knowing anyone I started to wander about and introduce myself. I first met Ron and Jennifer Mitchell and Col. Cal Chasteen. Then it was all down hill. There was a mixer in the cocktail room. Here I got acquainted with many of the men and women of the 485th TMW.

On Friday there was a barbecue at the Air Force Academy. All the gang came over and had their picture taken at our plaque at my request. Thanks people. Friday evening there was a

mixer at the NCO club at the Academy. Saturday, we visited the academy again, with some going shopping. In the afternoon we went to the Norad/Cheyenne Mountain complex. The evening was spent attending a dinner and picture taking.

This reporter received a plaque from Col. Chasteen. I gave him one of our reunion books. Many of the people took the picture I had of the three stages of 485th history, from B-24s, to B-29s and to TMW, also our prayer and factsheet of all activities.

Next summer (1993) they will be meeting in Montana. I will be there, the Good Lord willing. Hope some of our people will attend. They are a super bunch. It is my desire that down the road we will get together. If any of you are interested in attending the 485th TMW, let me hear from you.



Minutes Of Peabody Meeting

By **LINDA L. HANSON**
Secretary, 485th BG

Earl Bundy opened the meeting with a special thanks to Helen and Ken Wall for a wonderful reunion. After the reading of the minutes from the 1991 reunion, in Little Rock, Arkansas, the Walls came forward and thanked all for coming, and hoped we were enjoying everything they had planned; especially seeing the "All American" B-24J on Thursday.

Earl introduced Col. Calvin L. Chasteen, who had been the CO of the 485th Missile Wing in Belgium from 1984 to 1989. Bob Deeds had attended their reunion in Colorado Springs this year, and had invited Col. Chasteen and his wife, Sue, to attend our reunion. Col. Chasteen noted that he researched the 485th BG from WWII history in the archives, and that they had a campaign banner of the 485th BG displayed in their headquarters. Col. Chasteen then presented a sculpture of a bomber crew member by artist Michael Gorman, to Col. Doug Cairns for the 485th BG. He ended his presentation with the quote: "Freedom is not free, and thank all of you and your departed comrades for paying the price." He also told a story of certain contents of survival kits which we won't elaborate on! (Those of you who attended the meeting will understand.)

Dr. David Mortenson, who is on the staff of Secretary of the Air Force, Donald B. Rice, spoke briefly of the Polish people's help toward the survivors of missions.

Earl Bundy asked for a count of first timers. There were 22 in attendance. A count of Squadron veterans were as follows: 828th had 54; 829th had 45; 830th had 28 and 831st had 50. Group Hq had 6. There were 23 POWs present. The flight crews were counted with Joe Cathcart of the 829th having 6. He was awarded the trophy, which he presented to Marvin Lindsay, as he was the one who encouraged the crew to attend the reunions. Hank Dolim, 829th CO and a first timer, was awarded the trophy for traveling the farthest, coming from Honolulu, Hawaii.

Bob Deeds thanked Roger Monroe for the idea of the briefing on Thursday evening. It was well attended, and authentically presented. George Dyer thanked all for a great reunion in Little Rock last year and said to put

them on "stand-by" for another reunion.

Barton Brown, our host for 1993 reunion in Albuquerque, New Mexico, sent his regards with regrets, as his wife was ill, and they were unable to attend this reunion. He hopes to see you all next year. It will be held from September 15th to 19th, at the Marriott Hotel, in the heart of town, with many planned activities. Woody Woodyard announced that "Rocky" Jordan would host the 1994 reunion in Memphis, Tennessee.

Helen Wall introduced Fran Feeny, from the Robel Boston Co. who spoke of a trip to Italy. The itinerary would be traveling from Rome through Italy, and returning to Venosa. The date would be in April, 1994 and not conflict with the reunion in Memphis that year. A show of hands revealed that 47 were interested. Earl Bundy told of our trip through Europe and Italy in 1980.

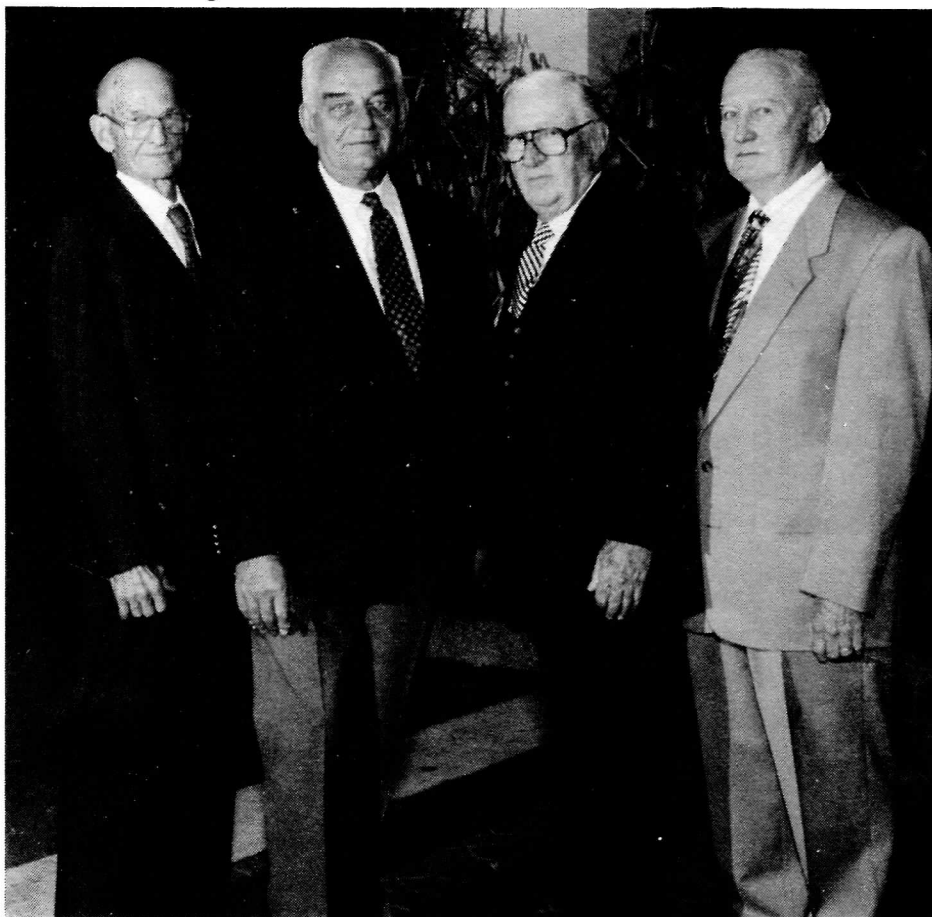
Al Martin spoke of the memorial breakfast on Sunday and that he would be standing in for Sherrill Bur-

ba, as he could not attend this year, because of illness. Somers Corson reported that he is still trying to locate the plaque that was on the chapel in Venosa during the war.

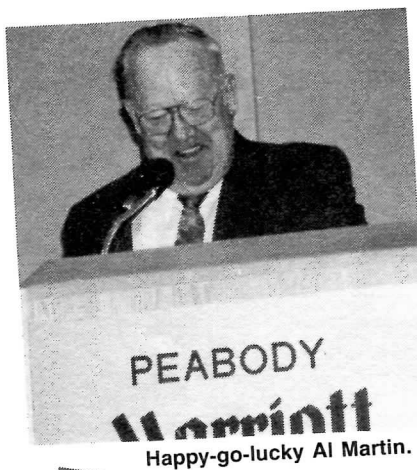
Earl Bundy displayed a collection of all "Lightweight Tower" publications. The book can be purchased from him for \$35.00. Carl Gigowski announced that he would be replacing Don Webb as editor of "Lightweight Tower", as Don and his wife are both not up to par.

Dan Sjodin informed us that he had the name of a person who could locate Air Force veterans from WWII: Her name is: Lynn Gamma, A.F. Historical Agency I S R, Maxwell A.F.B., Alabama 36112-6678

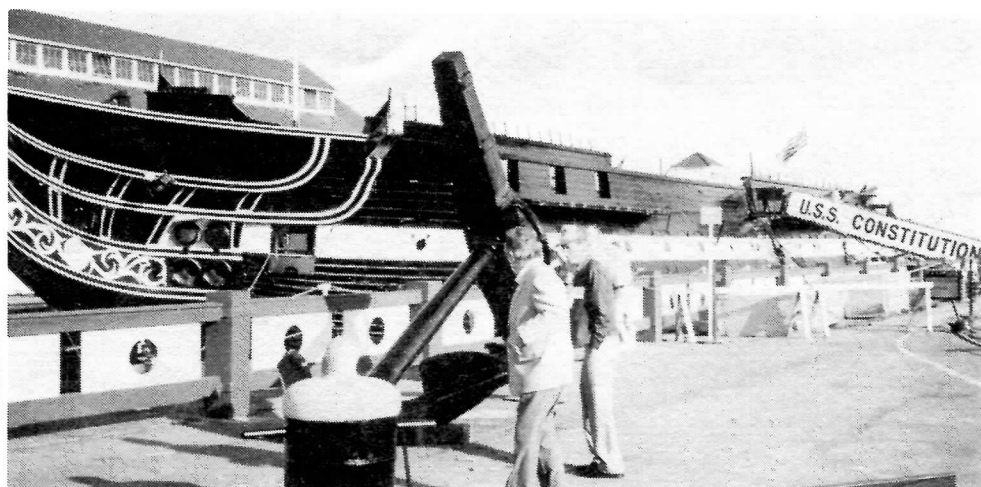
Earl introduced John DeRusso, the author of the poem, "Please Remember Me" and suggested that John read it, in lieu of the "Fighting Men of the 485th", to close the meeting. It was very stirring reading and we are proud that one of our men from the 485th had written it.



Four Survivors — W. Rucker, A. O'Brien, J. Murphy and H. Hale. The only survivors of Capt. John Sandall's crew meet for the first time since 19 July 1944 when their Liberator was downed by flak over Munich, Germany.



Happy-go-lucky Al Martin.



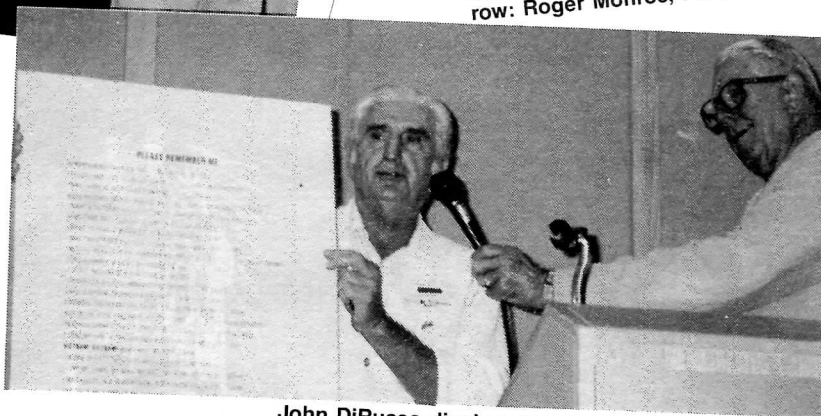
OI Ironsides in dry doc.



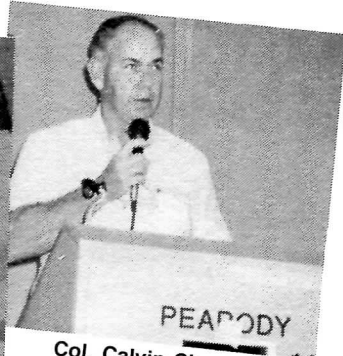
Col. Wm. Herblin,
Col. Cal Chasteen
and Col. Doug Cairns.



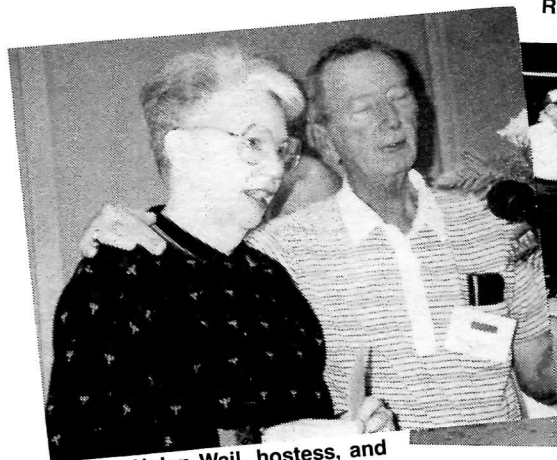
Mission Briefing Team — 1st row: Col. Richard Griffin, Arthur Hurley, Kenneth Ponte, Carl Gigowski, William Lancaster and Joe Coker. 2nd row: Roger Monroe, Bill Fritz, Martin Lydard and Tom McDowell.



John DiRusso displays his poem, "Please Remember Me" and Early Bundy.



Col. Calvin Chasteen



Helen Wail, hostess, and Tom McDowell.



Boarding busses for historical tour of Boston area.

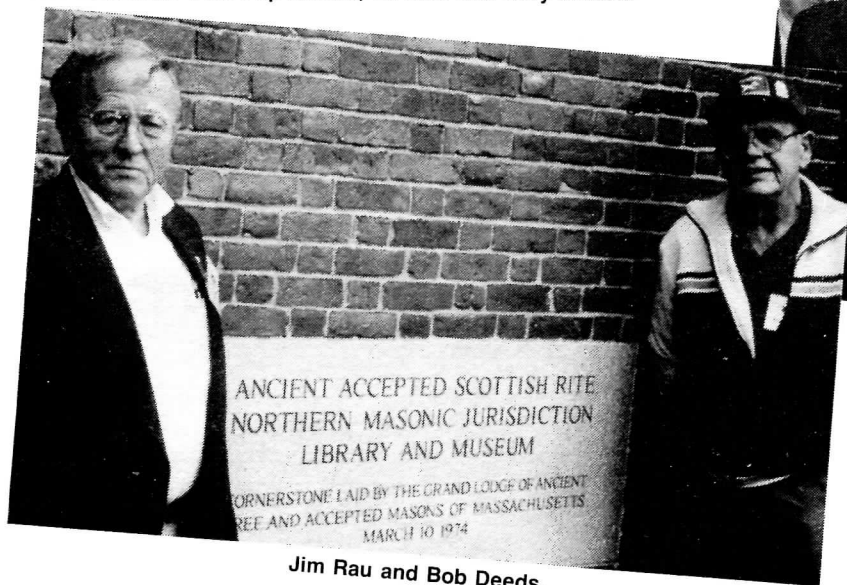


Carpetbagger

By CARL GIGOWSKI

The 15th AF and the 8th AF flew several clandestine operations over western Europe in preparation for the invasion of the western front and southern France. At our reunion I had the pleasure of meeting John DesJardins who told the story of his uncle, Lt. Earl Des Jardins, pilot of a crew assigned to the 831st Squadron which participated in these operations. Lt. Des Jardins' story will appear in the next newsletter. If there were other crews that participated in these operations please write us about them.

Big ol' fish story? No, it's for real as exhibited by Roger and Art Hurley. Other fishermen were Pop Arnold, Ed Nett and Gary Nelson.



Jim Rau and Bob Deeds.



Bob Deeds thanks Rick Dekostic for directing the "All American" to our reunion.



Missions briefing reenactment - Mission to Vienna, Aus. on 26 June 1944.



Business meeting.



Marguerite Woodyard at registration desk.

485th Bomb Group HQ



By **BOB BENSON**

In describing the streets and freeways in the Boston area, more than one native Bostonian (or Peabodian) explained that the city fathers let loose a snake and simply laid out the routes by following its movement throughout the area. As far as I can detect, there are no straight streets. However, I learned of no one of our group getting permanently lost so as never to be seen again. Everyone was accounted for whenever it was necessary.

The 28th annual reunion of the 485th Bomb Group was another big success. Helen and Ken Wall did a wonderful job and everyone had a great time. We again had approximately 400 veterans, wives and guests in attendance. There were better than 20 first-timers and, from my observation, they all had a good time.

From headquarters we had Doug and Lil Cairns, Warren and Joyce Sortomme, Bill and Kathryn Herblin and Bob and Dorothy Benson. Also, we had first-timers Walter and Barbra McKinney and Sy Weinstein, and it was good to see them again — after all these years.

Prior to the reunion, I had heard from "Pop" Arnold, Howard Cherry, Ben Cook, John Cornett, Carl Lange and Loyd Towers, all of whom could not attend for one reason or another, but we hope they will be with us next year. Bill and Hilda Angle had made their reservations, but they had to cancel at the last moment due to Hilda becoming ill. (Hope everything is ok now, Hilda).

The memorabilia room was again a very active place. The various items that a lot of the men brought for this room were most interesting, and they brought back a lot of memories. There was a constant flow of people going in and out at all times.

The Boston area is a beautiful part of our country, and it belongs to so much of our history. It was the first time that Dorothy and I had been in that part of our country, and we came home with a lot of good memories.

Seeing the ALL AMERICAN B-24J was so very impressive. However, a lot of us agreed that it had shrunk in size since the war. It was well worth viewing after all those years, even if the winds were blowing some cold breezes across the airfield that made all of us quiver and shake.

Our next reunion will be held at the Albuquerque Marriott in Albuquerque, New Mexico, September 14-20, 1993, and that should be another great event. Circle your 1993 calendar now and plan on having a wonderful time. Complete information is provided elsewhere in this edition. If you have never attended one of the reunions, you really don't know what you're missing.

Thanks very much to those of you who have phoned and or written over the past year. I do appreciate it very much. Also, those of you who have been supportive by sending a donation to help offset expenses, I thank you. Your help is really appreciated. I wish you all a wonderful and very healthy 1993.

Please . . . Remember Me

By **JOHN DIRUSSO**
WWII Air Force — Combat Veteran

*Remember me, America, for I was once your son
I fought and died at Valley Forge
with General Washington;
I was there at Gettysburg on that tragic, tragic day
When brother fought against brother -
the Blue against the Gray.
I rode with Teddy Roosevelt
on the charge up San Juan Hill
Some came back to fight again - but I just lie there still,
I went to France with A.E.F. to bring the peace to you
I was twenty-one and full of fun -
I never saw twenty-two.
I'm still here at Pearl Harbor
since that December seventh day of infamy.
Lying silently with my shipmates
on the U.S.S. Arizona at the bottom of the sea.
I served on a U.S. submarine, the bravest of the brave
Until a German depth charge gave us a watery grave
I bombed the Ploesti oil fields,
they blew with one big roar
But in the attack we were hit by flak -
I'll never bomb anymore
In Korea I heard the C.O. shout "We'll make it -
I'm sure we will"
I lost my life to try and take
a spot called Pork Chop Hill.
Vietnam! Vietnam! When will we ever learn
I'm one of fifty-thousand who never will return.
I left my town, my wife, my kids,
my home so cozy and warm
I was killed in a SCUD attack
in a war called Desert Storm!
And so in my eternity my thoughts are all for thee
I'll never forget my America - I pray she remembers me.*

828th Bomb Sqn



By **BOB DEEDS**

Once again, the 828th Squadron stood tall. Our host and hostess, Ken and Helen Wall, did everything possible to make our stay in Peabody a great success. They can now take their place along with all the host and hostesses. I want to say thanks to the Walls, Rick DeKostic and the Collings Foundation for having the ALL AMERICAN B-24 at the reunion. Although the day was chilly, the veterans came out to see the Warbird. Our luncheon was moved inside to make our day more pleasant.

I presented a picture and fact sheet of the 485th accomplishments from 1943-45, B-24s; 1946-47, B-29s and last, 485th TMW. Pictures and fact sheets are available for fifteen dollars from me.

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828th Bomb Sqdn

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On Wednesday, a small group visited the Shrine Hospital in Boston and then to Lexington where our friends visited the Scottish Rite Library and Museum.

There were many first timers, guests and widows, thanks to Leona Schultz. And how about the Mission Briefing Roger Monroe conducted? It brought back many memories. John DiRusso gave us a poem, "Please Remember Me", which honors all veterans. John urges all to honor the veterans on Veterans Day and all associated holidays.

At our business meeting I gave all past hosts and hostesses cookie jars with THANKS on them for all the wonderful times they gave us. Ken received a JOB JAR from me and Helen was given a punch bowl by Ken's crew. Daniel Mortensen, PhD from the Office Of The Air Force was our guest speaker. Col. Chasteen, former 485th TMW CO spoke at our business meeting and presented a statue of The Flyer to Col. Cairns and Col. Herblin. There were several sons and daughters of 485th veterans present, who wanted to find out more about their fathers. It was a great pleasure for me to help these people out.

Last year we lost two of our past hosts; Bob Marland and Irv Parker. And I must not forget my two shut-in buddies; Sam Schneider and Larry Hohaman. These fellows would like to hear from you. Sam has tapes made, "How It Was", that you may like to hear.

There are plans in the making for a trip to southern Italy. This trip would not interfere with our regular annual reunion.

Mark your calendar NOW for September 15-19, 1993 for the reunion in Albuquerque, New Mexico. Rocky and Enid Jordan will host the reunion in Memphis, Tennessee in 1994. If you would like a reunion in your area, let us know. Thanks to everyone for helping to make the reunion a success.

829th Bomb Sqdn



By EARL BUNDY

We were all impressed with the B-24J all day on Thursday. It brought back many memories for both the flying and ground crew members. That cold north wind even reminded us of Italy, but we were happy to get by without any snow.

I was especially happy to have Tom Payton there as a first timer. He had found seven members of his crew last year and I'm in hopes they can all be at the Albuquerque, N.M. reunion next year.

A number of 829th members, Stanley Woolf, John Murphy and Charles Springer live in the area. I am sorry to report that Stanley Lis from Boylston, MA, who has been a constant member of the 829th suffered a stroke just before the reunion and was in a coma. He had advertised

our reunion and was planning big on making this his first to attend. He passed away November 7, 1992. He leaves his sister and brother-in-law in nearby Hudson, MA.

I was pleased that we filled several of the tour busses to capacity. It proves that Helen's request sheets worked. I was also pleased at the great attendance at all of our meetings.

I had a busy year even before my wife passed away suddenly in April. I appreciate so much the sympathy cards from those who had heard about it. I was especially thankful for the attendance at Martha's funeral by many who live within a couple hundred miles.

I received letters from a good many new contacts from the many publications I notified about our reunion. I received more from the other squadrons than from our 829th this year. Don't hesitate to send your donation for the newsletter as the costs continue to increase each year.

830th Bomb Sqdn



By CHET KONKOLEWSKI

The Peabody reunion was successful and well attended. A big thank you to our hosts Ken and Helen Wall for their efforts. It also brought together many friends I've gotten to know over the past few years. Good to see you all.

In attendance were; - Simon and Elaine Baytala, Dick and Rita Bizzozero, Howard and Shirley Boxley, Clyde and Virginia Corbett, Bill and Betty Cummings, Bob and Lucy Esarey, George Dyer, Richard and Marilyn Griffin, Frank and Barbra Gallagher, Frank and Patricia Hammett, Gale Rowland, Jim and Violet Hunter, James Kelly, Harold Kempffer, Herb and Donna Kohlhorst, Russell Leary, George MacLaren, Bob McAlpine, Ellis Mercer, Herb and Elizabeth Muehleman, George and Mrs. Nakis, Harry and Jane Oberholtzer, Ernie Perreault, Bob Plaister, George and Janet Raidel, Tom and Ruth Russell, Joe Tagliarino, Fran and Mary Tunstall, John and Anne McCarthy, E. (Pete) Peterson, Rod Ritchie, Howard and Mary Sanborn.

There were six new timers attending this reunion; Harold Kempffer, Ball Gunner, Crew 105; Richard C. Bizzozero, Navigator, Crew 133; Gale Rowland, Bombardier, George Tompkins, Crew; Ernest V. Perreault, Crew Chief; Ellis R. Mercer, Navigator, Crew 108; George M. Nakis, Pilot, Crew 134. Welcome aboard fellas.

Want to thank the following for their contribution to the LWT fund, - Bob McAlpine, Bob Plaister, George Dyer, Richard Griffin, Howard Boxley, Ellis Mercer, Harold Kempffer, Herb Kohlhorst, Jim Kelly, Russel Leary, Bill Cummings, Ernie Perreault, Frank Hammett, Dick Bizzozero, Simon Baytala, Jim Hunter, George Nakis, Rod Ritchie, and Clyde Corbett. To those that made contributions thru correspondence to me, I do wish to thank you. In my next correspondence I will acknowledge all those that did.

It was just great to see the B-24J, "All American". When I climbed up into the tail section and looked around, I said

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830th Bomb Sqdn

(Continued from Page 15)

to myself, "boy did this aircraft shrink", because I remember it being so big when flying those missions. Just getting older, I guess?

While looking at the bird on the ground, some guy taps me on the shoulder. When I turned around I just couldn't believe what I was seeing. Here was Aldo Grandoni, our tail gunner, after all these 47 years, my gosh! Aldo lives in the area. A couple of his buddies drove him out to the base since he cannot drive on his own. Well, anyway, we drove to a nearby restaurant, got a bite to eat and just talked about what happened long ago. Just too much to write about. Will give you the story in the near future. Aldo has had extensive surgery, plus a partial stroke, etc. which prevents him from driving. Very good to see Aldo - good luck buddy.

To Fred Schneider who labored in the orderly room; Clyde Corbett and Leonard Vorba who have sent me Special Orders assigning personnel to the 485th, from overseas to Sioux Falls, South Dakota and other places. A lot of familiar names do appear on those orders. What I receive and have received I am trying to put some kind of history on the 830th.

Telephone conversation with Ed Muth out California way who tells me that a B-24 was found that hauled cattle, which is now restored and on display at Beale AFB, near Merced, CA. Wonder what will happen to the B-24 when the Base closes?

831st Bomb Sqdn



By WOODY WOODYARD

This is "old and tired" Woody reporting on our 28th reunion held at Peabody, Mass., hosted by Ken and Helen Wall of the 828th. I want to thank them for a superb and well planned reunion. The program was interesting as well as educational. The area is really loaded with history in the forming of our nation. The souvenir to each of us was very appropriate — a pot of "Boston Baked Beans".

According to our hosts, the following names are those of the 831st Squadron attending the reunion: William B. Argie, Robert R. Baker, Marvin N. Birken, William H. Brokaw, Kenneth H. Brown, Robert R. Brown, Frank Chaffin, Vernon Christensen, Lynn Cotterman, Homer Cotton, Hugo H. Cross, Henry W. Dahlberg, Arthur V. Dusenberry, Donald D. Evgen, Richard T. Gardner, John J. Godfrey, David T. Hansen, Robert V. Hanson, Sr., Ray Heskes, Russell A. Howard, Frederick Irving, John S. Jackson, Dr. James B. Johnson, John M. Jones, Richard D. Kingsbury, Norman Lawrenz, Robert H. Lewis, Leonard L. Little, Eugene J. McCarthy, Warren O. Meyers, Steve Mlinaz, John F. Nagle, Francis J. Nardi, Albert W. Neal, Leo F. O'Brien, Raymond Paneri, Ned C. Peirano, Ernest G. Prantis, Leo J. Prince, Artie Poulos, Ralph W. Raines, Robert W. Rector, A.A. Salazar, Louis R. Schoeneman, Edward Siantz, Daniel L. Sjodin, Robert D. Swift, Burton E. VanDellon, George V. Winter, Clifford E. Woodbury,

Howard P. Woodyard and Edward Wroblewski.

There were a few cancellations at the last minute because of illness. Sorry they could not make it and hope they are better now. One of those that cancelled was our editor of the newsletter for several years, Don Webb and his wife Helen. Also unable to attend was Harold Dunden, my section chief Bob Monohan who had a heart attack just days before the reunion who I heard is coming along fine, Joe Wachter who lives in New Jersey and just one week before the reunion he became too ill to attend. Albert Paul did not feel well enough to make it and Ralph Raines also was unable to attend. I hope that all of those who could not come to the reunion are well and can come next year.

Cletus Harner of Arkansas and Richard Wherley of Pennsylvania passed away during this past year. Our sympathy to both families.

We had a very special visitor at our Squadron meeting, Dan Mortensen, PhD, the official Historian of the Air Force. His boss, the Secretary of the Air Force, Daniel Rice while vacationing in Poland came upon a memorial in honor of the crew of a plane that was shot down. There were no names or identifying markings. He took photos and other information back to Dr. Mortensen who traced it to the 831st Squadron. There were five survivors: George Winter, Leonia, NJ, Vern Christensen, Plentywood, MT, Dan Blodgett, Alton, IL, Frank Pratt, Bow, WA and Irving Canin. He contacted all of them and took their stories. Vern Christensen contacted me and related the story. I thought the Secretary of the Air Force would like to attend our reunion. I talked to Dr. Mortensen who tried to arrange it. At the last moment the Secretary was unable to make it and we were glad to have Dr. Mortensen as our guest speaker at the dinner-dance. Thank you very much Dr. Mortensen.

The following vets were "first timers": William Argie, Hugo Cross, Richard Gardner, Frederick Irving, Dr. James Johnson, Norman Lawrenz and Albert Neal. Welcome.

I wish to thank all of you that sent me cards, letters, phone calls and visits this last year. Your moral and monetary support are highly appreciated. Carl Gigowski is back as the editor of our newsletter. I am looking for someone to take over the reporting job for me. I have had the responsibility for over 25 years and it's time for a change. If you are interested please give me a call at (313) 856-1776. Hope to see you all at the reunion in Albuquerque.

JOURNEY'S END

H. F. "Hal" Cline, 829th Feb. 1991
Maurice Dann, 829th Dec. 1991
Joseph E. Farinetti, 831st Oct. 1991
Fred A. Farrage, 831st Dec. 15, 1992
Cletus Harner, 831st 1992
Earl Isaacson, 829th June 1992
Roger Jones, 828th Nov. 22, 1992
Stanley T. Lis, 829th Nov. 4, 1992
Joe Nesselle, 829th May 1992
Rollie Palmer, 831st, June 8, 1992
Angus P. Phelts, 829th Jan. 1993
F.C. "Doc" Savage, May 1992
Carl Schmalenberger, 829th Oct. 1991
Robert E. Smith, Gp. Hq. June 1992
Richard Wherley, 831st June 6, 1992