



LIGHTWEIGHT TOWER CALLING



NO.10

DEC 1975

MISSION NO 11: ATLANTA, GEORGIA - C Gigowski

Atlanta, Georgia, the historical city of Dixieland, was the land mark the 485th veterans aimed for as they journeyed by auto and jet for their 11th annual reunion during the week-end of August 1 - 3, 1975. The gathering place was the Atlanta International Hotel, located near the home of the Atlanta Braves. Hosted by Homer and Jewel Hale of Athens, Georgia, the event was another great gathering of the ol eagles, who greatly enjoyed a visit to the past history of our country and participated in a return to the era of the big bands.

Activities began early Friday afternoon with many of the veterans registering for the event. For many, it was their first reunion and in the Hospitality Room it was a new revival of comradeship founded in sunny Italy. For others, it was greeting ol buddies and friends of previous reunions. During the evening the group strolled the few blocks to Atlanta Underground where in a carnival atomsphere, caught a glimpse of old Atlanta which was a part of the main business section of Atlanta. In the mid-twenties, the building of a viaduct over the nearby railroad complex, changed the area into a cavern of quite obscurity until 1968 when the area was rejuvenated to its original use.

The business meeting was conducted Saturday morning. Again, with the generous support of the many veterans, the newsletter finances were reported in the black with a fund started for reprinting issues out of stock. Likewise, the reunion finances were noted to be in good shape. Leona Schoultz reviewed the minutes of the previous business meeting. Offers for hosting a reunion were many: Denver, Colorado in 76; Minneapolis, Minnesota in 77; Los Angeles, California in 78 and Pittsburgh, Pennsylvania in 79.

(Cont page 2)

IN MEMORY OF BILL SCHOULTZ - Robert Deeds

On December 26, 1975 we lost our dear friend and long time buddy, Bill Schoultz. Bill suffered a heart attack and passed away enroute to the hospital. Many friends attended the military funeral for Bill conducted by the Newton Falls VFW Post.

Sgt William "Bill" H Schoultz joined the 485th at Gowan Field, Idaho during September 1943 and served with the Group until it returned to the States during May 1945. Bill was assistant crew chief to MSgt John Waldeyer on the Liberator "MY BROTHER AND I" of crew 17 of the 828th. The Liberator received flak damage on the mission of 28 June 1944 and crashed landed at Bari, Italy, with wounded crew members abroad. Their next Liberator was "THE HEATS ON" which survived the war.

Bill was very active in veteran and community affairs and his church. Reflecting on the past I remember the times we

(Cont page 3)

76 REUNION GOES TO THE ROCKIES

The 485th Bomb Group Twelfth Annual Reunion will be held August 6 - 8, 1976 in Vail, Col, a Tyrolean-styled village high in the Rockies. So, go west, ye ol eagles, for a gathering on the mountain tops of Colorado. Our guide will be Rod Ritchie, Box 474, Minturn, Col. 81645 Reunion 77 will be in "The Land Of Sky Blue Water" - Minnesota.

1975 REUNION PICTORIAL (Opposite Page)

****TOP****828th Veterans: Front, L to R - Calvin Fite, Nashville, TN; Jack Eden, Breckenridge, TX; Ed "Pappy" DeVane, Burke, VA; Bill Schoultz, Newton Falls, OH; Ed Nett, Centerville, OH; Bill Buckley, San Antonio, TX; Jim McFadden, Philadelphia, PA; Karl Anderson, Carrollton, OH and Stan Turecki, Passaic, NJ. Rear, L to R - Roger "Easy" Monroe, Newport Beach, CA; Carl Gigowski, Grand Rapids, MI; Bob Deeds, Toledo, OH; Bill Roberts, Charlotte, NC; Ambrose Borgetti, Whitting, IN; Irvin Parker, Minneapolis, MN; Bailey Jenkins, Northport, AL; Walter Schneuer, Duluth, MN. (Not in photo - Art Mayland, Arlington Hts, IL.)

****BOTTOM****829th Veterans: Front, L to R - James Scott, Columbia, SC; Homer Hale, Athens, GA; Al Martin, Fern Creek, KY; Don Wallach, Midwest City, OK; Milton Fundling, Texas City, TX; Tony Mastrangelo, Rome, NY; Ray Carpenter, Fulton, NY; Wythe Napier, Dallas, TX; Tom Aspinall, Hialeah, FL; Al Peschka, Austin, TX and Al O'Brien, Troy, NY. Rear, L to R - Bob Marland, Lincoln, NB; Roy Reeve, Sperryville, VA; Al Homan, Metairie, LA; Marvin Lindsay, El Dorado, KS; Art Carlson, Brandon, FL; Al Carlson, Nashville, TN; Art Karns, Petersburg, MI; Jim Gilett, Waterloo, IA; Andrew Robinson, Winnsboro, SC; Bernie Rempe, Oklahoma City, OK; Earl Bundy, Columbus, OH; George Kavanaugh, Las Vegas, NV and Bob Brown, Columbia, SC.

MISSION NO 11 (Cont).

Concluding the business meeting with a coffee break, the group assembled in the main lobby for the arrival of the buses that would take them on a tour of the Atlanta area. The first attraction was Georgia's Stone Mountain, a 3200 acre park abound with activities for everyone including a ride on the Swiss skylift to the top of Stone Mountain; a trip around the mountain on a steam powered train and a stroll through the restored plantation.

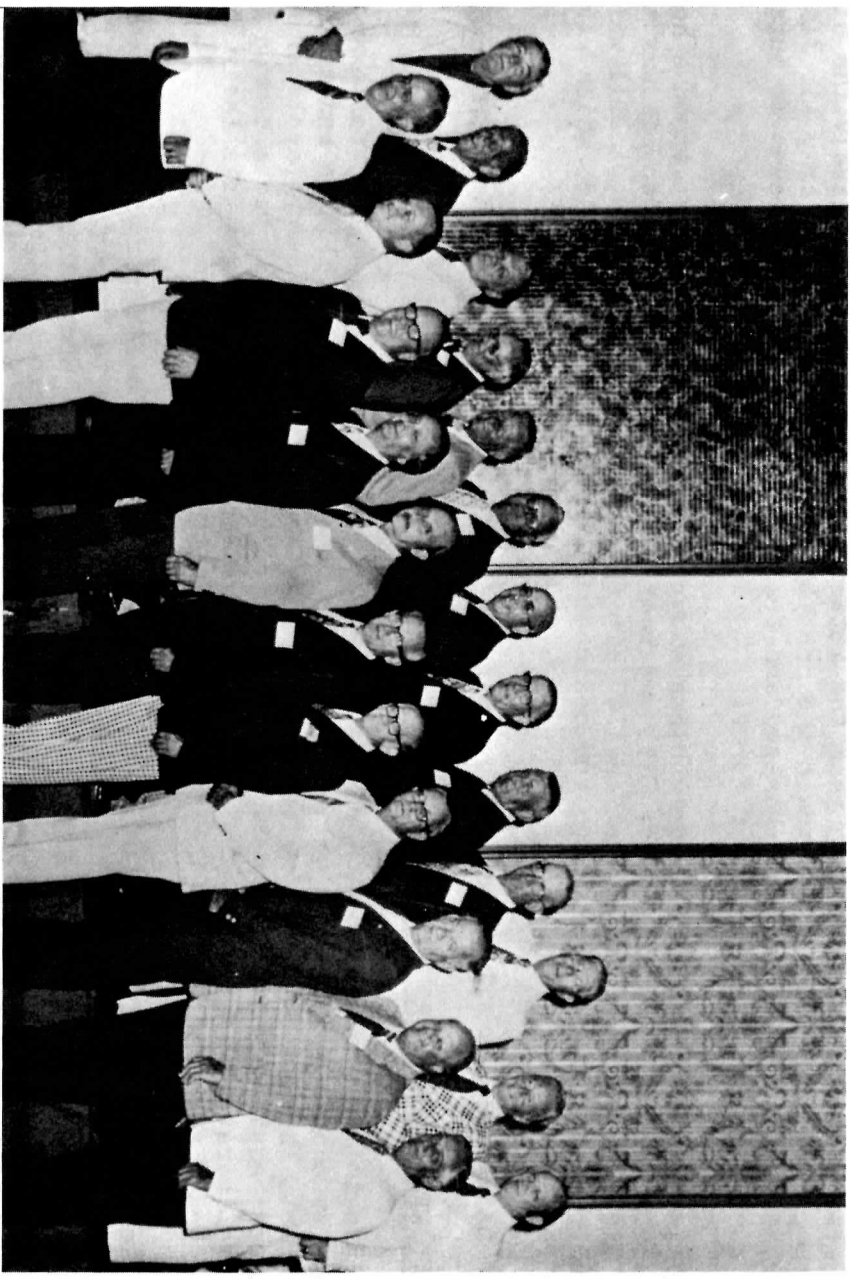
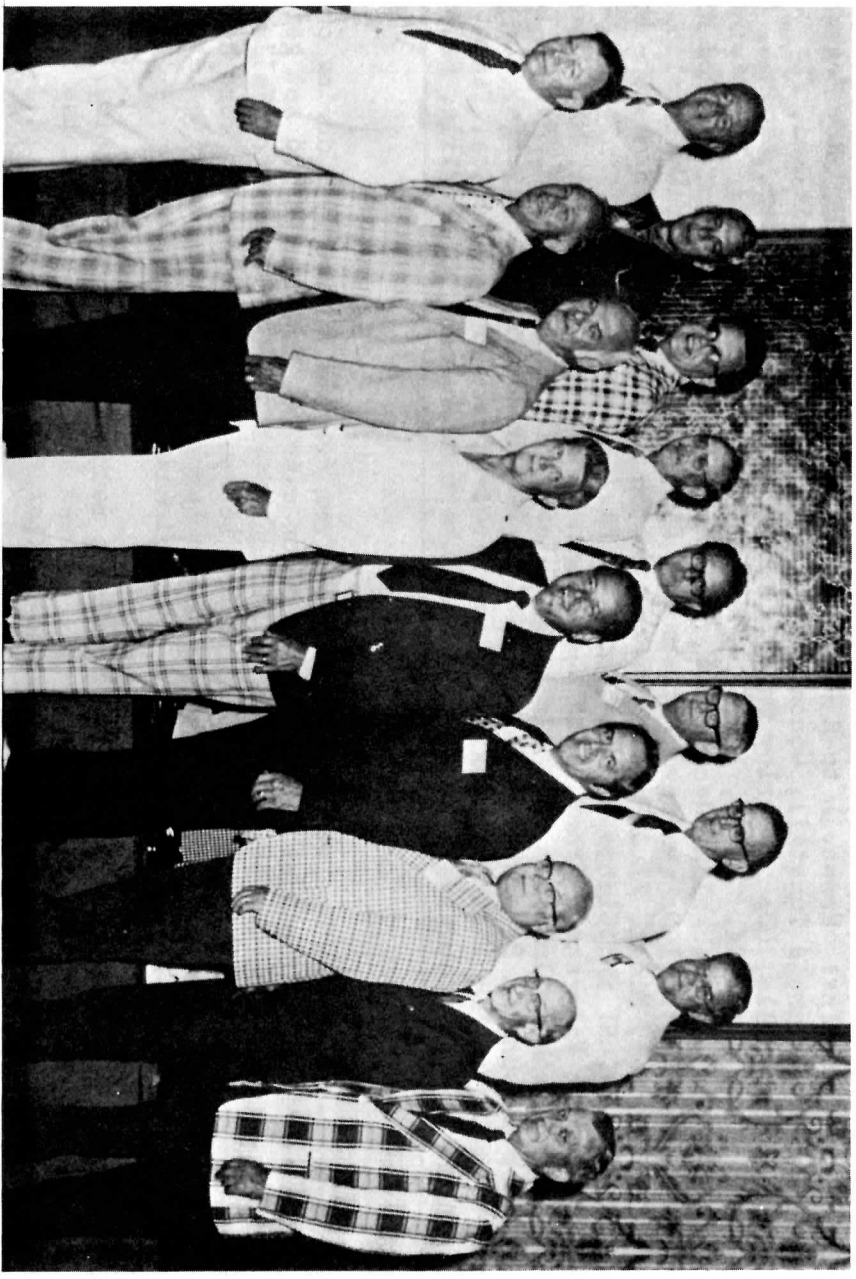
Another attraction was the Cyclorama of The Battle Of Atlanta, which occurred July 22, 1864. A three-dimensional panorama with narration, music and battle sounds, so realistic and stirring one becomes a part of the event. Housed in the same building is the famous railroad engine "Texas" which gave chase to the locomotive "The General" in the famous chase known as the Andrews raid on April 12, 1862.

The hospitality room was packed for the social hour as the guests stopped by on their way to the banquet. Food, to satisfy the tastes of any connoisseur on the delicacies of the table, was abound, served buffet style. Photos of the guests and the ol eagles were taken by Marion Kelly, a specialist in convention photography.

Then came the music of Dean Hudson's band providing music straight out of the big band era, taking one back to the days of the jitterbug and dancing cheek to cheek to the music of Glenn Miller and Tommy Dorsey. And that they did, as Dean's music sparked the mood of that bygone period, as once again the ol veterans and their wives did the jitterbug, polka and danced cheek to cheek. All too soon, that familiar tune "Goodnight Sweetheart" was played, completing a truly nostalgic experience into the past.

The conclusion of the reunion came Sunday morning with the short business meeting to conclude all financial obligations and reaffirm, the Good Lord willing, to reunite at Vail, Colorado in '76. And then there was silence, as seventy-two veterans and their families headed home or continued on their vacation.

-- By jove, you'll did come down south and made the reunion another successful event. And for a short time the rapid pace of time was reversed as we visited historical Atlanta and later, enjoyed the music of our youth. To Homer and Jewel Hale and family, we are indebted and grateful for a most enjoyable chapter in the saga of the 485th veterans. All of us extend to you all our heartiest thank you for an event in our lives, which will be cherished forever. And to the ladies who helped out as in the past, we love you. Hope to see all in the mountains of Colorado -- Your committe.



1975 REUNION PICTORIAL (Opposite Page)

****TOP****830th Veterans: Front, L to R - Lyle Talbott, Crooksville, OH; Roy Hertzog, Mohrsville, PA; Francis Tunstall, Cocoa Beach, FL; Gene Lenfest, Maitland, FL; Joe Richmond, Clarksville, MD; Charley Onley, York, PA; Frank Gallagher, Laconia, NH; Jack Snipes, Atlanta, GA. Rear, L to R - Robert McVann, Ashland, KY; Ted Lipinski, Ridgefield, NJ; Bob Laughlin, Georgetown, PA; Hollis Porter, Orlando, FL; Rod Ritchie, Minturn, CO; Neal Schawalter, Pittsburgh, PA; Elliot Seagraves, West Islip, NY; Harry Oberholtzer, Miami, FL & Ralph Skinner, Weston Mills, NY. (Not in photo - Wille Best, Rochester, NY and Claude Sheline, Monaca, PA.)

****BOTTOM****831st Veterans: Front, L to R - Howard Woodyard, Lamberville, MI; Larry "Sabre Sam" Vieth, Wilmington, DE; Vic Bone, Chicago, IL; Harold Dundon, New Holland, OH and Bob Hanson, St Petersburg, FL. Rear, L to R - Warren Meyers, Chicago, IL; Les Sutter, St Louis, MO; Walter Iwinski, Elmwood Park, IL and Robert Plocica, Tampa, FL. (Not in photo - Ed Stauverman, Naples, FL and Robert McLawhorn, Winterville, NC.)

IN MEMORY OF BILL SCHOULTZ (CoAt)

spent together since the day we were discharged from service. In 1955, during one of our visits with Bill, the idea of an 828th reunion came up. However it did not get off the ground until the spring of 1960 when we had our first reunion in Newton Falls with seven veterans and their families attending. The second and third reunion were held in Toledo, the fourth in Springfield, Illinois with Kenneth Moore and his wife as host. In 1964, Jim McFadden hosted the event in Philadelphia, Pennsylvania.

Then, in 1965 Bill and Leona instituted the Group reunion as we know it today, hosting the event in their basement recreation room. It was at this reunion that the informal organization of the reunion committee and newsletter staff was formed.

Bills sincere dedication to the 485th veteran activities was a great inspiration to all who knew and worked with him. Each year the annual reunion was conducted in a different area of the States and each year the attendance increased. Most likely the climax of the reunion activity will remain the nostalgic return to Fairmont Army Air Field, York, Nebraska where the men organized and trained 32 years ago, to become an outstanding combat group of the 15th Air Force.

Bill and Leona attended all the reunions except in 1967 when Bill experienced a heart attack. Making a fast recovery, Bill was back on the job. Atlanta, Georgia was to be his last, as the good "Sky Pilot" called him for duty above and beyond. Bill will be remembered for his congeniality and dedication to the 485th activities which gave us the reunion.

The 485th veterans salute you Bill, a sincere buddy.

A DAY WITH A B-24 GROUND CREW - Larry Veith

The men in the ground crews came from all walks of life. In the 831st, for example, two crew chiefs were former oil well drillers, one a preacher, a plumber and another a merchant. They were trained as specialists and technicians in the many facets of maintenance required to keep a B-24 and its crew flying safely. All had a common bond, their Liberator was their "baby", and they gave their best to insure that their Liberator would take its crew to the target and home safely.

A Flight Chief was in charge of each of the four Squadron's flights of ground personnel. They reported to the Line Chief, who was responsible to the Engineering Officer. Basically there were four Sections (Engineering, Armament, Communications and Ordnance) which gave maintenance support to the bomber under the responsibility of the crew chief and his assistant. The four sections were composed of many specialists and technicians: Aircraft and Engine Mechanics, Prop Specialist, Armorers, Bombsight Technicians, Power



1975 REUNION PICTORIAL (Opposite Page)

- (1) Stone Mountain Memorial with figures of President of the Confederacy Jefferson Davis and Generals Robert E Lee and Stonewall Jackson.
- (2) Entrance to Atlanta International Hotel.
- (3) Georgia's Colonel Homer Hale describing why the windshield wipers on Polish Baron Carl Gigowski's Liberator were on the inside.
- (4) Bob and Joan Marland, host of the '74 reunion.
- (5) Here is Willie at his Best - Rest and Recuperation.
- (6) Bill and Leona Schoultz.
- (7) Our hosts - Jewel and Homer Hale and family.
- (8) 485th POWs: Front, L to R - James R Scott, radio operator 829th crew 37, downed 28 June 1944, Bucharest, Rumania. Jim Gilett, flight engineer 829th crew 22, downed 9 June 1944, Munich, Germany. Al O'Brien, gunner 830th crew 44, downed 19 July 1944, Munich, Germany. Stanley Turecki, radio operator 828th crew 10, downed 26 June 1944, Vienna, Austria. Rear, L to R - Harry Oberholtzer, co-pilot 830th crew 58, downed 30 July 1944, Budapest, Hungary. Marvin Lindsay radio operator 829th crew 35, downed 9 June 1944, Munich, Germany. Homer Hale, bombardier 829th crew 21, downed 19 July 1944, Munich, Germany. Art Carlson, navigator 829th crew 35, downed 9 June 1944, Munich, Germany.
- (9) Just as young as during the good days.
- (10) Relaxing in the hospitality room.
- (11) Dean Hudson and his band of renown.

A DAY WITH A B-24 GROUND CREW

Turret Specialists, Radar and Radio Technicians, Sheet Metal Specialists, Parachute Riggers, Welders, Instrument Specialists, Electricians, Supply Technicians, Refuelers and Inspectors.

The maintenance routine began when the bombers returned from a mission. The Crew Chief checked with the pilot and flight engineer on the performance and condition of the bomber, reviewing any malfunctions that might be entered on the maintenance forms. After reviewing the status of the bombers with the Crew Chiefs, the Flight Chiefs forwarded the information to the Line Chief and Engineering Officer where the status of each bomber was noted on the "Aircraft Status Board". Here the work load was determined of the various sections and a schedule was made up. As the Crew Chief and his assistant completed inspecting the bomber, the Specialists and Technicians arrived to work on their particular system and area of the bomber.

As the bombers were declared "In Commission", it was reflected on the Aircraft Status Board and the information was forwarded to Squadron and Group Operations where the aircraft were assigned for the next mission. As the bombers approached their 100 hour inspection, the scheduling of the bombers had to be done judiciously so as to maintain a good in commission balance. However, there was an occasional exception to this when an all out effort was called for by higher headquarters.

As maintenance progressed on the bombers, the Squadron Inspector would check the work performed to insure the highest standard of maintenance possible. Completing their work, the personnel returned to the Squadron area for rest as they would be up early the next morning to give their bombers a final check.

For the personnel assigned to the first flight of the day, their day started before dawn. After a quick coffee stop at the mess hall, they reported to the flight line for the final preparations of the bombers. It was not uncommon to have to change the bomb load at the last minute which required some fast work by the bomb loading crews. Dropping bombs off their shackles was not the approved method of unloading them. However, at times it was done. Thanks to the good "Sky Pilot" none of them had soft sides.

With the engine run-ups completed and fuel tanks topped off, the Liberators were ready



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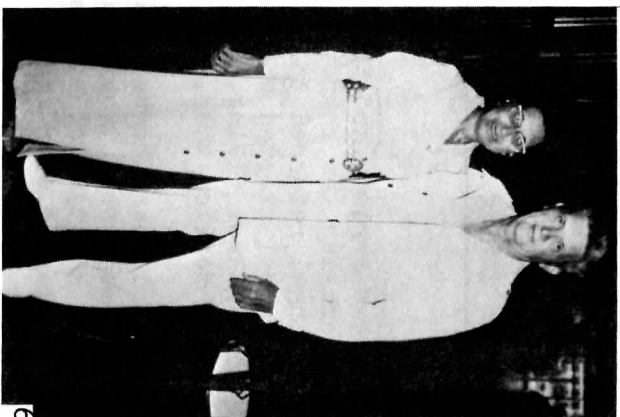
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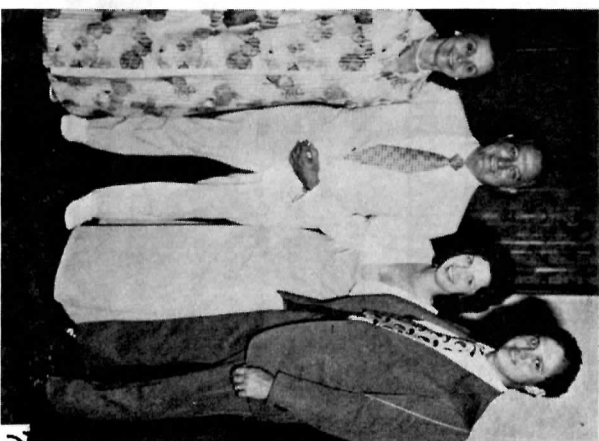
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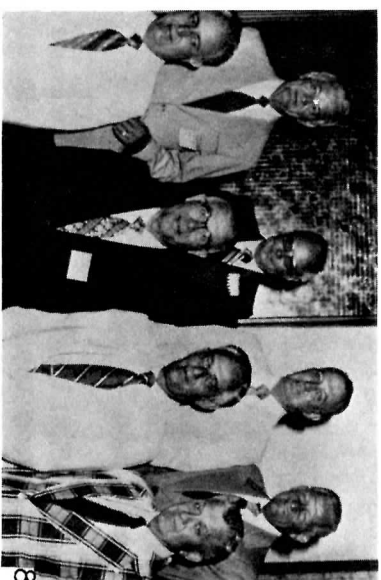
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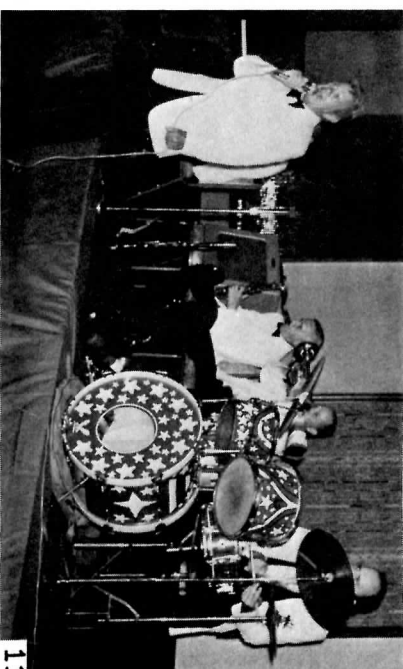
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DOWN MEMORY'S RUNWAY (Opposite Page)

- (1) Photo - E Swann - First Sergeant Everett H Swann, 830th Bomb Sqdn.
- (2) Photo - W Napier - 829th Bomb Sqdn Mess Hall.
- (3) Photo - B Schoultz - Sgt William H Schoultz, 828th Bomb Sqdn.
- (4) Photo - M Huckeby - Combat crews returning from the flight line, enjoy coffee and doughnuts, served by the American Red Cross, as they wait for debriefing.
- (5) Photo - D Bassett - Shave and a haircut and two-bits.
- (6 & 7) Photos - B Rempe and A Martin - 829th Lib YD, 42-78136G, "LITTLE EMMA" before and after conversion to "Rome Special" "LITTLE EMMA was the Lib of crew 25, pilot Lt C Duecker, and survived the war.
- (8) Photo - V Christensen - 831st crew 62. Front, L to R - Lt Homer L Disharoon, Jr CP; Lt William C Lawrence, P; Lt Arthur A Wickmann, N and Lt Patsy J Campolieta, B. Rear, L to R - SSgt Arthur E Nitsche, G; SSgt Joe D Lawson, G; SSgt Vern O Christensen, G; TSgt Richard N Garner, RO and TSgt Everett L MacDonald, E. (For crews story, see Vern's LAST MISSION.)
- (9) Photo - Gen Arnold - Anxious moments during mission briefing.

A DAY WITH A B-24 GROUND CREW

for the mission. Later, the flight crews arrived and the pilot would check with the Crew Chief about any particular idiosyncrasies the bomber might have. Once the bombers were on the way to the target, the personnel returned to the Squadron area, for breakfast and a shave. The rest of the personnel started work at 0700, performing routine maintenance and inspection of the bombers not flying. If additional bombers were scheduled for a later mission, they would service them.

Personnel were always available for repairing any bomber that aborted the mission, due to mechanical problems. As the mission progressed they began to sweat out their bomber and crew and eagerly awaited the first sighting of the returning bombers. Once the bombers landed, the maintenance routine started over again.

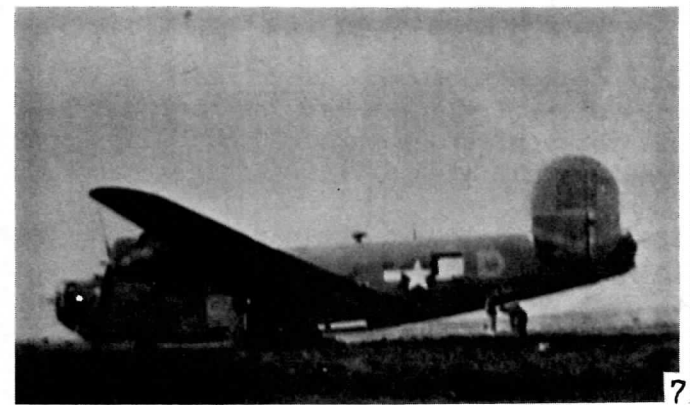
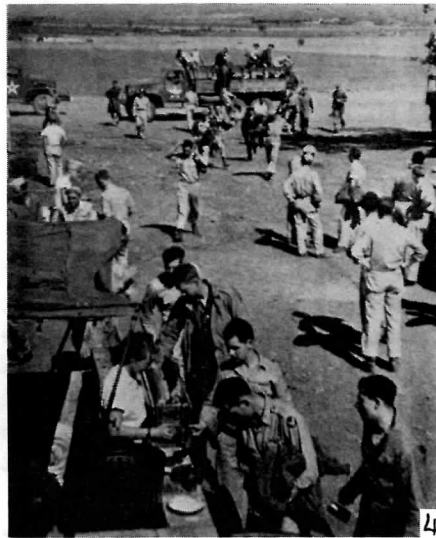
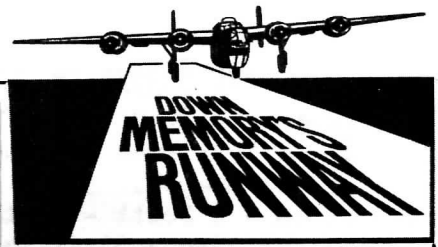
It was truly marvelous to observe a group of men who performed outstanding maintenance under the most trying conditions and kept the "Big Birds" flying.

LAST MISSION - Vern Christensen

It seems as we grow older, we begin to think about things that happened years ago. I think back 31 years to the time I was stationed in Italy at the Venosa Airdrome. I wonder about the air crews who made their 50 missions (which was required by each member of a combat crew before he was eligible to go home). I suppose some of you are wondering the same thing, so I am going to tell you what happened to ours.....

I was on Lt William Lawrence's crew no 62 of the 831st - "HELL'S ANGEL" was the name of our ship. We were one of the original crews, and flew on the first mission that the 485th made. Our ship was shot up quite badly that mission which made the 50 we needed to go home seem even more distant. But, as the summer wore on, the missions began to add up. To you who did make 50 or close to it, remember how the old original OD colored Libs became fewer and fewer? Our own HELL'S ANGEL went down with another crew when I had about 35 mission in - early in July. (I later found out it had landed on the Isle of Vis in the Adriatic Sea. About 6 months ago, I found out from Carl Gigowski, the ship, apparently, was repaired and brought back into service only to go down again on December 26, 1944 while returning from a mission to Blechhammer Oil Refinery in Germany. The crew that flew it, bailed out over Yugoslavia, and dear old HELL'S ANGEL, 41-29494, went down for the last time).

The odds surely seemed against making 50 now, but to my surprise one day, I realized I had 49. Then finally the big day came - it was the 13th of September 1944! The target was Oswiecim, Poland (a milk run). As we approached the target, I could see the



DOWN MEMORY'S RUNWAY (Opposite Page)

- (1) Photo - W Trafford - Passing in review on the parade grounds located between the 830th Sqdn area and the Group Chapel. Grant's Tomb Theater is on the other side of the Chapel.
- (2) Photo - R Scott - 830th Libs over the Italian country-side.
- (3) Photo - Unk - 831st replacement Liberator BA, 42-78394G.
- (4) Photo - P Charlton - 830th Cooks. L to R - Cpl Robert A Martin, Sgt Paul A Charlton, Sgt William R Spillers and Cpl William E Church.
- (5) Photo - E Pinnell - 829th Medical Section. L to R - Sgt David J Cahill, Cpl Olan C Jones, Capt Earl E Pinnell, SSgt Joseph F Bizus and Cpl Nolan G Losey. Not in photo - Pfc Kearney B Weyand and K B Whitey.
- (6) Photo - F Chaffin - 831st Replacement Crew. Front, L to R - Cpl George W Balego, TG; Cpl Cletus M Harner, RO; Cpl Frank W Chaffin, NG; Cpl Mike Kelly, Ug; Cpl LaVern Bock, E and Cpl George Boatwright, BTG. Rear, L to R - Lt George Schutt, B; Lt Birken, CP; Lt Homer Cotton, Jr, P and Lt Lynn Cotterman, N. Crew assigned January 1945 until end of war.
- (7) Photo - E Pinnell - 829th Aid Station.
- (8) Photo - M Huckleby - 831st Liberator of crew 70, 42-78134G, "MY BRINY MARLYN". Fate of bomber unknown. Pilot Lt Vincent P Lewis.

LAST MISSION

flak dead ahead and at the right elevation. I had the feeling something was wrong. I looked down from my position in the top turret to the flight deck to see if my chute was still there--it was gone!! A frantic call on the inter-com and one was put in its place. One look assured me it was not the one I had checked out this morning. This one had not been repacked for many missions - the silk stuck out on all 4 corners and it looked like it had been walked on and used as a pillow. My thought was "I hope I wouldn't have to use it that day". Seconds later the shells hit! The big Liberator shook as to shake off its wounds, but it was mortally hit. The inter-com and my oxygen were gone and without oxygen I had trouble putting on my chute. It was only with the help of Lt Daniel Blodgett and Lt Canin that I got it on. The next thing I knew I was hanging in my chute four and a half miles above the ground; 49½ missions shot to hell.

This couldn't be me; they couldn't do this to a guy on his last and 50th mission. But they did--it was me--hanging there! My first thought was of all the months of sweating out those missions and of the yellow envelope with the telegram that my family would receive that stated "Missing In Action".

As I drifted toward the earth, the sun began to warm me. I could hear the sounds of animals, of people talking and could see them waiting for me. I then thanked God I was alive. I thought of Capt Lawrence, Everett McDonald, Arthur Nitsche. Of our old crew I was the only one left. It was a sad ending. We had been through so much together -- they were also on their 50th.

Replacement crew members that day were Lt George Winter, navigator; also on his last and 50th, from Lt Wiggins' crew; radioman Wm T Eggers, 50th, from Lt J Jones' crew; Lt Frank Pratt, bombardier, 44th, from Lt Ted Jacobs' crew; Sgt Louis Kaplen, ball turret; Lt Daniel Blodgett and Lt Irving Canin. Of the 11 man crew only 5 survived: Winter, Pratt, Blodgett, Canin and myself.

Later, as a prisoner of war and while on the infamous "Black March", I was to see and hear what a formation of Liberators looked and sounded like from the ground and how all hell broke loose when they dropped their load.

Editor's Note - Capt Lawrence's Lib 51139 received a direct flak hit between no 3 and 4 engines about thirty seconds before bombs away. After bombs away fire started, and the bomber began a slow spiral descent under control at Rudno, the rally point. Five chutes were seen to open before the aircraft exploded at 1126 hours.



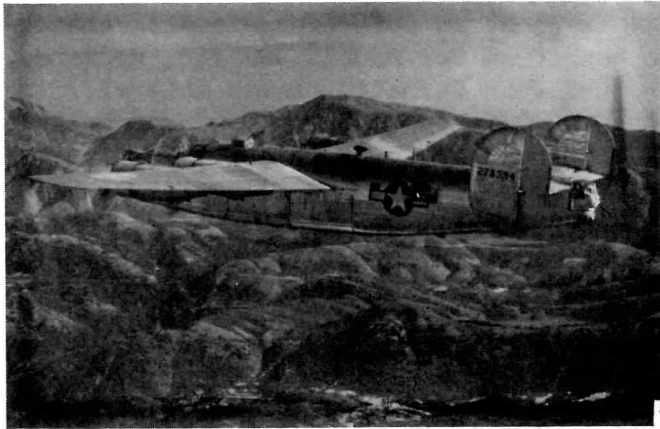
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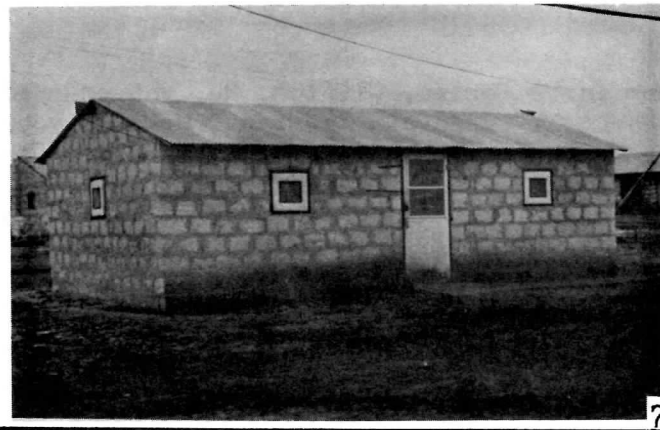
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MORE 485TH VETERANS

<u>485TH GROUP HQ</u>	<u>828TH BOMB SQDN</u>	<u>829TH BOMB SQDN</u>	<u>830TH BOMB SQDN</u>
ANNIE, Tony	LITTLE, Herbert F	KORKUC, David S	RICH, Lloyd
BROWN, Theodore A	MANIATTY, Ash S	MEYER, Quentin E	RICHMOND, Joseph H
CAIRNS, Douglas M	O'NEILL, Joseph J	MOORING, MELVIN H	ROACH, James
Col USAF Ret	<u>829TH BOMB SQDN</u>	Col USAF Ret	STUDAKER, C. G.
SHOEMAKER, Linden R	CARLSON, Allen W	ROBINSON, Kenneth	WALKER, Howard
SMITH Robert E	HOMAN, Albert B	<u>830TH BOMB SQDN</u>	WIESEL, Edwin
<u>828TH BOMB SQDN</u>	KAVANAUGH, George	Blicht, James N	<u>831ST BOMB SQDN</u>
BUCKLEY, William E	KILLIAN, Wm R	CUMMINGS, Harry	JAMES, Malcolm C
CORSON, Somers	CMSgt, NYANG	OBERHOLTZER, Harry I	
CUSTER, Raymond E	ISAACSON, Earl C	Major, USAF Ret	

MAIL ROOM

485TH BOMB GROUP HQ - C Gigowski



The 485th mailing roster continued to grow, as more new veterans contacted us this year. It was good to hear from Col Douglas Cairns, Redlands, CA, our 4th Group CO, succeeding Col John Cornett, whose Liberator was severely damaged by flak over Vienna, Austria on 22 March 1945 and believed to have landed behind the Russian front line. Col Cairns sent numerous articles of historical interest, including organizational charts of a Gp headquarters and Squadron and a copy of the proposed first unit citation which is an invaluable source of information for the Group history. Prior to becoming Group CO, Col Cairns was Group Operations Officer. Remember the man who promised us ideal weather enroute to and in the target area? He is Linden R Shoemaker, Cocoa Beach, FL and we are pleased to be in contact with him.

Another pleasant surprise was receiving correspondence from Tony Annie, Hurricane, WV; Theodore Brown, Swampscott, MA and William Killian, CMSgt, NYANG. They were members of Gen Walter Arnold's crew which was downed by flak over Blechhammer, Germany on 27 August 1944. Another member of that crew we hope to establish firm contact with is Col Robert E Smith, Sacramento, CA, the co-pilot.

And correspondence was received from several ol veterans as in the past. Dr Wm Bradley, Palos Verdes Pen., CA now keeps busy as ever at Hughes Aircraft Company. Dr Maurice Priver, Los Angeles, CA sends his best regards to the Headquarters Group and those who remember the Doc. Who can forget the men who dispensed that 100 proof nerve medicine and the All Purpose Capsules (APCs - cures anything). John Hannan, Sacramento, CA noted how time is marching by rapidly, having been retired from the USAF for 12 years. Received notes from Squire Bolton, Yupcaipa, CA, our Red Cross Director and Col Merlin Baker, San Jose, CA.

From the sunshine state, Phoenix, Arizona, Mel Goodson sent word that he is more or less in a state of retirement, caring for his own business and trying to relax by traveling about the good ol USA. Heard from Bill Angle, Miami, FL and Irving Rubinfield of Florida who sent in his change of address.

From the east, correspondence was received from Larry Vocino, Clifton, NJ, who enjoyed another visit to Italy. Ed Kral, New Hyde Park, NY expressed the sentiments of your editor regarding the purpose of the newsletter - "Even though I have not been able to attend the last two reunions, I have felt as though I was there each time I received the newsletter." From West Stockholm, NY, we hear from our good friend Ralph Wakefield.

828th BOMB SQDN - Bob Deeds



The reunion in Atlanta, Georgia was another great gathering of the 485th eagles. There was the continuation of the war stories, enhanced by elbow bending or tippling and the meeting of ol friends and buddies. A Salute to Homer and Jewel Hale for a marvelous job of hosting the event.

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10 M-No 1 Marshalling Yard Knin, Yugoslavia	11	12 M-No 2 Marshalling Yard Via Reggio, Italy	13 M-No 3 Marshalling Yard Modena, Italy
14 M-No 4 Marshalling Yard Mestre, Italy	15 Floesti, Romania (Scrubbed)	16	17 M-No 5 Marshalling Yard Piochino, Italy	18 M-No 6 Bridges Mis, Yugoslavia	19 M-No 7 Marshalling Yard Bologna, Italy	20
21	22 M-No 8 Marshalling Yard Valmontone, Italy	23 M-No 9 Marshalling Yard Valmontone, Italy	24 M-No 10 Wollersdorf A/D Wiener-Neustadt, Austria	25 M-No 11 Marshalling Yard Amberieu, France	26 M-No 12 Lyon Mouches M/Y Lyon, France	27 M-No 13 Marshalling Yard Nîmes, France
28	29 M-No 14 Atzerdorf A/F Vienna, Austria	30 M-No 15 Aircraft Plant Neunkirchen, Aus.	31 M-No 16 Redevanta O/R Floesti, Romania			
Abbreviations A/D = Airdrome A/F = Aircraft Factory M/Y = Marshalling Yard O/R = Oil Refinery						

MAY 1944

MAIL ROOM (Cont)

With the veterans arriving on Thursday, things got started early Friday. Towards evening the group visited Atlanta Underground. Saturday was a busy day, starting with the short business meeting in the morning and a bus tour of the Atlanta area, highlighted with a trip to the famous Georgia's Stone Mountain and The Battle Of Atlanta Cyclorama. Just prior to the banquet, a photographer took pictures of each family as they arrived for the banquet. Working through the night he had the photos ready for the individuals at the conclusion of the Sunday morning meeting.

Music was provided by the Dean Hudson orchestra as the ol vets danced to their hearts content, enjoying the big band sound of the forties. The music started with the Air Corp song followed with the tunes that one remembers of days gone by. During intermission, Bob Marland gave his rendition of A Dig-Be Aircraft. And the story tellers had their chance: Homer Hale, Ed Nett, Ray Carpenter and Roger Monroe. All to soon a beautiful day came to an end.

We received mail from several new veterans as well from many of the ol timers. We are grateful for the good support of the newsletter. And we hope to hear from you all and hope you can give us more leads in locating more veterans. Send them to me and I will follow up.

We hope that we will see you all in Colorado during the week-end of August 7th and the many of you that live out west. Part of this report came from the pen of Bill Schoultz and completed by your reporter, Bob Deeds.

Editor's Note - Received a very informative letter from Carl Grace, Wynnewood, PA with a brief background of his crew which was assigned to the 828th in December 1944. They

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2 M-No 17 Marshalling Yard Cluj, Romania	3
4 M-No 18 Marshalling Yard Turin, Italy	5 M-No 19 Marshalling Yard Forli, Italy	6 M-No 20 Dacia Romana O/R Polesti, Romania	7 M-No 21 Harbor Install. Leghorn, Italy	8	9 M-No 22 Acft Factory Munich, Germany	10 M-No 23 Marshalling Yard Trieste, Italy
11 M-No 24 Oil Refinery and Train Ferry Smederevo, Yugo.	12 M-No 25 Milbertshofen Ordnance Depot Munich, Germany	13	14 M-No 26 Oil Refinery Petfurdo, Hungary	15	16 M-No 27 Lobau Oil Ref. Vienna, Austria	17
18	19	20	21	22 M-No 28 Marshalling Yard Castel-Maggiore, Italy	23 M-No 29 Oil Install and Storage Guirziu, Romania	24
25 M-No 30 Oil Refinery Sets, France	26 M-No 31 Florisdorf O/R Vienna, Austria	27	28 M-No 32 Titan Oil Ref. & Storage Bucharest, Roman.	29	30 M-No 33 Marshalling Yard & Harbor Install. Solit, Yugoslavia	
Abbreviations O/R = Oil Refinery						
JUNE 1944						

MAIL ROOM (Cont)

never had an opportunity to fly a mission as a complete crew for on 26 December 1944, the pilot Mike Gilliland was downed on his first check-out mission to Blechhammer, Germany. Ash Maniatty, Freehold, NY, sent his appreciation and thanks to Homer Hale and all who have worked to maintain the memory and spirit of the 485th. Ash, pilot of a replacement crew was flying a mission to Blechhammer with Capt Joseph Gill on 18 Dec 44 when their Liberator was downed by flak near Zagreb, Yugoslavia. Ray Custer, McLean, VA, sent identification of his crew photo. Ray was radio operator on crew 1, completed 50 missions by September 1944. And it was good to hear from Col Calvin Fite, Nashville, Tn, again. Bill Buckley, San Antonio, TX, of Capt Riddle's crew sent in notes on his crew.

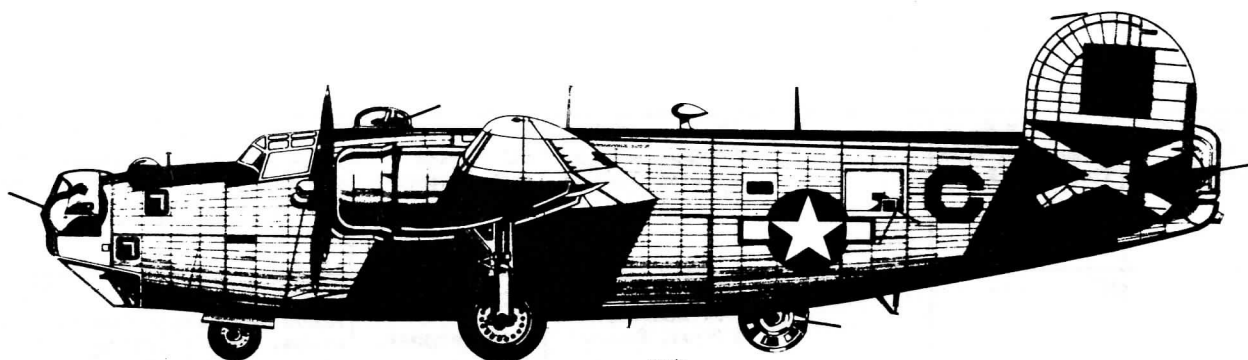
829TH BOMB SQDN - Earl Bundy



Homer Hale was just another good young airman in Italy but he really showed his southern hospitality in Atlanta this past summer. He owes a lot to his fine wife, daughter and son-in-law, as they all made it a very special reunion. He had a band and a wonderful dance to the music of the 40s and 50s that was enjoyed by all.

Homer and his wife had everything arranged perfectly for the reunion. We had a large crowd all evening, Friday. Then went "Down Under" for a French dinner in the heart of Atlanta. The tour Saturday afternoon was ideal as was the weather. We enjoyed a southern dinner at its best for our banquet, concluding the evening with a dance.

We were really happy to see so many new veterans present this year. 829th members making their first reunion were Kenneth Robinson, Greenville, KY; Alvin Martin, Fern Creek,



Consolidated B-24 Liberator 15th Air Force 50th Wing 485th Bomb Group 829th Sqdn Verona, Italy 1944-1945

THE LIBERATOR by JULIAN KOKENGE

Editor's Note - The above artwork was done by our artist Julian Kokenge and is one of his many contributions to the newsletter. Last July your editor received a letter from Julian, outlining a project which he felt would be of interest to all associated with the B-24. It concerned scale detail side view drawings of all models of the B-24 flown by the 485th, including the tail marking, Squadron letter and nose artwork when available. He completed six drawings by early fall based on readily available information. Not satisfied with the accuracy of the drawings based on the information, the drawings were scrapped and Julian went to the original source of information - the micro-films of the B-24 blue prints. Obtaining permission from Convair in San Diego he bought the films from Wright-Patterson AF Base. From these he was able to make the drawings completely accurate in every detail. With techniques established, he can provide a drawing of the B-24 dressed any group, squadron marking, including the nose artwork. The drawings are completed in half tone with the artwork added and are 18 $\frac{1}{2}$ long and 7 in. high (approximately).

If anyone is interested in obtaining a drawing of his B-24 you may do so by contacting Julian. However, you must provide a photo of the nose artwork, the Sqdn letter & model of B-24. Your editor could be of assistance in providing this information on several of the 485th Liberators. For further details and cost, please write Julian Kokenge, 3920 Tallahassee Drive, Cincinnati, OH. 45230.

MAIL ROOM (Cont)

KY; Albert Homan, Metairie, LA; George Kavanaugh, Las Vegas, NV; Robbie Robinson, Winsboro, SC and Allen Carlson, Nashville, TN. A lot of the ol regulars were there to enjoy the good times but the real treat is to see ol friends and locate more veterans who can get the same thrill from reunions to come.

It was good to hear from many members with donations even though some couldn't attend the reunion. Heard from Stanley Lis, Mentor Metaxas, Jim Scott, Arthur Carlson, Tom Aspinall, Bernie Rempe, Marvin Lindsay, Donald Wallach, Bob Marland, Al Peschka, Jim Gillett, Roy Reeves, Ray Carpenter, George Kavanough and Red Martin.

After a Sunday morning meeting and a vote for Denver next year, we all departed, hoping to see all and more new veterans next year.

Editor's Note - Corresponded with several 829th vets: Al Martin, Allen Carlson, Rob't King and J Ryan Scott, all sending much needed historical material for the history. Al's crew 38 was downed over Vienna, Austria by flak on 8 July 1944. All members survived. Ryan is one of three survivors of Lt Tyer's crew which was downed by flak and fighters during the mission to Bucharest, Rumania on 28 June 1944. Received notes from Robert Peterson and George Kavanaugh. George was flying with Major Cummings on

SUN	MON	TUE	WED	THU	FRI	SAT
2 M-No 34 Rakos M/Y Budapest, Hungary	3 M-No 35 Marshalling Yard Timisoara, Rum.	4	5 M-No 36 Submarine Docks Toulon, France	6 M-No 37 Oil Storage Porto Marghera, Italy	7 M-No 38 North Synthetic Oil Plant Elechhammer, Ger.	8 M-No 39 Florisdorf O/R Vienna, Austria
9	10	11	12 M-No 40 Marshalling Yard Nimes, France	13 M-No 41 Porto Marghera, Italy	14 M-No 42 Marshalling Yard Mantua, Italy	15 M-No 43 Unirea Sperantza Oil Refinery Floesti, Rumania
16 M-No 44 Aircraft Plant Wiener-Neudorf, Austria	17	18 Friedrichschafen, Germany (Recalled)	19 M-No 45 Allach BMW Motor Works Munich, Germany	20 M-No 46 Luftschiffbau Zeppelin Works Friedrichschafen, Germany	21	22 M-No 47 Romano American Oil Refinery Floesti, Rumania
23	24 M-No 48 Balance/ Tiesurerie A/D Valence, France	25 M-No 49 Linz/Herman Goring Tank Works Linz, Austria	26 M-No 50 Zwolfaxing A/D Vienna, Austria Szombathely A/D Szombathely, Hun.	27	28 M-No 51 Floesti Standard Oil Refinery Floesti, Rumania	29
30 M-No 52 Budapest/Duna A/D Budapest, Hungary	31	Abbreviations M/Y = Marshalling Yard O/R = Oil Refinery A/D = Airdrome				

JULY 1944

MAIL ROOM (Cont)

8 March 1945 when shortly after take-off one of the life rafts popped, fouling in the control surfaces. He was one of the four men, who managed to bail out before the Lib crashed. Wythe Napier sent another interesting letter describing the train trip from York to the POE. Remember the troop trains? Also received notes from John Bowling and Col Melvin Mooring, USAF Ret.

830TH BOMB SQDN - Lyle Talbott



"Bulls Eye"! Right on target, Homer. Homer and Jewel Hale hosted a very well organized and fun reunion at Atlanta in 1975. I believe all attending had a very enjoyable time. "KUDOS" to Bill Best and Charly Onley, in spite of major surgery attend the reunion. The Onleys had quite an experience en-route to Atlanta. Amtrak broke down three times between Baltimore and Atlanta, resulting in an additional eight hours of travel time with a malfunctioning air condition system. Reminds me of the troop train movements of the past. Eugene Lenfest, Harry Oberholtzer and Joe Richmond made their first reunion and I sincerely hope it will not be their last. John Stoddart, the first 830th Ops Officer, expressed his regrets of being unable to attend the York reunion, as Bob Marland was a very close friend. It would have been great to see his ol buddy as well as other veterans of the 485th again.

Received letters from Ralph Helm, Jack Blum, John Brabson, Jesse Wood and Fred Schneider, noting that business commitments would prevent their attendance. Happy to hear from Hank Hillyard, my pilot, who was delighted to see George Tompkins picture in the newsletter. Hank will try to make a future reunion. Ellis Mercer, Robert Esarey and George Dyer plan to make the '76 reunion. Communications from M C Chynoweth, Charles

JOURNEYS END

Members Deceased Since The End Of WWII		
ANNINOS, Milton P	828 1971	GILLESPIE, Kenneth GpH
BAGGS, Bill	830 1969	GRASS, Alfred W 828
BARRETT, Sam	830	GREENWOOD, Lloyd H 830
BARQUIST, Ernie	828 1967	GRUBBS, Wm E 829 1972
BLACKWELL, Earl	828 1959	HARRISON, Wallace GpH 1945
BOYER, Henry	828 1964	HASLER, Donald E 831 1972
BRODRICK, Gerald A	828 1968	HUCKEY, H.M., LCol GpH 1973
BROWN, Wilbur	828 1972	JENSEN, Willard 828 1962
CAMPANELLA, John	829	JOHNSON, R.W., Col GpH 1972
CATHY, Joe	830	JOHNSON, Ralph P 829 1966
CHAPMAN, Russel	828	KEANEALLY, Wm C 828 1973
COREY, Russel	828	KETCHAM, Frank D 828 1968
COX, Lester C	828 1972	LIA, Hans GpH 1973
DEGAN, John	830 1966	LISH, Gilbert 829 1968
DI MATTEO, Gene	828 1969	MC GINN, Chas J 828
DONACHE, Leigh	829 1971	MIFLIN, Ed 829 1971
ENTWISTLE, Jack	828 1959	OERLE, Robert 828 1970
FORESTER, August R	828	O'DELL, Rex 828 1948
FREITAS, Henry E	828	PICKLE, Buck 828 1973
GIBSON, Richard O	828 1962	PRATZ, Wm S GpH
		REUTER, C. W. GpH
		ROBERDEAU, H., Maj 830 1972
		ROE, John GpH
		RYDER, Wm 831 1972
		SCHALIS, Eugene H 829 1972
		SCHOULTZ, Wm H 828 1975
		SHEPHERD, Chester D 828 1973
		SHINDLEDECKER, F 828 1965
		SIMPSON, Chas R 828
		SOLLINGER, Edward 828 1968
		STAGMAN, Orlie M 831
		SWANN, Everett H 830 1975
		TANNER, Wm 829 1971
		THOMAS, Homer 829
		THOMPSON, Harold V 831 1971
		THRONE, John N 829 1971
		TITON, Edgar 830
		TRUSS, John 830 1968
		WILLIAMS, Garland O 829 1965
		YOUNG, Othmar 831 1971

MAIL ROOM (Cont)

Bartram, Emil Black, David Anderson, William Anderson, Garnis Martin and Edward Reifer, all reporting they enjoyed the newsletter very much and to keep it coming.

Memories! Jake Distton vacationing in Europe, visited the site of the old Venosa air field. He reported no visual signs or remains of the base as all is farmland now. Also Venosa and Cerignola are double in size and population. Fred Schneider visited Gowen Field at Boise in October 1975 which really was the first home of the 485th. Many of the buildings remain as the Air Guard uses the base. But the contrast in volume of activity of 1943 to 1975 gave him a strange feeling. I believe we, who visited the air field at York can share this feeling.

I would like to thank those who contributed to the newsletter and I urge all veterans to join us in Colorado in August '76. I will close on a tearful note, as 1975 ended, so did the life of a very good friend, a pioneer of the reunion and newsletter - "SO LONG BILL".

Editor's Note -We were sadden by the news received from Mrs Mary Swann informing us of the passing of her husband Everett Swann. I am sure the 830th veterans remember Everett as the 1st Sgt of the Squadron. Much historical material was sent in by Everett, including a roster of 830th personnel which aided greatly in locating many 830th veterans. We extend our condolences to his family. Received letters from Elliot Seagraves, LCol Eugene Lenfest, USAF Ret expressing their enjoyment of the newsletter. Corresponded with James Blitch, 830th crew 53, on identification of his crew photo and with Julian Kokenge, our artist.

831ST BOMB SQDN - Woody Woodyard



Your reporter was sadden by a phone call on December 26, advising him of the sudden passing of Bill Schoultz a buddy and reporter for the 828th. We attended the military funeral given by the VFW Post of his home town, Newton Falls, Ohio. We extend our sincerest sympathy to his wife Leona and his family.

Atlanta is beautiful! We had one of our most enjoyable reunions there this year thanks to Homer and Jewel Hale. They really went all out to show us a good time, including a selection of tours and a dinner dance with a wonderful "ol time band" playing music us "ol timers" could dance to. Homer's daughter and son-in-law were wonderful in giving so much of their time assisting in giving us all a great time. Thank you, you all.

MAIL ROOM (Cont)

Had a very interesting phone call and subsequent correspondence from a 831st member, Vern Christensen, gunner on Capt Bill Lawrence's crew 62. Vern was shot down on his last mission, no. 50. The crew's Liberator was named "HELLS ANGEL". (His story appears elsewhere in the newsletter). Vern hopes to attend the '76 reunion in Denver, and has a lot of interesting material to show. We and all his ol buddies are looking forward to seeing him. Thanks for the picture Vern.

We had two new members from Florida at the reunion - Bob Hanson and Bob Plocica. Hope to see you all at more reunions. Welcome! Glad to have the "regulars" in attendance - Harold Dundon, Les Sutter, Vic Bone, Larry Vieth, Warren Meyers, Walt Iwanski, Ed Stauverman and Bob McLawhorn. Our Squadron was the low man on the totem pole in attendance, so let's recruit and increase the attendance.

In addition to the members previously mentioned we heard from the following during '75 - Robert Barrett, Fayetteville, NY; Kenneth Brown, Stewartville, NJ; Jack Godfrey, Reynoldsburgh, OH; Geo Cleghorn, Shrewsbury, MO; Cletus Harner, Sioux Falls, SD; Russel Howard, Belmont, MA; Burl Jackson, Lima, OH; Vince Lewis, Hershey, PA; Leonard Little, Tampa, FL; Ed McCarthy, Modesto, CA; Rollie Palmer, Cedar Rapids, IA; Frank Pratt, Anacortes, WA; Chuck Reynolds, Bringham, AL; Andy Salazar, Houston, TX; Isadore Silberman, Kansas City, MO; George Winter, Leonia, NJ; Ray Heskes, St Louis, MO and Harold Combs, Fredericktown, MO. Also hear from a few members of the other Squadrons. Thanks for the many Christmas cards and for the donations for the newsletter.

We wish Donald Stahl, who has been in the hospital, a speedy recovery. His last address is: VA Hospital, W-6E, Wiles Barre, PA 18705. You might drop him a line. We will be looking forward to all of you in Denver with Rod Ritchie as our host. And in 1977 it will be Minneapolis where the reunion will be hosted by Dan Sjodin. Hope we haven't overlooked anyone and please keep the letters coming. See you in August.

LIGHTWEIGHT TOWER CALLING

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

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Editor's Note - Corresponded with Larry "Sabre Sam" Vieth, Malcolm James and Vern Christensen, receiving material for use in the newsletter and history. Larry sent in the story of the ground crews who had the enormous job of keeping the big birds flying. Vern noted that he flew the mission of 9 June 1944 over Munich, Germany that Julian Kokenge wrote about and recalls that "HELLS ANGEL" took quite a beating that day - 67 20mm holes in the rear section, wounding the tail gunner. As he remembers, the roughest missions were over Vienna and Wiener Neustadt, Austria. Received crew information and photos from Malcolm.

FROM YOUR EDITOR

I shall miss our 828th Reporter, Bill Schoultz, who also was my assistant, for his dedication and inspiration for new ideas to make the letter more interesting. I received several requests for veterans addresses and if there is no objection, I would like to add the mailing roster to future newsletters. Also, I am in need of writers or editors who could assist in composing the letter and work on the history. If interested, please contact me. Indeed, I am most grateful for your continued support, both the contributions and the personal stories which make the newsletter an interesting and historical document of the 485th veterans.