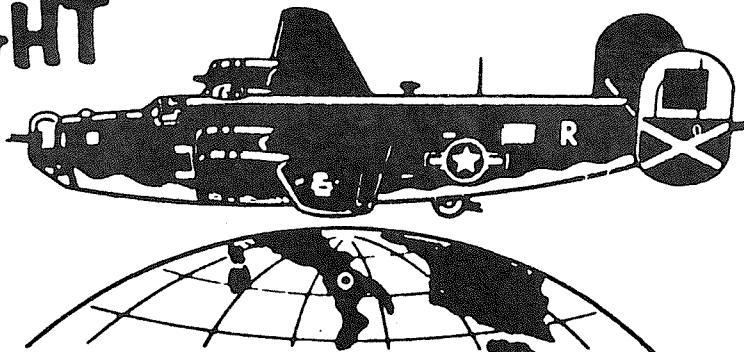


# LIGHTWEIGHT TOWER CALLING



No. 29

March 1995

## Reunion Set for Scottsdale



**Reunion Headquarters** — The Wyndham Paradise Valley Resort in Scottsdale, Ariz., will be the headquarters for the 1995 485th Bomb Group reunion.

Here's one huge hearty welcome to the 485th coming back to Scottsdale, Arizona for our 31st annual reunion on September 13-17, 1995.

We, Lloyd and June Proudlove, avow that if you believed the Scottsdale reunion in '87 was a great cruise . . . this one in '95 will be the "Love Boat." The theme will be "The 50th anniversary of the 485th winning the war in Europe."

When we were in Memphis we weren't sure we could obtain the Wyndham Paradise Valley Resort for our reunion. Therefore, we couldn't tell you any of our plans at that time. But we won and it's great!!

Set among hundreds of trees (mostly palm) with exotic shrubs and flowers, again with rooms surrounding a magnificent pool area.

The brochure you have received really doesn't tell it all. Activities will all be centrally located . . . rooms; pool; hospitality room (wait till you see this one — includes bar and barkeepettes and dance floor — those dancin Sjudins will be hard to control!).

The memorabilia room area is more than large enough to display all of Bob Benson's great material; banquet and meeting rooms are completely adequate; fine dining is in store for us; transportation to nearby shopping areas on our Scottsdale Molly Trolley every 30 minutes; and plenty of lounge area for just plain ole relaxin n' visitin. Best of all, our room rates in Scottsdale at this time of year

(Continued on page 2)

## 30th Reunion Successful

By Joe Cathcart

Like a fine wine or a great whiskey, the 485th reunions get better with each passing year.

Certainly the 30th reunion in Memphis in mid-September 1994 hosted by Rocky and Enid Jordan deserves a superior classification. It didn't take long for early arrivals to recognize the many attributes of the East Memphis Hilton and its surroundings including the bakery shop and barbecue restaurant across the parking lot and the gourmet restaurants only a block away.

Thursday, as the golfers chased the little white balls across the green pas-

tures, most of us embarked on a city tour. Even though I am a life long Tennessean and used to know Memphis well, I was surprised by the change since I had last toured it in depth.

Almost all for the better, too; the Bluff City remains one of the jewels of the Mississippi. I was pleased that the Peabody Hotel with its "Duck March" had been brought back to that state of grandeur I knew during my college years.

All of us were impressed by the "Memphis Belle" which we visited on Mud Island. It was noted by some

(Continued on page 6)

# Scottsdale

(Continued from page one)

are the lowest in the area.

## Dress Code

In Arizona, our dress code is almost always casual — sport shirts and slacks for the men with a light sweater in the late night. For our ladies, again casual — light clothing, even bikinis! Also, Levi's if'n ya wanta go western.

Be sure you have those comfortable shopping shoes along. Ties for men for unit photo session and banquet on Saturday.

## Entertainment

We have a bunch of outstanding entertainment already scheduled — primarily, we have obtained a World War II USO show. It's absolutely outstanding. Mirth and nostalgia is king — there will be few dry eyes in the crowd during this remarkable appearance. This is one you must not miss!

We're sure all will be happy we've invited the "Cloggers" to entertain us again; and, once more the Shrine Dance Band (around 14 musicians) will provide the big band sounds of the forties for our royal feast banquet.

Other class entertainment acts are being arranged; June's cooking up a special ladies luncheon to be included in the program.

Separate trips to the gambling casino on the nearby Ft. McDowell Indian Reservation (approx. 20 miles) can be arranged. These can be set up after your arrival. The casino will provide transportation to and from our resort — again on a minimum number basis.

## Golf

Golf could be a problem?? Only 175 courses in the Valley area! Regardless, we'll find a couple of spots where Cairns, Sjodin, Monroe and other assorted liars can sandbag it to their hearts content.

So long for now, we hope all of this will convince you to join us next September. This should be indeed outstanding! Keep a smile on while you're here — our roving photogra-



**Pool Area** — Shown above is the North Pool area of the Windham Paradise Valley Resort in Scottsdale, Ariz., where the 1995 reunion is to be held. Rooms for the reunioners will be around this pool area.

pher might catch you in an unguarded moment.

## Motor Homes/Pets

Motor homes may be parked at our resort, but cannot be occupied. I suggest contacting the Scottsdale Trailer Corral at 3202 N. Scottsdale Road in Scottsdale, telephone number (602)947-8532 — ask for Lorraine who is the owner.

They should be called at least two months prior to arrival date. This facility is only about two miles from our resort.

Unfortunately, pets cannot be included at our resort (doesn't apply to wives of course). Pets may be boarded (first class) at the Applewood Kennel at 6909 East Lincoln Drive in Scottsdale, telephone number (602)596-1190. This facility is about three miles from our resort.

## Airlines

Discounted air fares are being arranged with airlines for travel to and from Scottsdale. Procedures will be covered when you receive your registration material. Airlines do advise that travellers should also seek senior citizen fares which may even be lower than their discounted rates.

Airport transportation is arranged through our "Super Shuttle" fleet. You will receive further info in the registration package along with special

identifying passes to present for lowered rates.

Finally, we are anxious to see you all because we won't be able to volunteer for this again!!! At least not until 1997.

# 485th Veteran Wins Election

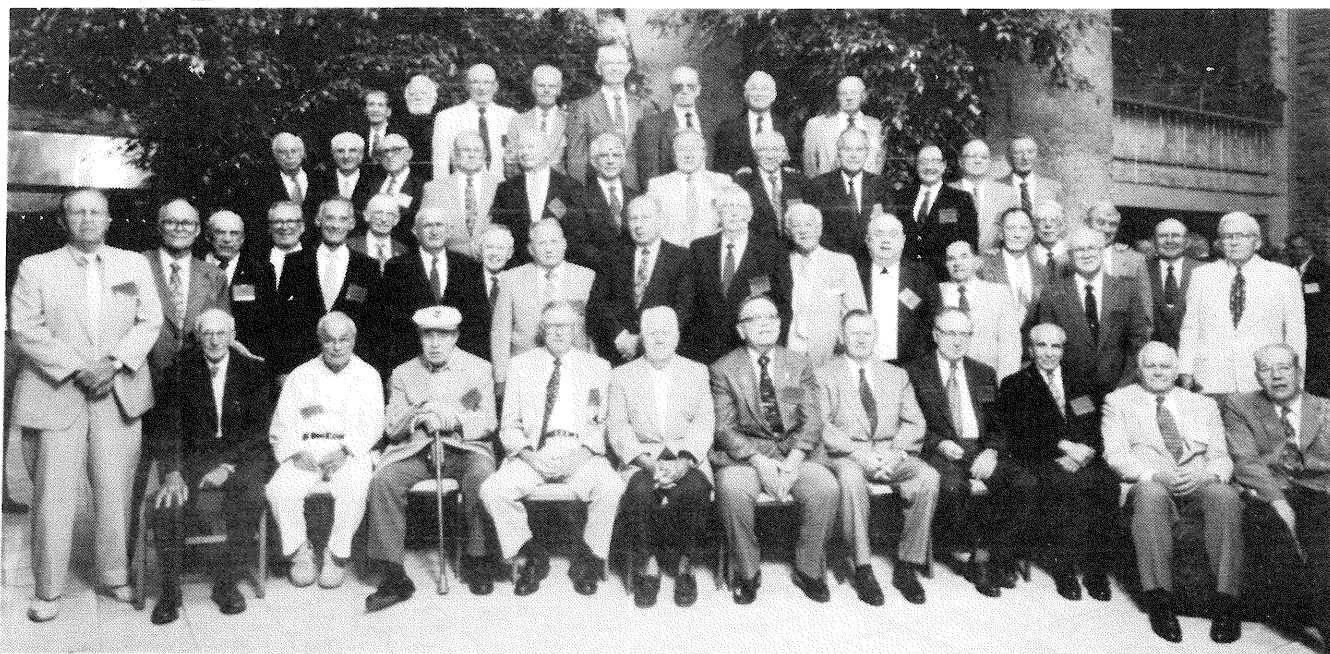
A 485th Group veteran was one of the major players in a North Carolina political upset which was historical in nature last November.

Jesse Ledbetter, a veteran of the 831st squadron, was one of two Republicans which unseated incumbent Democrats in North Carolina's 28th Senate district.

Because of the Republican sweep in the state, the GOP took control of the state House of Representatives for the first time since 1894. Republicans have at least 24 of the 50 Senate seats, which virtually gives the GOP control because of conservative Democratic senators.

Ledbetter, a resident of Asheville, received 43,085 votes in the District 28 balloting, which was the second highest total for any State Senatorial candidate in North Carolina.

# Squadron Photos at Memphis



**828th Squadron** — Seated, left to right: C. Anderson, P. Salese, K. Ponte, W. Lancaster, B. Little, R. Deeds, P. Zack, J. O'Neil, N. Montulli, C. Parli and M. Lydard. Second row: R. Monroe, W. Schlib, R. Ebersold, Name unknown, G. Murphy, G. Ick, W. Whitaker, W. Harbert, M. Sites, F. Freyermuth, D. Shannon, A. Hurley, S. Burba, H. Laorno,

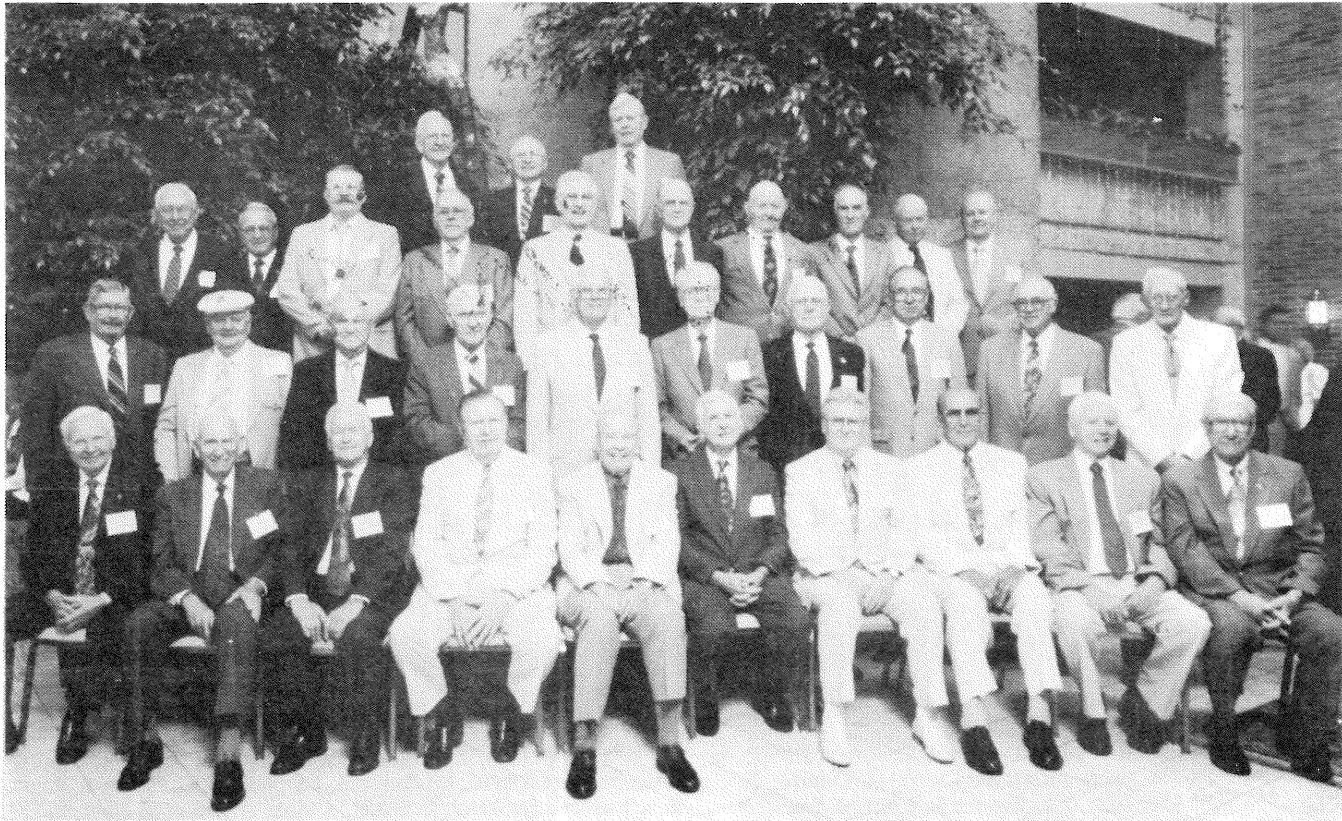
M. Hails, D. Peden, J. Bersack, E. Beeson, C. Norris and J. Gough. Third row: E. McDonald, J. DiRusso, D. Bassett, A. Borghetti, L. Sullivan, A. Siller, J. Rau, H. Julin, E. Nett, M. Ciullo, C. Mazzoni and T. McDowell. Top row: J. Coker, W. Reid, J. More, D. Erundkovich, W. Fritz, J. Morrove, C. Eden and G. Bell.



**829th Squadron** — First row, left to right: Billy R. Culver, Fred W. Sims, Clarence W. West, Layton C. Tuggle, Alvin L. Martin, Al Peschka, Wythe J. Napier, Forrest L. Yeager, Chester A. Kida and Philip W. Colluccio. Second row: Leon Best, Marvin Lindsay, Irwin Wolf, Charles Crane, Milton Fundling, Kearney Weyand, Marion Shelor, Slayton McGhee, Blase Jackouich, Thomas Peyton, Wesley

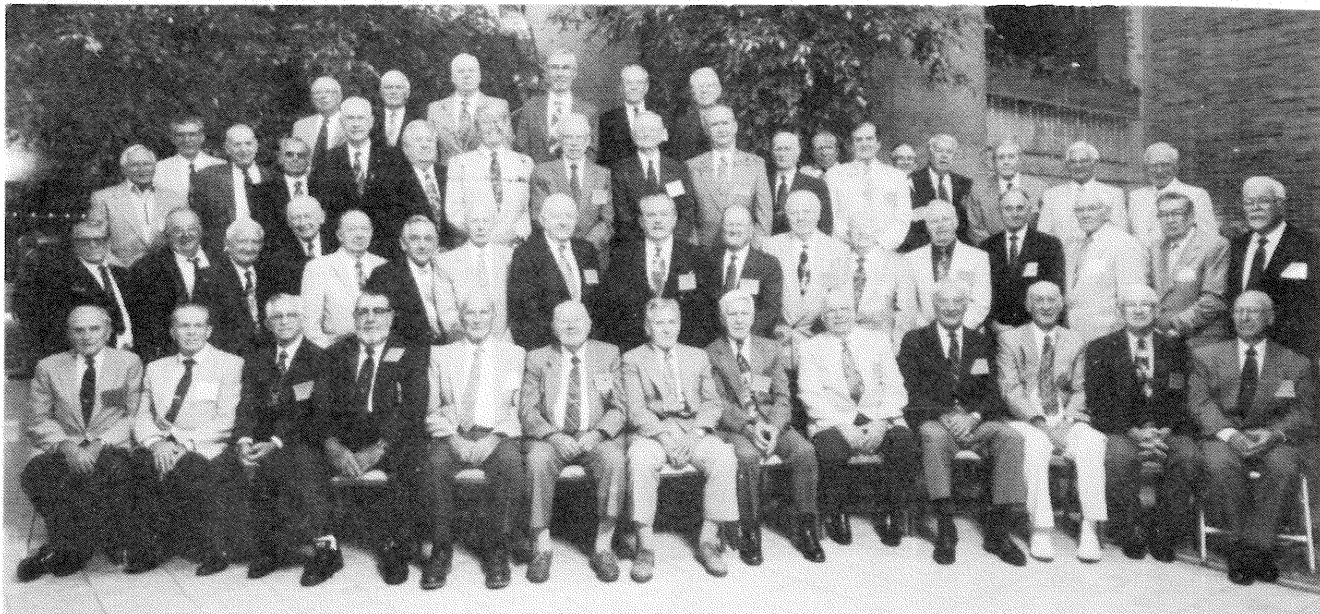
Roland and Clinton Feller. Third row: George Kavanaugh, Ryan Scott, E. J. Meyer, D. R. Whiteman, Barton Brown, Robert B. Skelton, Robert J. Camden, Gerald E. Behunin, Bill Knowles and Thomas E. Hough. Fourth row: Arthur Karns, Robert C. Brown, Ed Krider, Tom West, Kenneth Robison and Norm Fessler.





**830th Squadron** — Bottom row: Donald P. Landrum, Paul J. Grubb, Billy F. Cottingham, Ralph B. Helm, Russ Leary, Clyde Corbett, Lawrence Martin, George F. Raidel, Robert McAlpine, Robert E. Samuels. 2nd row: Malcolm Bacon, J. B. Cundiff, Simon Baytala Jr., Guy Botard, Ralph A. Campbell, John McCarthy, Howard Boxley, Cliff

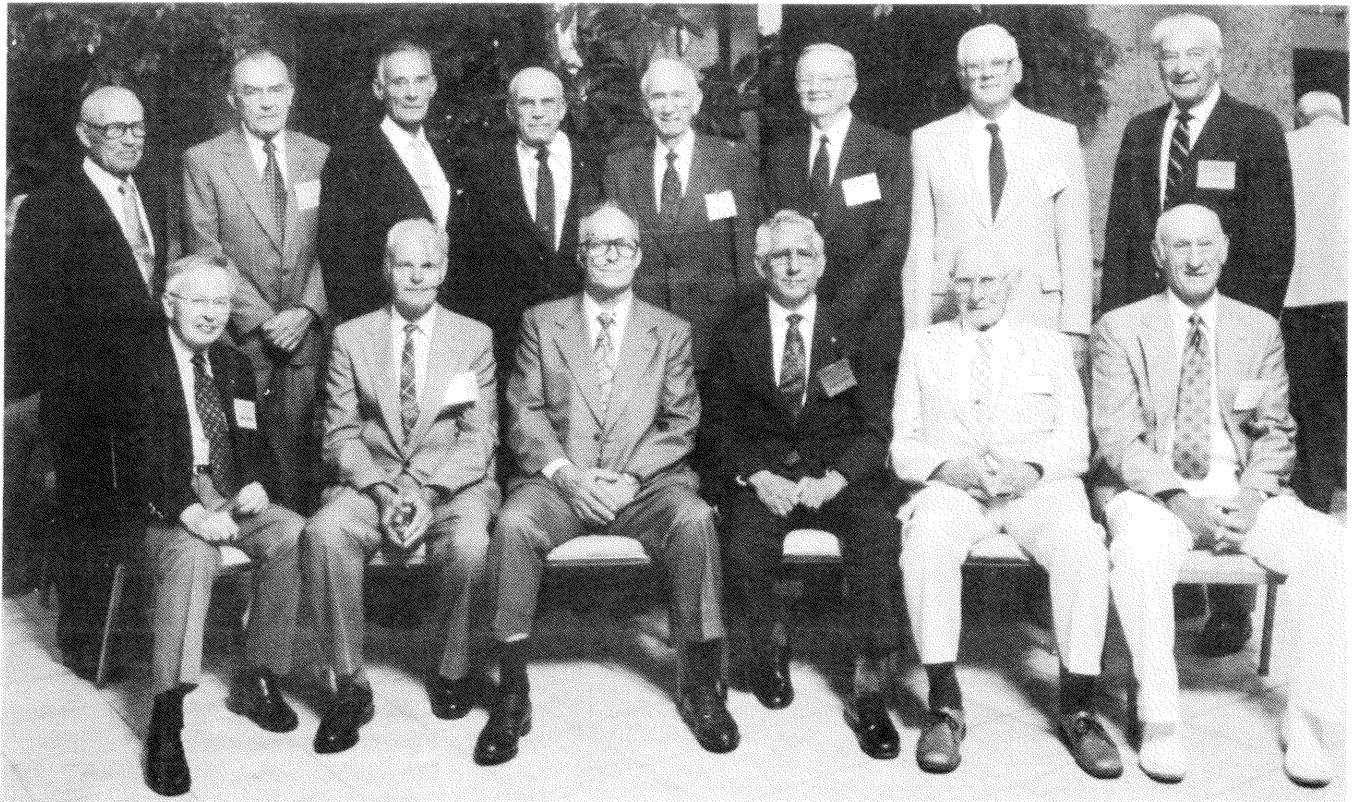
Studaker, Lloyd Rich, Rod Ritchie. 3rd row: Robert Plaster, Robert Baldwin, Les Poulich, Herb Muehlemann, James A. Kelly, Hugh L. Garnett, William P. Cummings, W. K. Devore, James M. Hunter, George E. Dyer. 4th row: John Forst, Steve Paynic, John Schill.



**831st Squadron** — First row: H. Woodyard, L. Baker, M. Lupoli, J. Bright, H. Cotton, D. Sjodin, J. Nagle, L. Prince, L. Sutter, L. Voerman, G. Estok, N. Kellogg, T. Merrell. Second row: J. Hansen, R. Heskes, L. E. Terry, J. Ledbetter, O. W. Meyers, J. Jackson, R. Halling, M. Browning, R. B. Plocica, E. Siantz, G. C. Byrd, R. H. Lewis, H. R. Richards, N. Peirano, J. J. Godfrey, K. H. Brown, R. Edinger. Third row: L. Cotterman, E. J. Wroblewski, E. G. Smith, G. L. Snyder,

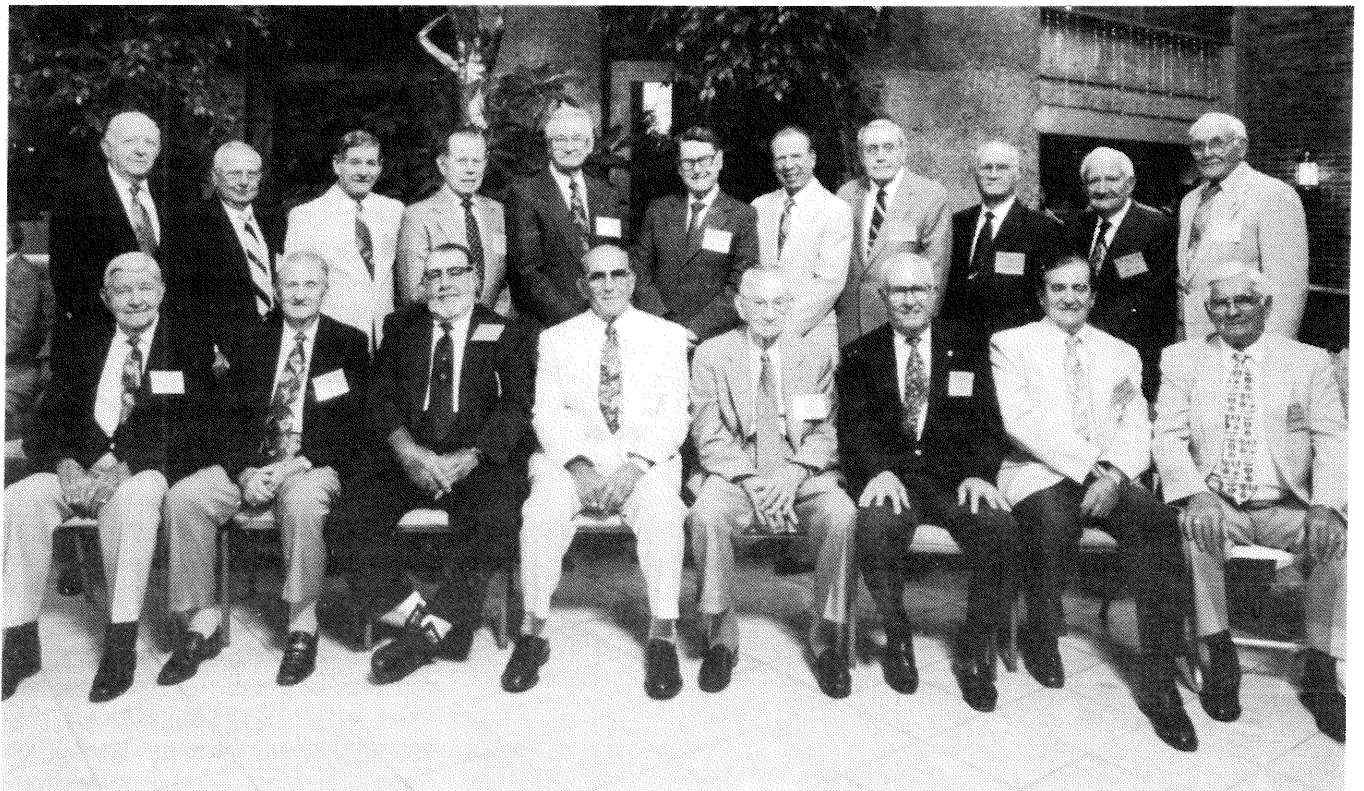
W. Harrington, R. H. Monahan, R. V. Hanson, R. Swift, L. M. Craig, D. T. Hansen, L. Little, R. Rector, F. J. Nardi, J. W. South, L. F. O'Brien, D. D. Evjen, L. Proudlove, G. E. Benedict. Top row: T. R. Fry, C. K. Patterson, J. J. Breen, W. Brokaw, R. Bulls, Dr. J. Johnson. Also not shown: E. J. McCarthy, J. F. Nagle, E. G. Prantis, C. Woodbury, A. W. Neal and R. E. Espenshade.





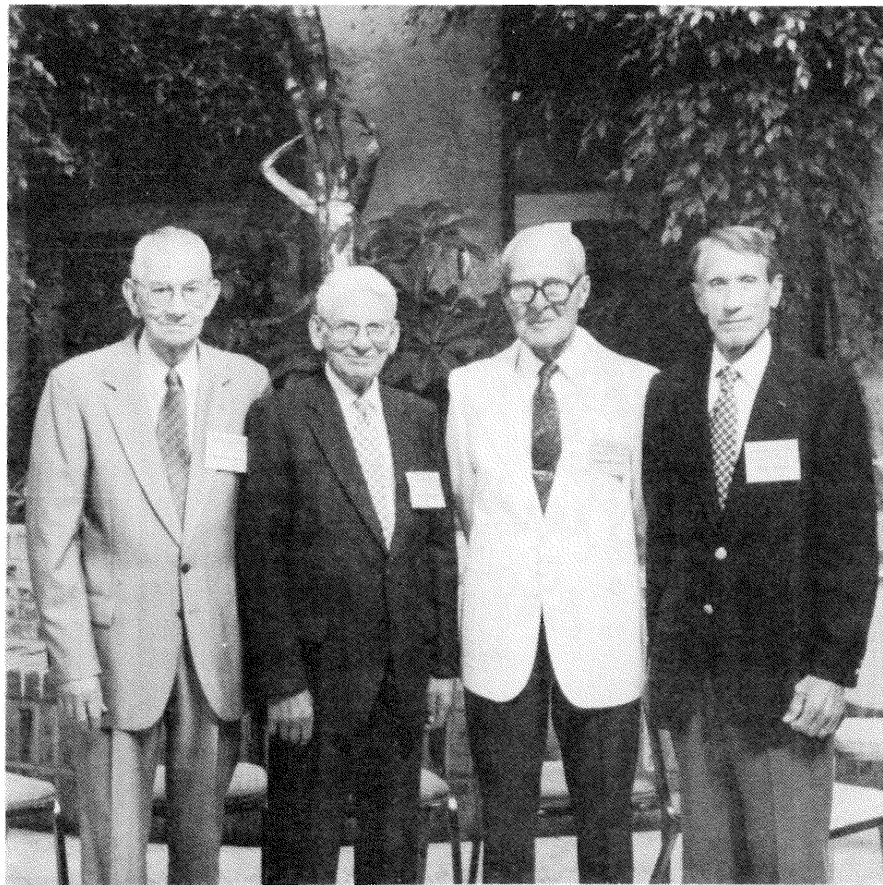
**First Timers** — First row, left to right: W. Harbert, D. Eomakovich, Warren Schilb, A. R. Siller, G. E. Benedict and George Estok. Second row: W. Knowles, H. Johnson, G.

Murphy, R. Ebersold, P. Grubb, L.M. Craig, R. A. Campbell and D. Voerman.



**P.O.W.'s** — First row: S. McGehee, W. R. Culver, J. C. Bright, G. F. Ralder, H. Cherry, Ryan Scott, F. Nardi, L. Proudlove. Second row: M. Browning, M. Lindsay, L.

Best, I. Wolf, M. Shelor, L. Tuggle, R. Rector, D. Evjen, L. Little, L. Terry, J. Godfry.



**Headquarters** — Left to right: Howard Cherry, Robert Benson, Doug Cairns and Loyd Towers.

## Memphis

(Continued from page one)

that the nose gear had been lost during transit causing the trail to drag.

The people there obviously had not learned the trick of putting an ammo box under the tail until enough weight was moved forward to balance the beast. We did agree that the 8th Air Force with its B-17's played a part in WWII.

Thursday evening we enjoyed a real Riverboat Dinner Dance Cruise. The buffet was good; the music, starting out with Dixieland and Blues, then settling down for an evening of Big Band dance music was delightful and the cruise on the river starting with the sun going down and ending in moonlight and the lights of the city as we docked was memorable.

Friday we bussed to the Coor's brewery, had an enlightening tour of the facility and a nice sandwich and snack luncheon in a very unusual party room, a replica of a 19th century riverboat.

One of the largest murals ever painted encompassed the room on two sides with a period panorama of the Memphis waterfront. This was hung to give the impression of being viewed from the boat, an illusion that was enhanced by the turning paddle wheel at one end. Of course unlimited quantities of Coor's product were available as well as soft drinks.

Friday evening was a Beale Street tour, a real favorite of mine. Beale Street is pedestrian only in the evening so we disembarked from the buses and strolled down the street to the King's Palace where we ate dinner and were entertained by a rock band. There was a choice of entrees, but I can report that the blackened catfish which was my choice was some of the best I had ever tasted.

After eating we again walked down Beale Street with music blaring from the various establishments and youngsters break dancing on the street for tips. Basin Street in new Orleans is the only thing I know that compares.

We then entered Joyce Cobb's Club and were entertained by Joyce

(Continued on next page)



**Missing in action veterans** — Left to right: Billy R. Culver, Tom West, Kenneth Robison and Forrest Yeager.



## Memphis

(Continued from page 6)

herself with her band. Her show traced the music of Memphis from the gospel start in the early slave churches through W. C. Handy's Blues Era, Jimmy Lunceford's Swing Era, a tribute to Elvis and the Rock Era and finally the modern Black Jazz Era of B.B. King.

It was a great show and Joyce is a remarkable talent. In addition to the floor show the waiters and bartenders were entertainers as well. After the floor show we started drifting back to the hotel with the busses shuttling us back to allow people to stay longer if they wished yet permitting us old folks to get some shuteye.

Saturday morning we had our general business meeting and made several decisions which will be reported elsewhere, then we were treated to a delicious salmon again provided by our party of "hunters and gatherers" whom we are beginning to depend on for this kind of provender.

Saturday afternoon we had our usual picture taking and were happy to note that we still clean up pretty nicely. Cocktails were enjoyed until dinner.

At dinner it became fully evident how large our attendance was as we taxed the facility to the limit. Thanks to superior effort by Rocky and the Hilton staff a place was found for everyone and everyone had an excellent meal.

Rocky, rightly so, had decided not to cut off late registration which was the cause of this slight inconvenience — a very minor price to pay for the large turnout.

However, in the future I would urge everyone to make their reservations as early as possible to aid the host in his planning. The entertainment for the evening was presided over by a royal couple in complete regalia. I am not sure of the King's and Queen's lineage, but they bore a striking resemblance to a very senior military officer we all know and the beautiful Queen was a spitting image of one of the 485th reunions founding families.

Dancing continued into the night

## Schilb Crews Wins Trophy



**Warren Schilb's Crew** — With seven members present at the Memphis reunion this crew won the trophy for most members present. They are seated, left to right: Chestnut Whitaker, Warren Schilb (holding the trophy) and Daniel Ermakovitch. Standing: Raymond Ebersold, George Murphy, Wendell Harbert and Arthur Hurley.

Seven members of the original crew piloted by Warren Schilb attended the Memphis reunion and was awarded the "crew with the most members present" trophy.

The award came almost to the day fifty years after the crew was assigned to combat duty with the 828th squadron.

Of the seven members present, five were first-timers. The crew had lost touch with each other, but was put back together by the initial efforts of

Arthur Hurley, tail gunner, and Chestnut Whitaker, navigator, both who had attended earlier reunions.

Others attending were: Raymond Eversold, nose gunner; George Murphy, co-pilot; Wendell Harbert, radio operator; Warren Schilb, pilot, and Daniel Ermakovitch, ball gunner.

Upper Gunner William Pascoe was unable to attend and Paul Howard, bombardier, and Urban Ross, engineer, are deceased.

with music provided by what many have said was the best ever band. They played many selections that were popular in the USA days and some of the dancers were reliving those years.

Sunday morning we had our memorial breakfast, always a touching climax. The program was again a devotional with Don Whiteman providing an inspirational message. Sherrill Burba presided and there was time to remember comrades lost in service and those who have departed from us since our return. This service ended the schedule of activities.

Perhaps the best part of any reun-

ion is the seeing and reminiscing with old comrades and their ladies; the greeting of new attendees and the retelling of old stories that get better as time dims any contradiction that may be therein. This was again enjoyed in the excellent hospitality and memorabilia rooms, the lobbies and other public rooms of the Hilton.

In addition many of the ladies found time to shop and Earl Bundy found time to have his car stolen, recovered, and repaired — what a weekend!

It was a great reunion — we salute Enid and Rocky and reiterate a resounding "Well Done."

# Facts, Non-Fiction and Comedy

By Sammy Schneider

Since receiving the assignment for compiling our Bomb Group's history, a few letters of interest have been received.

In particular the following story by Clarence "Deacon" Miller, nose gunner who flew with the original crew in the aircraft "Life."

I think you will find interest in his "Facts, Non-Fiction and Comedy."

So This Is How It Was —

By "Deacon" Miller

**FACTS** — In the month of July '44, the 15th AAF lost more men than all the Allied Forces fighting in Italy. 315 Aircraft Shot Down (B-17 and B-24) with 3,150 aircrew members lost ref. Great American Fighter Pilots of WWII, page 179.

15th AAF first year of operation (Nov. '43 to Nov. '44) losses as given in an interview by Gen. Ira Eaker to the Associated Press on 26 March '45 was 2,057 Heavy Bombers, (B-17 and B-24), with a loss of 20,570 men. The article appeared in the Picayune (New Orleans newspaper). I have a copy of the article.

**NON FICTION** — My wife Ruth lived in Frankfurt, Germany during the war. Her family still lives in Germany and we plan to visit them next year. Some of her cousins were officers and others were regular personnel like you and I. Every one of the families lost one in the service.

The first time we visited Germany (1965), her one cousin (who worked himself up from an enlisted man was made an officer in the field) asked me how could I volunteer to fight against a country where my ancestors originated from.

I still remember to this day what I told him. "I fought for what I thought was right just as he had also done." That broke the ice and all the relatives accepted me as one of the family.

I had the good fortune of visiting the Esso refinery in Karlsruhe, with Ruth's brother and my father-in-law. I had a very nice chat with the engineer responsible for the operation of the refinery. He showed us around and we chewed the fat and exchanged

experiences and dates. He was located at the refinery outside of Wien (Vienna).

As soon as the bombing raid was over, Berlin had personnel fly in and they would go to the surrounding communities and conscript the populace. Within 24 hours they had the damage repaired enough that production could begin again. I found this interesting.

I also had a talk with a fellow who was 15 during the war when he was drafted and was a radar operator at Stuttgart, at an anti-aircraft gun emplacement. When I see him I avoid politics.

Our tail gunner, Stuart Gansell, and I visited the huge material dump at Djedeida, Tunisia to get a carburetor for his British BSA motorcycle. He traded his portable radio for the cycle from the mess sgt. at Oudna.

This dump was so large, it was like a huge town. Prisoners under British control took you around this huge dump where the motorcycles were located. All types and nationality were located.

After Stu got his Carb., we then walked around and came to the aircraft section. There we examined ME-109's and JU-88's, sat in their cockpits and tried to envision what it must be like to fly in them. To make a long story short, we were by ourselves as the prisoner left us back by the cycles.

## COMEDY

We were trying to find our way to the gate and while doing so, we walked through tall grass almost hip high when I fell over a box. Looking down, I saw a case of grenades. I took one and stuck it in my shirt and brought it back to my tent. I at the time did not know what nationality it was. It turned out to be British.

In the tent, I started to take it apart. "Deacon, you are going to kill us all!!!" At the bottom of the grenade was a plug which I removed. Holding the handle, I removed the pin. While looking through the bottom, I could see a plunger, so I gingerly lifted lightly on the handle and I could see

the plunger move up and down. Therefore, I concluded something was missing.

I was sitting on my cot at the time. Now holding it upright and teasing the crew, I happened accidentally (it was not intentional, honest) lifted the handle too far when down went the plunger and hit the end of the cot with a loud "bang." Everyone dove out of the tent into the mud, as it had been raining quite hard by now.

When they saw nothing happened, they came back into the tent, all covered with mud, wet and mad. Our engineer, Dewey, went to Jones, our pilot, and told him: "Deacon has a grenade and sure as hell will kill us."

Jones came to our tent and told me to get rid of the grenade. I told him I wanted it as a souvenir. I was told to get rid of it. Since it was storming, I asked if it was ok, if I did it tomorrow. He gave his ok.

The next day it's still raining cats and dogs. "Deacon you must get rid of that grenade," I was told. Putting on my rain gear and sticking the grenade in my pocket, I walked out to our aircraft. At our ship, I looked in the tool box for a screw driver, because I wanted to remove a plug which was located on the side of the grenade. Finding one, I unscrewed the plug and found a solid yellow explosive inside the shell. Carefully, I dug the explosive out.

Having removed the contents the best I could, I then opened the draincock and filled the cavity with gasoline, swished it around to remove any left over explosive. Putting the grenade together, I pulled the pin and threw it about 30" away.

The handle went one way (oh, I had left the Plug out of the bottom), the plunger went in another direction and the body of the grenade still in another. Together they all fell in the mud. Waiting about a minute, nothing happened, I went hunting for the parts. Finding them, I cleaned them all up. I knew the grenade was harmless.

Returning to the tent, while removing  
(Continued on next page)



# How to Join Two Clubs

By Chet Konkolewski

**Attention:** 485th Veterans who may want to apply for their **Gold Caterpillar**.

Clarence "Deacon" Miller forwarded me the following information: The Caterpillar Club will admit any person who has saved his or her life in an emergency with a parachute of Irvin design regardless of the company, in any part of the world, which manufactured it. This is the only qualification for membership.

Aircrews who make emergency ejections from ground level, or from decks of aircraft carriers are also eligible. Not eligible are paratroopers or

sport parachutists who fly with the intention of jumping. Nor are those whose lives may have been saved in situations where unopened parachute pack intercepts a bullet or shell fragment.

Applications should be sent to the Club Secretary, Irvin Great Britain Ltd., Ickneild Way, Hertfordshire, England. In North America applicants should write to the Caterpillar Club, Irvin Industries Canada Ltd., Port Erie, Ontario.

They must state the circumstances of the bail-out, place, date, type of chute. They must include a corroboratory statement from another person who can vouch for the facts — in case of military aircrew, their commanding officer. There is no entrance fee.

**Goldfish Club:** The Goldfish Club was formed in 1942 by Charles Robertson, then chief draftsman of the P.B. Cow and Co., manufacturers of Air-Sea rescue equipment.

The Goldfish Club is for those who have, in aircrew wartime slang have gone "down in the drink." Eligible are aircrews who have made an emergency bail-out into the sea. The club's headquarters address is at the Pathfinders Association, The Sesame Pioneer and Lyceum Club, 49 Grosvenor Street, London, WI.

This information is found in a book that "Deacon" wrote for his family members. We all thank you Clarence "Deacon" Miller.

## End of World War Celebration Set

The city of Knoxville is going to host a celebration of the ending of World War II to honor the veterans of that conflict, their families, and the families who lost loved ones.

The festivities are scheduled to take place July 4, 1995, in Knoxville at World's Fair Park, approximately 50 years after the ending of the War.

"No other event in the 20th Century has impacted the world as did this conflict that swept across the Atlantic, all of Europe, and throughout the Pacific," said Bill Housley, director of sales for the Knoxville Convention and Visitors Bureau.

"The price of a world war is awesome, but these noble men and women who left family behind to fight for our freedom knew they were embarking on an effort from which they might not return. They are all heroes and we owe a deep debt of gratitude," said Housley.

Housley added that through this celebration, Knoxville wants to show its appreciation to those people who preserved our freedom and wants to pay tribute to those who did so by paying the ultimate price.

The plans for July 4, 1995, currently include big band music from the World War II era, a picnic, memorial service, special keynote speaker, a performance of patriotic music by the Knoxville Symphony Orchestra, and a large fireworks display to end the day.

## Schneider

(Continued from page 8)

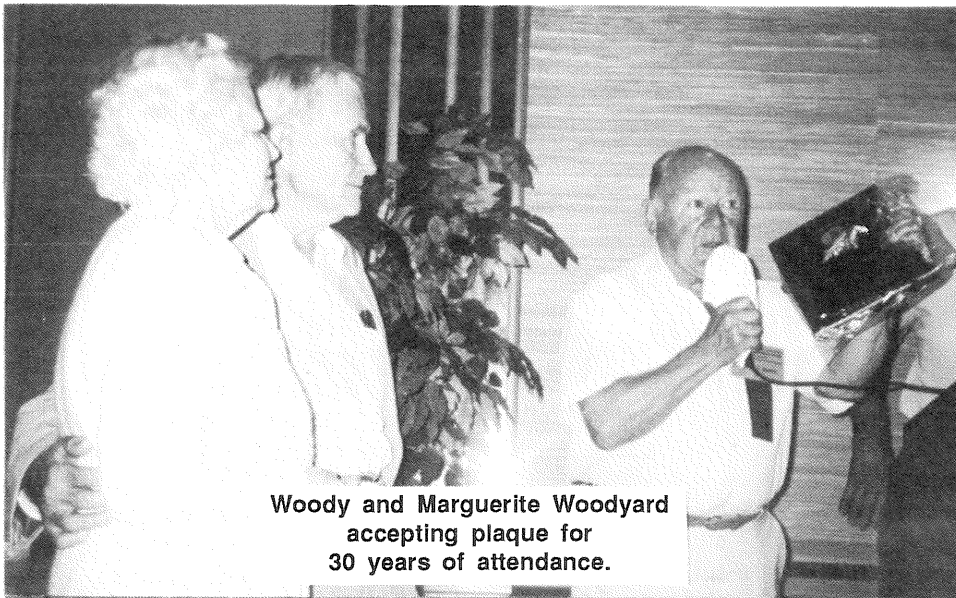
ing my drenched raincoat, the gang asked me if I got rid of the grenade. Pulling it out of my pocket, I said something like, "Oh, I just can't bear to get rid of it."

This really upset Dewey. So I came clean and told them what I had done and showed them it was perfectly harmless. I had also started to collect 20mm and 40mm projectiles which were easily found.

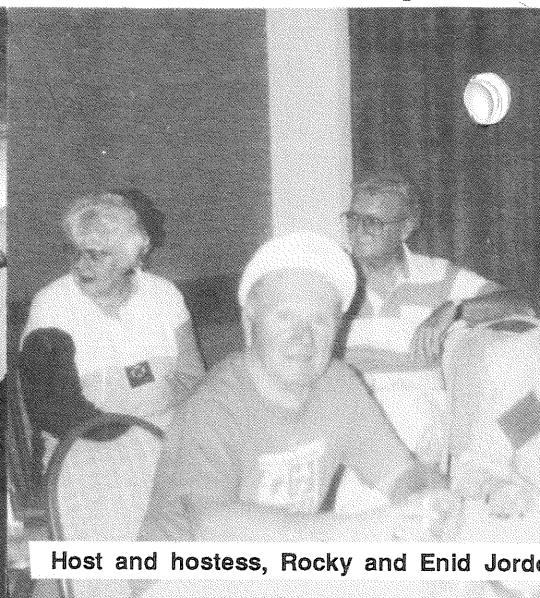
They needed personnel to set up tents at our new base at Venosa. Jones volunteered me. His explanation was to "keep me out of trouble." I did get rid of the 40mm, but did keep the 20mm projectiles. I was able to bring the grenade back with me and still have it today. "End of Comedy."

## JOURNEY'S END

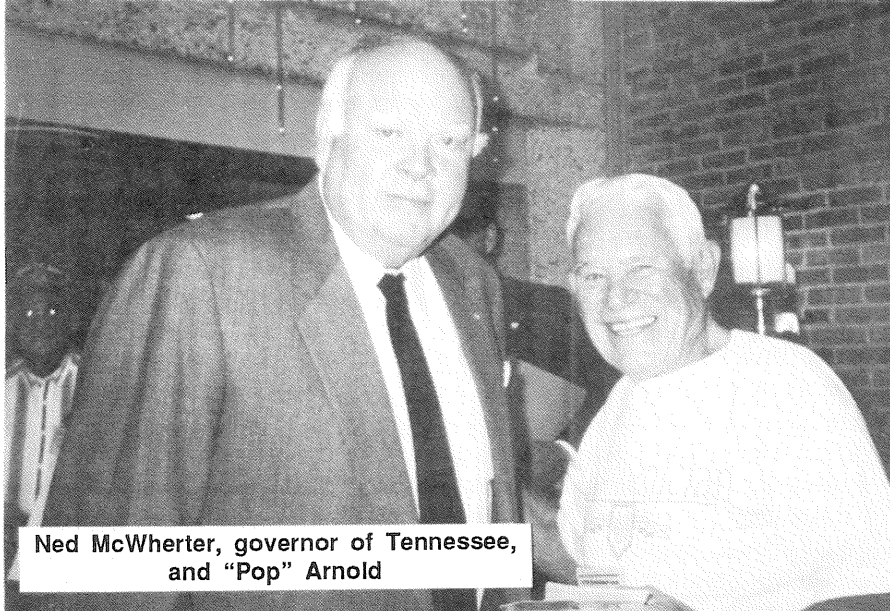
Art J. Allgood, 830th	Sept. 4, 1994	Paul A. Howard, 828th	1976
Anselma G. Altobelli, 829th		Earl Isaacson, 829th	1992
Wade Allen, 831st	1994	Robert Lee Johnson, 831st	Nov. 1989
Harry Altman, 831st	1994	Robert J. Kaiser, 828th	November 1994
Hovey J. Ball, 829th	August 22, 1994	Jens Larson, 828th	1990
Paul Bockshammer, III	1994	Raymond P. Liebold, 830th	August 8, 1988
Delmar Brinkman, 829th	August 1993	George MacLaren, 830th	September 3, 1993
C. O. Eckfeld, 828th	April 1994	Bill Pfeiffer, 829th	July 1992
Bill Fergusson, 829th	November 1, 1994	Angus Phelts, 829th	January 1993
Kenneth Gawtry, 828th	1989	Frank Rogers, 829th	April 12, 1994
Armond Gazille, 830th	June 2, 1994	Urban A. Ross, 828th	1987
Robert P. Grant, 828th	1994	Fred Savage, 829th	May 1992
George D. Guthrie, 828th	1973	Peter J. Svirsky, 831st	1994
Delbert B. Holm, 828th	1991		



Woody and Marguerite Woodyard  
accepting plaque for  
30 years of attendance.



Host and hostess, Rocky and Enid Jordan



Ned McWherter, governor of Tennessee,  
and "Pop" Arnold



John DiRusso re  
50th anniversary



Visiting the Memphis Belle.



"Pop" Arnold and Marge O'B  
dancing on Riverboat Cruis



# Scenes at Memphis Reunion



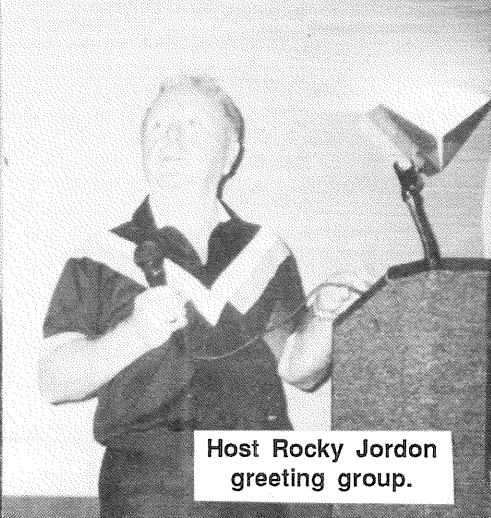
l.

ading his  
poem.

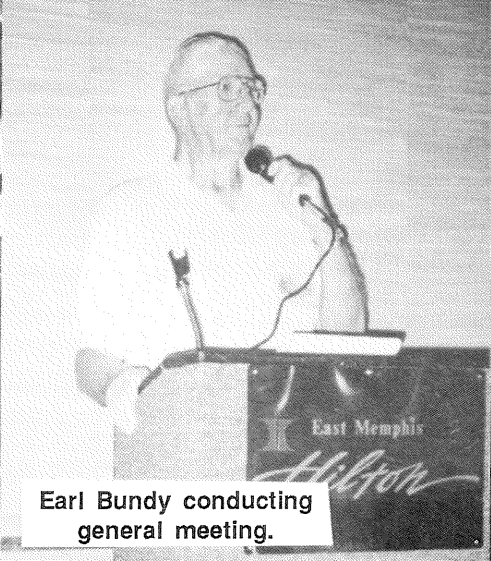
en  
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Sherrill Burba conducting  
memorial service.

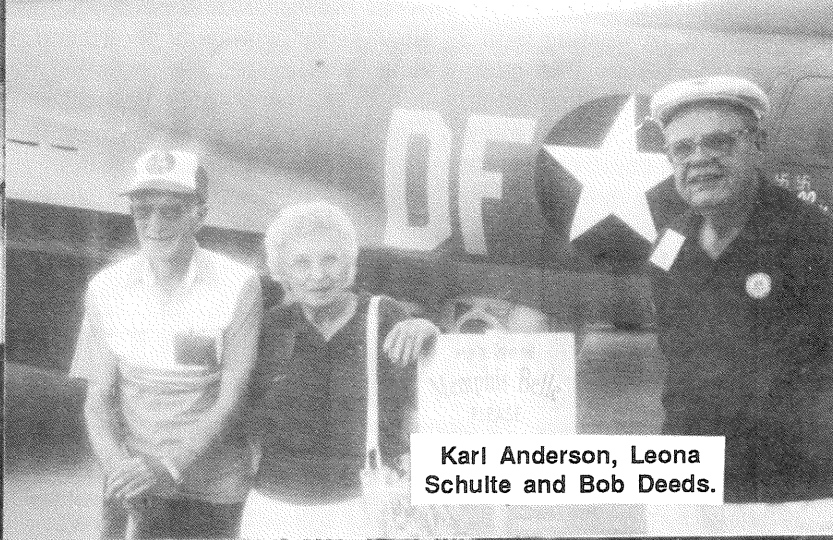


Host Rocky Jordon  
greeting group.

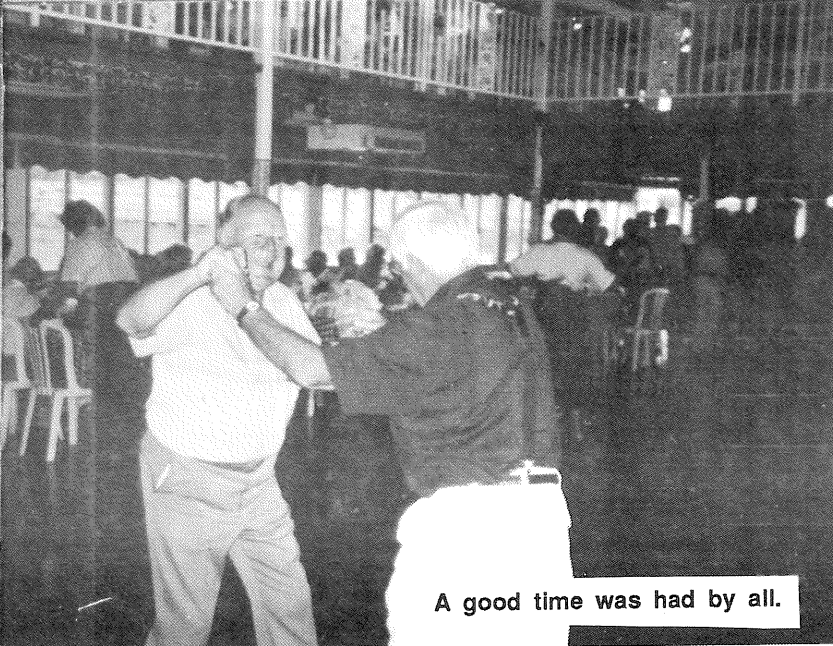


Earl Bundy conducting  
general meeting.

"Zeke" Cotton looking aft  
from the "Coors Belle," at  
Coor's Brewery Hospitality Center.



Karl Anderson, Leona  
Schulte and Bob Deeds.



A good time was had by all.

# 485th Bomb Group Book

Leonard Little and Bob Hanson met with Mr. Byron Kennedy, the publisher of Southern Heritage Press in St. Petersburg, FL on Thursday, August 25, 1994.

Bob Hanson explained that Kennedy has had many experiences in compiling and publishing other Bomb Group books and one was taken to the reunion for our members to inspect.

It was also mentioned that Kennedy's Southern Press would not ask for any "up front" monies and would assume all risks in publishing the 485th book. Any profits would go to his company.

Both Leonard Little and Bob Hanson also said that, by dealing with a publisher that had done this many times before, the time element would be a factor, and if the data was given to his company, we could expect the book to be a reality within a few months.

After some discussion, it was

agreed that the printed 485th Bomb Group forms would be distributed to those in attendance and would be filled out by the ones interested in purchasing the book, if published. Copies were distributed and approximately 135 completed forms were taken back to Southern Heritage Press by Hanson.

As this year's Lightweight Tower goes to press, there may be time to have photographs veterans may want to be included. All photos (with names, dates, etc. on the back) should be sent to our group historian, Sam Schneider. Articles might be included, as well.

Sam's address is: 20110 Ventura Ave., Port Charlotte, FL 33952. But time is short, send your photos and articles just as soon as possible.

The enclosed 485th Bomb Group Unit History form and Southern Heritage Press business card should answer any questions and an 800# for Byron Kennedy, Publisher should suffice.

## LIGHTWEIGHT TOWER CALLING

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

Editor (pro tem):  
Donald L. Webb  
138 Popodickon Drive  
Boyertown, PA 19512

Historian:  
Sam Schneider  
20110 Ventura Ave.  
Port Charlotte, FL 33952

Hdqtrs. Reporter:  
Robert M. Benson  
11002 N. May Ave., Apt. #211  
Oklahoma City, OK 73120

828th Reporter:  
Carl Mazzoni  
18211 Nebraska Ct.  
Orland Park, IL 60462

829th Reporter:  
Earl L. Bundy  
5773 Middlefield Dr.  
Columbus, OH 43235

830th Reporter:  
Chester Konkolewski  
7454 Pipers Bluff  
SanAntonio, TX 78251

831st Reporter:  
Lynn Cotterman  
6425 Dorado Beach, NE  
Albuquerque, NM 87111

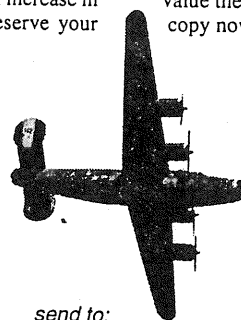
## 485TH BOMB GROUP UNIT HISTORY

Southern Heritage Press is now accepting manuscripts and original photos for publication in a new unit history of the 485th Bomb Group. This book will be approximately 200 pages and will consist of the history, personal remembrances and photos of the members of the 485th. Please submit "your story" of the 485th either type

written or on computer floppy to Southern Heritage Press, NLT Dec. 1st, 1994. All photos should be clearly marked to identify each person in the photo (first and last name) location, actions taking place and photographer if possible. This will be a limited edition, hard cover volume that will increase in value the minute the last copy is bound. Reserve your copy now. Anticipated publishing date, 6/95.

### 485th Bomb Group History *please print*

Book	Qty	Price	Total
485th Bomb Group Unit History	1	39.95	\$39.95
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# 485th Bomb Group Air Crafts Listed

The following is a list of air craft of the 485th Bomb Group by Squadron, including replacement planes.

In the many hours researched in all the LTC Newsletters and material I received from Carl Gigowski's memorabilia, I recorded the happenings that befell some crews and planes, before, during and after missions.

By - Sam Schneider

## 828th Bomb Squadron Aircraft

NAME	SERIAL #	CREW
The Jerrie Ann #+ Crashed 6/28/44 Torterella.	RH 42-78116G	1
Texas Star #+Crashed.?C.E. Orbley Hell Fire And Damnation.	RC 41-29477H	2
+MIA e/a Bucharest w/Lt. Cribley	RK 41-29493H	3
6 chutes seen 6/28/44. R.J.Jones	RJ 42-52701H	4
#+Crashed 8/29/44.Ray M. Smith Jr.	RS 42-78132G	5
#+The Lady (Crash landing 1/19/45) w/Lt. C. Gigowski. no injuries (MASCOTT SMOKEY).	RE 42-52725H	6
Lucky 7 #+Crashed on take off 6/16/44 (Van E. Neal).	RN 42-52720H	7
Lazy Eight (E.J.Devane)+MIA Flak Vienna 7 chutes seen 7/8/44 w/Lt. Bearde.	RD 42-52674H	8
#+Crash on take off 6/2/44 w/Lt. Gigowski	RR 42-52735H	9
Sick Call +MIA Flak Vienna 6/26/44 (Parke N. Bossart)	RT 41-29491H	10
#+ Crashed 6/26/44. L. Alexander	RU 42-78142G	11
+MIA flak/Munich w/Lt.Boluin 6/44	RM 42-78118G	12
#+Crashed 7/12/44 460 B Gp Field	RB 42-78143G	13
Rough Deal Lucille +MIA 11/4/44, Linz, Austria.	RG 42-94791H	14
Yankee Doodle Dandy (Ditched in Adriatic 1/20/45	RA 42-52718H	SC1
#+ Crashed Taxiing (Bielstein)	RX 41-28812H	16
My Brother and I #+Crashed Bari, w/wounded 6/28/44. (H.J. Owen)	RO 42-52703H	17
+/-Salveged 8/3/45? (J.J. Oneil)	RI 42-78146G	18
Landed at Pomigliano to refuel, 8/6/44, believed to have been transferred to the RAF on 10/44	RC 42-78110G	19

## Replacement Aircraft

#+Crashed 9/12/44 Ran out of gas, 20 mi S of base 1 dead 1 ser. injured	RP 42-7834G
+MIA e/a Friedrichshaffen, Ger.	42-78361G
w/Lt. Baker 7/20/44. chutes seen	
#+Crashed runway - Venosa 12/30/44	RJ 42-78426G
Better Late Than Never (landed at Falconara for repairs, Transfd to 461st BG MIA 10/4/44 Major Crash	RK 42-78446J
#+Crashed at Madna 12/20/45 ZI	R 42-78495H
Transfd to Gioia by Lt.Martin.	
The Heats On (Flew Gps.LM, ZI 4/25/45 Transfd to Gioia by, Lt. C. Gigowski)	RZ 42-78474G
+MIA Flak Zagreb 12/18/45, w/Capt. Gill.	RR 42-50827J
Shark Mouth +MIA Blechhammer, Ger. 11/17/44 Bail out over Yugo, w/C.P. Stewart.	RY 42-50899J
#+Plane blew up after wheels up, Eng'g off. said 8 had finished 50 Missions and were on way home 11 men died on Ital. Hillside 11/1/44	RM 42-51274J
? ZI.	
+MIA Flak Blechhammer, Ger.	RJ 41-28863H
w/Col. Arnold 8/27/44.	R 42-51127J

#+Crashed near Amendola 1 hurt 2/14/45	RX 42-51335J
Burned on hardstand 10/10/44.	RL 44-41068J
Landed at Bari w/wounded crew member 11/5/44. Landed w/wounded at Falconara 11/22/44. Flew Gp's LM 4/25/45 w/Lt.Brien.	RF 42-52043
+/-Salvaged 8/10/45.	
Flak Damage 1/8/45. Major Flak Damage 3/22/45. Transf'd to Gioia, Italy 4/45 w/Lt. Brien.	RS 42-52038J
+MIA 7/5/44 Last seen heading for Corsica +MIA w/Lt.McKeon 2/19/45.	RF 42-51812J
#+ at Vis 12/19/44 2 killed.	RT 42-51997J
#+Mid Air Collision w/644, PFF, (Lt. E. W. Pooley) 3/2/45.	RB 42-52064J
6 Chutes seen. Mission 151, Linz.	
#+ Crash landed 11/24/44 Venosa.	RI 42-51633J
454th BG Flew LM 4/25/45. ZI.	RN 44-50875
Moonbeam McSwine (EX 376BG). ZI.	RM 44-49029L
PFF 12/3/44, landed at Lecce 12/10/44, Casualty 2/16/45	
Lt. Blair.	
Lt. Hazel to Gioia 4/45. ZI.	RF 44-49410L
+MIA last seen at Lake Chiem, w/Lt. Richard W. Loudon 3/2/45.	RG 44-40458J
Flew Gps. LM 4/25/45. ZI.	
+MIA Flak Bruk w/Lt. Ware 2/23/45, 7 chutes seen to open.	RI 44-49929L
Major Flak Damage 4/10/45. ZI.	RA 44-49838L
Lt. Barnholt - Gioia 4/25/45 ZI.	
+MIA 3/2/45 collided w/064, 6 chutes seen (Pilot Lt.Langley).	RE 44-49852L
+MIA Landed Russian Lines at Zzebed 3/4/45.	RT 42-52059J
Landed ata Lesi 4/19/45, ZI.	42-52644H
Flew LM 4/25/45.	44-49393L
Landed at Zara, ZI.	42-78528J
Flew LM 4/25/45.	RA-44-49515L
VIRGO Acft was 8th AF- ZI.	RB 42-52532H
486th BG 834th BS.	
Damaged by Flak headed for Russian Lines 3/22/45 MIA.	44-50606M
w/Capt. Loyd Allan / Col. Cornett	
#+Crash Landed 5/6/45.	44-50376M
Flew Gps. LM 4/25/45. ZI.	RR 44-49361
?	RC 42-78146G
PFF MIA w/Lt. C. H. Fabray 11/15/44.	42-51969J
Flew Gps. LM 4/25/45. ZI.	44-50361
Flew Gps. LM 4/25/45. ZI.	RC 44-50493M
#+Cr. Landed Venosa runway 12/30/44	RJ 42-78476G
Cherry Chasser III.	R
Ole Maude.	RK

LEGEND

- \* Completed 100 Missions
- +/- (Salvaged)
- + (Shot Down)
- #+ (Crashed)
- SC1 (Gen. Arnold's Plane Staff Crew)
- SC2 (Col. W. L. Herblin)
- MIA (Missing in Action)
- e/a (Enemy Aircraft)
- w/ (With)
- LM (Last Mission)
- ZI (Zone of Interior)?
- PFF (Radar Plane)

## Fuselage Markings

828th R = Red Example Red E - E for Eden (or any letter from a Pilots name).  
 829th Y = Yellow  
 830th W = White  
 831st B = Blue

# 829th Bomb Squadron Aircraft

NAME	SERIAL #	CREW
Capt. R. Reeve +MIA 6/23/44 Roumania w/Lt. Bobier.	YA 42-52706H	21
+MIA e/a Munich, Ger. 6/9/44 w/Lt. White	41-28782H	22
LT. C.A. Miller +Flak 8/29/44 w/Daniel	41-28797H	23
Big Alice From Dallas - Flak Damage on return from Ploesti #+Crashed Venosa 10/12/44.	YX 42-52730H	24
Little Emma (Lt. C. W. Duecker) ZI.	YD 42-78136G	25
Knock Out Ditched near Isle of Vis 5/24/44 w/Capt. Boney.	42-78162G	26
(Capt. F.X. Dalton) #+Crashed 8/2/44.	41-29499H	27
Miss Fitz +MIA w/F.Loizito 8/10/44.	YY 41-29503H	28
Rape Shape +MIA 6/23/44 Roumania.	YF 42-78137G	29
+MIA 6/9/44 (Donald R. Whitman).	Y 42-52742H	30
+/-? Lt. C. T. Robert	YW 41-52729H	31
+MIA Munich, Ger. 6/9/44, w/Lt. Latwaitis.	YO 41-29497H	32
FO J.D. Bond Crew missing on mission ? to Munich, Ger. 6/9/44,		33
#+Crashed 3/26/44 w/Lt. Olney lost full crew on flight from Marakech to Oudna, Tunisia	Y 42-78140G	34
MissTit + e/a 6/9/44 Munich, Ger., w/Lt. Cathcart (FLAK-MASCOTT).	YK 42-78141G	35
Tailwind +MIA Flak Vienna, Aust. 5/29/44 w/Lt. Daniel, all crew members bailed out.	Y 41-28797H	36
Tyer's Flyers +MIA 7/5/44 Last seen near Toulon, Fr. mission 36, Target submarine docks.	YE 42-78127G	37
Ole 769 +MIA Flak 7/8/44 Vienna 10 chutes seen to open.	YS 42-94769H	38
#+Crashed 3/26/44 Washed out Landing gear on day of leaving Fairmont, Neb. w/Lt. Wodzinski.	Y 41-28830H	39
+MIA Flak 7/30/44 Budapest/Duna, Hungary, 3 chutes seen to open.	YU 42-78164G	39
Flew Gps. last mission 4/25/45 ZI.	YI 44-49470	
Transfd to 449th BG 10/44.	YM 44-41049	
Flew LM 4/25/45 w/Lt. Helm	YS 42-52067J	
+MIA 11/17/44 Blechhammer, Ger. other Aft heard order for crew to bail out.	YV 44-41144J	
Homeward Angel (Our Kay)+MIA 4/11/45 Campo D'Trans, Italy.	YJ 44-41157J	
Caught Fire from Exploding 775 w/Lt. Cameron, 2 chutes seen. 9/22/44.	Y 42-78830G	
Flew LM 4/25/45 w/Lt. O'Rourke. ZI.	YW 44-41336	
+MIA/Brod, Yugo 9/21/44 w/Lt. Sneden possibly ditched.	YC 42-78344G	
Tailwind II LM 4/25/45 Tarascon, Fr. w/Lt. Harkenrider. +/-8/6/45.	YB -78416	
Flew LM 4/25/45 w/Lt. Smith ZI.	YV 44-50419	
Landed at Zara 3/25/45 ZI.	YJ 42-78438	
Landed at Falconara 4/11/45 +/-Salvaged 8/13/45	YH 42-78441	
+MIA Flak 7/19/44 Munich, Ger. 3 chutes opened w/Capt. Sandall.	YG 44-40444J	
PFF Aircraft Spare Flew LM 4/25/45.	YP 42-95517J	
+MIA Flak w/Lt. Rodreick. (830th) 10 chutes were seen.		
+MIA Lt. Boheme believed to have ditched in the Adriatic 10/16/44.	Y 42-51559	
Major Flak Damage 2/7/45 ZI.	YA 44-10564	
Flew LM 4/25/45 w/Lt. Martin ZI.	YL 42-78592	
PFF ACFT+Flak/Collided w 772, #+ near Villach, Austria 2/16/45.	Y 44-49657L	
w/Col. Tomhave, Gp. Col. 1 chute seen.		
Major Flak Damage 4/11/45.	YI 42-49470	
Jettisoned Bombs 4/23/45.		
Flew LM 4/25/45 W/Lt. Payton		
+MIA Flak collided w/657 near Villach, Austria w/Lt. Stockdale 4 chutes opened. 2/16/45.	Y 44-49772	

#+in wheatfield S.E. of Venosa Air Field 7/28/44 ran out of gas w/Capt. Kelley +/-Salvaged 8/10/45. #+Crashed 10/31/44.

YO 42-50422H

YF 42-50418H

YC 42-78344G

YJ 42-78438G

? Flak Damange 2/5/45 Left at Zara ZI.

YY 42-78656J

Y 42-50775J

9/24/44 w/Lt. Hegemenn.

PFF Mission 3/20/45, Austria, ZI.

YT 44-48779

(w/Hayes & Staley).

+MIA Direct Flak hit in Nose

Y 882

3/2/45 w/Lt. Wydler, Linz, Austria.

#+Crashed at Venosa Field 9/23/44.

YG 42-50885J

w/Capt. Bryson.

#+Crashed 3/3/45 Flak Damage.

YC 42-50927

Lt. Helms LM 4/25/45.

YS 42-52067J

PFF+Flak MIA (N.V. Rodreick 830th) Campo DiTrens 4/11/45.

YP 42-95517

(Phillips) LM4/25/45 +/-Sal. 8/15/45.

Y 42-51829J

#+Crashed ?

YM 44-41449

+Flak MIA Salonica, Gr. 9/24/44.

Y 42-50755J

Carlin's Cobbers

Y

Gypsy From Pokeepsie (Lt. H. F. Cline)

Y

## 830th Bomb Squadron Aircraft

NAME	SERIAL #	CREW
*Buzz Job/Flew Mission 4/24/45,	WH 42-52724H	41
#+landed at Zara, Yugo and left.		
*Life (LM 4/25/45. Landed at Zara, Yugo and left (Lt. Murphy).	WF 42-52728H	42
Hell From Heaven (Capt. Jernigan)	W 42-52722H	43
+Flak-Friedrichshoffen, Ger. 7/20/44 Saw 5 chutes.		
Lt. V.E. Bryson Our Baby	WB 41-29498H	44
#+Crashed at Zara, Yugo 1/31/45		
No Name (Lt. F. P. Tunstall) 8/28/44 unexploded 88 shell passed thru nose compartment killing Bombardier,	WN 41-29504H	45
Flew LM 4/25/45 w/LT. Schill +/-.		
Lt. G. W. Tompkins MIA	W 42-52719H	46
First 830th Lib +e/a lost in combat. 6/9/44 ver Munich, Ger. w/Lt. McNulty		
Boozier (Lt. J. S. Disston)	WA 52702H	47
+MIA Vienna 6/26/44		
? Pick Up (Lt. E. B. Lenfest) #+Ditched Sea near Termoli, Italy 1/20/45	WL 42-94750H	48
? Lt. C. A. Martin (Ditched 5/12/44) rescued, 1 killed, 2 injured		
FO J. R. Christenson	W 42-78148G	49
Princess Marie +/- (Lt. H.L. Garnett)		
Flew LM 4/25/45 w/Lt. Schueler	W 42-78119G	50
Miz-Pah (Lt. G.D. Tolsma)#+7/20/44, Panatella & left there, had Severe Battle Damage.	WI 42-52694H	51
Nudist Kay +e/a MIA near Bucharest, Roumania 6/28/44, 4 chutes seen, w/Lt. R.H. Kraft 7 killed	WC 42-52713H	52
Big Stoop Lt. E.C. Tuttle +MIA 8/22/44 near Vienna, Austria	WK 42-78147G	53
Outcast +/- (Lt. L. D. Richins)	WJ 41-28842H	54
Our Belle (Lt. J. D. Johnson)+MIA Budapest 7/30/44.	W 42-78089G	55
Lt. W. P. Salter +Flak, Vienna, Aus. crew bailed out over Adriatic 9/10/44, w/Lt. Rasco (Saw several chutes)	W 42-94754H	56
Ring Dang Doo +/-?	W 41-29532H	57
Miss Myloven +MIA Flak 10/7/44 Vienna, Austria.	WQ 41-29536H	58
	W 42-50921J	

# REPLACEMENT AIRCRAFT

PFF Acft,+MIA Corsica 4/15/45	WZ 44-49024L
+MIA Flak over front lines, N Italy	WX 44-49294
4/10/45 w/Capt. Gambrell 7 chutes.	
+MIA LM 4/25/45 ZI.	WL 44-50296
+MIA Flak Linz, Aus. 4/25/45,	WK 44-50414M
w/Lt/Cathy.	
SLICK Chick (Lt. Shakelford)	WM 42-95460H
#+ Crashed Venosa Field, 1/8/45	
6 crew members chuted, 4 killed	
+Flak Blechhammer, Ger. 12/26/44.	WD -50486
w/Lt. Lindell 1 chute opened	
Major Flak Damage, Landed ZI.	WC 42-78507
Foggia 11/7/44, Vis 2/19/45,	
MFD 3/22/45, 4/10/45.	
Flew LM 4/25/45 W/ Lt. Hess	WQ 41-29536H
#+Landed at Cutella, 12/30/44	WA -10572
No Injuries	
PFF Acft. Flew LM 4/25/45	WY 42-52614
w/Col. Cairns.	
+Flak Bruck, Aus. Crew Bailed over	WJ -48764
Prkos, Yugo, 2/23/45 w/Lt. Adams ZI.	
? ZI.	WA 42-51875
Major Flak Damage 4/11/45	WV 42-51908
Landed at Lesi 4/19/45, Flew Gp's	
LM 4/25/45 w/Lt. Bacon ZI.	
+Flak Vienna, Aus. 10/7/44 no chutes	W 42-50912J
w/Lt. Rambeck	
Major Flak Damage 11/7/44 ZI.	WP 42-51915
Landed at Bari. Flew LM 4/25/45.	
+Flak Bratislava, Czech. crew	WO 44-49930L
bailed out 3/26/45 (Lt. Manuel)	
9 chutes seen.	
Nudist Kay II +MIA	W
Nudist Kay III #+MIA 1/31/45	WK 42-51992J
near Vienna, Austria, Last seen	
over target.	
#+Sgt. Martin - Wounded 11/22/44	WT 42-51932J
Mission location unknown, Plane	
crashed 1/17/45	
PFF Landed at Zara & left ZI.	WE 44-48758J
Available	W
Bizzy Bitch	W
Fifty Missions From Broadway	W

## MORE REPLACEMENT PLANES

### A FLIGHT

Rocco A. Famiglietti	102
Joseph W. Cathey	104
Arthur Rasco	105
Dean C. Moore	106
Norman B. King	107
James M. Roach	108
George M. Manuel	109
Theodore Schueler	118
Robert N. Larkin	110

### B FLIGHT

Richard E. Juday	116
Carl A. Hirschman Jr.	131
David D. Hicks	117
Thomas M. Fraser Jr.	119
Walter O. Wilkening	120
Clarence D. Adams Jr.	121
Neil T. Priskorn	122
Stanley J. Ash	123

### C FLIGHT

Donald M. Gambrell	130
Samuel R. Jackson	133
John V. Schill	132
George M. Namis	134
Burke E. Hammond	135
Richard L. Fedell	136
Malcolm M. Bacon	137
Donald L. Adams +MIA 4/11/45	44-50421
So. of Ital. front lines	
Neil V. Rodriack	139

## 831st Squadron Aircraft

NAME	SERIAL #	CREW
Gawgia Peach +MIA near Anzing, Ger.	BB 42-52709H	61
6/13/44 w/Lt. Tyer crew 37.		
Hell's Angel (Disabled by Flak 4 crew	BL 41-29494H	62
bailed out 9/13/44 POW's Oswiecim		
Poland w/Lt. Lawrence). (12/26/44 short		
of fuel #+ crashed 7 mi. NE of Frval and		
Frekoga 9 chutes seen open w/Lt. Blood.		
+Flak MIA over Guirgui, Roum. 6/23/44	BO 41-29495H	63
8 men out 6 chutes open w/Lt. Jones		
+Flak Blechhammer, Ger. 8/7/44	BJ 42-52721H	64
w/Lt. Erhardt 8 chutes seen to open.		
The Hottest ??? In Town (Capt. Hogan)	B 42-78139G	65
Flak Shak (Landed at Bari 6/28/44 with	BW 41-29534H	66
wounded aboard w/Lt. Wiggins		
Hitlers Egg Men + Flak MIA over	BH 42-52601H	67
Oswiecim, Poland, Crew bailed out		
Yugoslavia 9/13/44 Ten chutes seen		
to open. Pilot Capt. J. D. Hanson		
Lt. J. E. Minter Jr. Lt. Carter.	BM 42-78135G	68
+/-Salvaged 8/10/45		
The Character ( Lt. J. C. McNulty)	BM 42-52727H	69
Major Flak Damage 2/7 & 4/11/45		
Flew GP's LM 4/25/45 w/Lt. Roswald		
+/-Salvaged 8/13/45.		
My Briny Marilyn (Lt. D.D. Kitzmiller)	BE 42-78134G	70
+/-Salvaged 3/15/45./		
+e/a MIA near Bucharest, Rum. 6/28/44	BX 42-78122G	71
2 men seen bailing out, 1 chute opened.		
w/Lt. E. A. LaMar (Lt. Stone).		
?	B ?	72
Double Trouble (Lt. T. B. Jacobs)+/-6/26/44	B 42-78149G	73
Landed at Naples 7/12/44 w/Lt. Spangler	B 42-78121G	74
FO A. P. Phelts	B ?	75
Traveler (Lt. J.I.Ledbetter)	B 42-78100G	76
Liberty Lady #+ Ditched in Adriatic	BS 42-52699H	77
near Isle of Vis 1/20/45.		
*Tail Heavy (Lt.Craighead)8/22/44 Eng.	BC 41-28834H	78
shot out landed in Rome. 2/7/45 landed		
at Lucerne w/wounded. Flew LM 4/25/45		
w/Lt. Baker.		
Alley Oop (Lt. H. Cotton Jr.)	B	
Hot Pants	BH	
Rough House Annie + MIA 4/23/45	BR 42-50819J	
Jettisoned bombs (Lt. N.J. Demoso).		
Star Dust	B	
Star Duster +MIA ?	B	
Valiant Lady	B	
Vee Dee	BJ	
Waterbury Annie	B	
Virginia Lee	BK	

## REPLACEMENT AIRCRAFT

NAME	SERIAL #
PFF Acft. Flew Gp's LM 4/25/45 ZI.	BU 42-52034J
w/Lt. Hicks.	
Landed at Naples 7/12/44.	BX 42-78121G
10/7/44 Navigator Wounded, Flew ZI.	BO 42-51138H
GP's LM 4/25/45 w/Lt. Chapman	
+Flak MIA & #+ near Rudno 9/13/44	B 42-51139H
w/Lt. Lawrence. 5 chutes seen open.	
#+Collided with 394 and Crashed	BN 42-51299J
30Mi. S of Venosa Field 11/5/44	
w/Lt. Schoener - 8 Killed.	
Collided with 299 Ret'd to base ZI.	BA 42-78394G
8 Killed 11/5/44.	
Flak Damage Cpl. Halcomb wounded ZI.	BS 44-50409M
Flew Gp's LM 4/25/45 w/Lt. Werner	
Flew Gp's LM 4/25/45 w/Lt. Ludlow ZI.	BF 44-50424M
Major Flak Damage 4/11/45 ZI.	BW 44-50465M
Flak Shak III +e/a MIA near Pardubice,	BM 44-10501J
Czech. 8/24/44 w/Lt. Mulligan	
+Ditched in Adriatic Sea near Rodi,	BI 42-78508
12/18/44 w/Capt. J. C. Buker	
PFF Acft. Major Flak Damage 2/7/45	BE 44-49596L

(Continued on next page)



# Editorial

Our reunions have been a success mainly due to our hosts and hostesses. The year 1994 was no different.

Rocky and Enid Jordan showed us a good time in Memphis, Tennessee. Thanks to Rocky and Enid and all the wonderful people who helped out — it was great!

My year was full of events. The two most interesting were the 485th Tactical Missile Wing reunion and the

## Air Craft (Continued from page 15)

LM 4/25/45 w/Lt. Parsegian.  
+Flak MIA Vienna, Austria 5/29/44 B 42-52676H  
Crew bailed out (Pilot Capt. Landis,  
w/Lt. Proudlove's crew 64.  
PFF Acft. (Lightenberg - crew chief) ZI. BF 44-50749M  
Batchelor's Rooset (Major Flak Dam. ZI. BD 42-51801J  
Landed at Falconara 11/7/44. Landed  
at Lesi 4/16/45.  
2/28/45 Sgt. C. Bean Wounded. Flew BB 42-51829J  
Gp's LM 4/25/45 w/Lt. McCarthy  
+/-Salvaged 8/15/45/  
+MIA w/Lt. DeMose last location BR 42-50819J  
46-16N-12-30E.  
+MIA Near Blechhammer, Ger. 11/20/44 BH 42-51872J  
w/Lt. Warner.  
+MIA e/a Flak Shak II Major Flak ZI. BZ 44-49899L  
Damage 2/7 & 2/8/45. Jettisoned Bombs  
4/23/45 (Lt. Stewart).  
Flew GP's LM 4/25/45 w/Lt. Jackson ZI. BN 44-50914M  
Landed at Lesi 4/19/45 (Snyder) ZI. BG 42-51931J  
Major Flak Damage over Pola, Italy BL 44-49882  
Navigator killed, 2/7/45. +/-Sal.  
+MIA e/a 7/20/44 Friedrichshoffen, Ger. B 44-40886J  
w/Lt. Owen.  
+MIA Flak 7/8/44 Vienna, Austria B 42-51164J  
w/Capt. Hogan. 10 chutes opened.  
Landed at Zara 3/21/45 ZI. BJ 42-51276J  
?NO ID ZI. B 42-51407J  
Major Flak Damage 2/7/45, Landed ZI. BK 42-51638J  
at Falconara 4/19/45.  
#+ 8/11/44 near Foggia, Italy BA 42-50414  
w/Lt. Barber  
#+Crashed ? (10/21/44) 464th BG. B 42-95529  
?#+ Crashed near Venosa 11/5/44 BN - 1229

## The Mystery Planes

The following planes have been listed time and time again with nary any correspondence from any of the 485th as to their origin, pilot affiliation, crew number, serial number or squadron. I would appreciate hearing about them as I'm sure there must be an interesting story about the crew's exploits.

You will note in this newsletter a list of planes by squadron. I estimate that it's about 90% complete, however there is still room for improvement. Your input would also be appreciated to complete.

Black Swan	Pixie From Poughkeepsie
Easy Maid	or Gypsy From Pokeepsie
Ginee	Queen Bee
High Hopes	Senerita
Lil Mike	Sub Depot Sue
Mickey Finn	This Is It
Miss Mynooky	Winona Belle

— Sam Schneider

485th Bomb Group reunion.

Many have asked what is the difference. The 485th Bomb Group was an on-the-job training effort. There were lots of mistakes made; because we did not have enough training.

Whereas, the 485th TMW was a well-trained organization, ready to meet any enemy anywhere. This unit probably did more to create the downfall of Communism than any other outfit.

On my way to the 485 TMW reunion at F. E. Warren AFB in Cheyenne, Wyoming, I had a chance to visit our training field at Fairmont, Nebraska. There is still a small air field there, but the hangars are now used to store grain. They have made it an historical field.

I went into the town of Fairmont to look around and found a small museum that was once a doctor's office. In the back room is an Air Force memorabilia area. The 451st Group that trained there ahead of us has many artifacts there.

I'm happy to report that our 485th Group donated \$1,000 to help the museum along. If you have any artifacts or money to donate, write or send it to Miss Ruth Black, P.O. Box 373, Fairmont, Neb. 68354. In June of 1995, Fairmont is inviting personnel that was stationed there to return for a homecoming.

I still have some picture history of the 485th Bomb Group, the B-29 Group and the 485th TMW outfit. They are \$10 each. Also am selling 485th blue caps for \$5.00 and also have many poems that some of our comrades have written. If you want any of these or all of them, it will be \$20 which covers cost of mailing, etc. Send to: Robert S. Deeds, 117 Mel Simon Dr. No. 1, Toledo, OH 43612. My phone number is: (419) 476-7328.

I have turned the mail room responsibility over to Carl and Mary Mazzoni. Send all mail and money to Carl's attention. I visited with the Mazzoni's this fall and Art Hurley was there. he gave me a One Cup Coffee Maker from the 828th Squadron. Thanks, someone knew I needed that. Just want to say that I am not quitting, just working in other areas to help promote our group.

Sam Schneider is working on a history of our group. Sam's address is: Sam Schneider, 20110 Ventura Ave., Port Charlotte, FL 28227. Phone (813) 629-2935. He can use your input.

I recently learned that our buddy, John DiRusso was given the Freedoms Foundation Award at Valley Forge for writing the poem "PLEASE REMEMBER ME." (He also wrote our 50th anniversary poem "WE" for the 485th Group). A belated Congratulations John, you have given us some good reasons to be thankful for having such a fine friend.

Let us remind you, Lloyd and June Proudlove will be expecting you in Scottsdale, Arizona in 1995. See you there!

Bob Deeds

485TH BOMBARDMENT GROUP MEMORABILIA

On May 31, 1993, the U.S. Postal Service issued the second of a series of five miniature sheets commemorating World War II. Included in this series is a stamp depicting B-24's on a bombing mission over the Ploesti, Roumania oil refineries.

On May 9, 1946, the Postal Service issued a stamp featuring the lapel pin that was awarded to honorably discharged veterans of World War II. The pin was often referred to as "The Ruptured Duck".

Mint copies of each one of these issues has been mounted in a attractive frame, suitable for display in the home or office. The frames are approximately 3-1/2"x2-1/2" in size. These items have been available at each of our last two reunions, and they have been extremely popular.

In the event you did not attend either of 485th Bomb Group reunions, or if you did and you missed seeing them in the memorabilia room, you may order either or both of these items for \$18.00 each, including shipping and handling. If, upon receipt you are not satisfied, you may return the item/s for a full refund.

As information, we had 435 (including wives and guests) in attendance at the Memphis reunion in September. It was another memorable event, and everyone had a good time. Next year's reunion will be at Scottsdale, Arizona. Complete details covering the Memphis reunion and the one planned for '95 will be covered in the next issue of the L.T.C.

(Detach along this line.)

Please send me the following item/s at a cost of \$18.00 each:

B-24 Ploesti ----- \$ \_\_\_\_\_

Honorable Discharge ----- \$ \_\_\_\_\_

Mail order form and check payable to:

Robert M. Benson  
11002 N. May Ave. - #211  
Oklahoma City, Oklahoma 73120

Please allow three to four weeks for delivery.

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

**MAIL ROOM**  
**485TH BOMB GROUP HQ —**  
**Bob Benson**



The 30th reunion of the 485th Bomb Group, which was held September 14-18 at the Memphis Hilton, was another success. Including wives and guests, there was a total of 435 in attendance, and that made for a very lively group. Once again, we had quite a number of first-timers, and they all seemed to have a good time.

It's amazing how we continue each year to draw so many to these reunions. But the question is, how many more years will this continue? Hopefully, many.

Those of you who have yet to attend a 485th reunion should really plan on being with us next year at Scottsdale, Ariz. If you attended the 1987 Scottsdale event, I know you had a great time, and Lloyd Proudlove will again host this event.

With the aid of canes and/or wheelchairs, there are those who wouldn't miss these reunions for anything in the world. I had one wife tell me that attending one did more good for her husband than all the medications he takes.

Group headquarters was represented by "Pop" Arnold, Lil and Doug Cairns, Evelyn and Loyd Towers, Howard Cherry, and Dorothy and I. Warren Sortomme had a health problem, so he and Joyce had to cancel out at the last minute. We missed them not being with us.

We enjoyed all the activities that had been scheduled by Rocky and Enid. A special thank-you goes to each of them for the great job they did. The Sunday brunch and memorial service was, as usual, very impressive, and (Rev.) Don Whiteman's message was excellent and very appreciative.

Thanks to each of you for your continued and consistent financial support toward my expenses. I do appreciate it very much. Support from everyone on the headquarters roster will enable me to continue my various functions.

Hope all of you are having a year with good health. Also, I hope to see a lot of you in September at Scottsdale.

**828TH BOMB SQDN —**

**Carl Mazzoni**



Another year, another great reunion! Enid and Rocky Jordan sure were the most enthusiastic and hospitable host and hostess. They proved that the 828th squadron can still "boogie" when they want to.

The tour of Memphis was enjoyable — everyone was interested in viewing the Memphis Belle. The Duck Walk at the Peabody Hotel was a big hit. The Riverboat Dinner Dance was a bit "Rocky," but we all made it. It was a beautiful sunset and, later, we danced under the stars on the Mississippi. Beale Street was a real introduction to Memphis fun. That was quite a night.

Our squadron meeting took place at 4:00 p.m. on 9/16/94. Sherrill Burba gave the invocation. Carl Maz-

zoni was introduced as the new 828th reporter. Please send any news items or changes of address to him. Those present generously donated \$153 for mailing expenses. Ambrose Borgetti was recognized for his continued monetary support for the 828th mailings. We would like to thank all members for their contributions to insure the mailing to everyone in the group.

Bob Deeds has visited a site in Fairmont, Nebraska that is in the process of establishing a museum. He is excited that the 485th Bomb Group will be represented at the museum. Hopefully a future reunion will be held in Nebraska.

Ed Nett took the opportunity to give a sincere, heartfelt thank you to all the men who served in this command. He stated he was extremely proud and grateful for all they had done.

There were 50 members of 828 at this reunion. Art Hurley was able to track down his seven crew members — five were first timers. They were: Warren Schilb, George Murphy, Ray Ebersold, Wendell Harbert, and Dan Ermakovich. Also attending was first timer Mike Ciullo, a new neighbor of Carl Mazzoni. Great to have them all aboard. 828th had the most ground crew present (14). The 828th, in appreciation for all Bob Deeds' work, presented him with a gift — an electric one-cup coffee maker. ENJOY THAT MORNING COFFEE, BOB, YOU DESERVE IT.

**829th BOMB SQDN. —**

**Earl Bundy**



This year was a busy one for me. I know it was a lot more complicated for Rocky and Enid.

I enjoyed several trips to their home in Memphis to work with them. I was very pleased to see the results of all their efforts at the reunion. I only wish more veterans could have been there.

We did fill the Hilton and they were most happy to do their best to please our every need.

The 829th was well represented. I had heard from many of them during the past year. I had the misfortune of having my car stolen Thursday. It was stripped, but I found it in the police tow-in lot Friday afternoon, so I missed two days prime time at the reunion. With the excellent assistance of the State Farm Insurance Agent, I was able to get it repaired to pick up at 5 p.m. Saturday.

I was very happy that our 829th reporter, Joe Cathcart, held the squadron meeting Friday afternoon. He did a good job and received generous donations for our mail expenses. We need to hear from more of you who have not been donating.

We were extremely happy to see "The King" Pop (M/General) Arnold and "The Queen" Leona Schoultz (better half of Bill Schoultz, deceased) crowned. They danced the Tennessee Waltz for the start of the Grand



Ball. Before the waltz ended, many friends cut in to dance with the queen and the king.

I am sure everyone would have given "Pop" two more stars for his crown that evening, if it were possible.

**830TH BOMB SQDN —**  
**Chester Konkolewski**



Hello, dear friends.

Since I could not attend due to a health problem, I designated Steve Paynic to stand-in for me. Fellows, he did an outstanding job, and I congratulate him.

Here's his report.

The 1994 reunion has come and gone. As always it is a pleasure renewing old friendships and to welcome new friends and guests. Each reunion locates and brings in new members depending upon the location of the reunion site.

All reunions demand much work and planning by the executive committee and the hosts. Most of us do not realize the effort and time hosts put into these reunions.

Rocky and Enid offered various social functions which should have pleased the desire and interest of everyone. The hotel offered pleasant and comfortable appointments in the individual rooms; the food in the restaurant was appetizing and moderately priced, hotel personnel were friendly and courteous. The ballroom banquet room was not large enough to accommodate all of us. Some had to be served poolside in pleasant surroundings. After the banquet we were invited to see the performance in the main banquet room.

Unfortunately, most folks in the rear area could not see what was happening up front; from the applause and laughter, it must have been a treasured performance.

The Bus Tour offered some splendid views of homes and architecture of the era along with passing the Liberty Bowl, Memphis State University, St. Jude Hospital, Graceland, we disembarked to view the nationally famous B-17, The Memphis Belle, seeing the duck walk at the Peabody Beale Street, the home of jazz and many other sites.

The Coors Brewing Company tour was an interesting and enjoyable experience. The entrance into the large dining/meeting room's decor gave an illusion of being on a paddle wheel riverboat and looking at the panoramic windows.

The moving paddle wheel added to the illusion. The tour of the brewery explained the brewing of beer, Coors style. After the tour each person was served a Subway sandwich and a beer(s) of their choice. Soda was offered as an alternative beverage.

The river cruise and dinner offered an unique experience along with a Dixieland Band that could play most any kind of music which included the Air Force song and the favorites of the 1940's. A number of people

took advantage of the music and dance floor which was much larger than the one in the ballroom at the hotel.

Jazz lovers enjoyed the evening on Beale Street, because of the music and nightclubbing; others were not too enthralled with the experience. It was a night into the wee hours of the morning for some of the "youngsters."

Thanks, Steve.

Sure missed you guys, and do thank you for the greeting card and your thoughts of me. To my squadron buddies, Joe Cathcart, Lynn Cotterman, Big Bob Benson, Bob Hanson, Bob Deeds, Leonard Little. It just warmed the cockles of my heart.

A big welcome to our first timers: Paul Grubb, Guy Botard, Ralph Campbell and J. B. Cundiff - long lost crew member Bacon's Beavers. I'm sure sorry to have missed you all, next time around.

It was also good to see the names of Bob Samuels, Jim Blitch, John Schill, Cliff Studaker, Lloyd Rich being present, who have been absent a couple of years.

Also present were: Steve & Jean Paynic, Tom & Anne Russell, John & Anne McCarthy, Simon & Elaine Baytala Jr., Rod Ritchie, Don & Carline Landrum, John & Dell Schill, Paul & Beverly Grubb, Guy & Ina Botard, Russ & Barbara Leary, Larry & Beth Martin, Howard & Shirley Boxley, Frank & Pat Hammett, Bob Plaister, Bob McAlpine, Bob & Donna Samuels, Clyde & Virginia Corbett, Malcolm Bacon, Robert & Claire Baldwin, Ralph & Alice Helm, George & Janet Raidel, Billy & Reinette Cottingham, Lloyd & Bessie Rich, Clifford Studaker, Lester & Wilma Poulich, Hugh Garnett, James Kelly, Herb & Liz Muehlemann, Bill & Betty Cummings, W. K. Devore, George & Katie Dyer, Jim & Violet Hunter, John and Jean Forst.

A fairly good turnout at the Saturday squadron meeting, with introductions a bit of chatter etc., hat was passed around with donations from the following: Bob McAlpine, Steve Paynic, John McCarthy, Simon Baytala, Guy Botard, Bob Samuels, Ralph Campbell, Russ Leary, Paul Grubb, Howard Boxley, John Schill, Don Landrum, Rod Ritchie, Frank Hammet, Jim Blitch, Jim Hunter.

Thank you guys. It is appreciated.

The mail box was very busy, many phone calls. Received a request from C. J. Kozak, in applying for the Greek Government Medal. Interesting correspondence, donation from Clyde Corbett, with a list of missions accomplished. Very nice letter, donation from William Mattox. A letter from Ted Lipinski, a donation, and with high hopes in attending next reunion.

Letters from Elliott Seagraves and Buzz Boling, who both have health problems which keeps them close to home. Dick Fedell writes and tells me his health is not too good, and sends best wishes to you all; thanks for the generous donation. Another of our buddies who is experiencing health problems, and wishes us the best.

A letter from Dorothy Branstetter and donation. Thank you, Dorothy, our thoughts are with you.

Don Adams wrote and informed me that he contacted

the National Records Center to locate some of his crew members. They informed him that a couple were deceased, however they provided him the last address listed at the NRC files. Correspondence and donations from Art Cook, LeRoy Daniels, Fred Schneider and John Iquanito, son of Sam.

Received letters from James Barrett, Bob Lewis, Marvin Nicholson, Howard Boxley and Paul Grubb with donation. A very nice letter from Chuck Heringer, with a couple of trinkets, Notre Dame cap pin and a stick on ND insignia, thanks. Herb Kohlhorst provided me with additional information on B24's. Received a greeting with a donation from Jack Blum, thanks. Ralph Skinner writes and sez that his health is not up to par. Had surgery to remove a tumor as big as an orange, one of his kidneys went kaput, is diabetic and weight down to 145 lbs, thanks for the donation and my very best wish for better health.

Received a thank you card from Mrs. Joyce Pruitt, a note card from Mrs. June MacLaren advising me that George passed away. Have been in contact with Jack Chamberlain and Adlo Grandoni, nose turrett gunner & tail turrett gunner. In the meantime contacted our co-pilot Ev Banker, who provided me with a list of missions the crew accomplished, and provided me with an obit that our ball turrett gunner Raymond Liebold passed on, whom I've been trying to located these past few years.

So at this time I wish to report that the following buddies have passed on into the beyond. Raymond P. Liebold, passed away way on August 8, 1988, and that George MacLaren, passed away September 3, 1993. Armond Gazille, passed away June 2, 1994, and Art J. Allgood, passed away September 4, 1994, rest in peace.

Before I close I want you to scribble a nice greeting and get well to the following buddies; W. R. (Buzz) Boling, Elliott Seagraves, Richard (Dick) Fedell, William F. Mattox, Edward R. Muth, Harry Steigerwalt and Walt Schlichter. These fellow are on the sick list, and I believe they would love to hear from you, thanks.

To one and all I wish you the best of health, good luck, many happy days, lots of cheer, and may the good lord watch over you.

**831ST BOMB SQDN —**

**Lynn Cotterman**



Our thanks to Rocky and Enid Jordan for an enjoyable and successful reunion. Some of us, who drove to Memphis, saw most of the city before we located the hotel.

Here are some of the more interesting highlights: There was a reported sighting of Elvis during the Beale Street night club tour, but I didn't see him. I was too busy "woofing" down those delicious spare ribs. Speak-

ing of woofing, I thought my dog had the great life but luckily he hasn't heard about the Ducks at the Peabody hotel — red carpet — really! Dolly Parton wasn't with us on the moonlight cruise, but we saw the bridge that is nicknamed for her.

One veteran from the 829th enjoyed escorting a blond Memphis Belle to several activities. Way to go, Earl. The giant salmon in the hospitality room was a big hit, but by the time "Zeke" Cotton and I got there, the pickin's were pretty slim.

We were glad to see Woody and Marguerite arrive Friday. Colonel Dan presented a plaque to them, from the members of our squadron, recognizing their 29 years of dedicated service to the 831st. Woody asked me to thank you for the many cards and phone calls from you expressing concern for them.

Our squadron had 60 members attending this year. This is two more than last year. We beat the other squadrons again, but not by much. They are using any method to catch up, even asking the IRS to track to down their members.

Four members were added to our roster this past year; Richard Kane, Gino Chiodetti, Lee Craig and Earl Smith. Robert Dietrich located Richard Kane, who was a bombardier on Al Kaufman's crew. Ed Siatz found Gino Chiodetti and Earl Smith's pilot told him about the reunions.

How about this coincidence; David Hanson and Lee Craig were sitting next to each other eating breakfast at their church men's club in Plano, TX. They started comparing notes and found that they were both in the 831st. Lee had never heard about the reunions.

Lee Craig attended the reunion and I asked him how he liked it. He replied, "Great! Everyone was so friendly and I enjoyed talking with the guys that I hadn't seen for years. We plan to be in Scottsdale next year."

There were three other first timers from our squadron this year; Earl Smith, Louis Voerman and George Estok. Louis Voerman and George Estok have been on the roster but had never attended a reunion. Louis Voerman had about the same reaction as Lee Craig which is typical of first timers. Most of the first timers return again and again.

We are sorry to report two more of our gang passed away this past year. Ed Siatz reported that Wade Allen, who was the tail gunner on Hasulak's crew, passed away. I received a letter from Niran Kellogg telling of the passing of a crew member, Harry Altman. We have not been able to locate the pilot of their crew, Kenneth Wydlen, of Rochester, NY. Write me if you have any information about him.

Next year one of our 831st members, Lloyd Proudlove and his wife, June, will be hosting the reunion in Scottsdale, Ariz. I talked with some fellows who attended the reunion in 1987, which was also hosted by the Proudloves. They told me that the Proudloves really know how to throw a party! Make your reservations early or you may have to stay in another hotel.