



LIGHTWEIGHT TOWER CALLING



No. 44

April 2010

Charleston, South Carolina 2010 by Phil Cummings

Charleston, S.C. where the first shot of the Civil War took place on April 12, 1861 will be the sight of the 2010 reunion. The reunion will be held at the Sheraton Charleston Airport Hotel October 20th through October 24th. The room rate will be \$105.00 plus taxes and will included a breakfast buffet. The hotel offers a free shuttle service to and from the Airport.

There are many historical landmarks and points of interest to visit. Patriots Point, home of the USS Yorktown and the Medal of Honor Museum. Historic Houses and Plantations. Carriage ride tours thru historic Charleston and many dinning options are available.



The tours and hotel reservation information will be come available thru each Squadron reporter. They will mail out the information after it is finalized. We hope to see the veterans and their families at the 2010 reunion.

Cincinnati, Ohio by Frances Fowler

The 45th Annual 485th Bomb Group Reunion was held October 7-11, 2009 at the Millennium Hotel in downtown Cincinnati. Cincinnati is a beautiful city on the banks of the Ohio River & home to many interesting sights.

About 35 Veterans & their families (including a few fourth generation children) were in attendance at the reunion.

Many persons started arriving the day before on the 6th. Some early arrivals were Bob Hanson, Bill Cummings, Phil & Michele Cummings & my daughter, Chris Searfoss & me. On Wednesday Phil & Michele did the shopping for the Hospitality Room.

Registration started at 1:00 PM on October 7th. Information on the two cities picked for next year's reunion, Chicago, Illinois & Charleston, South Carolina, was posted in the hospitality room. All attendees were able to review the information & make their choice for next year before Saturday's Business Meeting. Again, all persons eighteen (18) years or older, who paid a registration fee, & were in attendance at the meeting were able to vote on next year's reunion city.

Tours for this year were to Wright Patterson Air Force Base, Dayton, Ohio & a City Tour. I was unable to go on these tours, but from what I was told they were great outings.

On Friday evening, Jerry Whiting, Bob Vanderpool & Simi Lisica presented a slide show of the efforts of Simi & his friends on the recovery & story of the men from the 485th who had to land on the Isle of Vis. All three of these men put a lot of effort & time into making this evening very special. I personally look forward to seeing this type of presentation at each reunion.

Saturday, October 10th the group Meeting was conducted by Bob Hanson. Bob announced that at the end of the reunion the gavel would be turned over to Phil Cummings. The Secretary and Treasurer's reports were read. Nearly 150 were in attendance at the reunion. A minimum of 150 is required to hold the reunion. Phil Cummings & father

Bill were again thanked for all the work they do for the Hospitality Room. Phil's wife, Michelle, also is a great help to the Hospitality Room. Steve & Laura Sharpe were again congratulated for the great job they did on Lightweight Tower. Laura was not in attendance due to one of their pets being very ill. It was great having Jerry Whiting back after his illness. Bob Hanson said Lynn Cotterman was not in attendance due to health problems. There were cards available for signing & will be sent on to Lynn. During the Business Meeting the Special Guest, Simi Lisica was recognized & spoke for a short time to the attendees.

Carlo & Lina Briscese & daughter Emanuella; and brother John & Rae Mollica were again in attendance.

After the Squadron pictures were taken a cash bar was available in the banquet room. Pre-dinner music & music for dancing was performed by "the Pete Wagner Band" The band played Military music, Jazz & music from the 1930's & 1940's. Bob Hanson opened the banquet with a welcome. George Chaplin said the prayer. John Mollica entertained us with singing & some dancing. John sang many songs which were enjoyed by all in attendance.

The food was good, but portion sizes were varied. Some of us had great laughs about some of the small sizes of the dessert.

Sherrill Burba, Bob Hanson. Neil Swann & George Chaplin conducted the Sunday morning memorial breakfast & service. George is a retired Episcopalian priest & did the service. George also led the singing of songs.

Next year we will meet in Charleston, South Carolina. Charleston has many historic & beautiful old homes, & the tours should be great.

City Tour of Cincinnati by Terry Boettcher

On Thursday 10-18-2009, we were treated to a bus tour of the city of Cincinnati & the surrounding area. This trip included both the Ohio & Kentucky sides of the Ohio River, which cuts through the metro.

Cincinnati, named after the Roman warrior-farmer Cincinnatus, resides near the mid point of the Ohio River that extends from Lake Erie to the Mississippi River at Cairo, Illinois. Although some call it the "City of 7 Hills", it actually sets down in a natural bowl surrounded by high wooded & semi-level ridges.

In the early 1800's the city, due to its strategic geographic location, became a trading center on the river. Along with being a river hub, it also developed into a major provider of pork & related bi-products. This time is recalled by locals as the days of Porkopolis. The older homes off the central city still have iron fences which were installed to keep out pigs on their way to market, not people.

Today some of the larger anchor employers are the home offices of Proctor & Gamble, Macy's, Great American Insurance, Chiquita Brands & Kroger Food Stores. These companies & others provide jobs to the over two million citizens of the greater metro area which covers 79.6 square miles.

Cincinnatians trace their early European roots as follows: 20% German, 10% Irish, 5 % English & 3% Italian. This

mixture has an effect on the skyline of the city even today. When the Irish Catholics immigrated, the established Germans refused to share their churches & therefore duplicate Irish churches were built. When on the high ridge to the south of the city, you can see an inordinate amount of church spires. Although many of the congregations have long disbanded, the city is maintaining these historical buildings & the empty churches have been turned into public use.

When traveling from the airport, which is actually in Northern Kentucky, you cross the Ohio River going north into the downtown via the John Roebling Suspension Bridge. This bridge was completed in 1866 & looks suspiciously like another famous suspension bridge on the East Coast. Actually this bridge over the Ohio River was the prototype for the Brooklyn Bridge which was also built by John Roebling.

We passed by numerous historical locations & museums including the Taft Museum, the Fountain Square, which includes the Tyler-Davidson Fountain dedicated in 1871, & the wonderful art deco hotel from the 1930's, the Hilton Netherland Plaza. Harriet Beecher Stowe, who wrote Uncle Tom's Cabin, was the daughter of the minister of the Presbyterian Church off the downtown area. There is a Jewish Reformed Synagogue, dating back to the mid 1800's showing the influence of Jewish immigrants very near the same location.

The venerable Music Hall houses the Cincinnati Orchestra, whose conductor was Erich Kunzel. Mr. Kunzel is recognizable as the bow-tied orchestra leader conducting the National Memorial Day & Fourth of July concerts in Washington, DC. Much to the dismay of the city & country as a whole, Mr. Kunzel unexpectedly passed away 9-1-09 & has been replaced by Steven Reineke.

Close to the river, we passed by Paul Brown Stadium that opened in 2000 & houses the NFL Bengals. Near by is the Great American Ball Park that was completed in 2002 & home to the MLB Reds. New to the city is the National Underground Railroad Freedom Center. This is a Smithsonian affiliate that uses exhibits & educational programs to promote a better understanding of freedom today & the lessons of the Underground Railroad.



Paul Brown Stadium



Tyler Davidson Fountain
Fountain Square, Cincinnati

Related to & across the river in Covington, Kentucky we passed a house under renovation that was a stop on the Underground Railroad. The rear of the property backs up to the Licking River that empties into the Ohio. This was a main escape route north for those seeking freedom from slavery.

The high point for many of us was the afternoon visit to the Cincinnati Museum Center at Union Terminal. This is a restored train station that has the largest free standing dome in the Western Hemisphere. The massive art deco dome spans a 180 foot diameter. Inside are the Museum of Natural History & Science, the Cincinnati History Museum, the Duke Energy Children's Museum & the Robert D. Lindner Family Omnimax Theater. We all viewed "King Tut" in the theater. The tour was enjoyed by all.



Cincinnati Museum Center at Union Terminal



Taft Museum of Art

Wright Patterson Air Force Museum Tour

Written by Michael Lindsay, Submitted by Marvin Lindsay

We boarded the tour bus on a partly cloudy and rainy Thursday morning and headed towards Dayton Ohio which is home to Wright Patterson Air Force Base and the National Museum of the US Air Force. As we drove through Cincinnati our tour guide pointed out some of the more interesting and probably lesser known things about Cincinnati, such as it is surrounded by seven hills and is more or less in a "bowl" shaped valley. We also passed the old union train station which has been converted to a history museum, which was toured during the city tour on Friday. Upon arriving at the museum we were greeted by one of the museum volunteers who took us over to the main base to see the presidential air gallery which houses President Franklin Roosevelt's "Sacred Cow" who was the first American president to fly while in office. The "Sacred Cow" is a converted C-54 and was the first aircraft that was specifically designated for the President. The aircraft had a unique feature of an elevator that allowed President Roosevelt to be loaded on the aircraft while still in his wheel chair. President Truman signed the National Security act of 1947 aboard the "Sacred Cow" which designated the Air Force as a separate service. The "Sacred Cow" is the birthplace of the USAF. The other most noted presidential aircraft is the Boeing 707-320b tail number 26000 this aircraft was affectionately known as SAM (Special Air Mission) 26000 and also was the first aircraft to use the call sign of Air Force One when the president was aboard. This aircraft also had the sad duty of returning President Kennedy to Washington, D.C. after his assassination in Dallas Texas. The aircraft commander had several rows of seats removed in order for President Kennedy's body to be in the cabin and would not allow his body to fly underneath as cargo. This aircraft carried eight presidents while it was in presidential service from 1962-1990.

The group boarded the bus and headed back to the main part of the museum for a quick lunch and to continue the tour. The main museum is comprised of several more galleries that are huge hangers that are packed with much more than aircraft. We saw everything from WW I cargo trucks to Predator DAV's and some of the test aircraft that were some of the best kept secrets of our time. Most of the group spent their time at the Air Power Gallery which

houses one of the world's top collections of WW II aircraft and exhibits that tells the proud story of the US Army Air Corps pivotal campaigns in both the European and Pacific Theaters.



One of the aircraft within this gallery is a Consolidated B24 D tucked way back in the corner, this aircraft flew combat missions with the 376th (H) BG, 512th Sq. and was named "Strawberry Bitch" I can imagine how the crew came up with that name and the stories they and she could tell. My father, Marvin Lindsay had the pleasure of showing my sister Cheryl Lindsay around the B-24 D aircraft for the first time as this was her first reunion and her first time to see the same type of aircraft he flew in. Another well known aircraft in this gallery is the B-29 "Bockscar" which was the airplane that dropped the second atomic weapon on Japan and led to the surrender of Japan and the end of WW II. There is also a memorial garden at the museum where a plaque from the veterans from the 485th (H) BG was dedicated during a reunion in October 1982. Soon it was time to board the bus and head back to Cincinnati all in all it was great trip and would recommend to anyone who is interested in aircraft history to visit the National Museum of the US Air Force.



Notes from the Historian

by Jerry Whiting

Whew! Another whirlwind year has passed. The busy part of the year for me started in late May as my health improved and I was able to devote more time to research, answering website inquiries and questions from our Vets and family members. The website could keep me busy full-time. Most of the responses continue to come from relatives of 485th Vets or European historians and researchers.

Many of the relatives of 485th Vets are searching for answers of what Dad, Grandpa or Uncle did during the war. Providing answers is time-consuming, but this is an important part of my function. Most often this particular Vet is no longer with us. Answers aren't always available, but I can usually provide some of the requested information. If the request is from one of our Vets lost during the war, I spend as much time as necessary to check all my resources and this would include providing information about any surviving crewmen from that Vet's crew.

There are an increasing number of responses from Europe. It's not uncommon to get two or more inquiries per week. These are usually very specific, wanting to know if a particular 485th plane was lost in a certain area on a certain date. Most are from amateur, sincere historians. I answer all of them because these people can, and do, help provide us with answers and new information about a particular plane or mission. I now have people whom I can call on for research assistance in Poland, Germany, the Czech Republic, Hungary, Austria, Slovakia, Slovenia, Italy, Croatia, Romania and Bulgaria. I have provided information this past year for 485th planes and crews lost in all of these countries.

I'll mention one unusual inquiry I received several months ago. This email was from an actor in the Czech Republic. This actor had a small part in an upcoming film, due to be released this year, about the Tuskegee Airmen. This is a George Lucas film, so it's sure to be a commercial success. The actor was portraying a 485th airman (not identified by name in the film). He wanted more information about a particular mission flown by the 485th and general information about the 485th's interaction with the Red Tails. He needed the info within a couple of

days, so I sent him a mission report, a letter about the Red Tails that was in Bombs Away, the camp newsletter, and a letter from the Red Tails that was left in the planes that landed at their base at Ramitelli on December 29, 1944. He was thrilled. In his email he told me he was in a bar scene, somewhere in Italy. He said the group insignia on his jacket was accurate, as seen on our website. He only had about two lines, but said in one line he identified himself as being with the 485th Bomb Group. He thought the film would be released in the spring of 2010, so watch for it.

In July I made a trip to Italy and Croatia. You'll see an article about this trip elsewhere in this issue.

Last year I mentioned having been contacted by Ned Permenter, regarding his cousin Ray Permenter, from Randall Beardon's 828th Squadron crew. Ned is nearing completion of a wonderful display at East Bakersfield High School, honoring Ray and his crew. As I mentioned, the football stadium was named for Ray, but over the years the significance of the name of the field has been lost. The new display will tell the story of Ray and his crew.

I'm still behind on website additions and corrections, but perhaps I'll get some work done on this before the newsletter is out. A special thanks is in order for Gerry Weinstein, who is organizing and cataloguing his 485th aircraft photos. I hope to see as many of you as possible at the reunion in Charleston.



Ann & Jerry Whiting and
Vern & Rhonda Christensen

Friday Night Presentation by Frances J. Fowler

On Friday evening a Special Presentation was shown by Sime Lisica; Bob Vanderpool and Jerry Whiting. The presentation was about the 485th Bomb Group Losses in Yugoslavia. Sime was the guest of Bob Vanderpool and is from Croatia.

The Partisans were Communist forces led by Marshal Tito. The Partisans were primarily Croatians and fought the Germans, Ustashe and Chetniks. The Chetniks were Royalist forces led by Draža Mihailovich and were primarily Serbs. The goal was to preserve the monarchy and fight the Germans, Partisans and Ustashe. The Ustashe were led by Ante Pavelich, and were Fascist and Pro-German. They set out to eliminate Serbs, Gypsies and Jews. They fought the Partisans, the Chetniks and the Allies. These were the main three groups operating in Yugoslavia.

Bob and Jerry talked of the number of planes which went down in Yugoslavia and about the crews & the 485th losses in Yugoslavia: Approximately 20 planes went down in Yugoslavia. Members of two other crews went into Yugoslavia from Italy and were rescued. Approximately 206 men were involved. Several men went down more than once. These numbers do not include any of the crews who landed or crash-landed at Vis and Zara.

What happened to these crews in Yugoslavia?

- 111 airmen rescued by Partisans
- 14 airmen rescued by the Chetniks
- 42 airmen were killed
- 39 airmen were captured by the Germans or Ustashe and survived the war as POWs
- 1 airman was rescued by the Chetniks and turned over the Partisans.

A list of the Pilots and other information was shown on a slide of the crashed planes.

Bob provided a summary of the war career of his uncle, navigator Robert J. Vanderpool, who died in the Vis harbor following a mission to Linz, Austria. He encouraged the 2nd and 3rd generation members of the 485th to keep conducting their own research, no matter how little information they have to start with.

Sime presented slides showing 485th plane parts he located off Vis, and a video of another plane he located in the bay near his home north of Zara. Since planes could not be removed, Sime towed the nose of the plane he found in the bay closer to where he lived. Divers who were friends of his removed debris from the tail of the plane in 140' of water to identify the plane.

This presentation was great and do hope we see more of these special unscheduled presentations at the next reunion.

Thanks to Jerry and Bob for the help they gave me in writing this article. The two of you are great.



Bob Vanderpool & Sime Lisica



485th Continues to Change Lives by Emanuela Briscese

Let me start my saying that I was never particularly interested in learning about the wars of the past. I have heard stories from my dad and watched the occasional WW2 movie with him as a little girl here and there but, that was about it. This all changed when Laura Sharpe contacted me with a simple question - "Are you from Venosa?" I thought it was odd that anyone knew of Venosa since it is such a small town, and even stranger that someone in AMERICA knew about Venosa. Now we know now that the relationship between my family and the family of the 485th Bomb Group is all thanks to Steve & Laura Sharpe and Jerry Whiting. Because of them, my Dad's stories of being a 12-year old boy during a war in which the children of Venosa saw the glory of the American soldiers finally came out.

The stories of a boy with a very clear memory of the German occupation of the town, the American soldiers coming in and saving the day, the bomber planes flying overhead waiting to make formation to go off on their next bombing

mission...and a particular soldier (Sam Schneider) that befriended my dad by giving him chocolates and chewing gum - a soldier that my dad spent his entire life believing he had been killed during a mission, only to find out 60 years later that this man lived well into his 90's and at one point in time, while my father lived in Orlando, FL, this man lived in Tampa, FL - only an hour and a half drive from him. It's a heartbreaking story but he and the other soldiers of the 485th are part of the history of my family.

After having had the PLEASURE of meeting those of you that attended this year's reunion (my first reunion), I feel even closer to this part of my family's history, thanks to all of you. You made Venosa your home for

a year, and you hold it close to your hearts today just as I do. All of you generous enough to reminisce and share your stories about those months you spent in Venosa, as horrible as they may have been but still such a huge part of your lives that you can't forget them. Many of you eager to meet the little boy, my father, that would disobey his parents wishes and come visit your camp outside of town - a little boy that today, 65 years later, still remembers the KINDNESS of the soldiers that were in Venosa. And me, someone so removed from a life during a time of war, seeing the same kindness now that my father saw in each of you so long ago. You embraced my family and me. All of the

veterans and your families truly stole my heart, and in turn I went home having experienced a part of history through your eyes. The pictures I saw, the stories I heard, they all seemed to be something out of a movie - almost unbelievable - but so touching. An experience like this makes a person realize that we wouldn't be where we are today if these men, really still almost children at the

time, didn't decide to sign themselves up for some sort of military service during that war. Those stories that seem so unbelievable to me are moments you all LIVED, you fought so that the generations after yours, my generation, would continue to have freedom. All I can say is simply, Thank You. Hope to see you all again at next year's reunion!



Lina, Emanuela & Carlo Briscese with Ann & Jerry Whiting
and Rae & John Mollica

Grazie!

A Cook's Memories by Tony Siller - 828th Squadron

I joined the 485th in Fairmont, Nebraska in late 1943. From there I went to Italy aboard the James Hoban, a Liberty ship. It was a long and tough journey. To pass the time we had boxing matches. The boxing ring was on the main hatch cover, which was a very rough canvas cover. Because of this the boxers had to wear their brogans; otherwise, the rough surface would tear the skin off their feet. The saddest part of the journey was when the Paul Hamilton, a sister ship on the convoy, was sunk in the Mediterranean, with the loss of all personnel (many of them being from the 831st Squadron).

When we arrived in Venosa, Italy, we immediately set up a tent for the mess hall. I was one of the 828th Squadron cooks, but we cooks also had other duties, like CQ, guard duty and fire guard duty. While on guard duty we were initially given a Jeep with a .50 caliber machinegun mounted in the back. The gun was soon removed and we were given M1 carbines.

We had to be very much aware of fire hazards, because we were out in the middle of a wheat field and every tent had a 55-gallon barrel of gasoline, used for heating purposes. The only fire casualty I remember was when one of the cooks was severely burned when a stove exploded. I was present when this happened. The cook was cleaning a stove and I asked him if I could help him. He said "no" and I began to walk away. When I had walked about six steps an explosion knocked me down. I turned around and the cook was engulfed in flames. He was screaming and so was I! I rolled him on the ground to put out the fire. It seemed like hours before other G.I.'s came running to help. The cook was rushed to a hospital in Bari and I never heard from him again or learned what happened to him.

Another casualty I recall was when a cook was run over by a truck in Venosa. This made us two men short in our section and we didn't get replacements. It was very simple for us to prepare meals because the

food all came in cases and boxes (dehydrated food). About once a week we were lucky to get fresh eggs. I went to farmers in the Venosa area and traded coffee, sugar and other items for fresh eggs and produce. We weren't authorized to feed the troops these fresh eggs (or anything else not on the approved menu), so the eggs were for us and for our friends, such as gunners and non-flying enlisted personnel. It was usually late at night when we treated them to this special food.

When preparing the regular breakfasts for the airmen, we would disguise the dehydrated eggs on the menu by adding broken eggshells to make them think they were getting fresh eggs. Only twice during my time there did we get frozen turkeys, a special treat, for Thanksgiving and Christmas 1944.

At Christmas time in 1944 I had an idea and made a cookie cutter from a tin can in the shape of a Christmas tree. I used this cutter to cut Spam into the shape of

Christmas trees. (To this day I hate Spam.) Nearly everyone got a laugh out of this. With the help of our Italian K.P. workers we decorated our mess hall in a Christmas theme, with pine branches and paper decorations.

One sad thing about this period was that when we went to dump our leftovers from our mess kits, the Italian children

were there waiting with receptacles to collect this food. No food was wasted from the kitchen, because any leftover food was given to the Italian K.P. workers to take home. One item we had in abundance was hard candy. When I went to Venosa I would take a can or two of candy and throw it to the children. This made me very popular and the children would call out "Tony! Tony! Tony!"

One of my additional duties was running the Airman's Club. I remember the beer came in O.D. (olive drab) cans. After closing the club we had to be careful when walking back to our tents. It was pitch black darkness and there were foxholes around the tent area. There



could have been a lot of Purple Hearts issued, if they had been given for injuries sustained when men fell into these uncovered foxholes.

I recall that one time the mess hall roof was perforated with holes. This was not from enemy attack, but damage caused by an engineering crew that was digging holes and detonating dynamite to build a drain for our waste water. They must have used an excessive amount of dynamite, for when they detonated the charge it rained big rocks all around the area. Fortunately, it didn't take long to get a new roof.

When we finally left Venosa for home at the end of the war it seemed a much shorter trip to get home than it had been to get to Italy, but the food aboard the ship was just as bad as when we had come overseas. But

what a welcome we received when we arrived in the USA! Our first encounter with good food was in the mess hall after our arrival. The cooks in the chow line were all German POW's. We pigged out on the best meal we had in a long time. There was steak, fresh vegetables, ice cream and most importantly, FRESH MILK! Quite a few of us got sick from gorging ourselves on all this fine food. In our outfit we had some G.I.'s of Italian descent who had relatives in Italy. When these men got permission to go off base and visit their relatives, we would give them food from

the kitchen, such as coffee, sugar and candy to take to their relatives. Overall, the cooks were very popular and had lots of friends. Because cleanliness was our top priority, we never had a case of food poisoning in the entire outfit.



Above: cooks had to protect themselves from irate diners
Front Row Far Left: Tony Siller



Tony Siller, Jerry Whiting, Kathleen & Jerry Seigel, Lynn Cotterman, Gertie Siller

Banquet and Entertainment by Frances J. Fowler

Squadron & Other Group pictures were taken by Renae Walpes of Mayhew & Pepper Photographers. During this time a cash bar was available in the banquet room. Pre-dinner music was by the Pete Wagner Band. The band played Military music, Jazz & music from the 1930's & 1940's.

Bob Hanson, Sr. opened the banquet with a welcome & a Prayer/Blessing. George Chaplin said the prayer.



John Mollica singing to the 485th

The musicians entertained us with great music during our dinner. At our table we thought the food was very good, but that portion sizes varied greatly. The dessert was great.

John Mollica again entertained us with his great singing & dancing. All in attendance enjoyed John's performances. Thanks to the wonderful music provided by the Pete Wagner Band couples enjoyed dancing during the evening. All enjoyed an evening of great entertainment, food & dancing.



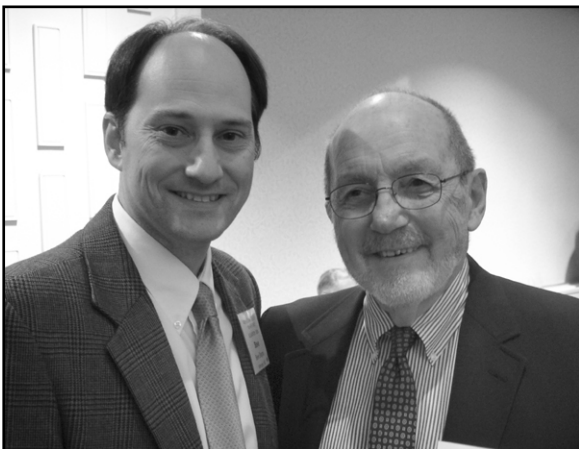
828th Terry Boettcher & Candy Jones Miles



829th Mary Ann & Jack Behunin



830th John & Ann Sellers



830th Steve Sharpe & Eugene Kapaloski



831st Bill & Joanne Brokaw

Buffet Dinner by Jerry Whiting

Once again we had our annual buffet dinner on Thursday night & it was a fun event for those who attended. The food was good, but the real treat was a performance by Nancy James & Greg Lee, performers of SHOW STOPPERS. With Greg on the piano & Nancy on the vocals, they did a re-enactment of an early 40's radio show.



Scott & Carol McIntier, Neil Swann,
Evaun & Mark Swann - nice smile Neil 😊



Marvin Lindsay with Jodie Boyd



Jim Eamon with Ken & Helen Wall

Both were extremely talented & their WWII songs were great, but perhaps the most entertaining part of their show was Nancy's "commercials", describing various products available during the 1940's. It brought back fond memories to many of those in attendance & people were talking about the performance long after Greg & Nancy left the stage.



Carol, Martha & Jack Yates chat with
Thomas Lambros and Sherrill Burba



Kitty & Frank Nardi with daughter
Barbara Nardi-Mason



Keith & Bill Williams with Robert Rankin-Gilliland

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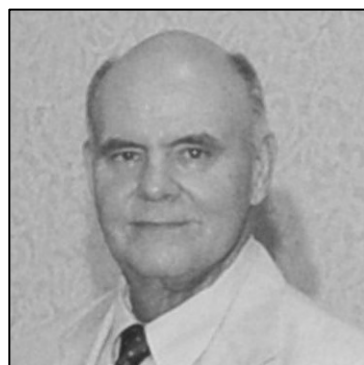
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Gerry Weinstein

SPECIAL GUESTS



Lina, Emanuela & Carlo Briscese
Rae & John Mollica, Sime Lisica & Bob Vanderpool

FIRST TIMERS



Reginald Lyons, Bill Woeslaw, George Williams
Absent from photo: Gordon Tuttle

828TH SQUADRON



Front Row: Bill Williams, Robert Yates, Sherrill Burba, Gordon Tuttle, Ken Wall
Back Row: Gregory Lahay, Jack Whatley, Charlie Taylor

829TH SQUADRON



Front Row: Wayne Smith,
Russell Arthur, Reginald Lyons

Back Row: Alvin Martin,
Jack Behunin, Marvin Lindsay

830TH SQUADRON



Front Row: Bill Cummings,
John Sellers, Bueford Cooper

Back Row: Red Kempffer &
Clifford Studaker

831ST SQUADRON



Front Row: George Williams; Bill Woeslaw, Bill Brokaw, Frank Nardi, Harold Wilder

Back Row: Jim Scheib, Robert Hickman, Jesse Ledbetter, Bob Hanson, Vern Christiansen,
George Chaplin

828TH SQUADRON - GUESTS



Front Row: Terry Boettcher, Candy Miles, Gail Higdon, Lauren Hays, Jayne St. Marie, Robert Rankin-Gilland, Carol Yates

Back Row: James Buterbaugh, Keith Williams, John Wilson, Jr., Dan Crouchley, Ronnie Taylor, Dean Taylor, Jr., Dean Taylor, Sr., Russell Brooks, Matt Burba

829TH SQUADRON - GUESTS



Front Row: Colleen Calcaterra, Bib Arthur, Michael Lindsay, Cheryl Lindsay, Thomas Lambros

Back Row: Robert Anderson, Chris Searfoss, Steve Lindsay, Larry Lyons

830TH SQUADRON - GUESTS



Front Row: Carol Studaker, Jolene Stockton, Evaunn Swann, Carol McIntier, Ann Sellers, Michele Cummings, Molly Cummings, George Cummings, Lucy Cummings, William Cummings
Back Row: Randy Cooper, Mike Kempeffer, Neil Swann, Mark Swann, Scott McIntier, Phillip Cummings, Steve Sharpe, Katy Cummings, Clayton Cummings, Warren Cummings

831ST SQUADRON - GUESTS



Front Row: JoAnn McCabe, Jennifer Bullock, Kristen Helton, Diane Leslie, Pam Haley, Barbara Nardi-Mason, Ann Whiting, Stephanie Capozziello, Pam Hanson-Phillips, Linda Haley, Patty Penny
Back Row: Ron Hallock, Randy McCabe, Keith Bullock, Bill Leslie, Jim Eamon, Gail Eamon, Tom Haley, Rhonda Christiansen, Tom Christiansen, Jerry Whiting, David Williams, Bill Phillips, Janice Sunderland, Mark Leslie, Jim Penny

WIVES & WIDOWS OF VETERANS



Front Row: Frances Fowler, Marie Ledbetter, Mickey Kempffer, Susy Woeslaw, JoAnne Brokaw, Kitty Nardi

Back Row: Martha Jane Yates, Helen Wall, Ann Scheib, Ann Sellers, Ginny Mlinaz, Carol Studaker, Margie Smith, Alice Arthur

POWS / MIAs



Front Row: Reginald Lyons, Frank Nardi, Vern Christiansen

Back Row: George Chaplin, Robert Yates, Marvin Lindsay



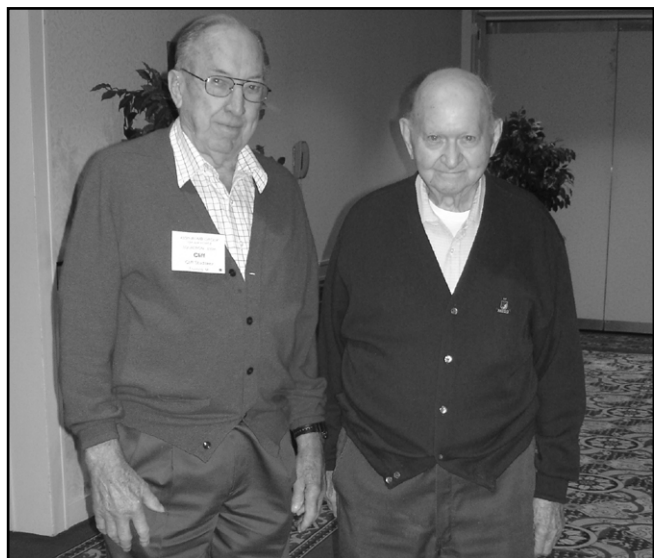
828th Gail Higdon, Dean Taylor, Jr., Charlie Taylor, Dean Taylor, Sr., & Ronnie Taylor



829th Margie & Wayne Smith, Alice & Russ Arthur



830th Bueford & Randy Cooper



830th Cliff Studaker & Bill Cummings



831st George Williams & David Williams



831st Bill & Susy Woeslaw

MINUTES OF THE 485TH BOMB GROUP

Business Meeting Saturday, October 10th 2009 Millennium Hotel Cincinnati, Ohio

The 45th Reunion Business Meeting was called to order by Chairman Bob Hanson. A silent prayer was said for those who were lost overseas, the ones who have joined Journeys End since the last reunion and all those who are too ill and couldn't attend the reunion. Bob said Lynn Cotterman was too ill to attend the reunion.

Bob Hanson led the group in the Pledge of Allegiance.

The Secretary's report of the 2008 reunion in San Antonio, Texas was read by Bob Hanson and approved as written.



Treasurer Lynn Cotterman has stepped down and has appointed Jolene Stockton to replace him as Treasurer. Jolene read the Treasurers report as supplied by Lynn. There was a beginning balance of \$9,639.42 in the account. After expenses & deposits the balance is now \$7,459.47. Jolene stated that the most expensive item is the printing & mailing of the Lightweight Tower, which is approximately \$1,900.00 a year.

Bob Hanson said Lynn Cotterman is very ill and for all of to keep him in our prayers. Lynn has been one of the driving forces behind the reunions for many years.

Bill Cummings and son Phil continue to run the Hospitality Room. They do a great job each year.

At last year's reunion a ring was given to Bob Hanson. This ring was from one of the veterans in the two plane collision at Bruck. Jerry Whiting is trying to locate the person to whom this ring belonged. Between Jerry and Lynn Cotterman they have narrowed the search to the possibility of the ring belonging to Peter Lambros. Peter's brother, Tom, was in attendance at this reunion, and hopefully they will be able to solve this dilemma this year. Jerry was invited to Washington to a meeting to help find MIAs. There are still some in East Germany; and several crew members are still missing. One area still in Romania is being checked for crash sites. Small groups are still looking for remains of crashes. There is a monument for the crew of John Sandall in Germany. This is an odd thing for Germany to do for Americans, but some of the Germans feel that the Americans earned them their freedom. There is another monument at the East Bakersfield High School for Bearden's crew (Cousin of Ned Permenter).

Bob Hanson announced that he would be turning over Chairmanship of the 485th Reunion to Phil Cummings at the end of this year's reunion. Phil presented Bob with a flag in a case as well as a clock for his desk. A flag was also presented to Lynn Cotterman. Bob said he was very humbled to receive this recognition and thanked everyone greatly from both he and Lynda. Phil will take

the flag to Lynn when he gets home. A flag has been given to the 485th Bomb Group. This flag flew in Washington, DC in honor of the 485th Bomb Group.



A book will be available next year in Italian about the Stockdale / Tomhave crash site. The 485th preserved their history as the Americans had cameras and the Italians didn't. Carlo and Lina Briscese were in Italy and the TV crew followed. Many moving experiences in Northern Italy regarding Col. Tomhave and Stockdale's mid air collision. The Italians are still looking for personal information on this crash. Book will be available next year about Old Mt. Sawtooth crash sites. Last summer wreckage was recovered from "Ole Sawtooth", where John Sellers' crew lost their lives. A memorial ceremony was held at the site. There are still some books available of "Missions by the Numbers" which has been reprinted. Jerry Whiting, Vern Christiansen and Hal Wilder all have books available in the Hospitality Room.

Jerry introduced Simi Lisica from Croatia, who will be giving a presentation on Friday evening about the discovery of a 485th plane in the Vis Harbor. Jerry would like to get together a trip to Venosa, but doesn't want it to interfere with the reunions.

Gerald Weinstein was thanked for the large pictures he made available and were on display in the Hospitality Room. Gerald's father was the group photographer and a lot of servicemen were also assigned the duty of taking pictures.

The second generations of veteran families are now taking over the reigns for handling the future reunions.

First timers at the meeting were introduced. Those in attendance at the meeting were:

Tom Lambros (brother of Peter Lambros), Reginald (veteran) and Larry Lyons; Cheryl Lindsay (daughter of Marvin Lindsay); Bill (veteran) and Susy Woeslaw; Chris Searfoss (daughter of Arthur Fowler); George Williams and Son; Ron Hallock (future grandson-in-law of Robert Hickman); Matt Burba (grandson of Sherrill Burba) & Rhonda Christiansen (daughter-in-law of Vern Christiansen).

The oldest veteran in attendance for a couple of years has been Hal Wilder. This year the oldest veteran was Gordon Tuttle (a first time veteran to attend the reunion). Gordon was born in 1915 and will be 94 in December. Bob presented Gordon with the hat for this year. Bill and Leona Schultz started the reunion with only a few of the 828th Squadron in attendance at their home.



Oldest veteran was
Gordon Tuttle

A display of the two cities for next year's reunion was in the Hospitality Room. The cities are Chicago, Illinois and Charleston, South Carolina. The discussion round Chicago was that it was a good reunion city but pricey. Tours of Chicago could be a City Tour, Museum of Science and Industry and a Luncheon Cruise. In Charleston, prices were better. There could be a Dinner Cruise; Patriot Place; Boon Hall Plantation and a beautiful Aircraft Carrier. After some discussion the votes was as follows:

- Chicago – 10
- Charleston – a unanimous vote

Next year's reunion will be in Charleston, SC Oct 20-24th, 2010.

Old Business: Gerald Weinstein has the pictures on display for sale.

Again keep Lynn in your prayers for a complete recovery.

Pictures will be at 5:00 PM this evening on the Second Floor. The 828th Squadron will be the first taken; and continue in order with each Squadron and then on to the other groups of persons. Please be prompt and wear your badge for easy identification.

Extra glasses are available for \$1.00 each.

The Armed Forces Reunion person this year was Ashley Puvogel. Bob thanked her for all her help.

New Business: Greg Lahay of the 828th Squadron said there are Bronze plaques at Arlington National Cemetery, but none for the 485th. Would there be anyone interested in looking into this?

Mark Leslie (3rd generation) talked about while on the City Tour they were at the Train Station and a group of school children were also there. They were interested in the group and Mark explained about the WWII veterans and their ages. One little boy asked if he could salute the men as they got off the bus.

The meeting was adjourned.

Respectfully submitted.

Frances J. Fowler

Secretary



Mark Leslie

PHOTOS REQUEST

If you have any pictures of the 485th in Venosa or of any missions and would like to share them with the second and third generations please send them to:

Phillip Cummings
10605 Traders Pass
Brownsburg, IN 46112

or email to

philgrampa@comcast.net

MAIL ROOM HEADQUARTERS

By: Kathleen Arnold, HQ Reporter

Daughter of Pop Arnold, First 485th Group Commander

Since I missed everyone at the reunion in Cincinnati, I wanted to report on what's been happening with some HQ personnel that I keep in touch with, but who haven't been able to attend reunions in quite awhile. I'm talking about Bill Herblin, 485th Deputy Group Commander, & Hank Hancock, 485th HQ waist gunner & flight engineer on Pop Arnold's crew. Whenever I talk to them, Bill & Hank always ask me about the Group, & many of you might be wondering what's been happening with them. I find them so delightful & enlightening that I wanted to share a bit of their lives with all of you.

Col. Bill Herblin has become my very dear & admired friend. Bill is now 93 years old & still lives in Germantown, TX, with his wife Kathryn. He always asks that I send their regards to all the 485th Group members. Besides eye problems, Bill is getting along pretty good for his age. He walks about a mile everyday, & whenever I call, he is so generous with his time. Over the last few years, Bill & I have shared our memories of my Dad & he's passed on valuable Group history to me. Bill may be the last of my Dad's original cadre of HQ commanders.

Many of you may not know that my Dad & Bill Herblin first crossed paths when they were both assigned to the 39th Bomb Group at Davis-Monthan Air Field, Tucson, Arizona, in 1942. They respected & liked each other right off the bat. Both were native Texans, both graduated from Randolph & Kelly Fields as flying cadets, both led B-17s to Cairo, Egypt, in 1942-43, & both were seasoned pilots & respected commanders by the time the 485th was formed. After Tucson, Pop was made Commander of the 29th Bomb Group at Gowen Field, Boise, Idaho, in charge of all active flying & flight training at the base. Bill also found himself stationed at Gowen Field with the 29th & was assigned as Pop's Group Operations Officer.

When the 485th was formed, there was no question who Dad wanted as his Deputy & Pop Arnold & Bill Herblin became the first top commanders of the 485th Bomb Group. Drawing from personnel at the 29th, together they formed the original cadre of officers, & the two orchestrated an effective, efficient & impressive operational unit within a short period of time. When it came time to select the Squadron Commanders, Pop told Bill, "You pick two & I'll pick two." Pop picked Danny Sjodin (831st) & Maurice 'Rags' Boney (829th) & Bill picked Ed Nett (828th) & Richard 'Griff' Griffin (830th).

Bill told me he & Pop always worked well together, & he still carries fond memories of my Dad to this day.

Bill also told me when the 485th was authorized, he was originally slated to leave Boise to command a B-29 provisional group, but he turned down the transfer when Pop offered him the Deputy CO position with the 485th. One only needs to look at the Missions by the Numbers book to marvel at Bill's remarkable leadership contributions to the success of the 485th Bomb Group as its Deputy Commander. He was highly respected as a commander & combat pilot. Leading combat missions was part of his job, & he told me he never considered himself a brave young pilot facing the foe, rather he was just plain lucky. He also told me he had the misfortune of leading the fateful Munich mission where they lost the most planes primarily because their fighter escort never showed up. Bill said there were missed connections, or lack of coordination higher up in the command, & unfortunately this was part of war that you don't like to hear about. Colonel Herblin completed his mission quota, which was increased from 50 to 53, and returned home in December 1944.

Another cherished friendship & person near & dear to my heart is Hank Hancock. You all may recall that Hank authored the wonderful story Final Day, found in Missions by the Numbers, about the day he & my Dad's crew were shot down over Blechhammer. Hank was the waist gunner on my Dad's crew & flew 19 missions with him in lead position. My Dad told me over 1/2 of those 19 missions were flown lead ship for the entire Wing. The four Groups in the 55th Wing would rotate flying lead.

Hank was one of the original crewmembers who started out with Pop at the 29th Bomb Group where he was a flight engineer instructor. Over the years, I have developed a deep fondness for him. He is now 89, & will be married to his wife, Althea, for 68 years come January 2010! Congratulations Hank & Althea! After the war, Hank began a lifetime career in the Montana Highway Patrol and he worked his way up to the top position, eventually retiring as Chief of the State Highway Patrol. Hank says he lives an inactive life in Sheridan, Montana, but every time I talk with him he has been out hunting deer or elk with his sons or friends. In fact, when I spoke to him in November, he told me despite the fact he has cataracts, he shot himself a nice buck just the other day. If he's not hunting, he's out fishing for beautiful rainbow trout at spots he's known for decades. Even in winter time, he goes ice fishing. Hank's been a fisherman & outdoorsman all his life, & that reminds me of something Hank shared with me a few years ago.

After the war, in July 1945, my Dad was recuperating at Laguna Beach where he wrote Hank a letter. In it my Dad told Hank, "I really would like to be with you eating some of those nice trout you are catching." The tone of the letter didn't strike me as communication between a commanding officer to his enlisted man, rather it sounded like a letter from one friend to another. For many years, I heard my Dad revel about his crewmembers & he held Hank & all his crew in very high regards. To Pop, Hank Hancock was more than just one of his gunner's; Hank was a man my Dad wanted to go fishing with. Dad was always a good judge of character & I believe had the two men had the opportunity to hang out, they would have become great buddies.

Other times when I speak with Hank he's been out chopping wood for winter, or he & Althea have been out planting their garden. They have been known to grow Hubbard Squash weighing as much as 33 pounds! He & Althea are in relatively good health with nothing major to deal with other than old age, & for someone who claims to lead an inactive life, Hank sounds pretty active to me! Although their children are spread out, they stay connected to their 3 sons, 6 grandchildren & 5 great-grandchildren, at my last count. Hank & I always enjoy nice long talks about the past and present, and he has given me valuable insight of what it was like to fly missions with my Dad.

I owe my eternal gratitude to both Hank & Bill because these men opened their hearts & graciously shared their stories with me & in doing so they gave me the greatest gifts: friendship, wisdom, truth & freedom. Most, importantly, they gave me a part of my father that I never knew existed. Thank you both for your continued & valued friendship.

Another side note of HQ news, this year I had the pleasure of meeting Richard (Huck) Huckleby, the son of Capt. Hadley Huckleby, who worked at HQ in Photo Intelligence. According to Huck, his father was good at everything he did, so good that he was constantly being assigned other duties, & at Venosa, those other duties included performing as an unofficial base engineer, & as an accident investigator. This latter duty Huck's father took very seriously.

When the war began Huck's father was an engineer for the Forest Service in Denver. He was 38 years old with a family & thus exempt from the draft. In 1942, his Dad enlisted, was commissioned & eventually assigned to the 485th at Fairmont Army Air Field at Lincoln, Nebraska. Huck said they heard his father speak about Pop Arnold a lot when they were growing up. In fact, Huck said he

met my Dad & many of the HQ & Squadron men at the 1943 Bob Hope Christmas show at Fairmont before they deployed to Italy. Maybe many of you remember that show. Huck's father died in 1972 & when his memorial service in Denver was held men came from as far as New York to attend. The 485th had a bunch of above average men & Huck's Dad was one of them. Huck & his brother, Donald, attended some 485th reunions, & perhaps some of you remember meeting them. Huck told me it was very emotional for him meeting his Dad's old friends & hearing their stories.

Well, to everyone out there, I have so much enjoyed talking with you, getting your e-mails, or seeing you when you passed through Denver. I wish you a lifetime of good health, prosperity, family, & the time to enjoy them all. Until next year, my journey continues.

MAIL ROOM 828th SQUADRON

By Terry Boettcher

With 27 members in attendance, the meeting was called to order. Sherrill Burba was thanked for his service to his country & the 828th. Everyone applauded Sherrill as all were grateful for his dedication & hard work as the 828th reporter. He has also been one of the organizers of the 485th reunions going back many years. It is now his time to enjoy the reunions, less all the work.

Fran Fowler, 485th Secretary, advised that the 828th has the largest mailing list. We currently are mailing 196 individuals, down 15 members from last year. A squadron roster & mailing list will be made available during the up coming year by email.

An effort is underway in establishing an email list of 828th veterans & wives along with 2nd & 3rd generation legacies. We currently have 48 people receiving emails, including two who are residents of Venosa. We will make an effort to communicate regularly while at the same time expanding our squadron email membership. Even if you are a veteran without an email address, feel free to have other family members join us by emailing to cbetch4@aol.com

Those in attendance donated over \$450 to take our account balance to \$652. The new email list will also help with overall 485th mailing expense. The Lightweight Tower will be sent by email where possible.

The meeting was an open forum & each member was given time to introduce themselves & to speak on any topic. Most veterans spoke of their crews & time of service. There are always great stories along with the good & bad that happened in service.

MAIL ROOM 828th SQUADRON (con't)

Those not able to attend this year's reunion included Tony Siller, Gordon Sorensen, Tom Tabor, Tony Kujawa & Ned Britt. However, all have been in contact during the past year & send their regards to all.

Dan Crouchley spoke on his efforts to facilitate the recovery of his uncle's remains. John Dudley Crouchley is believed buried in Bulgaria & was lost on the mission of 6-28-44 to Bucharest. JPAC, armed with the information gathered by Dan, has indicated they are ready to do a recovery dig. All were impressed with Dan's dedication & hope that his uncle will be brought home soon.

The Cincinnati Reunion was a success & we look forward to seeing you all in Charleston in 2010.

MAIL ROOM 829th SQUADRON

By Marvin Lindsay

The meeting of the 829th Squadron followed the general meeting of the 485th Bomb Group. Marvin Lindsay called the meeting to order. He thanked all for coming & asked for a moment of prayer for the members & loved ones lost in the past year as follows: Naomi Lindsay, Nov. 2008 Art Fowler, May 2009 Will Muir, 2009, Charles Palmer, 2009, Ebe Reynolds, 2009, Ed Sawyer, 2009, Don Whiteman, 2009, John Hannum, 2009.

Marvin shared cards he had sent & obituaries he had received. He asked for thoughts & prayers for ones unable to attend for other reasons. Marvin thanked Alice Arthur for recording & Fran Fowler for keeping labels, mail rosters & Journey's End lists updated as well as for her duties as group secretary.

First Timers were welcomed. They included Robert Anderson, Colleen Calcaterra, Larry Lyons & Reginald Lyons, Thomas D. Lambros & Cheryl Lindsay. Some are second generation people or siblings as was Tom Lambros whose brother was in the 829th. Many first timers had found out about the reunion on the internet, not necessarily by word of mouth from returning reunion attendees.

The following people were in attendance: Marvin, Steve, Michael & Cheryl Lindsay, Jody Lindsay Boyd, Russ & Alice Arthur Wayne & Margie Smith Jack & Mary Ann Behunin Fran Fowler, Chris Searfoss (Fran's daughter) Al Martin, Robert Anderson, Colleen Calcaterra, Larry Lyons, Reginald Lyons & Thomas D. Lambros.

Marvin expressed how we missed Milton & Frances Fundling who had attended all reunions, shared stories, danced, & contributed wonderful pictures from Frances' talented camera work. Marvin circulated a card to be

signed & sent, wishing a full recovery from his fall.

Al Martin shared how he had heard about the reunions as early as 1975 & attended in Atlanta. With his engaging smile, he said, "It doesn't get any better than this!"

Under "old business", Marvin reported \$348.54 in 829th funds, which he thought should be adequate for postage, etc. The 485th long-time treasurer, Lynn Cotterman is not well & Marvin said the 829th joined others in a tribute to Lynn which Bob Hanson presented in the general meeting. Fran Fowler asked for updated e-mail addresses.

There being no "new business", the floor was opened up for sharing. Marvin encouraged stories, as he pointed out the new regime, 2nd generation people, are stepping into leadership positions & need to hear from the WWII veterans. Marvin knew of 2 restored B24s & had been able to go on a B-24 flight several years ago. The entire 829th group was touched by the story told by a grandson who saw the school children at the Cincinnati museum & told their teacher that this bus carried veterans who had protected their freedom--and the school boy saluted. Several men shared stories of visiting schools to talk with children about military experiences.

Bob Anderson asked what does "replacement crew" mean & it was explained that the 485th had 720 flyers plus ground crew & when a plane went down & the 10 flying crew members were captured, killed or wounded, a new 10-member flying crew was sent to replace them. Russ & Wayne were in a "replacement crew". Jack Behunin was in an original crew & Tom Lambros' brother was in an original crew, shot down May 23, 1943. Jack shared a story of how supplies had not arrived in Venosa, though the English had put down a runway. The large canned goods were raspberry jam & the men managed to go into town looking for food. They had dinner in a Venosa brothel. Everyone agreed that Jack should write a book! Jack has missed only 4 reunions since 1975.

First-timer Colleen Calcaterra was raised in a patriotic family, but her father never talked about his war experiences. She wants to pass on to her children & grandchildren what she learns at the reunion. She thanked those present.

The meeting was adjourned at 11:26 am. Marvin closed with a hope to see 829th members in Charleston, S.C. in 2010.

Respectfully submitted,
Alice Arthur

MAIL ROOM 830th SQUADRON

By Philip Cummings

The 830th squadron meeting was opened with a prayer from Bueford Cooper, followed by the pledge of allegiance to the flag of the United States of America.

The treasurer report was presented & being financially sound there was no need to pass the hat again this year.

Randy Cooper, son of Bueford Cooper was introduced as the new reporter of the 830th squadron. Randy took over his duties at the conclusion of the reunion.

Also from the 830th is Jolene Stockton who has taken over as treasurer of the 485th Bomb Group. We thank Randy & Jolene for there help in taking the 485th BG into the coming years.

There was no old business so we proceeded to new business, which there was none. It was now time to hear from the Veterans. First up was Cliff Studaker. Cliff recounted the story of finding Jolene Stockton the daughter of the Bombardier of his crew. With the help of his Grandson they were able to find Jolene & unite her with the 485th Bomb Group. John Sellers then read very compelling letters that had been written in answer to the critics of the United State of America about the sacrifices that have been made by our armed forces over the last two hundred years. Harold (Red) Kempffer told about 50 Missions from Broadway & being shot down 9/10/44. The next speaker was Bueford Cooper. Bueford recalled the red tape & the many efforts it took to get the 485th into Whiteman AFB & so all would be able to get up close to the B2 bomber.

Every one enjoyed the stories. We can't wait to her more next year. The 830th squadron was adjourned.



830th Harold (Red) Kempffer
& Mickey Kempffer

MAIL ROOM 831ST SQUADRON

By Jerry Whiting

There were 34 people at our squadron meeting this year, with 11 Vets in attendance. We opened the meeting with a moment of silence for those who are no longer with us. Jerry Whiting conducted the meeting. Jerry read parts of two letters he recently received, one from Irene Godfrey, widow of Jack Godfrey and the other from Mabel Craig, widow of Lee Craig.

The next order of business was the Treasurer's Report. Jerry explained that the 831st Squadron expenses are averaging just over \$300 per year. The report was followed by the traditional passing of the hat.

We went around the room and everyone introduced themselves. Most of the Vets told a story or two and those among us from the next generations really enjoyed listening to this history. The 831st was happy to have two first-timers from at the meeting (and at the reunion), David Williams (aircraft maintenance) and Bill Woeslaw (radio operator-Captain Kelly's crew). Both joined right in and shared stories of their experiences in Italy.

After the introductions and stories, Jerry told about his recent trip to Italy and Croatia, emphasizing that the people in Venosa haven't forgotten the 485th Bomb Group. After this the meeting was adjourned.

Thanks to all of you who continue to support the 831st Squadron and the 485th Bomb Group



831st Jess Ledbetter &
828th Gordon Tuttle

A Near Mid-Air Collision

by Hal Wilder, the copilot on Glenn Warden's 831st Squadron replacement crew

It was lost in the fog of my memory until.... but let me begin at the beginning. I had been asked to describe FLAK & it seemed necessary to just write about a particular mission. So I took on one that I thought I recalled clearly. Yeah, I recalled it, but was unsure of the target itself. For purposes of the story, I didn't feel it really mattered whether it was Munich or Regensburg. My intent was to explain FLAK, & it didn't really matter where it was, it was always nasty stuff.

However, as I was writing about that mission, my memory began to clear. I don't know how it is for others, but as I remember things, it's a visual experience. It's kind of like watching .a screen; I seem to see the action going on. & this time, as I watched, I could see features that had been hidden from me for years. As it unfolded in my memory I knew I was seeing it as it really did happen. We were flying in the number 5 position, behind & to the left of number 4. In number 6 was Max Chapman. Max had been flying as Lloyd Simpson's co-pilot. This was one of his first missions with his own crew. Anyway, as we approached the target the FLAK barrage became more violent. We caught a burst beneath our left wingtip, which caused us to bank & turn right. At the same moment, Max's plane had a burst just below his right wing tip.

Yeah! The two planes were approaching each other, at 240 miles per hour. Oh Boy! Glenn Warden was flying our plane because I was preparing to toggle our bombs when the leader dropped his. Out of the corner of my eye I saw Max coming. He would have been away out of Glenn's field of vision. I heard Carl Spiegel in our upper turret yell, but I would have been too damn slow responding. On the other hand, Max, in the left seat, reacted quickly, pushed his yoke forward, dove down & passed under us, already turning right again. He missed us entirely, but only by about 12 feet. By this time Glenn was responding by climbing away & left. Both planes swung around & resumed position in time for "Bombs Away".

I can't believe that for some 50 years that near collision had been hidden from me, but it was. Only when I began to record related events did it become clear & now as I write this some 10 years still later, I believe the number 4 plane in front of both of us was being flown by Hank Ludlow. I remember that that night in the mess hall he commented on our good luck, & thanked Max for missing his tail.

C'est la vie. C'est la guerre.

Venosa (and Italy)...again! by Jerry Whiting

In August 2009 I made an unplanned trip to Europe. Pasquale Libutti & Renato Mancino, who had a concept last year writing a book about the 485th Bomb Group & the relationship between the group & the local people of Venosa, wrote & finished their book. I provided several of the group's photos for the book & others were provided by some of the Vets. The book was finished ahead of time & a book dedication ceremony was being planned for August. I was invited to the dedication, with about three weeks notice. With little time to plan, I was able to get my frequent flier miles to work for me (amazing in itself) & I booked a trip. Tony Siller (828th cook) also made arrangements to attend, but cancelled at the last minute due to health reasons.

I got to Italy a few days before the dedication, so I started the trip in Rome, taking a train north to Udine, where I was met by Fabio Stergulc. Fabio was in the process of writing a book about the mid-air collision between Colonel Tomhave's plane & Lt. Stockdale's plane, near Chiusaforte, Italy on February 16, 1945. I was hosted at the home of Enzo & Anna Vinci. Enzo has done a lot of the research for the book, while Fabio was doing the actual writing. We discussed various things they needed for the book & I agreed to help them locate some of the needed materials & photos.

Fabio arranged a meeting for me with several historians from southern Europe, where we had a nice dinner at a local restaurant. The next day Fabio planned for me to visit the crash sites of Colonel

Tomhave's & Lt. Stockdale's planes, on Mt. Belepeit, near the village of Chiusaforte. One historian present was my friend Jakob Mayer from Austria, who attended our San Antonio reunion. Jakob & fellow historian Roland Domanig came to meet with us & to climb the mountain. I assumed I could handle the estimated 2-hour hike up the mountain, but soon realized it was too much for me. (These Italians & Austrians do this sort of thing regularly & are able to climb like mountain goats. This poor American had more than met his match.) After about ½ hour Jakob & I decided it made more sense for the two of us to walk down to the village & enjoy a beer, while the others continued the trek. I was truly disappointed, but I was still pretty weak from my fight with cancer & the accompanying surgeries. The others made it, recovering wreckage from the site, but were exhausted when they returned.

From northern Italy I went into Croatia by bus to visit Sime Lisica (who attended our reunion in Cincinnati). I relaxed at his family home north of Zara for two days & even paddled an air mattress into the Adriatic to see part of the nose of Lt. Boehme's plane, in the clear water. The nose is in about 20' of water & is clearly visible. (This plane went down on October 16, 1944.) I took a car ferry across the Adriatic to Ancona & took a train to Rionero (on Mt. Vulture), near Venosa, where Pasquale Libutti met me. Pasquale drove me to Venosa, where I was hosted by Carlo & Lina Briscese, our Italian-American friends who are now regulars at our reunions.

The name of the book is *I Cancelli Della Guerra 1955/1945, l'aeroporto Americano di Venosa*. Unfortunately it's not available in English at this time. It's a 143-page book that is full of photos, many taken by men of the 485th Bomb Group. The 485th provided much of the existing photographic history of that time period in Venosa. As the Vets know, the town was very poor & the focus for the locals was on basic survival.

I attended the book dedication ceremony & said a few words on behalf of the 485th Bomb Group. There were 80-90 people present for the dedication. Amy Bliss from the U.S. Embassy in Naples was an honored guest & she addressed the group in Italian. The entire ceremony was in Italian, except for the words I spoke. They supplied me with an interpreter, which was extremely helpful. The love these people have for the 485th was very apparent. It was a long

ceremony, made even longer by a local government representative who read a 20+ page typed speech, which I learned later included the complete history of WWII.

Some of my Venosa friends also planned a trip to Mt. Vulture (Ole Sawtooth) to try to locate the crash site of Lt. Larkin's 830th Sqdn plane. Lt. Larkin & his crew (minus their navigator) were lost on April 15, 1945 when their plane crashed into the mountain in bad weather. Pasquale & Renato located a witness who, as a small boy, observed the crash & this witness located the approximate area. One of our group, armed with a metal detector, found several pieces of wreckage, so we knew we found the right spot. Mt. Vulture, although steep in places, is more easily accessible than Mt. Belepeit, so I was able to get to this area, aided by a 4WD vehicle. I was very moved when my Italian friends produced a large American flag, seemingly out of nowhere, & asked me to lead an impromptu memorial ceremony for the crew. I did so, reading the names of the men who were lost that day. It was very emotional for me to see how much the 485th Bomb Group meant to these people. I was very happy that Carlo Briscese was with me to share this experience.

There were other experiences, but these are some of the highlights of this trip. I wish all of you could have joined me on this trip. By the way, Fabio Stergulc told me his book is now finished about Colonel Tomhave / Lt. Stockdale & he's hoping it will be in print by the end of April. At this time it will only be available in Italian, as is the book written by our Venosa friends.



Carlo Briscese & Italian researchers
at Lt. Larkin's crash site

A Letter from Italy by Pasquale Libutti

We are very happy to extend our kindest, warmest greetings to Veterans and their relatives. Last summer in Venosa, we had a presentation of the book titled “I cancelli della guerra – 1944-1945: l’aeroporto Americano di Venosa” (The gates of the war: 1944-1945: The American Airfield of Venosa). A display was set up in the old town centre.

The presentation was a result of a two year collaboration with the 485th BG Association through Jerry Whiting, Terry Boettcher, Harold Kempffer and other friends. Despite the distance between our countries and the many years since the war, we shared again the time in which the young American soldiers were in Venosa. It was our little “reunion” was made all the more special with the attendance of Jerry Whiting and Carlo Briscese, along with the Consul Mrs. Amy Bliss. Mrs. Bliss represented the U.S. Embassy in Rome and the U.S. Consulate in Naples.

On August 23, 2009 the day after the presentation, another duty waited to be accomplished. A little group of friends accompanied Jerry to Mt. Vulture. There we located, for the first time, the lost crash site of a plane belonging to the 485th BG. We held a remembrance ceremony for the 9 men of the Larkin crew who died there. We also took this time to honor all those who served & those who were lost on missions.

The collaboration with our friends of the 485th BG continues with other engagements and meetings. Hope to see all of you next year!

Yours sincerely,
Pasquale Libutti, Renato Mancino, &
Donato Maiorella



August 22, 2009 Ceremony in Venosa



Renato Mancino, Jerry Whiting & Pasquale Libutti



Tony Preite, Carlo Briscese, Michele Nigro (interpreter) Giuseppe Nolè (Venosa City Council Member for Public Buildings), Jerry Whiting, Luisa D’Urso (Venosa City Council Member for Agriculture), Amy Bliss (US Consul, from Naples) Piero Visaggio (Deputy Mayor), Ezio Lavorano (Venosa Public Library) Donato Maiorella (owner of the publishing house) Roccaldo Osanna, Pasquale Libutti and Renato Mancino

What I Learned From a Day in March, 1945 by Don Junior - 828th Squadron

German flak probed for us through broken clouds. But our attention was on our unwanted passengers, green and ugly, five hundred pounds each. Four fat bombs fully fused in the bomb bay. Minutes before, they should have blown up some railroad yards outside Regensburg. Instead they had hung up on our racks and wouldn't let go.

By early spring in 1945, we were an experienced and confident B-24 crew. Now our mood was somber. Those bombs were a major problem. Flak and bombs are a bad mix and landing with a ton of high explosives carried even worse odds. They had to go.

Our bombardier triggered the electric bomb release system again and again. The bombs refused to move, rattling in the wind roaring through the open bay doors. We all knew what had to be done and who should do it. The drill was in the operations manual. Either of two designated crew members, armaments trained, would have to go into the bomb bay and drop each bomb manually. Neither man moved.

Too much time was passing; we would soon be over liberated Italy where we couldn't ditch the bombs. Even if we got out over the Adriatic to a safe drop area, our problem was still not solved until somebody jettisoned them. I didn't recognize that we were already into the next act until some compartment in my brain had measured the problem and reported back to me. It had concluded that I knew what had to be done and how to do it. A decision had been made; I had somehow become the designee. It was now just a question of managing in cramped space and

being careful. It was not that simple. Getting into and around the bomb bay was unmanageable with a fat parachute hung on my chest. The hatch into the bomb bay was too narrow to get through and I could not see over the chute to the narrow catwalk I would have to traverse through the bomb bay. The parachute had to stay behind.

Once in the bay, I took a second to look 3-4 miles down to farms and snowy fields. But the bitter winds lashing through the bay discouraged more sightseeing. The first two bombs hung directly in front of me. I curled around the first stanchion and hugged it. One hand slid around to the back side and probed in the blind for the toggle switch. A few long seconds, the bomb fell away. Now a slow pivot to the other side, another toggle and the job was half done. The second half was easier but more exciting.

Even without a chute my flight gear was too bulky to permit squeezing between the rear stanchions to the front of the bay where the last two bombs waited. Landing with two on board was no more appealing than with four. The only option was clear but also not attractive. Holding to a stanchion with one hand I pivoted out and forward over the open bay, and back on to the catwalk. Cautious steps forward. The last two bombs went quickly. Returning to the waist, again doing the open space pirouette, took almost no time. We flew home in near complete silence.



Front: Edward DeKostic, Carl Gigowski, Davis May, Joseph Durst
Back: Jack Spafford, Joseph Salese, Lewis D. Junior, Freeman Shindledecker, Ford McMillan, Herbert Little

Tragedy at Oudna by Jerry Whiting

April 18, 1944 started out as a nice, warm day for five men of crew #39 (Frank Wodzinski's crew) of the 829th Bomb Squadron. They would soon be headed for combat in Italy, but today would be a day of leisure. Some of the men in the group had already moved up to Venosa, but this crew was still at the Oudna #1, Tunisia airfield. Lt. William Pullen, Sgt. Espy Spencer, S/Sgt. Richard Walker, S/Sgt. John Handler, and S/Sgt. Leslie Dorow decided to take advantage of the pleasant weather and walk to the nearby hills for a picnic. About 9:00 AM they started on their hike, wearing khaki uniforms, carrying K rations for lunch.

They walked through some nearby hills and onto a plain, stopping occasionally to look at the hulk of a British or German plane, shot down in an earlier battle when the Germans controlled the airfield. The war was now over in this part of North Africa and the French controlled the region. The men chatted and stopped to eat their K rations around noon. When finished they walked back into the hills for more sightseeing.

Around 1:30 PM they saw a pyramid-shaped stone monument on a hillside. They walked up to it, noticing that it appeared to be some sort of a marker. After a few minutes they turned to walk away and saw three men about 100 yards away. One of the men yelled at them and appeared to be loading a rifle. The airmen couldn't make out what the man was saying, but he appeared to be yelling in a foreign language. The airmen had only their trench knives for protection and thought it best to leave the area quickly. As they turned a shot rang out and the men began running. As they ran they tried to stay in gullies, which offered them some protection from the bullets striking the ground around them.

After running about ½ mile they reached the plain, now in view of their assailants. They continued running toward the airfield, spreading out across the plain, zigzagging. Walker later said at least 50 rounds were fired at them, kicking up dust and dirt, as they were being pursued. There were now at least two rifles shooting at them. Finally, one of the bullets struck its mark. Leslie Dorow let out a yell and fell to the ground, shot in the back. His buddies stopped and ran back to him, with bullets still whizzing around them. Pullen yelled at the men to keep running and get help and to bring an ambulance. Pullen knelt down and tried to dress Dorow's wound, while bullets were still hitting

nearby. This fire was now concentrated on Pullen and Dorow, the stationary targets.

Soon the firing stopped and Pullen was approached by four men who surrounded him and Dorow. Two were Arabs and two were Europeans, later determined to be French. One of the Frenchmen was a teenager. The Arabs took the trench knives from Pullen and Dorow and the men motioned for Pullen to go with them back into the hills. They weren't menacing, but wanted him to accompany them. He refused and insisted on staying with the critically-wounded Dorow. Finally one of the Europeans asked if he was American and Pullen nodded. After a few minutes they seemed convinced he was telling the truth. The older Frenchman took the two German rifles they had been carrying and walked into the hills, leaving the two Arabs and the teenager. Dorow died about 3:00 PM. It appeared to Pullen that the Frenchmen were the shooters, since both of them had rifles when they surrounded him.

Meanwhile, the other men had reached the base. The Group Medical NCO, M/Sgt Lange, was told of the incident and immediately phoned Doc Priver, the Group Surgeon, who was taking a shower. Priver ran out but couldn't find a Jeep, so he stole one and raced the five miles to the shooting site, dressing along the way. An ambulance was also enroute, along with other soldiers. Priver was too late. He borrowed a gun from one of the arriving soldiers and detained two men who had remained at the scene. One was an Arab and the other was a teenager, one of the alleged shooters.

On Priver's return he turned the two men over to base authorities. Later in the day he made arrangements for Dorow's funeral, to take place the next day. The next morning he made the final arrangements for the service with the chaplain and the service was held later that day.

Captain Gilbert Small, the Provost Marshall, interviewed the American airmen and also interviewed the Arab in custody (through an interpreter), identified only as Hassim. Hassim told Captain Small it was the Frenchmen who had the guns and they were the ones who shot Dorow. He claimed he didn't know the Frenchmen and didn't know why they were shooting.

Colonel Arnold and Captain Small interviewed the French teenager, whom they identified as Paul Robourg.

Robourg admitted he and his father were shooting at the airmen and said he thought they were German prisoners from a nearby POW camp who were trying to escape. He said he waved and yelled at the men, trying to get them to stop. The men started running and this led him and his father to believe they were Germans trying to escape. They shot several rounds ahead of them, but the men continued running so they started trying to hit them. Presumably, after these two men were interviewed, they were turned over to the regional French authorities, although there is no record of this. There is no available record of what actions, if any, were taken against the participants in this tragedy.

Lt. David Roth, the bombardier on this crew, was assigned to investigate the matter further. His specific assignment was to determine whether Dorow died in the line of duty. This was an important role, because his finding would impact whether or not Dorow's next of kin would receive the military death benefit. Roth's conclusion was, as follows: "A thorough investigation was made in regard to the death of S/Sgt. Leslie Dorow, and in the opinion of this officer, his death occurred while in the line of duty."

Many of the men in the group at the time were not aware of this incident. Some heard rumors, but nothing else. Al Martin, Jack Behunin and Marvin Lindsay knew more about it because they knew the crew. Even Deputy Group Commander Bill Herblin was not aware of the shooting. Herblin, like many others in the group, was already in Venosa, preparing to fly combat.

It's ironic that William Pullen, John Handler, and Richard Walker were killed three months later over Budapest. Espy Spencer became a POW after that same mission. David Roth was shot down on June 9, 1944 and became a POW. Leslie Dorow is buried at the U.S. military cemetery in Carthage, Tunisia.

(Special thanks to David Roth for providing the providing details and documents concerning his participation and knowledge of this investigation, to Bill Herblin for discussing this case with Kathleen Arnold, and to Al Martin, Jack Behunin and to Marvin Lindsay for details they provided. Documents used for this story include David Roth's Report of Death (Non-Battle Casualty) and Doctor Maurice Priver's personal diary.)



Wodzinski crew photo

Front Row, left to right: Jose Machado, mechanic; Ebe Reynolds, crew chief; Ralph Johnson, mechanic.
 Second Row, left to right: James Scott, navigator; Frank Wodzinski, pilot; David Roth, bombardier and Fuller.
 Back Row, left to right: Leslie Dorow, engineer; John Handler, radio operator; Mike Copenhaver, gunner;
 Richard Walker, gunner; George Yulich, gunner, and Espy Spencer, gunner.
 (William Pullen, copilot, is not in the photo.)

Memorial Breakfast - Sunday – October 11, 2009

By Jerry Whiting

Sherrill Burba once again hosted our memorial breakfast, assisted by Neal Swann on the keyboard. The ceremony began with a reading of verses from the Star-Spangled Banner by Stephanie Capaziello, followed by the singing of Battle Hymn of the Republic by Johnny Mollica. Chris Fowler-Searfoss explained the significance of the folds in the U.S. flag while Marvin Lindsay, Steve Lindsay, Phil Cummings, Warren Cummings, Clayton Cummings, & Mark Leslie folded the flag.

Stephanie Capaziello read a poem she had written about her grandfather, Bob Hickman, followed by her reading of the Fifteenth Air Force Prayer, composed by our own Sherrill Burba. Helen Wall read the 23rd Psalm.

George Chaplin, retired Episcopal priest & 831st Squadron member, provided a wonderful, inspirational sermon and, upon completion of the sermon, Patty Penny read Revelations 21 from the New Testament.



Administration Note:

For the 2010 Reunion, the 485th Bomb Group Association will wave the full \$35 registration fee for attendees that only attend one of the meals. The final cost would be the cost the meal plus a \$10.00 registration fee for Armed Forces Reunion. Meals included in this offer are the Saturday evening banquet or the Sunday morning breakfast.

A portion of the full Armed Forces Reunion registration fee helps to offset the costs of mailing this newsletter. For anyone that does not attend our reunions and that would like to help cover these costs, please mail your donation to our Treasurer:

Jolene Stockton
408 Palomas Drive, NE
Albuquerque, New Mexico 87108

We had a special treat this year in the form of the Hamilton County Sheriff's Office bagpipers, who played Amazing Grace & God Bless America on the pipes, accompanied by George Chaplin. Bob Hanson explained the presence of the Missing Man table. Mark Leslie read the poem Please Remember Me, composed by John DiRusso of the 829th Squadron.

George Chaplin read a prayer of benediction & led the group in the singing of Let There Be Peace on Earth & followed with the reading of the poem We Will not Forget. The ceremony ended with the playing of Taps by the bagpipers.



Linda Haley, Ron Hallock, Stephanie Capaziello, Bob Hickman & Patty Penny

**A special THANKS to
Mark Swann, Linda Haley,
Giuseppe Orlando & Giovanni Marino
for sharing their personal photos for
the newsletter publication**



JOURNEY'S END - MAY THEY REST IN PEACE

Frederick Albert	828th	2005	Ray Heskes	831st	2008
Fred Almgren	828th		Lloyd Johanson	829th	2007
Edward J. Anderson	828th	2009	Richard Kingsbury	831st	2009
George Barnes	828th		Arden H. Marrett	828th	
Edgar Beeson	828th	2009	Willis Muir	829th	2009
Myron Berke	828th		Charles Palmer	829th	2009
John Bremer	831st	2008	Zach Phillips	828th	
John Burns	830th	2009	William E. Phillips	831st	2009
Russell Bush	829th	2009	Zack Phillis	828th	
George Byrd	831st		James Pilon	828th	2009
Tom Cashin	830th		Lloyd Proudlove	828th	2008
Lee Craig	831st		Felix Raemedder	828th	2009
Bill Culver	829th	2010	Ebe T. Reynolds	829th	2009
E. J. DeVane	828th	2009	Tom Roemer	828th	2009
Robert E. Dillahey, Sr.	829th	2007	Edward Sawyer	829th	2009
Calvin F. Fite	828th	2009	David W. Shannon	828th	
Arthur J. Fowler	829th	2009	Lawrence Silva	829th	
Tom Frey	831st		Lawrence Sullivan	828th	2009
John Hanna	829th	2009	Stanley Tanka	828th	2007
Marvin Heinrich	828th	2009	Phillip A. White	830th	2009
Edgar Helms	829th		Don Whiteman	829th	2009

"RETURN MAIL WITH NO FORWARDING ADDRESS"

The following names were deleted from the Squadron Rosters. If any Veteran or Family Member has any information as to a new address or if the Veteran has joined Journeys End, please forward that information to the Squadron Leader. Thanks for any help you may give us to keep the records accurate.

A. T. Alford	828th	June Parr	829th
Bonnie Lee Bailey	828th	Felix Rameder	828th
W. Edsel Brooks	828th	Allen Richie	829th
Joseph O'Neill	828th	Mrs. Kenneth Robinson	829th
J. C. Carlin	829th	Warren Schild	828th
Manuel Garcia	828th	Walter A. Smith, Jr.	828th
Jennifer Jenkins Montrose	828th	Lawrence S. Slotsky	828th
Mrs. JA Nuessle	829th	Roy Turner	828th

SPECIAL NOTE OF THANKS TO MILTON & FRANCES FUNDLING

Milton and Frances Fundling have attended the most reunions of all. Over the years Frances has been taking great pictures at the reunions, and many have appeared in Lightweight Tower. This year, due to Milton's health, they were unable to attend the reunion. All extend their appreciation for Frances' dedication over the years and hope to see them at the next reunion. Frances, thanks so much for all your efforts!

485TH BOMB GROUP BOOKS

I'M OFF TO WAR, MOTHER, BUT I'LL BE BACK

By Jerry Whiting and Wayne Whiting

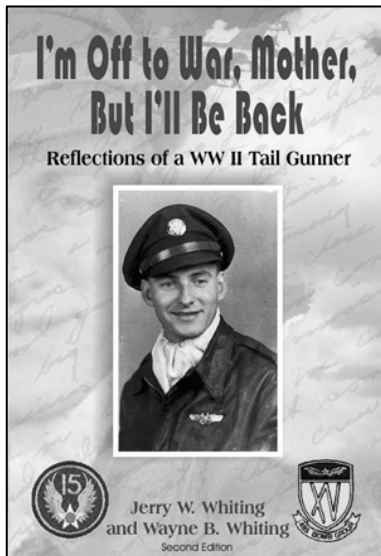
This newly revised edition, released in June 2007, is now a hardcover book. This expanded; collector's edition 250+ page book has nearly 100 photos. This is the true story of a 485th BG tail gunner, enhanced by excerpts of more than 200 letters he wrote home. It includes:

The survival tale of an 831st Squadron airman and his buddies who were shot down over enemy territory, but eluded capture and returned to Italy six weeks later. The story of the 485th Bomb Group's unique relationship with the Tuskegee Airmen.

The saga of one of the last bomber crews shot down over Europe on the final mission flown by the 485th, and their "capture" by the Russians.

The capture of a Messerschmitt pilot and his fighter by two pilots and a navigator from the 830th Squadron.

The miraculous account of a navigator's survival after he was blown out of his bomber and fell 10,000 feet without a parachute.



JUNE 2007 REVISED HARDCOVER
COLLECTOR'S EDITION!

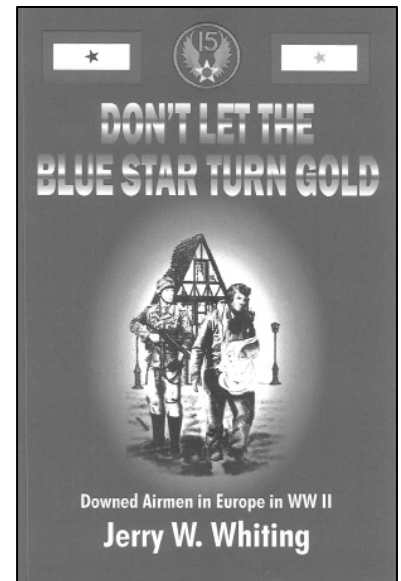
The continuing search today for a 9-man crew lost over Blechhammer.

DON'T LET THE BLUE STAR TURN GOLD

By Jerry Whiting

These are true stories of 485th Bomb Group airmen who didn't return from bombing missions. The 250-page hardcover book has 65 photos. The stories are about the struggle to survive, so that blue star proudly hanging in the window at home wouldn't be replaced by a gold one.

There are accounts of love, duty and courage. Included are stories of the families at home and their efforts to cope, after receiving that dreaded telegram advising them their loved one was Missing In Action. There are accounts from Europeans who witnessed the bombers falling, including recent stories from some who aided the airmen. Each story is placed in the context of what was happening elsewhere in the world. The author shares background history of how each story came to be, often with surprising revelations. This is a book about captures, escapes, evasions and....sometimes death. Painstakingly researched and inspirational, it's a must read for anyone interested in WWII history, particularly for those interested in the 485th Bomb Group.



BOOK ORDER FORM

Book	Price	# of books	Total
<i>Don't Let the Blue Star Turn Gold</i>	\$ 20.00		\$
<i>I'm Off to War, Mother, But I'll Be Back</i>	\$ 20.00		\$
<i>Mission By The Numbers</i> Edited by Sammy Schneider	\$ 20.00		\$
\$5 for 1-2 books, \$10 for 3-8 book		Shipping/Handling	\$
		(All books shipped 1st class or Priority Mail)	<input checked="" type="checkbox"/>
		Total amount enclosed	\$


(Check or money order payable to: Jerry Whiting)

Ship to:

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Mail order form to:

Jerry Whiting 2576 Fox Circle Walnut Creek, CA 94596
Phone: (925) 934-5204 Email: EAJWWWhiting@aol.com

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BUNDY	TOWERS			ICK	LASSEIGNE
FOWLER	HUCKEY	SIMS	TRINCH	AKINS	HERRINGER
WOODYARD	COTTERMAN	GEYER	CARLSON	SHELDON	KEELE
ROBERT BAKER	ANDERSON	BROWN	LLOYD ARNOLD	CHDATE	BENSON
TUNSTALL CREW 45	GREENWOOD CREW 45	ROSEFIELD CREW 45	RICHMOND CREW 45	FROHLING CREW 45	SIDDON
OLIVER CREW 45	DYER CREW 45	COTTINGHAM CREW 45	WESLEY CREW 45	TOWNE CREW 45	SWANN
CATHART CREW 35	MCGEEHRE CREW 35	ROSEIN CREW 35	LINDSAY CREW 35	WOLF CREW 45	FUNDING
BIG ALICE FROM DALLAS CREW 24	SKELTON CREW 24	KOPCHA CREW 24	HUBER CREW 24	FURGHESON CREW 24	LONG CREW 24
BEHUNIN CREW 24	JAY BAKER CREW 24	WILLIAMS CREW 24	CARTER CREW 24	CAMDEN CREW 24	HADEN
BROKAW	ARBOTT	WHITEMAN	HALL	MORGAN	SCHLICHTER
HANSEN	HICKMAN				

PERSONAL TILES
15th Air Force Wall - March Field, California

Personal Tiles can still be made and be set at our 485th plaque on the 15th AF Wall. The cost is \$50.00 for one line of 20 spaces and \$75.00 for two lines of 20 spaces. Here are two examples of tiles that have been set on our island.

MGMEN WALTER E. ARNOLD
CMD 485 BOMB GP POW

CPT ROBERT B. SKELTON
PILOT CREW 24 629 SQ

To order a tile, send the lettering to me with no more than 20 spaces for each line.

Warren D. Sortomme, 3490 Turquoise Lane, Oceanside, CA 92056-4866, 07601 945-8439, Sortomme@tdcslatvme.com

Check made out to: The March Field Museum Foundation
485th Vets Tiles - January 1, 2004

Headquarters - Walter E. Arnold, Robert M. Benson, Douglas M. Cairns, Ben B. Cook, John B. Cornetti, S.W. Hancock, Hadley M. Huckey, Warren Sortomme and Lloyd F. Towers.

828th SQD - Jess Akins, Karl Anderson, Lloyd Arnold, Arlynn Brown, Horace Choate, George Ick, Lionel L. Lasseigne, Roger Monroe, Edward Nott, Clifford L. Parli, Sammy Schneider, Ben O. Sims and Albert Tronche.

829th SQD - Big Allice from Dallas - Jay T. Baker, Gerald Behunin, Earl L. Bundy, Robert J. Camden, Allen W. Carlson, Kenneth L. Carter, Joseph W. Cathcart, Arthur J. Fowler, Milton Funding, William G. Furguson, Harvey H. Huber, San A. Keele, Michael I. Kopcha, Marvin H. Lindsay, William G. Long, Clayton M. McGeehee, Donald P. Roen, Marion E. Sheldon, Robert B. Skelton, Donald R. Whiteman, Wallace Williams and Irvin N. Wolf.

830th SQD - Robert E. Baker, Bill Cottingham, George Dyer, M. Greenwood, Chuck Heringer, Joseph H. Morgan, Bill Oliver, Joe Richmond, Paul Ruffeld, W. Schlichter, Everett H. Swann, Bob Towne, Fran Tunstall and R. Wesley.

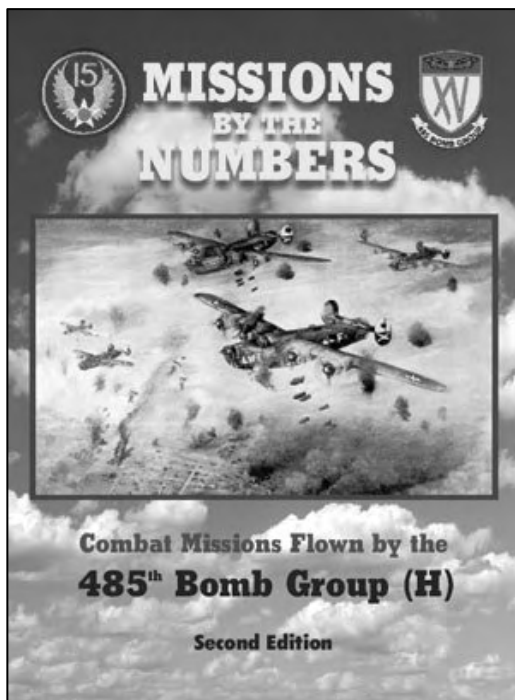
831st SQD - C.A. Albott, William Brokaw, Lynn Cotterman, William Geyer, R. Oliver Haden, Earl A. Hall, David T. Hansen, Robert W. Hickman, Dan Spodin and Howard P. Woodyard.

MISSIONS BY THE NUMBERS

Edited by Sammy Schneider

This book includes mission summaries of 187 combat missions flown by the 485th Bomb Group. Included are stories written by several members of the group that tell the complete story of a mission, from the minute the coded message was received until the mission was completed. Also included is the story of a gunner who was shot down and captured and the story of a crew that struggled to make it safely through the Brenner Valley, also known as "flak alley", with severe battle damage.

There are 20+ photos in this 190-page, quality paperback book, including several photos of bomb strikes, damaged B-24s, escort fighters and reconnaissance photos, as well as maps and charts. There is also reference information on group losses and bomb types, a sample of a pilot's "flimsy" (secret plan for the mission) and much, much more. This is a book about the 485th Bomb Group, told by the men who lived it. This is a very limited edition.



Only 300 copies have been printed, so get your copies now.

\$20+ shipping. See order form on page 34



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- Shots of badly damaged B-24's that "made it home."

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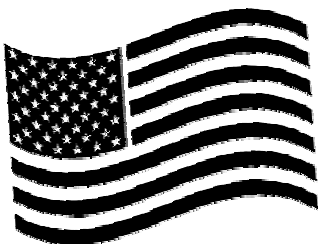
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Iris Dahlberg

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Keep 'em Flying
We salute the 485th Ground Crews
and
Non-Flying Personnel



FIRST SERGEANT

