



N 96TH BOMB GROUP NEWSLETTER

AUGUST 2014

ISSUE NO. 63



George Meshko

March 20, 1925 - April 15, 2014

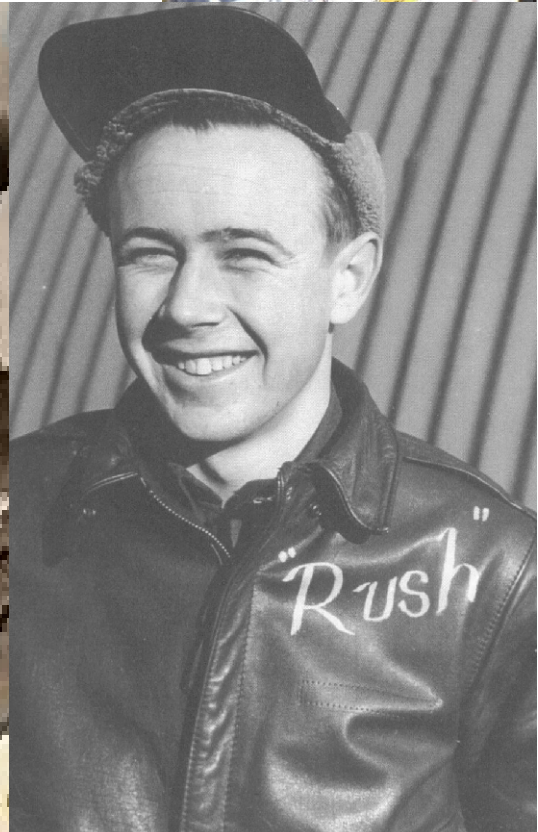
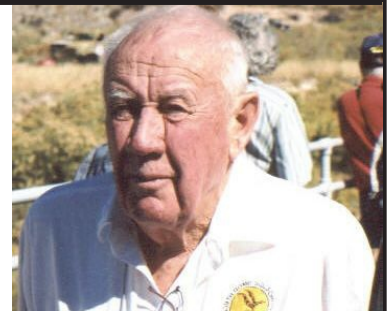


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President's Corner



Hello fellow 96'ers;

It is with great sadness and sorrow that I must let you know of the deaths of two very highly respected and loved members of our 96th Bomb Group. George Meshko on April 15th 2014 and Frank Wiswall on May 15th 2014 flew what we have come to know as their final mission.

Both of these men had been members of the 96th Bomb Group Association since it was reorganized and revitalized in 1982. They gave freely of their time and talent in service to my two predecessors Bill Thorns and Marbury Councill. Their example will serve us well as we go forward. I only regret that my term will not benefit from their presence.

George worked together with Tex Shields in organizing our reunions, in particular the Hospitality. In 1997 he was appointed to our Board of Directors and with the passing of Tex Shields really stepped up and took charge. Together with his wife Nancy they took on the role of Mr. and Mrs 96th at our reunions. Not only did they make all of us in the 96th feel welcome, they created an atmosphere in our hospitality suites that was the envy of the entire 8th Air Force Historical Society. It seemed that our doors never closed some years and George was almost always there with a smile and a story until the last man left.

The famous Blue jackets may not have been George's idea but together he and Nancy kept up what I guess you would have to call our group PX, They found a source for the manufacture and made them available to us all many times at cost to themselves for the shipping and handling.

His abilities to teach, learned as a flight instructor, came through as he brought Rebecca and Jerry Lutz along to fill his and Nancy's shoes in the hospitality room and some how Rebecca even got maneuvered onto the Board of Directors as well.

Their absence has been felt since their last reunion attendance in San Antonio in 2012 but their presence has always been with us.

Nancy we love you both and will always be here for you. Don't be a stranger keep in touch we love your e-mails.

Frank went right to work from the very beginning too in 1982 with the task of "Search and Rescue" locating and signing up veterans of the 96th Bomb Group as members of the association. When Bill Thorns appointed him to the Board of Directors in 1984 the group had grown from 105 in attendance at the Cincinnati, Ohio reunion in 1992 to a dues paying membership of 759 and 250 identified lost souls. The 1984 reunion in Los Angeles saw 307 attendees from the 96th BGA.

In 1997 Frank was elected to Vice President and became the official "Searcher Lost Souls" and served this dual role for the next 15 years until 2012. Membership continued to grow to over 1,500 members at it's highest point.

Unfortunately there is no such thing as new veterans and as

membership began to decline Frank was one of the first to recognize the need to recruit next generation membership with full voting rights. In large part his past record in locating veterans and this outreach to the next generation was responsible for slowing the decline and stabilizing our membership. We actually signed up a new member in this issue; Clyne Lunsford, a Pilot who had never before belonged to the 96th Bomb Group Association.

Frank must have taken his lovely wife Mae with him on an almost door to door campaign to accomplish this growth. Their presence at our reunions these past few years has not gone unnoticed. Those of us who were lucky to have visited Frank and Mae this past November in their home in Boonton will long remember the occasion.

On the subject of visits this June after our last Newsletter Colonel Stan Hand reached out to me and we arranged to get together the last Saturday in July to talk about the 96th and times we had at Snetterton. He has recently moved to Orlando to be closer to his son and we enjoyed the drive over from Ormond Beach for a nice lunch.



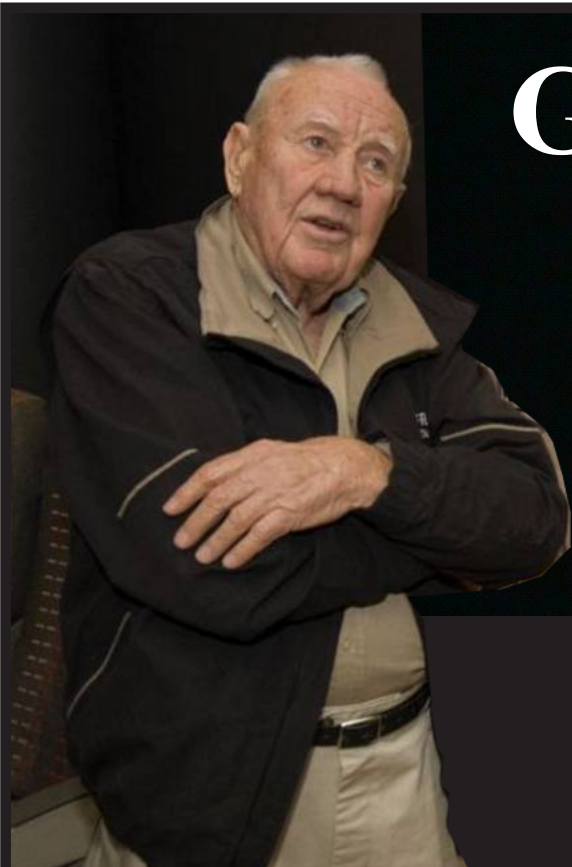
Joe and Col Stan Hand at his new residence 70 West Lucern Circle, Westminster Towers Apt. 218, Orlando FL 32801. Reachout and touch someone we did.

We could all do with a little more reaching out and touching someone. With the publication of our Membership Directory soon to take place it is hoped that many of you may reconnect that have not seen or spoken to one another for some time. It is in some ways better than a reunion and at our age certainly easier to negotiate than the travel involved with a reunion.

In closing we are looking forward to seeing as many as possible of you in Nashville October 9 - 13 for the 40th Annual Reunion of the 8th Air Force Historical Society and that of our 96th Bomb Group.

Sincerely,


Joseph Garber
paljoe2@aol.com



George Meshko

March 20, 1925 - April 15, 2014

We are so sad to hear of George's passing. Lisa and I were watching the eclipse last night and there was a comforting peace in the red moon and the brilliant planets and stars that shown so bright. George always had his head in the clouds and beyond for all the right reasons. We're sure his light will be missed but always found in the heavens.

Love Dane and Lisa Pitarresi.

The Lunar eclipse phot and text above were sent in condolence to Nancy

Wednesday, April 16, 2014

Friends,

It is with great sadness that we announce the passing of Mr. George Meshko aged 89'.

Staff Sergeant George Meshko, WWII B-17 Crewmember in 96th Bomb Group, 339th Bomb Squadron, 8th Air Force, Army Air Corps

During WWII, George Meshko served as gunner and Flight engineer on a 25-mission combat tour in the B-17, from November 1943 to March 1944. For his outstanding service and dedication, Meshko was awarded the Air-Medal with three Oak Leaf Clusters and the Distinguished Flying Cross, which was presented personally by legendary General James Doolittle. Meshko completed his combat tour just two weeks before his 19th birthday. Following his safe return home from the war, Meshko married his sweetheart Nancy, started a family and continued his love affair with aviation.

He took flying lessons through the GI Bill and became a flight instructor. He flew crop dusters and did a variety of other jobs that allowed him to hang around the airport and keep flying. Eventually, Meshko landed at Frontier Airlines. Over his 33-year career as an airline pilot, he flew the DC-3, the Convair 580, the Boeing 737 and finally the MD-80.

After Boeing purchased McDonnell Douglas, the company renamed the MD-80 the B717, so Meshko likes

to say he began and ended his professional flying career in the B-17. Following his retirement, Meshko joined the EAA in 1985 and has been a member of his local chapter 43 for the past five years.

During his tour of duty, Meshko kept a mission diary, recording the details of each mission flown by his 10-man crew in their B-17 "*Skyball*." He noted the mission target, flight conditions, enemy air attacks, abundance of flack and the outcome of each bombing run. He wrote about the many downed enemy and friendly aircraft he witnessed and how many "chutes opened - when he could spare a moment to count them. He recorded the near misses he experienced and the sense of relief upon safe return to the crew's base in England.

http://fal-1.tripod.com/George_MeshkoWarDiary.pdf

On behalf of a grateful nation, we salute you for your dedication and service to your country. RIP my friend.

A partial post from the Facebook page of The Greatest Generations Foundation, Denver Colorado
<https://www.facebook.com/rememberthosewhoserved/info>

George was a long time member of the 96th Bomb Group Association and we thank you for your remembrances'.

Another of the *Greatest Generation* moves to his place among the immortals.

"At the going down of the sun
we will remember them."

Our President's Travels



By Joe Garber

I had an experience in the first week of June 2014, that I would like to share with you. I was asked to go on a 3 day trip starting June 5, 2014. It was called an Honor Flight sponsored by the National Rotary club to celebrate the 70th anniversary of the invasion of Normandy, D Day, on June 6, 1944.

There were 65 World War II veterans who participated in the Honor Flight, ranging in age from 89 to 99 years of age. I was the only one present who was a former prisoner of war (POW). Every veteran was assigned a guardian to do anything and everything for the comfort of the veteran, so our group was now 130 people. The veterans were all from Florida.



Joe and his Guardian Ken Lenz at the WWII Memorial, in D.C.

At each airport we received a Water Cannon Salute.

We were put in chartered planes in West Palm Beach, Florida. When we were taxiing very slowly, we stopped and the pilot announced that they wanted to honor us with a "water salute". This consisted of two fire truck's one on each side of the runway, spraying a large stream of water over both sides of the plane. The same procedure was used at the 3 airports we flew out of in West Palm beach Florida, Roanoke, Virginia, and Washington, D.C . Inside, the plane we gave a very rousing reply to the pilots.

Our first stop, from West Palm Beach was in Bedford, Virginia, at their D-Day Memorial. Bedford was chosen because it had lost more men on Normandy beach than any other city (per capita) in the United States. At their memorial, there were many speakers and the crowd was very large. It lasted most of the day, and the 65 veterans were asked by their head speaker to stand up to receive a round of applause from the people that were present



The Honor Flight Veterans at Bedford Virginia D-Day Memorial. Joe in the back row circle with his POW hat.

In Washington, D.C. we were honored by participating in the presentation of a wreath at the tomb of the Unknown Soldier.

Throughout the trip we had a police escort everywhere we went.

There were very large crowds at every airport we went thru, police estimated about 30,000 people at each. Most of our veterans were in wheelchairs. When I arrived back at West Palm Beach airport there were huge crowds. Air Force, Army, Marine and Navy personnel all dressed in dress uniforms, plus the knights of Columbus with an archway of swords.

In closing, I was very pleased with the reaction of the crowd, which was very sincere and showed the great respect and pride in being an American. They said it was an honor to be there and thanked us for freedom they now enjoy. It was the best trip I have ever taken, both emotionally and honorably.



Not hard to see why Joe liked the crowds. Is he running for office?

Meanwhile Back at the Old Base



In this edition of “Back at the Old Base”, three events worth of mention have happened during the past few weeks.

First, on American Memorial Day, the ceremony at Cambridge American Military Cemetery was held and our usual floral tribute to those members of the 96th who lost their lives was presented by your UK representatives.



IN MEMORY OF THOSE WHO GAVE THEIR LIVES
FROM THE 96TH BOMB GROUP ASSOCIATION

It was attended by Malcolm Holmes and his wife Ann and both Margaret and myself. The ceremony was again, as usual, a moving and solemn event. Attendance this year seemed to be up on previous years and over 100 wreaths and floral tributes were presented. There was an unscheduled flyover by a C47 from Duxford, which was painted in the D-Day colors, ready for the 70th anniversary ceremonies over in Normandy.

It was reported in the Guernsey, Channel Islands, press recently that a local fisherman, Sen Le Noury, while out crab fishing off the island, snagged something very heavy in his gear. He managed to get a line to it and towed it back to shore to discover it was a propeller from an aircraft. Further investigations revealed it was from a B17 of the 96th BG which was shot down off Guernsey on 11th June 1944. The aircraft from the 413th Squadron was piloted by Lt. Harold Wilcox and was the lead ship for the group on the mission to Pntabault. There were 12 men aboard of which

only one man survived tail gunner S/Sgt. Adenal Hudson. As a coincidence, a party of visitors from the US were over at the time it was reported. These happened to be relatives of Lt. Glen A Fister, who was the Radar Operator. Unfortunately Glen was one of those who lost their lives.



A/C42-97693 prop recovery as reported in Channel Islands Press

Snetterton Race circuit held one of their prestigious race events in June; the International Super Bikes Meeting. As an added attraction to the event, which was attended by about 20,000 people, the circuit manager had organized a display by the only remaining flying B17 in Britain, “Sally B” based at Duxford, England. For ten minutes the aircraft displayed over the circuit making low passes over the remaining sites of the old base. Bruce Martin, one of our UK Associates was on hand to take some remarkable photos of the event. Our thanks to the Snetterton Circuit for arranging this event, which enabled a B17 once again fly over Snetterton.

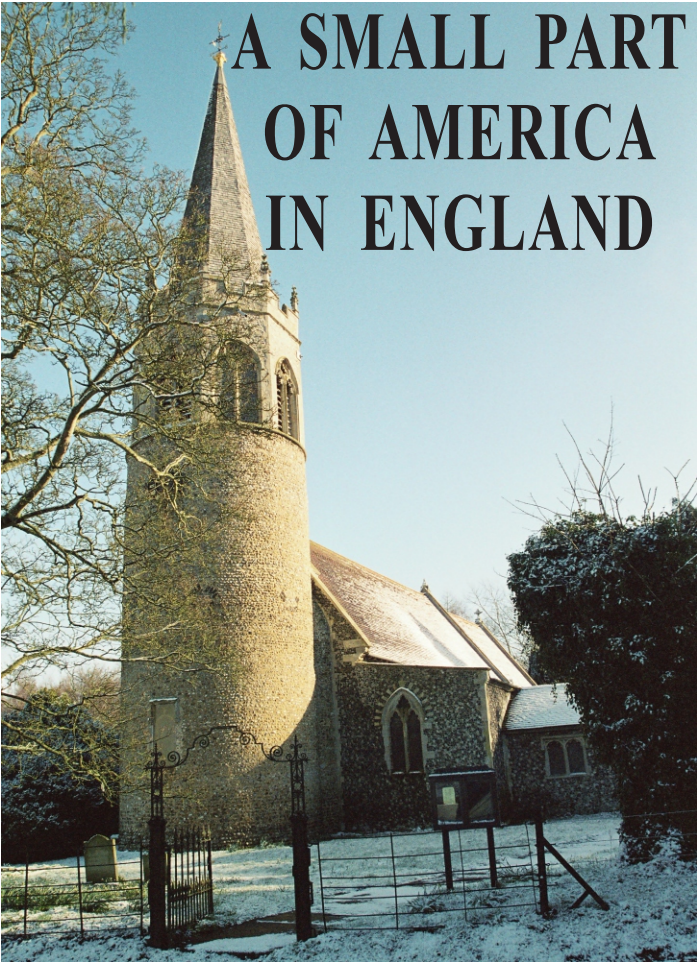


“Sally B” at Snetterton June 2014 photo by Bruce Martin

We send our sincere good wishes to you all from this side of the “pond”.

Geoff

Geoff Ward



A SMALL PART OF AMERICA IN ENGLAND

St. Andrew's Church, Quidenham. This tower was the most welcomed sight to 96ers returning from a mission.

Travel a couple of miles or so down the road from the remains of the old airbase at Snetterton Heath and you will come to the lovely little church of St. Andrew, in the village of Quidenham. Just a normal church found in almost every village in Norfolk, but this one has a special significance for many people, both in England and throughout the United States.

It is the place where seventy years ago a memorial chapel and stained glass window was dedicated to the airmen from the 96th Bomb Group who lost their lives in the great air battles of world War Two. Over the years that have followed it has become a place of pilgrimage to hundreds of American citizens, who have made the journey back to the place where they, their fathers, grandfathers, brothers, uncles and family members who were stationed at Snetterton and who fought and died in the skies over Europe.

Way back in the summer of 1944, 338th Squadron surgeon, Capt. Herbert Allen, had the idea of some sort of memorial plaque, or stained glass window, as a tribute to the dead and missing of the 96th Bomb Group. The idea was put forward by the group's Chaplain, Charles Smith who contacted the rector of the church, the Reverend Harper Mitchell.



Captain Herbert Allen

When the 96th first came to Snetterton Heath to begin their bombing missions, he not only invited members of the group to attend services at St. Andrew's, but also conducted services and held discussion groups on base. Even marriages between airmen and the local girls were solemnized in the church.

When the mention of a stained glass window was suggested, the Rector told them that the plain glass window, which over looked the chapel, was not the original and that it would be entirely right to install a stained glass one, even with a modern subject.

So the wheels were set in motion. Sgt. Gerald Athey, a 413th Squadron Crew Chief, came up with his own original design, which was then sent to an ecclesiastical artist, Reginald Bell, who, with a few minor alterations, produced the final design which was within the regulations dictated by custom and the knowledge of what may be successfully done with stained glass as a medium. Reginald Bell had already had examples of his work in the buildings of Yale University Library, the Cathedral of St. John the Divine in New York City and locally in Norwich Cathedral. The altar and furnishings were made by a local ecclesiastical carver, Cecil Howard.



The design of the window incorporates a figure of Christ; looking up to him is an airman in flying kit. Over the airman is a formation of aircraft and beneath is the spire of the little church, over which formations of aircraft were often formed. The insignia of the 8th Air Force and the 96th Bomb Group emblems are incorporated in the design as well as those of the four Squadrons, each having their own special meaning and significance.

To raise the finance for the memorial, the sum of 600 pounds was achieved over the course of two pay days on base by voluntary donations and also money raised from local concerts by the base choir.



Group Choir at memorial service broadcast to North America from St. Andrew's, Quidenham, on August 1, 1945 by the B.B.C.'s overseas service.

The dedication service was held on the nearest Sunday to Remembrance Day on November 12, 1944. It was conducted by the Bishop of Norwich, the Right Rev. Percy Herbert, assisted by Rev. Harper Mitchell, and Group Chaplain Capt Charles Smith. In attendance were Commanders and Senior Officers and airmen from the 96th, including Col. Archie Old Jr, and Col. Robert Warren. To those present at the dedication in the peaceful little village Church, crowded by Americans and British alike, the simple ceremony was inspiring.

After the blessing of the new altar, the cross and candlesticks, the candles were lighted.



Visiting the workshop of Cecil Howard on left are Reverend Harper-Mitchell, Rector of St. Andrew's, Mr. Reginald Bell, architect and Colonel Moffett, 96th Bomb

Then the Memorial window was unveiled by two American Officers, who took down the Stars and Stripes and the Group flag which had been covering it. A bugler

outside the church sounded "Taps" and wreaths were placed in front of the altar. After the service the clergy exited the church in procession lead by one of our current British 96th Association members, then Choirboy, Bert Patrick, carrying the processional cross. Seventy years on Bert is still active in the Church and will be helping with organizing the anniversary celebrations.



Exiting St. Andrew's after the dedication on November 12, 1944 then choirboy Bert Patrick lead the procession carrying the cross.

In August 1945 a service was broadcast to the USA conducted by USAAF chaplain Carlos Gosnell. In his address, the final words truly expressed whole concept of the Memorial. "Now the Chapel is complete and it has been lovingly dedicated. Now the horrors of war are finished for this, the 96th Bombardment Group and the thoughts of peace, good will and Christian brotherhood fill our minds. Let us call to mind the work our comrades did adds a sacred page to our present history. Each day as the sun lights this window and brightens the altar, we shall know that our buddies are surrounded by the mercies of a loving God and sustained unto eternal life by his Son, our Saviour Jesus Christ." In the words of poet Lawrence Binyon

*"They shall not grow old
As we who are left grow old
Age shall not weary them
Nor the years condemn.
At the going down of the sun and in the morning
We shall remember them."*



Sergeant Gerald Athey, original designer of the stained glass window, is greeted by Reverend Harper-Mitchell after the dedication.

A Last Flight

and Almost Final Missions

By Ron Gagliardi

My father, T/Sgt Joseph George Gagliardi Jr., passed away February 14, 2014 at the age of 97. Dad served as a Flight Engineer/Top Turret Gunner on a B-17 in the 413th Squadron, flying out of Snetterton Heath. He was a Life Member of the Eighth Air Force Historical Society and 96th Bomb Group Association. Like so many veterans, dad was immensely proud – and justifiably so – of his service in WWII, and the part he played.

I grew up on stories of the legendary Flying Fortress. I learned from dad of the love affair between the B-17 crews and their aircraft. Like a beautiful woman, the B-17 was real “eye candy”, its stylish lines made it the quintessential WWII bomber, but the air crews' love of this aircraft was more than skin deep; it was the B-17's character, its earned reputation for surviving damage that would down lesser aircraft and delivering its crew safely back home that solidified this love. Like so many combat airmen, dad had his tales of such deliverance that he shared with me, and they instilled in me a sense of awe and appreciation for the B-17.

For dad, his “moment of truth” came on New Year's Eve, December 31, 1944, when his crew's B-17 took a direct hit over Hamburg, Germany knocking their plane out of formation. The B-17 fell close to 5,000 feet before it righted itself. Dad was the first to gain his wits, and discovered that two engines were damaged, and the flak riddled aircraft's crew were all rendered dazed or unconscious from being tossed about on its descent. When the pilot, Ed Onisko, and co-pilot, Joe Stacey regained control, they discovered the rudder control cables were shredded by the combined effect of flak and enemy aircraft strafing. Dad, whose oxygen supply tank had been hit, grabbed his walk around tank and began assessing the damage, and administering what aid he could to the cut, bruised, unconscious, and banged up crew. Joe Stacey, joined dad as he moved thru the waist section, and reported that the cockpits windshield was shattered, instruments damaged, and control lines severed. It was then that Stacey noticed that dad's glove was bloody from an injury sustained.

Most of the crew had no oxygen. Navigator/FO Eugene Meriche was unconscious from concussion. The No. 1 engine had been hit and had to be shut down, and No. 3 engine was vibrating badly. Waist gunner Norm Struchen suffered a concussion. Tail gunner



The young and proud T/Sgt Joseph George Gagliardi Jr., Flight Engineer/Top Turret Gunner on a B-17 in the 413th Squadron.

S/Sgt Fulton Patton was without oxygen. Stars and Stripes reported that “The shot up fuselage looked like a repair shop with everybody eagerly splicing cables while bombardier Bill Meier tried to ward off E/A with his 50 caliber and while Onisko constantly compensated for the turn-restrictions imposed by shorter, spliced cables.”

Now, given the current state of affairs aboard, you would think some of the crew may have been thinking that there was a “holiday jinx” on them, as only four days earlier, on December 27 while landing following a training mission, dad's B-17 was overtaken by a too close following B-17 on touchdown. The overtaking B-17 hit dad's rear stabilizer, and its propellers chewed thru the right wing. Dad's aircraft burst into flames, and it was every man for himself as the crew began leaping from the moving plane while it was still going a reported thirty five miles per hour. In all the chaos, each escaping crewman thought they were the only survivors, but within the hour all the crew were relieved to find one another safe and unhurt.

So now, on New Year's Day, the plane lumbered along, alone and out of formation. It looked like easy prey to the German fighters that then descended on it. On one run, exploding 20mm cannon shells injured



Ed Onisko's A/C 930 was overtaken while landing by Len Kramer's A/C 338576. Onisko's was repaired. Kramer's melted. (Ward)

the waist and tail gunner. The strafing stopped only when the plane headed out over the North Sea. Dad, along with the co-pilot set about attempting to splice the severed control cables as best they could. Unable to “fly” the aircraft, the pilot, relayed his orders to dad, who in turn would manually grab and pull the severed control cables to effect slight adjustments in heading, and trim. Because the navigator was still unconscious, the pilot could only guess at their whereabouts, and hoped they were headed west across the channel to England – they weren't.

Once things settled, the pilot asked the radio operator, T/Sgt Joe Duckett, to contact one of the “life boats” that were stung out on the coast to aid downed and crippled aircraft returning from missions, to obtain a “fix” on their location. When the radio operator finally made contact, they learned that instead of flying west, they were headed north, and were at that point less than five miles from, and headed directly toward, Heligoland, a North Sea Island where German fighters were based! After several tense moments, the pilot and dad were able to redirect the aircraft avoiding this calamity, and they began limping back toward England.

Not until dad did a head count as they began their descent over the coast did anyone realize the bottom turret gunner, Clinton Solt, was not in the cabin! The bottom turret had been immobilized, and covered with oil from the shot up engines. Dad hand cranked the turret to get him out. Poor guy had no idea what was going on, since he couldn't see and his intercom was dead. He had already made his peace with God. When they did finally make landfall, it was over Scotland. Nursing the crippled plane, the pilot made a successful emergency landing back at base, although the plane ended up overrunning the landing strip due to lack of control.

On landing, the crew were greeted like celebrities. They were over 2 hours late and already notice had been posted “ONISKO CREW MIA”. Reporters cornered them after debriefing. There were 850 holes in

#623their B-17! Dad, and two others who were wounded were taken to the base hospital, and the remainder of the crew departed; bumped, bruised, and nicked, but alive. This was a story I had heard first-hand many times from my father, and as well as from his plane's bombardier, Bill Meier. It grew no less thrilling with each telling.

From stories like this, and watching movies starring the legendary “Flying Fortress” (12 O'clock High, Air Force, the 1944 documentary Memphis Belle: A Story of a flying Fortress, released on the legendary aircrafts completion of its 25th combat mission with her crew intact, and Memphis Belle, the 1990 Hollywood version), and reading many of the countless books written about the Mighty Eighth and its aircraft, my fascination with the B-17 was solidified. So, when an invitation for dad to actually take an honor flight on the Liberty Foundation's “Memphis Belle” on it's “Salute to Veterans Tour” was extended in September 2012, it seemed a dream come true for both of us, as I was lucky enough to join him.

The original Memphis Belle is undergoing restoration at the National Museum of the United States Air Force at Wright-Patterson AFB in Dayton, Ohio.



The original Memphis Belle under restoration at the National Museum of the United States Air Force at Wright-Patterson AFB

The fully restored B-17 flown on the “Salute to Veterans Tour” is operated by The Liberty Foundation, a non-profit organization that relies on Corporate and personal contributions to help defray operational expense and maintenance costs, and is a replica of the famous World War II aircraft that is its namesake. It is this aircraft that was used in the Hollywood movie, “Memphis Belle,” and is exactly as it appeared in the film, with the exception the top turret mechanism was removed to save weight and reduce gas consumption. Its authenticity, with guns mounted, Norton sight, and “dummy” bombs in the racks, made the flight aboard the Memphis Belle all the more exciting.



The Liberty Foundation’s the movie “Memphis Belle” in flight.

Like the arrival of any “movie star,” the Memphis Belle drew lots of attention from the locals at Clark Regional Airport, where the Memphis Belle would be based during its “Salute to Veterans Tour” stop in Louisville, Kentucky. When dad and I arrived, the tarmac was abuzz with reporters from local and regional newspapers and television stations, all on hand to report on the legendary B-17’s visit. While the “star” was clearly the Memphis Belle, the reporters quickly focused their attention on my dad, where he was interviewed with the ship in the background by print and television journalists.



Joe Gagliardi Jr., our star, meets the press in Louisville at Clark Regional Airport during the “Salute to Veterans Tour”.

Following the flurry of interviews and pictures, dad and the members of the news media invited to be a part of the honor flight, gathered to meet and greet our crew. We were given a brief introduction of the Memphis Belle, and the B-17s that were the mainstay of the WWII Bomber Command. After a safety briefing, it was now time to board.

It amazed me that despite the passage of over 67 years since his last flight in a B-17, coupled with the fact that Dad was at that time totally blind, having lost his sight to glaucoma in 1997, that once he was positioned at the side hatch, dad instinctively pulled himself aboard. He then made his way through the waist gunner's compartment to the bomb bay. Then, dismissing my suggestion that he take a seat in the waist, he insisted he would continue to his station at the flight deck. With the grace and agility of someone far younger than his 97 years, dad maneuvered into the bomb bay, and all the while as we moved forward on the cat walk, he pointing at latches and levers he recalled from memory (which were located exactly where his finger pointed). Once at his “duty station,” dad beamed with pride, and stood in quite remembrance of his many missions. It was an awesome moment to be able to share this with my Dad.



Once on board Joe went straight to assumes his duty station on the flight deck. One can only imagine the visions going through his mind after 67 years since his last flight in a B17.

Now, our flight was about to begin and it was time for the Memphis Belle to show her stuff. Dad and I made our way to seats placed in the radio room where we strapped in for takeoff.

The Wright Cyclone radial engines coughed, sputtered, and roared to life. I glanced back at dad, and he clearly was in a state of near euphoria as he sat, eyes closed, listening to the familiar sound of the engines roar, with a smile of satisfaction lighting up his face.

Once airborne, we were free to move about the airplane, and the pilot encouraged us to visit the various crew positions (nose, cockpit, bomb bay, radio room, and waist gunner stations). What a thrill to visit each station, and sense what it must have been like for the airmen who manned these stations during the air war over Germany.



At the hatch, instinct takes over as Joe prepares to board the “Memphis Belle” his vision may be impaired but not his memory

Like all intense moments of delight, our flight which lasted close to an hour, came too soon to an end. As we began preparations for landing the pilot asked folks to return to their seats and strap in, noting that the nose was “off limits,” half jokingly remarking that anyone sitting there would be the first to arrive at any mishap that might occur.

Once back on the ground, we lingered a bit to share our thoughts with the pilot and crew, asking questions and taking pictures. The pilot pointed out that the Liberty Foundation flies the Memphis Belle around the country educating the public on its role, and that of the combat airmen who flew them, in defending our nation and maintaining our freedom. For those planning on attending the upcoming 8th Air Force Historical Society 40th Annual Reunion in Nashville, October 9-13, the Memphis Belle will be there to greet you. Be sure to visit.



One last photo for the family album as Joe ponders this his last flight on a B-17 and the many others that came before.

Dad's pride in his service to our Country, and love for the Air Force never diminished with time – it grew stronger. The bond he shared with his crewmates too remained solid, as they continued to stay in touch, and visit with one another throughout their lives. Over the years, dad was active in the Kentucky Chapter of the 8th Air Force Historical Society, and he attended many gatherings where he was able to share his memories with those interested in learning about the valor and bravery of those who fought in the skies over Europe in that great conflict. His memory, and that of all the many brave airmen and ground crew who were a part of that epic battle, will continue to be honored thanks to all the 96th Bomb Group Association, and the 8th Air Force Historical Society are doing to keep that memory alive

Editor's Note:

*Our sincere thanks to Ron Gagliardi for not only notifying us of his fathers **Final Mission** but sharing with us this wonderful story about his father's war time experiences and the awesome moment they were able to share together.*

The “Memphis Belle” will be at a local Nashville airport during the October 9 - 13, 2014 8th Air Force Reunion and the Friday City Tour will provide an opportunity to view it.

Information for flights can be found at the Liberty Foundation's web site:

<http://www.libertyfoundation.org/index.html>



Have you ever wanted to say "thank you", but didn't... then wished you had?

Next time, say it; it's easier than you think... and it means more than you think.

It's not about politics. It's about service, and sacrifice, and it's about gratitude.

If you appreciate their service, give them a sign.

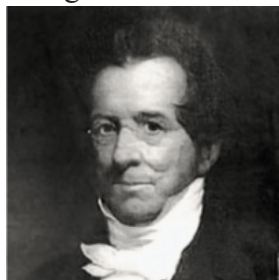
The Gesture Meaning

The gesture we are using is intended to communicate *"thank you from the bottom of my heart."*

To make the gesture simply place your hand on your heart as though you're saying the Pledge of Allegiance. Then pull your hand down and out, bending at the elbow (not the wrist) in one straight motion stopping for a moment at about the belly button with your hand flat, palm up, angled toward the person you're thanking. Think of it as though you're handing this person your heart

History

According to Norman Heimgartner, Ed.D., author of "Behavioral Traits of Deaf Children" and former Professor of Education at the University of Puget Sound, this gesture originated in France in the late 1700s, and was published in "Theorie des Signes", a dictionary of signs by the Abbe Sicard. The gesture was brought to the United States in 1816 by the Reverend



Thomas Hopkins Gallaudet (left), founder of the American School for the Deaf, who later modified it to start at the chin rather than at the heart.

That sign is now the standard sign for "thank you" in (ASL) American Sign Language. The original gesture, starting at the heart, is less commonly known today and is not considered sign language.

Why not ASL

Using the standard ASL sign for "Thank You" was our original plan for this campaign. We loved the idea that our campaign, in addition to thanking those who serve, might also bring some awareness to the hearing impaired, just as an added bonus. But when we considered the context in which this will be used we had some concerns.

Unlike other situations where people are using ASL conversationally in public, our gesture is used largely in isolation from one passing stranger to another. It is the only gesture being used -- there isn't any other use of sign to give the receiver a context for the sender using sign language.

Our concern was that if the receiver is not familiar with ASL they might mistake the ASL sign for Thank You for another well-known gesture that also uses one hand just *under* the chin -- a rather offensive gesture. We didn't want those who serve to think that people were telling them to "_____ off." This is especially of concern because there are those who, even in this day and age, will spit on our Troops or call them offensive names if they disagree with something our Troops have been tasked with doing by our politicians.

So, instead, we chose this gesture because it starts at the heart. So even if the receiver doesn't know exactly what it means the first time they see it, they'll know it comes from your heart, and that it is likely a good thing. And, although the down side is that we are not teaching anyone ASL, the up side is that we are teaching a completely unique gesture, with a unique message for a unique audience.

We hope that makes sense.



Thank You

thegratitudecampaign™

<http://www.gratitudecampaign.org/>



Scene from the video *A Gesture of Gratitude* See the whole video. http://www.gratitudecampaign.org/html/a_gesture_of_gratitude.html

**8th AIR FORCE HISTORICAL SOCIETY 40th ANNUAL REUNION
SHERATON MUSIC CITY
OCTOBER 9 – 13, 2014**



REGISTRATION INSTRUCTIONS

See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by September 8, 2014. You may also register and pay with credit card online at www.afr-reg.com/8afhs2014. A 3% convenience fee will be added to online credit card reservations. Forms received after September 8 will be accepted on a space available basis only. Hotel reservations should also be made by September 8, 2014.

ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$5 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$5 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 4:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn't cancel your reunion activities.

MEALS / EVENTS CHOICES

MEAL PACKAGE 1 \$212

Package includes 7 hotel food functions beginning with breakfast on Friday (4 breakfasts, 3 dinners).

MEAL PACKAGE 2 \$148

Package includes 5 hotel food functions beginning with breakfast on Saturday (3 breakfasts, 2 dinners)

The continental breakfast buffets include juice, fruit, cereals/milk, yogurt, breakfast breads, and coffee. The full breakfast buffets include juice, fruit, eggs, meat, potatoes, pancakes or French toast, biscuits, and coffee.

CHOICE #3 INDIVIDUAL EVENTS

Saturday Rendezvous Dinner at \$45, and Sunday Banquet at \$45 can be purchased separately, but are included in both packages above.

TOUR OPTIONS

Tours and trips are described on the Reunion Highlights Pages. Prices are listed on the registration form. Driver and Guide gratuities are not included in the tour prices.

**NOTICE
SHERATON MUSIC CITY HOTEL – NASHVILLE, TN
OVERSOLD**

Greetings 8th Air Force Historical Society Members,

I hope you are all having a wonderful summer, but fall is just around the corner. That means the 8th Air Force Historical Society reunion is about two months away. While the activity registration forms are coming in slowly to Armed Forces Reunions, Inc. (63 registration forms received so far), people have been actively making their hotel reservations (148 reservations as of August 5, 2014).

When the hotel contract was signed, the 8th AFHS Board of Directors felt it necessary to be somewhat conservative with the contracted number of rooms, as many thought Savannah might be the last 'really-big' reunion. The board must always consider the financial risks of being liable for a percentage of rooms blocked, but not booked by attendees. The final tally on reservations at the Savannah Marriott was 159 rooms and no one on the board or our company expected another 8AFHS reunion to be that big. 145 rooms were blocked on the peak night for Nashville, and as you read above, we've already gone a bit over that. Consequently, the rumors are true: The hotel is sold out for our reunion.

We have contracted with an overflow hotel, **The Holiday Inn Opryland**. It is just .9 mile from the Sheraton Music City. The rate is the same, \$109 plus tax. In addition, parking is complimentary, as is airport shuttle. The hotel van will try to shuttle people over to the headquarters hotel based on van availability (the airport shuttle needs have to take priority for them), but of course people with cars can drive back and forth easily, as it's just a couple of minutes away. I'm sure people will be willing to car pool as well.

**OVERFLOW HOTEL CONTACT INFORMATION
HOLIDAY INN OPRYLAND/AIRPORT**

2200 Elm Hill Pike | Nashville, TN 37214

Front Desk Number: 1-615-883-9770

Reservations Number: 1-866-871-1171

Direct Online Booking Link: www.afr-reg.com/8afhs2014.

Group Name: Eighth Air Force Historical Society

Reunion Dates: October 9-13, 2014

Rate: \$109 + tax.

Cut-off Date: 09/8/14.

**8th AIR FORCE HISTORICAL SOCIETY 40th ANNUAL REUNION
SHERATON MUSIC CITY – NASHVILLE, TENNESSEE
OCTOBER 9 – 13, 2014**

Thursday, October 9

	Memphis Belle & The Red Nose available for tours & rides.
1:00pm - 6:00pm	Reunion Registration open
2:00pm - 6:00pm	8AFHS Board Meeting
6:00pm - 7:00pm	Welcome Reception

Friday, October 10

7:30am - 8:30am	Full Breakfast for Meal Package #1 participants
Tbd - Tbd	Memorabilia / Gathering Room open throughout the reunion.
8:00am - 10:00am	Reunion Registration open
9:00am - 2:00pm	CITY TOUR
9:30am - 12:00pm	MEMPHIS BELLE & THE RED NOSE
1:00pm - 5:00pm	Reunion Registration open
2:30pm - 3:30pm	Chapter/Unit Development AND Next Generation Meeting
4:00pm - 5:30pm	Dinner Buffet (Pork BBQ and catfish as entrees) for Meal Package #1 participants. Laura Edge will speak during dinner of her father's experiences.
6:00pm - 10:00pm	GRAND OLE OPRY

Saturday, October 11

7:30am - 8:30am	Continental Breakfast for Meal Package participants
8:30am - 10:00am	Reunion Registration open
8:30am - 10:00am	Individual Group Meetings
10:30am - 5:30pm	Symposium: Behind the Wire and Mask
2:00pm - 6:00pm	Reunion Registration open
6:30pm - 7:00pm	8AFHS Cash Bar Reception
7:00pm - 9:30pm	Rendezvous Dinners

Sunday, October 12

7:30am - 8:30am	Full Breakfast for Meal Package participants
8:30am - 10:00am	General Membership Meeting
11:00am - 4:00pm	8AFHS Board Meeting
11:00am - 2:30pm	NASHVILLE NIGHTLIFE LUNCH AND MATINEE
5:00pm - 5:30pm	Reunion Registration open
6:00pm - 7:00pm	8AFHS Cash Bar Reception
7:00pm - 10:00pm	Banquet Dinner, followed by guest speaker and dancing.

Monday, October 13

7:00am - 8:30am	Continental Breakfast Buffet for Meal Package participants
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Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.
All trips require a minimum of thirty-five people, unless otherwise stated.
Driver and Guide gratuities are not included in the tour prices.

CITY TOUR

Friday, October 10

Begin a tour of Nashville with trained professional guides who will entertain your group with interesting facts, colorful legends, and amusing anecdotes of Nashville and her people. Drive through Centennial Park and view the Parthenon, a full-scale replica of the original in Greece. Visit the Ryman Auditorium, where the Grand Ole Opry got its start. Originally a church, the Ryman is now home to numerous musical productions. Stop on 2nd Avenue for lunch on your own at one of several different restaurants. Consider Market Street Brewery, Big River Grille, Hard Rock Cafe, or the Wild Horse Saloon.

9:00am board bus, 2:00pm back at hotel

\$49/Person includes bus, guide, and admission. Lunch on your own.

**** or ****

MEMPHIS BELLE & THE RED NOSE

Friday, October 10

The Boeing B-17F Flying Fortress, Memphis Belle and the Red Nose, P-51 Mustang will be on location at a local Nashville airport during the reunion. Today's trip is scheduled for those without transportation or wanting to go as part of a group. The planes will be available to view (and ride) at other times during the reunion as well. More details to come or elsewhere in the newsletter.

9:30am board bus, 12:00pm back at hotel

\$26/Person includes bus and escort.

GRAND OLE OPRY

Friday, October 10

During any given Opry show, audiences can expect the best in country, bluegrass, comedy, gospel, and more by Country Music Hall of Famers, cast members who helped establish the Opry as the home of country music, revered superstars, and young artists just starting to make names for themselves. It is the longest-running live radio show in the world. Sit back and enjoy an American Institution at its entertaining best.

6:00pm board bus, 10:00pm back at hotel

\$63/Person includes bus, escort, and show.

SYMPOSIUM: BEHIND THE WIRE AND MASK

Saturday, October 11

During WWII, airmen downed behind enemy lines had few options: if they survived the crash or bail out they faced almost certain capture and interment in a Stalag Luft as a POW; or they could try and get back to friendly territory with aid from the "Helpers" through an elaborate underground network of American sympathizers— Escape and Evasion. Either way, the stories of hardship, courage, sacrifice, and patriotism have been carefully researched, collected, and will be presented in a powerfully dynamic and emotionally charged symposium by renowned researchers and veterans who will share their personal experiences with you. We invite YOU to share your experiences during this interactive forum as well.

10:30am Symposium starts, 5:30pm Adjourn

There is no charge for the Symposium; however, if you want a box lunch during the short lunch break, cost is \$8.

NASHVILLE NIGHTLIFE LUNCH AND MATINEE

Sunday, October 12

Come and experience a celebration of Country Music from both the past and present. Hear songs from many of the great artists of country music history. Enjoy the music from late-greats such as Patsy Cline and Hank Williams, Sr. to the superstars of today, Sara Evans and Toby Keith. But first – be sure to bring your appetite – there is a full lunch buffet with salads, vegetables, meats, pasta, rolls, beverages, and fruit cobblers for dessert! **Note: A minimum of 70 people is required for this trip.**

11:00am board bus, 2:30pm back at hotel

\$65/Person includes bus, escort, and lunch cruise.

8th AIR FORCE HISTORICAL SOCIETY ANNUAL BANQUET

Sunday, October 12

Assemble in the ballroom for the Posting of the Colors and Memorial Service. Dinner will be a choice of Steak or Tilapia with the usual accompaniments. The guest speaker, **Yvonne Daley Brusselmans** will follow, and then the music turns up a bit for some dancing if you'd like!

6:00pm Cash Bar Reception, 7:00pm Banquet.

Cost is included in meal package or \$45 separately.

8th AFHS ACTIVITY REGISTRATION FORM – OCTOBER 9-13, 2014

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as your confirmation. You may also register online and pay by credit card at www.afr-reg.com/8afhs2014 (3% will be added to total). All registration forms and payments must be received on or before September 8, 2014. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee.

Armed Forces Reunions, Inc.
 322 Madison Mews
 Norfolk, VA 23510
 ATTN: 8th AFHS

OFFICE USE ONLY

Check # _____ Date Received _____
 Inputted _____ Nametag Completed _____

CUT-OFF DATE IS 9/8/2014

	Price Per	# of People	Total
REGISTRATION FEE			
Includes meeting expenses and other reunion expenses.	\$40		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
MEAL PACKAGES			
Package #1 includes 7 hotel meals beginning with breakfast on Friday	\$212		\$
Package #2 includes 5 hotel meals beginning with breakfast on Saturday	\$148		\$
Please select your entrée choice(s) for the Banquet:			
Chef's Choice Steak with Cabernet Demi Glace		#	
Tilapia with Lemon Caper Sauce		#	
SEPARATELY PRICED MEALS (if not purchasing a package)			
Saturday, 10/11: Rendezvous Dinner (Chicken Marsala)	\$45		\$
Sunday, 10/12: Banquet (please select your entrée)			
Chef's Choice Steak with Cabernet Demi Glace	\$45		\$
Tilapia with Lemon Caper Sauce	\$45		\$
SYMPOSIUM BOX LUNCH			
The symposium is free to attendees. Because of the short lunch break, box lunches are available for purchase in advance.	\$8		\$
TOURS			
Please choose one of the following two tours:			
Friday, 10/10: City Tour	\$49		\$
Friday, 10/10: Memphis Belle & The Red Nose	\$26		\$
Friday, 10/10: Grand Ole Opry	\$63		\$
Sunday, 10/12: Nashville NightLife Lunch & Matinee	\$65		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

Please Print

MEMBER NAME (for nametag) _____

VET NEXT GEN OTHER WWII GROUP (please list BG, not BS) _____

SPOUSE NAME (if attending) _____

GUEST NAMES _____ NEXT GEN

PHONE # (____) _____ - _____ EMAIL ADDRESS _____ @ _____

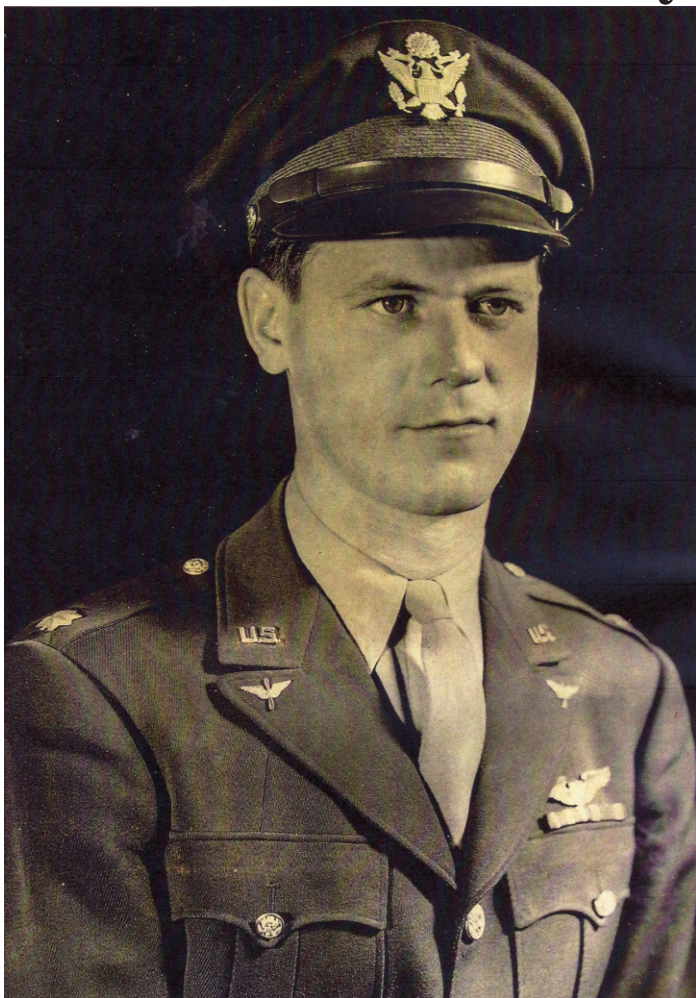
ADDRESS _____ CITY _____ ST _____ ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? YES NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

EMERGENCY CONTACT _____ PH. NUMBER (____) _____ - _____

A New CO for D-Day



Colonel Stanley I. Hand

#144 JUNE 5, 1944: CAP GRIS NEZ,
FRANCE

Watten had been the primary target but cloud cover diverted the 96th to these coastal batteries which had been poorly bombed yesterday. This time the 57x1600 pound anti-personnel bombs and 6x500 pounders hit their marks well. Strike photos, however, supported the lead bombardier's complaint that some bombs failed to explode. Today's raiders had taken off early at 0550. Returning early from such a short hop, crewmen were ready to relax. But they could not help notice the hectic pace among the ground crews. Something big was in the making!

Well, one "big" event which was being announced was a change of Command. The first to feel this change was the 413th's commander, Stanley Hand. Without preamble. Hand found himself temporary Group C.O. bridging the gap while the 8th sent "Gentleman Jim" Travis back to the States and replaced him with Colonel Robert W. Warren.

"I was C.O. of the 96th on D-Day," Colonel Hand remembers. "In fact I had taken command sometime the day before. All I knew was that Jim Travis was being transferred and that I had the ball. I was Air Exec at the time; a position I

had assumed in April. I know I didn't worry too much about the administration side of the Group until about a week after D-Day. My memory tells me that Bob Warren came in and took over about two weeks after D-Day."

Colonel Robert W. Warren had graduated from West Point in 1928. The following year he completed his flight training. For most of the interim between then and the time of his assignment to the 96th, Colonel Warren had been at Perrin Field, Sherman, Texas 1941-43. He served there first as the Exec and then as the Commanding Officer. Just prior to this assignment, Warren had commanded the Bombardier's School at Big Spring, Texas.

Personnel did not change in the command structure of the 45 CBW. Thus the 96th's original commander, Colonel Archie Old still maintained great influence on the Group.

Colonel Hand continues: "Leading up to D-Day, most raids were short milk runs. The excitement really flowed when we got the order that the Invasion was on."

Allied air support had three objectives during the Invasion. First there was convoy coverage. RAF coastal Command had laid a fence of mines from England to France on either side of the convoy lanes. RAF fighters covered the ships by night, the USAAF did it by day. Result: no losses by either subs or E/A

The second objective was to cut off Cherbourg by dropping paratroopers at the juncture of the Cotentin Peninsula.

The final task was to implement the landing itself. The RAF 5000 ton night-drop was followed at 0630 by 1350 American Heavies dropping 3096 tons through clouds while the convoys waited off shore. Then, when the landing barges moved in, 1347 fighter planes took over covering each beach. (Before D-Day was over there would be 7106 American sorties and 6048 tons of bombs dropped.)

As we'll now see, the 96th was deeply involved.



One of group's most versatile and courageous leaders, Lt. Colonel Stanley I. Hand

*Commemorating the 70th Anniversary of D-Day this report of mission #144 taken from **Snetterton Falcoons** and the following two pages reprinted from the **96th Bomb Group Newsletter** Issue No. 45, August 2004 with the addition of the personal photo of Colonel Stanley I. Hand.*

JUNE 1944

OPERATION OVERLORD

Double British summertime extended into June. England was bulging with troops. Dispatch riders motorcycled along narrow lanes. Tanks lumbered down quaint cobblestone streets and assault craft were stockpiled at distribution points. There had been practice alerts for the Invasion already; frequent and elaborate exercises were being staged. General Patton had an entire "dummy" army with which to foil Nazi agents. Newspapers speculated and even German press and radio exulted that the Allies had already missed the most favorable tides and could not now assault the Continent for another month.

Until the end of May the 8th was under the control of SHAEF and was permitted some freedom in determining how to fulfill its varied assignments. But on June 1, when OPERATION OVERLORD became most imminent, the 8th came under a fixed schedule that had been provided for in the over-all air plan for the Normandy assault. For this, the 8th reported to headquarters, AEAF.

The 96th would set several records this month. One would be for flying 27 missions (almost one a day). Another would be for flying three missions on D-Day. And still another would be for dispatching 632 sorties even though not all 632 Fortresses were effective.

According to Colonel Stanley Hand, D-Day lifted everyone's morale at the base.

"When we got the order for D-Day," Hand recalls, "I can say that the crews, both flight and ground, were very pleased and the Invasion really lifted morale. You can bet that was one day of missions which had the support and prayers of all because the Invasion spelled the beginning of the end and home."

(The above introduction from Snetterton Falcons.)

D-Day The 96th Bomb Group

Taken from the Group records, these Mission Summaries are for the Group's participation on that memorable day in June, 1944.

Summary of First Invasion Mission June 6, 1944 Target: St. Aubin Sur Mer.

Sixteen A/C plus 2PFFs took off to attack invasion targets consisting of defended localities near St. Aubin Sur Mer in France.

The 96th Group took off from Snetterton Heath at 0210 and made an instrument ascent to 15,000 feet. We then went to Buncher 10 and made our assembly which was a little difficult because of darkness. Buncher 19 was departed on time minus three ships in our



General LeMay briefing his Group and Combat Wing Commanders at Third Air Division Headquarters, Elvedon Hall prior to D-Day operations in June 1944.

Seated in the front row far right is Col. Archie Old of the 96th Bomb Group.

formation. The altitude at crossing the coast was 15,000 feet. No flak was encountered at any time on course and no fighters were met.

Bombing results were unobserved, because of solid undercast. The group continued on course and then left the enemy coast four miles south of course. Descent to minimum altitude was made, crossing the English coast at 3,000 feet four minutes late at Portland Bill 0903 hours. The group landed at 1015, all A/C landed safely at home base

Summary of Second Invasion Mission June 6, 1944 Target: Argentan, France.

Five aircraft plus one PFF ship took off to attack an invasion target at Falaise, France. One ship aborted because of mechanical trouble.

The 96th group made a 0610 take off as scheduled, making a visual assembly over the field. Assembly was easy. Wing assembly over Buncher 9 with the 96th on course for Ely on time. Arrived at Ely 2 minutes late. No division assembly was made. The low group was in good formation, but the high group was too far back. Reached bombing altitude over England, and left the English coast at that altitude. Formation was fair across the channel.

Reached French coast and code "Pathfinder" over VHF. Micky operator was unable to pick up his primary target in the equipment, so a correction was made to the left and the town of Argentan was bombed.

Including PF bombs, this formation dropped a total of 54 x 500 GP bombs on the target at 0911 hours, from an altitude of 15,000 feet, the result unobserved.

No opposition was encountered, either from ground or in the air. No observations were made and no aircraft were lost.

Third Invasion Mission June 6, 1944

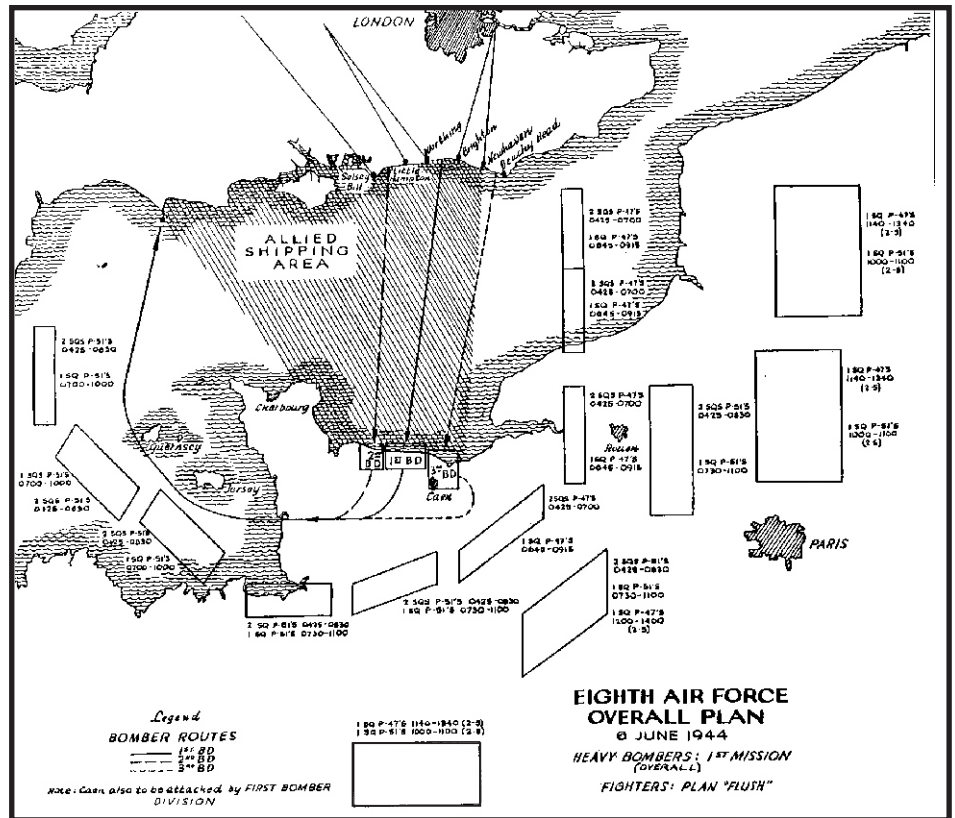
Ten A/C, plus two PFF ships took off to attack a choke point on a highway near the village of Pont L'Eveque, France. There were no abortions and the 12 ships dropped a total of 132 x 500 GP bombs, 1/10 nose fusing 1/40 tail fusing.

The group took off at 1740 and made an instrument climb to 24,000 feet before weather was good enough for an assembly. Much time was lost due to the long climb and that normal assembly routing was not followed. A PFF run was made but it became visual at the last minutes and the group dropped on their assigned targets. No flak or fighters were seen but we were in contact with friendly fighters. Descent to minimum altitude was started after the target and the coast out was made at 12,000 feet as recommended by the relay ship called "Parrot".

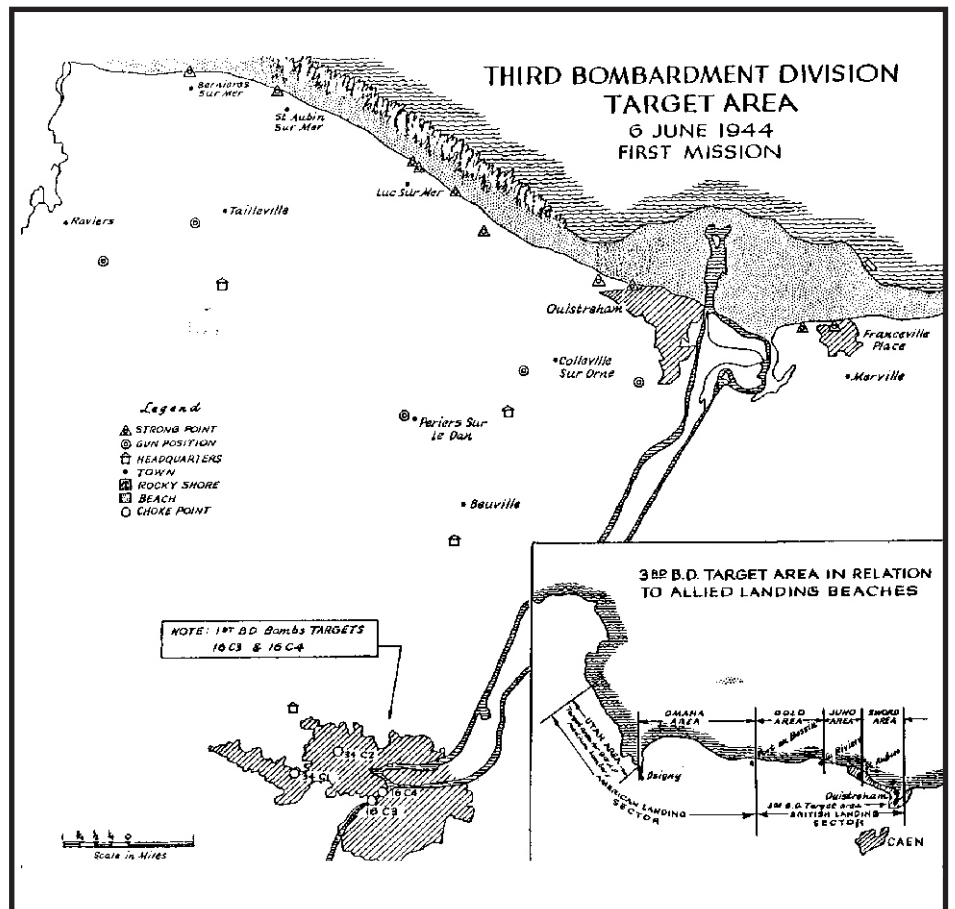
Strike photos indicated good results with the bombs falling in the target area. Ten minutes from the base, the weather became so bad that group formation could no longer be flown. We had to go down to 700 feet. All ships returned safely and they landed at 2339. One landed at Boxted for an engine change and one ship landed at Chedburgh (RAF) and three ships at Knettishall. All other ships landed at this base safely.

Red Cross Director Jean Schocke sums up some of the effect her section felt during the period.

June brought the excitement and added work of D-Day. Programs have suffered tremendously. Our World Battlefront discussions had to be discontinued since the S.2 men worked day and night in their offices. We had to cancel dances because the trucks were busy hauling crews to briefings. G.I. shows melted into thin air, and for three weeks I saw nothing but unshaven, worn-out G.I.s too weary to do anything but eat and sit.



Above reprinted from the Snetterton Falcons page 154 the Eighth Air Force Overall Plan for 6 June 1944 Heavy Bombers 1st mission. Below from the same source the specific first mission plans for the third Bombardment Division with an inset showing the target area in relation to the Allied landing beaches.



A Chat From Your Chaplain

In this report I'm pretending to be a Philosopher.

The following Article may not arouse most of you because we've all been married quite a while, but it may get read by a grandchild or great grandchild and hopefully give them some insight!

WHAT IS MARRIAGE?

It is sharing and caring, giving and forgiving, loving and being loved, walking hand in hand, talking heart to heart, seeing through each other's eyes, laughing together, weeping together, praying together, and always trusting and believing and thanking GOD for each other. For love that is shared is a beautiful thing- it enriches the soul and makes the heart sing!

MY SPRING GARDEN

For The Garden Of Your Daily Living

Plant Three Rows Of Peas

1. Peace of mind
2. Peace of heart
3. Peace of soul

Plant Four Rows Of Squash

1. Squash gossip
2. Squash indifference
3. Squash grumbling
4. Squash selfishness

Plant Four Rows Of Lettuce

1. Lettuce be faithful
2. Lettuce be kind
3. Lettuce be patient
4. Lettuce really love one another

No Garden Without Turnips

1. Turnip for meetings
2. Turnip for service
3. Turnip to help one another

To Conclude Our Garden

We Must Have Thyme

1. Thyme for each other
2. Thyme for family
3. Thyme for friends

Water Freely With Patience And Cultivate With Love.
There is Much Fruit In Your Garden Because You
Reap What You Sow.

LETS GO BACK TO DIRT ROADS

There's not a problem in America today, that wouldn't be remedied, if we just had more dirt roads, because dirt roads give character. People that live at the end of dirt roads learn early on that life is a bumpy ride. That it can jar you right down to your teeth sometimes, but it's worth it, if at the end is home.... a loving spouse, happy kids and a dog.

We wouldn't have near the trouble with our educational system if our kids got their exercise walking a dirt road with other kids, from whom they learn how to get along. There was less crime in our streets before they were paved. Criminals didn't walk two dusty miles to rob or pillage, if they knew they'd be welcomed by 5 barking dogs and a double barrel shotgun. And there were no drive by shootings.

Our values were better when our roads were worse!! People did not worship their cars more than their kids, and motorists were more courteous. They didn't tailgate by riding the bumper or the guy in front would choke you with dust & bust your windshield with rocks. Dirt roads taught patience. Dirt roads were environmentally friendly you didn't hop in your car for a quart of milk, you walked to the barn for your milk. For your mail, you walked to the mail box.

What if it rained and the dirt road got washed out? That was the best part, then you stayed home and had some family time, roasted marshmallows and popped popcorn and pony rode on daddy's shoulders and learned how to make prettier quilts than anybody.

At the end of dirt roads, you soon learned that bad words tasted like soap. Paved roads lead to stress and danger. Dirt roads more likely lead to a fishing creek or a swimming hole.

At the end of a dirt road, the only time we even locked our car was in August, because if we didn't some neighbor would fill it with too much zucchini.

At the end of a dirt road, there was always extra springtime income, from when city dudes would get stuck, you'd have to hitch up a team and pull them out. Usually you got a dollar, .always you got a new friend.. at the end of a dirt road.



WHY GO TO CHURCH?

If you're spiritually alive, you're going to love this

If you're spiritually dead, you won't want to read it.

If you're spiritually curious, there is still hope.

A Church goer wrote a letter to the editor of a newspaper and complained that it made no sense to go to church every Sunday. I've gone for 30 years now he wrote, and in that time I have heard something like 3,000 sermons. But for the life of me, I can't remember a single one of them. So, I think I'm wasting his time and my time.

This started a real controversy in the "Letters To The Editor" column, much to the delight of the editor.

It went on for weeks until someone wrote this clincher:

I've been married for 30 years now. In that time my wife has cooked some 32,000 meals. But, for the life of me, I cannot recall the entire menu for a single one of those meals. But I do know this. They all nourished me and gave me the strength I needed to do my work, so if my wife had not given me those meals, I would have been physically undernourished.

Likewise If I had not gone to church for nourishment, I would be spiritually dead today!!!! When you are down to nothing.... GOD is UP to something!!

Faith sees the invisible, believes the incredible and receives the impossible.

Thank GOD for our physical AND our spiritual nourishment!!!!

The GOOD LORD Willing, Dorothy and I hope to see Y'all in Nashville!!!!



Bill Thorns

Address your correspondence for our Chaplin to:

William (Bill) Thorns
20301 South Pine Hill Road #3
Frankfort IL 60423-9368

Phone (815)-469-4494

E-mail b17fertilemyrtle@att.net



Poet's Corner

FOLDED WINGS

by Bert McDowell, 55FG

*In his mind he climbed into his plane,
Checked everything as he always did;
He made sure his thoughts did not wane
On his last flight ere they closed the lid.*

*So many years he had flown on high
In fair weather and in foul;
He was happiest when in God's sky
And loved to hear the wild wings howl.*

*He thought: Can life be over so soon?
Why, it seems like only yesterday
When flying beckoned and called the tune...
"Twas in aviation he longed to stay.*

*He observed his hair turning gray,
Then to white as his body grew old;
His flying days are through, he cannot stay...
Oh, such memories when eager and bold.*

*So it's come to this, he mused aloud,
Wondering if an angel flies and sings;
At least he'll leave here happy and proud,
When at long last he folds his wings.*

Folded Wings

was taken from

The Sky Was Never Still

Favorite Poems of "The Mighty Eighth"

An Anthology Edited By

Robert E. Doherty and James W. Hill

Copyright 1996

8th Air Force Memorial Museum Foundation

Hopeful Beginnings of the 96th Bomb Group Library

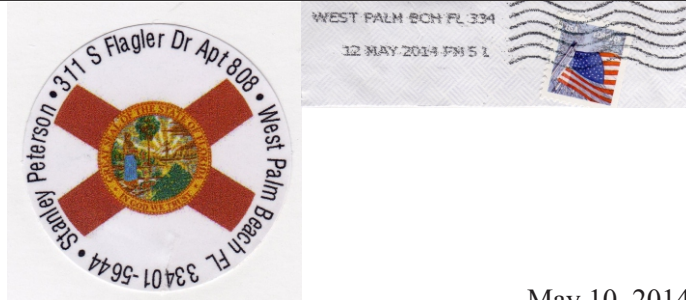
Listed below are the titles and authors of what has become, for your editor, a very useful resource in creating for our membership an interesting as well as factual newsletter. Many of them came to me with the passing of Thomas (Tom) Thomas our Association Secretary Treasurer for its first Thirty (30) years. A number of them are autographed copies from the authors. Some are no longer in print and some are unique publications like our own Snetterton Falcons and Snetterton Falcons II that have been self published in small numbers for and by other World War II Groups and Associations. Some of these are autobiographies by our members or biographies by friends and family that give a special look at what life was like during the war.

They are to unique and valuable, I believe, to be kept on a shelf for my use only. I plan to bring them all with me to the 8th Air Force Historical Society meeting in Nashville in October. If a plan could be developed for some type of Library loan system for our membership and a **volunteer** found to run it I would be most grateful and welcome the opportunity to share this resource with all our membership.

Many have requested copies of the Snetterton Falcon books. To give or sell them to a single person when there is so much information about the 96th Bomb Group of interest to all our own veterans and their families seems unfair. Setting up a library system might give many more people access to them.

Your thoughts and suggestions would be appreciated and useful in preparing a recommendation to our Board of Directors in Nashville. Please feel free to contact me Dale Budde by any method you choose as listed on the back page in **WHERE TO CALL OR WRITE**.

Title	Author
Snetterton Falcons The 96th Bomb Group In World War II	Robert E. Doherty and Geoffrey D. Ward
Snetterton Falcons The 96th Bomb Group In World War II	Robert E. Doherty and Geoffrey D. Ward
Snetterton Falcons The 96th Bomb Group In World War II Enhanced Edition	Robert E. Doherty and Geoffrey D. Ward
Snetterton Falcons II In The Nest And On The Wing	Robert E. Doherty and Geoffrey D. Ward
The Mighty Eighth A History of the U.S. 8th Army Air Force	Roger A. Freeman
Mighty Eight War Diary	Roger A. Freeman
B-17 Flying Fortress	Roger A. Freeman
The Mighty Eighth War Manual	Roger A. Freeman
The Mighty Eighth In Color	Roger A. Freeman
Eyes Of The Eighth	Patricia Fussell Keen
A Story of The 7th Photographic Reconnaissance Group 1942-1945	
Never Give Up A biography of Thomas L. Thomas	Cheryl Price
On The Wings Of An Angel Biography of S/Sgt Joe Pino	Peter G. Flores
Happy Landing	Joseph D. Pace
On the Wings of Dawn American Airmen as Germany's Prisoners	Laura A. Edge
The Cold blue Sky A B-17 Gunner In World War Two	Jack Novey
The Greatest Generation	Tom Brokaw
"When Grandpa Flew IN World War Two"	Robert E, Doherty Illustrated by Carolyn Councill
Poems of Training, Combat, Captivity and Liberation	
The Sky Was Never Still Favorite Poems of "The Mighty Eighth"	Robert E, Doherty Illustrated by Carolyn Councill
Big Bombers Of WWII	William N. Hess Frederk A. Johmsen Chester Marshaall
One Last Look A Sentimental Journey to the Eighth Air Force	Philip Kaplan and Rex Alan Smith
Heavy Bomber Bases Of World War II In England	
Camouflage & Markings	<i>Roger Freeman</i>
Boeing B-17 Flying Fortress U.S.A.A.C. & A.A.F., 1937-1945	
Boeing B-17B-H Flying Fortress	Text Ernest R. McDowell Illustrated Richard Ward
The B-17 Flying Fortress	Steve Birdsall, Drawings by Richard Groh
Chick's Crew A Tale of the Eighth Air Force	Ben Smith . Jr.
War Pilot Of Orange	Bob Vanderstol
To Kingdom Come An Epic Saga of the Air War over Germany	Robert J. Mrazek
Final Flights	Ian McLachlan
Dramatic wartime incidents revealed by aviation archaeology	
POW Odyssey	Major General Delmar T. Spivey USAF
Stalag Luft III The Secret Story	Arthur A. Durand
The Longest Tunnel The true Story of World War II's Great Escape	Alan Burgess
The Longest Mission Images from the Stalag War	
A Gallant Company The Men of The Great Escape	Jonathan F. Vance
Behind The Wire Stalag Luft III West Compound	Arnold A. Wright
A Domain Of Heroes	Carrol F Dollon
Clipped Wings	R.W. Kimball
American Ex-Prisoners Of War	Gardner Hatch, Chief Editor
The City & The Camp Moosburg Stalag 7A	Herbert Franz, Bürgermeister Town of Moosburg
There I Was (Cartoons)	Bob Stevens
More There I Was (Cartoons)	Bob Stevens



May 10, 2014

Dear Young Friend Dale,

My daughter Cathy and son-in-law Doug picked me up at 9:15 and took me to a fancy restaurant in Palm Beach for a big breakfast. After that Cathy came home to my apartment 808 and she set down, turned on the computer and low and behold - a great message from Dale is on the face of the computer.

Thank you Dale!!

And you letter to Nancy Meshko was so well expressed. I too wrote her and urged her to come to Nashville and bring her son along.

When my mail came the other day the ONE special piece was - **96th B.G. Newsletter.**

That Newsletter is a very special reason that our group is always #1 at the reunions.

Dale my young friend you play the important part and I plan to make the current Board Members know the role played by our Editor Dale!

My French Friend Pierre Baudier always looks forward to the letter.

Dale I could write more but you noted my story in the August 8th AFHS Magazine and I spent a good amount of time telling the ARSTY story.

Now I will follow up with our bombers returning to base with dead and dyeing men on board and how the crews and base personnel handled all those scenes.

Sincerely,
Stan

Navigator of The Saint
1943-1944

I'm going to call Pres Joe Garber and tell him how our members look forward to the LETTER!

Thank you Stan for your nice comments. The Newsletter would be nothing without our memberships contributions. I can not take all the credit.

Hope to see you in Nashville.

Dale

It is gratifying to see that so many of our readers really can find the personal interest in our stories. Charles I know has been working on his parents story for some time now and I look forward to its completion and his sharing more of the details with us in future issues.

Charles W. Dunn III
600 W. Drummond Pl., #319
Chicago, IL 60614-7216
May 10, 2014

Dale Budde, Publisher

In the most recent *Newsletter*. I particularly enjoyed the article "Mickey' Comes to Snetterton Heath." This article-plus an earlier one, "How 'Mickey 'Got Its Name"-- raise some questions for a memoir about my parents that will soon be self-published. For example, despite being on related subjects, the authorship of only the first article is attributed to John J. O'Neil II and John J. O'Neil III. The elder O'Neil has passed away. *But did John J. O'Neill III actually write the second article?*

My late father, Charles W. Dunn, Jr., MD, was the Capt. Dunn mentioned in the 5econd article. Mom was Lt. Alva G. North of the Army Nurse Corps. They had met sometime during the autumn of 1943 on a surgical recovery ward at Grenier Field AAF base in New Hampshire-- the same base mentioned in the first article.

Dad had flown his first bombing mission with the 92nd Bomb Group (not the 94th as mentioned in the second article) on August 19, 1942. Two days later, he was transferred to the 11th Combat Crew Replacement Center. With this unit, his B-17 initially provided navigational services for single seaters P-38s and P-39s-being sent from England to Gibraltar. He later told me that, after the American invasion of North Africa began, he even flew combat missions in a B-25 for a time. On January, 6, 1943, he returned to the 325th Squadron of the 92nd at Bovington. On August 27, he was transferred to the 813th Squadron of the 482nd Bomb Group at Alconbury.

I once asked Dad how it came to be that he met Mom on a surgical recovery ward in the US. His explanation was that the AAF was planning to send three pathfinder crews back to the US to train others. He had requested to be the pathfinder navigator for one of these three crews. His application was accepted. However, sometime before his scheduled departure, he broke his left ankle. (He told me that this occurred while playing volleyball. Some of his colleagues in the 482nd later told my brother Bob that he got drunk and road a bicycle off a bridge.) Whichever the case, he admitted to me that he and the 482nd's flight surgeon had an understanding that this injury would not be reported for fear that he would be hospitalized in England and miss his opportunity to rotate home. He also told me, that when his crew reached the States, it was assigned to training duties at an AAF base in Maryland. (The date of his arrival in the US is not in his service record.)

Once in the US, however, his leg got-so bad that he could no longer walk. The AAF duly discovered his injury-a bimalleolar fracture. This requires surgery, a metal pin through the ankle, and about three months of rehab. After the war the VA offered him a 10 disability payment for this injury. He refused it. But the left leg continued to bother him for the rest of his life.

I had never understood how Dad got from Maryland to New Hampshire. But the O'Neils' article about Maj. Rabo does offer a possible explanation. Apparently, this was where the AAF was flight-testing the newly HSX equipped planes. Dad had given me the impression that he had gone back to train other Mickey navigators. *Had he been sent back to the States to train new Mickey navigators, which is my recollection of his account? Or had he been sent back to learn pathfinding as Mr. O'Neil suggests? Do you have current contact information for John J. O'Neil III?*

I don't know when Dad first arrived at Grenier Field. But it had to be somewhat before Mom was transferred away from that facility on Nov. 7, 1943. (She would soon be redeployed to England and later to Normandy, Belgium and Germany.) Dad wrote his first letter to her on Nov. 10. Because they went on over the next two years to exchange approximately 900 letters, it becomes much easier for me to reconstruct their daily activities beginning with this date. For example, I know that Mom arrived in England by ship on Nov. 23, that Dad returned to Alconbury by air on Jan. 1, 1944, and that he was awarded his first DFC for a mission on March 9.

(Dad died in 1985. And Mom did not make their correspondence available to me until after her own passing in 2003. Ironically, now that I have their letters, I can no longer go back to them for further clarification.)

On March 18, 1944, Dad was transferred from the 482nd at Alconbury to the 413th Squadron of the 96th Bomb Group at Snetterton Heath. Three days earlier, in anticipation of that transfer, he had written a letter to Mom, who was then billeted with an English family near Bristol:

Dear Gina:

One of the first instructions everyone gets in the Army is 'Eyes open- mouth shut-never volunteer.' It works fairly well. I could have backed out of this transfer but the bigwigs thought I was the man for it and I would be better off personally but I didn't have to go if I preferred not to.

I am going-and it will mean combat and more. To be very honest, you influenced my choice. You see it became clear that I wasn't going to do a passive job over here and have you in position of really fighting the war. So I am going to a new place. It is far better to share this all the way.

Love,
Gallagher¹

P.S. This above all-to thine own self be true.

¹ Within the privacy of their relationship Mom was Gina, Dad was Gallagher.

While with the 96nd, Dad went to serve as a Mickey navigator on the disastrous shuttle mission to Poltava on June 21 and the more successful one to Mirgorod on September 11. He flew his last mission of the war October 3. For the first month or so after being relieved of combat flying, his letters to Mom read like those of a man suffering from what might now be diagnosed as PTSD.

By early December, Dad was hoping for a promotion to major. His letters don't say so directly, but he no doubt wanted the pay increase that goes with the promotion. Instead, he got an oak leaf added to his DFC. On December 12, Gen. Old pinned it on his chest.

On April 21, 1945 Mom was granted a leave from her nursing duties, which were then in Weimar, Germany. She and Dad were married in the Airmen's chapel at St. Andrew's in Quidenham on April 24. Mom's family back in Chicago obviously could not attend. This being the case, Gen. Old served as surrogate father-of-the-bride. Afterwards, the newlyweds were driven to London for the honeymoon where Gen. Old had made his flat available to them.

Sincerely,

Charles W. Dunn III
wiscmich@gmail.com



When the 45 CBW lead navigator Capt, Chrles Dunn wed his Army nurse sweetheart, Archie Old gave the bride away and let the couple honeymoon in his London flat. (*Snetterton Falcons page 248 E. Dunn*)



Captain Charles Dunn receives congratulations from General Old on the presentation of an Oak Leaf being added to his DCF.

E- Mail



Subject: TAPS John William Nichol JR.
Date: 7/26/2014 12:11:39 P.M. Central Daylight Time
From: jenichol@frontier.com
TO: Dlbudde@aol.com

Subject: RE: 96th Bomb Group News Letter
Date: 5/16/2014 5:18:33 A.M. Central Daylight Time
To: Dlbudde@aol.com
From: haylockt@abmc.gov

Dear Dale

Many thanks for sending your 96th Bomb Group Newsletter here to the Cambridge American Cemetery.

Just to let you know and to save your postage we would be delighted to receive the newsletter by email.

We find the newsletter so informative and interesting. Could you please in future send it to Cambridge@abmc.gov then all the staff will be able to read it.

As our Memorial Day Service here in Cambridge fast approaches we will be remembering all of those who lost their lives for our freedom.

Kind regards
Tracey Haylock
Cemetery Associate

Subject: RE: 96th Bomb Group News Letter
Date: Friday, May 16, 2014 11:41 AM
From: Dlbudde@aol.com
To: haylockt@abmc.gov

Thank you so much for your nice comments about our Newsletter and for providing your e-mail address.

I will with your permission put it in our next Newsletter if you think it could be a resource for our membership. Do you also have a web page?

I am attaching a copy of our last Newsletter as a printable PDF file for you and will send your future copies that way.

It is also now posted to our web page at <http://www.96bg.org>.

Subject: RE: 96th Bomb Group News Letter
Date: 5/16/2014 6:08:37 A.M. Central Daylight Time
From: haylockt@abmc.gov
To: Dlbudde@aol.com

Dear Dale

Our website is the American Battle Monuments Commission website www.abmc.gov they have just re launched a new one. It has a lot more information on all the 25 cemeteries that are outside of the United States.

Yes you can use my comments in your next newsletter, but to make you also aware, the Cambridge American Cemetery is opening a new visitor centre on the afternoon of Memorial Day, it is dedicated to the men and women from the United States who gave their lives for our freedom. It tells the stories of some of the men and women buried here in the cemetery or who are on the Wall of the Missing. It also has a small theatre, B17 propeller, Norden Bomb sight, and some of the artifacts of what the Americans would have been carrying around with them while posted over here. It tells the story of the 'Friendly Invasion' that happened here in the UK from 1941 onwards. We also have 2 fantastic databases which tells the story of the Battle of Atlantic and the Strategic Bombing campaign.

If any of your members are coming to the UK on holiday and visiting Cambridge I would recommend that they pop in and have a look. We are open every day of the year except Christmas, and New Years day.

On Memorial day here at the Cemetery - over a 100 wreaths will be laid and there is one being laid for the 96th Bomb Group as well, there will be around 1,500 people in attendance this includes Military Personnel and the general public. I just hope the British weather behaves itself!!

Kind regards
Tracey

Hello Dale,

My father passed away recently and I wanted to share this information with your group. He enjoyed the newsletter very much. When that would come in the mail he would read it immediately. I know you are making a directory and would really like to still receive a copy so I can contact any of his old crew that I have missed. Phone numbers become disconnected and you don't know whether they have moved or passed away. Dad was a great man and we miss him very much. If there is a cost involved please let me know.

John William Nichol, JR.
April 20, 1925-July 14, 2014

John (Jack or Nick) was a bombardier in World War II. Second Lieutenant with the Army Air Corps Eighth Air Force, 96th Bomb Group. John was stationed in Europe and flew in a B-17. He stayed close to his crew throughout his life and they had many happy reunions.

John leaves behind 5 children, 8 grandchildren and 7 great-grandchildren. He loved his family and his Catholic faith. His wife Eva predeceased him August 9, 2007 and he missed her greatly. She was the love of his life. They were married for 60 years and after his retirement they spent all their time together for 20 years.

He was a District Sales Manager for Astra Zeneca and has been retired for 27 years. He was very well respected and to this day has still been in contact with his Sales Rep's and Managers.

Thank you
Beverly Nichol
(734)634-1997
1476 Maplewood Dr.
Saline, MI 48176



BULLETIN BOARD



Web Pages and Links that may be of interest

96th Bomb Group Association web page
<http://96bg.org/>

George Meshko's Mission Log
http://fal-1.tripod.com/George_MeshkoWarDiary.pdf

THE GREATEST GENERATION FOUNDATION webpage
<http://www.tggf.org/>

Cambridge American Cemetery
<http://www.abmc.gov/cemeteries-memorials/europe/cambridge-american-cemetery>

Wikipedia RAF Snetterton Heath
http://en.wikipedia.org/wiki/RAF_Snetterton_Heath

American Memorials ib Norfolk & Suffolk - Quidenham: St Andrew's
http://eastangliamemorials.blogspot.com/2013/07/quidenham-st-andrews_26.html

American Memorials ib Norfolk & Suffolk - Quidenham: The New Eccles Hall School
<http://eastangliamemorials.blogspot.com/2013/07/quidenham-new-eccles-hall-school.html>

Liberty Foundation B-17 Liberty Belle and the Movie Memphis Belle
<http://www.libertyfoundation.org/index.html>

How things looked in 1944 and how they look today, 70 years later.

To get this link to work. **Left click, hold and drag your mouse gently from right to left on the original photo** and it will become the exact same location today. Repeat the motion to take it back to the original.

<http://interactive.guim.co.uk/embed/2014/apr/image-opacity-slider-master/index.html?ww2-dday>



If you care to share an interesting web page or link that might be informative and are not one who likes to send unsolicited messages feel free to send it in for future posting.

MISSING IN ACTION

The following members are **Missing In Action**. Their last *Newsletter* was returned to our Secretary/Treasurer as undeliverable. Not only will they not receive this Newsletter they will not be included in the Directory which is going to be completed and mailed following the Reunion in Nashville

Our goal with the Newsletter and the Directory is to keep our members in touch with one another and provide friendship and comradeship to all even if you can no longer attend reunions.

If you recognize any of these names and know their current location or status please let them know weing for them or let us know where to find them.

Some of you may be "Snow Birds" and need to make us aware of your multiple addresses.

Forker, Howard: 27 Leaf Rd Delmar NY
Capone, Ray: 500 Park Blvd SP # 108 Venice FL
Sinclair, William T: 8750A S.W 90th Lane Ocala FL
Woods, Robert P: 2625 Central Pkwy Ashland KY
Beavers, Lee A: 237 6th St. SW Watertown SD
Larsen, Peder: 14B Midway Rd. Shelter Island NY
Apperson, Leland: 6410 Ohio Dr. Plano TX
Montello, Louis: 5132 69th Place Woodside NY
Boehner, Arthur: PO Box 426 Riggins ID
Ingram, Vernon: 65 Maggie Ct Manchester TN
Lamb, Lloyd: 2555 McHugh Dr Helena MT
Tlush, Alois: 1501 Tijfras Ave NE Apt 362 Albuquerque NM
Stauffer, Helen: 7202 North County Rd 850 E. Milan IN
Huff, Robert W: Wallow Dr. Rockwood MI

WANTED

96th Bomb Group Insignia

I am not a collector and do not want actual patches. What I would like are good color photographs or illustrations of insignia worn by our groups personel. If you have actual patches could you please send color photo graphs or a computer generated file. It would be appreciated. These are for use as illustrations in future Newsletters.

As you can see from the above samples my current files are not the best representation of what were in actual use.

Dale Budde

WELCOME NEW MEMBERS

Since April, 2009



Gagliardi, Ron 8510 Brookside Drive East, Pewee Valley, KY 40056
Son of Joseph Gagliardi 413th Engineer

Graves, Barry 2310 Executive Court, Shelbyville, IN 46176
Son of Donald Graves 339th Radio

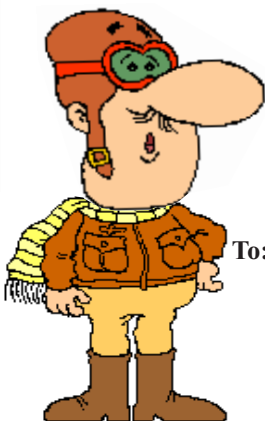
Lunsford, Clyne W. 31 Perkins Drive, Prescott AZ 86301-8458 338th P

96th Bomb Group Association Membership Application /Dues Remittance

Name _____ Spouse's Name _____
Address _____
City _____ State _____ Zip _____ + _____
Phone # A/C _____ - _____ - _____ E-mail address: _____
Squadron _____ Number of Missions _____ Position _____ Ground Crew _____
Other crew members or information that you feel might be useful to the 96th: _____

Dues are \$20.00 per year payable to: 96th Bomb Group Association, 31 Brinckerhoff Avenue, New Canaan, CT 06840

YOUR 2014 DUES SHOULD BE PAID NOW



This may be your last *Newsletter!*
if not unless you are a Life Member
Send your **\$20 annual dues**

To: Daniel Bradley
96th Bomb Group Association
31 Brinckerhoff Avenue
New Canaan, CT 06840

(Annual Dues were raised to \$20 at General Meeting September 2002)
Due January 1st each year.

**SNOWBIRDS, VACATIONERS BEWARE
BE SURE TO LET DAN BRADLEY KNOW
YOUR WHEREABOUTS.
To Insure YOU RECEIVE YOUR
NEWSLETTER**



UPCOMING MEETINGS



96th Bomb Group Reunion 2014
with the
8th Air Force Historical Society
40th Annual Reunion / Nashville, Tennessee
October 9 - 13, 2014
Sheraton Music City Hotel-Nashville, TN
777 McGavock Pike, Nashville, TN 37214
for room reservations
Phone 1-615-885-2200

or link to hotel at;
<https://www.starwoodmeeting.com/StarGroupsWeb/res?id=1402066861&key=30784>

See complete program and reunion information in this issue
or in the *8th Air Force News* June 2014 and March 2014.

Omaha, Nebraska

Has been chosen as site for 2015's
41st Annual Reunion Site

Dates, Hotel and program to be announced.

**WHERE
TO CALL
OR WRITE**



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46 Coquina Ridge Way
Ormond Beach, FL 32174-1816
(386) 672-5359
PalJoe2@aol.com

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Michael (Mike) McIlraith
1801 Bolton Street
Fort Worth, TX 76111
(817)-834-4620
mmc@flash.net

SECRETARY/TREASURER
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New Canaan, CT 06840
(203) 972-8894
nessej@outlook.com

RECORDING SECRETARY
James Davis
2303 W. Del Webb Blvd.
Sun City Center, FL 33573
(813) 810-7704
jdavis5190@tampabay.rr.com

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HISTORIAN**
Geoffrey Ward
41 Skelton Rd. Diss Norfolk
IP22-4PW England
#011-441-379-643762
Gdmh.w33@tiscali.co.uk

WEBMASTER
Bill Taebel
348 N. Constitution Dr.
Tucson, AZ 85748
(520) 886-0917
Web address: <http://www.96bg.org/>

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Final Mission
*Those Who Served Their Country
With Honor and Distinction*

Gagliardi, Joseph G.	413th	ENG
Graham, James E.	339th	CP
Graves, Donald E.	339th	R
Meshko, George M.	339th	WG
Mykleby, Jack	337th	P
Newton, Clarence	413th	N
Nichol, John W <i>Jack</i>	413th	B
Swanberg, Sigvard Christ <i>Swanie</i>	338th	P
Wiswall, Frank	413th	B
Whitlock, Wayne	337th	P

*We will print the names of all deceased 96th airmen sent to us whether or not they are current members of the 96th BGA.
We will also print the names of members of other Bomb Groups if they are current members of the 96th BGA. Written notification is required.
Send to: Daniel Bradley, Secretary/Treasurer, address on this page.*

Texts and/or photos are sincerely solicited. If requested, photos will be returned. The Editor reserves the right to edit text. December 31, 2014 is the deadline for the February 2015 issue.

96th BOMB GROUP ASSOCIATION
31 Brinckerhoff Avenue • New Canaan, CT 06840



FIRST CLASS
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Carol Stream, IL
60188

We're all fighter pilots now

