



N 96TH BOMB GROUP NEWSLETTER

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Thank You Lee and Willa Seemann



Surprise-Another 96th Bomb Group Foot Print - front and center as you approach the main display floor at the Strategic Air & Space Museum B-17P (DB), S/N 44-83559 has been painted with the markings of 96th Bomb Group aircraft of Captain Lee D. Seemann Pilot 339th. The markings are those of Seemann's aircraft except the S designation has been added to honor him for his service. (Story Page 6)

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President's Corner



Welcome to a New Year. Wishing all 96 Bomb Group members good health and success!

Unfortunately, we have lost Jim Davis, our former Recording Secretary of the 96th Bomb Group. He passed away January 1, 2016, and is survived by his wife, Doris, and two children. He was born in Smithville, AR. Jim and his wife lived in Sun City Center, FL. He was buried at Sarasota National Cemetery in Florida. On behalf of the 96th Bomb Group, Rebecca Lutz ordered flowers for Jim's funeral, and the arrangement was beautiful.

We lost our webmaster, Bill Taebel, August 2015. Bill worked very hard to design the website for the 96th Bomb Group. Mike McIlraith has agreed to take over the job of webmaster.

We also lost Kenneth Theodore Waters. He died January 31, 2016. He was born in Philadelphia, PA, on June 18, 1922. Kenneth lived in Mt. Airy, PA, and served in World War II as a B-17 bomber pilot and participated in Operation Aphrodite.

Darrell Lowell, past president of the 8th Air Force, is very ill. All prayers would be appreciated.

Rebecca Lutz is working with Geoff Ward to produce a virtual tour of the museum in England. This is a great project. It will enable the 96th Bomb Group members to view the museum online.

I contacted Geoff Ward in regards to the damaged flags at the memorial. Geoff said he has not ordered the flags yet, since the weather has not been right just now. They have had some very strong gales lately, but the flags will be ordered soon. Donald Colvin has donated the money to replace the damaged flags.

Go to 96th Bomb Group on Facebook and our website for a tribute to Bill Taebel. Mike McIlraith has made contact with the folks in the Dakota Pro customer service groups, which enable Mike to have control of the website.

Our next reunion is in St. Louis. Mark your calendars and make plans now to join us in St. Louis, MO. I look forward to another great turnout by the 96th Bomb Group.

Dale Budde has been instrumental in getting the 96th Bomb Group a smaller version of the Snetterton Falcons banner, which is 8 x 3½ feet, and it will always be hanging in the hospitality suite. Along with an 3 x 5 feet 8th Air Force banner, Donald Koons of the 96th Bomb Group had made. Thanks to Jerry and Rebecca Lutz for volunteering to be the caretakers of the new banner and the 8th Air Force banner.

Also, we need to thank Jerry and Rebecca for the great job they do in our hospitality room.



Jim Davis and his wife Doris at the Omaha Reunion in October.

There has been some concern about our library books being lost. I spoke to Dale Budde and he will be working with Janet, our librarian, to solve this problem. Books will be identified with a bookplate so they may be returned in the event of a death or other impairment of the person who checked out the books, a family will know where to return them.

At the 2015 Reunion in Omaha, NE, Dr. Stan Hand, Jr., and Donald Calvin were not recognized for joining the 96th Bomb Group. Also, it was their first reunion. Our congratulations to them!

Dan Bradley the 96th Bomb Group's Treasurer was unable to attend the Omaha reunion as his mother was very ill. George Bonitz, 96th Bomb Group board member was also unable to attend the Omaha reunion because his wife had an accident and hurt her hip. We look forward to seeing all of them in St. Louis in October.

To Geoff and Margaret Ward, 96th Bomb Group historian in England: Congratulations! They celebrated their 59th wedding anniversary - married 59 years!

It would be great for the 96th Bomb Group to recognize living World War II members. It seems we have been waiting until a person has passed away before doing that, and then we write an article about their history. I will contact the 96th Bomb Group board members to help with this project. Perhaps we could publish the war history of two or three World War II veterans in each future newsletter.

See you soon!
Joe Garber

Meanwhile Back at the Old Base



The main outstanding feature of the news from England has been the discovery by a North Norfolk Divers team, of wreckage of a B-17 found on the seabed off Blakeney. After research carried out by members of the team, Paul Hennessey and Mandy Frary, it has been established that the wreckage is of a 96th BG B-17 which crashed on 13th May 1943. From information given by local fishermen the engines of a B-17 had been trawled up in that area in the 1970s.

It soon became clear to the team who compared photos of the wreck with B-17 parts it was B-17 42-29752 from the 337th Squadron.

Local Eastern Daily Press reporter Alex Hurrell contacted me for more information on the fate of this aircraft and as soon as I recognized the serial number, it evolved that it was the first loss from the 96th on that fateful day in May 1943 as the Group prepared for their first mission.

At take-off things started to go wrong straight away. Two aircraft had veered off the runway and the lead aircraft had to abort over Spalding, Lincolnshire, because of an oxygen leak. The result was the formation returned to base and the mission was aborted.

This was not the end of the bad luck, as the aircraft piloted by Lt. Darrel Rogers, had the misfortune of one of the waist guns, which had been previously cocked, discharging about 50 rounds which cut off the right stabilizer of the ship. By the extreme skill of the pilots, Rogers and Norville Gorse, they managed to keep the aircraft flying with cords tied to the yoke to prevent it from climbing and returned over the base to enable all the enlisted men to bail out, including gunners Sgt. Wolfekule and Sgt. Youngers, who had been wounded by stray bullets.

The aircraft was then flown over the Wash, where the bombs were jettisoned and again flown back over land where the Navigator Lt. Joe Hudson and Bombardier Lt. George Rawlings safely bailed out near Kings Lynn. Rogers and Gorse were having difficulty in keeping the aircraft flying and decided to take it out over the sea again to avoid crashing over land and bailed out. After about an hour Gorse was picked up by an RAF rescue launch but sadly Rogers was in the freezing sea for some time before the Sheringham lifeboat crew found him unconscious, but he had not survived.



The leading edge of the aircraft's wing, with an intercooler visible (left). Picture: with permission of Paul Hennessey and *Eastern Daily Press*.

Subsequently the paper published a further story of Lt. Norville Gorse after his crew were shot down two months later on July 28th on a mission to Oschersleben and survived three days in a life raft before being rescued by a German seaplane and taken prisoner of war. The nephew of Norville Gorse – Lt. Col. John Gorse, who is a USAF pilot, contacted the Eastern Daily Press and gave them further details of his uncle's survival.

The divers have decided that the wreckage will remain untouched on the sea bed for ever as a memorial and a mark of respect for all airmen who lost the lives off the Norfolk coast.

We are grateful to the Eastern Daily Press for publishing the details of the discovery and allowing us to quote from their article and use photographs of the wreckage.

Naturally it has been a quiet time at the museum over the winter and soon we will be cleaning and preparing for the open days and hopefully many visitors during the summer.

Recently a party from a local Scout Troop visited the museum for an evening visit. Much interest was shown and they enjoyed the films and many questions were asked about what it was like on base during the war.

All members of the 96th Bomb Group Association in England send you all our best wishes from this side of the Atlantic and remember, if you are planning a trip to England at any time and wish to visit the old base, just get in touch and we will endeavor to help you make it as enjoyable as we can.

“To the 96th”

Geoff Ward

Subsequent Story in Eastern Daily Press Reveals Survival of 2nd Ditching at Sea by Lt. Norville J. Gorse

More details of a heart-stopping story of danger and courage are re-emerging after the discovery of a wartime aircraft which crashed off the north Norfolk coast.

Photos of the co-pilot of the American B-17 "Flying Fortress", and his own account of what happened more than 70 years ago, have come to light following an Eastern Daily Press feature on the wreck in November.

The pilot, Capt Derrol Rogers, died saving others when he finally ditched his crippled plane, number 42-29752, off Blakeney.



Second Lt Norville Gorse (second left) shortly after his rescue from the North Sea off Blakeney, when he had rested and changed. Picture: SUBMITTED to Eastern Daily Press

Now it has been revealed that, astonishingly, his brave co-pilot, Lt Norville Gorse, who was rescued from the rough, cold North Sea, ditched another Flying Fortress into it just over two months later.

On that occasion he was at the controls, and his crew included five others from 42-29752.

He drifted in a small rubber dinghy for three days, narrowly avoided a shark attack, and was eventually rescued by the Germans. Lt Gorse spent the rest of the 1939-1945 conflict as a prisoner of war.

The new material has been passed on by his nephew, Lt Col John Gorse, a modern-day United States Airforce pilot, who contacted the EDP.

Gorse, who died in 2003, recalled what happened at the end in an account he wrote in 1989.



May 13, '43: Capt. Darrol Rogers' plane about to crash (Note missing horizontal stabilizer). (J. Hudson)

AN OMINOUS BEGINNING as reported in the February 2012 issue No.58 of the 96th Bomb Group Newsletter CONCLUDES ON HAPPIER ENDING

After seeing the final two crew members safely jump through the bomb bay near King's Lynn, Rogers and Gorse continued to the North Sea, just off Cromer.

The engines had been labouring for some time and the plane was losing height.

"Rogers told me to jump. The engines began misfiring as I left my seat, so I sped back to the bomb bay and dropped out," he wrote.

Gorse estimated that the plane was, at that time, just 400ft above the water. He loosened his harness.

"I dropped into the water from about 20ft above the choppy sea. After entering the water, the shoreline undertow took hold.

"I didn't stop sinking until I could pull off my boots (about 20ft below the surface) and swim with full strength toward the surface. I was just able to hold my breath long enough to reach it."

Gorse was in the sea for more than an hour before the crew of a rescue boat pulled him out with a large hook at the end of a pole.

After a short sleep and a meal, he was flown back to RAF Grafton Underwood and returned to duty.

Just two months later, on July 28, he was at the controls of Dallas Rebel, another Flying Fortress, serial number 42-30355, which took off from Snetterton Heath airfield to bomb the Focke Wulf assembly plant at Oschersleben, Germany.

It was hit by German fighters 30 miles west of Heligoland on the way to the target, setting fire to the bomb bay area and knocking out the aircraft's intercom system.

Four crew bailed out by parachute and were never recovered. They included two crew members who had survived the ill-fated May 13 accident with Gorse.

Gorse managed to ditch Dallas Rebel in the sea and he and the other five crew - including another three men who had been with him in the B-17 on May 13 - then drifted for three days in a small rubber dinghy.

On the first afternoon, a shark approached. His memoirs recall: "We clearly saw his mouth, fin and that he was 10 to 12ft. long. He then swam in a wide circle around the raft, coming to within a few feet of the boat, but not touching it. We were still, and he swam away after circling only once."

First Article from EDP

http://www.edp24.co.uk/news/story_of_remarkable_courage_and_tragedy_emerges_as_divers_discover_wreck_of_flying_fortress_off_north_norfolk_coast_1_4329118

Second Article from EDP

http://www.edp24.co.uk/news/blakeney_flying_fortress_survivor_in_second_north_sea_drama_two_months_later_1_4394819



Norville Gorse during his pilot training in California. Picture: SUBMITTED to *Eastern Daily Press*

Norville J Gorse

Born in 1924, Norville J Gorse was the son of a Chicago tailor who made clothes for customers including gangster Al Capone.

Mr Gorse began his pilot training aged just 19, was taking part in combat missions at 21, and left the airforce as a captain in 1945.

A highly-intelligent engineer, he helped design rockets for the National Aeronautics and Space Administration (NASA) for a while. He later worked for a major electrics company in the USA.

Mr Gorse married and has a surviving son, who is a specialist doctor in Missouri.

His nephew John Gorse remembers him as a very disciplined and regimented man who was doing 50 push-ups and 50 sit-ups a day at age 79.

On their second day adrift, 15ft-high waves threatened to capsize the dinghy in a storm, and they were drenched by rain and spray.

A hole in the bottom of their boat, accidentally gouged out by the "cowboy boot heel" of a crew member, meant they were constantly bailing out water. On July 30 they were spotted by a German Junkers JU-52. Half an hour later a German seaplane landed beside them and they were taken into captivity.

Gorse began his imprisonment in Stalag Luft III, the camp on which the famous wartime film *The Great Escape* is based. He was later transferred to another camp from where he was liberated at the end of the war.



Lt Col John Gorse, nephew of Norville Gorse. Picture: SUBMITTED to *Eastern Daily Press*.

Lt Col John Gorse

Family divorce meant that Lt Col John Gorse, 49, was not aware of his uncle Norville until he began researching his family history as a young man. Poignantly, the young John first met his war-hero uncle at his pilot training graduation in Texas, having invited him to the ceremony.

Married with a family, Lt Col Gorse flies C-130 military transport aircraft and is currently commander of 440 Operations Group, based at Pope Air Force Base, North Carolina. During his career, Lt Col Gorse has served in conflict zones including the First and Second Gulf Wars, Iraq, Bosnia, Haiti, and Somalia.

He recalls once asking his uncle Norville's advice on some aspect of conflict. His uncle replied: "You will figure it out". Lt Col Gorse added: "And I did figure it out. If I learnt anything from him, it was that humans can live through a lot."



The Museum's B-17P (DB), S/N 44-83559 was manufactured by Douglas in Long Beach, California, and received by the USAAF on April 5, 1945. In 1959 the Air Force relegated S/N 44-83559 to the Strategic Air & Space Museum at Offutt AFB, Nebraska. The Fortress was flown to the Museum in May of 1959, and has been on continuous display ever since.

Surprise Another 96th Bomb Group Foot Print

By Dale Budde

Can you imagine my surprise in August when I opened the web page for the Strategic Air & Space Museum and discovered a B-17 on display with the distinctive square C of the 96th Bomb Group on the tail?

Looking further it was discovered that the display was sponsored by Lee and Willa Seemann. Checking our roster I found a pilot with the 339th by the name of Lee D. Seemann living in Omaha - could it be the same?

Armed with this information and a phone number a plan began to formulate. I wanted to contact Lee Seemann and if he was the man responsible for this display make sure that he was going to be at the 8th

AFHS reunion in October. After several attempts by phone ending only in leaving a message I was not to hopeful. Then one Sunday evening a somewhat hesitant Willa Seemann returned my call. She apologized for not calling sooner as she had been visiting family. Identifying myself further and the purpose of my call she confirmed that I had made the right connection but sadly Lee had passed away on June the second. She thanked me for the call and indicated that she did not think she would be attending the reunion.

Still wanting to do something to recognize Lee and Willa for their sponsorship of the display I contact both Joe Garber our President and Bill Thorns our Chaplain and a Past President with the news of Lee's Final Mission and with the idea of inviting Willa as our special guest at the 96th's Rendezvous Dinner in Omaha. Contact was again made by all three of us with condolences being expressed and our invitation put forth again. Finally it was accepted and arrangements for Bill Thorns and myself to pick her up on the evening of the dinner were made.

Preparing for the October meeting with Willa I continued to research our Captain Seemann. A Google Search took me to the Central High School Foundation's web site. It appears that Lee D. Seemann was quite the local boy makes good, hero and philanthropist as evidenced by this alumni listing.

Lee D. Seemann

Class of 1938

An outstanding athlete and member of the Crack Squad, Central's prestigious military drill team, Lee Seemann enrolled in Santa Clara University after high school. While in college, Mr. Seemann was elected President of his senior class, played football and participated in ROTC. After his 1942 college graduation, Mr. Seemann went directly into the U.S. Air Force, where he became a B-17 pilot during WWII. Captain Seemann and his crew flew 33 combat missions over Europe. Capt. Seemann was awarded the Silver Star, two Distinguished Flying Crosses, five Air Medals, the Purple Heart, the 96th Bomb Group Citation Medal and the Russian Citation Medal. After the war, he returned home to Omaha and remained in the Air Force, attending the Army's prestigious Command and General Staff School. In 1947, he married Willa Davis (CHS Class of 1943). He began his career with the International Harvester Company and eventually began his own trucking business. Lee and Willa Seemann have supported many charities over the years, including a significant contribution to support Central's new stadium which bares their name.



Lee D. Seemann and Willa our quiet benefactors.



Willa turned out to be a most delightful lady. She was indeed proud of her husband and made a special effort to show us some of the items that had been displayed at Lee's funeral.

To top it all off Willa presented the 96th with a copy of Lee's book *I Thought We Were Goners*. It will be an excellent addition to our library as well as provide some great material about his experiences in the war to share with you our readers in the next issue

My sincere thanks and those of the 96th Bomb Group to Willa and Lee for all they have done to preserve the memories and history surrounding the World War II air war and the 96th Bomb Groups part in it. They are both truly excellent representatives of the "Greatest Generation".

It was indeed our honor and pleasure to have Willa as our guest at the Rendezvous Dinner and to accept Lee's book for our library.



The display Willa so graciously reassembled for my view.

George Rice and the Robot Bomb, or, a Sad Sack's Saga

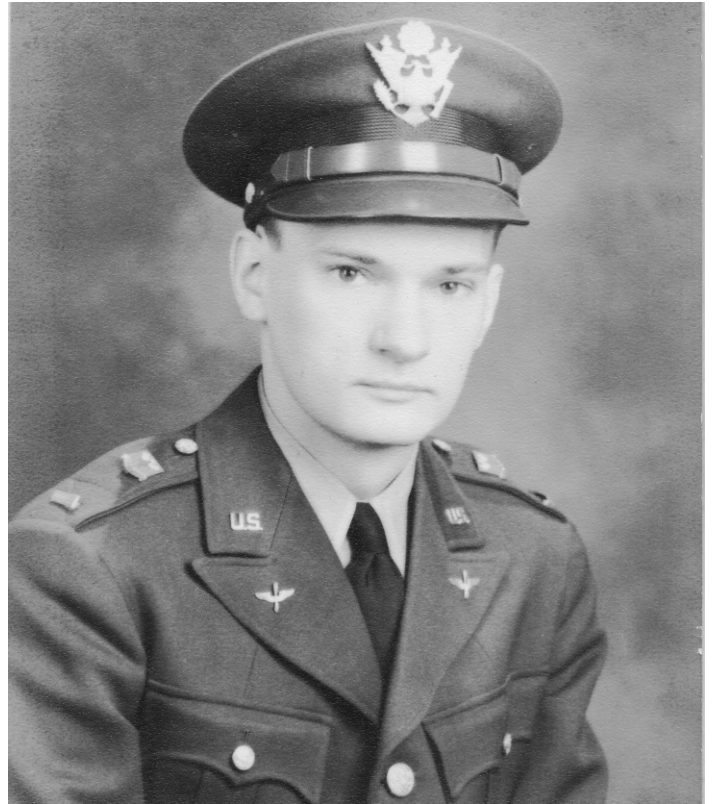
This story was written by 1stLt. George Rice and sent to his older brother, Leonard, who was stateside in Indiana. His son's sent it us in hopes of contacting surviving members of his unit for information about his service. Like so many others his records were unfortunately destroyed by fire. (See their e-mail on page 22.)

Everywhere, the response was the same. I had modestly announced, through a sign pasted on the bulletin boards around camp, that I was going to take a 48-hour pass to "southern England." The colonel was the first to beg me to stay. "You mustn't risk your life out of foolish curiosity," he implored. "We admire your courage, your esprit de corps, and your beautiful wife, but we need you here." "No," I said determinedly. "Please," begged the colonel, "for my sake, if not for your own." "No," I said and that's final." "All right, then," the colonel said weakly, "if that's the way you feel about it . . ." "That's the way I feel about it, sir," I said. "I feel it here" - and I placed my hand over my heart.

Others begged me to stay, too. Lieutenant colonels, majors, captains, first and second lieutenants (bless their hearts), sergeants, corporals, privates. One of the privates expressed the sentiments of the poet when he said: "None of the rest of us has your courage, your tenacity, your - shall I say - guts, sir, and so we must remain. But we will be with you, in spirit, praying for your safe return. Goodbye, lieutenant. Godspeed, and good luck." Tears were brimming in his soft brown eyes as he turned away.

And so, my whole being throbbing with the sense and feeling of high adventure, I set off last Saturday afternoon for southern England. I had to walk to the station because every station bus, truck, jeep and bicycle had been commandeered by that time by soldiers on their way to spend 48 hours in southern England. I bought a first-class ticket and stood up all the way in the corridor of a third-class coach, crammed with men who, given their first 48 in many weeks, were on their way to "see a show or two, eat at a good restaurant, and maybe take a look at one of them buzz bombs."

I arrived at _____ at about 7:30 or so, got me a room at a Red Cross club and took off for the nearest pub serving a bar lunch. I found one where I could buy a few sandwiches, and while I stood at the bar munching the sandwiches and guzzling a light ale (correction: a pale ale; there's a difference) I got to talking with a thinnish Cockney chap, or rather, nodding and saying "Uh huh" while he talked. These English, once they start talking, are practically non-stop



1stLt. George W. Rice 338th Squadron Ground Echelon Bomb Sight Maintenance Officer, abt 1942.

"When it was bombs they was dropping, Oi didn't mind it so much," he said. "Then you could stye in bed and you could tell by the wye the ack-ack wee rollin' how close the Jerries was. An' when the guns started rollin' your wye, you could pop out o' bed, 'ave a look around, an' m'ybe they was gettin' close, so you and the wife popped popped down to the shelter an' when she was over in your neyeborhood you 'ops back in bed again and everything's fine an' dandy.

"But it eyen't that way now. No guns, no warnin' of any kind. All of a sudden...thereshe is, and..." -- he gestured with his hand -- "she's 'it. Ghostly, I calls it. I don't like it at all, not one bit."

My glass was about empty by this time, and he ordered another for me and a brown ale for himself, pushing my money away when I attempted to pay. "I shall be offended if you don't let me," he protested. I let him, and I could see this was the beginning of a long evening, and so only the second of an imposing number of light and brown ales.

He apologized for the meager variety of snacks on the bar -- there was only the one plate of canned-meat sandwiches. "Usually the missus" -- and he indicated a woman behind the bar, evidently the proprietor of the pub - "has a triple line of snacks all up and down the bar. Everything you could want. But now there aren't nobody in the plyce anymore. Last night there weren't but ten and tonight there aren't many more." I could see that the pub, one of those suburban establishments that are the Englishman's clubroom, was, in fact, not very well patronized that night. As a matter of fact, because there had been not a single buzz bomb over all day and

no alert had sounded even yet, the pub gradually filled while I was there, until when I left it was fairly full, and quite gay, the people singing "Mairzy Doats," and "My Gal Sal," etc., to the accompaniment of a blind young pianist who banged at an old instrument in a corner near the door. But I knew that the buzz bombs had driven the people away from their customary haunts, as the man had told me. "Down in the shelters, they are," he said, and I knew how right he was about that, for in the Underground, on my way from the railroad station, I had seen the early arrivals coming down to take their places on the triple-decked cots which line the walls of many subway stations, the best and deepest shelters in all the city. These were mostly old men and women and young mothers with their babies. They came carrying their bundles of bed clothing and their little valises of cheap imitation leather.

Let me interrupt myself here for a moment. I don't want to give the impression that _____ dive underground when Jerry's sending stuff over, or threatening to. Thousands of its people do, of course; thousands fill the tube shelters about the time it begins to get dark and many thousands more, perhaps millions, go to their shelters in their basements or backyards when an alert actually sounds, but there are millions more who pay practically no attention to the danger. On the next night - Sunday - when the alert sounded early in the evening, or fairly early, I saw that the streets swarmed with the usual traffic, and most people seemed to go about their business, in restaurants, cinemas, etc., as if nothing were happening. They did about the same thing during the worst parts of the blitz, and this buzz-bomb business is certainly small potatoes compared to one of those raids - so why shouldn't they.

But back to the pub, and my light ales.

I found some relief from my new friend's gift of gab by persuading him, quit easily, into a game of darts. He rounded up a couple or soldier blokes to make it a foursome. I'd played darts once before, at a Red Cross club, but I soon found out I knew little about the game. But I learned a bit more, and by the end of the third or fourth game was doing quite well. And had consumed quarts of good pale ale. My friend had consumed a hell of a lot more of his brown ale, though, for when my turn came to buy I had several times had to pass up my own while I bought for the cockney and the two soldiers, who drank still another kind, called just "mild," very dark brown in color and terribly bitter to the taste. (There's also a "bitter" and hit's 'orrible.)

I finally staggered to bed shortly before midnight, a little disappointed that no alert had yet sounded. My disappointment didn't last long, though. About 12:30 the sirens got cracking, and a very short while later I heard a faint drone. It was the sound almost any aircraft makes when it's far away, and I wasn't quite sure that this was "it." I damned soon found out it was, for in a matter of seconds the drone had clanged to a loud, low-pitched sound, unmistakably different from that made by any other aircraft I've ever heard. It seemed to pass directly overhead, but I doubt it was anything like that near.



The V1 Flying bomb was an unmanned gyro guided plane that delivered a ton of high explosive each time one hurtled into the ground. 2419 were to explode in London between June 1944 and March 1945.

My pulses throbbing with the thrill of battle, I dauntlessly dived under the covers. The engine of the buzz-bomb stopped suddenly, without even a warning sputter, and I knew the explosion would come soon, but how soon I didn't know. My courage, spurred on by this new peak of excitement, surged higher and I leaped from under the covers and dived under the bed. I was not a moment too soon. Almost immediately after it's engine stopped the bomb exploded. It wasn't dangerously near, but it wasn't far away, b'god. KA-WHAM!! and the room shook. In not more than five minutes my teeth stopped clattering.

There were four more big blasts during the night. By that I mean bombs landed close enough on these occasions to shake the walls and jar one's bones. I heard several other explosions as well during the night, but they were distant and faint.

The second followed the first by about fifteen minutes. It came not so close. I was waiting for another like the first, so that I could perhaps see the streak of flame that is all one can see of a buzz-bomb at night.



Lambeth North, London, 1944.
Photograph from internet not part of original story.

You know, something to tell the grandchildren. The second wasn't close enough, and twenty or thirty minutes later I'd fallen asleep. I woke during the night -- just when I don't recall, though I must have looked at my watch - and got my chance. I don't know what woke me - perhaps another blast -- but it wasn't long before I heard a P-plane on its way. The sound soon told me it was going to be as close as the first one. But I was foiled again. The first time I'd stayed in bed too late, not knowing how long its engine would keep running. I wasn't going to miss this chance, so as soon as I knew it would be close I scrambled out of bed and made for a window. But just before I made it the engine cut-out. I was too late to see anything again, and I simply stood in the middle of the room, waiting for the KA-WHAM! which came in due time, though after a bit more of a pause than had been the case the first time.



Unwin Road Peckham, London 18th June 1944. Photograph from internet not part of the original story.

A few minutes later I heard the distant drone of a fourth doodle-bug. This one didn't get close enough to be anything more than a drone before it cut-out. And I had real cause for apprehension, because you know, when a doodle-bug's engine cuts out overhead, that it's going to go on past -- it's glide will take care of that. But when the engine stops before it gets to you . . . ah-wah!! And this particular robot was a honey. It had seemed to come up to a stop with a sudden whoosh, like a breaker hitting the beach. The explosion that followed was the show-stopper of the evening. A KA-WHAM with the WHAM underlined twice!

The fifth came a little later. Not so close, and not so loud. And Sunday night I heard more, only one close enough to rattle a cup -- meaning that it was miles away.

I've tried ever since I heard the first one to find a word to describe the sound a doodle-bug makes. Like a Piper Cub, not quite. An outboard motor, Nope. I've given up. But you've undoubtedly seen newsreels of the damned things by this time, with sound effects and all. And if the sound effects are genuine (as they were in the newsreels I saw here) then you know what a pilotless plane sounds like.

It's absolutely true, and its not something made up just to reassure people, that the buzz-bomb is not a great military weapon. It's insignificant in that way. Pidling

by comparison even to the smallest raids we send over Berlin, for instance. It's a psychological weapon, of course, and not such a bad one at that. But the English seem to be getting its measure, and I think they'll have it entirely whipped before very long. They had already stopped their coming over during the daylight hours by the time I made my trip.

You will be relieved to know that this is the end of this tense dramatic story. Tune in tomorrow afternoon when Slutsy Suds brings you the first installment of "I Wanted Love, or, An American in Piccadilly Circus."

Learn more about the V1 Flying Bomb and its successor the V2 Rocket. Hear the sounds that George describes so well for yourself and understand why his fellow airmen were concerned for his safety. Go to: http://www.flyingbombsandrockets.com/V1_into.html

George could have been one of those men Tom Brokaw wrote about in his book *The Greatest Generation Speaks*. Let's hope his sons get some answers from our readers and that we hear more of his story from them in the future.



George Rice decked out in flight suit. Though a Ground Eschelon Officer George flew on several missions including D-Day.



George Rice receives the Air Medal from Col. Robert W. Warren October, 1944.

A Chat From Your Chaplain

Health wise , this has been a hurting year, 2015. There's power in prayer, and will all of you kindly pray for all of our Board Members and their families, and for all of our membership and their families.

A number of our members and Associate members have made their "Final Mission" and their families should also be remembered in our prayers.

Too Good not to share

(An item I received in a recent e-mail.)

As I read this a couple of recent thoughts reentered my mind:

1. It's not the destination, it's the journey!
2. What if we woke up tomorrow with only those things we thanked God for today?

Subject: How much do we notice as we go through a day?

Lisa Beamer on Good Morning America - If you remember, she's the wife of Todd Beamer who said 'Let's Roll!' and helped take down the plane over Pennsylvania that was heading for Washington, DC back on 9/11. She said it's the little things that she misses most about Todd, such as hearing the garage door open as he came home, and her children running to meet him.

Lisa recalled this story: "I had a very special teacher in high school many years ago whose husband died suddenly of a heart attack. About a week after his death, she shared some of her insight with a classroom of students. As the late afternoon sunlight came streaming in through the classroom windows and the class was nearly over, she moved a few things aside on the edge of her desk and sat down there. With a gentle look of reflection on her face, she paused and said, 'Class is over. I would like to share with all of you, a thought that is unrelated to class, but which I feel is very important. Each of us is put here on earth to learn, share, love, appreciate and give of ourselves. None of us knows when this fantastic experience will end. It can be taken away at any moment.

Perhaps this is God's way of telling us that we must make the most out of every single day. Her eyes, beginning to water, she went on. So I would like you all to make me a promise. From now on, on your way to school, or on your way home, find something beautiful to notice. It doesn't have to be something you see, it could be a scent, perhaps of freshly baked bread wafting out of someone's house, or it could be

the sound of the breeze slightly rustling the leaves in the trees, or the way the morning light catches one autumn leaf as it falls gently to the ground. Please look for these things, and cherish them. For, although it may sound trite to some, these things are the 'stuff' of life. The little things we are put here on earth to enjoy. The things we often take for granted."

The class was completely quiet. We all picked up our books and filed out of the room Silently. That afternoon, I noticed more things on my way home from school than I had that whole semester. Every once in a while, I think of that teacher and remember what an impression she made on all of us, and I try to appreciate all of those things that sometimes we all overlook.

Take notice of something special you see on your lunch hour today. Go barefoot. Or walk on the beach at sunset. Stop off on the way home tonight to get a double dip ice cream cone. For as we get older, it is not the things we did that we often regret, but the things we didn't do."

If you like this, please pass it on to a friend, if not just forget it and go on with your life!

Life is not measured by the number of breaths we take, but by the moments that take our breath away.

The nicest place to be is in someone's thoughts, the safest place to be is in someone's prayers, and the very best place to be is ... In the hands of God.

In God We Trust


In closing, I wish all of you and yours a blessed and Healthy year, 2016.

In God we trust, and take our refuge!



Bill Thorns

*Bill as our Chaplain tries to write a personal letter on the behalf of the 96th Bomb Group to the family of all our members that have flown their **Final Mission**. You can help him and the 96th Bomb Group by letting him know in a timely manner of a members passing and the address to which he might send the letter.*

Address your correspondence for our Chaplain to:	
William (Bill) Thorns	
164 West Hewett Road #241 Santa Rosa Beach, FL 32459	
Phone (708)-408-8066	
E-mail b17fertilemyrtle@att.net	



The Pioneer Spirits roam the streets of Omaha.

Faces and Places Omaha



Pictured above 50 of 8th Air Force Veterans in attendance in Omaha for the 41st reunion. Four of them are from the 96th Bomb Group. Donald Colvin first on the left in the back row and Merton (Mert) Thurston, William (Bill) Thorns and Joseph (Joe) Garber second row center behind the only lady.



Looks like the Thorn's Family Reunion. Bill was joined by seventeen of his family in Omaha making the 96th number one in attendance once again.



Donald Colvin Joanne and Stan Hand Jr.



Willodean and Richard Hill Joan and Gladys Garber Jim and Doris Davis Janet Strizic and Jeannette Batton

October 14 - 18, 2016



Strategic Air
And
Space Museum



Bill Thorns, Mert Thurston, Joe Garber and Donald Colvin our four Veterans at the 96th Bomb Group Annual meeting.



Omaha



Mert Thurston and guest Francis

Dale and Kathy Budde

Honored Guest
Willa Seemann



Jerry and Rebecca Lutz

Lydia Anderson, Laura Maroney and Tim Bivens

Melissa McIlleath and Mike McIlraith

WELCOME SNETTERTON FALCONS

96TH BG REUNION



ARTWORK: JOE JONES

Our new banner depicting the air craft of the 96th Bomb Group and commemorating not only the crew members of these planes listed here but all the men of the 96th Bomb Group.

42-102573	338th BX	<i>No Nick Name</i>	Martin "Dick" Funk, Tail Gunner
44-6127	413th MZ-Q	"I'll Get By"	Edward "Jack" Griswold, Waist Gunner
42-31023	339th QJ-Q	"Skyball"	George Meshko, Waist Gunner
44-6137	337th AW-J	<i>No Nick Name</i>	George O. Bonitz, Waist Gunner
43-39018	337th AW-P	"Dinah Mite"	Marbury L. Councell Ball Turret Gunner
42-3261	413th MZ-Q	"Short Stride"	Frank Wiswall, Bombardier
42-30412	339th QJ-B	"Mischief Maker II"	Robert E. "Bob" Doherty, Radio Operator
42-97782	337th AW-E	"The Chief"	Thomas L. "Tom" Thomas, Navigator

The History of our Banner

The first time the distinctive historic aviation art was seen by most of us in the 96th Bomb Group was at the 8th Air Force Historical Society's 31st Annual Reunion in Arlington, Virginia in 2005. A young artist friend of George Meshko (339th waist Gunner) and Wayne Whitlock (337th Pilot) by the name of Joe Jones created a souvenir poster 11" x 18½" especially for the reunion.

Joe as an associate member of the 96th had spent many hours at previous reunions visiting and talking with our veterans about their aircraft and their experiences during the war to get every detail correct in this, and many other depictions for their aircraft.

He also created the art work for Jack Griswold (413th Waist Gunner) of "I'll Get By" that Jack's grandson turned into a fine banner for Jack that also made its appearance at the Arlington, Virginia reunion. These two original pieces became the inspiration along with all those hours spent in the hospitality suite of the 96th with our veterans for the piece Joe created to honor these legendary 96th Bomb Group B-17's and all the men of the 96th for the 2006 reunion in Dayton Ohio.

The final art was then completely redesigned for the massive 18' banner produced by Grandon Griswold for the Dayton reunion. What a glorious time was had by all having their pictures taken in front of it.

This tradition of having the Banner in the hospitality suite and picture taking continued until the reunion of October 2012 in San Antonio, due primarily to the efforts of George and Nancy Meshko. George created a frame and stand for the Banner and saw to its transport and placement in the hospitality suite that this terrific duo managed for so many years. That was also the last reunion that George attended before his "Final Mission" in 2014.

It was determined that the original 18' Banner had become unmanageable and difficult to transport and display and that the best disposition of it would be to retire it to the National Museum of WWII Aviation Colorado Springs in honor of George and Nancy Meshko, Jack Griswold and the Men of the 96th Bomb Group. Final arrangements have not been completed yet for its display.

We are most grateful to Joe Jones for again reworking the art and to Grandon Griswold and Trigon Imaging Systems, Inc. for producing for us this fine new banner for our 2015 reunion in Omaha. Its 3' x 8' size is far easier to manage.

It immediately became the focal point of our hospitality suite and a fine back drop for picture taking to remember the good times and fellowship of reunions past and present.

May it always remind us of all those who made the ultimate sacrifice in our county's service and serve as a legacy to all those who served in the 96th Bomb Group. The *Snetterton Falcons* all members of the "Greatest generation".





42nd ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO
October 19-23, 2016

REGISTRATION INSTRUCTIONS

STOP! RESERVE YOUR HOTEL ROOM FIRST!

The reunion hotel has a liberal cancellation policy-in the event you are unable to attend the reunion, you will be able to cancel your reservation without penalty within 48 hours of your scheduled check-in time. However, if you wait until the last minute to book your room reservation, you may not receive the reunion rate or rooms may no longer be available at the reunion hotel. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that our vendor commitments and guarantees will allow, less a \$5 processing fee.

*Canceling your hotel reservation does **NOT** cancel your reunion activities*

HOTEL RESERVATION INFORMATION

314-878-1500 or 888-627-7066
(Reference 'CHALET' and 8th AFHS)

Group Name: 8th Air Force Historical Society **Reunion Dates:** October 19-23, 2016

Rate: \$109 + tax (currently 15.363%) Rates are offered 3 days prior and 3 days post reunion based on availability.

Cut off Date: 9/15/2016

Cancellation Policy: All reservations have a 48 hour cancellation policy, or you will be charged one night room rate + tax.

WHEELCHAIR RENTALS

ScotAround: (888) 441-7575 or ScotAround.com

Location

The Sheraton Westport Lakeside Chalet is located in Westport Plaza, (191 Westport Plaza, St. Louis, MO 63146) which features 18 shops, popular restaurants, and entertainment venues. Guests will enjoy convenient access to popular destinations and attractions. We're located just 10 minutes from historic St. Charles, 15 minutes from Forest Park, home of the Saint Louis Zoo, Science Center, Art Museum and the History Museum. We're also close to the world-famous Gateway Arch, the St. Louis Cardinals baseball stadium, Six Flags© and Missouri's Wine County.

Shuttle Service

For those of you flying into St. Louis, there is complimentary shuttle service to and from the airport to the hotel. Go to Baggage Claim/Hotel Shuttle exits-the shuttle runs every half hour.

Upscale Amenities

Enjoy complimentary wireless High Speed Internet in all public areas, concierge service, plus signature amenities you'll only find at Sheraton. Wake up energized after a restful night's sleep in a plush Sheraton Sweet Sleeper® Bed. Stay connected at our lobby's connectivity hub, the Link@Sheraton™ experience with Microsoft®. Stay fit with a visit to our Sheraton Fitness center, programmed by Core Performance™.

Dining Options Abound

The Terrace Restaurant and Lucerne Restaurant feature a wide variety of menu items served in a friendly, casual atmosphere. There is also a private dining area perfect for intimate gatherings. We also offer guests the convenience and privacy of in-room dining service.

COMPLETE THE REGISTRATION FORM

Please fill out the registration form on page 17 completely.

- Fill out your name as you wish it to be on your name tag-and for any others registering with you. If you are a WWII veteran, and/or affiliated with a bomb or fighter group, please indicate which group.
- Meal packages include either seven [7] hotel meals [package #1] or five [5] hotel meals [package #2]. If you purchase a meal package, do NOT select separately priced meals. If you plan to attend some or all of the dinner functions, but do NOT wish to include breakfast, simply select the dinners you wish to attend in the area indicating "Separately Priced Meals." Be sure and select your entree if you plan on attending the Saturday evening gala.
- There are three [3] tour options available during the reunion. Please read the information [here in this issue] on each tour and then make your selection on the form. The Military Heritage Tour INCLUDES a box lunch.

MAIL IN YOUR REGISTRATION FORM

Once you have completed your registration form, please total up the amount owed and include a check, money order, or complete the credit card information on the form, payable to the 8th AFHS and mail to:

8th AFHS
PO Box 60369
Savannah, GA 31420-0369

ALL registration forms MUST be received by September 15, 2016 in order to guarantee your place. If you have any questions or problems in completing your registration, please contact:

Debra Kujawa
Managing Director 8th AFHS
912-748-8884
ManagingDirector@8thAFHS.org

ALL reunion information and forms are available on the website: 8thAFHS.org



42nd ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO

October 19-23, 2016

Wednesday, October 19

1:00pm — 6:00pm	Reunion registration open
1:00pm — until	Memorabilia/Gathering room open throughout reunion
1:00pm — 4:00pm	8th AFHS Board Meeting
6:00pm — 7:00pm	Welcome Reception, followed by dinner on your own

Thursday, October 20

7:30am — 8:30am	Continental Breakfast for Package #1 participants
8:00am — 12:00pm	Reunion registration open
8:30am — 9:45am	Individual Group Meetings
10:00am — 11:30am	American Indians in WWII
11:45am — 4:00pm	Our Military Heritage Tour*
1:00pm — 6:00pm	Reunion registration open
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 9:00pm	Rendezvous Dinners

Friday, October 21

7:30am — 8:30am	Full Breakfast for Meal Package participants
8:00am — 12:00pm	Reunion registration open
9:00am — 1:00pm	Gateway to St. Louis City Tour*
1:00pm — 6:00pm	Reunion registration open
2:00pm — 3:30pm	Presentation on AAM Duxford
3:45pm — 5:00pm	Q & A WWII Vets
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 9:00pm	Dinner Buffet—Donald Miller Presentation

Saturday, October 22

7:30am — 8:30am	Continental Breakfast for Meal Package participants
8:00am — 12:00pm	Reunion registration open
8:45am — 10:15am	General Membership Meeting
10:30am — 11:30am	Researchers/Webmasters Meeting
11:30am — 4:30pm	Anheuser-Busch Brewery/Grant's Farm Tour*
12:00pm — 4:00pm	8th AFHS Board Meeting
1:00pm — 6:00pm	Reunion registration open
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 10:00pm	Gala Dinner and Program

Sunday, October 23

7:30am — 8:30am	Full Breakfast for Meal Package participants
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*It is important that you be in the bus boarding area at least ten [10] minutes prior to the scheduled departure times. All tours require a minimum of 40 participants, unless otherwise stated. Driver and Staff gratuities ARE included in the tour prices.



REGISTRATION FORM
42nd ANNUAL 8th AFHS REUNION
 Sheraton Westport Lakeside Chalet, St. Louis, MO
 October 19-23, 2016

CUT-OFF DATE IS September 15, 2016	Price Per	# of People	TOTAL
REGISTRATION FEE	\$ 40	#	\$
Registration fee for children ages 8-16	\$ 25	#	\$
MEAL PACKAGES			
#1 Includes 7 hotel meals beginning with breakfast Thursday, Oct 20	\$ 212	#	\$
#2 Includes 5 hotel meals beginning with breakfast Friday, Oct 21	\$ 148	#	\$
Please select your entrée choice for the Gala banquet Saturday, Oct 22:			
Sliced London Broil with Bordelaise Sauce		#	
Pan Seared Salmon w/Balsamic Reduction		#	
SEPARATELY PRICED MEALS (If not purchasing a meal package)			
Thursday, Oct 20 — RENDEZVOUS DINNER Chicken Marsala	\$ 46	#	\$
Friday, Oct 21—EVENING DINNER BUFFET Roasted Pork Loin & Grilled Chicken Breast	\$ 46	#	\$
Saturday, Oct 22—GALA BANQUET (Please select entrée)			
Sliced London Broil with Bordelaise Sauce	\$ 46	#	\$
Pan Seared Salmon with Balsamic Reduction	\$ 46	#	\$
TOUR OPTIONS:			
Thursday, Oct 20: Military Heritage Tour— INCLUDES BOX LUNCH	\$ 45	#	\$
Friday, Oct 21: Gateway to St. Louis City Tour—Lunch on your own	\$ 25	#	\$
Saturday, Oct 22: Anheuser-Busch Brewery/Grant's Farm Tour	\$ 37	#	\$
Total amount payable to: 8th AFHS			\$

MEMBER NAME (for name tag): _____

WWII Veteran _____ BG or FG Affiliation _____ POW: _____ 2nd Gen _____ Gold Star Family Member _____ Other _____

SPOUSE or PERSON attending: _____

ADDITIONAL GUESTS: _____

ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

DAYTIME PH #: _____ EMAIL: _____

EMERGENCY CONTACT: _____ PH #: _____

PLEASE INDICATE ANY PHYSICAL OR DIETARY RESTRICTIONS: _____

IF PAYING BY CREDIT CARD:

CARD #: _____ EXP. DATE: _____

SIGNATURE: _____ *Your contact information will only be shared with attendees.*



TOUR DESCRIPTIONS

Our Military Heritage Tour

Thursday October 20, 2016 11:45am - 4:00pm

Our Military Heritage Tour includes the Missouri Civil War Museum and a driving tour of Jefferson Barracks National Cemetery. A boxed lunch is included.

Your first stop of the day is the Missouri Civil War Museum. Originally designed and built as an athletic and activity center for soldiers, it was later transitioned into a troop barracks for World War I and World War II. After abandonment in 1964, it took 60 years for a restoration project to transpire. Through grassroots efforts of fund-raising and hard work, the Civil War museum came to fruition. Enjoy viewing the artifacts significant to the Civil War efforts in the Missouri Area.

Enjoy your boxed lunch while driving through the Jefferson Barracks National Cemetery. The 4th largest cemetery in the nation, it was established after the American Civil War in an attempt to put together a formal network of military cemeteries. It started as the Jefferson Barracks Military Post Cemetery in 1826 and became a United States National Cemetery in 1866. The cemetery is administered by the Department of Veterans Affairs on the former site of Jefferson Barracks. It covers 331 acres and the number of interments as of 2014 is approximately 188,000. The cemetery is listed in the National Register of Historic Places.

Cost is \$45 per person-includes box lunch.



Gateway to St. Louis City Tour

Friday October 21, 2016 9:00am - 1:00pm



Your Destination St. Louis certified tour guide will trace the history of St. Louis beginning with the city's original settlement, Laclede's Landing. It is now a nine-block historic district filled with renovated turn-of-the-century buildings housing shops, eateries and offices. See the famous Gateway Arch, the Nation's tallest monument, which commemorates the gateway to the west for thousands of 19th century pioneers.

Enjoy a view of the Old Cathedral, the oldest cathedral west of the Mississippi. Across the street is the Old Courthouse, the setting for cases involving slavery, the fur trade and equal rights. Of these cases, the Dred Scott Freedom Trial is the most notable. You will pass Busch Stadium, home of the 2011 World Champion St. Louis Cardinals. Continuing west on Market Street, you will pass several of St. Louis' civic buildings and plazas, as well as City garden, a unique urban oasis blending art, architecture and landscape. St. Louis Union Station, once the busiest rail terminal in the world. Today, Union Station has undergone a magnificent renovation and is home to a luxury hotel and restaurants.

Next, enjoy a stop in the Central West End for lunch on your own. The Central West End is filled with century-old homes, sidewalk cafes, shops and galleries.

Cost is \$25.00 per person.

Anheuser-Busch Brewery/Grant's Farm Tour

Saturday October 22, 2016 11:15pm - 4:30pm

Experience a visit to Grant's Farm, the 251-acre estate of the late August A. Busch, Jr., which is operated by Anheuser-Busch Companies. The adventure begins at Grant Station where you will board a tram for a tour of the grounds. The 20-minute tram ride will wind through the Deer Park - a game preserve where antelope, buffalo and other animals roam in a natural 160-acre habitat. Pass Grant's Cabin, a log home built by Ulysses S. Grant, 18th President of the United States, and former owner of the land where Grant's Farm is today.

Your tram will then stop at the Tier Garten where you may enjoy elephant and bird shows. Then stroll to the historic Bauernhof which was built in 1913. Here you will have a chance to enjoy refreshments while viewing the elegant stables and the Busch family's world-renowned carriage collection. A visit to the Clydesdale stallion barn will complete your visit.

En route to the King of Beers - the Anheuser-Busch Brewery, your Destination St. Louis tour guide will familiarize you with the rich history of the colorful Busch family. Situated in a 100-acre complex with over 70 red brick structures, the Brewery buildings are known for their unique architecture and several are National Historic Landmarks.

During the 45-minute walking tour you will see the World Famous Clydesdales, the Beechwood Lagering Cellar, the Brew House, and the Bevo Packaging Plant. After visiting the Bevo Packaging Plant, a trolley will take guests back up to the tour center. No visit would be complete without sampling the family of Anheuser-Busch products during the tour!

Cost is \$37 per person.



Bill Tabel

September 1942 - August 2015

Bill Taebel served the 96th Bomb Group Association for 20 years from 1995 till his "Final Mission" in August of 2015. First as the creator of our Web page and then for 20 years as our Webmaster.

At a time when the Internet and the era of personal electronic devices were just coming of age he placed the 96th Bomb Group on the leading edge. With his knowledge and contacts Bill built us a valuable tool to not only memorialize our fallen but to tell the story of the 96th Bomb Group and to provide information, resources and contacts for many to learn the untold stories of their family members contribution to the war.

Who this man was is best told in his own words of introduction as reprinted here from the **96th Bomb Group Newsletter** Issue No.35 August 1999.



My name is Bill Taebel. I arrived in this world in Northern New Jersey in September of 1942. My 32-year-old father, with a Ph.D. in Metallurgy, was working for Westinghouse on a government project to improve the usable life span of 50 cal. machine gun barrels.

I remember some things about W.W.II such as blackout curtains in our house but not much else. In the late 40s a friend of mine and I used to run around in a Radio Flyer wagon - pretending it was a B-17 on a mission. In school they actually taught us W.W.II history, something the school systems now seem to have forgotten how to do, and our children know little about. We liked to watch "Victory at Sea" and "12 O'clock High" and we wondered what it was like to have participated in real action.

Interest in amateur radio and the available supply of surplus military equipment occupied a lot of my time in the early 50's. Several friends and I spent many hours searching for various transmitters and receivers in Newark and radio row in New York City. I am a licensed amateur today (WB2YZE) and have a collection of working W.W.II aircraft communication equipment including (for those that remember) a BC-348 and some ARC-5 equipment. There is something comforting about hearing the dynamotor spin up in the receiver and the soft glow of the "fire bottles" inside. The construction quality of these old rigs is far better than many things we buy today.

I met my wife Anita in 1963. Anita was born in Sweden where her father was interned after the October 9th, 1943 mission to Gdynia, Poland. He met and married my mother-in-law there. T/Sgt. Jim Degnan was a waist gunner in the 96th BG, 338BS. Anita and I were married in 1967 and I have 3 children. Although reluctant to discuss much about his war experiences, Jim would loosen

up once in a while and tell me about it. After he passed away, I realized we really knew little about his experiences or the men who flew in the air war over Europe. I decided that I wanted to know more and looked through the documentation he had saved. I was able to determine that he had belonged to the 96th BG but little else. I then discovered books on *Vintage Aircraft Nose Art* by Gary Valant, and *Flying Fortress* by Jablonski. I guess I was hooked on 8th AAF history after that.

For our 25th wedding anniversary Anita and I visited England. I had been able to find some information on the location of the 96th in the UK (and other Bomb Group sites), and thought it would be interesting to locate some of the bases. We spent three days in East Anglia (wish I had known about Geoff Ward then), running around with

Ordnance Survey maps. At Bury St. Edmunds, I walked onto a farmer's field and located the old control tower in a large clump of trees. We had lunch in the Black Swan at Lavenham and read the names written on the walls there by the air crews of long ago. We found the 100th BG museum at Thorpe Abbots, and I discovered that there were some really good books written by Roger Freeman. I own all of them now but *Airfields of the Eighth Then and Now* would have made locating things a lot easier. At Quidenham we discovered the stained glass memorial window in the chapel, and the 96th museum at Eccles School. There I found a 96th newsletter and a copy of the *Snetterton Falcons*. Flipping through the pages I located Anita's father's name and information on the other members of his crew.

I joined the 96th Association on return to the US. I also called Bob Doherty and purchased the 96th unit history, which I read with great fascination.

Along the way I managed to fly once from Albuquerque, NM to Phoenix, AZ, and twice from Phoenix to LA on the Collings Foundation's B-17 "909". This is an experience I will never forget and something that many today will never have the opportunity to do.

I worked for IBM Corp. I started as a Customer Engineer (CE) repairing main frame computer equipment (CPU's), and now work as a Software Engineer developing robotic libraries. This association has kept me involved in the information industry for the past 32 years.

I was exposed to the Internet through IBM and was fascinated by the ability to search for information world wide on many subjects. I found there were some web sites that represented W.W.II Bomb Groups or other military organizations. I was able to find the co-pilot of my

father-in-law's crew, John Fox, through an Internet search. I contacted him and we spent a day visiting. He showed me his logbooks and gave me a lot of interesting information. As part of my IBM education, I learned how to create Internet Web pages, and decided to build an informational page for the 96th based on information that I read in the Falcons, books by Roger Freeman, and Jablonski. The 1st 96th BG page was on the Internet in 1995. It was maintained at:

<http://www.azstarnet.com/nonprofit/96thbg.htm>

Subsequently I contacted Tom Thomas and indicated that I would be willing to maintain a page for the 96th. Tom conned me into doing the same for the 8th Air Force Memorial Museum Foundation at:

<http://www.azstarnet.com/nonprofit/8thafmmf>.

I contacted my local Internet provider "The AZSTARNET" who agreed to provide a no cost Internet site for us. So there we were in 1995 with an Internet site that allowed worldwide access to information on the 96th.

I get many e-mails from children of W.W.II veterans who want to know more about their parents or relatives and their involvement in W.W.II. Generally they have little information, as their parents were reluctant to talk about their experiences. But I have been able to direct them to others who can help.

In the words of Tom Brokaw - you are the "Greatest Generation". Please tell them about it, and thank you for making it safe for us to grow up.

A lot has changed since 1995 and Bill continued to keep the 96th on the cutting edge. He moved us from the original Internet server provider AZSTARNET to DakotaPro.biz in 2006 where it currently resides as:

<http://www.96bg.org>

The 8th Air Force Memorial Museum Foundation was dissolved and absorbed as a part of the 8th Air Force Historical Society and that site no longer exist.

Since the move in 2006 Bill continued to maintain and enhance the site voluntarily at no cost to the 96th Bomb Group and most recently had made it possible for our Newsletter to be posted as a printable PDF file that could be downloaded by anyone visiting the Web page. This has resulted in a number of enquiries about the 96th and a number of New Members some of whom were "Lost Souls" (Veterans of the 96th that we had never had contact with before).

We are indeed most grateful to Bill Taebel for what he has given the 96th Bomb Group Association and sincerely hope that it will become a lasting memorial to him as well as all those for whom he intended it when he created it.

It is with great pleasure that we report here that with the approval and cooperation of Anita Taebel and Bill's family the 96th Bomb Group Association will assume control and financial responsibility for the continuation of the domain name with DakotaPro.biz and maintain the site in memory of Bill Taebel and The 96th Bomb Group.

A special **Thank You** to Anita Taebel, Bill Bosmeny of DaKota Pro and our own Mike McIlrath for bringing about this continuation of Bill's fine work and gift.

Poet's Corner



Lady of His Dreams

by Jill Chandler ..

*For a brief moment the old man
Became young again.
He was in the presence of a lady
He had not seen in forty-six years.*

*He wanted to touch her and to thank her
For the many times she had been
Good to him.
But he was in total awe of her beauty.*

*What do you say
After so many years?
Few can relate to the moment when
A man meets an old mistress like her.*

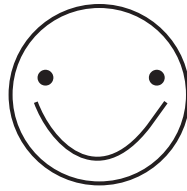
*Heart pounding, a knot
In his throat,
He spoke as he touched the lady
He had loved so long ago.*

*Many have had old loves,
but this was different.
She was no delicate lady,
Rather, a mighty Fortress, a B-17.*

*Only a special man can
Appreciate this love affair.
Yes, in brief moment it all came back.
Again he was in her presence.
The Lady of His Dreams.*

From "The Sky Was Never Still"; Publ. in 1996 by 8AFMMF, POB 201, Strasburg, PA 17579

Greetings from Texas!



We hope your winter is at least bearable – ours has been fantastically nice!

A brief update on the electronical world of the 96th Bomb Group Association.

Website – As we are reporting in this issue of the newsletter, we lost our generous and dedicated webmaster, Bill Taebel, last August. His passing made us aware of just how much he had done with the website www.96bg.org.

Since that time, we have worked with Bill's widow Anita and the website access has been transferred. We are working to add a tribute to Bill for his efforts in preserving the memory and heritage of the 96th BG and of all veterans of WWII. We also have some ideas for adding more information to the website – baby steps!

One other thing – Bill Taebel was an alumni of Upsala College in East Orange, New Jersey – this school no longer exists. Bill had created a page to recognize memories from an earlier time – if anyone has an interest, here is the link:

<http://www.upsala65.com/upsala/index.html>

Facebook – The Facebook page for the 96th BG Association continues to attract new 'Likes' – we are up to over 1,200 Likes, and we get 3 to 7 new folks clicking in each week.

In the past month, we have posted the beginnings of a summary of the history of the 96th BG, and we had an excellent response to this – this will continue in the coming weeks and months. We also try to post links to articles of interest – recent articles have included a memorial to a Tuskegee airman, and a link to a fairly new web page regarding B-17s. They are endeavoring to bring together info on all of the various flying and static display B-17s in one place – looks like it might be a great resource for fans of a beautiful aircraft!

We have had a couple of nice interactions on the Facebook page – people who are looking for more info on a relative – in one recent case, relatives of crew members from the same aircraft connected. In other cases, someone has been able to provide more info on a particular person, aircraft or incident. We hope that these interactions become more frequent and helpful as time goes on. Ideally, this will be another resource for people who want to know more, and it will help to keep the memories of this group's accomplishments alive.

Matt Kay is one person who is quite active with helping other folks on the Facebook page – a shout out to him for his time and generosity.

For those who are not users of Facebook, our page can still be viewed at:

www.facebook.com/96thbombgroupassociation

You won't be able to comment on anything or post, but you can see what is there.

If you have a Facebook account, simply search for: 96th Bomb Group Association.

Finally – there are many other excellent Facebook pages out there regarding similar areas of interest: The 100th Bomb Group has a particularly active page with very frequent updates and postings (look for: WW2 100th Bomb Group). The Commemorative Air Force posts info on their aircraft and activities. If your interests are purely airplanes, try “Fans of the B-17 Flying Fortress” or “B-24 Liberator Fans” Facebook pages. Do a little searching – you'll find so much, and you may just find out that the whole day has been spent 'researching'.



Michael McIlrath
mmc@flash.net

Here are a few more suggestions

- 92nd Bomb Group
- 448th Bomb Group
- 8th AF in WWII
- Memories in Color (colorizing old black and white photos several from the 8th AF recently)
- National Museum of the Mighty Eighth Air Force
- Collings Foundation

Web sites

- <http://www.americanairmuseum.com/> This is a web site for the American Air Museum in Britain, located at Duxford. They are endeavoring to create a database for every American airman, aircraft, base and mission related to WWII. If you register (it is free!) you can edit entries or add info. It is pretty easy to do. Linking information between entries is intriguing - for instance, linking a particular aircraft to a specific aircrew (if you have that sort of info and it isn't already linked). You can upload pictures and add information about those as well (look under the 'Media' tab for a particular entry).
- <http://www.92ndma.org/> A web site for the 92nd USAAF-USAF Memorial Association, with many links for the WWII 92nd Bomb Group as well as other 92nd related Air Force groups. There is a lot to see here.
- <https://100thbg.com/> A very extensive web site for the 100th Bomb Group Association.
- <https://8thafhs.org/index.php> Web site for the Eighth Air Force Historical Society - lots of info here, including a link for the next reunion! **Reunion registration is open!**
- <http://www.armyairforces.com/> This is a website with a lot of content regarding the USAAF in WWII - the discussion forums have a lot of knowledgeable folks. It looks like they are working on bringing older forum content into a new forum system, so check back often if you are searching for something specific



R. Payton Woodson, III
Post Office Box 12346
Raleigh, N.C. 27605

August 13, 2015

Dear Dale,

I am happy to send you four of the 96th Bomb Group Newsletters that are missing from your files'

And please know how much this "old Timer enjoys reading the news on arrival.

Best wishes to you and your family.

Sincerely,
R. Payton Woodson, III

RPW:pl

cc: Sean Simington
Rebecca Lutz

P.S. I agree with Sean Simington as expressed in his letter to Joe Garber.



8-16-15

Dear Dale;

I am sending you the Issue 21 of August 1992, of which we spoke last week.

Would appreciate it being returned to me when you are through.

Note that my husband Eugene Blue, N, is listed in "Final Mission".

Am enclosing my card as well as daughter, Jenell. Remember, her name was not listed as a new member.

Will keep in touch.

Sincerely,
Nelloise Blue



Oct 14, 2015

Dear Dale

I am sorry I have taken so much time in sending you the two Newsletters that I am donating.

I had a heart valve implanted and I feel well now.

Enclosed I am also sending a news clipping (about the awarding of the Legion of Honor) and a couple of photos.

On the Greatest Generation photo, I am wearing a vest that I invented and it was sown by my daughter-in-law. The front of the vest is material cut out of an old G.I. blanket. Insignia and buttons are original Army Air Corp. The back side is a heavy duty cloth. My daughter-in-law did a great job of painting a B-17 under a half moon of bombs (32) each bomb has the name of the target bombed

I threw in a photo of my younger days. This photo is a copy of a large granite plaque that is imbedded on the wall memorial with other veterans on the Mt. Soledad Veterans Memorial in the city of LaJolla, CA. I've put this all together kind of piece meal. I hope you like it.

Sincerely yours,

Rudy Villalobos
722 N Preston Drive
Calxico, CA 92231



Subject: My Father's Service
Date: 1/25/2016 8:19:50 A.M. Central Standard Time
From: charlesrice909@msn.com
To: Dlbudde@aol.com

Dear Mr. Budde:

My brother and I are putting together my father's letters and photographs from WWII. He was 1st Lt. George W. Rice, 0854059 and served in the 338 B Sq, 96 B.G., stationed at Snetterton Heath. DOB 09-14-18 - died 2003. He served from 1941 through August 1945. Technically he was a bomb sight maintenance officer, but it is known that he flew on several missions including a mission over France on D-day.

In an effort to research his war record, I was informed that his records had been unfortunately lost in a fire which destroyed many others, too.

Therefore, if you have any information about him, it would be appreciated. But more to the point, if there are any surviving members of his unit that might remember him, I would greatly appreciate contacting them.

Further, if you would like copies of his letters and photographs, I would be happy to let you have them.

Thank you.
Charles N. Rice

From: Dlbudde@aol.com
Sent: Sunday, February 07, 2016 6:11 PM
To: charlesrice909@msn.com
Subject: Your Father's Service 96th Bomb Group

Dear Charles

Received your e-mail request for information on your father's service with the 96th Bomb Group and I will included it in the February Newsletter and hopefully someone will remember your father. At the very least we should get some info about being a Bomb Sight Maintenance Officer at Snetterton.

We have a web page that might be of interest if you have not already discovered it at: <http://96bg.org/>.

You can pull up printable PDF files of some of our old Newsletter here if you are interested. I will attach a copy of our last Newsletter for you with this e-mail.

We also have a Facebook page where you can interact with other members and people looking for information

I would also be interested in printing your father's story if you and your brother would care to share it with us in a future Newsletter.

Dale Budde
Editor 96yh BGA Newsletter

Subject: RE: Your Father's Service 96th Bomb Group
Date: 2/7/2016 7:28:28 P.M. Central Standard Time
From: charlesrice909@msn.com
To: Dlbudde@aol.com

Thanks

Here is my father's story both in the original as a .PDF, and a transcribed word file.

Charles Rice

Editor's Note: See Story on page 8

From: Coatoam, Gregory
Sent: Tuesday, January 26, 2016 11:55 PM
To: nessej@aol.com ; gdmh.w33@tiscali.co.uk
Subject: Picture of my dad and his crewmates- 96th BG Snetterton Heath
Dan/Geoff:

I was on 96bg.org looking at pictures and reading some of the newsletters and other information. I wanted to share a picture of my dad and his crewmates. My dad's name was Tom Coatoam. Probably called "Tommy" by his crew members. He was from Cleveland, Ohio.

They were in the 337th squadron I think but I am not sure. I don't have the exact dates but I believe my dad arrived at Snetterton Heath in February 1944 and was there till the end of the war in Europe. He told me he flew 17 missions and went up against ME262's at one point late in the war. He was a ball turret gunner and said the ball could not rotate fast enough to shoot at them!

My dad returned to Cleveland, Ohio after the war and spent 28 years as a Cleveland police officer before retiring in 1979. I am the youngest of four sons that he had with my mom Helen. They were married for 50 years before my mom died of cancer in 1992. My dad died two years ago. Definitely one of the greatest generation.

The bombardier on this crew is Don Durgin who went on to become President of NBC Television in 1965. He died in 2003 at the age of 79.

I hope other children of these men might see this picture and tell me what happened with their dads after the war ended.

Let me know if children of 96th BG members can attend the reunions. Take care.

Regards,
Greg Coatoam

Harley-Davidson Motor Company
District Manager
District 9
Mid-Atlantic Market
gregory.coatoam@harley-davidson.com
414-526-7053 cell

Subject: Re: Picture of my dad and his crewmates- 96th BG Snetterton Heath
Date: 1/30/2016 5:51:28 A.M. Central Standard Time.
From: gdmh.w33@tiscali.co.uk
Reply To: gregory.Coatoam@harley-davidson.com
CC: daniel.bradley@verizon.com, Dlbudde@aol.com

Greg

Thanks for the crew picture and info on your dad.
I have checked my crew records and your Dad was in the 337th

Squadron and the crew were assigned to that squadron in February 1945.

I would suggest that you contact the editor of the 96th BG newsletter to include your request for anyone who knew him.

The editor is Dale Budde and his email address is Dlbudde@aol.com.

I don't know if you are aware of all the names of the crew, so I have included the crew list.

Pilot: Lt. Robert F. Stevens
Co Pilot: Lt. George R. Ciroux
Navigator: Lt Hugh L. Fisher
Bombardier: Lt. Don Durgin
Sgt. Thomas R. Cotoam
Sgt. Isadore S. Aiello
Sgt. Fay F. Jones
Sgt. Lowell V. Lane
Sgt. William Pohle

You will note that there are only nine crew members listed instead of the usual ten, because toward the end of the war they did away with one of the waist gunners on the crews.

I trust this information will be useful for you.

Sincerely,
Geoff Ward



Left to right top row: 1) Pilot - Capt. William Barton, 2) Co-pilot - 1st/Lt. George Giroux, 3) Nav - 1st/Lt. Hugh Fisher, 4) Bomb - 1st/Lt. Donald Durgin, 5) Mick Oper - 2nd/Lt. Edward LaBroad. Left to right in the bottom row: 6) Eng.-Sgt. Lowell Lane, 7) Waist Gun - Sgt. William Pohle 8) Ball Turret/Tail Gun Sgt. Thomas R. Cotoam 9) Radio Operator Sgt. Fay Jones



96th Bomb Group Association

General Meeting

Minutes

16 October 2015

Doubletree Omaha Downtown

Omaha, Nebraska

President Joe Garber called the membership of 96th Bomb Group meeting to order at 08:30, 16 October 2015.

Pledge of Allegiance was made and Bill Thorns gave the opening prayer and read the names of the 96th members who had flown their "Final Mission" in the last year.

Jim Davis called roll of Board Members:

Present: Joe Garber, Mike McIlraith, Jim Davis, Bill Thorns, Rebecca Lutz, Lydia Anderson, Dale Budde

Absent: Dan Bradley, George Bonitz and Geoff Ward

Approval of Minutes: of the General meeting 11 October 2014 as printed in the February 2015 Newsletter.

Secretary Treasurer's report: submitted by Dan Bradley was read by Mike McIlraith in Dan's absence.

Our expenses exceeded our income to date for 2015 by \$2,630.04 but our total assets are \$25,100.65.

We mail out our Newsletter to 333 recipients but have only a total of 243 members with 183 being life members.

President Garber recognized new members to the 96th Bomb Group since our Nashville reunion in 2014

James L. Butts, Mrs. Cory Geske, Dr. Stan Hand, Jr., Catherine Hoffman, Ted Skeels

Rebe Bosna, from The Netherlands and Kristof DeGeyter, from Belgium.

Membership Committee Report: Lydia Anderson reported that Catherine Hoffman had recently returned from a trip to Snetterton and Rebecca Lutz reported that John Bookstanz had also recently returned from Snetterton and she and Mr. Bookstanz will meet when she returns to Texas and he will sign up as a 96th member.

Mike McIlraith reported that we have 1,000 likes on Facebook and he will continue to work on our Facebook page.

Lydia and Rebecca also reported on the trip some of the group made to England this spring,

Rebecca reported that Mr. Simington had a new 96th BG sign painted at the entrance to the school grounds and it looks very nice.

She also reported that donations had been received in honor of Glenn Harrison's 95th Birthday, which were specifically made for support of the Museum. We appreciate the donation by Jeff Eubank, and Barry and Jackie Harrison. Dale suggested the donation in Glenn Harrison's honor could be used to record a virtual tour of the Museum at Snetterton to be posted on our web page and Facebook. Rebecca suggested that perhaps Bruce Martin, who has provided previous videos for us, could record this video. Rebecca said she would discuss this with Geoff.

Dale Budde reported Mike will be enlisting help to work on our website, as our Webmaster Bill Taebel passed away in August.

President Joe Garber read correspondence from Geoff Ward and Sean Simington, Headmaster of Eccles Hall School, regarding refurbishment of the Museum façade at Snetterton. The Board agreed to accept Mr. Simington's opinion that the façade should be left as it is. We all appreciate Mr. Simington's invaluable support to the Museum. He also read Geoff Ward's report of activities at Snetterton since the last Newsletter.

Dale reported that the original 96th BG banner will be donated to the National Museum of World War II in Colorado Springs. He also reported that a new, smaller version of our banner has been made, which is 8ft x 3 ½ ft and is hanging in the Hospitality Suite. Donald Koons has sent the Garbers an 8th Air Force banner, which is also hanging in the Hospitality Suite.

President Garber expressed concern about the flags at the Silver Dream after receiving some reports regarding their condition at the end of summer. Rebecca reported that the flags have been taken down for the winter and Geoff has found a source for flags which are designed to keep the edges from fraying for the replacements. These flags cost approximately £80.00, or approximately \$120.00

President Garber also has sent a letter to the editor of the POW magazine, to recruit 96th BG members or Next Generations. The article will be published in the next issue of POW magazine.

New Business: Election of officers - Joe Garber, President, Mike McIlraith, Vice-President and Dan Bradley, Secretary Treasurer were retained in office for a three year term by acclamation.

Meeting adjourned by President Garber at 09:55.

Respectfully submitted 

Rebecca Lutz, Recording Secretary



96th Bomb Group Association TREASURER'S REPORT 2015



(January 1 - December 31, 2015)

Beginning Balance January 1, 2015 **\$ 27,730.69**
Wells Fargo Checking Account (non interest bearing account):

INCOME 2015:

Membership Dues/Donations: \$ 1,205.00

Total Income

Expenses 2015: **\$ 1,205.00**

April Newsletter # 64 Budde's Print Shop:	\$1922.27
August Newsletter # 65 Budde's Print Shop:	1,558.77
State of Illinois NFP Filing	13.00
Postage (Newsletters)	41.00
96th Banner Art	300.00
8th AFHS (Hospitality Suite)	500.00
Hospitality Supplies	581.29
Jim Davis Flower Arrangement	287.30

Total Expenses **\$5,203.63**

Total Income for 2015: **\$ (3,998.63)**
(income - expenses)

Total Assets: (December 31, 2015) **\$ 23,732.06**

Respectfully Submitted
Daniel Bradley
Secretary/Treasurer 96th Bomb Group Association

Notes:

All funds are currently deposited in a not for profit checking account which is non interest bearing.

State of Illinois non profit status to "Active"
Agent Name: Dale Budde (agent needs to reside in Illinois)

IRS Filing Submitted August 12, 2012 Form 1024 to get Tax Exempt Status reinstated with Fed. Govt.
IRS Status: Reinstated Retroactive.

BULLETIN BOARD



WWII Vets attending the St, Louis reunion are eligible to receive a \$250 rebate to help cover registration and meals. Rebate available at reunion check-in.

This is great news. We had only 4 Veterans in Omaha from the 96th Bomb Group. This incentive and the central location in St. Louis should make the turn out much larger this October. Make your reservations now and let your fellow crew members and other friends in the 96th know you are coming. No excuses this is an excellent opportunity to all get together. Help uphold our tradition of the group with the largest attendees.

96th Bomb Group Library

Our Library is coming to St.Louis. Janet Strizic, our librarian, is transporting it to the reunion. Be sure to checkout the many titles and valuable resources that are available. You might just like to check one out and take it home. If you have books that you borrowed in Omaha please bring them with you and exchange them for another.

A complete list of our holdings was printed in Issue No.64 February 2015 of the Newsletter and can be viewed on line at www.96bg.org. To borrow your choice by mail contact

Janet Strizic
10303 N. Ellendale Road
Edgerton, WI 53534
(608) 290-3611
rainorshine101@yahoo.com

Veterans Museum and Educational Center 166 South Beach Street Daytona Beach, FL.

A contract has been finalized for the museum. Many local veterans, Joan and myself have worked very hard to collect funds for this purpose, and people have been donating all types of items from their military parents and grandparents and friends.

We anticipate the opening of the museum to be in late May 2016.

The Roll of Honor has a special place in our Museum. Doris Davis donated a very large picture of B-17s in the sky. It is beautiful and will be hanging above the Roll of Honor.

The museum is located on the ocean in the heart of Daytona Beach, Florida. If anyone would like to donate articles to the museum, contact Joe Garber at:

paljoe2@aol.com.

WANTED OLD ISSUES 96th BOMB GROUP NEWSLETTERS

Issue # 20 February 1992
Issue # 22 February 1993
Issue # 23 August 1993
Issue # 24 February 1994

These are needed to provide a complete set for the Newsletter Files. If you could donate or loan them to be copied it would be greatly appreciated. The process of putting all of the back issues into a printable PDF format that can be posted to our web page or made available on a CD to the membership has begun and needs only these issues to be complete.

Please send them to or contact our Editor to arrange for their loan.

Dale L. Budde
2415 Fairchild Lane
West Chicago, Illinois 60185
(630) 443-4741
Dlbudde@aol.com

Thank you to those of you listed below who responded after our last Newsletter ..Issue #23 had parts of pages 7 and 8 cut out for an order form.

Issue# 21 August 1992 Nelloise Blue
Issue # 23 August 1993 Rudy Villalobos
(pages 7 & 8 Missing)
Issue # 27 August 1996 Richard Hill
Issue # 28 February 1997 Richard Hill &
Rudy Villalobos
Issue # 29 August 1997 Woody Woodson
Issue # 36 February 2000 Woody Woodson

WELCOME NEW MEMBERS

Since August, 2015



Colvin, Donald E.	205 SE Service Road, Southern Pines, NC 28384	339th ENG
Geske, Corey Phelon	73 Atterbury Drive, Smithtown NY 11787-2701	<i>Daughter of William C. Phelon Jr. 338th</i>
Perrine, James W.	4240 Bennett Drive, Hamilton OH 45011-9209	<i>Son of Don Perrine 339th N/B</i>
Rice, Bill and Charles	719 N. Town Hall Road, Forestville WI 54219	<i>Sons of George W Rice 338th BSMO</i>
Thorns, Dan	19606 Brookridge Drive, Tinley Park, IL 60487	
Thorns, Michele	19606 Brookridge Drive, Tinley Park, IL 60487	
Thorns, Tracy	55 Woodview Drive, Muskegon, MI, 49442	
Thorns, William	55 Woodview Drive, Muskegon, MI, 49442	
Wake, Victoria	2445 Carmel Street, Oakland CA 94602	<i>Daughter of Gordon Wake 337th B</i>
Wayland, Mrs. William	407 Pinecrest Drive, Macomb, IL 61455	<i>Widow of William Wayland 337th ENG</i>

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 2016 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 2016
with the
8th Air Force Historical Society
42nd Annual Reunion
Saint Louis, Missouri
October 19-23, 2016**

Sheraton Westport Hotel Lakeside Chalet
191 Westport Plaza
Saint Louis, MO 63146
(888) 627-7066 - (314) 878-1500
<http://www.sheratonwestport.com/>

Complete program and reunion information in this issue on
pages 15-18 or in March 2016 *8th Air Force News*
also on line at: 8thAFHS.org

WHERE
TO CALL
OR WRITE



PRESIDENT (2018)
Joe Garber (Joan)
46 Coquina Ridge Way
Ormond Beach, FL 32174-1816
(386) 672-5359
PalJoe2@aol.com

PRESIDENT EMERITUS
Marbury Councill (Carolyn)
420 Riverside Drive
Pasadena, MD 21122
(410) 437-5474
Caramarb@aol.com

VICE PRESIDENT (2018)
Michael (Mike) McIlraith (Terri)
1801 Bolton Street
Fort Worth, TX 76111
(817)-834-4620
mmc@flash.net

BOARD MEMBERS

CHAPLAIN
William (Bill) M. Thorns (Dorothy)
164 West Hewett Road #241
Santa Rosa Beach, FL 32459
(708)-408-8066
B17fertilemyrtle@att.net

SECRETARY/TREASURER (2018)
Daniel Bradley (Vanessa)
31 Brinckerhoff Avenue
New Canaan, CT 06840
(203) 972-8894
nessei@outlook.com

George O. Bonitz (Bernice)
9936 Tunney Avenue
Northridge, CA 91324
george339@gmail.com
Bonitzgfindlay@aol.com

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2104 St. Andrews
Round Rock, TX 78664
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twolutz@att.net

Lydia Anderson
8155 Shenandoah Drive
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(409) 866-3118
lha1015@hotmail.com

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Gdmh.w33@tiscali.co.uk

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<http://www.96bg.org/>

PHOTOGRAPHER
Richard Hill

LIBRARIAN
Janet Strizic
10303 N. Ellendale Road
Edgerton, WI 53534-8405
(608)-290-3611
rainorshine101@yahoo.com



Final Mission

Those Who Served Their Country
With Honor and Distinction

Ballard, Hugh L.	339th	N
Bitzer, Gustave H.	337th	P
Bullington, Virginia		Spouse
(Bullington, Robert 2002)	339th	BSM
Conrow, Laurence F.	337th	CP
Cotoam, Thomas R.	337th	BTG
Davis, James		Recording Secretary
Gorse, Norville J.	337th	CP
McKenzie, Homer L.	339th	
Nezolosky, Andrew R.	413th	BTG
Rice, George W.	338th	BSMO
Searah, Rose		Spouse
(Searah, Andrew J.)		
Seemann, Lee D.	339th	P
Taebel, William (Bill)		Webmaster
Wake, Rose Ella		Newsletter Photographer
(Wake, Gordon)	337th	B
Waters, Kenneth T.	413th	P
Youngers, Edward C.	337th	TG

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. July 30, 2016 is the deadline for the August 2016 issue.

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



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