



N 96TH BOMB GROUP NEWSLETTER

FEBRUARY 2018

ISSUE NO. 70

“Rhapsody in Flak” Ordinary yet Extraordinary



Original *Rhapsody in Flak* crew after early mission. Standing left to right: John Weydon Flight Engr., George Bonitz Left Waist Gunner, Clifton Barnes Right Waist Gunner, Lt. John Fisher Co-Pilot, Warren Grey Tail Gunner. Kneeling left to right: Lt Charles Harvey Pilot, Buddy Krause Bombardier, Fred Wills Navigator, Alfred Maycock Radio Operator, Charles Raphael Ball Turret Gunner.

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President's Corner

Greetings to Everyone!

Happy New Year to everyone. I hope your year has started off well, and that your weather is at least bearable. Spring and summer will be here soon!!

I wanted to use this space to touch on a few things; hopefully I won't repeat too many things that are covered elsewhere in this newsletter:

1. The 2017 8th AFHS reunion was held in New Orleans last September/October. I had a very good time and I hope everyone else did too. I believe that the National Museum of WWII is something to see. The 96th BGA was once again well represented at the reunion. Look for more info and photos elsewhere in this newsletter.

2. At our 96th BGA Business meeting during the reunion, there was one significant item on the agenda - we needed to find a new Treasurer.

As many of you know, Mr. Dan Bradley has been the Treasurer of this group for seven years. About two years ago, he contacted the Officers of the group and indicated that he would like to step down as Treasurer and we began the search for a replacement. This year, we were very fortunate to have a volunteer. Susan Hinchman is now the Secretary/Treasurer of the 96th BGA. Thank You so much Susan!

I have had the privilege to work with Susan on 96th BGA items for these past three months plus, and she is on top of things!

You will see more info from Susan elsewhere in this newsletter.

3. Speaking of our Treasurer, 96th Bomb Group Association dues for 2018 are due now! It is only \$20 per year - for that you get two very fine newsletters, and you also help support other efforts that we engage in during the year such as memorials and remembrances, etc.

If your membership has lapsed from last year or even years past, have no fear! \$20 for 2018 is all we are asking.

Please make your checks payable to 96th Bomb Group Association and send them to:

Susan Hinchman
706 Miami View CT
Loveland, OH 45140

4. The 2018 8th AFHS reunion will be in Dayton, Ohio. The dates are October 10th through October 14th.

5. Please see the message from Wim Jacobs on page 12 in this newsletter. You may know that Wim lives in Belgium and is an ardent supporter of the 96th BGA. He has an interesting idea for remembering members of the 96th Bomb Group who are buried in the American Cemeteries in Belgium. We will be discussing his idea further and working on the best way to proceed. Thank You Wim for always thinking of the 96th!

And finally, I'd like to close with a few Thank Yous:

First - To Dan Bradley for being the Secretary/Treasurer for our group for several years now. As I mentioned above, after Dan let us know he was ready to resign his post two years ago, he was a real friend to the 96th BGA and stayed on during the past many months while we worked to find a Treasurer - Thank You for all you have done Dan!

Second - To Rebecca and Jerry Lutz. If you have attended a reunion and visited the 96th hospitality suite, then you have seen the work done by Rebecca and Jerry. I mentioned this at the reunion, but it bears repeating - Rebecca takes care of obtaining our hospitality suite directly with Donna Lee, and she and Jerry bring the refreshments and decorations to each reunion (and even a birthday cake!). Thank You both for being the hosts for a great party each year!

As I like to mention each time if you'd really like to connect, visit or call a veteran. It could be a member of the 96th BG, or a retired or current member of any of the Armed Forces. Let them know you are thinking of them, ask them a question about their service, or just say "Thank You for your service". It would mean a lot, and I know you'd get something out of it too!

Thank You for your time!



Mike McIlraith
President - 96th BGA



P.S. Are you a paid member of the 96th BGA? And are you a paid member of the 8th AFHS? If you are, please make sure you are current on your dues with each organization. And if you aren't, please consider joining both groups - I think you'll be glad you did.

Meanwhile Back at the Old Base



Firstly, can I introduce myself and say a big hello to all the 96th Bomb Group, members, veterans and families. My name is Jean Wills and I have taken over doing this newsletter report from the UK from Geoff Ward who is taking a bit of a back step after doing this for many years. I can assure you that Geoff is well and although he feels he is slowing down I have told him that he better not be going anywhere.



Jean Wills

Some of you may remember that I published the 96th Bomb Group booklet with the help of Geoff and the other committee members and that I live in the old cottage that stood on the base throughout the WWII. Many of the veterans will have remembered this as being inhabited by a local family. My connection doesn't just end there as my Aunt married an American Serviceman from here, sadly he died but she is still alive aged 95 yrs. and lives in Michigan.

The good news to report is that the four Rose bushes have been planted at that Memorial at Snetterton Race Track one for each of the 96th squadrons. Many thanks for Peter Beales Roses of Attleborough who supplied the roses and to Snetterton Race Track management and maintenance team for permission and planting.

The 96th United Kingdom associate members and spouses committee were to hold their Official dinner on Thursday the 8th February at the Stag Restaurant at Breckland Lodge. Unfortunately it was destroyed by a fire the Wednesday morning before. Many veterans and family members who have visited the old base over the years will remember having had their lunch there.



Early Morning fire at the Stag Restaurant at Breckland Lodge



The first US visitor this year was Neal Hurst who's Uncle Lt David Thomas, 339th squadron, was killed in action on the 19th March 1945. He was on a business trip to London and made the visit to his Uncle's old base as a remembrance.

Snoopy, flies again with the USAF from Lakenheath in a F15 Eagle, Maj Gil Garcia who represented the USAF at the Remembrance Day service in Quidenham Church kindly accepted an invitation to do this. It was the second time that Snoopy has flown with the USAF to America. Snoopy was given to the 96th for most attendees at the 8th AFHS reunion several years ago.



The Public Liability Insurance is now in place at the New Eccles School 96th Bomb Group Museum to protect visitors. As the new owners Aurora now have Pupil safety in place, all visitors must be accompanied by a DBS certificated person, which means that if you are visiting in future please contact any UK association member or the school to arrange for a checked person to escort you. The school will contact us if required.

Many thanks
Jean Wills

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Secretary - Treasurer - Changing of the Guard

The position of Secretary/Treasurer has always been an important position in the 96th Bomb Group Association. Tom Thomas our first Secretary/Treasurer served in that capacity from the beginnings in 1981 for twenty-eight years. The membership roster then listed 1429 names that were receiving the Newsletter and paying dues. The job of keeping tabs on changing addresses and soliciting unpaid dues was nearly a full time activity. By 2010 when Dan Bradley became our second Secretary/Treasurer membership had fallen to below 600 not to any lack of activity by Dan, but now 65 years since the end of World War II natural attrition had set in. Now as Susan Hinchman takes over as our third Secretary/Treasurer membership has fallen to 325 members on our mailing list. Susan has done an excellent job since her election in September of 2017 in bringing our roster up to date and identifying those who have not paid dues in recent years. It is hoped that the amnesty on back dues set out in the *President's Corner* on page 2 will encourage those in arrears to pay your \$20.00 Dues for 2018 and continue your relationship with the 96th Bomb Group Association. These funds make possible this Newsletter and without them we can not continue to keep in touch with those who can no longer attend the annual reunions.

Welcome Susan

Susan Brockman Hinchman was pleased to accept the position of Secretary/Treasurer of the 96th Bomb Group.

Susan's dad, Roy Brockman, was a B-17 pilot in the 338th Bomb Squadron and flew 35 missions between August and December 1944. Many of those on the famed "5 Grand". For nearly twenty years, Roy and his wife Lee were faithful attendees of both 96th Bomb Group and 8th Air Force reunions. Susan is delighted to carry on this tradition in honor of her Dad's legacy of service to our country.

Susan has a professional background in banking and manufacturing accounting with an advanced degree in Accounting from the Rochester Institute of Technology.

She lives in Loveland, Ohio, and enjoys traveling with her husband Ben to visit their daughter, Holly, and her family in West Chester, PA; and their son, Ben V, who is a Lieutenant in the U.S. Coast Guard and Commanding Officer of a cutter based in Corpus Christi, TX.

Susan looks forward to getting to know all the members of the 96th Bomb Group Association and working with the Board and Officers.



Our new Secretary/Treasurer Susan Hinchman and her husband Ben

Thank You Dan

Members of the 96th Bomb Group Association:

I wanted to take a moment to thank the Board and all members of the 96th Bomb Group Association for allowing me to serve as your Secretary and Treasurer for the past 7 years. It has been an honor and my privilege to work with the group. During my tenure we have seen changes to the membership and made some positive strides. We brought the group into compliance with the IRS and State of Illinois' current rules and continue to maintain our status as a corporation "in good standing". Following Tom Thomas as Secretary/Treasurer and his long (and legendary) service with the group was tough to do (could never fill Tom's shoes), but I hope my contributions were looked on as positive for the group now and moving forward.

I welcome Sue Hinchman as the new Secretary/Treasurer and appreciate her taking on the role. I will continue to be an active member with the group and always look forward to hearing from other members.

Thank you all again for the honor and trust. Hope to see you all at the next reunion.

Regards,
Dan Bradley



Outgoing Secretary/Tresurer Dan Bradley and his wife Vanessa

A Chat From Your Chaplain

The following is something I collected or came across in my readings, Bible study group or daily life. I hope you enjoy it and that it brings your life some small pleasure and understanding of the wonders of our Lord's love.

The 8 Healthy Habits of Happy People

By: Catherine Roberts

Did you know that happy people are healthier people? Studies consistently show that those with a "glass half full mentality" can boast lower blood pressure, less stress, healthier body weights, and stronger hearts than their less optimistic neighbors.

So see, there's something to having a positive outlook on life. Here are eight ways that you can look on the bright side of a healthier life....

1. Turn That Frown Upside Down

You might notice that people more often gravitate to those with a sunnier disposition. However, the actual act of smiling emits serotonin (the happy hormone) and creates a, stimulating, positive environment. While frowning creates negative energy and drives people away.

2. Happy People Are Inspired Not Jealous

Instead of looking at your coworker with the expensive car and bigger job title with envy, positive people choose to look upon them as a source of inspiration by channeling that negative, pointless jealousy into a catalyst for their own success.

3. Don't Play the Blame Game

We all know a person who blames everyone else for their problems. They're not very nice to be around, are they? If you complain to everyone about how the economy, work, and the government are bringing you down, you will bring everyone down within earshot and suddenly find yourself alone 'with no one to blame. Instead, take control of your current situation and be the harbinger of your own success.

4. Exercise Blasts Stress

There's more than a physical reason why doctors recommend an hour of activity a day. It's because healthy exercise helps blast stress, refresh oxygen, encourage blood flow, and even exposes us to sunlight (vitamin D), which literally helps us absorb happiness.

5. Forgive and Forget

Forgiveness may be hard to swallow, especially if your pride is in the way. However, forgiving means moving on, banishing negative, and making way for new, more positive chapters in your life. Otherwise, you stay in a state of negative limbo; never at peace to move on to a happier future.

6. Forget About the Past

If you consider a bad childhood, bad financial decisions made years ago, or a breakup as a negative self-fulfilling prophecy for your future, your future will be pretty gloomy. Instead, take life's challenges as lessons, put them in your past, and consider yourself stronger for overcoming the negatives in your past.

7. Give Thanks

It turns out those with many blessings are grateful for those blessings. Take satisfaction for the good that's come into your life. Give thanks by taking inventory of the positive as well as the challenges and what they've taught you along the way. Building a foundation of optimism under your life will ensure a strong, bright future.


8. See the Silver Lining

Do you concentrate on the silver lining or see the dark spots in every cloud? If you're constantly focusing on the negative-you're actually wasting time that you could be enjoying life. Thoughts full of doom and gloom will translate to life. However, focus your energy on the bright side and your life and future will take on the happy glow.

As Dorothy and I enjoy our Golden Years here in Florida together we think of our friends in the 96th often and have you in our prayers.

Remember there's power in prayer, and kindly pray for all of our membership and their families.

In God we trust, and take our refuge!

Bill Thorns 

Address your correspondence for our Chaplain to:

William (Bill) Thorns
164 West Hewett Road #241
Santa Rosa Beach, FL 32459

Phone (850)-660-1805
Mobile (850)-842-1923
E-mail b17fertilemyrtle@att.net



*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.*



96th Bomb Group Recipients French Legion of Honor

Marbury L. Councill Jr.	337th	Jesse A. Reese	337th
Salvatore "Sal" Cracolici	338th	James A. Rich Jr.	338th
Joseph Garber	338th	Henry "Ed" Tessien	413th
George A. Gorman	339th	William M. "Bill" Thorns	338th
Glenn A. Harrison	339th	Rudolph Villalobos	413th
Joseph O. Ingram Jr.	337th	Frank A. Wiswall	413th
Lloyd Mitchell	413th	Richard P. Woodson, III	337th
Stanley A. Peterson	338th		

Listed above are those members of the 96th Bomb Group known to have received the French Legion of Honor. If you have received this award and are not listed please let the Newsletter Editor know so you may be included in the future.

If you believe you may be eligible for this award you can find more complete information on the 8th Air Force Historical Society web page link at www.8thafhs.org/reunion/french.htm. You will be able to download the actual application forms from this link and begin gathering the information you will need to apply. Should you need help with where to find the information that you will need, Bill Thorns an award recipient, would be glad to assist. His contact information can be found on the last page in "Where to Call or Write."

How to request being awarded the French Legion of Honor

The Legion of Honor is France's most distinguished decoration and it can be bestowed to recognize the special contribution and act of bravery while fighting for the liberation of our country during WWII. The decision to honor World War II combatants applies only to living veterans who served on French territory and in French territorial waters and airspace from 1944-1945.

The medal will not be awarded posthumously.

In order to study your request you must provide the following documents:

1. Proposal Memory Form - Attach the form completed in block letters and print legibly (with a detailed personal narrative related to your campaigns in France in which you participated, indicating the dates and locations where you fought, the divisions or units you belonged to and your functions).

2. Honorable Discharge Papers — Attach a copy (do not send originals) of both sides of yours showing proof of service in France between June 6, 1944 and May 8, 1945.

3. A copy of any of the following decorations you or your unit may have been awarded is also required: Bronze Star, Silver Star, Purple Heart, Congressional medal, French Croix de Guerre/French Fourragere.

4. All information (newspaper articles, books, etc describing your actions in France during WWII.

5. Mail to one of the French Consulates on the list below. Please note that upon receipt of these documents your file will be submitted to our Embassy in Washington DC. and then to the Grand Chancellery of the Legion of Honor in Paris, France, for a final decision after a close study of the veteran's record by a committee. The review of application for the Legion of Honor may take over a year. Please don't call: applicants will be contacted directly if any questions or problems arise.

If your request is accepted you will have to go to one of the French Consulates to receive the medal.

FRENCH CONSULATES IN THE U.S.			
Consulat Général de France 4101 Reservoir Road Washington DC 20007			Consulat Général de France 1340 Poydras Street- Suite 1710 New Orleans LA 70112
Consulat Général de France 934 Fifth Avenue New York, NY 10021	Consulat Général de France The Lenox Building 3399 Peachtree Rd NE, Ste 500 Atlanta, GA 30326	Consulat Général de France 205 North Michigan Avenue, Suite 3700 Chicago, IL, 60601	Consulat Général de France 10390 Santa Monica Blvd. Suite 410 Los Angeles, CA 90025
Consulat Général de France Park Square Building, Suite 750 31, Saint James Avenue Boston MA 02116	Consulat Général de France Espirito Santo Plaza, Suite 1050, 1395 Brickell Avenue Miami FL 33131	Consulat Général de France 777 Post Oak Boulevard, Suite 600 Houston, TX 77056	Consulat Général de France 88 Keamy St. Suite 600 San Francisco, CA 94108

Glenn Harrison Receives French Legion of Honor Awaits Ceremony and Kisses



Glenn Harrison received his medal in the mail last July as reported in the August 2017 Newsletter and the awards ceremony was to be held sometime in September. We had all hoped to see him with it in New Orleans. Alas, as Glen knows all too well things happen that delay life's many rewards. He had a serious fall and was unable to attend the reunion or to have the official French presentation with the traditional kiss on both cheeks. His daughter Alison reports that he is doing as well as can be expected for someone about to celebrate his 98th birthday.

The following excerpt from Glenn's Memoir of World War II shows his patience and endurance; it's too bad we do not have room for it all.

"I entered the service as an Aviation Cadet in July of 1943 and was commissioned a 2nd Lieutenant, class of 43-G at Yuma Air Base on August 31, 1943. From Yuma I was sent to Mather Field, Sacramento, California, for B-25 transition. Then transferred to Columbia Army Air Base in South Carolina for replacement training. I was a pilot flying B-25s.

Training completed I was instructing others while waiting for a crew. Orders came in, every other B-25 pilot on the list awaiting assignment was selected and sent to Tampa, Florida, to be co-pilots on B-17s.

I arrived at Drew Field to meet my crew members on February 9, 1944. I was now a co-pilot and would turn 24 years old in March. The pilot was 2nd Lieutenant, Richard De Brandes who was about three years older. We trained there in formation flying, navigation, ditching and pressures chamber testing until March 17. After a 10 day leave we were then flown to Hunter Field, Savannah Georgia and assigned a new B-17 to check out.

We then flew the new plane from Hunter Field to Fort Dix, New Jersey on April 7. From Fort Dix we flew to Dow Field, Bangor, Maine. We were weathered in at Dow Field for 14 days. It was snowing there and at our next stop, Goose Bay, Labrador. We arrived at Goose Bay on the 24th of April and once again were weathered in for three days. We flew from Goose Bay to Iceland arriving there on the 29th of April and left on May 2nd.

Our next stop was to be Stornaway, Scotland, but on approach, we were radioed that winds were blowing at fifty-five miles per hour and to fly on to Nutt's Corner, Ireland. On the flight to Nutt's Corner, the number one engine lost oil pressure, and we had to feather the props. We landed with no problems, but could not taxi, so loaded on a truck with our luggage and left the plane there.

We left Nutt's Corner three days later by truck to Lome, took the ferry over to Stranver, Scotland and then by train to Bovington, England, near London that night.

We were assigned to the 96th Bomb Group, 339th Squadron, located at Snetterton Heath Airfield and arrived on May 14, 1944.

With a few days of instruction and learning formation flying, we were assigned to fly our first mission on May 23. After a very early call, we were trucked to the mess hall for breakfast then to the airfield about two miles away for our first briefing, which was quite an experience. All of the crews present were anxiously awaiting the removal of the sheet to see what the target would be. The target this day was to be a manufacturing plant south of Paris the secondary target was an airfield at

Chateau Dunn, also south of Paris about seventy miles. The mission was to be a relatively 'simple' one with fighter escort all of the way. We were assigned the Tail End Charlie position in an older model B-17 named Wild Fire II (A/C 42-31657), a veteran of several missions."

Glen did not know it at the time but this first mission over France would have qualified him for the French Legion of Honor.

They were diverted from their primary target and turned for the secondary when they encountered flak

that took out two of their engines. They turned for home losing altitude and prepared to bail out. They made it to the French coast and the English Channel having dropped about 5,000 feet. They contacted Air Sea Rescue who were able to get a fix on them in a couple of minutes. As they prepared to ditch the number one engine failed and they were now on one engine.

De Brandes landed the plane perfectly. All ten men got out safely and into the dinghies from where they watched for about 12 minutes before their air craft slid under. A British Corvette about a mile away from where they landed lowered a boat, picked them up and transferred them to an Air-Sea Rescue boat that took them to the south coast of England. De Brandes phoned the base to let them know where they were and was told there would be a plane sent in the morning to pick us up. The next morning a new B-17 had arrived and they climbed aboard and took off for the 96th base at Snetterton Heath.

The fellows at the officers club and the crew in their hut all said they would get the "flak home" for a few days. The "flak home" was a resort in Brighton. But at dinner that evening Glenn's name was posted to fly again the next morning, so he had one day off, before he flew his second mission on May 25 as a replacement co-pilot. The target was Liege.

The missions were happening very fast and there was very little time off. Glenn recalls little of the missions with the exception of D-Day June 6th. A lot of time was spent in briefing, debriefing and pre-flying the plane. You had to have oxygen masks practically all of the time, and could move very little. They alternated flying one hour at a time and when flying close formation and could not take their eyes off of the plane you were flying off of. It was especially tiring when flying under the lead ship. You had to look up the whole time.

Glenn would fly 14 more mission before his 17th and last on June 20. He and the rest of his crew were forced to bail out of their burning aircraft. Nine of them became prisoners of war the 10th man was never found.

Glenn was sent to the famed Stalag Luft III. He endured the Death March of January 1945 to Spremburg and the final train ride to Moosburg before being liberated on April 29, 1945.

He made his way back to London England through Frankfurt, Germany on a US Army C-47 shuttle. These were very confusing times but finally by June 5th he boarded a ship for New York arriving June 12th. From there by train and bus he finally made it home June 20, 1945.

After leave time and processing he finished his separation paper work. His certificate of Service shows that he had served from 28th July 1943 to 19 December, 1945.

Thank you for your Service Glenn. Congratulations on your French Legion of Honor Award, and Happy 98th Birthday.



'A true American hero' Dover veteran presented French Legion of Honor

By Jon Baker staff writer
The Times-Reporter
Tuesday November 21, 2017

DOVER, OH World War II veteran Jesse A. "Jack" Reese of Dover was presented the French Legion of Honor Monday by the French consul general in Chicago, who called Reese "a true American hero."

"He's an American hero, but he's a French hero because without him, without his companions - without these great men and women - my country would not exist," said Guillaume Lacroix in presenting the medal at a ceremony at the St. Joseph Family Life Center in Dover. "You saved us from the Nazis, not the Germans.

The Germans are our friends now. But you saved us from the Nazis, who wanted to destroy our country, destroy our values, destroy our families. And without the assistance of America, the French flag would not be flying."

Reese was a tail gunner in a B -17 bomber which completed 35 missions over Europe during the war. He entered the service at age 18.

Lacroix added, "It is a great honor for me as a grandson of a World War II veteran of France to be here with you and being the one who on behalf of the French Republic, will pin the Legion of Honor, which is the highest ranking distinction in France."

The French Legion of Honor was created by Napoleon Bonaparte in 1802, and is given out to people who have carried out actions of great value.

"I'm accepting this honor that the president of France has bestowed on me, and I'm accepting it for myself and for the entire crew of what we called Ole Skatterflak," Reese said. "There's only three of us left. We had a nine-man crew, and worked as a crew because that's how we were able to complete 35 missions."

Reese, a former teacher in Dover City Schools, received numerous other honors at the ceremony Monday, including proclamations from the Tuscarawas County commissioners, Dover Mayor Richard Homrighausen, state Sen. Jay Hottinger, R - Newark, and state Rep. Al Landis, R - Dover.

"I didn't know he was a hero back in 1973 when he was my homeroom teacher," Landis said. "He would come over, and he'd sit on the edge of the desk and we'd talk sports. He never mentioned it. I never knew. A few years later, I would see him at Buehler's representing the military, selling flags and pins and raising funds for



Guillaume Lacroix, head of the french Consulate in Chicago, congratulates Jack Reese of Dover, a retired school teacher and World War II veteran, after presenting him with the French legion of Honor Medal on Monday at St Joseph Church Family life center in Dover.
Photo TIMES-REPORTER PAT BURK

veterans. I knew he was a hero at that point because he was a veteran. He was such a great servant to the city of Dover, to the schools, to the state and now to France. I think that's just so wonderful."

Reese was drafted in 1943 while he was a junior at Alliance High School in Stark County. After basic training, he was shipped overseas, landing in England on June 30, 1944. He became a member of the 337th Bomb Squadron of the 96th Bomb Group and went on his first mission on Aug. 6.

On his plane's last mission on Dec. 31, 1944, Ole Skatterflak came under repeated attack as it returned home from a raid on Germany. Four members of the crew had been wounded during the raid, but the two remaining gunners, including Reese, maintained their positions and fought off the attacks on the vulnerable aircraft, which lacked fighter support.

For his actions that day, Reese was awarded the Distinguished Flying Cross, though he didn't receive it until 2015 because of a bureaucratic mistake.

Lacroix told those in attendance at the ceremony that France would always be grateful for the help that America provided his country during World War I and World War II.

He told Reese, "You are really a true American hero, and France is grateful. France will never forget."

Editors Note: to add to the newspaper article.

Additional recognitions were received from Congressman Bob Gibbs the US House of Representatives and Senator Rob Postman the US Senate.

The paper quoted that there were only two crew members left. That was a miss quote there are two other crew members left. They are the Co Pilot 1st Lt. Alvin Sherman in Adventura, FL and Waist Gunner S/Sgt Robert Truesdale of Hilliard, PA.

There were over 65 persons attending the ceremony.

Congratulations Jesse

The Second Time Around

Looking back to September and the 43rd Reunion of the 8thAFHS the 96th Bomb Group can be proud of another fine showing.

The 96th had a total of 37 registered attendees. For the first time in several years, the 96th did not have the highest number of attendees. At least a couple of the other groups had very great turnouts. We need to work on inviting more 96th BG folks!

As a part of the festivities at the 96th Rendezvous dinner, we were able to recognize six folks who were first timers to a reunion!



First Timers Bill and Kathleen Albert, Jenell Blue, Ben Hinchman, Robert Schrock and Michael McIlraith.

We had only one 96th Bomb Group World War II Veteran in attendance this year Merton Thurston.

Thank You for being with us each year Merton!!!



Merton Thurston shown here receiving a Ruptured Duck lapel pin that was presented to all 8th Air Force Veterans at the Gala Dinner.

We also recognized three others of our group in attendance besides Merton who had served in the military in more recent times.



VETERANS ALL- THANK YOU FOR YOUR SERVICE. Stanley Hand, Merton Thurston, Richard Hill, Robert Schrock

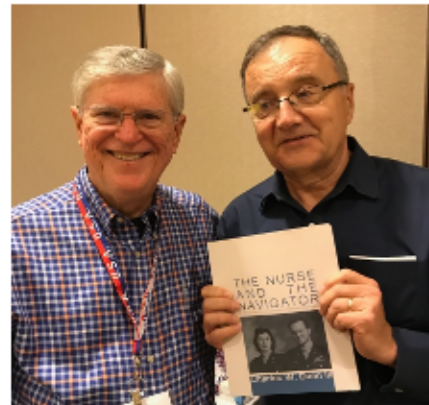
We had a cake to celebrated the 75th anniversary of the 96th Bomb Group and 3 birthdays that occurred during the reunion!



Charles Dunn also introduced his book at the reunion.

The Nurse and the Navigator

A Son's Memoir of his Parents' Battle Field Romance



Stanley Hand with our newest author Charles Dunn.



Faces and Places New Orleans

WORLD WAR II MUSEUM



OAK ALLEY PLANTATION



Backrow: Charles Dunn, Barbara and Mark Betts, Jenell Blue, Melisa McIlraith, Steve and Matt Blue, Mike McIlraith, Dale and Kathy Budde, Michael McIlraith. *Third Row:* Bill and Kathleen Albert, Cathy Duncan, Nancy Severson, Lydia Anderson, Camille Latour, Laura Edge, Jerry Lutz, Ben Hinchman. *Second Row:* Terri McIlraith, Usha Dunn, Frances Palsma, Nelloise Blue, Rebecca Lutz, Willodean Hill, Susan Hinchman, Candy Brown. *Front Row:* Joanne and Stanley Hand, Merton Thurston, Richard Hill, Robert Schrock.



Joanne and Stanley Hand



Jerry and Rebecca Lutz



Willodean Hill, Rebecca Lutz (96th) and Sue Williams (292nd BG)



Bill and Kathleen Albert



Steve, Matt, Nelloise, and Jenell Blue

September 27 - October 1, 2017



JACKSON SQUARE AND THE FRENCH QUARTER



Sixty-nine 8th Air Force Veterans in attendance at the 43rd Annual Reunion 8th Air Force Historical Society
Can you find Merton Thurston ↑ third row above



Dale and Kathy Budde



Ben and Susan Hinchman



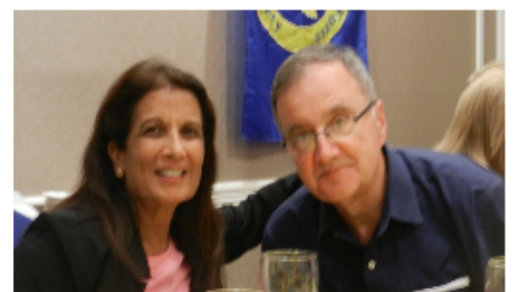
Cathy Duncan, Barbara and Mark Betts, Nancy Severson



Frances Palsma and Merton Thurston



Camille Latour and Lydia Anderson



Usha and Charles Dunn

New Belgium Cemetery Program from



AOMDA Foundation

Sentinel of Memory

President Mike McIlraith received the message below from our good friend Wim Jacobs in Belgium.

You may know that there are more than 70,000 American service men who died in WWII that are buried in cemeteries in Europe. These cemeteries have 'grave adoption' systems to allow residents in the area to adopt the grave of an American.

Wim is an active adopter of multiple graves for Americans buried in Belgium's Ardennes American cemetery and Henri-Chapelle American cemetery.

His grave adoptions include that of Jennings Greuter from the 96th BG.

Now Wim's message:

Hello to you all,

In Belgium we have a new program for assigning a grave in an American Cemetery. Look at this website:

<http://aomda.org/en>

What's new is in the program and I personally find it very beautiful is the subject " *Serve as Sentinel of Memory*" please read this page carefully:

<http://aomda.org/en/content/serve-sentinel-memory>

Important rule that is mentioned on this page "Anyone - anywhere in the world - can become a Sentinel of Memory for any serviceman buried in Belgium."

Also read what the difference is between Primary Sentinel of Memory and Sentinel of Memory.

Would it be possible that we could announce this topic in an article in the Newsletter and posting this website on the facebook page of the 96th Bomb Group?

In the two American cemeteries in Belgium there are 90 soldiers buried and two soldiers are listed at the Walls of the Missing, also one soldier is buried in an isolated grave belonging to the 96th Bomb Group. I have all their names. Would it not be nice that all 93 soldiers would receive a Sentinel of Memory. I think this would be a nice memory of these soldiers and recognition of their deeds.

I cannot do this alone but with some involvement of more people and patience I think there is something to achieve.

Enter the name Jennings Greuter on the page *Serve as a Sentinel of Memory*, press enter and the page of Jennings Greuter becomes visible.

Here you can see my name as Primary Sentinel of Memory and the name of Nadine and others as Sentinel of Memory.

Can you give me your opinion and thoughts about this idea?

I hope it is a little clear what I ask, and understand well that this is not for me but I just want to use this opportunity to remember and honor these people.

They died for Freedom

Honor them

"Over one-half million members of the United States Armed Forces lost their lives during World Wars I and II. Over 14,000 are buried in Belgium.

Help us to honor their memory and to pass the value of freedom to each new generation"

Greetings



Wim & Nadine
jacobs.wi@telenet.be



Wim at Ardennes American Cemetery and Memorial in Leige, Belgium at the grave site of S/Sgt. David Miller, Jr., Waist Gunner 96th BG, 413th Squadron.

Editors Note: Plans are to have the complete list of 93 Veterans of the 96th Bomb Group at the 8thAFH Reunion in Dayton, Ohio this October. Hopefully we can find a way to help Wim make his idea of having a Sentinel of Memory for each one a reality. If you are interested in making this come true let our President Mike McIlraith know of your interest at: mmc@flash.net.

	GREUTER JENNINGS C	
	Rank	STAFF SERGEANT
	Unit & Div	338 BOMB SQ 96 BOMB GPI/H
	Service Number	35545269
Final Resting Place	Awards	Purple Heart
Ardennes American Cemetery		
Primary Sentinel of Memory		
Wim Jacobs (Since 2011)		
Sentinels of Memory	Entered Service From:	OH United States
Nadine Huylebroeck	Died	12 May 1944
Lawrence Greuter		Belgium
Tanya Brunner	PlotC	
Defiance County Veterans Office	ROW22	
Add my name	Grave7	

This is a facsimile of the Sentinel of Memory listing for Jennings C. Greuter.

8th AIR FORCE HISTORICAL SOCIETY 44th ANNUAL REUNION
CROWNE PLAZA DAYTON, OHIO
OCTOBER 10-14, 2018



REGISTRATION INSTRUCTIONS

Please see the information on the hotel and make your reservations immediately. Once your hotel reservation is confirmed, proceed with the activity registration. 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 7, 2018. You may also register and pay with credit card online at www.afr-reg.com/8afhs2018. A 3.5% convenience fee will be added to credit card reservations. Forms received after September 7 will be accepted on a space available basis only. Hotel reservations should also be made by September 7, but we encourage you to do so much sooner.

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 \$10 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 \$10 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.

DUES

Most reunion activity registration forms include a principal attendee and possible guests. Examples include: A WWII Veteran and his wife, a Next Gen Attendee and her son, an 8AF Enthusiast (no relation to a WWII Veteran), etc. The principal attendee must be a dues paying member of the Society to attend the reunion, so at least one person on the registration form must be in good standing as a member of the Society for that person and his/her guests to attend. If the principal attendee is not a member, Dues, \$40 per year, may be paid on the registration form.

REGISTRATION FEE

Everyone is expected to pay the registration fee, \$45 per person, which is totally different and separate from Dues.

MEAL & TOUR CHOICES

NEW FOR 2018: There are no meal packages! Because the hotel room rate includes a hot breakfast each morning, there is no need for a meal package. All other hotel meals can be purchased separately and are listed on the registration form.

In addition, tours are listed on the registration form and can be purchased separately. Tours and trips are described on the Reunion Highlights Pages, and prices are listed on the registration form. Driver and Staff gratuities are not included in the tour prices. All trips require a minimum of 35 people. Please be at the bus boarding area five minutes prior to the departure time.

CROWNE PLAZA DAYTON – DAYTON, OHIO
(937) 224-0800

www.cpdayton.com/

Location

33 E. 5th Street, Dayton, Ohio 45402

Ideally located near the Dayton International Airport and situated in the heart of the city, near the Oregon Arts District, guests can enjoy shopping, dining, and entertainment just minutes away.

Reservation Information

Please call the number above and reference the 8th Air Force Historical Society or please go to www.afr-reg.com/8afhs2018 and click on the hotel reservation link at the top of the page. The hotel will allow no more than two reservations per call. Reservations should only be made for yourself and/or a family member. Separate names will be required for each room reservation. Please encourage your friends and family to make their own reservations instead of holding multiple reservations as a 'just in case.' This practice caused a premature need for overflow hotels last year.

Group Name: 8th Air Force Historical Society

Reunion Dates: October 10-14, 2018

Rate: \$124 + tax (currently 13.25%) for 1-2 people (\$10 add-on per night, per person for 3rd and 4th person). *Rate includes hot breakfast each day.*

Rates will be offered three days before and after official reunion dates, with advanced reservation notice and subject to group block availability.

Cut-off Date: 09/7/18. Late reservations will be processed based on space availability at a higher rate.

Cancellation Policy: All reservations must be accompanied by a credit card guarantee. Reservations can be cancelled up to 6pm on the day of arrival. No shows and late cancellations will be charged.

Parking & Shuttle Information

Complimentary airport shuttle service is offered to and from the Dayton International Airport. Call the hotel once your airline ticket is booked to make your shuttle reservation and to obtain more information. The hotel also offers a complimentary shuttle service to the local area. As is the case with all complimentary shuttles, space is limited and considerable wait times may be necessary during busy arrival/departure times. You may want to pay for a taxi instead. The hotel also offers complimentary parking for guests staying at the hotel.

Wheelchair Rental

ScoutAround rents both manual and power wheelchairs by the day and week. Please call (888) 441-7575 or visit www.scootaround.com/ for details or to make reservations



8TH AIR FORCE HISTORICAL SOCIETY

OCTOBER 10 – 14, 2018

CROWNE PLAZA – DAYTON, OHIO



SCHEDULE OF EVENTS

WEDNESDAY, OCTOBER 10

- 1:00pm - 6:00pm **Reunion Registration**
- 6:00pm - 7:00pm Welcome Reception with Cash Bar and Snacks, followed by dinner on your own
- 7:00pm - 9:00pm 8th AFHS Board Meeting
- 7:00pm - Until Hospitality Suites open

THURSDAY, OCTOBER 11

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:00am - 11:30am **Reunion Registration Open**
- 9:00am - 2:00pm DAYTON CITY TOUR (*description follows*)
- 1:00pm - 6:00pm **Reunion Registration Open**
- 2:10pm - 2:50pm Curator's Corner
- 3:00pm - 5:00pm Seminar on Crash Site Excavations, Uwe Benkel & Maj Arie Kappert *
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Buffet Dinner and World Premiere, "The Cold Blue" by Erik Nelson & Peter Hankoff *

FRIDAY, OCTOBER 12

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:00am - 11:30am **Reunion Registration Open**
- 8:00am - 9:15am Group Meetings
- 9:30am - 2:30pm NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE (*description follows*)
- 1:00pm - 6:00pm **Reunion Registration Open**
- 3:00pm - 4:30pm Q & A WWII Vets
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Rendezvous Dinners

SATURDAY, OCTOBER 13

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:30am - 11:30am **Reunion Registration Open**
- 8:45am - 10:15am General Membership Meeting
- 10:30am - 11:30am Heritage League Meeting
- 11:30am - 12:00pm Box lunches available for pick up (pre-purchase only)
- 12:00pm - 3:30pm 8th AFHS Board Meeting
- 12:30pm - 4:45pm CARILLON HISTORICAL PARK / PACKARD MUSEUM (*description follows*)
- 5:00pm - 5:30pm **Reunion Registration Open**
- 5:30pm - 7:00pm Cash Bar Reception
- 6:30pm - 6:45pm WWII Veteran Group Photo (Tentative timing. Please check final schedule for update.)
- 7:00pm - 10:00pm Gala Dinner and Program

SUNDAY, OCTOBER 14

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests

***SPEAKERS ARE TENTATIVE AT THIS TIME AND WILL BE CONFIRMED PRIOR TO THE REUNION.**



TOUR DESCRIPTIONS



DAYTON CITY TOUR

Thursday, October 11

The birthplace of aviation, Dayton was once home to powered flight inventors, Orville and Wilbur Wright. Your guide will narrate the significance of the many interesting sites along this tour, including Oregon District, the city's oldest suburb; the Civil War Monument; the Flyover, an award-winning sculpture of flight; the Korean War State Memorial; and Memorial Hall, where veterans are remembered. Learn the history of the Miami Valley from the first settlers in 1796 to the influence of such entrepreneurs as Patterson, Deeds, Kettering, and Frazee. These notables and others made immense contributions to aviation, the arts, sports, government, and industry. There will be a short stop at the Esther Price Candy Store, now a successful candy distributor, which opened 50 years ago in Mrs. Price's basement. Enjoy lunch on your own at Dayton's upscale shopping and restaurant district, The Greene – featuring Cheesecake Factory, Chipotle, Panera, Subway, and many other dining choices.



9:00am board bus, 2:00pm back at hotel
\$38/Person includes bus and guide. Lunch on your own

NATIONAL MUSEUM OF THE US AIR FORCE

Friday, October 12



The United States Air Force Museum at Wright-Patterson Air Force Base is the oldest and largest military aviation museum in the world. The Museum tells the exciting story of aviation development from the days of the Wright brothers at Kitty Hawk to the Space Age. More than ten galleries showcase various exhibits including over 300 aircraft and missiles, plus historically interesting aeronautical displays. Exhibits are known to change and move, but lots of planes are on display, such as the P-51, P-47, P-38, B-24, and B-26. The newly refurbished B-17 Memphis Bell, one of the most recognizable symbols of WWII will be on permanent display at the museum. In addition, the Presidential Gallery is located here featuring a collection of presidential aircraft, some of which you can walk through. The museum also features an IMAX theater and flight simulators (admission on your own). Have lunch at your leisure in one of the cafes on the mezzanine or second floor. The buses will shuttle back to the hotel at 12noon, 1pm, and 2:15pm.

9:30am board bus, 2:30pm back at hotel
\$38/Person includes bus and escort.
Lunch and IMAX on your own.



CARILLON HISTORICAL PARK / PACKARD MUSEUM

Saturday, October 13



Carillon Historical Park celebrates the history of invention, transportation, and pioneer life in Dayton and the Miami Valley. It is home to a variety of collections, which document the area's history. While touring the Park, you may visit Newcom Tavern, Dayton's oldest standing building; view the Wright Flyer III; and board a 1903 Barney & Smith Parlor car. Antique automobiles, a working 1930's Print Shop, and vintage bicycles are some of the other exhibits you will see along the way. Continue the tour and step back in time at America's Packard Museum, where the Packard Motor Car Company comes to life again. Located in the original Packard Dealership Building, which was built in 1917, the museum has officially taken the name of the original dealership - The Citizens Motorcar Company - but has become known as "America's Packard Museum." View the world's largest collection of "Packard only" automobiles in the actual showroom. This unique museum showcases "the world's finest motor car" from its beginnings in 1899 to its demise in 1956. Note: This tour may be limited to the first 100 people, or different schedules may be followed. A lunch break is not included on this tour, so consider pre-purchasing the box lunch to eat before departure.

12:30pm board bus, 4:45pm back at hotel
\$54/Person includes bus, escort, and admissions.

All Trips require a minimum of 35 people.

Please be at the bus boarding area at least five minutes prior to the published time.

Driver and Staff Gratuities are not included in the tour prices.

8th AFHS ACTIVITY REGISTRATION FORM OCTOBER 10- 14, 2018

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will participate 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 confirmation. You may also register online and pay by credit card at www.afr-reg.com/8afhs2018 (3.5% will be added to total). All registration forms and payments must be received on or before September 7, 2018. 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. Your contact information will be shared only with reunion attendees.

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 9/7/18

	Price Per	# of People	Total
DUES			
The principal attendee must be a member of the 8AFHS to register for this reunion. If you are not a member, please pay your yearly dues here.	\$40		\$
REGISTRATION FEE			
Includes meeting expenses and other reunion expenses.	\$45		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$30		\$
MEALS			
Thursday, 10/11: Dinner Buffet (Chicken w/ Honey Brie Dijon Sauce & London Broil w/ Chimichurri sauce)	\$42		\$
Friday, 10/12: Rendezvous Dinner (Rosemary Lemon Chicken)	\$38		\$
Saturday, 10/13: Box Lunch (sandwich, chips, cookie, water)	\$16		\$
Saturday, 10/13: Banquet (Please select your entrée below)			
Herb-Roasted Prime Rib	\$45		\$
Grilled Salmon w/ Creamy Leek Sauce	\$45		\$
Chef's Choice of Vegetarian Entrée	\$45		\$
TOURS			
Thursday, 10/11: Dayton City Tour	\$38		\$
Friday, 10/12: National Museum of the US Air Force	\$38		\$
Saturday, 10/13: Carillon Historical Park / Packard Museum	\$54		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

Please Print. If a WWII Veteran is registering on this form, please list his name first.

MEMBER NAME (for nametag) _____

8AF VETERAN OTHER VETERAN NEXT GEN HERITAGE LEAGUE OTHER

IF A VETERAN, PLEASE CIRCLE: WWII Cold War Era Korea Vietnam Gulf War Desert Storm Iraq Other _____

WWII GROUP AFFILIATION FOR UNIT TOTALS & SEATING ARRANGEMENTS (please list BG/FG, not BS/FS) _____

SPOUSE NAME (if attending) _____

GUEST NAMES _____ NEXT GEN

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

ADDRESS _____ CITY _____ STATE _____ 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).

HOTEL RESERVATIONS SHOULD BE CONFIRMED BEFORE SUBMITTING THIS FORM. PLEASE CHECK YOUR CONFIRMED HOTEL:
 CROWNE PLAZA DAYTON OTHER _____

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

Rum Boogie

Crew Members:

The Pilot

By Vicki Ekmark

Rum Boogie Crew Beginnings, printed in the August 2017 issue of the 96th Bomb Group Newsletter, told of my search for information about my dad's B-17 crew during World War II. My goal was to find a living relative for each crew member as well as tell their individual and collective stories.

First up is the Rum Boogie pilot, James H. Sanders. He is survived by his daughter, Sandy. His son, James C. Sanders, died in 2007.

In order to find the pilot's relatives, I started with a People Search on James H. Sanders. The search turned up several names. I sent out one of my standard form letters to some of the people on the list. It so happened that one form letter went to the widow of Mr. Sanders' son. She forwarded the letter to Mr. Sanders' daughter, Sandy, and then Sandy contacted me. At this point in my searches, Sandy was the third living relative I had found, and she has been extremely gracious and supportive in helping me tell her family's story. Interestingly enough, both Sandy and her brother had careers in the airline industry: her brother was a corporate pilot, and she was a flight attendant for forty years. She told me "some of the most rewarding flying I was privileged to do was troop transport." I find it extremely interesting that, considering what happened, both of them had airline careers.

On the eve of World War II, James Hedrick Sanders was a teenager working in a filling station. Texas born and bred, and following in the footsteps of his father, who had served in World War I, he enlisted in World War II and learned to fly.



James Hedrick Sanders

His service, however, got off to a shaky start. During training in Walla Walla, Washington, Lt. Sanders was piloting the B17 #E41-9088 Rum Boogie (one of five different planes the crew would eventually fly). Sensing things were not right, he aborted his take-off. The plane careened into a ditch. No one was hurt, but since the plane was totaled, an investigation was in order. Everyone was ordered into Colonel Old's office. The purpose of the investigation was to determine if there had been negligence on the part of the pilot.



Rear L/R Sgt. George T. Gant, Gunner, Sgt. Richard J. Postier, Radio Operator and Waist, Sgt. Charles F. Goyette, Assistant Radio Operator and Gunner, Sgt. Ellis P. Savoie, Engineer and Gunner, Sgt. George P. Wyherek, Ball Turret Gunner. Front L/R Lieutenant Lloyd J. Fickler, Co-Pilot, 2nd Lt. Harry J. Miller, Navigator, 1st Lt. James H. Sanders, Pilot, Sgt. Alvin Neff, Tail Gunner, Not pictured the photographer 2nd Lt. William H. Spencer, Bombardier Snetterton Heath England 1943

Evidently the meeting became quite heated for the term "court-martial" was used a few times. But Lt. Sanders remained calm and unruffled, and Colonel Old's final response was, "any man that could come directly here from that wreck, be raked over the coals like we've been doing and still remain calm, polite, and in control of himself should be OK in combat. Case closed." (see story as reported in *Snetterton Falcons* page 9)



Lieutenants Sanders, Hudson and Nance. Photo taken at Snetterton Heath Air Base, England. Sanders was one of the few to complete twenty-five missions.

It was an inauspicious start, but Lt. Sanders went on training and moving with the 96th to Rapid City, South Dakota, Pocatello, Idaho and Peyote, Texas. Finally deployment to England came in April of 1943.

The 96th flew their first mission on May 13, 1943. Nine days later, on May 21st, the 96th and Lt. Sanders were flying their fifth mission over Europe to Emden, Germany. (See the *Snetterton Falcons* page 22 or Missions on my website for a complete report of the mission.)

You can follow Rum Boogie Crew on the sites below

Web Page	https://www.rumboogiecrew.com/
Facebook	https://www.facebook.com/rumboogiecrew
Twitter	https://twitter.com/rumboogiecrew?lang=en
Instagram	https://www.instagram.com/rumboogiecrew/

Below is a V-Mail from Captain James Sanders, written after the raid to Emden. During that mission, the bombers were attacked by 75 to 100 German interceptors. The B-17 flying in the second slot in the lead squadron was shot down and all aboard were killed. After witnessing all of that, I admire Captain Sanders' calm and brave message to his parents, including "your prayers and good wishes have made it possible for me to come back safe;" and even though some of the crew were injured by flak, "we all have hard jobs to do so we just keep going back for more." If I were flying on any airplane going anywhere, he would be the guy I would want in the cockpit. I believe his strong leadership, excellent flying skills, and faith in God had a lot to do with the Rum Boogie crew completing their 25 missions.


V-Mail

(Victory Mail)

A system designed to allow civilians and members of the American military to write to their friends and family without creating large amounts of bulky mail. It carried the thoughts and dreams of privates and generals to those back home and brought comfort to those at the front. Space aboard planes and transport ships was at a premium, and shipments of traditional letters took up valuable space. The contents of the V-Mail envelope would be photographed and saved in 16mm microfilm format which took up considerably less space. The microfilm was routed to a station near the recipient where it was reproduced at a reduced size and mailed to its final destination. It might be a stretch to call V-Mail the first e-mail, but consider these numbers: there was a lot of it - over 510 million pieces of V-Mail were received from military personnel abroad during WW2; it saved time, money, and valuable resources; it arrived faster; and it used microfilm, a relatively new technology.

PRINT THE COMPLETE ADDRESS IN PLAIN BLOCK LETTERS IN THE PANEL BELOW. AND YOUR RETURN ADDRESS IN THE SPACE PROVIDED. USE TYPEWRITER, DARK INK OR PENCIL. WRITE PLAINLY. VERY SMALL WRITING IS NOT SUITABLE.

453366

No.  CENSORS STAMP

Mr. + Mrs. J. H. Sanders
1310 Poplar Street
Abilene, Texas

Lt. James H. Sanders
SENDERS NAME
06 Grp 337 Sqd.
SENDERS ADDRESS
APO. 634 - New York
May 29 1943
DATE
10:00 P.M.

23 MAY 1943

Hells Sure Mom and Dad,
Well your son just got back from his fifth raid over enemy territory and I give full credit for returning from all of them without even a scratch. Your prayers and good wishes have made it possible for me to come back safe + without any injuries at all. However my bombardier, Lt. Spencer got hit by flak or rather anti-aircraft shells - in his left eye the last two raids. They neither one hurt his eye at all - it just scratched it but my bottom turret man got a scalp injury today from flak. Boy the flak was hot today and pretty accurate too but we didn't lose any ships at all. Our ship got a bunch of holes in it today and our hydraulic system was shot out too. We had to land without any brakes today which was an emergency landing but we made a good job of it and the col. complemented me on doing it up right. We all have hard jobs to do so we just keep on going back for more. I still have all my original crew that stayed in Abilene except the navigator + co-pilot. Nav Lt. Miller and is pretty good - co-pilot - Flight Officer L. J. Fischer who is just as good as Personnel who was with me then. By the way he is over here very near us and has about three or four more raids than we do but so far we have raided Belgium, France, and Germany. We have been hitting them pretty hard lately and before long we're going to be hitting them so hard that they can't take it. So just keep up your prayers and faith and if its God's Will it won't be long till I'll be back home with you all for ever then. Remember I love you all.
Receiving your letter thanks
Love - James

V-MAIL

Lt. James Sanders came home after the war and went to work as a youthful airline pilot. By the age of 26, he was routinely co-piloting airliners for TWA to exotic places like Cairo, Madrid, Geneva, and Paris. He had obviously successfully finished the most dangerous time of his life, and his young family was now complete with a son and daughter, so what could possibly go wrong?



But then disaster struck. Trans World Airlines' Flight 529 out of Boston usually made stops in New York, Pittsburgh, Chicago, Las Vegas and Los Angeles before arriving in San Francisco. But on September 1, 1961, one of the aging Constellations assigned to this route made it only halfway before its flight ended in tragedy. The pilot that day was our own Captain Sanders. The plane was the "Star of Dublin," a Lockheed Constellation L-049 propliner. At 2:05 a.m., four minutes after takeoff from Midway Airport in Chicago, something went seriously wrong. The airliner crashed killing all 73 passengers and 5 crew on board. It was, at the time, the deadliest single plane disaster in U.S. history. The accident was investigated by the Civil Aeronautics Board, which concluded its probable cause was the loss of one very small 5/16 inch bolt vital to the control of the aircraft. The bolt fell out of the elevator control mechanism during the climb from Chicago, resulting in a violently abrupt pitch up followed by a stall. The plane veered north from its southwest heading as Captain Sanders fought to recover from the stall. But it fell to the earth, skidded in flames, and disintegrated, leaving debris over an area 200 feet wide and a half mile long across a field of corn and soybeans. In a matter of moments, seventy-eight hearts stopped beating. It was a tragic loss of life.



Here is a link to a complete news article of the crash. It is a seven page article with many details and a full casualty list:

<http://www.gendisasters.com/illinois/2402/hinsdale/%2C-il-plane-crash%2C-sept-1961>

A few years ago, I was scrolling through the link above and came across the following in the Comments Section, posted on October 17, 2012. It contained news I had not heard before about the crash.

"I've been reading the comments from family members who lost loved ones in this tragedy. Clearly this disaster affected many. My father was a TWA Captain/Pilot. He was supposed to have been at the helm of this doomed plane as it took off out of Midway Airport, but due to a series of events, he was not on that plane. My father had fallen a few weeks earlier and received a gash on his head, leaving him with a large bandage around his head. When he was cleared by the flight physician to return to active duty, the head of the flight deck decided my father's appearance might not instill confidence in passengers, so assigned him to a cargo flight instead. My father was flying a cargo flight when he heard about the disaster. It would have been his death if not for his stupid action which caused him to fall - he felt such guilt, always." - Janet B. Dean

I also came across a Facebook Group for relatives and friends of the passengers on Flight 529. The creator of the page, Cari Aiken, said she made it as a place to "share your memories and honor those we lost."

The link for the page is:

<https://www.facebook.com/groups/241582219245634/>

I posted the following on that page to honor Captain Sanders: "The Rum Boogie crew flew 25 missions and never crashed or were shot down, which was almost unheard of. Captain Sanders was an amazing pilot."

The following link is to the 1961 television news broadcast out of Chicago about the crash:

http://www.dailymotion.com/video/x4r8t4q_flight-529-crash-pa_tv

James Carroll Sanders

November 28, 1942 - December 27, 2007

James Carroll Sanders, the son of James Hedrick and Lillian Catherine Hoffman Sanders, came from a strong tradition of military service. His grandfather, James Henry Sanders, served in WWI. His father, James Hedrick Sanders served in WWII. And James Carroll Sanders bravely followed in their footsteps by serving in Vietnam. After his service he was a corporate pilot. He is survived by his beloved wife of 40 years, Sandra Kay Kissinger Sanders, and by his cherished daughter, Jamie Kay.



Farewell to a Friend:

By Dan Bradley

George O. Bonitz passed away on Friday January 5, 2018, he was 95 years old. His wife Bernice followed him on Sunday January 28, 2018. He is survived by, daughters Marcia and Robin, sons Jeff and Steve, daughter in law Dianne and grandson Trevor. George was a long time Board Member of the 96th Bomb Group Association and attended many reunions.



November 15, 1922 - January 5, 2018

As a waist gunner of the Charles Harvey *"Rhapsody in Flak"* crew he completed 31 missions.

After the war George pursued a career in the wood industry. He and his family lived for many years in the Far East with George setting up and managing logging operations and plywood production plants.

I first met George in 2001 in Cambridge England during the return to Snetterton trip. I found George and the 96th while researching my cousin who was the co-pilot of their crew and was later a lead pilot and KIA in August of 1944. George immediately welcomed me into the fraternity of the 96th. We attended many reunions over the next 17 years, became great friends and stayed in contact over the years via calls and meetings. George "drafted" me as the 96th Secretary/Treasurer and I was honored to accept.

George maintained a consulting business well into his 90's traveling the world brokering deals. We would often meet when he was traveling to or through the NYC area. He and his wife Bernice attended our wedding. George and I went to ball games, talked politics and solved the world's problems over meals or a drink. He lived a long and rich life. I'm sure he touched many as he did me. I will miss him deeply and hope that one day we meet again.

So here's to George, young at heart to the end, we should all be so lucky.

A verse from *"The Parting Glass"* a traditional Scottish song. Sung at end of a gathering of friends.

*Farewell my friend...
But since it fell unto my lot
That I should rise and you should not
I gently rise and softly call
Good night and joy be to you all*

Editor's Note: The article that follows was started several months ago at George's request to pay tribute to his fellow crew members after a visit by Dan and Vanessa Bradley to his home in California. He was eager to see it in print but sadly he and Bernice both passed before our Newsletter went to press.

Rhapsody in Flak: Ordinary yet Extraordinary

By Dan Bradley

Crew AA57 arrived in Snetterton Heath in March 1944, assigned to the 337th Bomb Squadron. One of 27 new crews to arrive that month with the 8th AF was building strength and ramping up the pounding of Nazi Germany. The crew arrived as did all of the others; new, raw, untested, but confident in themselves and each other. They were assigned to their barracks, given cots once occupied by a crew that did not return from their last mission, hazed by "veteran" crews....an ominous but typical start.

The officers did not barrack with the rest of crew. They were assigned to officer's barracks, but they obviously were very close with all of the crew. Charles Harvey said that on the way over to Europe they met and decided the crew would call him "Boss" instead of the more formal Sir or Lt. This was obviously while they were together as a crew and not in general population.

They opened their 30 missions on 3/18/44 with Augsburg Germany and ended with Munich at end of July. In between they visited Berlin 3 times, took part in the Poltava Shuttle mission and miraculously finished their required tour without any major casualties, which is a tribute to their skill as well as an abundance of good luck, as any member of WWII combat aircrew can attest.

Co-Pilot John Fisher became a lead pilot after the 20th mission and finished his 30 missions. He then signed up for the Aphrodite Project and was KIA on the first Aphrodite mission on 8/4/44. Art Adams took on the role of Co-Pilot for the Harvey crew. He finished up and he and Charles Harvey signed up for another tour and completed over 50 missions each. I was told by Charles's wife that after he returned home Charles never flew again...he thought he had used up all his luck so stayed on the ground.

The photos on the following pages tell the story of *"Rhapsody in Flak"* better than I ever could. I have included a brief description for each picture trying to put it in context...as they say "a picture is worth a thousand words." All photos were provided by George Bonitz my good and true friend.

The Harvey Crew's B-17 got its name after their 3rd mission (Berlin March 22 1944). George said that the Flak was thick and it sounded like hail on the skin of the plane. When they got home they were talking over the mission and the song *"Rhapsody in Blue"* was popular. They thought the sound of the Flak was like the rhythm of the song and so was born *"Rhapsody in Flak"*. Charles Harvey would not let them paint nose art on the plane, he did not want to change their luck as they had survived the first several missions. The crew made it through their 30 missions, so Lt. Harvey made a wise decision.



Charles Harvey, John Fisher (George Bonitz in background with goggles) check in at Gramer Field Manchester NH. On their way to Snetterton via Gander Newfoundland, Greenland and Scotland.



Another shot of officers checking in at Manchester NH. I was told that the Pilot had to sign taking personal responsibility of the B-17, a several hundred thousand dollar commitment!



Art Adams Co-Pilot with the famous "Lady Moe".



George Bonitz and unidentified crew receiving mail Snetterton



George Bonitz with Flak. Happy to be back at base and happy he was wearing his Flak Jacket!



Crew photo presenting new Co-Pilot Art Adams with "Rhapsody in Flak" painted A-2 Jacket. Welcome to the Crew!



Bombardier Andrew "Buddy" Krause at the 337th Bombardment Squadron sign Snetterton Heath.



96th BG crews picking up parachutes for mission at Snetterton.



"Rhapsody in Flak" Crew Chief with tire.



Pilot Charles Harvey



Navigator Fred Wills

Note the pistols with pin up girl pictures in the grips. (same pistols)



Lt. Tom Booth's A/C# 42-107116 BX-B



Poltava Shuttle Mission burned out B-17's



Lt. Jack Hudson's A/C# 42-102686 QJ-M



George Bonitz with camera in bomb crater.



Tents set up for US crews



US crews at Poltava Base facilities.



George Bonitz, Russian guard and burned out B17

Twenty-one Air Craft from the 96th participated in the Poltava Mission. Only three survived the German night attack to fly out. One of them was the *"Rhapsody in Flak"* crew's B-17 A/C 42-102603 QJ-B. It was, however, transferred to Air Transport Command after repair. The other two after minor and incomplete repairs continued the Shuttle Missions to return to Snetterton. All of the other crew members were transported by Air Transport Command (ATC) back to Snetterton via a route that included stops in Tehran, Cairo, and Casablanca.



Russian Guard



Damaged tractor probably to tow aircraft.



B-26 Marauder with Red Star marking.



The crew experienced many exotic sights on stops in route back to Snetterton via Tehran, Cairo, and Casablanca in Mid-east. Note in the images of Casablanca the French named storefronts and the camel with unidentified crew member.



Escaping the sun on route back to Snetterton somewhere in Mid-East, Art Adams Co-Pilot talking to unidentified crew member. Note navigator or bombardier swivel chair in background.



Lt. Lee Seeman's 96th B-17 A/C 42-102641 QJ-K shown here wheels down was totaled on the ground in Poltava.

**96th Bomb Group Association
Treasurer's Report
2017
1.1.17 - 12.31.17**



Beginning Balance January 1, 2017 \$ 21,696.04
Wells Fargo Checking Account (non interest bearing account):

INCOME THRU 11.9.17:

Membership Dues/Donations Received 1.1.17 - 11.9.17 *	\$1,150.00
Total Income	\$1,150.00

EXPENSES THRU 11.9.17:

February Newsletter # 68 Buddes Print Shop (ck# 1045)	\$1,453.41
State of Illinois NFP Filing (ck# 1044)	\$13.00
2017 Hospitality (check # 1047)	\$343.19
Foreign Check Ref2886021899 - Stale Dated Check 8491269	\$40.00
1 CANADIAN DEP ITEMS @ 5.00 PER ITEM	\$5.00
August Newsletter # 69 Buddes Print Shop (ck# 1046)	\$1,387.45
Total Expenses	\$3,242.05

NET INCOME (LOSS) THRU 11.9.17(income less expenses) **(\$2,092.05)**

TOTAL ASSETS THRU 11.9.17: **\$ 19,603.99**

Beginning Balance with proceeds from Wells Fargo Account Close-out
US Bank Checking Account (non-profit interest-bearing account): **\$ 19,603.99**

INCOME THRU 12.31.17:

Membership Dues/Donations Received 11.10.17 - 12.31.17	\$ 220.00
Interest Earned from US Bank Account	\$ 1.25
Total Income 11.10.17-12.31.17	\$ 221.25

EXPENSES 11.10.17 - 12.31.17:

Check Printing Charge	\$ 21.87
Total Expenses 11.10.17 - 12.31.17	\$ 21.87

NET INCOME (LOSS) 11.10.17 - 12.31.17(income less expenses) **\$ 199.38**

TOTAL ASSETS AS OF 12.31.17: **\$ 19,803.37**

Notes: All funds are currently on deposit in a US Bank interest-bearing checking account.

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: Current 2017

Total 2017 Dues/Donations Received = \$1370.00
Total 2017 Expenses Paid = \$3,263.92

96th Bomb Group Association
General Meeting Minutes
29th September 2017
Hilton New Orleans Airport, New Orleans, LA



President Mike McIlraith called the meeting to order at 08:10 on September 29, 2017.

Board Members Present: Mike McIlraith, Dr. Stan Hand, Rebecca Lutz, Lydia Anderson, Dale Budde, Merton Thurston and Richard Hill. **Absent:** Bill Thorns, George Bonitz, Dan Bradley and Geoff Ward.

Mike McIlraith reminded the group that Dan Bradley had agreed to remain as Secretary/Treasurer until we can elect another, but we really need to nominate someone for that position. We will deal with that later in the meeting.

Old Business: None

New Business: The Eccles Hall School has been sold to a new corporation which has similar schools, and as a result there are new rules that must be followed for visiting the Museum. We had to buy Liability Insurance for the first time and that has been taken care of by our English representatives. Visitors must sign in and be escorted by a person who has undergone a background check. Currently, Geoff Ward is the only one who has gone through this process, but Jill Tebble, Jean and Stephen Willis need to complete this process and the Bomb Group will gladly pay this expense.

Mike McIlraith will also be sending a letter to the Administrators of the Aurora Corporation and the school just to touch base with them and will be returning the contract that we are now required to have with them.

Geoff Ward is stepping away from his major responsibilities with the Museum at Snetterton and Jill Tebble, Bert and Sombra Patrick's daughter, is taking over more responsibility. We want to improve our communications with Jill since she is not as well known to those who have not been to England and met her. Jean Willis and her son Stephen will also be much more involved as Jean published the brochure about Snetterton last year and her son works directly across the old runway from the Silver Dream.

Jamie Hopper, the Snetterton Racetrack Circuit Manager, has been very supportive and has put a fence around the Silver Dream, which really sets it off and looks very nice. There is also a famous rose grower in the area who has donated four roses to put in the corners of the fence. The roses are in the colors of the four Squadrons in the 96th and will be planted by Mr. Hopper's staff. We are also looking into putting plaques around the top of the fence rail in the memory of our Dads, Uncles or any other Veterans in the 96th. We will have more details to follow in the Newsletter. Merton is going to talk to his Grandson who is in a similar business about the cost and other details. The plaques would need to be made from a material which would hold up to the weather, perhaps aluminum or stainless steel.

Rebecca Lutz reminded everyone that there is a program to honor our Veterans with flags flown at the Silver Dream. Anyone who wants to participate can submit a photo and brief biography to Dale, that would be included in the Newsletter. Dale Budde had a couple of suggestions as to how we can get the funds to England without incurring a large service charge at the bank to exchange Dollars to Pounds.

Mike McIlraith recognized the Board Members who were present at their meeting yesterday and thanked everyone for their service.

Mike McIlraith reminded everyone that the 96th has a website (96thbga.org) and a Facebook page (96thBG Association) and encouraged everyone to visit these pages.. He also reminded everyone that Bill Taebel had been our Webmaster for at least 15 years but passed away in 2015, so Mike has taken over that responsibility. We have extra space on the website so he will see about uploading photos and there are plans with Dale to provide copies of old Newsletters so they can also be scanned in.

Mike McIlraith recognized Rebecca and Jerry Lutz for the Hospitality Suite each year without him having to get involved at all and said he really appreciated it. He also recognized the first-timers here this year. He also recognized Dale Budde for all his hard work with the Newsletter every year.

Susan Hinchman volunteered to be Treasurer. Dale Budde made the nomination and Melissa McIlraith seconded. She was unanimously elected. She will work with Dan Bradley to get the financial documents and accounts transferred.

Secretary/Treasurer's Report: submitted by Dan Bradley and read by Mike McIlraith in Dan's absence. At the beginning of the year we had \$23,732.06 in our checking account, received Membership Dues of \$1,891.00 and had expenses of \$3,717.02, for a deficit for the year of \$1,826.02, leaving a balance of \$21,906.04. We are current with the State of Illinois with our non-profit status and we are current with the IRS.

Dale Budde reminded everyone that he is always looking for photos to publish in the Newsletter. If you send him photos he will publish them. He is still working on getting the Snetterton Falcon scanned and will shortly get the binding cut off his copy so he and Janet Strizic can scan it. It will then be uploaded to our website as a printable PDF file.. He said the major expense for the Bomb Group is postage so he sends everyone overseas an email copy, but sends Geoff a hard copy for the Museum and will begin sending that to Jill instead. He also pays close attention to those Newsletters that are returned, so that he can remove the recipients from the mailing list. He used to print almost 1,000 newsletters, but now he sends out 345, about 130 to 140 are Veterans.

Jerry Lutz reported that there are several smaller Bomb Groups looking for a Bomb Group to join and we need to be sure to welcome the members of these groups.

Melissa McIlraith volunteered to help with the financial transactions to England if it would help since she lives in Paris and could more easily get funds to England. She could also help with getting plaques to England or whatever she can do to help. It is easy for her to get to England.

The meeting was adjourned at 09:00 on a motion by Dr. Hand but no second was required, so the meeting was adjourned.

Respectfully submitted,

Rebecca Lutz, Recording Secretary

BULLETIN BOARD



Make Dayton Reunion Room Reservations NOW!

The 2018 8th AFHS reunion will be in Dayton, Ohio. The dates are October 10th through October 14th.

The 2017 reunion had over 500 folks registered, which was up from the 450 attendees in St. Louis for the 2016 version and rooms were overbooked.

The 8th AFHS folks, and Ms. Donna Lee, blocked out a number of hotel rooms for the upcoming Dayton reunion, using their best info and forecast for attendees. Since that time, there has been increasing interest in this reunion, and they are now anticipating that there will be a strain on the number of hotel rooms in the 'reunion block'.

We have been advised to make our plans and registrations as soon as we can to ensure we can get rooms in the reunion hotel.

Newsletter Story Request

The Newsletter is the only direct contact many members have with the association and/or each other, and ours is a great one!

We always need articles and ideas for the Newsletter. If you have a picture of someone from the 96th BG, and a story to go with that picture consider sending it to us.

This issue has a good example of how just a collection of pictures with just a short narrative can be useful. ***Rhapsody in Flak: Ordinary yet Extraordinary*** pages 20 thru 24. We can help you with the story. Get those pictures, stories, and ideas coming. They make the **Newsletter**.

Web Addresses of Interest

www.ancestry.com/cs/veterans

The link to make an Ancestry movie about a WW2 veteran.

Help Ancestry capture memories from veterans in your family tree.

Discover, honor and remember their stories of heroism before it is too late.

<https://www.youtube.com/watch?v=EiF9BF754Lg>

A promo video for YANKEE AIR MUSEUM at Willow Run. Kevin Walsh, Executive Director of YAM, is featured in it. It does a fine job of harnessing the "**vision.**"to capture history, . to restore it.....and to preserve it for generations to come.

There are also links to 20 other aviation videos of interest

<https://www.airwar4045.nl>

World War II Allied Aircraft

Crashes in The Netherlands and North Sea

The purpose of the website is to help researchers, family members and any one interested, to search for detailed information about the crashes.

At present the database lists the information on 1402 crashed aircraft, 6619 crew members, and 669 cemeteries/memorials.

Please note that not all crashes are available yet in the database, though it is gradually filling with more data

Any comments/corrections and/or more information is most welcome through a contact link.



BEFORE YOU RECYCLE THIS NEWSLETTER...

Please consider donating it to your local School, VFW, or American Legion.

WELCOME NEW MEMBERS

Since August, 2017



Bockstanz, John
Burton, Richard
Clemmons, Sean
Graeter, Diane L.
Hanzlik, Gwen
Lynch, Craig
Meshko, Jay
Schrock, Robert

813 Fernwood Street, Emmaus, PA 18049
7564 Juniper Street, Aruada, CO 80007
19462 Arminta Street, Reseda, CA 91335-1609
6300 Innisbrook Drive, Prospect KY, 40059
11308 Cody Lake Trail, Montgomery, MN 56069-1982
9311 Worton Commons BLVD., Prospect, KY 40059
1255 Carr Street, Lakewood, CO 80214
675 Mooreville Road, Milan, MI 48160

All of our members are encourage to invite their family members, relatives and friends to join us. They will receive two issues of our Newsletter each year. We hope they will find them informative as well as give them an understanding of what the 96th Bomb Group and its members contributed to World War II.

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 2018 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: Susan Hinchman
96th Bomb Group Association
706 Miami View Court
Loveland, Ohio 45140

(Make checks payable to 96th BGA)

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

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



UPCOMING MEETINGS



96th Bomb Group Reunion 2018
with the
8th Air Force Historical Society
44th Annual Reunion
Dayton, Ohio
October 10 - 14 2018
Crowne Plaza Dayton

Complete Reunion Details
On Pages 13 -16
In this Issue

Complete program and reunion information
also on line at: www.8thafhs.org

WHERE
TO CALL
OR WRITE



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Final Mission

Those Who Served Their Country
With Honor and Distinction

Bonitz, Bernice P.		
Bonitz, George O.	337th	WG
Davis, Robert L.	339th	N
Kester, Gerald	413th	P
McLaughlin, Gene R.	338th	P
Sherman, Alvin	337th	CP
Wearing, John R. "Johnny"	338th	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: Susan Hinchman 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, 2018 is the deadline for the August 2018 issue.

96th BOMB GROUP ASSOCIATION
706 Miami View Court • Loveland, OH 45140



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