



# N 96TH BOMB GROUP NEWSLETTER

September 2024

ISSUE NO. 82

## Inspiration for a narrative



2LT Joseph Arzbecker front row left and his crew were assigned to 337<sup>th</sup> Squadron 96th Bomb Group in early September 1944. The crew included 2LT Fredrick E. Bramblette (co-pilot), 2LT Arthur K. Meyer (navigator), 2LT Howard L. Pilkington (bombadier), CPL Caesar V. LaMonaca (radio operator/gunner), CPL James R. Chamberlain (gunner), CPL Charles R. Hamilton (gunner), CPL Forest E. Hughes (gunner), CPL Robert R. Means (gunner), and CPL Robert Vallililee (engineer). *see story page 11*

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# President's Corner



Hello friends! I hope you are having a great summer.

First up, I would like remind you about the upcoming 2024 8th Air Force Historical Society Reunion. This year's Reunion will be held in New Orleans, Louisiana - the dates are September 25th - 29th, 2024. The reunion hotel is The Higgins by Hilton. Unfortunately, the reunion rooms at The Higgins are already sold out. However, there is good news too - a second hotel with reunion room rates has been added. This is a Hilton Garden Inn, about three blocks from The Higgins Hotel.

As in years past, the 96<sup>th</sup> BGA will have a Hospitality Suite at the reunion for members to gather and share information. This year, we will be joined by three other bomb groups in a spacious room that will give us an opportunity to meet and find commonality in our experiences. I understand that 18 members of the 96th BGA have already registered for the reunion.

Unfortunately the 2024 Reunion even before its published deadline date of August 23rd was SOLD OUT and no further registrations are being taken.

I would, however, encourage all of our members to consider attending a future reunion. You will meet other people with a similar family history/interest. You will probably learn a few things, and you may be able to help another family learn more about their veteran or his service. The 8th Air Force Historical Society will hold the 51<sup>st</sup> Annual Reunion and the 50<sup>th</sup> Anniversary of the Society in Colorado Springs, CO. October 1-5, 2025 at the Double Tree by Hilton. Colorado Springs is home to the United States Air Force Academy.

Make your reservation early for Colorado Springs to avoid another sell out. Help the 96th BGA have a GREAT turnout in Colorado. Complete Reunion information will be available on-line at: [www.8thafhs.org](http://www.8thafhs.org)

A project undertaken by the Association's Board in the past year was the purchase of an original 'unit colors' flag. The flag has arrived at the 96th BG Museum in England. The next step will be working with a conservator to determine any necessary preservation, and then creating the best possible display for the flag.

If you would like to donate to support the upcoming work with a conservator, we would welcome that. Please make your checks payable to "96th BGA", and on the memo line, please note 'for 96th BG flag'. Thank You in advance for your support!

The 96th Bomb Group Association has received three very generous donations in recent months.

First up, I'd like to extend a sincere Thank You to Lucas Short for providing a donation to cover the remaining cost for the purchase of the Unit Colors flag. Luke made his donation in honor of his grandfather, 1st LT Roland Eugene Short. LT Short was a Bombardier with the 338th Squadron. He completed 39 missions!

The 96th BGA received another significant donation from member Tim Binder. Tim's donation was made in honor of his stepmother's dad, Joseph C. Arzbecker. Mr. Arzbecker was a Pilot with the 337th Squadron, and he completed 35 missions. Thank You Tim!

And, finally, we received a third gracious donation from member Parks Dixon. Parks and his family recently visited the 96th BG Museum in England, and were so moved by what they saw and heard from Jill and Alfie Tebble that they made a donation that is designated for the Museum. Thank You Parks!

These donations will allow the 96th BGA and 96th BG Museum to continue our missions, and will allow both groups to utilize already existing funds for other worthwhile purposes.

I hope everyone has already seen the news regarding annual dues and the newsletter for our Association. As previously published, beginning July 1st, 2024, the dues rate of \$25 per year will cover an email version of this newsletter. Anyone desiring a hard copy version of the newsletter will have an annual dues rate of \$30 per year.

Many of you already receive the newsletter in PDF version via email. One significant benefit of this version of our newsletter is the inclusion of color photos. The hard copy newsletter is black and white only, as it has always been.

I would like to make it very clear that the 96th BGA will continue to provide WWII veterans and surviving spouses of veterans with a hard copy of the newsletter at no additional cost. Life members will also continue to receive the newsletter as they currently do at no additional cost.

The 96th BGA will hold our Annual Meeting via a 'Zoom' call sometime in the 4th quarter of this year. All members will receive an email notification of the meeting date and time once this is set.

The elected Officers for the 96th BGA (President, Vice Pres, Treasurer, Recording Secretary) serve three year terms. The current Board terms expire this year, so our Annual Meeting will include election of Officers.

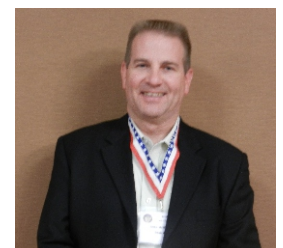
At this time, it does appear that there will be openings on the Board and for some of the Officer's positions - if you would like to serve on the Board of this Association, please let us know - Board member contact information can be found on the last page of this newsletter.

And finally, the Board has identified some needed updates to the Association's Bylaws. The current Bylaws, with proposed updates highlighted, can be found on the next page in this newsletter. We will be voting on these changes during our Annual Meeting as well.

As I mention each time - if you'd really like to connect, visit or call a veteran.

Thank You for your time!

Mike McIlraith  
President - 96<sup>th</sup> BGA



**BYLAWS**  
**96th BOMB GROUP ASSOCIATION**  
**XXXXXXXXXX XX, 2024**

**ARTICLE I - ORGANIZATION**

The name of the organization shall be: 96th BOMB GROUP ASSOCIATION. The organization may, at its pleasure, by a majority vote of the membership present at an annual Membership Meeting, change its name.

**ARTICLE II - PURPOSE**

To perpetuate the history of the 96th Bomb Group and the memory of lost comrades. To arrange annual reunions and to provide social recreational activities for its members.

**ARTICLE III - MEMBERSHIP**

Membership in this organization shall be open to all who were members of or were attached to the 96th Bomb Group, 8th Air Force, during World War II. Spouses, widows, relatives or friends of those who served in the 96th Bomb Group are also eligible for membership. Air historians and others interested in the goals of this organization may become members. All will receive the organization newsletter and other routine mailings. The membership year shall be the Calendar year for all members.

**ARTICLE IV - MEETINGS**

A Membership Meeting of this organization shall be held annually. Not less than a majority of members in good standing present at a membership meeting shall constitute a quorum and shall be necessary to conduct the business of this organization.

**ARTICLE V - VOTING**

**Members who have not paid their dues** for the current year may not vote. At any membership meeting, if a majority so requires, any question may be voted except those relating to changes in the bylaws.

**ARTICLE VI - ORDER OF BUSINESS**

1. Call to order
2. Reading of the minutes of the Preceding Meeting
3. Report of officers
4. Committee reports
5. Unfinished or old business
6. New business
7. Adjournment

**ARTICLE VII - BOARD OF DIRECTORS**

The business of this organization shall be managed by a Board of Directors consisting of the Elected Officers, the Editor of the newsletter, the Group Historian, and at most three additional **Members-at-large** in good standing.

At least one of the directors shall be a resident of the State of Illinois and a citizen of the United States to comply with the legal requirements of incorporation in the State of Illinois.

**To be eligible for office, nominees for the Elected Officers to the Board of Directors must have been a member of the 96th Bomb Group Association in good standing, for at least one year prior to the election. Nominees for the Editor of the newsletter, the Group Historian, and the members-at-large must have been a member of the 96th Bomb Group Association in good standing for at least six months prior to thier appointment.**

The Editor of the Newsletter and the Group Historian shall be appointed to indefinite terms by the Board of Directors by a simple majority vote. However, each may be replaced by the same simple majority vote.

Any vacancies in the Board of Directors between meetings may be filled by appointment of the President with the approval of the elected Officers by a mail/email vote.

The Board of Directors shall have control and management of the affairs of this organization. The Board of Directors shall commission an independent financial audit to be conducted if they deem it necessary.

**ARTICLE VIII - OFFICERS**

The **E**lected **O**fficers shall be the President, Vice-President, Recording Secretary, and the Secretary/Treasurer.

Officers shall be elected at an Annual Membership Meeting by a simple majority vote. The term of their offices shall be for three (3) years. Elected Officers may serve consecutive terms if re-elected.

- The President shall be the titular head of the organization and, subject to the control of the Board of Directors, shall exercise general supervision over the affairs of the organization with the authority to delegate such responsibilities as deemed necessary.

- The Vice-President shall exercise the duties of the President in his/**her** absence or upon the inability of the President to act, with the rights and responsibilities as if he/**she** had been duly elected President.

- The Recording Secretary shall keep the minutes and file such records as are kept or delivered into his/her possession. Copies of all minutes will be published in the group newsletter on an annual basis.

- The Secretary/Treasurer will attend to regular correspondence of the organization and will execute duties incident to the Office of Secretary. Copies of all financial statements will be published in the group newsletter on an annual basis. The Secretary/Treasurer shall have the care and custody of all monies belonging to the organization and shall be solely responsible for such monies, or securities of the organization; he/she shall pay all routine bills, and make such other expenditures as are authorized by the Board of Directors; shall render at stated periods, as the Board shall determine, a written account of the finances of the organization with such reports to be physically affixed to the minutes of the Board of Directors' meetings.

**ARTICLE IX - COMMITTEES**

Committees of this organization may be established by the President. Committee members shall be appointed by the President for terms of office for a period of one year.

Standing committees may be established by the President with the approval of the Board of Directors and appointments may be for indefinite terms.

Standing committees may be changed or eliminated by the President with the approval of the Board of Directors.

**ARTICLE X - DUES**

The dues of this organization shall be \$25.00 per year payable on the first day of January of each year. **For members choosing to receive the semi-annual newsletter in hard copy form via USPS mail delivery, dues shall be \$30 payable on the first day of January of each year, effective July 1, 2024.** Dues may be changed by a majority vote of the members in good standing at the annual membership meeting. Life membership dues may be established by the Board of Directors.

Life Members and veterans of World War II and their widows shall be exempt from owing dues.

**ARTICLE XI - AMENDMENTS**

Proposed changes in the bylaws must be submitted to the Board of Directors for review and approval. If approved by the Board they will then be voted on by the membership at the next annual meeting. Approval requires an affirmative vote of not less than two-thirds (2/3) of the members attending who are in good standing.

Amendments and Corrections  
to be voted on at the  
Annual Meeting of the 96th Bomb Group Association

Item highlighted in **Bold Face (Red)** are suggested changes and additions to the BYLAWS

Items in **Bold Face (Red)** are corrections to punctuation, capitilization or. a change of date.

# Meanwhile Back at the Old Base



Hello from England,

Well “Masters of the Air” has made a huge difference to visitor numbers at the museum!! On our Open Sundays, we are getting the same number of visitors in one day that previously we would have had in a year. Our main Open Day also saw an estimated 600-700 people, who came to learn the story of the 96th. We have entertained several veterans families too, which is always such a pleasure. We are so grateful to those visitors for their generosity of items and money donated to the museum. One visitor DJ Freed, whose cousin flew from Snetterton, came on a fact-finding trip for a novel that he is writing based on his cousin’s experiences. It was great to see Malcolm Holmes talk to him about what life was like on the base in 1944. Malcolm was a small boy during the war and lived in the white cottages in the middle of the base and has very many memories of what life was like during those times. David has also spoken of holding a book launch at the museum!

We recently found on the group microfiche that Robert “Rosie” Rosenthal, pilot in the 100th BG and one of the main characters in Masters of The Air, was a 96-er first! He was assigned to the 413th squadron and was with us for around 13 days. How different his story could have been!



Museum “Crew Chief”, Alfie Tebble with our mobile display.

The museum also went on the road this year with a small display taken to a local D-Day event. It was a great success and local people have since donated items to the museum because of this event. This is something we hope to do more of next year.

We also entertained 50 people and 22 hot rod cars from the “Lucky Bastard Club” in June. The sound of those V8 engines arriving at the museum on a wet, grey Saturday morning raised everyone’s spirits.



## Unit Colors of The 96th Update

A big thank you to Water Powell for bringing the unit flag over to the UK for us. I have worked alongside another 96th member, Neal Hurst, who is employed with the Williamsburg Museum, to find a preservation company here in the UK. We have to wait until the fall before we can visit this company as they are very busy, but my plans are that the flag will be on display for the August 2025 tour. A heartfelt thank you to Lucas Short, Tim Binder and Parks Dixon for such generous donations that have helped fund this project and future projects.

## New Displays to the Museum

We have added a few new displays to the museum this year. New uniforms and photo collections have been added, but the two new main displays tell stories of 96th planes tragically crashing in the local area. The largest display tells the story of the Lopham Crash. On the morning of January 29th, 1945, two aircraft collided over North Lopham, approx. 6.5 miles from Snetterton. This fatal collision was between Parretti’s crew of the 337th BS and Philipovitch’s crew of the 338th BS. All 18 men perished that morning. Both crews had only been at Snetterton a few weeks and we have been unable to find any crew photographs. Many thanks to my husband and crew chief Alfie for spending many hours searching hometown newspapers for obituaries to find photos of seven of these brave young men. The display is made up of a large section of fuselage with the original call sign BX-G still visible and many personal items down to a watch and its cover.



The second display includes items kindly donated by a local man, Matthew Dennis, who has been metal detecting for many years and decided that it was time for the pieces from an aircraft called "Carol Jane" A/C 42-3268 to come to the museum. Carol Jane crashed at Shrub Farm, Larling, after taking off from the North South runway on the 5th January 1944. At 550 feet she eased into a right-hand turn and then abruptly dived into the ground. Only one of the ten airmen survived the impact, tail gunner SSgt. Kelsal C. Close but unfortunately he died the next day.



Collection from the Crash of "Carol Jane" A/C 42-3268

**Fundraising Dance at the 95<sup>th</sup> BG Red Feather Club**

On Saturday July 27th we held another very successful dance at the Red Feather Club and raised funds for both museums. Thanks to the 95th BG Museum Committee and DJ Texas Tommy for supporting us with this event. Why not come on the tour next year and experience this wonderful evening?

**August Open Day**

We had the most successful Open Day ever this year with a record number of visitors. Nearly all day the museum was full of visitors with people waiting outside to go in and so many compliments were shared with the team.

We were supported by the USAF military police from RAF Mildenhall and their help was invaluable with welcoming and interacting with visitors.



USAF military police from RAF Mildenhall with Jill Tebble

We had displays/stalls from Discover D-Day, Friends and Family Remembered, American Women In East Anglia in WWII, 95th Bomb Group Museum, New Farm Aviation, Airborne Assault 44, Liberation 44, Liberty Bombardment group, US Army 65th General Hospital WW2, Blitz n Pieces, East Anglia Books, Vintage Treasure Chest, and Homefront displays by Owen Thompson and Bunnty and Richard Bowring.

We had a range of vintage vehicles, both military and civilian including a WW2 Harley Davidson motorbike that I managed to have a pillion ride around the field on. An item on my bucket list ticked off!! Music from the era was provided by DJ Andy AV8 and singer Kenny Lovick.



The icing on the cake though, was a flyover by the Lancaster Bomber of the Battle of Britain Memorial Flight. The unmistakable sound of those Rolls Royce Merlin engines could be heard before the crowd could see the majestic aircraft, who flew smack over the museum at 750 ft. This was made even more poignant with the daughter of a Lancaster pilot being one of our visitors. There was not a dry eye in the house.

I would like to take this opportunity to thank the wonderful team that we have at the museum to make this event possible -Lewis and Louise Brawn for all their work with promoting our museum through social media and for organizing the fundraising, Tim Harvey, Sean Simmington, Ann Arnold(my sister), Richard King (our new volunteer), Jean Wills and most of all my "Crew Chief" and husband Alfie. Without his constant support the museum would not be what it is today. I also need to thank Aurora Eccles School and Martin Russell for allowing us to put on this community event at the school.

Our next event will be a church service on Sunday November 10th at 10:50am to mark the 80th Anniversary of the dedication of the memorial window at St Andrew's Church, Quidenham. I will report on this in the next newsletter.

Well 2024 sure has been a busy year and it's not over yet! We have veterans` families returning to the base right through until November.

My best wishes to you all,  
Here's to the 96th!  
Jill

## **Return to Snetterton August 2025 Tour**

So far 23 people have shown an interest in taking part on the tour. We have slightly altered the itinerary, due to lessons learned from running the tour in 2023.

**Wednesday August 13th-** Everyone to make their own way to Norwich. We would recommend the following hotels: Maids Head, Tombland, Norwich  
Holiday Inn Carrow Road, Norwich

There will be a Meet and Greet meeting that evening at one of the venues.

**Thursday August 14th-** Visit Madingley Cemetery and Duxford Air Museum.



**Friday August 15th-** Base day-tour of Snetterton Heath, visiting the museum, lunch. Trip to 100th BG Museum(TBC) then on to the 95th BG Red Feather Club for a meal and 1940's-themed party/dance.



**Saturday August 16th-** Free day to explore Norwich or East Anglia.

**Sunday August 17th-** 96th BG Museum main Open Day event.



**Monday August 18th-** Visit to Bury St Edmunds, which is a market town that dates back to the 11th century and has a wonderful cathedral and gardens. It also has many links to the 8th Army Air Force in World War II and a Red Cross Tour of the town will be available.



To sign up for this Tour and VE day Celebration, or be included in further notices and information on this please e-mail your interest and contact information to Susan Hinchman at [bhiv@one.net](mailto:bhiv@one.net).

or Jill Tebble, 96th BG Museum Curator  
[jill.1967@bitinternet.com](mailto:jill.1967@bitinternet.com)

## **COME ONE, COME ALL!!**

**If you are planning a visit to England in 2025, be sure to include a tour of the 96th Bomb Group Museum!**

**Telling the stories of the service members from the ground to the air, you can learn the history of the 96th Bomb Group where it actually happened -- situated on the site of what was the base hospital**

**The 96th BG Museum will be open on the following dates in 2025 from 10AM until 4PM:**

**Sunday April 13, 2025**

**Sunday May 18, 2025**

**Sunday June 22, 2025**

**Sunday July 20, 2025**

**Sunday August 17, 2025 (our main Open Day)**

**Sunday September 14, 2025**



**Please note: Private tours can also be arranged for any Saturday or Sunday during the year if a veteran's family member is visiting the UK.**

**Prior to your visit, please contact Jill Tebble, the 96th BG Museum Curator, at [96thbombgroupmuseum@gmail.com](mailto:96thbombgroupmuseum@gmail.com)**

**Find the 96th BG Museum at Aurora Eccles School, Quidenham, Norfolk, NR16 2NZ**

**Diary of:**  
**2<sup>nd</sup> Lt. William P. Jones**  
**338th Bombardier**  
**Part 3**  
**By Bill Ford**

The third installment of Lt Jones diary picks up on his crew's next ten missions between July 17, 1944, and August 7, 1944. They are an experienced combat crew now.

**Mission VI – July 17, 1944.** *Today we went on a quick trip after a no-ball target near the coast of France. Our target was a rocket launching ramp. They cooked up the mission in a hurry for we hardly even had any briefing.*

*We carried twenty 250-pound bombs. Our bombing run was straight into the sun. That combined with haze caused us to have to bring our bombs home. Most disgusting. We saw no enemy fighters and only about two dozen bursts of flak at the target. Those few bursts were accurately aimed though for they put three holes in our ship and shot out an engine on another one. Our target was about thirty miles east of Dieppe.*

*The trip took five hours. Only forty-five minutes over enemy territory. We saw quite a number of German airfields along our route. All of them had been thoroughly and efficiently plastered with bombs by our boys and abandoned by the Germans.*

**July 18, 1944** *After two hours sleep they woke me up and told me I was flying with Forceia's crew. Happy day. (?)*

*Our target was the Messerschmitt plant at Kiel, Germany. That's an important target now for they are making ME163's there. The ME163 is a jet-propelled plane which according to Jerrie's claims will make 750mph on a straight away and climb at 5000 feet per minute below 40,000 feet and 10,000 feet per minute above that altitude. I guess we must believe it for they told us to be sure and hit the target today.*

*Our crew flew around for hours hunting the formation but we never found it. We went all the way to the coast of Denmark before we aborted. We were shot at once by a B-17 in a group that we tried to join. I could see his point but nonetheless we returned.*

*We were up for four and a half hours carrying ten five-hundred pounders. I'm kinda glad we aborted though for there is entirely too much flak around Kiel to suit me.*

**Mission - VII July 19, 1944.** *Today we really hit the big time. We carried forty-two one-hundred-pound incendiary bombs to a ball bearing factory at Schweinfurt, Germany.*

*We took off at 5AM and landed at 1:10PM. We were on oxygen for six and a half hours.*

*While we were still over England getting into formation we saw two B-17's collide in mid-air. The tail*

*section of one was sheared off and it went spinning to the earth. It exploded on impact-four chutes were seen. The other was severely damaged, but the crew all got out.*

*Our trip to the target was without incident. We saw numerous factories in Holland and Belgium in operation and quite a bit of rail traffic.*

*The flak at the target was intense but it was of the barrage type, so it didn't do much damage. That is the most flak I've seen so far. I hope I never see more. No planes were lost at the target but two from another group failed to return. Several bursts were too close to us, but we came out with only two small holes in our left wing. I've never before prayed quite so fast and furious as I did today over the target. That mess of flak really had me worried. I'm very thankful that we got out of there safely.*

*We bombed from 26,000 at a temperature of 31° below zero. No German fighters were seen at all.*

*Today for a change we really plastered our target. That's one factory that won't be making any ball bearings for quite some time.*

**Mission – VIII July 21, 1944 Friday.** *Today we took ten Five-hundred pound bombs to the Messerschmitt assembly plant at Regensburg. Our group hit it once about four months ago. Today we took care of the remnants.*

*Our group had the honor of leading the Third Division today. Our lead bombardier, Lt. Chepurko, really did an excellent job of precision bombing.*

*On the way to the target the command pilot in the lead ship made a sad mistake. It was Lt. Col. Hahn. He took us right over Stuttgart and Karlsruhe. They were waiting for us with all the flak they had. It wasn't so much the volume as it was the quality that hurt us. Our ship got twelve holes there. One piece went right through the radio operators' seat. Had he been there it would have cut him in two. Another piece tore through the floor beside Lundquist and almost scared him silly. The total damage amounted to oxygen system shot out, elevator trim tab cable cut and all gas gauges inoperative. God was with us today as He has always been since we arrived here. That flak was visible for miles. The colonel had no excuse whatsoever to go through it.*

*Two ships went down as a result of his inefficiency. Bill Haney, Garvin's navigator, flew with Forceia this morning and they aren't back. Jerry Johnson and George Beaudry and their crew are over there somewhere. I pray that they are alright and will be back soon.*

*In the vicinity of the target the weather was very clear. We could see the target even before we reached the I.P. They must have thought we were going to Munich again for even after we started on the bomb run there was no flak to be seen. The bomb run was like bombardiers*

*dream about – no flak, smooth air and excellent visibility. Lt. Chepurko did himself proud today on his last mission in this tour. Only four bombs from our group fell outside the target area. It was a mighty fine job – the best I've seen the 96<sup>th</sup> do yet. Immediately after bombs away the flak started. It was inaccurate and besides we were on our way home by then. The boys behind us did good bombing too though they had flak on the bombing run. That's one more target we won't have to visit again soon.*

*Even though our controls were damaged and most of us were without oxygen we stayed with our group almost to the coast. Then we went down where there was more air and came home alone.*

*Our trip took nine hours and fifteen minutes. We bombed from 26,000 at a temperature of -20°C.*

*Operations just told Garvin to pack Haney's stuff for shipment home, so I guess he is definitely reported down.*

**Mission IX – July 24, 1944 Monday.** *Today we went on what should have been a very interesting mission. It seems our troops in France are stalemated before St. Lo by a great mass of German tanks and guns concentrated in an area about two miles long and one mile wide. To nullify that today's battle plan called for 1,500 Forts and Liberators to saturate that area with bombs for about an hour. It was supposed to have been the greatest weight of explosives dropped on a similar area.*

*We took off at 9:40AM carrying 38 fragmentation clusters. Each cluster contained six bombs weighing about thirty pounds each. Everything looked lovely till we got to the target. Due to a heavy cloud coverage we had to bring our bombs back rather than take the risk of dropping them on our own troops.*

*That was disappointing for we had to do six hours of flying anyhow. Today wasn't too bad for our bombing altitude was 13,000 feet and the temperature was only -1°C. I wish we could fly all of our missions that low.*

*We saw a lot of flak and rockets today. Le Havre, across the bay from our target, did an awful lot of shooting though we didn't go near there. Several rockets were fired at us at various places.*

*We were over the continent for about thirty minutes and only over enemy territory about five minutes. The question is: will it count as a mission? Time will tell.*

**Mission X – July 25, 1944 Monday.** *Today we went back to St. Lo. This time we did a good job of bombing. I've never seen anything as terrible as the sheet of flame that covered the area occupied by those poor Germans. Bombs were exploding continuously for over an hour. I pity anyone who lived over that.*

*We bombed from 11,600 feet so we got a good look at our target and the results of our bombing. We saw the wreckage know as Cherbourg and our boys all over the peninsula. It was an impressive sight in a rather terrible way.*

*Our bomb load was the same as yesterday – 228*

*fragmentation bombs. Sighting was visual. The temperature was 2° above zero centigrade. We didn't use oxygen at all. Total flying time was five hours and fifteen minutes.*

*Flak was less effective than yesterday. The ship Joe Hyerdall was in had the nose shot out of it. One ship in the wing ahead of us was lost. It went into a flat spin and exploded when it hit the ground.*

**Mission XI – July 28, 1944 Friday.** *We were awakened at 1AM today for a "short" hop to the Leipzig area. Our target was the I.G. Farben Industries Chemical Plant at Meresburg, just to the west of Leipzig. They produce synthetic rubber, oil and other products of military importance. The entire second and third divisions of the Eighth Air Force bombed this target today.*

*The only tense moment during the trip over was when we encountered some very persistent and very accurate flak shortly before we reached the I.P.*

*About halfway down the bomb run the lead ship and deputy lead ship of the wing we're in collided. One broke in two at the radio room and the left wing was sheared off the other. Both went down immediately. One exploded after falling a couple thousand feet. The tailless one disappeared into the clouds. Only two chutes were seen. This accident was caused by prop wash from the combat wing ahead of us. Both ships were from the 452<sup>nd</sup> Group. The lead and high groups scattered all over the sky when this happened so our group took the lead. By hint of some superb flying our leader managed to reassemble the wing before bombs away. I believe though that the accident messed things up enough that we probably didn't hit our target. As many wings as were after the target maybe someone did a good job. It was P.F.F.*

*The flak there was just like it was the last time we visited Leipzig. It was all at least a thousand feet below our flight level. There was an awful lot of flak there and quite a number of rockets too.*

*During the bomb run we saw several of the new jet-propelled planes the Germans have developed. I think at times the ones we saw were making over 700 miles per hour. They could climb faster than any plane I've ever seen before. They didn't molest us though. They just put on a show for us and flew through our formation a couple times. The P-51's escorting us just ignored them since they couldn't possibly catch them. These planes were diamond shaped-sort of like a two-stick kite with no empennage at all. Where the tail should have been were their rocket exhaust tubes. A few ME109's were seen too dogfighting with P-51's.*

*Our bomb load today was ten five-hundred pound G.P.'s. Our bombing altitude was 26,000 feet at a temperature of -30°C. The total trip took nine hours and thirty minutes.*

*This evening at 6:45 we are going to be awarded our air medals. Fine "hero" I am. I don't even like combat.*

**Mission XII – July 29, 1944 Saturday.** *Today we went back to Meresburg to finish the job we started yesterday.*

*After getting only five hours sleep in the past two days, I wasn't in very good shape this morning. When we arrived at the enemy coast it was so nice and warm in the nose and the sun made my eyes water so that I dozed off to sleep. I slept all the way to the I.P. Even the usual interphone noises didn't arouse me. I guess I must have been a lot more tired than I realized.*

*Flak at the target today was intense and uncannily accurate. All of it was at our altitude and uncomfortably close. Our ship had 23 holes shot in it. A piece the size of a baseball came in through the floor of the radio room but was slowed down enough by the two boxes of chaff it passed through that it didn't go out the roof. The radio operator was busy throwing chaff at the time or it would have hit him in the stomach had he been in his seat. A lot of rockets and high explosive flak exploded above us. Every ship in our combat wing was hit.*

*The bomb run today was partly visual and part P.F.F. due to the heavy smoke screen at the target. I think the lack of clouds aided the A.A. gunners too. I couldn't see the results of our bombing but the column of smoke we caused was visible for over 90 miles after we left the target.*

*The 96<sup>th</sup> Group once again had the honor of leading the 3<sup>rd</sup> Division today so we had to be good. We flew in the number three position in the lead squadron. Yesterday we were the last ship of our division over the target. We flew number seven position in the low squadron-commonly called purple heart corner.*

*About ten minutes after bombs away our wing was hit by enemy fighters-FW190's. They shot down a B-17 with two engines already feathered. He caught fire and went down in flames. He wasn't from our group. The fighters then played around out of range till a number of P-51's arrived on the scene and shot down those who weren't lucky enough to see them coming. I guess we all love those boys who form our escort. They saved many a B-17 from Jerry fighters.*

*Our bomb load today consisted of twenty-two-hundred and fifty pound G.P.'s. We bombed from 25,000 feet at a temperature of -28<sup>o</sup>C. When we got back to England the entire island was socked in. We came in at about 500 feet to avoid on instrument letdown. The traffic pattern here was enough to cause grey hair. There were 38 planes up there trying to land and the visibility was less than 500 feet. Boy what a mess. Our position in the formation made us the number one to land. Just before our wheels touched the runway someone discovered that the tail wheel wasn't down. We pulled up and went around five more times before we found the runway again.*



Lt. Lyle's crash landing after Mersburg 7-29-44

*One of our many crippled ships crashed on the final approach. It had two engines feathered and when they were at about 900 feet the other two quit. The ship hit a row of trees and then smashed its nose plowing. The pilot, Lt. R.S. Lyle, and copilot and engineer were killed instantly. The navigator is in the hospital in a very serious condition.*

*Today's trip took eight hours even.*

*Our second forty-eight hour pass started at 3PM today. Due to lack of sleep and rest Frankelyn and I are going to stay here and indulge in a lot of sack.time. The rest of the boys caught the 6PM train to London. I wanted to go but my weary bones won't take it.*

**Mission XIII – August 1, 1944 Tuesday.** *Today was the most interesting trip we have made yet. We carried supplies of arms and ammunition to the French guerillas in the southeastern corner of France near Mont Blanc.*

*We passed within five miles of Geneva, Switzerland. Geneva and the lake were clearly visible off our left wing tip. No one but me will ever know how I'd like to have landed there.*



The 338th's 44-6153 prepares to drop supplies to the French Resistance.

*That corner of the world is a spot of such beauty that I'll never forget it as long as I live. Those Alps are wild and beautiful as is no other spot I've ever seen. Mont Blanc stood out for 75 miles above the clouds. As we got near it we let down till we were only 500 feet above the earth. We flew in canyons and valleys and over cliffs and*

ridges that would put our Rockies to shame. The lakes in that area are the bluest I've ever seen. In among those glaciers and snow fields they were like sapphires. Through all that wild country wound paths so steep that even a goat would turn back. All the peaks and pinnacles were topped by some goat herders' shacks. Some of them waved white flags at us and some just waved. I'd sure love for Aline and I to visit there sometime when the war ends.

The only flak we saw today was at the French coast on our way out. It was six or eight miles to the left of our course. I wish all missions would be like this one was.

Our load today was twelve containers of supplies attached to parachutes. Their weight and contents varied considerably. It was mostly arms and ammunition.



Thousands of cannisters laden with guns and ammo descend by chute to the Maquis. (K. Waters) Note outline of tail gunner's ring-and-bead sight.

Our trip today took nine hours and forty-five minutes. Our altitude was 19,000 feet at a temperature of  $-14^{\circ}\text{C}$ . Our "bombing" altitude was 500 feet above the plateau where the guerillas were waiting for their supplies.

**Mission XIV – August 4, 1944 Friday.** Today we bombed a synthetic oil refinery at Bremen, Germany. It was a very well defended target. In fact the flak there was the worst I've seen anywhere. It was plentiful and it was accurate. There were some bursts that were red. I'd like to know what it was but even the intelligence officer who interrogated us didn't know. Maybe they are going to have flak in Technicolor now.

We went out over the North Sea up the enemy coast past Wilhelmshaven. Across the bay from Wilhelmshaven we turned inland. They started shooting at us there and didn't quiet while we were on the way to the target. From the I.P. to the target flak was bursting on all sides at all times. Shortly after our turn at the I.P. a burst set fire to the right wing of the deputy group leader. The flames were all the way back to his tail. He pulled out of formation and did a slow roll. Two men jumped and then the ship broke into three sections. The tail and right wing broke off and the rest of the plane went down

in one piece. Just before he broke up the rest of the crew jumped. One man may not have escaped but all seemed to. At about the same time he was hit the number five ship in the same squadron had an engine fire. He managed to get his fire out and salvo his bombs and get back here alright.

Naturally that and the terrific flak caused our formation to be very bad. We dropped our bombs though and some good hits were reported. There is a P.W. camp just short of the target. I hope that none of our bombs hit them.

God was really with us today for in spite of all the shooting our only holes were three small ones in our left wing. I know that if he will continue to protect as he has been doing nothing will harm any of us.

Our trip today took seven hours. We were over enemy territory for 35 minutes. We bombed from 26,000 at a temperature of  $-31^{\circ}\text{C}$ . Our bomb load was twelve five-hundred pound G.P. bombs. To date we have carried 56,200 pounds of death and destruction to Germany.

**Mission XV – August 7, 1944 Monday.** Today we went after a bridge at La Fere, France. It's been attacked several times with no success. It's a railroad bridge across the Oise Canal. We carried six one-thousand pound bombs on this mission.

Shortly after reaching the Dutch coast we began encountering high clouds and very bad haze all the way up to our altitude. We found that all of France was covered with that stuff. At one place when we could not see our group leader even they started shooting flak at us. Flak in fog is not a very nice experience. Over the target the stuff was as bad as anywhere else so we were unable to bomb. We had to carry our bombs back.

We ran into some very bad flak just south of Chalons-sur-Marne. It wasn't the quantity that bothered us but the quality. Those flak gunners in France are too good.

It took us 6:55 to make the trip today. Most of the time we were at 22,000 at a temperature of  $-20^{\circ}\text{C}$ . Once we went up to 26,000 ( $-31^{\circ}\text{C}$ ) trying to get over the clouds.

To be continued in the next newsletter

If you would like to read the first two parts of the **Diary of 2<sup>nd</sup> Lt William P. Jones** they are available on the 96th Bomb Group's web page: <https://www.98thbg.org/>

Look under Newsletters for the October 2023 Issue No. 80 and April 2024 Issue No. 81

The photos included in the diary entries have been taken from the Snetterton Falcons and previous 96th Bomb Group Newsletters and were not part of the hand written diary of 2<sup>nd</sup> Lt William P. Jones.

The original diary is now in the 96th Bomb Group Museum in Quidenham, Norfolk, United Kingdom.

## 2nd LT Joseph Arzbecker and his crew

□By Tim Binder

I have a lifelong interest in military history, especially the Second World War. When my dad married my step-mother in the mid-1980s I discovered her dad was a WWII bomber pilot named Joe Arzbecker. Unfortunately, I had few opportunities to meet him before he passed and was told by other family members that he rarely spoke of his wartime experiences. He believed he was simply an airman doing his job and didn't see himself as a hero. When I retired in 2020 my step-mother presented me with a packet of pictures Joe had taken during WWII, and it was then that I decided to write a narrative of Mr. Arzbecker's four years as a soldier and airman as a tribute to his service. I am currently half way through documenting his service and would love to hear from anyone with knowledge of his crew.

After ferrying a B-17 from the United States to England, 2LT Joseph Arzbecker and his crew were assigned to 337<sup>th</sup> Squadron 96th Bomb Group in early September 1944. The crew included 2LT Fredrick E. Bramlette (co-pilot), 2LT Arthur K. Meyer (navigator), 2LT Howard L. Pilkington (bombadier), CPL Caesar V. LaMonaca (radio operator/gunner), CPL James R. Chamberlain (gunner), CPL Charles R. Hamilton (gunner), CPL Forest E. Hughes (gunner), CPL Robert R. Means (gunner), and CPL Robert Vallilee (engineer). On 19 Sep 1944, 2LT Arzbecker and his crew flew their first mission and hit a rail marshaling facility at Dillenberg, Germany.

As I researched 2LT Arzbecker's story I discovered that he and his crew had experienced three close calls while assigned to the 96<sup>th</sup> Bomb Group that he had not told his family about:

On 11 October 1944 three veteran Snetterton-based B-17s on a training flight, including pilots 2LT Arzbecker and LT Royce Denson (instructor) in B-17 #43-37684, were involved in a mid-air collision at 15,000 ft after encountering severe turbulence. It was the second training accident of the month. First war-weary B-17 #42-3510 rose straight up to hit 43-37684 in the nose with its tail section. Just as 510 was sheared in two, the famous *STINGY*, B-17 #42-31053 compounded the accident hitting 684 with its rudder. *STINGY* also broke in half. Miraculously, the pilot of 510, LT J. C. Core, parachuted to safety while his plane and *STINGY* plummeted to earth in four sections. His four crewmen were killed as were pilot P. Jorgenson and his *STINGY* crew of six. Although 684 had been severely damaged, it was eventually repaired. The loss of twelve fine airmen in this training flight shocked the

base at Snetterton. *Source: American Air Museum in Britain and Snetterton Falcons page 197*

On 15 Dec 1944, employing surprise and taking advantage of bad weather grounding Allied air power, German ground forces began an offensive that came to be known as the Battle of the Bulge. Weather finally improved on 24 Dec 1944, allowing the Eighth Air Force to launch a maximum effort against German airfields and transportation networks with a total of 1,884 bombers. The 96<sup>th</sup> contributed 60 B-17s, including 2LT Arzbecker and his crew (flying their 17<sup>th</sup> mission), who were to hit targets in the Darmstadt/Geisheim area. Two 96<sup>th</sup> aircraft failed to hit the target, including Aircraft #23 (piloted by 2LT Arzbecker) which was hit by flak over the battle lines and had an engine knocked out. They were able to return to Snetterton without dropping their bombs.

*Source: Snetterton Falcons page 214.*

On 21 Jan 1945, 2LT Arzbecker and his crew (in a B-17 named *AGONY WAGON*) were flying their 22<sup>nd</sup> mission, this time against railway marshaling yards at Mannheim, Germany. Extremely accurate flak over Karlsruhe on the way to the target resulted in a direct hit in LT Oelker's *MAMMY YOAKUM*. *AGONY WAGON*, which had been flying alongside *MAMMY YOAKUM*, was actually knocked out of formation by the force of impact, but was able to complete the mission.

*Source: Snetterton Falcons Vol I page 224.*

Although Mr. Arzbecker did not tell his family about the close calls he had during the war he did share one story about something his mother did when he deployed overseas. Catherine Arzbecker belonged to a group of women who volunteered to clean their church. She took advantage of her position to secretly place a picture of her son behind the tabernacle on the altar with the hope it would keep him safe. For the rest of her life she attributed her son surviving 35 combat missions to that faith.



2LT Joseph C. Arzbecker center

Tim, Thank you for your recent and most generous donation on behalf of the Arzbecker and Binder families. Most respectfully, The 96<sup>th</sup> BGA Board.

# BULLETIN BOARD



## 2024 ORDER FORM SNETTERTON FALCONS

This digitized two-volume collection includes the enhanced Snetterton Falcons book and Snetterton Falcons II – In the Nest And On The Wing. Upon receipt of this form and payment, we will email you from the 96th BGA's gmail account the digitized **Snetterton Falcons** two-volume collection as well as digital copies of the 96th BGA Newsletters for the past 15 years. Reproduction of this book collection has been with the permission of the authors and the publisher. Net proceeds will be used to support the 96th Bomb Group Museum in Snetterton, England.

To order this digitized collection, please complete the form below and mail with your check payment. **Please make checks payable to 96th Bomb Group Association.**

**If making payment via Zelle, please send to: [96thbombgroup@gmail.com](mailto:96thbombgroup@gmail.com) and provide a brief description of the payment in the message box. Then send this order form to the email address noted above.**

**NOTE: Effective July 1, 2024,** dues will increase to \$30 for current members receiving a hard copy of the Newsletter.

**Please mail form and payment to:**

Susan Hinchman, Sec'y/Treas.  
96th Bomb Group Association  
706 Miami View Court  
Loveland, OH 45140

^We realize there are those who would like to make a copy for a family member; however, we would ask that you be respectful of the 96th Bomb Group, and other purchasers, by only making one additional copy from each purchase. If you wish to make more than one additional copy, please purchase an additional CD or flash drive for each additional copy.

**Snetterton Falcons – Digital^**

**Please print clearly and legibly**

- \$50.00 2024 New/Renewal Membership\*
- \$25.00 for current paid 2024 members
- \$55.00 2024 Renewal Membership receiving Newsletter via hard copy**
- \$50.00 (non-member)**

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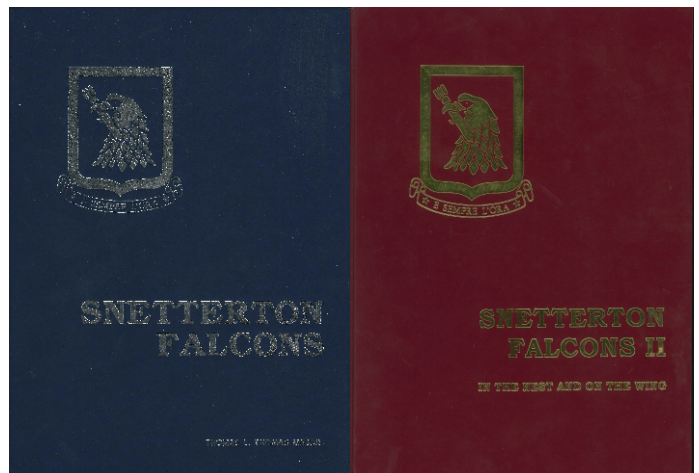
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I would like to become a member of the 96th Bomb Group Association (dues are \$25 per year). I have included below information regarding my connection to the 96th Bomb Group:

Service Member's Name \_\_\_\_\_ Relationship \_\_\_\_\_

Squadron \_\_\_\_\_ Number of Missions \_\_\_\_\_ Position \_\_\_\_\_ Ground Crew \_\_\_\_\_

Other crew members or information you feel might be useful to the 96th: \_\_\_\_\_

\*- For new members, first year's dues are included in the price of the CD or Flash Drive. Membership includes a digitized version (in color) of the semi-annual Newsletter sent to your email address.

## ELECTRONIC PAYMENT VIA ZELLE IS HERE!

Effective immediately, the 96<sup>th</sup> BGA is now registered with Zelle for you to make payment of any sort to the 96<sup>th</sup> BGA. Over 1,300 financial institutions offer this peer-to-peer service. US Bank (the financial institution for the 96<sup>th</sup>) offers free access to Zelle. Payments to the 96<sup>th</sup> can include dues, donations, purchasing of "Snetterton Falcons" CD's or flash drives, and Silver Dream plaques or note cards.

A new email address has been created for the purpose of Zelle. You will need to use it for your payment to be processed. It is: [96thbombgroup@gmail.com](mailto:96thbombgroup@gmail.com).

### Here's how to use Zelle:

1. Make sure your bank account is registered to use Zelle.
2. **Check to learn if your bank/credit union charges a fee for Zelle's use.**
3. You will need to enter the 96<sup>th</sup> BGA's receiving email address: [96thbombgroup@gmail.com](mailto:96thbombgroup@gmail.com).
4. For proper credit, make sure to include your full name in your transaction along with the payment purpose in the message box. If a donation, please include its intention (e.g., 96<sup>th</sup> BG Museum, 96<sup>th</sup> BG flag, Snetterton Falcons reprinting, or general purpose).
5. **Accuracy in entering your information is critical for the successful processing of your transaction.** Please be aware once you send a payment, it can't be cancelled (if the erroneous recipient is already registered with Zelle). The funds will transfer within minutes so you must be sure to enter our receiving email address accurately.
6. Be sure to follow up by emailing to [96thbombgroup@gmail.com](mailto:96thbombgroup@gmail.com) any supporting documentation (i.e., membership forms with updated contact information or any order forms).

I hope you find the use of Zelle to be convenient, safe, and easy.

## 96<sup>th</sup> BOMB GROUP ASSOCIATION - SILVER DREAM NOTE CARDS ORDER FORM AND 2024 DUES PAYMENT

The 96<sup>th</sup> Bomb Group Association is excited to announce the opportunity to purchase Note Cards displaying an image of the Silver Dream, the iconic memorial erected at Snetterton Heath to honor those who served so courageously with the 96<sup>th</sup> during WWII. These Note Cards are 5"x7" in size and will be sold in packs of 10 cards and 10 envelopes at a price of \$20, postage included. Net proceeds (after printing and postage charges) are used to support the 96<sup>th</sup> Bomb Group Museum in Snetterton, England.

To order these Note Cards, please complete the form below and mail with your check or money order payment.

**Please make checks payable to 96<sup>th</sup> Bomb Group Association.**

### **Please mail form and payment to:**

Susan Hinchman, Sec'y/Treas.  
96<sup>th</sup> Bomb Group Association  
706 Miami View Court  
Loveland, OH 45140

Indicate number of packs of **Note Cards** requested to purchase (\$20/pack)

For annual members, indicate whether you would like to pay your 2025 96<sup>th</sup> BGA Dues at this time (\$25/year \$30/year for USPA mailed hard copy)

*(Note: Dues may also be paid in advance)*

**Please print clearly and legibly**

Your Name: \_\_\_\_\_

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State & Zip Code: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

NOTE: Please be sure to include your email address as this is the most effective way to reach you if there is a question on your order. The 96<sup>th</sup> BGA does not sell or share email addresses beyond our membership.

Quantity	Per Unit Cost	Total
	\$20.00	
	\$25.00 or \$30.00	
Grand Total		





The Silver Dream

Our Fortress flies again at Snetterton Heath, Station 138,  
The Falcons' Nest.


At the very top is a B-17 climbing away on a mission. Supporting the B-17 are four columns, representing contrails coming back from the engines. Those four columns increase in size as they reach the ground and are representative of the support needed to put the B-17 up there. Each column represents one of the four squadrons comprising the 96th Bomb Group.

The Memorial at Snetterton Heath as designed by Martin Rance is constructed of stainless steel by Sinclair Steel Fabrications and is located along the old North South runway serving as the entrance road to the Octagon Motorsports racing circuit track.

The plinth is inscribed with these words:

DEDICATED TO ALL PERSONNEL  
OF THE  
96TH BOMBARDMENT GROUP (H)  
8TH U.S.A.A.F.  
WHO SERVED ON  
THIS AIRFIELD



**NOTE: If making a payment via Zelle, please send to: [96thbombgroup@gmail.com](mailto:96thbombgroup@gmail.com) and provide a brief description of the payment in the Zelle message box. Then send this completed order form to the email address noted above.**

# Memorial Plaques at the Silver Dream



The plaques are 4 x 6 inches and engraved with name, position, squadron, and if the Veteran was a Prisoner of War or Killed in Action. Over 207 plaques have been installed on the fence surrounding the Silver Dream Memorial, which is a very impressive sight. It would be great to have a plaque for each of our Veterans.

Please complete one order form below for each plaque which will cost \$30.00 including shipping cost. Include your personal information so you may be contacted with any questions about your order. If you have any questions, please contact Rebecca Lutz at [rlutz4000@gmail.com](mailto:rlutz4000@gmail.com) or call 512-238-8581.

**CPT. THOMAS H. BARTON**  
**PILOT**  
**339TH SQUADRON**

**2ND LT. GLENN A HARRISON**  
**CO-PILOT**  
**339TH SQUADRON**  
**POW - JUNE 20, 1944**

**S/SGT. CHARLES P. WILDER**  
**WAIST GUNNER**  
**337TH SQUADRON**  
**KIA - DECEMBER 16, 1943**

**Veteran's Information for the Silver Dream Plaque:**  
(Please print clearly and legibly)

Name of Veteran: \_\_\_\_\_

Rank while at Snetterton: \_\_\_\_\_

Position: \_\_\_\_\_

Squadron: \_\_\_\_\_

POW - Date: \_\_\_\_\_

or

KIA - Date: \_\_\_\_\_

Your Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Relationship to Veteran: \_\_\_\_\_

Please indicate your payment method: \_\_\_\_\_ Check \_\_\_\_\_ Zelle

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and provide a brief description of the payment in the message box.  
Then send this order form to: [rlutz4000@gmail.com](mailto:rlutz4000@gmail.com).



# WELCOME NEW MEMBERS

Since April, 2024

Joseph S. Crisanti, MD	11119 Adkins Road, Berlin, Maryland 21811	Stanley A. Lukowitz 338 <sup>th</sup> TG
Ronald S. Lybrook	21115 Wheaton Terrace, Lake Forest, CA 92630	Clyde E. Lynbrook 338 <sup>th</sup> TG
Maury E. Miller III	208 Bellwood Circle, Dickson, TN 37055	Son of Maurice E. Miller, Jr. 339 <sup>th</sup> N
Andrew Needham	1081 S. Delaware St., Kennewick, WA 99338	
Robert E. Doherty Jr.	460 Main Street, Middleton, CT 06480	Son of Robert E. Doherty 339 <sup>th</sup> R

All members are encouraged to invite 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.

Dues are \$25.00 per year payable to: 96th Bomb Group Association, 706 Miami View Court, Loveland, OH 45140  
**(For members receiving a hard copy of the Newsletter, dues are \$30.00 per year)**

If paying dues via Zelle, please send to: [96thbombgroup@gmail.com](mailto:96thbombgroup@gmail.com) and provide a brief description of the payment in the message box.

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Phone # A/C \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Email Address: \_\_\_\_\_

Service Member's Name \_\_\_\_\_ Relation \_\_\_\_\_

Squadron \_\_\_\_\_ Number of Missions \_\_\_\_\_ Position \_\_\_\_\_ Ground Crew \_\_\_\_\_

Other Crew Members or information that you feel might be useful to the 96th:

\_\_\_\_\_

- For current members, check here if you would like to receive the digital (in color) 96th BGA Newsletter via email rather than hardcopy via US Postal Service. Please provide your up-to-date email address in the space provided above. New Members will receive two digital Newsletters (in color) sent to your email address.

Rev.6.24

## YOUR 2024 DUES SHOULD BE PAID NOW

This may be your last *Newsletter!* unless you are a Life Member  
Send your **\$25 annual dues**

**\$30 to receive printed copy Newsletter**

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 \$25 at General Meeting October 18, 2019)  
Due January 1st each year.



## UPCOMING MEETINGS

8th Air Force Historical Society  
50<sup>th</sup> Anniversary Reunion

New Orleans - September 25-27, 2024

at the Higgins Hotel, which is directly across the street from the National World War II Museum.

**SOLD OUT**  
51<sup>st</sup> Annual Reunion

and the 50<sup>th</sup> Anniversary of our Society  
Colorado Springs, CO, October 1-5, 2025  
at the Double Tree by Hilton.

Colorado Springs is home to the United States Air Force Academy.  
Complete Reunion information is available on line at: [www.8thafhs.org](http://www.8thafhs.org)

Make your reservation early for Colorado Springs

**AVOID SELL OUT**

Help the 96th BGA have a GREAT turn out in Colorado



# WHERE TO CALL OR WRITE



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## *Final Mission*

*Those Who Served Their Country  
With Honor and Distinction*

Dominelli, Irene *Spouse of Richard D. Dominelli 339<sup>th</sup> GRDE*

*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.*

\* Denotes Deceased Past Presidents

Texts and/or photos are sincerely solicited. If requested, photos will be returned. The Editor reserves the right to edit text. December 31, 2024 is the deadline for the February 2025 issue.

# 96th BOMB GROUP ASSOCIATION

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*"It is Always the Hour"*