

"Late Pass!"



THE CALL SIGN FOR GROTTAGLIE TOWER --



449th "FLYINGHORSEMEN"

JULY '97

449TH BOMB GROUP ASSN.

POST '97 REUNION

**"OUR
REPORT"**

"AIR FORCE FIFTY" AND OUR 9TH 449TH REUNION APRIL 22-26, 1997 - LAS VEGAS, NEVADA

(By Lee Kenney, V.P. and Jim Miller, Treas.)

The "BIG BASH AFA 50" got off to a great start. Members of the Air Force, past and present, U.S. and Foreign dignitaries were arriving at all the Hotel-Casino's all throughout Las Vegas. McCarran Intl. Airport began to look like an overseas debarking-arrival airport with all the airlines incoming!! Our 449th members were booked into "THE STARDUST" and received efficient handling and our 449th registrations began. Those helping in this important job were: Helen Boyle, Clyde and Ruth Willhoit, Floyd and Berry Trogdon, Jim and Dee Miller, John and Jean Aulner and Lee Kenney, our Reunion chairman and post-reunion "Canyon Tour Leader", (our report on the Canyon Tour is a separate article following this Reunion report.) by Friday we totaled 356 449th in attendance with but 6 "no-shows", the lowest no-show list of all our reunions!

There was "so much to see" with the large AFA Association "BASH", the 15th A.F. Assn. affairs, but we did follow our plan and held two special events for our own 449th Assn. affairs. On **Wednesday** night we held our traditional, and separate, **Squadron Dinner Night**. Each Squadron had their own meeting programs with the following doing the "Master of Ceremonies Bit"; for the 716th; Jack Steele, ex-Sq. C.O.; for the 717th; John Lynn, ex-pilot and Dick Asbury, ex-pilot; for the 718th, Rex Tompkins, ex-Sq. C.O.; and for the 719th; Floyd Trogdon, ex-WWII Nav. and post war pilot. The squadron dinners give all a chance to exchange stories and memories that parallel each others stories. But our overall 449th Group meetings also do that but in a less personal way. The second and only Group Assn. meeting was held on **Thursday morning**. In between all this activity such persons as Great Britain's ex-Prime Minister Margaret Thatcher was at the AFA symposiums, as were ex-Pres. George Bush, Secy. of the Air Force Widnall, A.F. Chief of Staff Gen. Fogleman, Gen. Estes and William Perry. Many foreign officials were also in attendance at the large Convention Center. It was here that our 449th had a booth, #214 with our memorabilia items

on display. This booth was manned very ably by Hal Oien's family (he is our "P.X. Officer"); his two sons, Hal Oien, Jr. and Tim Oien had themselves quite a busy time among over 300 booths full of Corporate Commercial booths and exhibits, the Technology of the Air Force, Weapons Displays, Special Operations exhibits, and other Reunion Group Booths. The Oien's received over \$1900 in sales and sold 10 History Books 1-2, (see the 449th items on hand for purchase in this newsletter for your buys!).

On **Thursday** our **Memorial Service program** was held at The Stardust. The program was opened by Jack Randolph, our WWII Combat Group Commander, who offered inspiring words regarding the Association. Assn. President, Maj./Gen. Frank W. Elliott, Jr. continued by introducing special guests and welcoming those present. A Memorial printed program was at each persons place. Posting of the Colors was handled by ROTC Cadets from the Durango High School, Lt. Col. McElvoy, Sr. ROTC Instructor. The Invocation was given by Lt. Col. Riggs, Chaplain at Nellis AFB, Nevada. Our own member B/Gen. Hal Strack, ex-Nav. 719th, and former Regional Director of the AFA, gave the Memorial Address, topping it off with a trumpet memorial tribute followed by the playing of "Taps". A list of 28 deceased members printed on the program were memorialized. (An update with the list is also in this newsletter). John Lynn led the 449th Men's Chorus in two selections which was followed by the retirement of the Colors and a benediction by Chaplain Riggs.

The 449th reunion business session followed immediately after the Memorial program, chaired by Pres. Elliott. The members were presented with a slate of officers for the Cabinet for 97-98, with a request that was made by Jim Miller for a Treasurer replacement, having held the position since 1984. Floyd Trogdon, B/Gen. AF Ret., ex-719th Nav. was nominated to the position of Assn. Treasurer. The slate of Elliott, Pres., Kenney, as Vice Pres., Dick Downey,

Continued on Page 2

"BIG BASH"*continued from page 1*

Sec./Editor, Dick Asbury, Historian, and Floyd Trogdon, Treasurer was voted on and unanimously passed.

Dick Asbury, Historian, introduced Mr. Ben Turner of the Turner Publishing Company in regard to the printing of History Books #3 and #4. He stated that book #3 would be mailed out to those having made purchases in advance would receive them from the July mailings. A proposal for book #4 was made and a "Press Release" is printed in this Newsletter regarding the ordering for book #3 and the plans for book #4. Asbury is compiling the articles, photos, and information for Book #4.

Lee Kenney led the discussion for forthcoming reunion #10 by mentioning several considerations and taking a ballot from the members of their interests for a 1998 Reunion. The ballots, an unofficial total but a vote of interest was led by a Caribbean Cruise and a site at Biloxi, MS. (Note that a separate article is also in this newsletter regarding the 1998 Reunion.) Nothing definite has been set for the 1998 reunion, at this time.

Vice Pres. Kenney presented out-going Treas., Jim Miller, with a plaque for his 13 years Cabinet Treasurers service and dedication (photo and caption in this newsletter).

These two assemblies (the squadron dinners and the combined Memorial Service followed by the Business Meeting) was the complete portion of the 449th 9th Reunion. The Friday Air Show at Nellis AFB was one of the greatest air shows performed. There were acres of aircraft static displays, aerial formations of precision flying by teams from the RCAF (Canada), Brazil, Argentina and U.S.A.F. Thunderbirds! Many types of aircraft were walked around, including the Collings Foundation B-24 "All American", which we have had at two of our own previous reunions (the first bomb group assn. to host the ship and the only bomb group organization to host it twice!!). (Remember, Bob Bird, one of our pilots was instrumental in the rebuilding of the All American B-24!).

On Saturday morning 41 of the members assembled to begin the Desert-Canyon Tour, which is covered in a separate article! All taking that tour reported having a great time!!!

THE 449ERS OF THE DESERT/CANYON TOUR:



Ken & Barbara Blake, Floyd & Margaret Bremerman, Emil & Lois Brenckman, Harley & Ruth Burgess, Jack & JoAnn Hartle, Paul & Jane Hoffman, Ken & Elaine Hutkins, Wayne & Mary Kennedy, Lee Kenney, Ted & Doris Kopanski, John & Dot Lynn, Alma Madigan & Dorothy Barnett, Tom & Helen McGinnis, Jim & Dee Miller, John & Marguerite Price, George & Margaret Skidmore, Jack & Constance Steele, Jim & Grace St. Clair, Clyde & Mary Willhoit, Joe & Myrl Yiengst, Anita Young & Betty Disher.

THE POST-REUNION "DESERT/CANYON TOUR"

By Lee Kenney, V.P. & Tour Leader

Saturday morning 41 of our 449th left Las Vegas at 1030 hrs. to begin the Desert/Canyon Tour. The tour was designed by Lee Kenney and organized by "Good Friends Travel Co." We were on our way to Utah, arriving 3 hrs. later at **Bryce Canyon**. Tour/orator was Sandi Murray, from Sarasota, FL and the tour driver was Andy Tomi of Chicago and Phoenix, AZ. The Cliffs and mountains of Bryce Canyon were magnificent, divulging sights that our forefathers also held in awe! We then viewed an **I-Max presentation** about the Canyon and had a wonderful dinner before hitting the "hay" for a good nights sleep. Next morning we had a fine breakfast and ventured into **Zion Canyon** different and very awesome as Bryce Canyon. Instead of looking up at the towering columns of weathered stone, we were looking down at the beautiful sights at our feet!! ... huge columns, appearing as stalagmites in open air, confronted us, a wondrous view ... their snow covering only topped their scenic beauty!

In the afternoon we bused to **Lake Powell** and checked into the reserved Motel, but first we were given a visit to the dam that holds back Lake Powell, a dam only second to Boulder Dam in the S. W. We took a relaxing boat ride around the lake and had a fine dinner overlooking Lake Powell. The next morning, after a marvelous buffet, we boarded the bus for our visit to the South Rim, overlooking **Grand Canyon!!** What an impressive set of scenic views, all carved by the Colorado River over lifetimes of water, making us all seem so small with the wonder of it all! We spent 4 hours "drinking in" the many views!! The Brenckman's, Emil and Lois, spent their honeymoon here, just 48 years ago! (A large time between honeymoons, Emil!!). The evening dinner was "on our own". Tuesday a.m. we were "on the road again" to **Sedona, AZ** stopping en route to view **Montezuma Castle National Monument**. These are ruins of Indian cliff dwellers, circa 1200-1300 A.D.



The Castle is five stories high and once only accessible by ladders. We resumed our journey to a ghost town of **Jerome**, caused by the shutting down of the Phelps Dodge ITS Copper Mine which had operated since 1886. Driving the bus took excellent driving through the hairpin mountain curves. We did some sight-seeing and some souvenir shopping, too., ending up at our motel in Sedona. The evening we had our choice of steak or trout and feasted a bit!!!

Another great breakfast next a.m. and on to **Tuzigoot Monument!** These are the ruins of Pueblo buildings by the Sinagua Indians, circa 1000-1425 A.D., there appeared to be about 110 rooms built on a ridge overlooking the Verde River. To this day, nothing has been heard of that tribe since 1425! We then drove on to **Clarksville** to catch our scheduled train ride on the **Verde Canyon Railroad** of 3 hours experiencing forgotten railroad comfort of plush sofas, chairs, drinks served at out tables, cold snacks and the wonderful scenery through the Verde Canyon! We had the option of sitting in the plush chairs or going out on the open-air Gondola car for a back to nature feeling! The sights were many, including bald eagles aloft!! Back to Sedona for shopping and a Bar-B-Que dinner at the "**Blazing M Ranch**" with a genuine cowboy western show, highlighted by a "ghost riding around the area", while the cowboys were singing "**Ghost Riders In The Sky**"! The next morning and another good breakfast we drove up the **Oak Creek Canyon** on the way to Flagstaff, AZ. We were to stop at Boulder Dam, but there were too many "crazy tourists" there, so we went to **Ethel "M's: Candy Factory** with her 350 variety cactus garden. We set out for home base, arriving back in Las Vegas about 5 p.m., with a great trip under our belts, and a few more pounds around our waists!!! One last note ... and an unhappy one ... the viewing camera that Lee Kenney was using for a memento of the tour was stolen sometime on his Delta flight back to Florida. Yes, he has made a claim for it. Tour participants will have to exchange photos with each other is the main disappointment ... a VCR tape was to be made, but now gone ... perhaps the "Ghost Rider" had something to do with this???

LEE KENNEY, 449th ASSN, V.P.

Lee has been Reunions Chairman for the Orlando, Williamsburg and Las Vegas Reunions of our association. He organized and led tours to Italy/Austria/Germany in September '95; the post-reunion this May '97 of the Desert SW/ Canyons and is taking the members on the 2nd Tour to Grottaglie Air Base in Italy & on to Austria & Germany, Tour II. He is one busy and dedicated 449er! He manages the Golf Tourneys for our reunions as well. Thanks Lee!

NEW MEMBERS

Yes, we continue to receive names from those who have "just heard about the 449th Assn." ... thus it does give us a lift when we see former WWII names come in!! Here are some added since the last newsletter.

Apgar, Mrs. Dottie

3608 Embudito NE, Albuquerque, NM 87111, Honor Sq. for husband Bill, Crew pilot in 719th

Barbato, Americo A.

17 Dianna Rd., Londonderry, NH 03053, 718th, F/E on Kettering crew, 50 missions, 8/44-4/45

Coffey, Mrs. Suzetta

5210 Graham St., Kalamazoo, MI 49002, Honor Sq. for husband Julian, 718th Ordnance

Colleluori, Mrs. Mary

8 Sherman Rd., Old Bethpage, NY 11804, Honor Sq. for husband Mario, 716th R/O on Parkins crew

Dalrymple, Mrs. Margaret

67 Buckhorn Dr., Washington, NJ 07882, Honor Sq. for husband Jesse, 716th Crew Pilot

Fabian, Mrs. Sarah

17847 State Rt. 58, Wellington, OH 44090, Honor Sq. for husband Julius, Crew Pilot in 718th

Fiefer, W.M.

600 Indian Trail Rd., Aurora, IL 60505, 716th, R/O on Callahan crew, 3/45-5/45, Maj. USAF Retd.

Householder, Jerry

P.O. Box 1604, Mt. Vernon, WA 98273, Honor Sq. for father William, NG on Orchard crew, 718th

Hudgins, Carl

2209 Morningside Dr., Burlington, NC 27217, 717th, F/E on Neville crew, 40 missions, 10/44 to 5/45

Jackson, Daniel (Nadine)

2732 So. Sheridan, Tulsa, OK 74129-1012, 717th, Mechanic in Maint Sq., Orig. Cadre, 7/43-5/45

Kelleher, Bob (Helen)

10638 20th Ave., So., Seattle, WA 98168, 718th, F/E on P. Morris crew, 50 missions, 6/44-10/44

Latture, Mrs. Arleen

RR 4, Box 656, Oklahoma City, OK 73121, Honor Sq. for husband Roger, WG on Haywood crew, 716th

Masterson, Miles R. (WWII name Morelli)

977 Cherry Ave., Apt 2F, Beaumont, CA 92223-2456, 717th, R/O on Ross crew, 50 missions, 6/44-10/44

Pohle, Thomas W., P.O. Box 66981, Scotts Valley, CA 95067, Honor Sq., son of Edgar, TG on Phillips orig. crew, 719th.

Powers, Mrs. Hazel

306th 67th St., Hulmes Beach, FL 34217, Honor Sq for husband Gordon, Crew Pilot in 716th

Quilty, Robert H. (Margery)

64 So. Farnham, Galesburg, IL 61401, 719th, Prop. Tech. in Maintenance Section, Original Cadre, 6/43-5/45

Ruler, Mrs. Delores

307 Country Club Lane, Galax, VA 24333, Honor Sq. for husband Ernest, R/O on Ketring crew, 719th

Trumbull, Mrs. Lois

825 Webster, Coos Bay, OR, 97420, Honor Sq. for husband Roger, Crew Pilot in 717th

Turner, Weston

25115 No. Kirby St., Hemet, CA 92544, 718th, Mechanic in Maintenance Section

Way, Mrs. Dorothy

Rt. 1, Box 369, Matilda, PA 16870, Honor Sq. for husband Veris, Gunner on Aldrich crew, 719th

Weiss, Irwin (Harriett)

21357 Ridge View Dr., Boca Raton, FL 33428, 716th, WG on Browning crew, Original Cadre, Downed on 2/22/44 on Regensburg Mission and taken German POW, A/C was "STINKY, the B.T.O."

Willner, Leonard (Marjorie)

10151 Boca Woods Ln., Boca Raton, FL 33428, 716th, Nav. on Original Cadre Hamilton crew, and flew 50 missions in 718th on W. Webb crew, 7/43-6/44, many in "Star Dust".

TAPS

**"OUR HONORED COMRADES"**

The following names have been received by the News Editor/Assn. Secy. for addition to the growing list of names of those deceased since the beginning of the 449th Bomb Group Assn., March 1983.

Apgar, William C.	719th	Crew Pilot. 2/11/97
Bebee, Dean	716th	WG on Kinsinger crew. 4/5/97
Bluma, William J.	717th	NG on Sampson crew. Mid '95
Carosella, Tony	718th	BG on Ross crew. 6/6/94
Coffey, Julian L.	718th	Ordnance. 4/25/97
Colleluori, Mario	716th	R/O on Parkins crew. 2/11/97
Dalrymple, Jesse	716th	Crew Pilot. 4/6/97
Davidson, Leroy T.	717th	CP on Samuelson crew. In '94
Ely, Richard E.	717th	Nav. on Ball crew. 2/94
Fabian, Julius	718th	Crew Pilot. 6/22/97
Farrell, Phillip F.	HQS	Gp. Adj. 7/45 (in B-29s). 10/93
Goettsch, Wayne	718th	Bomb. on DeFoe crew. 2/14/97
Goff, Dossie	718th	Sheet Metal Maint. 5/6/96
Hawkins, Richard C.	719th	Bomb. on L. Davis crew. 12/25/96
Horwitz, Lawrence	718th	Bomb. on Ross crew. 2/28/95
Humphrey, Walter J.	716th	Pers. Equip. O. In '97
Ieraci, Joseph R.	718th	G on Rasbach crew. In '95
Johnsen, Morris P.	718th	Maint. Inspector. 3/20/97
Kruszynski, Eugene	719th	Radar/Bomb on Witts crew. 8/30/96
Latture, Roger H.	716th	WG on Haywood crew. 11/30/95
Larson, Harry E.	717th	TTG on Bedette crew. 10/96
Marino, Angelo	718th	F/Eng. on Byers crew. 4/18/96
Mahoney, Vincent F.	716th	R/O on Oien crew. 11/96
May, Donald	716th	G on Hoffman crew. 1/96
McCain, Earl S.	717th	Nav. on Keiskowski crew. 10/1/96
Molinari, Lincoln N.	716th	BG on Anderson crew. 9/96
Narath, Bill	716th	Bomb. on Willding crew. 11/28/96
Newton, Darwin M.	719th	CP on N. Wood crew. 2/97
Oates, Harry L.	717th	Bombsight & Auto-P. Maint. 11/30/96
Powers, Gordon E.	716th	Crew Pilot. 10/6/96
Ruler, Ernest	719th	R/O on Ketring crew. 6/26/97
Schiess, Richard E.	717th	Armament. 5/93
Steers, Edward	719th	BG on Sullwold crew. 8/5/96
Streicher, Ralph	718th	Crew Pilot. 4/4/97
Trumbull, Roger	717th	Crew Pilot. 6/7/97
Vore, Kenneth E.	718th	Refueling. 12/9/95
Way, Veris	719th	Gunner on Aldrich crew. 5/16/97

THE 2nd PRES. UNIT CITATION MISSION OF THE 449th BOMB GROUP!

*(as told to Editor by the Gp. Lead Navigator, Gp. Lead Bombardier,
and crew Pilot during the weeks of June 1997!)*

In the 449th History Book 1-2, page 191 and on page 414 in Book #3, being mailed out this July 1997, the photo of the aircraft "MISS'N'MOAN" can be seen. Full identification of the men in the photo wasn't completed until both names of the lead navigator and the lead bombardier were added to the 449th Association roster and this completed story told. Pilot Ken Kinsinger had given some names for Book #3 but his memory could not cover the full component of that missions lead crew.

From the letters and phone calls to both Norman Kohmescher and Bud Howard, plus Kinsingers gunner identifications, **we now have the full story!**

The Command Pilot for the Group Lead on Mission #95, **target Ploesti, Romania, Concordia-Vega Oil Refinery, was the Group Commander, Col. Thomas J. Gent, Jr.** He selected 716th Sq. bombardier, 1st Lt. Norman Kohmescher as his bombardier. Group staff Navigator George (Bud) Howard as Lead Navigator. Ken Kinsinger, 716th crew pilot and five of his crewmen (gunners, radio operator and flight engineer) were among the crew. Lt. Robert Levenson was selected to be the navigator in the nose turret to assist the group formation on the mission. Lt. Dick Shlomborg, one of the very first "Mickey" operators (WWII radar men) in the 449th was the Radar/Navigator.

Kohmescher and Howard both agree on the following: "all went well on the takeoffs, forming the 449th formation, and meeting the time to be the second bomb group over the target area for the 47th Bomb Wing. **Col. Rush, 47th Bomb Wing Commander, was leading the Wing in another bomb Group formation, our group being scheduled as the 2nd group over the target. Nearing the Initial Point (I.P.) the first group overflew the I.P. and continued on to an unknown point. When our 449th came to the I.P. we turned for the bomb run to the target. Wing C.O. Rush questioned our group and asked where we were going. Cockpit discussion between Col. Gent, Gp. Nav. and Gp. Bomb. was confirmed that the 449th had turned at the briefed point. History and photo coverage has disclosed the damage the 449th gave to the Concordia-Vega Oil Refinery. Upon debriefing at home base, the lead crew was met by an S-2 (Intelligence Officer) from 47th Bomb Wing who asked "where did you drop your bombs?" Kohmescher, 449th lead bombardier replied, "our photo's will show you our hits". When this assn. editor discussed this with Kohmescher, he was told, by the Gp. Lead bombardier, "I had studied the complete bomb run from the I.P. to the**

aiming point, had drawn sketches of the whole target area from previous photo's that showed the streams of smoke that smoke-pots made to cover the areas when bombers approached, and noticed several visual check points on both sides of the target, also ahead and short of the aiming point! During the bomb run I stopped my crosshairs with the ships drift by using the fore and aft target aiming check points, and upon nearing the target placed the horizontal crosshairs over the left and right visual check points that appeared between the smoke streams. Not until we passed right over the aiming point and looking straight down did I see my crosshairs right on the briefed aiming point."

When all the photo's and debriefings were completed Gen. Rush selected Distinguished Flying Crosses (DFC's) for Col. Gent, Ken Kinsinger, Bud Howard, and gave a "Silver Star Medal" to the bombardier! That few seconds of mixed emotions to make a decision was made by the crew, ultimately Col. Gent C.O. and vindicated by the lead crew he had chosen. **Excellent procedure before the mission, during the mission, and on the bomb run itself resulted in the 449th receiving its 2nd Presidential Unit Citation.**

Aircraft "Miss'N'Moan" also lead the 449th mission #114, with Gen. Rush as the 449th Command Pilot, (see photo in BK-#3, p.81) which was the So. France "Beach Day" with coastal defenses for allied landings targeted to be bombed. The ship was an "H" model, serial #41-28845, built by Douglas aircraft ... the numerals "437" were the manufacturers sequence number (no relation to the ships serial number). Notice the vertical lined window, just aft of the nose turret? Douglas built in bulging square windows in the nose part of the ship and added the vertical rectangular area as a "lead ship, radar equipped" aircraft! (this info. from B-24 Archivist Beiting, Kansas City, MO ... who has given much of our aircraft history to our association books on our aircraft). This lead ship received enough combat damage by the turn of the year that it was sent to the Goioa Depot, 15th A.F. maintenance depot, and the ship was salvaged 9 Feb. 1945, having at least 41 missions with but one return for personnel causes. The "H" model ship was Sperry A-5 autopilot equipped and had the Sperry Bomb Sight ... the sight that Kohmescher much preferred by his statement. Kohmescher later became the 449th Group Staff bombardier, coming overseas in Feb. 1944 on Haywood's crew, and selected to be the 716th Squadron Bombardier by 716th C.O. Jack Silverstein (now Steele). M/SGT Henderson

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"2nd UNIT CITATION MISSION"

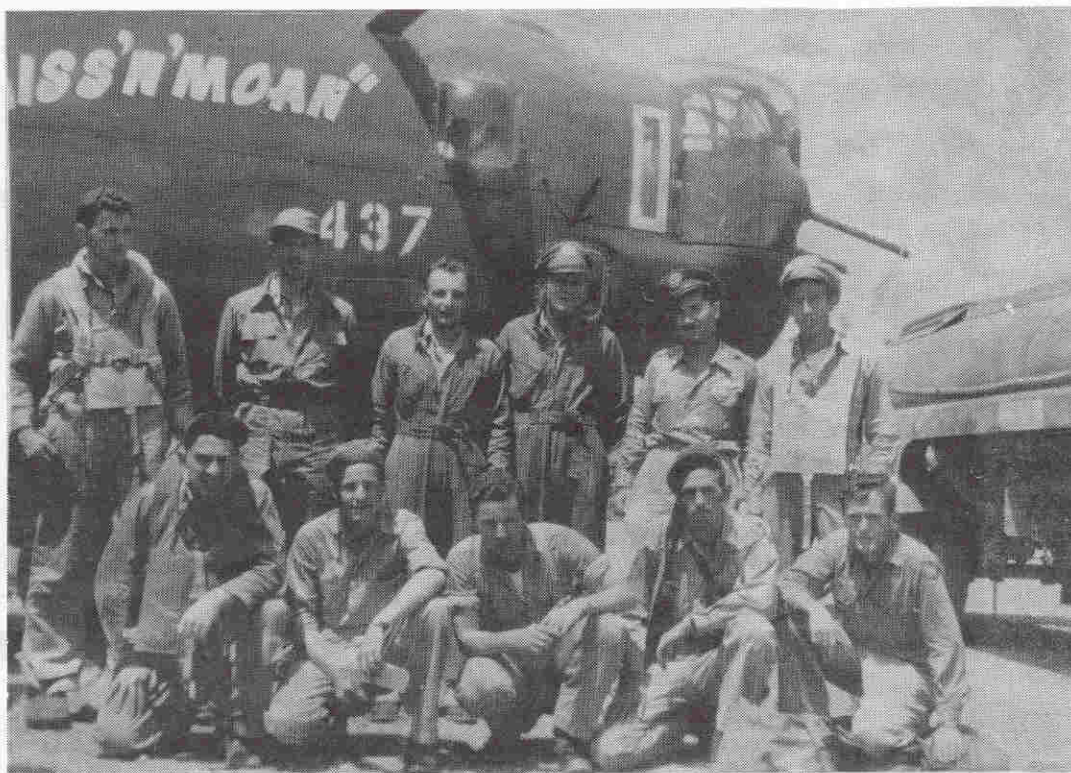
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was the ground Crew Chief of "Miss'N,Moan" We have never learned who gave the aircraft its nose-art name - (Weapons hit targets when aimed right).

The photo identifications are: standing left to right: Bud Howard, Gp. Nav.; Col. Gent, Group Commander; Ken Kinsinger, 716th crew pilot; Norman Kohmescher, 716th Sq. Staffbomb.; Bob Levenson, 716th nav. on Drinan's crew, as asst. lead nav. in the nose turret; Dick Shlomborg, Radar/Nav (to date no location or info. has been found for this "mickey" operator).

Bottom row: Gordon Adams (BG); Geo. Wingard (flt/eng); Geo. Drude (TG); Dean Bebee (WG) and Isadore Feigel (R/Op/Wg).

As of June 1997 only these men are current 449th Assn.



members: Wingard, Drude, Kinsinger, Howard, Kohmescher. (Beebe just passed away this Apr. '97) ... the others: Gent, Levenson, are also gone; the status of the others is not known.

NOTED 449TH BOMB GROUP WWII PILOTS



Left to Right:

Col. Jack Randolph, Dep. Gp. C.O. 449th June '44 to Sept. '44, Gp. Commander, Sept. '44 to May '45. 449th Bomb Gp. Assn. Pres. Emeritus '83-'97.

Lloyd M. Bentsen, Crew Pilot in 717th Bomb Sq., 449th June '44 to Nov. '44; and 716th Sq. C.O. from Nov. '44 to Feb. '45. Texas State Senator, and U.S. Natl. Secy. of Treasury, now serving in National and Texas State legal affairs. Lloyd has been the 449th Reunion principal speaker at two of our Reunions; in Dayton, OH and in Houston, TX.

Frank W. Elliott, Jr., Maj/Gen USAF Retd. served a post-war career in many capacities, one of which was Wing Commander, Fairchild AFB. He has been the elected 449th bomb Group Assn. President since 1984. Both Randolph and Elliott have attended 8 of our 9 reunions to date. All 3 of these men have a lot of flying time in common, but best of all they are all 449ers!!!

POST WWII CAREERS

And What Did The Returning 449ers Do After The War?

... here are some "one liners" of their "careers" (space, etc. does not permit to include every Assn. member in this list .. perhaps some will be included in follow on newsletters ... let the Editor know.)

Barrett, Richard	Retired Police Lt.
Bebee, Dean	Retired Fire Chief
Alexander, Louis	Professional Writer
Allen John R.	Veterinarian
Bivins, Bill	Chief Judicial Court Judge
Bradley, Gil	Chairman of the Board, Valley National Corp., Retd.
Brandes, Charles	Eastern Airlines Pilot, Retd.
Chudzinski, Vincent	Ice Cream Company Owner
Ciavarella, Frank	N.Y. City Fire Dept. Capt.
Clements, Herb	Building Contractor, Retd.
Cover, Wm.	Genl. Motors, Dept. Supt.
Galvin, James	Mass. State Tax Examiner
Helldorfer, John	Lead Mech, United Airlines.
Heyward, Louis M.	TV Movie Producer, "The Gathering".
Howard, Gilbert	Dallas County District Attorney
Lapham, Don	Printing Company Owner; Orig. Assn. Historian
Madorin, Fred	Director, Trans. City, Indpls., IN
Kennedy, Wayne	Parks Director, St. Louis County
Bauman, Frank	Mayor of Burley, Idaho
Morrill, Wm. E.	Veterinarian
Mugler, Warren	Retd. Airline Flight Manager
Nasser, Tom	Insurance Company Owner
Oien, Hal	Meteorologist, Travis AFB, Retd.
Olson, John R.	Vice Pres. Ops., Braniff Airlines.
Pawlinga, Stephen	Attorney
Podroskey, Steve	Farmer, Sq. Admin. Officer in Civil Air Patrol
Roper, J.D.	Airport Manager, Mt. Pleasant, TX
Sheridan, Phil	Coors Beer Wholesaler in GA
Shoaf, Frank	PA. State Mine Inspector
Trumbull, Roger	FAA Check Pilot, Retd.
Yarian, Kenneth	Pres. of Heating & Air Cond. Co.
Yedlin, Ben	Owner of Genl. Contracting Management Co. & researcher of the "Buzzer" airfract lost crewmen.

All members of the 449th Bomb Group Association; some have passed away and are still remembered.
Most are still with us.

FALL 1998 REUNION CONSIDERATIONS

We have reviewed various locations for our 1998 Reunion. Some of the locations looked at and eliminated for various reasons, are Louisville, Knoxville, Montgomery, and Peoria. Considerations, not necessarily limited to these:

BILOXI, MISSISSIPPI

Hotel Rates: \$59.00 - \$69.00 + 10% Tax

Attractions: Keesler Air Force Base; Casino's and Headliner Entertainment Shows. Beautiful Beaches; Historical sights including "Beauvois" home of Jefferson Davis. Plantations, Churches, Homes, and other buildings built prior to 1840 and on the Historical Registry. Day trips to New Orleans and Bellingrath gardens, Boat Trips to Swamp and Bayou areas. Great Golf Courses.

CHATTANOOGA, TENNESSEE

Hotel Rates: \$62.00 - \$89.00 + 12.25% Tax

Attractions: Chattanooga Choo-Choo Train Rides, Ruby Falls, Rock City, Incline Railway, Lookout Mountain, Medal of Honor Museum, Historical Civil War Battlefields, Riverboat Cruises, Imax Theater, Aquarium, Museums, and Golf Courses.

NASHVILLE, TENNESSEE

Hotel Rates: \$63.00 - \$89.00 + 12.25% Tax

Attractions: Opryland, Grand Old Opry, Plantations & Mansions, Civil War Battlefields, Home of Andrew Jackson & James Polk, Museums (Country Music Hall of Fame, Grand Old Opry, Hank Williams Jr., Barbara Mandrell, Etc.), Riverboat Dinner Cruises, and Golf Courses.

PORT CANAVERAL 4 NIGHT CRUISE SS DOLPHIN

Rate: \$695.00 per Couple including Port Taxes (\$89.00 per Person or \$178.00 per Couple)

Attractions: 3/4 day in Freeport, Grand Bahama Island. Full day and evening in Key West, Florida all expenses including breakfast, lunch, dinner, and midnight buffet for 4 days and nights, Entertainment Shows, Movies, Duty Free Shopping, Casino Including Slot Machines. Reduced airfare add-ons, can visit Orlando attractions afterwards. If we can get 260 couples signed up, we can take over the entire ship as a charter reducing the cost by approximately \$50.00 per couple. **Note:** The boat cruise can be a "Post Reunion Cruise" from a reunion city, per the Williamsburg to Italy/Europe Tour.

POSTAL SERVICE UNVEILS STAMP HONORING AIR FORCE

Air Force Thunderbirds will launch first-class mail throughout the nation later this year. The U.S. Postal Service made that official recently in a Pentagon ceremony to unveil the design of a commemorative postage stamp. It recognizes the Air Force's first 50 years as the world's premier air and space force.

The stamp is the image of the Thunderbirds flying the F-16 Fighting Falcon. The Thunderbirds perform precision aerial maneuvers at air shows throughout the world to demonstrate the capabilities of Air Force high-performance aircraft. The Postal Service will issue and start selling the new stamp Sept. 18.

Larry Speakes, U.S. Postal Service senior vice president for corporate and legislative affairs, presented a framed rendering of the stamp design to Secretary of the Air Force Sheila E. Widnall during the ceremony.

This year the Postal Service, the Air Force and the nation are celebrating the Air Force's golden anniversary with local, regional and national ceremonies throughout the country.

The Department of the Air Force was created when President Harry Truman signed the National Security Act of 1947. The Air Force thus entered an era which air power became firmly established as a major element of the nation's defense and one of its chief hopes for deterring war.

This is the first commemorative stamp the Postal Service has designed highlighting the Air Force. In 1957, a six-cent airmail stamp featuring the B-52 bomber was issued to honor 50 years of airpower beginning when the Air Force was a part of the Army Air Corps.

IT TOOK FRAGMENTATION BOMBS TO ENTER NORTH ITALY!

449TH BOMB LEAD CREW on Mission 241, April 9, 1945. LTC Knox was the Command Pilot and Eugene Hochendel 716th Sq. Crew and selected crew officers completed the Group Lead. The target area was the Troop Concentration of the German front lines near Lugo, Italy, a front that had bogged down with many casualties to both the Germans and the Allied Divisions. The first "Apple" mission was followed by the second front line attack the next day, April 10th. These two front line attacks created devastation by dropping fragmentation bombs across ground-marked areas by the full 15th Air Force on these 2 days.

As the 449th approached the "turn in point" on the coast, aircraft from all the various bomb groups were "in line" to make their runs in precise order. Through the top turret, and other plexiglass openings, our 15th Air Force bombers could be seen far ahead and far behind, all heading to the same dropping points to open up the stalemated front lines for the allied advance. English soldiers remarked to our men, as they confronted each other in Taranto leave times by saying; "you Yanks tore up the whole earth for us to get thru, all the trees shrubbery and anything over a foot was crushed to the ground, pieces of German uniforms were seen all over the place. We just walked right thru and took over the rest of Northern Italy in days following".

Those crews flying these two frag. missions can remember the feeling of power as we viewed the sky full of U.S. aircraft, all in in-line formations, as far ahead and as far behind as you could see ... we knew for sure that there would never be such a vast armada, unstoppable, again we were filled with awe, pride, yet knew that such force would take everything along the dropping lines ... the frag. bombs were dropped in "train", spreading havoc all along the aircraft's paths for several miles. Higher Command had decided that this was the only way to make a complete "breakthrough" over the deadlocked front as defended by the Germans. A red P-38 flew criss-cross over the "in-line" formations en route to the dropping points ... we later learned that General Twining, 15th Air Force Commander, was making sure his men were in proper position and at the proper timing! Yes, the job was done.



HOCHENDEL CREW, Group Lead, Mission 241.

Top Row, L to Rt.; Crickinburger (Nav. in nose turret), Zielinske, Lead Nav., Krone, Lead Radar/Bomb., Dillon, Bomb., Hochendel, Crew Pilot, Lt. Col. Knox, Gp. Ops. Officer, as Command Pilot.

Bottom row, L to Rt.; Westfall (R/O), Buchholz (TG), Belvin (LW), Ziem (RW), courtney, (F/E).

Photo taken upon return to base; mission time; 6 hrs., 25 min.

JIM MILLER, 449TH ASSN., TREAS. 13 YEARS

For some 13 is unlucky, but for the 449th Bomb Group Association it has been a fortunate and happy experience with Jim Miller handling our finances!

One of the very few 449ers that have attended all 9 of our bomb Group Reunions, Jim has been "up to his neck" in the planning and working with all but the first reunion. Many names have been added to our roster through his search efforts to locate former 449ers. His wife Dee, has become adjusted to his dedication and has also applied her energies to our Assn., but time takes it toll and Jim requested retirement from the Treasurers position. This Newsletter goes out with the news being printed through his coordination with the Bomb Group's Secretary/Editor but with his statement that he and Dee will continue attending 449th Reunions and contacts with all of our WWII friends and acquaintances, for they are still very valuable to them.

During the 9th reunion, Las Vegas, he was presented the pictured plaque ... the printed inscription reads; "to James B. Miller; in appreciation for his extraordinary service to the association as Treasurer from 1984 to 1997. His Devotion to details and needs of the members will be remembered by all who have been touched by him." ... the bottom line reads, "THANKS JIM".



THE CHAPLAIN'S CORNER

MAKING THE RIGHT CHOICES

Our lives are living examples of the choices we make, have made, or will be making in days to come.

Since WWII our nation has experienced prosperity unequalled in our history. However, our nation has become so morally corrupt that our future, as a nation, stands in jeopardy.

In the 30th Chapter of the Book of PROVERBS we are given wise words for right living. Many admonitions are given. The request made in verses 7 through 9 gives us a real challenge as we make our today's choices.

When one sees himself as capable of being the victim of vanity and lies and recognizes his need for the constant hand of God on his life, his choices will gain for him eternal blessings and a daily walk that will turn others Godward. Peace with God is better than all the wealth and power this world can give.



Jim Shanahan, Reverend
ex-717th Flight Engineer,
449th bomb Gp. Assn. Chaplain

CHARNES CREW: 719th Sq.



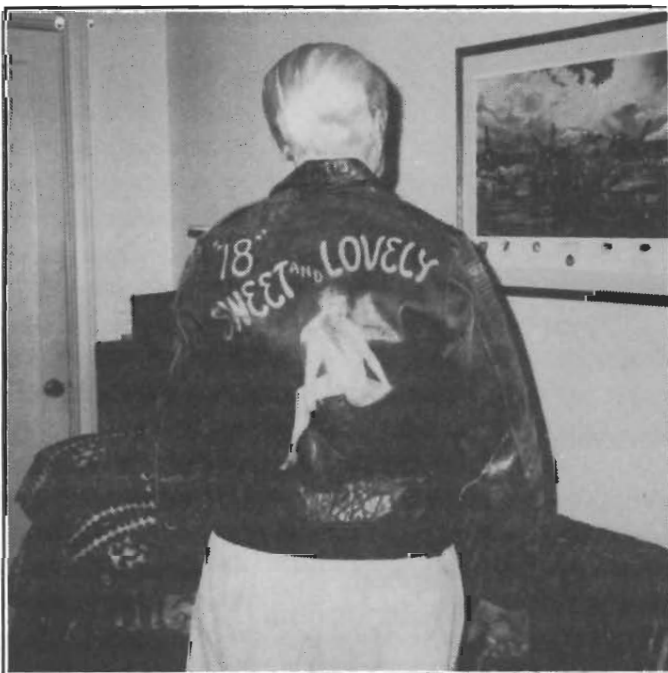
Photo taken Chatham Field, Savannah, GA. Aug. 44. (Overseas trng., note missing guns).

Standing Rear Row L to R: Alvin E. Charnes (P), Frances G. Baldwin, Jr. (CP), Lawrence (Larry) G. Hamblen, Jr. (N), Donald E. Romer (B).

Kneeling L to R: Ross B. Lewis (F/E), Virgil L. Hillstrom (R/O WG), Bernard M. Shonka (W/G), Myron R. Potter (NG), Preston D. Kiel (T/G), Walter E. Hannah (BG).

The Charnes Crew picked up new B24J #4251757 at Mitchell Fld., NY 8-23-44. Flew it to Gander lake via Azores via Marraketch via Tunis via Gioia & then on to Grottaglie on 9-14-44. The crew flew a complete combat tour through April 1945.

The Co-Pilot on this crew, 1st. Lt. Francis G. Baldwin, Jr. was the 16th passenger aboard the ill fated "Buzzer" lost on 12-09-44 in the Picentini Mts. near village of Oliveto Citra, some 30 miles SE of Sorrento in a deep snow filled gorge.



(Pg. 52 & 53 Book I & II, Tucson to Grottaglie & March '96 issue of Late Pass From the Crew: Many thanks both to Brig. Gen. Hal Strack and Benedict Yedlin, former Ball Gunner on Norm Rogers crew who flew the Buzzer in combat to complete their missions. This clears up a mystery of over 50 years ago.)

Larry Hamblen, (Charnes crew Nav.) is viewing his 449th lithograph of "Maximum Effort" painting, wearing his WWII A-2 jacket, with #18, "Sweet and Lovely" painted on the back. The ship was downed 17 Oct. '44 with Witt's crew aboard; ser. #42-51757. (yes, Larry is holding his breath to show "it still fits"). Snapshot taken 2/95! How does your A-2 fit?

***** PRESS RELEASE *****

HISTORY OF THE 449TH BOMB GROUP BOOKS III AND IV

Turner Publishing Company and the 449th Bomb Group Association (WWII) are working together to produce two volumes of the history of the 449th Bomb Group. The first volume is a reprint of *Book III: Grottaglie and Home!* It is filled with stories of unusual adventure, tragedy and the sheer luck of those who survived almost certain death. Stories and pictures from almost every state in the union helped to create *Book III: Grottaglie and Home!* It is an 8½" x 11" hard-bound book with full color cover and dust-jacket. The cover is a depiction of *Silver Wings*, a painting by Jim Dietz. It is printed on library-quality enamel paper and will last for generations to come. The book is available as of June 27, 1997.

Those of you who have already ordered their copies of Book III should expect their books to be delivered in 3 to 4 weeks. There are about 200 copies available to be sold. If you have not ordered your book yet, you can order with Mastercard or Visa by calling 1-800-788-3350. The cost of the book is \$52.50 plus \$5.00 shipping and handling. You can also order by writing a check or money order to *449th Bomb Group Book III* and mail to:

449th BG Book III (Reprint)
Turner Publishing Company
P.O. Box 3101
Paducah, KY 42002-3101

Production will soon begin on Book IV of the History of the 449th Bomb Group. This book will contain 150-word biographies and photographs of veterans of the 449th Bomb Group, personal experience stories written by veterans, a detailed history of the 449th Bomb Group, hundreds of historic photographs, and a complete membership roster of the 449th Bomb Group Association (WWII). The book will cost \$52.50 for the standard, hard-bound edition and \$89.00 for the deluxe, bonded leather edition. You will also be able to have your name embossed on the cover for \$5.00. The book will be available by Christmas 1998.

Look for the informational brochure in the mail soon. It will give instructions on composing your 150-word biography and writing your personal experience story. It is very important that we have your participation in the book project. If you or a loved one is a 449th Bomb Group Veteran, we need your story!

(Submitted by Dick Asbury, 449th Historian)

MEDALS TO WHICH YOU ARE ENTITLED

Bomber Command Commemorative Medal

It recognizes those ex-servicemen and women from Commonwealth or Allied Forces who were in Bomber Commands during World War II, in either the European theater, the Asiatic-Pacific theater or the China/Burma/India theater. Most of the **qualifying** American ex-servicemen or women would of course be veterans of the Army Air Corps, **although some might be Marine or Navy veterans, if they were either flight crew or ground crew of a bomber command, including the Navy and Marine Corps Dive Bombers.** The medal may be purchased from Award Productions Ltd., P.O. Box 30, Haslemere, Surrey, UK, GU26 6UT. Regulation size medal - \$34; miniature medal - \$11.60; and a ribbon for a ribbon bar - \$26.00. In addition, there is a shipping charge of \$1.60.

THE YANKEE AIR FORCE AND THE YANKEE AIR MUSEUM



The Yankee Air Force was organized in 1981 to research restore and preserve the all but forgotten history of Willow Run Airport.

Willow Run Airport was built by the Ford Motor Company in 1940 and 1941 to serve as the airfield for the Ford Motor Company's B-24 bomber plant. This plant was the first aircraft manufacturing plant to use Ford's automotive mass production techniques, a leading technological innovation of the time and allowed Ford to build over 8,600 B-24s in 3-1/2 years. At its peak the Willow Run plant employed up to 42,000 people and rolled out one B-24 every 59 minutes. The B-24 itself was a remarkable aircraft, able to fly long distances with over 8,000 pounds of bombs. More B-24s were built (over 18,000) than any other combat aircraft in United States history.

The first goal of the Yankee Air Force was to acquire one of the original U.S. Army Corps hangars at Willow Run and restore it to its original 1942 condition; and to acquire, restore and fly a B-24 built at the Willow Run plant.

Longer range goals include the acquisition and restoration of many other historic aircraft and the formation of a museum at Willow Run incorporating a YAF flight line, a museum for related artifacts, equipment and memorabilia, and a library and research facility.

With the help of the Wayne County Road Commission the Yankee Air Force accomplished its first goal by obtaining one of the original hangars. The second goal, the B-24, has proven to be a much tougher project. Of over 18,000 B-24s built between 1942 and 1945, only about 12 are known to be in existence of which only two models are flying. The others are static displays in museums. Of the 8,685 built at Willow Run only one complete airframe is left in the United States and only two more are in existence in other countries. Adopting the business name of Yankee Air Museum, the YAF's long range goals are being actively pursued.

The purchase of a 1945 built C-47D was the highlight of 1980. This airplane, "Yankee Doodle Dandy", was restored to flying status as the flagship of the Yankee Air Force. Also obtained in 1982 were a very rare RF-84K and an F-86L. both of these aircraft are Korean War era jets and restoration programs on each aircraft are progressing. Several other aircraft have either been or are being restored. In 1983 the YAF was fortunate to obtain a retired B-52D Stratofortress which was flown into Willow Run, is on display and became the centerpiece of the YAF Vietnam war memorial. In 1986 the YAF purchased a B-17G Flying Fortress, which had been formerly used as a fire bomber in the west. It was flown to Willow Run and is undergoing restoration to flying status. A 1987 purchase by the YAF was a B-25D Mitchell, which is the only flying example of this model in the United States.

In May 1983 the YAF library and research facility was opened. As time goes by this part of the museum will become one of the leading repositories of historical aviation related material in the country.

In 1982, the YAF added the Northeast Division in New Jersey and, later, the Mid-Michigan Division in Leapeer, Michigan, the Wisconsin/Illinois Stateline Division in Janesville, Wisconsin and the Saginaw Valley Division in Saginaw, Michigan.

The Yankee Air Force has made outstanding progress since it was founded, but there is much left to do on the aircraft, hangar, museum and library. Additional participation on these projects would be welcomed. If these historic aircraft and artifacts are not saved now, there will not be any left to save. An irreplaceable part of our national heritage will be lost forever. Please join and support the Yankee Air Force and the Yankee Air Museum in these endeavors.

Call them for their info: (313) 483-4030. 449th Bk 1-2 in their Library.

ARE WE A DEMOCRACY OR A REPUBLIC? Altho' the term is used interchangeably with each other, there is a profound difference! Simply put, a democracy is a majority rule, and a republic is a representative form of government rooted in moral law. If the majority want to legalize abuse or murder, so be it! Consider what some of our founders had to say!

"Remember, democracy never lasts long. It soon wastes, exhausts, and murders itself. There never was a democracy yet that did not commit suicide." ..John Adams.

Noah Webster, said; "Our citizens should early understand that the genuine source of correct republican principles is the Bible."

LLOYD BENTSEN, 717th Crew Pilot, and 716th Squadron C.O., 449th Bomb Group (WWII) was the invited speaker before England's Prime Minister Major, President Clinton, and many gathered at the D-Day Air Crew Remembrance Ceremonies at the American Cemetery, Cambridge, England. Here is the report as written in the B-24 "Briefing" Newsletter of the Liberator Club. Mr. Welsh, Editor.

SOME SPECIAL WORDS FROM A FORMER LIB PILOT

Dear Mr. Welsh

Thank you for your thoughtful letter. It is correct that I flew B-24s in Europe during the World War II. I flew 35 missions, was a squadron commander and received the usual things we were given when they ran out of aspirin. I have included some comments I made during the D-Day ceremonies at the American Cemetery at Cambridge, England in commemoration of those who gave their lives as airmen in the fight for freedom.

Sincerely,
Lloyd M. Bentsen

REMARKS OF THE TREASURY SECRETARY LLOYD BENTSEN CAMBRIDGE AIR CREW REMEMBRANCE CAMBRIDGE, ENGLAND

President Clinton, Prime Minister Major, distinguished guests, and fellow airmen, here listening, or here at rest.

War is a terrible thing, but at times necessary. It places demands on men and women, who must fight and sometimes die; on families who must wait and hope; and on nations, which must divert their resources to the weapons of war, as we did 50 years ago.

Today we honor those who flew, and those who supported them. They paid a terrible price -- nearly 44,000 dead or missing in the Eighth Air Force alone.

Here in England -- as we did at every airfield and on every front -- boys grew into men far too fast. Here, airfields operated 24 hours a day -- the Americans flying by day, and the British by night. They circled these green fields and assembled, heading for Europe in formation.

Coming back, they were strung out across the Channel -- fewer in number, a feathered prop, a smoking engine, holes in the fuselage where a gunner once stood. A red flare arching up on the approach to bring the medics for the wounded. And green, flares for those who beat the odds, made their 35 missions.

They squeezed the oxygen hoses to break up frozen breath clogging their face masks. They cranked down their landing gear by hand because the hydraulics were shot out. The ground crews cheered when their plane made it home.

That's how it was on the way out and the way back. At the target, a pilot six feet tall at the start would be 5 feet at the end from squeezing down in the seat. The flak would come up in black clouds. That flak gear -- every flyer wished it was a suit, not a vest. Planes disintegrated in flight, a shell through the wing tank. One minute a plane's out front. The next, the one behind is flying through the debris, counting parachutes, praying they're not next.

Scared? Of course. Anyone who wasn't was either a fool or had no imagination. But they pressed on. It was love of country, and all it stood for, home, family, because it was expected of them. And it was the knowledge that the nation was pulling together, every family and friend, every farm and factory.

Numbing fatigue. Faceless danger. Fiery death. These were an airman's constant companions. In the face of this, these men not only flew and fought, they soared and triumphed. Many never had the chance to walk the land their sacrifice helped liberate. But they live on today on the wings of our dreams -- dreams of freedom. Every vigilant, courageous; heroes every one. May they rest in peace.

Editor's note: We wish to thank the Honorable Mr. Lloyd Bentsen for his letter and his kind words regarding the airwar in World War II.

THE WORLD WAR II

REGISTRY OF REMEMBRANCES



Anyone who helped win the war, either a veteran or someone on the home front, is eligible for the Registry of Remembrances. You may enter your own name, or the name of someone you wish to honor for their service to our country during the war. The Registry of Remembrances will be kept on permanent display at the World War II

Memorial in Washington, D.C., to ensure that the names of these Patriotic Americans are recorded in history for all time. Please complete or check all that apply, if information is available.

Honoree's name: _____
 Hometown _____ State _____
 Honoree is: World War II Veteran Civilian on the Home Front
 Honoree is currently: Living Deceased Killed in World War II
 Service Branch, if applicable: _____
 Brief description of wartime activity: _____

 Your relationship to Honoree: _____

Contributions are tax-deductible. Make payments, or checks, payable to:
WORLD WAR II MEMORIAL FUND and mail (after Aug. 1st) to:
AMERICAN BATTLE MONUMENTS COMMISSION
 Arlington Court House Plaza II, 2300 Clarendon Blvd., Arlington, VA 22202

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Big Book	http://www.bigbook.com
Bigfoot	http://www.bigfoot.com
Database America	http://www.databaseamerica.com
Four11 Directory	http://www.four11.com
InfoSpace	http://www.infospace.com
Switchboard	http://www.switchboard.com
WhoWhere?	http://www.whowhere.com
Yahoo! People Search	http://www.yahoo.com/search/people
Search Services	1-800-U.S. Search http://www.1800ussearch.com
KnowX	http://www.knowx.com
ReuNet	http://www.reunion.com This one will put you into B-24 contacts and info.
Web Page: B-24	www.mach3ww.com/B24

449TH BASE EXCHANGE



- SQDN EMBROIDERED EMBLEMS (new item) 2.50
- 449th PRINTED T-SHIRTS (limited size) (new item) 10.00
- GP KEY CHAINS 1.00
- GOLF SHIRT M, L - 16.00
XL, XXL - 18.00
- WINDBREAKER JACKET M, L - 24.00
XL, XXL - 26.00
- HISTORY BOOK I-II 35.00
(ASSN. MEMBERS PRICE ONLY)
- Prices Include Postage -

This photo shows some of the items we have in stock. also, we have some very nice windbreaker unlined jackets (priced above) with the group embroidered emblem on the left side - some in white, and some in blue.

On the windbreakers, the supply is limited so when you order these, we need to know or have the right to substitute color, if the color is gone in your size. These are VERY nice.

The Embroidered SQDN Emblems are new, 3 inch in diameter and very attractive.

Also new in stock are 6x12 auto license "tags", with a photo of a B-24 and a Group Emblem, all in color, on a white background. These are \$5.00. They fit the license plate holder (above) or your front plate holder, if your state has only a rear plate.

All Orders and Checks Made Out to:
449th Bomb Group Association
 Floyd Trogdon
 1400 Kitty Hawk Way
 Melbourne, Florida 32940

All proceeds from the sale on the following articles benefit the 449th Bomb Group Association.

- CAP (style on left sold out) \$14.00
- LICENSE PLATE HOLDERS 8.00
- 449th LICENSE TAGS 5.00
- GROUP EMBROIDERED EMBLEM 4.00
- SQDN PINS (specify SQDN) 2.50
- GROUP PINS 2.50
- 449th BALL POINT PENS (new item) 2.50
- 449th DESK CLOCKS (new item) 3.00

MANDURIA MUSEUM BEING DEDICATED

47th Bomb Wing Hqs. WWII
and former base of the 450th
"Cottontails" and 451st B.Gp.

The 451st Gp. transferred to the Foggia area in April 1944, leaving the four other Bomb Groups as members of the 47th Bomb Wing; the 98th, 376th, 449th and the 450th Groups. Thus Manduria was selected to be Headquarters for the 47th bomb Wing, 15th Air Force.

In May 1996 members of the 450th made a tour and visit to the town of Manduria and were welcomed with a "red carpet treatment", the towns people greeted them with shouts of "thanks for our Freedom". A committee was formed to organize a museum and the fruits of this committee now bears good fruit! Close correspondence has been maintained with the Museum Committee in Manduria. Notices of this kind are being made to all of the Bomb Group Assn's. within the 47th Wing, WWII. It is hoped that other 15th A.F. WWII Groups will also be invited. **The formal Dedication is set for May 1998.** Many veterans of the 47th Bomb Wing have donated memorabilia items and the displays were admirable ... uniforms, medals. A tour to the Dedication is being prepared. Details are available by contacting the undernamed organizer. The tour will begin on the East Coast to fly to Manduria for a 3-4 day stay, then fly to Vienna for a meeting with WWII Luftwaffe crewmen ... then motoring thru the Alps to Regensburg for additional wining and dining with other Luftwaffe WWII men. The exact cost is being planned by our travel agent, right now limiting the tour to 100. **All interested are to contact:**

William J. Fili

33 Northgate Village, Media, PA 19063-2039

Phone: (610) 565-5035, Fax: (610) 565-7382

Tour & Manduria Committeeman

WORLD WAR II M E M O R I A L

During the 9th Reunion, Las Vegas, our members approved a donation of \$500.00 to the American Battle Monuments Commission, Washington, D.C.

A special article, in this "Late Pass" provides a means where persons can be placed in the "Remembrance Section" of this Memorial (on p. 16).

Take note: Bomb Crews, separate Squadrons, individuals and/or sections of our 449th Bomb Group WWII can include their names. Members of our Honor Squadron; widows, family members, can be placed there, also. Consider this tax exempt donation; perhaps for our "KIA's" by persons or crew members? Read the article!

449er!

*Is this what
"grabbed" you*

in '41 or '42?

Does this still

inspire others?

I WANT YOU



A NEW BOOK ABOUT THE 449TH

Of Men And Wings *The First 100 Missions Of* *the 449th Bombardment Group*

-----By D. William Shepherd-----

This book presents in chronological fashion a detailed account of the first 100 missions flown by the 449th from January through July 1944. The story of these missions is woven around the wartime diary of S/Sgt.

Charles shepherd, a tail gunner on one of the Group's original aircraft. "Big Noise from Kentucky", ship #26, Porter's original crew. The detailed mission accounts are based primarily upon information extracted from the USAF's historical archives. The 400-page, 8-1/2x11, hardbound volume contains 71 photographs, 51 route maps and extensive appendices. Cost is \$30.00 plus \$3.00 shipping (Florida residents add \$1.95 sales tax). Order from Norfield Publishing, P.O. Box 16672, Panama City, FL 32406.

Ex-449th Base becomes German Military Base In New Mexico

Excerpted from "German open permanent new airbase in New Mexico," by M. Pietranton. *American Survival Guide*, 1/97.

In a corner of the Holloman Air Force Base near the town of Alamogordo, New Mexico, the German Defense Minister Volker Ruhe welcomed the U.S. Sec. of Defense and New Mexico Governor Gary Johnson, to the newest home of the German Luftwaffe. The German Air Force Tactical Training Center.

As German flags were raised and martial music played Minister Ruhe proclaimed: "This is a great day for the Luftwaffe, for Alamogordo, and for our 2 countries."

This German air base on American soil is intended to be a permanent installation, to be run completely independent by the German military.

The Ridiculous History of World War II

Kilroy Was There Press, 1994. Edwin J. Swineford Box 5462, Fresno, Ca. 93755. Soft cover price \$12.00. 236 pages - phone orders accepted (209) 439-0756.



The "ridiculous history" is both serious and funny! It contains over 100 cartoons, 500 one-liners, hundreds of jokes and graffiti.

The reader will find a solid World War II social, political, and military analysis of the United States, Great Britain, France, Italy, and the Soviet Union. The best war humor of the last fifty years is brought together.

.... PRESERVING OUR REPUBLIC

We make a pledge to this affect allegiance "to the flag and to the Republic for which it stands" as approved by Congress, 1942, amended to include "under God", 1954.

GEORGE WASHINGTON SAID: "A Republic is not the phantom of a deluded imagination: on the contrary - under no form of government will laws be better supported, liberty and property better secured, or happiness be more effectively dispensed to mankind" ... in 1795!

LAST CHANCE!!!! GROTTAGLIE TOUR IN OCTOBER 1997

The Last two issues of our "LATE PASS" NEWSLETTER carried information on TOUR II to our former Italian Air Base and many scenic, inviting, and memorable visits within Italy, Rome, Florence, Venice, Vienna, Munich, etc. This tour was requested by many ... Lee Kenney has re-made similar arrangements and has 3-5 vacancies ... but he would like to have a couple of "spares" in case of late drop-outs because of illnesses or emergency family or business matters to our 449ers already signed up. **THOSE INTERESTED ARE ASKED TO CONTACT LEE KENNEY, IMMEDIATELY!!!** Call him at (407) 242-8654 RIGHT NOW!!!!



OUR COMMANDERS

at left:

Maj/Gen Nathan F. Twining,
15th Air Force Commander

center:

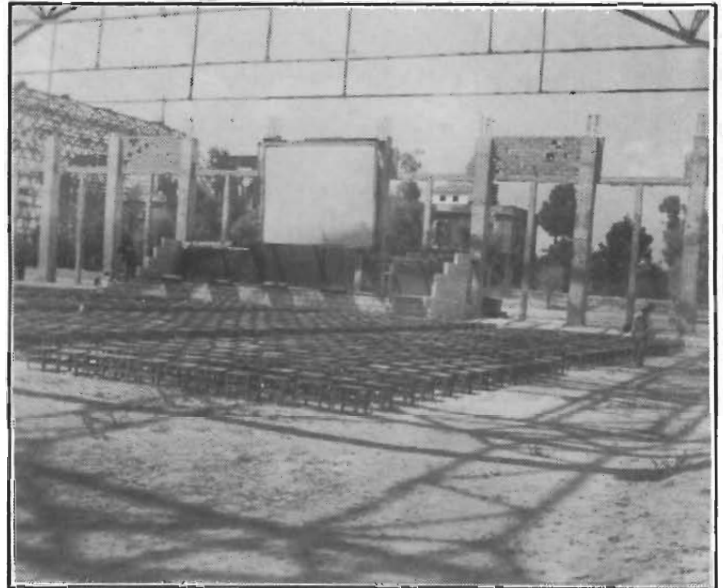
Col. Jack L. Randolph,
449th Bomb Group C.O.

at right:

B/Gen. Hugo P. Rush,
47th Bomb Wing C.O.

The 449th "Outdoor Theatre" ... courtesy of Special Svcs, Officer Lou Lalla and his cohorts!

The seats were bomb crate liners, metal. The site was next to the dirigible frame ruins near Group Hqs. It even had a stage where various USO shows played, plus a Navy Band amongst the entertainers Rain? you ask! We did what all the world did ... we let it rain!



... finally getting some comfort!
Sure beat the helmet washings!
Even if we didn't have a cover!
Each SQ. put up their own ...
again, the ingenuity of the American boy!!!

The 449th BGA Newsletter

Compiled; written by
R.F. Downey, Secy/Editor
4859 Stanhope Drive
St. Louis, MO 63128-2848
(314)892-4597



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your donations and contributions.



Send your items for newsletters, photos
and info. to Secy., call him regarding
your items.

ALSO, Send your change of address
to Secy. with full 9 digit zip code!

Mail all checks to 449th B.G.A. for
donations and merchandise purchases
(books, caps, etc.) to **Assoc. Treas.**

Floyd H. Trogdon,
1400 Kitty Hawk, Way
Melbourne, FL 32940
(407)255-6626

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JULY '97 NEWSLETTER

449th Bomb Group Assn.
716th-17th-718th-719th Bomb Squadrons
