



LIGHTWEIGHT TOWER CALLING



No. 20

January 1987

Scottsdale, Az. Hosts '87 Reunion



Poolside at the Sunburst Resort Hotel, Scottsdale

By Lloyd Proudlove

Scottsdale, located in Arizona's famous "Valley of the Sun," will be host city for the 485th's 1987 Reunion. "Fun in the Sun" will be the name of the game! Registration and hospitality room opens on Wednesday, September 23.

Located immediately east of Phoenix, Scottsdale has grown from a tiny farming cluster of 2,000 persons occupying one square mile in 1951 to a vibrant community of about 110,000 persons occupying 183 square miles in 1985.

Founded by Army Chaplain Winfield Scott in 1888, Scottsdale, long known as the "West's Most Western Town," has matured into a "World Class City". Scottsdale's quality lifestyle includes well-planned living, working, shopping and recreational areas.

Located in the heart of Scottsdale is our host facility, the completely renovated and re-decorated "Sunburst Resort". Anyone will believe the Sunburst must have been specifically designed to host a reunion such as ours.

200-plus rooms enclose a beautifully landscaped square with heated swim pool and spa, golf putting green and superb meeting and banquet rooms. Best of all, for the ladies, it's all within walking distance or a short ride on the "Molly Trolley" bus to the finest shopping areas in the West.

Each of the rooms is individually climate controlled, contains wet bar, color TV, refrigerator, coffee-maker, iron and ironing board, patio or balcony and a complimentary

(Continued on P. 5)

Nashville Reunion — Best Ever

The best ever!

Those three words can properly express the thoughts of 485th veterans and their families as they left Nashville following the 1986 reunion, held from September 25-28.

Registration surpassed even the most optimistic expectations with 219 veterans signed in. A total of 413 persons attended the Saturday night banquet.

Besides the banquet and formal business meetings, highlights included an evening at the Grand Ole Opry on Friday, a riverboat dinner and entertainment on Thursday evening and a tour of The Her-

mitage on Saturday.

Joe and Martha Cathcart were hosts for the reunion. They were kept busy trying to make arrangements for the overflow crowd which descended upon Nashville. There were far more people attending than had been expected when plans were started more than a year before the reunion.

Nashville drew 52 "first time" veterans and the 831st squadron, headed by Howard "Woody" Woodyard, again had the most number of members attending — 71.

The 829th, headed by Earl Bundy,

(Continued on P. 9)

Minutes of Nashville Meetings

Friday September 26, 1986

The meeting was called to order by Earl Bundy.

Joe Cathcart expressed his regrets about the hotel mix-up and said jokingly that Earl was in charge of hotel reservations, and he handled the entertainment. He hoped that all would bear with the problem.

The next reunion will be in Phoenix with Lloyd Poudlove hosting it. He presented a sketch of plans and will give more on the Sunday morning meeting. He tentatively has reserved rooms at "The Sunburst Hotel" with overflow in the Holiday Inn. There is also planned a trip to the desert.

Al Peschka extended a big thank you to Martha and Joe Cathcart and gave them a basket marked "caution" with a rattle in it. It had special significance to them.

Hank Dahlberg will add a new strip (covering this reunion) to the reunion plaque which he had made up.

Sherrell Burba has a list of WW II histories in their library if anyone is interested.

Don Webb, editor of Lightweight Tower, presented the plan of "Pop" Arnold for a memorial plaque at the Air Force Academy in Colorado Springs. The cost will be between \$700 to \$1200. The motion was made by Sherrell Burba to accept the proposition as presented to place plaque on wall, and possibly have it mounted at the same time as the 15th AF reunion is held in Colorado Springs, Oct. 14-18th, 1987. The motion was seconded and passed unanimously. There was a collection made. A collection of \$1373.00 was taken.

The meeting adjourned until Sunday morning at 9 A.M.

Respectfully submitted,
Marguerite Woodyard
Acting Secretary

Sunday, September 28, 1986

Meeting was called to order by Earl Bundy. Minutes were read, after a discussion on the address for finding service men. There is now a

small charge for this. Minutes were approved.

We had 219 veterans registered the year, 413 for dinner Saturday night. We had 52 first timers, 25 P.O.W's. Hats off to Woody, I concede this was your year . . . 831th-71 . . . 830th-40 . . . 829th-59 . . . 828th-50 . . . headquarters — 4.

Flight crew with most there: Charles Bartrum's crew — 7, Peterson's crew — 6, Brown's crew — 6.

Most ground crew present . . . 831st-5, 830th-6, 829th-14, 828th-8.

Frank Pratt, of Anacortes, Wash., traveled the furthest.

Marion Shelor and four others met at this reunion. They had been cell buddies while P.O.W.'s.

Roger Monroe introduced and thanked the women who work with the editors to make our reunion's successful. The new editor of the ~~831st~~ ^{831st}, Chester Konkalewski (Mr. K), will take over for Lyle Talbot who has resigned. We'll still expect to see you at the reunions, Lyle.

Mini meeting on Friday discussed and voted to have a plaque mounted at the Air Force Academy at Colorado Springs, Colo. There has been enough money collected to pay for this, but if anyone wants to still contribute they may do so. The extra money will be used for any additional expenses that may come up.

Lloyd and June Proudlove will host the next reunion at Phoenix, Arizona, or rather nearby Scottsdale. Tentative date Sept. 23-27, 1987. The 15th Air Force reunion is to be held at Colorado Springs October 14 & 15. It was suggested to arrange our reunion closer to the October date. Lloyd will look into this, but it may not be advisable. Arizona is a busy place in the winter and the snow birds (winter visitors) start migrating about October the first. Cost of everything changes. Lloyd is to check on R.V. parks nearest the reunion site.

Bob Hanson said he had not made any commitments on the reunion in '88 other than it will be in St. Petersburg, Fla., last of September. He will have it all in order by the time we get to Phoenix.

There were some hats left from

the reunion in Harlingen which Earl sold in Nashville. Several didn't get a hat so Jack Whately will see to having some more made. Several are wanting tie tacs. I will order both the small gold and the larger pewter one's. I have only three names who signed up for tie tacs, if you are interested in buying one before next reunion please write to me (Laura Rempe).

Don Webb asked for stories or articles to make the newsletter more interesting.

Bob Peterson has the distinction of having had something on his plane that no other plane had or will probably never have. He had a bowling alley . . . John Bowling and Ralph Alley.

There are extra newsletters available and Earl is making up more notebooks.

It was suggested we need a bull horn to get everyone's attention and call them all together at these meetings. Roger also suggested a banner to be displayed at these reunions. In describing it, he talked himself into the job of seeing about this. So I presume you will also see about the bull horn, Roger?

Bob Deeds gave thanks to all those who helped in his troubled times.

Chet Konkalewski gave thanks to the 830th for all the help of the newsletter and to everyone for the help given in their loss Thursday night.

Howard Woodyard told of the illness of Bill Spence. We all signed a card to be sent to him. Our thoughts and prayers go out to Helen Iwanski for the loss of Walter this year; also to Mary Driscoll for the loss of John.

Mary Driscoll still would like to have the reunion in the Albany, N.Y. area in '90. Several from the N.Y. area offered to help her. This will be discussed more in a couple of years.

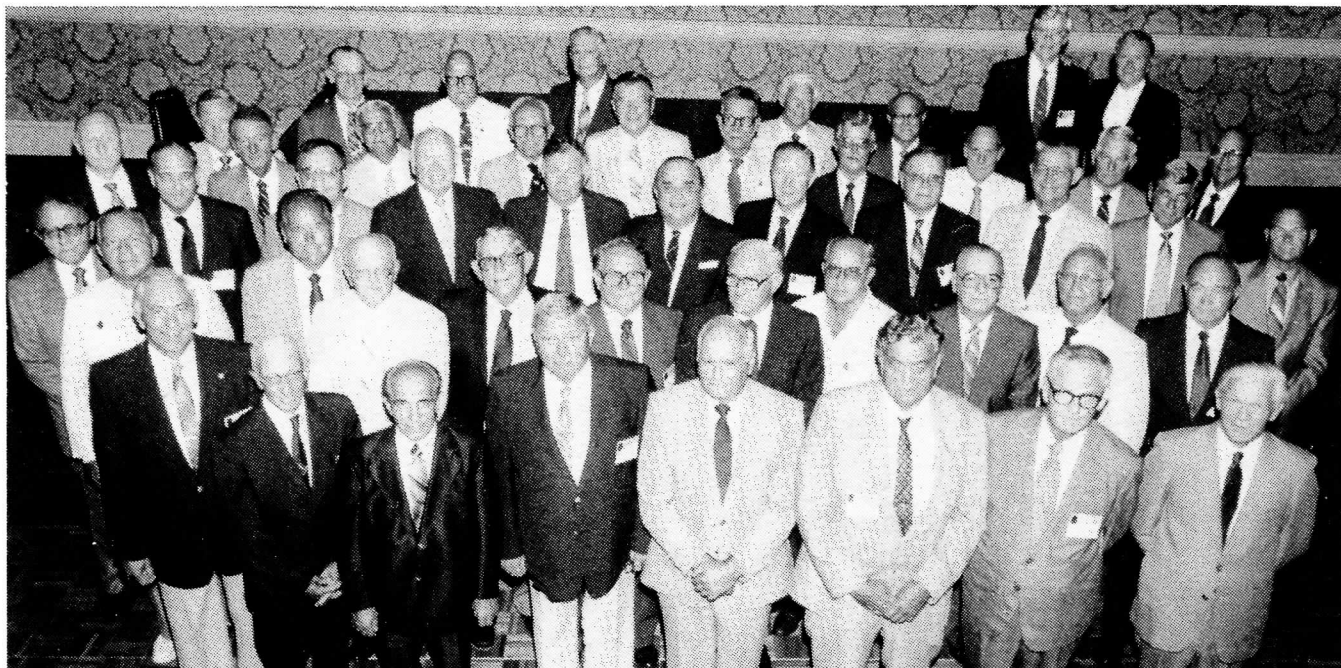
There will be 36 glasses left to be sold.

Al Martin led us in the Air Corp song.

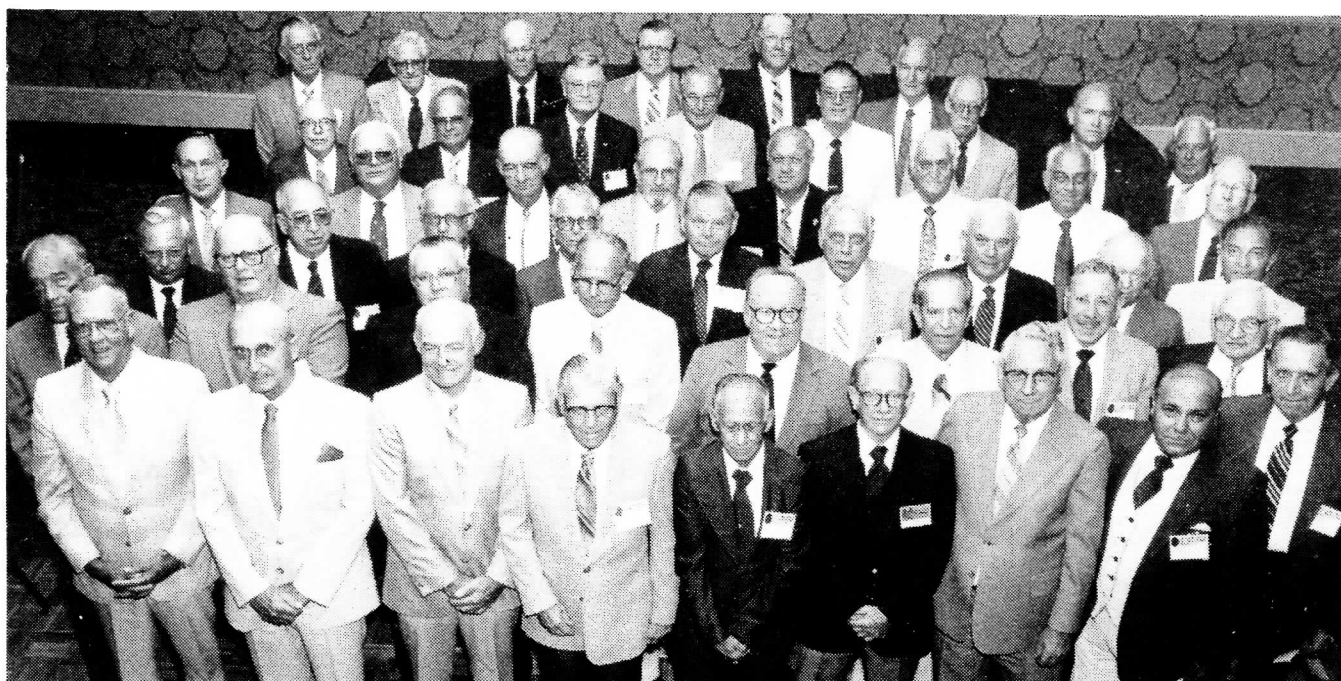
Laura read "The Fighting Men of the 485th" prayer.

Meeting adjourned with wishes for a safe trip home and see you next year.

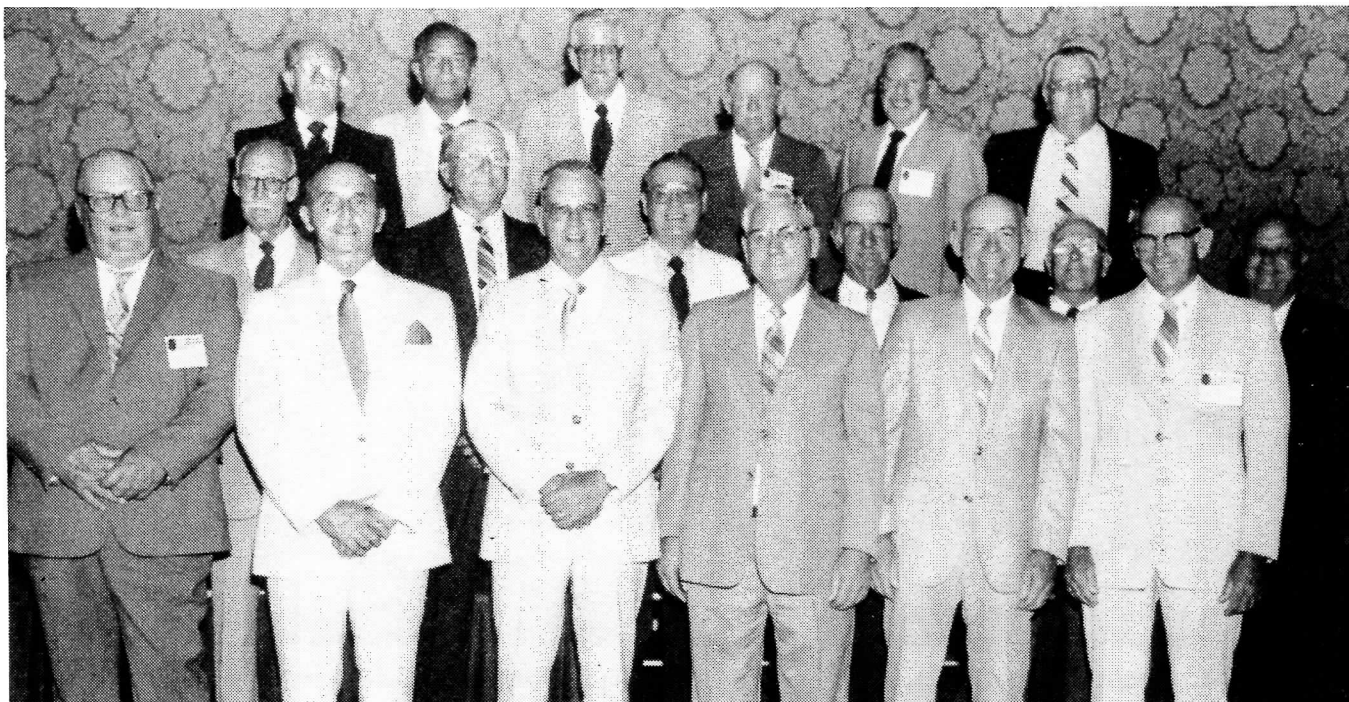
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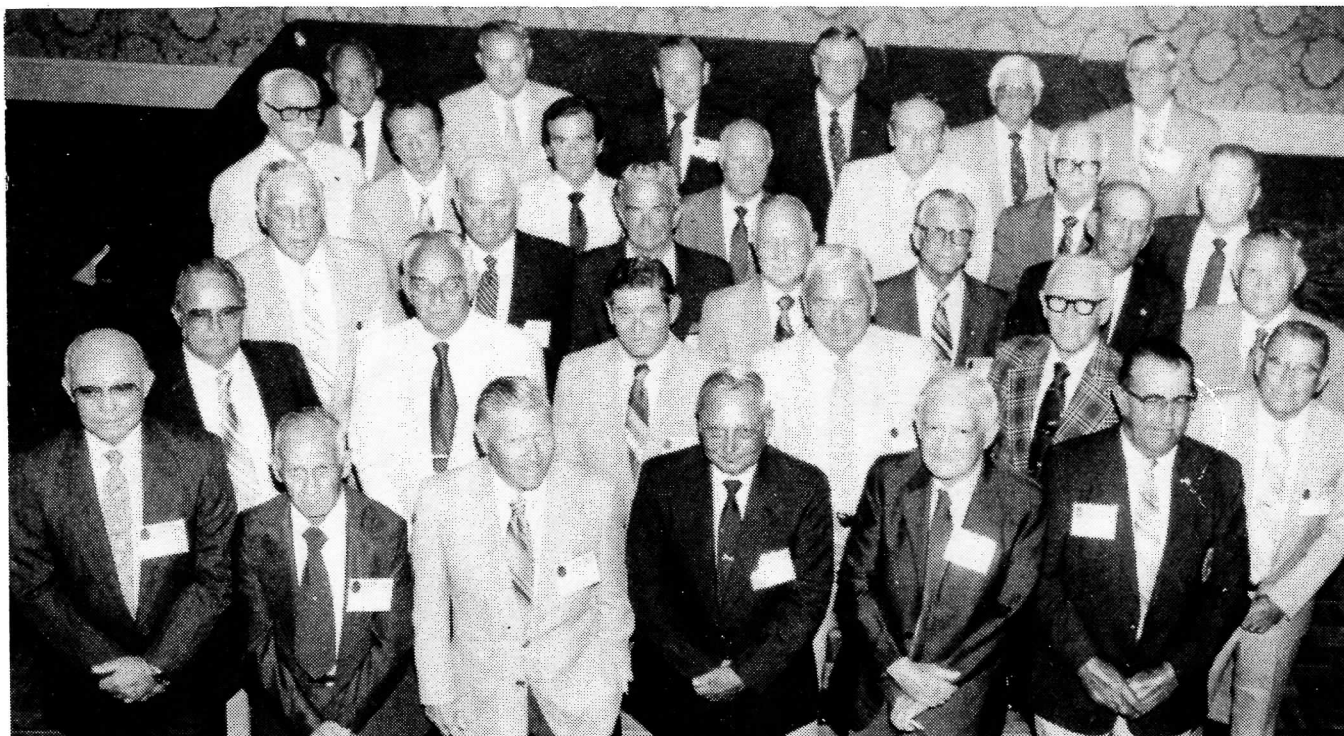
828TH AIR CREW — We are unable to identify the men in this photo, because of technical difficulties in the tape recording. Those attending from the 828th, in alphabetical order, are: Lyle Alexander, Jack Bersack, Red Blakely, Luther Blevins, Bill Brien, Sherrill Burba, Ben Clarke, Wm. Conley, Joe Cox, Pappy DeVane, C. Eckfeld, C. J. Eden, Cal Fite, B. Freeland, Wm. Fritz, John Gaugh, Joe Gill, Geo. Heverly, Gus Horvath, Art Hurley, Rocky Jordan, Harlan Knox, Wm. Lancaster, Tom McDowell, R. Mattison, R. Monroe, Nick Montulli, Carl Mazzoni, James Naylor, Ed Nett, A. T. Orgrass, Irv Parker, Cliff Parli, Huston Register, Willard Smith, Rex Stanley, Robt. Stanley, Ray Troutman, Ken Wall, Chas. Watson, Jack Whatley.



829TH AIR CREW — (L. to R.) Row 1: Bill Ferrell, Milton Fundling, Mike Kilbury, Doc Savage, Rex Merrell, Ray Carpenter, Kermit Feldman, Sal LoBello, Norm Fessler; Row 2: Bill Meeks, Kearney Weyand, Wythe Napier, Charles Crane, Al Martin, Nick Hank, Phil Colluccio, Clark Miller; Row 3: Marvin Lindsay, Art Karns, Charles Hoffman, David Roth, Lynn Tipson, Bob Peterson, Dick Hagan, Willis Combs, Vince Gullo; Row 4: James Gray, Al Carlson, Bernard Rempe, Robert Brown, Al Peschka, Laron Rouch, Al O'Brien, Russell Bush; Row 5: Joe Nuessle, Earl Isaacson, Marion Shelor, Ed. Beechem, Robert Dillahay, William Trafford, Ken Robison, Bud Yeager; Row 6: Joe Cathcart, Art Smith, Bill Long, Ben Skelton, Earl Bundy, J. C. Carlin.



829TH GROUND CREW — (L. to R.) Row 1: Kearney Weyand, Milton Fundling, Bill Ferrell, Kermit Feldman, Mike Kilbury, Charles Crane; Row 2: William Trafford, Earl Bundy, Robert Dillahay, Bernard Rempe, Russell Bush, Al Peschka; Row 3: Ray Carpenter, Vince Gullo, Art Smith, Willis Combs, Phil Colluccio, Wythe Napier.



485TH EX/POWS — (L. to R.) Row 1: Roy Daniel, Rex Merrell, Doc Savage, Marvin Lindsay, Luke Terry, Jim Bright; Row 2: Earl Isaacson, Al O'Brien, Leon Best, Eugene LaMar, Vince Lewis, John Cooper; Row 3: Bob Peterson, Dick Hagan, Frank Pratt, Homer Hale, David Roth, George Raidel, Chet Konkolewski; Row 4: Jack Godfrey, Robert Rector, Francis Nardi, Leonard Little, Don Evjen, Harry Oberholtzer, Vito Sakall; Row 5: Bill Meeks, Ed Beechem, Lynn Tipson, Marion Shelor, Lloyd Proudlove, Joe Cathcart.

'87 Reunion —

(Continued from page 1)

week-day newspaper delivered to your door. All this for \$48 per nite, single or double. For those arriving early and/or staying after the reunion these special low rates can probably be negotiated for a few extra days.

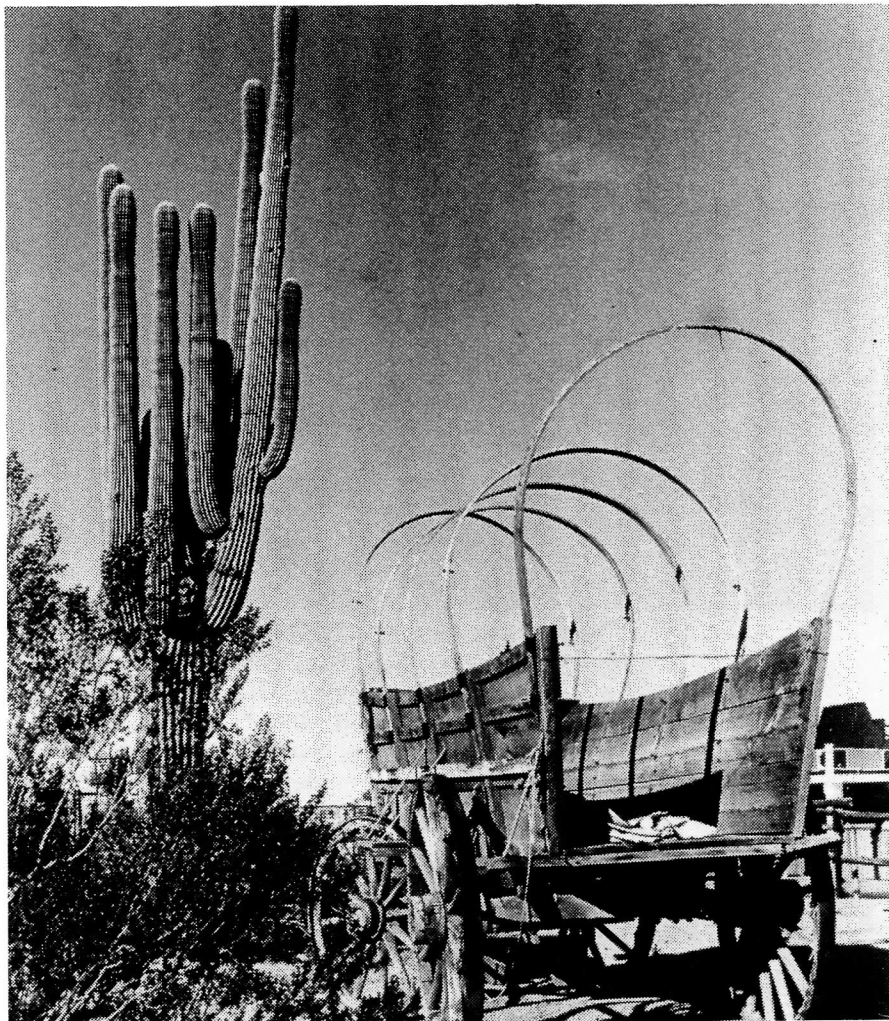
Arizonans usually dress casually. Visitors find they may wear anything that feels comfortable. For the month of September, 30-year statistics show an average mean temperature of 83.8 F. With the usual low humidity this is Utopian. So, for the men, slacks and sport shirts and light sweaters for some evenings. For the ladies, the same and even including Western Levis. As usual, coat and tie for pictures and banquet.

For those bringing pets, they will have to be boarded out. Fortunately, a first-class kennel is available in Scottsdale only two miles from our reunion resort. The charges are \$10 per day per animal or \$15 per day for two animals. There are 100 separate runs on approximately three acres of land. The facility is climatically controlled. For reservations write to the "Applewood Kennel" 6909 East Lincoln Dr., Scottsdale, Arizona, 85253, or telephone 1-602-948-1160. Reservations should be made about one month in advance of arrival date.

RVs may be parked at the Sunburst Resort, but cannot be occupied. Anyone wishing to stay in their RV should contact the "Tempe Travel Trailer Villa" at 1831 East Apache Blvd, Tempe, Az. 85281. This facility appears to be clean and well managed. Rates are \$12.50 per day for two people including all hook-ups. Laundry, shower and swim pool. Pets are restricted to 15 lbs. It would be wise to reserve space about 30 days prior to arrival. Thanks to Bernard Rempe for helping to find this place.

Arrangements are being made to have all arrivals by commercial air met at the airport by one transportation agency. To make this project work, we will need advance info on arrival times, dates, and airlines. More on this later.

A recommendation for those who will arrive in private aircraft is to



A TASTE OF THE OLD WEST — Scottsdale visitors can enjoy a taste of the Old West when visiting nearby Rawhide, an 1880's western town, featuring stagecoach rides, gold panning, cowboy steaks, a sheriff's office and other western activities.

consider landing at the Scottsdale Municipal Airport.

There is planned a fairly-full schedule of activities — but as promised, there will remain plenty of time for relaxed loafing, sipping the tall cool ones and swapping old yarns and other assorted lies.

With over 75 golf courses in the area there will be no problems, except the annual frustration we all experience with Roger Easy and Dan Sjodin's handicaps. Especially for our ladies, a luncheon and style show is on the agenda. We will need a few of the ladies (six or eight) to volunteer as models. Perhaps a star will be born!!

One night we will find ourselves out in the desert after a short tour of the Phoenix area. There we will be treated to Western grub and entertainment. Our Saturday evening banquet promises to be exceptional.

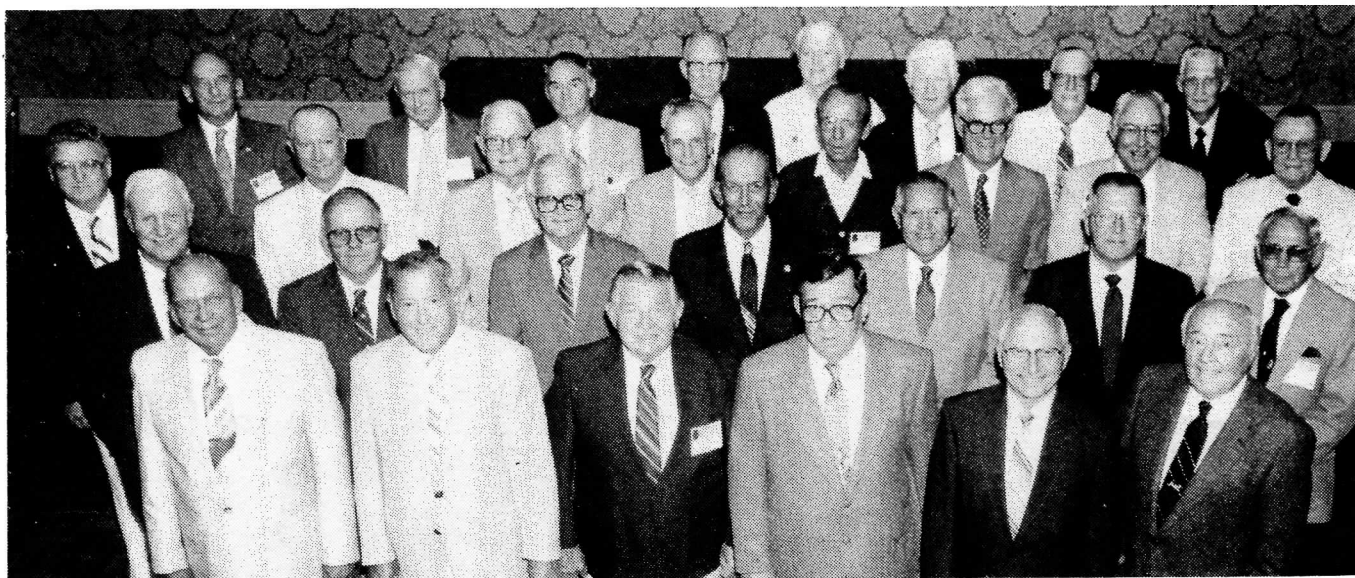
Beautiful banquet hall, excellent food, entertainment and some of the bubbly. A more detailed schedule of events will be furnished later.

485th Memorial Dedication Set

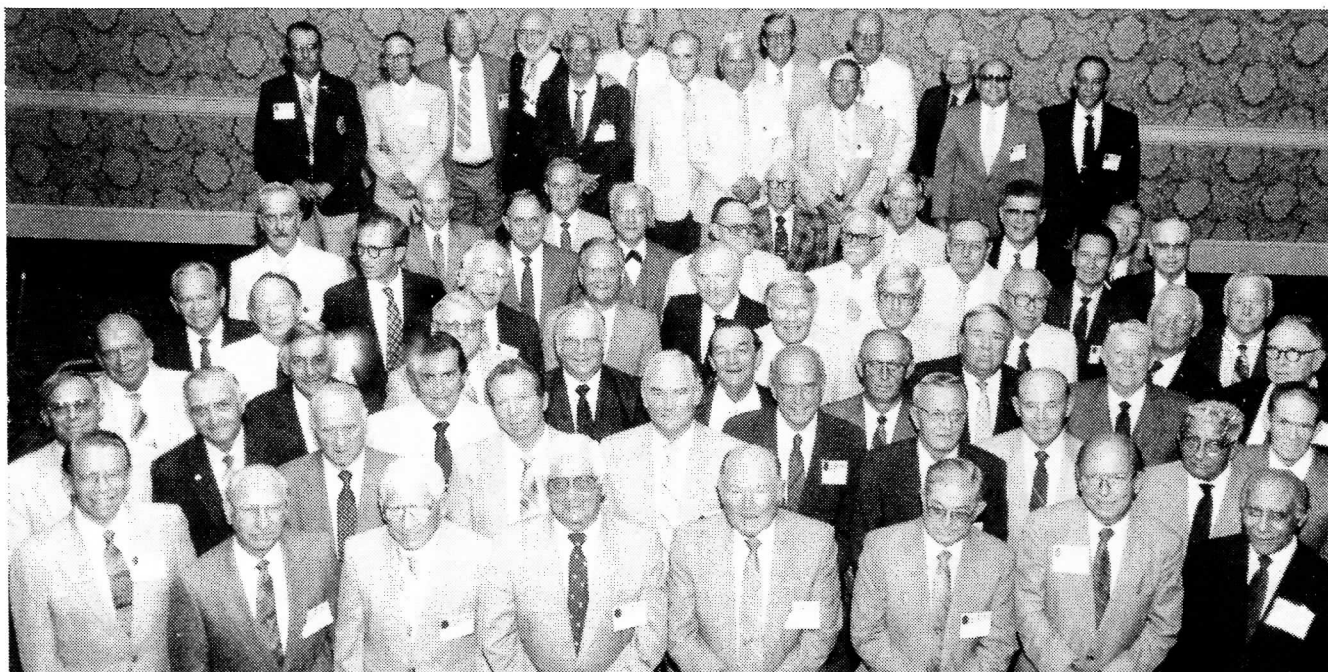
Dedication of the 485th Memorial Plaque, approved at the Nashville convention, has been scheduled for 10 a.m. on Tuesday, September 29, 1987.

It will be held at the Air Force Academy, Colorado Springs, Colo., two days after the end of the 1987 485th Reunion in Scottsdale, Ariz.

Tentative plans call for a luncheon for 485th veterans and their families following the dedication ceremonies, which are being planned by Gen. "Pop" Arnold.



830TH AIR CREW — (L. to R.) Row 1: Dale Grosnitz, Lyle Talbott, Ted Lipinski, Roy Hertzog, Steve Paynic, Sandy Sanborn; Row 2: Robert Laughlin, Herb Muehleman, Harry Oberholtzer, George Raidel, Chet Konkolewski, Vito Sakall, Joe Tabellion; Row 3: Larry Martin, Robert Samuels, Howard Boxley, Ralph Skinner, Richard Griffin, Francis Tunstall, Robert Plaister, Leroy Sanders; Row 4: Neal Schawalder, unknown, W. R. Boling, Robert Esarey, Robert McAlpine, Chuck Forester, William Anderson, Rod Ritchie; Not Pictured: Jim Hunter, Hollis Porter, Les DeJong.



831ST AIR CREW — We are unable to identify the men in this photo, because of technical difficulties in the tape recording. Those attending from the 831st, in alphabetical order, are: John Atkinson, Lewis Baker, Wm. Bloomquist, Lavern Bock, Carl Bostrom, Jack Bremer, James Bright, Bill Brokaw, Robert Brown, George Byrd, Frank Chaffin, R. Conklin, John Cooper, Hank Dahlberg, Bob Dietrich, Harold Dundon, Don Evjen, Tom Fry, James Fulford, Jack Godfrey, George Hackney, Bob Halling, Bab Hanna, Cletus Harner, Wm. Hedgepeth, John Jackson, Ted Jacobs, John Jones, Ed Karkula, Gene LaMar, Ken Lawrence, Robert Lewis, Vince Lewis, Paul Linse, Leonard Little, Gene McCarthy, Dick McLawhorn, Virden Maull, Tom Merrell, Otto Meyers, Ernest Miller, Steve Mlinaz, Bob Monahan, Frank Nardi, Leo O'Brien, Lamont Parker, Albert Paul, Ned Peirano, Frank Pratt, Lloyd Proudlove, Ralph Raines, Bob Rector, Harold Richards, Andres Salazar, Jim Scheib, Louis Sikes, Dan Sjodin, Guy Snyder, Joe South, Ed Stauverman, Clyde Stone, Tom Straight, Les Sutter, George Terrell, Luke Terry, Harlan Tinney, Don Webb, Joe Williams, C. Woodbury, Howard Woodyard, Ed Wroblewski.

Crew No. 68 — two men, one 'chute

By Luke E. Terry

On June 23, 1944, the bomb target was a refinery and power plant installation at Guirgui (Jucu) Romania, on the north bank of the Danube River, and some 75 miles south of the Bucharest and Ploesti area.

Other groups were at Ploesti the same day but the 485th target was Guirgui.

Crew No. 68 was flying left wing in the formation off the lead plane of the squadron at about 22,000 feet. Upon bomb release the squadron began a turn to the right, and flack was bursting in all directions.

Seemingly an instant, but no more than 15 or 20 seconds after "bombs away", we were the center of an explosion, as we received a direct hit from heavy flack at about the joiner of the bomb bay and flight deck, with immediate flames, exploding 50 cal. ammo, gasoline and hydraulic lines spraying fire, and the bottom gone from the plane.

Another flack burst in front of the plane had been close to the nose turret at about the same time.

The direct hit blew out the center girder and bottom of the bomb bay and the rear half of the flight deck, and had blown the nose gear and nose wheel on up into the nose compartment.

Shrapnel had severely wounded the navigator, Lt. Hammerburg, and other crew members to a lesser amount, and the upward explosion and bursted lines set an immediate fire to the top turret area where Sgt. Grady was sprayed with burning hydraulic fuel.

Controls, hydraulic and electrical, including the bail-out bell were all severed, and fire back through the open bomb bay space into the waist compartment, and 50 cal. ammo was going off like a Chinese new year.

The violence of the exploding shell burst is best illustrated that crew members of the near wing plane in formation wrote sympathy letters home to family members with regrets that the plane was seen to explode and went into a dive and no parachutes were seen to escape.

Lt. Reddington, the wounded bom-



CREW NO. 68 REUNION — Surviving members of the 831st Crew No. 68 had a "get-together" at Hampton, Va., in June 1984. As far as is known, these were the only survivors of that crew. Left to right are: Jack Hammerburg (who died in June 1986), Luke Terry, Gerald Grady, James Bright and Wilbur Mattison. The last two were crewmates who bailed out of their B-24 on one parachute.

bardier, managed to squeeze past nose gear wreckage and bail out. The nose gunner, Sgt. Meech, had no chance and may have not survived the first flack burst. Lt. Hammerburg, the navigator on the flight deck was severely wounded with legs shattered from shrapnel, but was able to snap on his chest pack chute and bail out.

Sgt. Grady in the top turret was sprayed with flaming hydraulic fluid and ammo was exploding around him. After bailing out his flight suit and harness still burning, his harness burned apart and he descended with his wrists wrapped in the shroud lines.

Lt. Terry as left-seat co-pilot was pushing the throttles to keep in formation and his right arm broken by shrapnel. With all controls gone and no internal communication, the co-pilot and Lt. Lynn, the pilot, fastened chest packs and could dive directly from the flight deck as there was nothing but space where the bomb bay, center girder, and rear of the flight deck no longer existed.

Back in the waist of the plane, with flames blowing back from the open cavity and wind draft increased by the diving plane, the two waist

gunners, Sgt. Chaplin and Sgt. Robbins, were able to dive out the waist windows. Sgt. Robbins disappeared and was never seen again, but his chute was seen to open. Chutes were under gun fire from the ground.

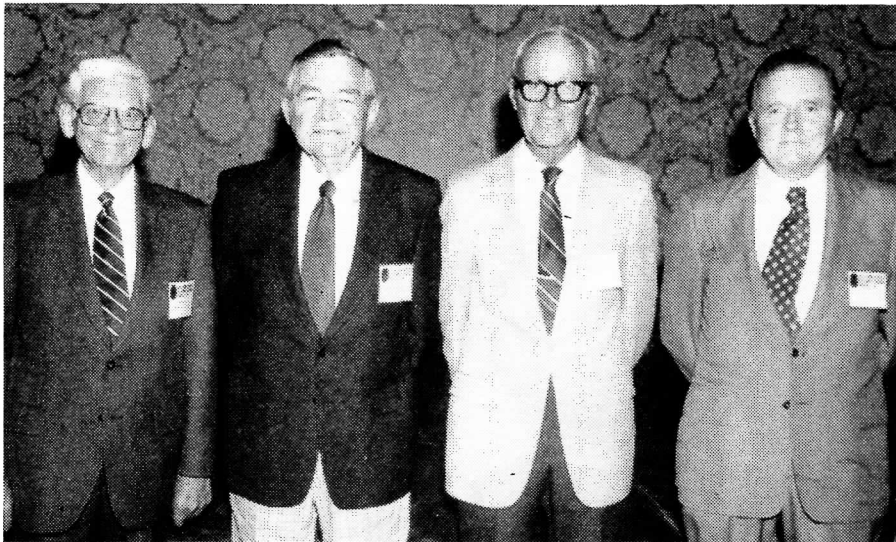
In the tail turret, Sgt. Bright, having only a rear view, knew that there was an impact, and that the plane started into a dive leaving the formation, but heard no bail-out bell or nothing on the intercom.

When smoke started streaming around him and trailing the plane, he had to crank the turret to align the hatch, and crawling from the turret found himself all alone in a plane in a dive with flame streaming back from the bomb bay area, and snapped on his chest pack and crawled down toward a waist window. He was in motion to jump when he saw a hand stick up from the ball turret hatch in the floor.

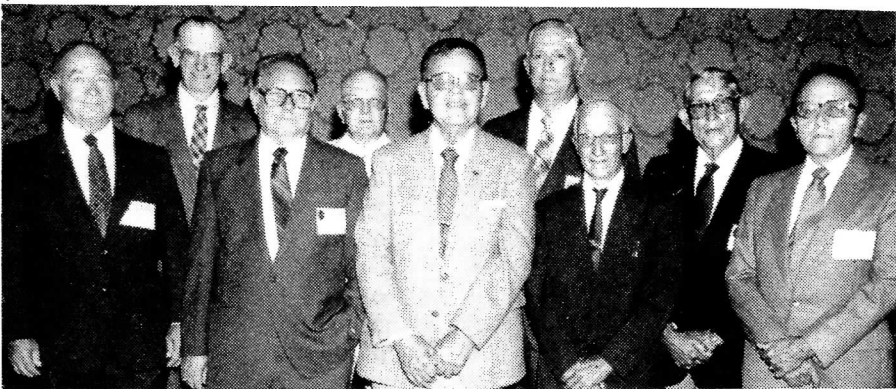
Despite the urgency of escape, with total disregard for his own preservation, he crawled over and through the hatch grabbed the harness of Sgt. Mattison, who by hand-cranking had not completely aligned the turret and the hatch, and hoisted him out of the bloody bubble.

During which time the plane continuing in a diving attitude with

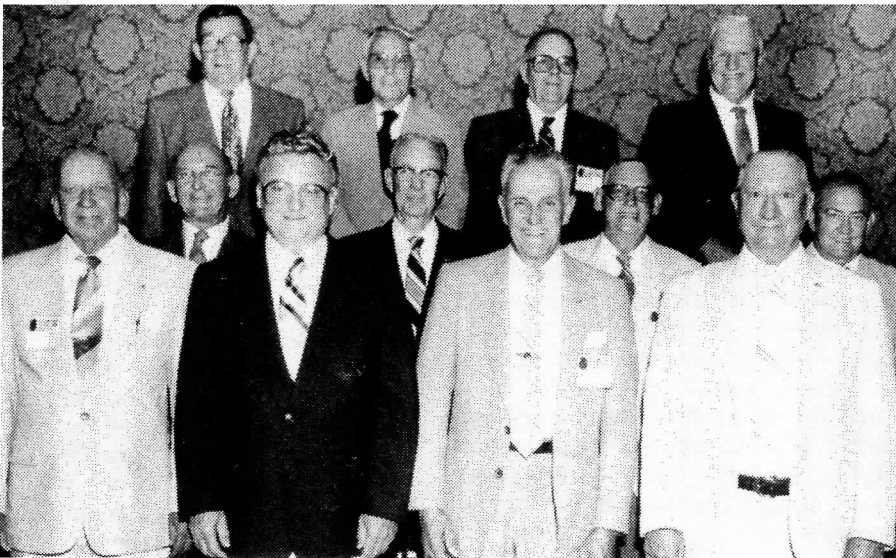
(Continued on P. 8)



485TH BOMB GROUP HEADQUARTERS — (L. to R.) Robert Benson, Doug Cairns, Robert Marland, William Angle.



828TH GROUND CREW — (L. to R.) Row 1: Larry Sullivan, A. Borgetti, Bob Deeds, Karl Anderson, Jim Rau; Row 2: George Ick, Gilbert Bell, C. Hartman, Dean Bassett.



830TH GROUND CREW — (L. to R.) Row 1: Dale Gropspitz, Larry Martin, Ralph Skinner, Robert Samuels; Row 2: Neal Schawalter, Robert Esarey, William Anderson, Hollis Porter; Row 3: Roy Hertzog, Joe Tabellion, Herb Muehleman, Robert Laughlin.

Crew 68 —

(Continued from P. 7)

flames blowing back into the waist. After pulling Sgt. Mattison from the hatch, the only parachute lay in the floor charred and smoldering from the flames. Sgt. Bright unsnapped their harness and rebuckled the harnesses together and the two of them dived out with the one parachute.

By this time the plane had attained high speed and was so near the ground that the doubly loaded chute popped open, split one panel, and made one oscillating swing when they hit the ground in marshy mud on the north bank of the Danube River, both men sustaining vertebra injuries and Sgt. Bright also other fractures.

Despite their injuries and being 600 miles behind enemy lines, upon being discovered by a lone Romanian soldier armed with rifle, with Mattison distracting him, Sgt. Bright was able to kill the Romanian and hide his body. They decided to hide until dark and accumulate driftwood and to try to float downriver towards the Black Sea, however after about six hours a Romanian search patrol found them and their story thereafter was hospital and prison camps.

From about noon, on June 23, 1944, this crew was disbursed in different directions until surviving members held a first reunion at Hampton, Virginia, on June 30, 1984.

From differing times of chute openings, Terry, Grady, Reddington and Chaplin, landed in Bulgaria, and Hammerburg, Lynn, Bright and Mattison, landed in Romania. Among the crew, there was a wide assortment of burns, shrapnel wounds, and injuries from landing and capture, with some subsequent occurrences during hospital and prison camps.

After the Russian army entered Romania and then Bulgaria, crew members were removed back to Italy at scattered times over as much as three week differences, thus with Terry and Hammerburg yet hospitalized, the full account could not have been made until June 30, 1984, when five met together and compared histories.

Nashville —

(Continued from P. 1)

had the most ground personnel attending — 14. Charles Bartrum's crew had seven of its members on hand to win that prize.

As always, perhaps, the highlight of the reunion was meeting a friend whom a veteran had not seen since 1945 and the ensuing "bull session."

A sidelight this year was a golf tournament, hosted by Ed and Jo Nett. Winners were Martin Lindsay, Lloyd Proudlove, Doug Cairns and Art Hurley.

Lightweight Tower Copies Available

An additional 50 copies of all issues of Lightweight Tower has been secured and is included in an especially-prepared binder.

Anyone who wants to buy this limited edition can secure it from Earl Bundy, Columbus, Ohio for \$20. His full address is found elsewhere in this issue.

LIGHTWEIGHT TOWER CALLING

Published annually by and for the veterans of the 485th Bomb Group (H).

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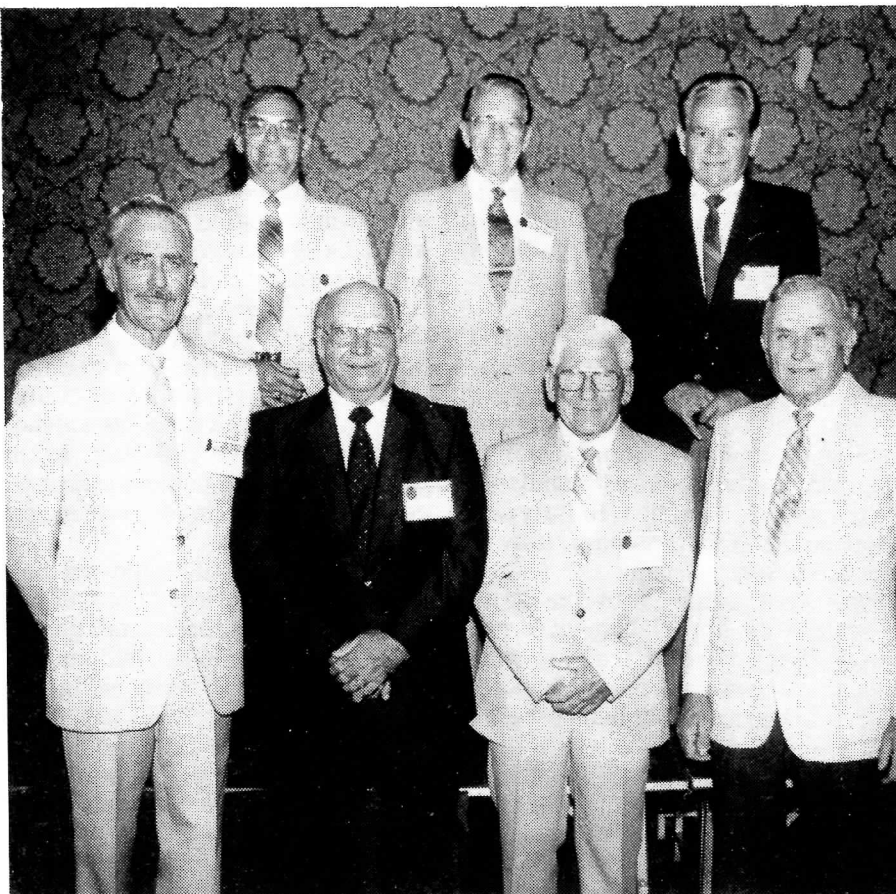
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831ST GROUND CREW — (L. to R.) Row 1: Clyde Stone, Lester Sutter, Harold Dundon, Howard Woodyard; Row 2: Guy Snyder, Hank Dahlberg, George Terrell.



POW ROOM MATES — Dave Roth, Lynn Tipson, Marion Shelor, Ed Beechem, and Roy Daniel. All of the 829th were in the same room in the West Compound of Stalag Luft III.

The Last Mission of 'Miss Fitz'

By Kenneth Robison

(Editor's Note — This story was written by Kenneth Robison, detailing the last mission of "Miss Fitz," a B-24 in the 829th squadron. Robison was the flight engineer on Lt. Francis Lozito's crew.)

Francis C. Lozito's crew trained for overseas duty in Boise, Idaho and then went to Lincoln, Nebraska to pick up a new plane to deliver overseas. We flew it from Lincoln to Bangor, Maine, to New Foundland, to the Azores, to Africa, to Italy and stopped the flight to Venosa, Italy at the 485th Bomb Group.

We were assigned to the 829th squadron as a replacement crew. After flying several training missions, we were placed with older crews to learn combat before we got our plane.

Lozito's crew was assigned to a spare plane for two missions until the crew flying "Miss Fitz" finished their 50th mission and went home. When they left we were assigned to "Miss Fitz" and we flew our first mission in her on August 2, 1944. We did not have any trouble with her at all.

We flew her three more times before we got to the big one. It was on August 10, 1944 that we took her to Polesti, Romania to hit the oil fields.

We were at 25,500 feet between the

initial point and target when we got it. Ack-ack all over the place.

We got a direct hit in the bomb bay and hit in #2 engine and fuel tank. It immediately caught fire, but went out as soon as I pulled the fire extinguisher. Then, with #2 feathered, we got another direct hit in #3. Losing all the oil, it froze and stopped.

Next the prop was shot off #1 and, with only #4 remaining, we salvoed the load and dove 1,600 feet. In the time left we threw out everything we could get our hands on except parachutes.

However, we still could not hold altitude so we got ready to bail out. We jumped in this order; tail gunner first, then nose gunner, ball gunner, waist gunners and finally navigators and bombardier. This left Pilot Lozito and Co-pilot Hall and me, the flight engineer, in the plane.

The auto-pilot had the controls so I helped Lozito and Hall get into their chutes and out of the bomb bay we went. I jumped then Hall and Lozito followed. We were at 12,500 feet by then and the mountains were higher than that in front of us.

After losing her load "Miss Fritz" went into a perfect 360-degree circle, losing altitude and then peeled off like she was going in for a landing. We watched her all the way down until she hit the ground. The



left wing hit first, then she spun around and came to rest in a cloud of dust.

As soon as the dust settled there she was altogether. I think we could have ridden it to the ground with no problems. We flew for 28 minutes after the first hit so we were still some ways from the target.

We got in the hands of Yugoslavian partisans who hid us in barns for eight days until we got the entire crew together. We traveled from daylight until dark before we were turned over to English spies with short wave radios. They called back and three cargo planes and four fighters came and landed in an open field to pick us up.

By this time we had several crews together plus some Italians and English. They flew us to Bari, Italy where we were put in a hospital for a week. From there we went to a rest camp to play a little before returning to the 829th.

Lozito stayed in Bari as operations officer and never flew combat again. Helm, the radio operator, worked the lightweight control tower for a while. However, the rest of us went into the pool as replacements.

I flew several missions as engineer with Captain Cline and Captain Kearny. My last mission gave me a total of 47 missions. The crew never flew together as a crew after Polesti, only as replacements. I came back to the states and was discharged at Ft. Sheridan, Illinois in June of 1945.



"Miss Fitz" crew, headed by Lt. F. C. Lozito

15th AF Association

Plans Reunion

The Fifteenth Air Force Association will hold its 1987 reunion in Colorado Springs, Col., on October 14-18.

According to C. E. Ben Franklin, executive director of the association, plans call for such events as Colorado tours, Air Force Academy tours, ladies' programs, western night, a Notre Dame-Air Force football game, a memorial service and the traditional banquet.

In addition, the reunion committee will make time available for Individual Groups to conduct business meetings and hold separate banquets or dinners to allow Group fellowship time.

Details will be announced in *Sortie*, the publication of the association. Jim Crossey, of the 460th Bomb Group, who lives in Colorado Springs, is chairman of the reunion committee. (303) 471-7512.

John Lee, also of the 460th and a member of the Board of Directors of the 15th Air Force Association, has been appointed as the board's reunion coordinator.

Franklin said he hopes to see as many members of the 485th at the Colorado Springs reunion as possible.

Two Fishermen Provide Salmon

Two intrepid 485th fishermen again went north this past summer — to Alaska.

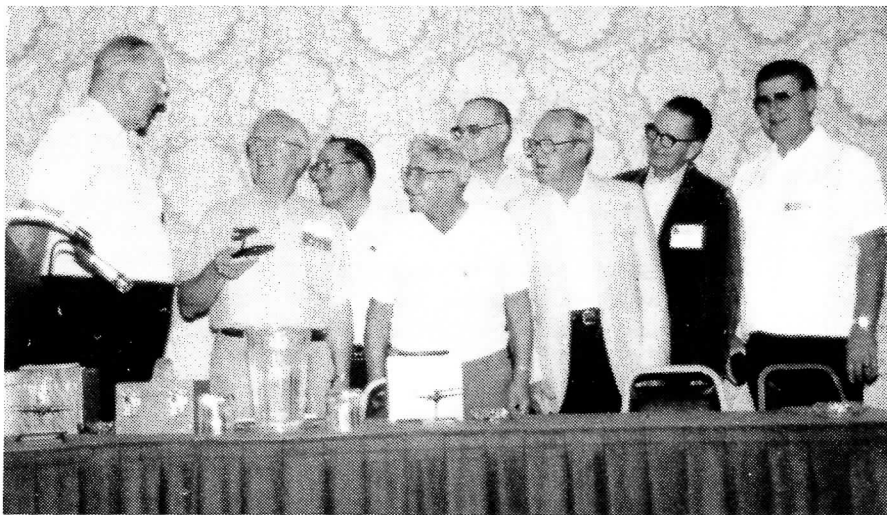
Art Hurley jetted into Orange County, Calif. from Chicago, then went "low and slow" with Roger Monroe in his V-tailed Bonanza from Newport Beach to Oregon, Vancouver, B.C. (where they spent two days at the Hemisfair), and then finished for three days in the Ketchikan, Alaska area.

The two of them still can't agree

on who actually caught the prize 28-pound king salmon.

Some of the veterans at the Nashville reunion were lucky enough to taste the poached cold salmon laid out on the hors d'oeuvres table at Saturday evening's banquet, thanks to Art and Roger.

Thanks also go to the golf winners, Jo Nett and John Atkinson, for their contribution.



MOST CREW MEMBERS — Charles Bartram (830th) and his flight crew received the award for the most members attending the Nashville reunion (7) from Earl Bundy (far left)

JOURNEY'S END

Clyde Cuyhley, 828th	1986
John Driscoll, 829th	May 15, 1986
James L. Gillette, 829th	Spring 1986
Jack Hammerburg, 831st	June 1986
Walter Iwanski, 831st	March 1, 1985
Al P. Kaufman, 831st	Aug. 11, 1985
Art Lawler, 831st	Oct. 28, 1986
Keith R. Mayhew, 828th	1986
Earnest McAdler	1986
Ted Schuler, 830th	1966
Paul G. Werner, 831st	Jan. 24, 1986

MAIL ROOM

485TH BOMB GROUP HQ — Carl Gigowski



You may recall my statements about priorities of life in last year's mail room write-up. They haven't changed but there has been an addition — retirement at the end of 1987. However, there is a small black cloud casting its shadow. Late in December 1986, our company, Lear-Seigler, was caught in a leverage take-over by an investment firm. So we are awaiting the outcome of the take-over with great anxiety. Hopefully, it will not alter my plans for retirement.

Just like the past years, 1986 was a good year. And as usual, one occasionally reflects on past events that have left an everlasting impression. One of these events is our annual reunion which continues to be a most outstanding experience. Who would ever thought that over two hundred 485th veterans would muster in Nashville for our 22nd gathering of eagles. It was great and its further pro-

of a dedicated comradeship.

Mail continued to arrive from the west coast, namely, that great sunny state of California. Major John Hannan noted his plans to attend the reunion when it will be in St. Petersburg, Fla., where he graduated from school — many years ago. In '87 we are meeting in Phoenix, Ariz. and I hope to see John there. Col. Doug Cairns noted he would see us in Nashville. And he sure did for Doug, his wife, Lillian, and their family joined us for the memorable event.

Our Flight Surgeons, Dr. Maurice Priver, and Col. William Bradley mailed in messages. Dr. Priver was happy to see the smiling face of 'Pop' Arnold as it appeared in the numerous pictures of the newsletter. During October, Dr. Priver was busy attending International and National Medical meetings. However, he promises to keep trying to attend another reunion.

Col. Bradley noted a few words of wisdom about retirement. Accordingly, retirement and play is a myth, advised Col. Bradley, who has retired twice and is still busy as ever. Even so, he and his wife are having great fun and enjoying life as they journey overseas and thru out the States. Well, my retirement plans are to keep busy in the same manner.

'Pop' Arnold remarked about the coverage of the '85 reunion in the newsletter. Also his family noted the coverage, particularly, the photographic coverage of 'Pop'. Said they sort of gave him the 'business' about being so photographic. Well 'Pop', it was the greatest of pleasure and an honor to meet you and all will remember you always. Bill Spence gave 'Pop', Bob Smith's phone number and 'Pop' contacted him. Bob was Group Operations Officer and 'Pop' co-pilot when their Liberator was shot down. Yes, Ike Greer sent his appreciations of the newsletter and best wishes to all.

A new member of Group Headquarters that contacted us was Les Matho, of San Antonio, Texas. Les was a Communications Inspector in Major John Hannan Communication Section. Les and his wife Peggy are semiretired. I am sure his four grandchildren keep both well occupied.

It is always great to hear from Roger 'Easy' Monroe. For one knows that when Roger appears on the scene something big and exciting is going to happen. For instance, Roger noted that the big prize in the golf game at the reunion would be a big salmon caught by Roger and Art Hurley in Ketchikan, Ak, some time in July.

The reunion in Nashville was a special event for me. Not only did I meet many old friends and made new friends, but I met several members I flew missions with. They are Col. Doug Cairns, Ed Nett, Cal Fite, Bill Fritz, Tom McDowell, Jack Whatley and Bill Brien. I was introduced to combat flying by Bill Brien, who I flew my first mission with. Also, members of the ground crew, Karl Anderson and Bob Deeds, just to name a couple, who took care of the Libs I flew. It was wonderful to meet you all.

I sincerely thank you all for your mail and support of our newsletter and reunion. The success of the 485th Bomb Group Veterans Association has surpassed my greatest expectations. I know it will continue to do so. We are planning to attend the '87 reunion in Phoenix and hope to see you all there. For now, please take care.

828TH BOMB SQDN —

Bob Deeds



It's been a good year for me. I am now fully retired. I would like to say a big "thank you" to Marguerite and Woody Woodyard for helping me with our newsletter, while I was on vacation.

While in Florida I visited with Dee and E. J. "Pappy" Devane in Temple Terrace. Spent sometime with Alice and Stan Turiecki. Had a phone call to Bob Delaney; he just had heart surgery and was not up to visitors.

Marguerite and Woody Woodyard met me in Florida. We had several visits with Lynde and Bob Hanson. They will be our host for the 1988 reunion in St. Petersburg. We drove back to Cincinnati, Ohio where we meet Joe Cathcart and Al Carson and their wives to help with plans for the Nashville reunion. Then it was back to holly Toledo.

This has been our biggest reunion in the number of men attending. My last count was 219 men from the 485th group. Our gang (828th) had 54 members there. We had 413 for our dinner and dance.

We must give Joe and Martha Cathcart a big "thank you" and the many people who helped out. This was no easy task for Joe and Martha. From all the gang in the 828th we say thanks, "you did one hellava job."

If some of you fellows have not experienced friends meeting for the first time after 40 years, you have missed one of life's great pleasures. It has been said our reunions will drop off, but as long as two fellows want to get together we will meet.

Most of the time at the reunion was spent meeting a buddy, talking, and enjoying the hospitality of our host. Many of the guys went golfing. I think Joe Gill didn't do so well, we missed Joe at the dinner. There was a lot of visiting and sightseeing in Nashville along with several good meals.

Lloyd and June Proudlove will be our host and hostess in Arizona. This will be a good chance for us in the east to see the west and do some visiting.

A memorial plaque has been approved for the Air Force Academy, and Pop Arnold has been taking care of the details. If there are any of you that would like to contribute to this cause send your donations to Earl Bundy, 5773 Middlefield Dr., Columbus, Oh 43220, a PX table is being developed which you can order a history of our 485th bomb group reunions, prayer, poems, caps, and reunion glasses.

We lost three of our members last year, Clyde Cuyhley, Earnest McAdler and Keith R. Mayhew. These are the ones I know about, if you fellows know of any deceased members send me their names and the year they passed away.

I now have 200 men that I write to. I want to say thanks for all your cards, and letters of sympathy. Now that I'm a little better organized, I'll try to keep you all informed.

Thanks to the many who have contributed to our newsletter with money and news items. You fellows help make my job of reporting a lot easier.

829th BOMB SQDN. —

Earl Bundy



1986 started off with a lot of bad weather in Columbus, Ohio. We stayed here waiting for spring to arrive.

Joe Cathcart got started making plans for our reunion. Woody, Bob Deeds and I got together with Joe and Martha in May to make final plans for the reunion. Joe and Martha worked so hard for many months its no wonder it was such a success.

I received many new contacts during the year and these helped to develop the fabulous group of first timers and the largest number of veterans to ever attend our reunions. It overloaded the hotel and we are happy for that, even though there were some inconveniences.

Joe had everything well organized. The Showboat evening was even better than being in New York for a stage show. You didn't have to leave the table after dinner, yet saw the show.

We all had a new experience trying to find a bus after the Grand Ole Opry. I gathered at least 40 in one group before I found our bus in the 80-acre parking lot with 100 or so busses.

We were very sorry that Pop Arnold had to cancel out before the reunion. He had been working hard to get a plaque approved for mounting at the Air Force Academy in memory of our deceased comrades.

I was so happy to see first timers, pilots Lynn Tipson, Don Whiteman and Clark Miller this year. They found out what they had been missing.

I want to thank all of you who have sent in a few dollars to pay the bills and keep the "Lightweight Tower" solvent. I was really pleased to hear from so many of the 829th this year and I look forward to seeing a lot of you next September at Scottsdale, Ariz.

830TH BOMB SQDN —

Chester Konkolewski



Since taking over for Lyle Talbott as your Squadron reporter, I am most happy to report that this has been a good year. I have been in contact with some of our squadron members whom I have not known or met in person. But from their letters I feel as if I've known them all those years.

Have relocated our crew's co-pilot, E.D. (Ev) Banker, who lives in Morrow, OH. The last time I had the opportunity to talk with him was back in 1955, on my way from California to an overseas assignment to England. It was good to be in contact by phone and letters. Another member of our crew, who has been contacted after these many years was our nose gunner, J.C. (Jack) Chamberlain, who recently moved from Ohio to California. It has been a pleasure for me being in contact with these two. Jack has supplied me with a news article and photographs of a B-24 taking off at March Air Force Base runway, September 28, 1986.

This is the last flyable B-24".

Another turn of events was when I located a good buddy, who was with us when we went down on our mission to Bratislava. I found a list of the crew members of that ill-fated mission in a stack of papers which were pigeonholed. I wrote George at an address in Youngstown, OH., and low and behold, this letter found it's way to Florida where George now resides. What a pleasure and enjoyment getting to talk with him by phone after all these years. Then in Nashville at the reunion, we once again met face to face and embraced each other with many thoughts of comradeship and by-gone years.

The reunion in Nashville was a most successful get-together, and this was the largest gathering of the Gray-Eagles with well over 200 in attendance.

Members of the 830th Squadron were: William Anderson, W.R. (Buzz) Boling, Howard Boxley, Robert Esarey, Chuck Forester, former C. O. Richard Griffin, Ray Hartzog, Jim Hunter, O. R. Knight, Chester Konkolewski, Robert Laughlin, Ted Lipinski, Larry Martin, Herb Muehleman, Harvey Oberholtzer, Steve Paynic, Robert Plaister, Hollis Porter, Geroge Raidel, Rod Ritchie, Thomas Russell, Vito Sakall, Robert Samuel, LeRoy Sander, Neal Schawalter, Ralph Skinner, Joe Tabellion, Lyle Talbott, Francis Tunstall, Les DeJong and Robert McAlpine.

The first timers for the reunion were: Steve Raidel and Robert Mcalpine. Three of our veterans had to cancel out at the last moment, Robert McVann, Charlie Schackleford and Frank Ward.

We had a good group this year. I did not get a chance to talk to every one, but I would like to thank all of you for being present. At our next reunion, we the 830th will meet as one and get to know those who we are not familiar with, just like back in Venosa.

As you all know reunions and conventions just don't happen. As most of you are aware, people make it happen, and they are: Joe and Martha Cathcart, who as hosts deserve a big hand of thanks in setting up all those programs for the enjoyment of us. To Earl Bundy, Bob Deeds, Woody Woodyard for pre-planning, to Stella Konkolewski for the goodies in the hospitality room, Martha Bundy, Marguerite Woodyard, Marion Lindsay, Laura Rempe, Carl Carlson, and Laura Rempe, wives at the registration desk, and last but not least to all the bartenders. It was a great reunion.

A few good war stories were hashed out in the hospitality room from guys like Bob Plaister, Bob Samuels, Fran Tunstall, Bob McAlpine, and a few others in attendance.

I received correspondence from Art Cook, co-pilot on John Schill's crew, Steve Paynic, a crew member of Schills crew, Lee Richardson, LeRoy Daniels with some interesting photos, E.D. Banker, Jack Chamberlain, W.R. (Buzz) Boling, reminds me after showing, "Buzz Job" in the mud off the runway to Boling, he said: "It wasn't me. He called Jim Hunter (flt. engineer) over and said, "Do you remember this?" Jim said! "Buzz you know who did that," and laughed. We all got a bang out of that.

Interesting letters from Charles Vranlan, crew chief of 901, John Strang, Fannigliettis bombardier, Bob Plaister, out California way. It was very interesting to read these letters, which gave a closer perspective into the 830th

Squadron back in those days.

I wish to thank the following for their contributions to the 830th Lightweight Tower fund. W.R. (Buzz) Boling, Chuck Forester, Robert E. Plaister, John Strong, Clarence Miller and Howard Boxley. As you all know, there are no annual dues to pay or to pay the expenses for any mailouts and the Lightweight Tower, etc. It has to come from some other source, and that is contributions. So if you can spare a fiver, a tener, or what ever, it will be appreciated.

This newsletter is being written while I am recuperating from heart surgery. I've had a misfortune of having a heart attack while going thru some stress tests at Wlford Hall Medical Center, Lackland AFB, TX. It was just lucky for me that it happened where it did.

I want to thank Earl Bundy in checking on me and I do thank the 485th for the beautiful poinsettia plant I received while in the hospital. I wish to thank those of you who sent cards wishing me well. Looks like I have to slow down for a while, but hope to be myself soon. In closing out his newsletter, I wish each and everyone a most Joyous and Happy New Year. May things look your way and the best any one may wish another is best health! Goodbye Nashville, Hello Phoenix and Colorado Springs.

831ST BOMB SQDN — Woody Woodyard



"Thank you" to all of you fellows who sent me Christmas cards, notes, letters, and some pictures. Of course, we do appreciate the many of you who send me financial help to cover cost of stamps, stationery, and the printing of the Newsletter. We appreciate every note we receive - so keep them coming!

Our mailing list keeps growing. We received many new names this past year, whole crew lists with quite a number of men we did not have. All the newcomers to Nashville proves this! For the whole group.

The 831st had 71 vets attending in Nashville which broke all records with 18 newcomers. I'm so sorry that I did not get an opportunity to meet all of you. Come next year and I will try and do better.

Joe and Martha Cathcart sure worked hard to put on such a successful affair, along with the help of Al and Anna Carlson. Thanks to all who helped. The extra pre-work done to ease the registration was sure appreciated by my wife, Marguerite. The girls who man that desk sure had their work cut out for them!

Of course, all attendance records were beaten - and with 51 newcomers, we are growing fast. The list of those who registered for attendance was gotten together by John Godfrey (and Irene), and was greatly liked by all who attended. There were some cancellations and a few additional which occurred in the 10 days before actual meeting time, but it sure was interesting.

John also suggested that it might be interesting to all of you to know that there were 39 states represented: Texas led with 24; Ohio with 19; Florida with 17; California and Illinois with 15 each; Pennsylvania and Michigan with 12

each; and New York with 9. The balance were Alabama, Arizona, Arkansas with 2 each; Colorado, Georgia, Kansas, Minnesota, Oklahoma, Wisconsin and Virginia with 4 each; Indiana, Massachusetts, W. Virginia with 5; Kentucky, New Mexico, South Carolina, Washington with 2 each; Mississippi, Missouri, New Jersey, Oregon with 3 each; Tennessee with 7; North Carolina with 6; and Delaware, Iowa, Louisiana, Maryland, North Dakota, Rhode Island, South Dakota, Utah, with 1 each.

We are trying to locate the two following names for two of our members: Bill Brokaw is looking for Oscar Rhodes, radio operator waist gunner on a replacement crew. George Terrell is trying to locate Herbert Palmer, Shelby, Michigan. If you have any information on these two men, please advise.

While we were in Florida in April we visited with Bob and Lynda Hanson in their lovely home. It was fun. Bob Deeds who spent three months down there also hosted us. We parked our motor home at the home of the friends he was visiting which gave us an opportunity of seeing quite a number of people in the St. Petersburg area. Stan and Alice Turecki were one of visits. We were sorry that they cancelled their reservation at Nashville — hope all is well with the two of them. Bob Hanson toured us around and gave a quick look at several places he has in mind for the 1988 reunion. He has his choice pretty much settled, but not definite yet.

We also were so sorry to receive a telephone call from Lucy Spence just before the reunion that Bill has been taken into intensive care at an Oklahoma City hospital. He is coming along, but still is quite ill. Hope you are continuing to improve, Bill, since our telephone call to you after the reunion. We missed you and Lucy.

I was so glad to make contact with Clyde Stone who had been in the communication section with me. He was one of the newcomers in Nashville and with Harold Dundon, Les Sutter and myself we had a real talkfest. We four were tent buddies in Italy, and the first time we had seen Clyde in 41 years!

Another one of our newcomers was John Atkinson who was our 831st C.O. for months after Dan Sjodin. I hope that all these "first timers" keep coming.

Jim Bright was also there (another of our first-timers). He, with Wilbur Mattison, bailed out on one chute from their fatally-damaged plane. They were members of Luke Terry's crew. (story elsewhere in Newsletter).

All these meetings at the reunions are really what it is all about!!

We regret to report being advised in the past year of six of our 831st buddies who passed away since the printing of the last Newsletter. Al Kaufman, Walter Iwanski in 1985; and Paul Werner and John Driscoll and Jack Hammerburg and Art Lawler in 1986. Our sympathy goes out to all their families; we will surely miss them! We were very happy that Helen Iwanski attended the Nashville reunion and hope she comes to Arizona next year. Mary Driscoll is planning on coming next year also. We'll look for both of you.

My wife and I are planning on attending the dedication of our 485th plaque 9/29/87 at the AFA in Colorado Springs. We will probably fly from Scottsdale to Colorado Springs on Sunday, if possible, to get reservations, and then will fly home on Tuesday, if possible.