



LIGHTWEIGHT TOWER CALLING



No. 39

March 2005

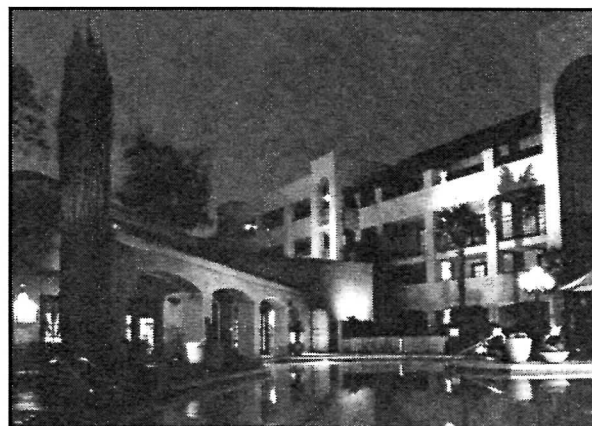
Tucson, Arizona 2005

by Bob Benson

Our next reunion will be in Tucson, Arizona, September 27 October 2, 2005. We will be staying at the Sheraton Tucson Hotel and Suites.

The room rate will be \$69.00 for a Deluxe guest room or \$84.00 for a 2 room Suite per night, plus tax. These rates will include a full American breakfast in the Garden Room each day of our stay.

Mark your calendar now and plan on Attending this reunion of the 485th Bomb. Group. Our ranks are getting smaller each year. We have no idea of how many more reunions we'll have, so plan on attending this one.



Sheraton Tucson Hotel & Suites
5151 East Grant Road
Tucson, AZ 85712
Phone 520-323-6262

The Big Four "O" Reunion in Alexandria, VA

by Lynn Cotterman

The 40th annual 485th Bomb Group Reunion was held at the Hilton Alexandria Mark Center in Alexandria, VA October 7-11, 2004. Again this year, as in Reno, the reunion opened on Thursday and ended on Monday so we could obtain more favorable hotel room rates. I arrived at the Reagan Airport and caught the hotel shuttle. Sitting in the first seat of the shuttle were Warren and Joyce Sortomme. They had been shopping at the Mall and were returning to the hotel. The hotel shuttle ran every half hour making a loop, first to the Mall, then to the airport and back to the hotel. The Sortommes arrived early and had already been sightseeing. There was an unusual large number of early arrivals this year, but there is so much

to see in our nation's capitol.

The Hilton is a first class hotel with more than adequate reunion facilities. The hospitality/memoriblia room was perfect for our group. We were not crowded and there were enough tables and chairs so we could visit and display the memoriblia. The bar at the end of the room was tended again this year by Bill Cumming's sons, Phillip and David. They always do a tremendous job. Thanks to the generosity of the Estate of Ben Skelton we had an openbar.

However, not everything was perfect in paradise. We had not anticipated that so many of our friends and relatives planned to attend the reunion so they could visit the WW II memorial with us. The rooms that were reserved at the Hilton filled

quickly and we were in trouble. The hotel was not interested in renting any more of their \$250.00 rooms for under \$100.00. Ted Dey, head of the Air Force Reunions, negotiated for rooms at the Double Tree and other hotels to take care of the overflow. He rented a school bus to shuttle people to the Hilton for the activities.

The contract with the hotel which includes the number of rooms we want reserved is signed about one year in advance of the reunion. The block of rooms that had been reserved at the Hilton was based on the number of rooms that were occupied at the last two reunions. Last year we had to pay a one thousand dollar penalty to the hotel in Little Rock because we did not meet our room count so we were a

continued on pg. 2

little gun shy when we picked a number of rooms to block. We are very sorry for the inconvenience and we are trying to make sure it doesn't happen again.

Thursday: At registration each vet received a CD that contains a history of 485th Bomb Group scanned from microfilm of Air Force records of our missions, "Bombs Away" newsletters, etc. The CD's were prepared by John Reifer and family. John's father, Ed Reifer, was the Bombardier on Malcolm Bacon's crew.

These records were the core of the two books; "THIS IS HOW IT WAS" and "MISSIONS BY THE NUMBERS". Many hours of scanning went into producing the CD. The original 60 year old microfilm has deteriorated and some pages are not legible. In a few more years it may be entirely gone. Thanks to the forethought of John and his family we have copies of the 485th history from Air Force records that our descendants can view. What a precious gift!

The hospitality room opened quietly, but by evening things were humming along with the arrival of more vets and their families. We are pleased that almost 300 attended this year. There were several youngsters this year and I was told that it reminded some veterans of the early reunions when they brought their children. Now we are bringing our grandchildren. I'll bet Leona Schoultz had no idea what she started when she held a little picnic for a few friends and their families from the 828th Squadron in 1960.

Friday: This was the day we had been waiting for; a visit to the World War II Memorial. After eating breakfast with Vern Christensen and Matty Mattison we boarded a bus for the tour. The Memorial was larger and more beautiful than I had expected, but I believe a large memorial is appropriate for the World War. There were quite a few people there, but we were not crowded. Tom Tamraz and his spouse, Lillian, attended the dedication in May. He said there were so many visitors that

he couldn't see across the reflecting pool.

I stopped at the Freedom Wall of Stars that commemorates 400,000 Americans who gave their lives. A sense of guilt came over me. Why was I spared when my brother and many friends made the ultimate sacrifice? I also thought that it's too bad that our parents never had the opportunity to visit the Memorial. The Memorial was built, not only to honor the veterans, but also the ones who helped on the home front. They were an essential part of the war effort. They manufactured the war materials; built tanks instead of automobiles, barracks instead of houses, uniforms instead of civilian clothing, but they didn't get rich because there were wage and price controls. Women took the places of men in factories and everyone endured the shortages. Near the end of the war everything was in short supply; clothing, housing, automobiles, gasoline, tires, film, etc.

I remember coming home on leave and learning that my family had fasted from meat and sugar and saved the ration stamps to have a big spread when I came home. What a act of love and support; I choked up. All of us were in the struggle together. As I looked around the Memorial it was obvious that others were also lost in thoughts about their loved ones.

We boarded the bus and continued the tour of the city. After the tour I had lunch with second generation children (adults), Jerry and Ann Whiting and Bob and Loran Vanderpool, nephew of Robert Vanderpool. Friday evening we had a nice buffet dinner followed by a performance by a magician

Saturday: We had a free day. Sherrill Burba and I took the shuttle to the Mall where we had lunch and afterwards we gave the Mall the once over. In the evening we boarded the Cruise Ship, "Potomac Spirit" for an evening cruise and dinner on the Potomac River. After the buffet dinner Frank and Kitty Nardi, their daughter, Barbara, and I went topside and to enjoy the fresh air

and get a bird's eye view of the Capitol at night.

Sunday: The group meeting started promptly at 9:00 o'clock and was conducted by the Chairman and Vice-chairman, Bob Benson and Bob Hans, respectively. The minutes of the meeting are elsewhere in this publication. After the Group meeting was adjourned the squadrons held their meetings. They are always lots of fun.

The photo session was a little different this year. We had the option of purchasing a booklet of photos of the members and candid shots taken at the banquet. Also instead of taking one photo of the second generation photos were taken of the second generation for each squadron.

After the photo session we proceeded to the banquet room. A couple of our former Commanding Officers were in attendance. Bill Herblin, the original Deputy Group Commander and his lovely wife, Kathryn, sat at our table. I talked with Anna Nett, Widow of Ed Nett who was the first CO of the 828th Squadron. I hadn't seen her for a couple of years; she hasn't changed a bit. Of course Daniel Sjodin, the original CO of the 831st Squadron, always attends. Dan has started a century club; anyone who plans to live to be 100 years old can join. Our table was next to the dance floor and I could see that Kay Gary, daughter of Ken Brown, was having a big time dancing with her small children.

Monday: The traditional memorial breakfast was held at 8:00 o'clock which brought an end to the 40th reunion. Some caught their flight home and others stayed for an extra day or two.

Next year the reunion will be held in Tucson, Arizona in the wide open spaces of the Southwest where one doesn't feel all "closed in" with a bunch of trees blocking the view. To learn why people enjoy visiting Tucson read the article, "Why Tucson", that is published on another page in this newsletter.



WHY TUCSON?

Tucson, surrounded by mountains, has a population close to 500,000. It contains a progressive business community, fine arts activities and the University of Arizona.

One of the main attractions in Tucson is the PIMA AIR & SPACE MUSEUM and the aircraft graveyard next to it. Pima Museum covers 65 acres and has four large hangers and a WW II barracks for a variety of exhibits such as "Women in Aviation", "Blacks in Aviation", Models of aircraft from pre war to the present and a "hands on" area that is popular with those of all ages. There is a gift shop where Air Force memorabilia, jewelry and clothing can be purchased. I bought a desk clock that looks like an altimeter.

Over 200 aircraft are on display which comprises a wide range of aircraft including a B-24 Liberator and a B-17 and other WW II aircraft. Tours of the DC-6, used by presidents Kennedy and Johnson are available so you can see the presidents quar-

ters. There are tram tours for the nearly 200 aircraft that are displayed outside. The low humidity and sparse rainfall protect the aircraft from deteriorating.

Adjacent to the Museum is the AIR FORCE GRAVEYARD AND BONE YARD. The Air Force has about 4000 aircraft "moth balled" there. Bus tours are available with a guide pointing out the vintage aircraft. It's quite a sight seeing the aircraft lined up in row after row. Also planes that are to be salvaged are sent here where they are stripped for spare parts. The wings are removed and the fuselage is cut into three pieces.

Another attraction that is located just west of the city in the mountains is the OLD TUCSON STUDIOS. It's a complete western town with 75 buildings. It has dirt streets, the wooden structures with the porches, dance hall, livery stables, church, a rodeo ring etc. Over 400 movies have been filmed there. If you have seen a John Wayne movie you have seen Old

Tucson. There are guided tours, action stunt show, cowboy picture show, Diamond Lil' melodramatic, etc

A few miles south of the city is the TITAN MISSILE MUSEUM, the only Titan missile left, but de-activated of course. The tour takes us down to the underground control room which is at the bottom of the silo and is built to withstand a direct 8X hit. There are living quarters and supplies for the two operators to live for 30 days after a nuclear blast.

Thirty minutes northeast of the city is the controlled mini world of BIOSPHERE 2 CENTER where 8 people had planned to spend two years. It has seven ecosystems, a rain forest and a 900,000 gallon ocean. It is now used for experiments.

Also Tombstone and the OK Corral are not far away. September and October is a nice time to visit Tucson, an oasis in the desert.

Mail Room - Headquarters

by Warren D. Sortomme

Another successful 485th reunion occurred this time in the Washington, D.C. area. It was a HUGE turnout and naturally the new WW 2 Memorial tour had a lot to do with it.

We also have sad news in the loss of Lloyd Towers since the Reunion. Journey's End is getting longer each year!

We had 5 from Headquarters in attendance and considering our roster of headquarters and old Father Time, believe we did pretty well.

The following is my report on our Saturday night cruise on the SPIRIT OF WASHINGTON—sights, menu and thoughts about the evening spend on board.

continued on pg. 14

Editor's note: Have read this and flew on same mission Sept. 24, 1944 to West Marshalling Yard in Salonika, Greece. Author was shot down and was a POW for about 90 days. Believe ALL would enjoy this book

MISSION LOG

from the

"MILK RUN"

to

FREEDOM

William F. McLean/William F. MacLean

Copies of the memoirs are \$15.00 including postage and Can be purchased by check to:

Wm. F. MacLean • 115 Andre Ave. • Wakefield, RI 02879-1519



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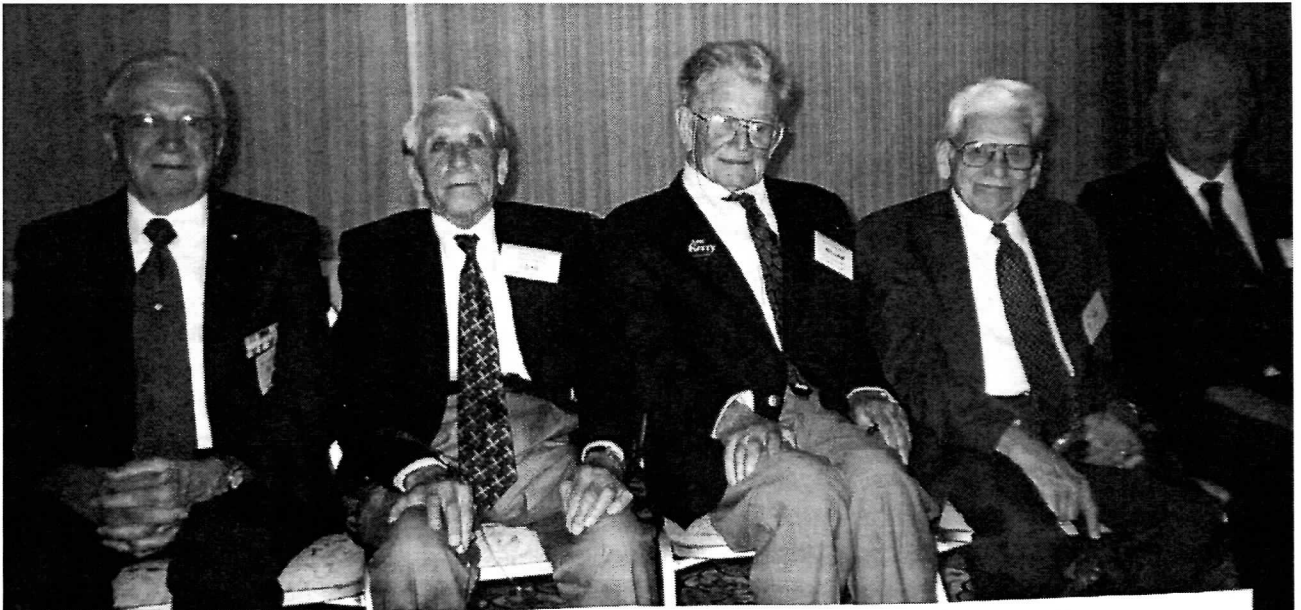
William F. McLean/William F. MacLean

Copies of the memoirs are \$15.00 including postage and Can be purchased by check to:

Wm. F. MacLean • 115 Andre Ave. • Wakefield, RI 02879-1519



HEADQUARTERS



Headquarters

Bill Herblin, Lloyd Towers, William Banks, Bob Benson, Warren Sortomme

828TH SQUADRON



828th Squadron

Row 1: Bill Deobold, Stanley Gray, Nick Montulli, Bill Reed

Row 2: Gordon Sorenson, Bill Lancaster, Larry Sullivan, Gregory Lahay, Clemmie Norris, Matty Mattison, Ken Wall

Row 3: Joe Russell, Tom Roemer, Fred Freyermuth, Ambrose Borgetti, Lionel Lasseigni, Ben Sims, Gilbert Bell, Arthur Hurley, Bill Williams, James Rau, Sherrill Burba

Not pictured: John DiRusso, Calvin Fite, Alexander Gilbert, Anthony Kujawa, Bill Ryan, Charlie Gaylor, Albert Trinche



829TH SQUADRON



829th Squadron

Row 1: Bill McLean, Al Martin, Marvin Lindsay, Milt Fundling

Row 2: Al Carlson, Wayne Smith, Russell Arthur, Dick Doyle, Bob Brown, Harold Johnson

Row 3: Art Fowler, John Duntley, Jack Behunin

Not pictured: Bill Culver, George Kavanaugh, Dennis Kirr

830TH SQUADRON



830th Squadron

Row 1: Van Anagnost, Chuck Forrester, Bill Cummings, Herb Muehlemann

Row 2: Robert McAlpine, Buford Cooper, Ted Levin, Bob Baldwin, Frank Caster, Russ Leary

Row 3: Charles Porter, John Sellers, James Hunter, Cliff Studaker, George Dyer, Olan Bozarth, Ralph Campbell, Walter Michalke, James Kelly, Howard Boxley, Art Thompson

Not pictured: Eugene Kapaloski, Steve Sharpe



831ST SQUADRON



831st Squadron

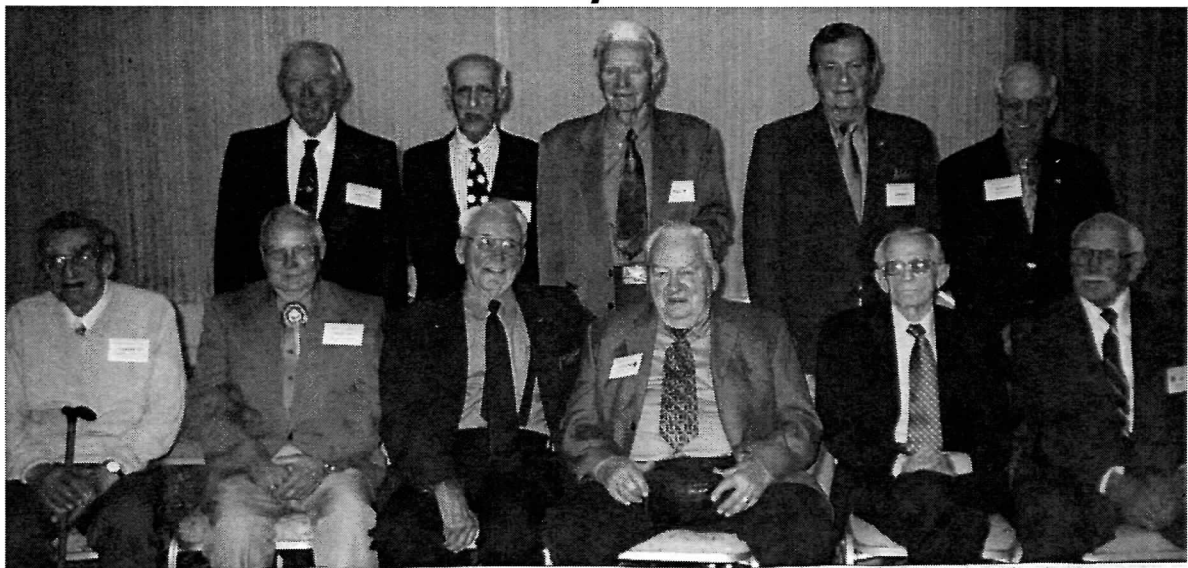
Row 1: Lynn Cotterman, Hal Wilder, Eugene McCarthy, Dan Sjoden, Eugene Lamar, John Jackson

Row 2: Hank Dahlberg, Jesse Ledbetter, Vern Christensen, Leo Gague, Jack Godfrey, Jack Breen, Otto Warren Meyers

Row 3: Bob Hanson, Harold Richards, James Favre, Kenneth Brown, Robert Carteaux, Frank Nardi, Sam Nenadich, Steve Mlinaz, Bill Brokaw, Tom Tamraz, Robert Hickman, Glenn Hess

Not pictured: George Byrd, James Eamon, Phillin Stone

POW/MIA



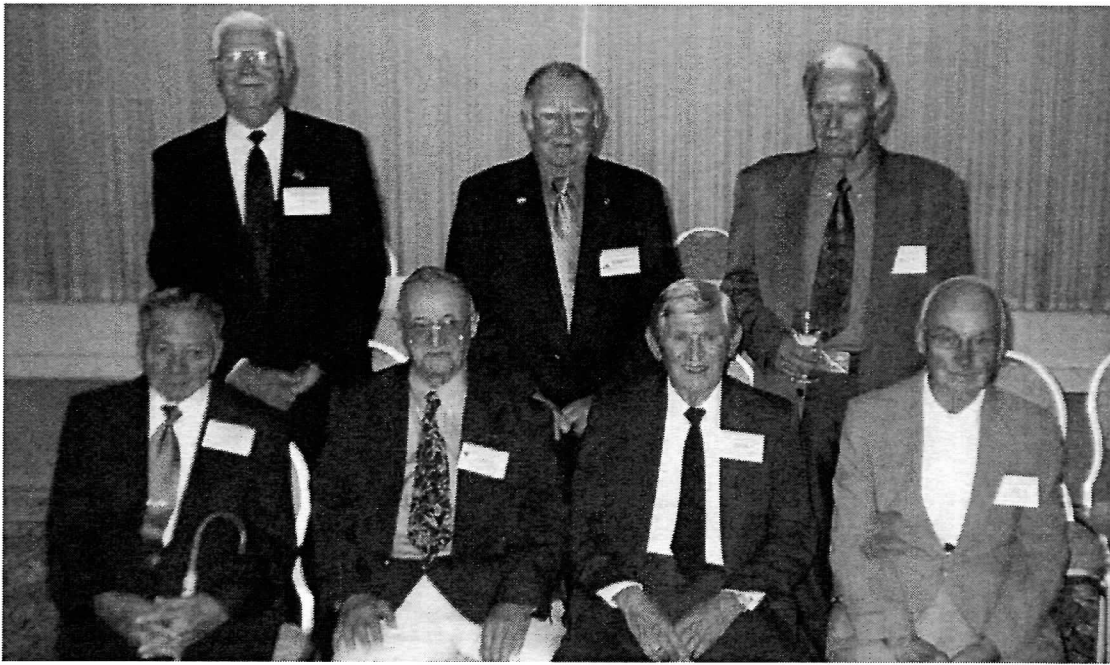
POW/MIA

Row 1: Kenneth Brown, Marvin Lindsay, Vern Christiansen, Eugene LaMar, Leo Gagne, Jack Godfrey

Row 2: Warren Sortomme, Tom Tamraz, Bill Ryan, Frank Nardi, Sam Nenadick



FIRST TIMERS



First Timers

Row 1: James Favre, Van Anagnost, John Sellers, Joe Russell

Row 2: Olan Bozarth, Robert Carteaux, Bill Ryan

WIDOWS

Widows

Joan Sites, Mary Swann, Anna Rebholz Neff, Leona Schultz
Not pictured: Maxine Bulls



HEADQUARTERS 2ND & 3RD GENERATION



Headquarters, Second and Third Generations

Andy Hidgins, Tim Cooley, Judith Towers, Fred Towers

828TH SECOND GENERATION



828th Second Generation

Row 1: Bob Vanderpool, Luann Vanderpool, Duzanne Deobold, Bill Deobold

Row 2: LCDR Lisa Walker, Judy Sites, Theresa Kuyawa, Carol Hararisen, LeAnne Williams, Nancy Nett Lazarski, LCD Ed Lazarski

Row 3: Dennis Sites, Brenda Armstrong, Anthony Kujawa, Keith Williams, Barry Wareham, Robyn Ledford



829TH SECOND GENERATION



829th Second Generation

Lynn Galla, Anne Johnson, Sarah Butler, Colleen Beggs, Mike Lindsay, Steve Lindsay
Dennis Kirr

830TH SECOND GENERATION



830th Second Generation

Row 1: David Cummings, Carol McIntier, Evaun Swann, Steve Sharpe

Row 2: Scott McIntier, Michele Cummings, Neil Swan, Randy Cooper, Matthew Anagnost

Row 3: Phil Cummings, Robert Porter



831ST SECOND GENERATION



831st Second Generation

Row 1: Kay Brown-Gary, Barb Parkinson, Diane Wilson, Linda Haley, Annette Breen, Janice Sunderland

Row 2: Bob Gray, Anne Whiting, Jerry Whiting, John Parkinson, Pati Haley, Faye Green, Barbar Mason, Michele Pelton, Gary LaMar, Al Sunderland

Row 3: Gail Eamon, Jim Eamon, Tom Haley, Mark Breen, John Breen, Ed McCarthy, Jim Favre, Paul Pelton

ALL SQUADDRONS 3RD & 4TH GENERATIONS



All Squadrons Third and Fourth Generations

Row 1: Sean Flannigan, Ryan Flannigan, Garret Butler, Rachel Butler, John Ledford, Hardyn Hand, Tiffany Hand

Row 2: Lindsey Breen, Sandra Flannigan, Brooke Williams, Paige Williams, Neude Williams

Row 3: Patrick Flannigan, Jason Breen, Kevin Kirr, Griffin King, Scott Rang, Jeremy Barker

Minutes of the 485th Bomb Group

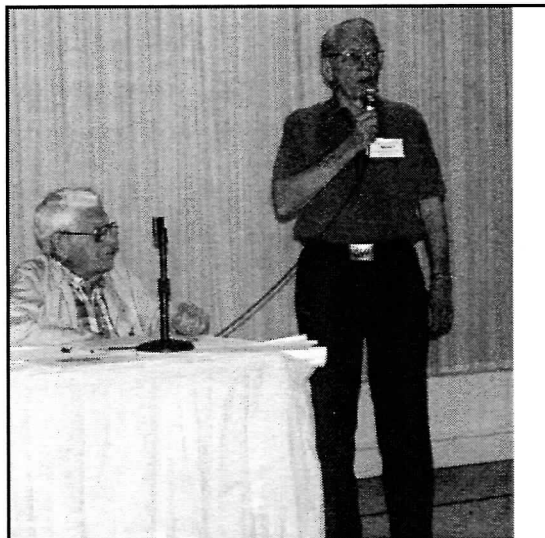
Business Meeting - Sunday, 10 October 2004, Hilton Alexandria Mark Center, VA

Chairman, Bob Benson, called the business meeting to order. This was the 40th Annual Reunion of the 485th Heavy bombardment Group. A silent prayer was said for those who were lost overseas and those members who have since deceased. Bob Hanson led all in the Pledge of Allegiance.

A total of 100 veterans were in attendance at the reunion. Those attending the business meeting are as follows:

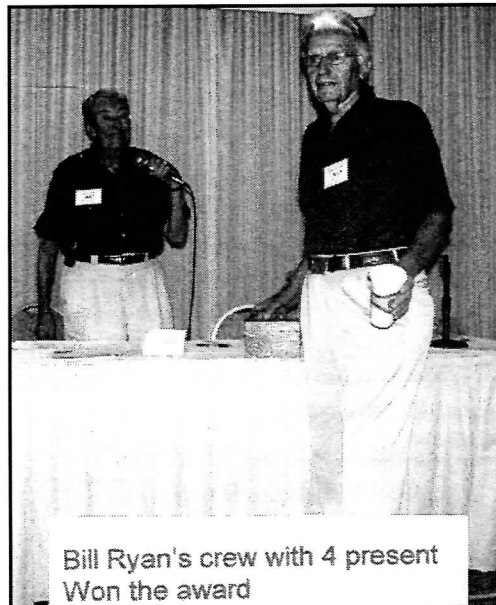
Headquarters	5
828th squadron	19
829th squadron	12
830th squadron	18
831st Squadron	18
Widows	3
First Timers	8
POWS/MIAS - recognized	
2nd & 3rd generations - recognized	

Secretary's report of the 2003 reunion in Little Rock, AR was read and approved with the following amendments:



Hank Dahlburg and Bob Benson at bus.meeting

Lynn Cotterman and Jerry whit-ing are both working on the Master Roster. Lynn said that Jerry has really been doing the hardest part of the work.



Lynn Cotterman presented the Treasurer's report. A balance of \$5,086.56 was in the treasury at the beginning of the reunion. Report was approved.

Bob Benson stated that reunions require lots of work putting them together. A presentation of plaques for all the dedicated work they have done for the 485th was presented to the following: Sherrill Burba, Warren Sortomme, Marvin Lindsay, and George Dyer.

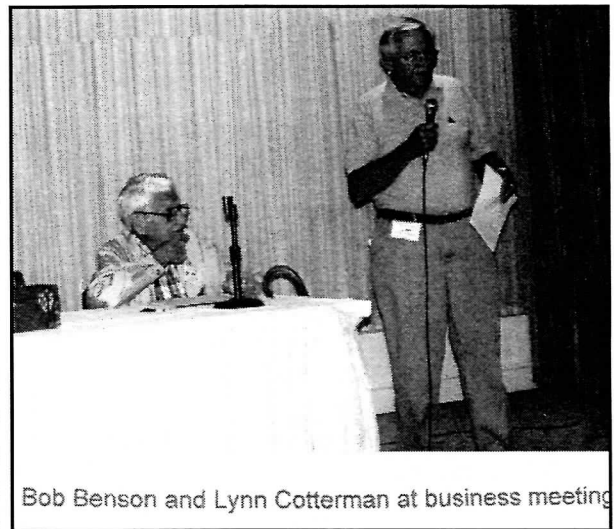
New Business: Sherrill Burba stated that at the Committee meeting the following cities were selected for the 2005 reunion: Kansas City, KS, Oklahoma City, OK and Tucson, AZ

During the discussion period Bob Brown said that Columbia, SC has been mentioned several times. It is a pleasant place to visit and is reunion friendly; they have a group called 'Celebrate Freedom' which works closely with reunions. He would like to put Columbia in as a suggestion for the 2006 reunion.

Ted Dey, of Armed Forces Reunions, Inc., gave information on all the cities.

Oklahoma City - rates are good. Being able to have your own hospital-ity room and bringing in your own liquor is getting extremely harder all the time. Most of the hotels have a low cash bar. Rooms will probably be somewhere in the high \$70's or low \$80's. The cowboy Hall of Fame and the Murrah building Memorial are just two of the sights to see.

Kansas City - rates are good and the Western is an excellent place to stay. Best places to stay are down-town; there is also pay for parking. There is the possibility if we would join with other Air Force groups going at the same time, rates would be better. Each group would still have their own meetings, banquets, etc. A



Bob Benson and Lynn Cotterman at business meeting

couple of sights are Independence and the steamboat (check this out)

Tucson - rates in September and October are usually around the \$80

continued on pg. 12





Awards to Sherrill Burba, Warren Sortomme, Marvin Lindsay And George Dyer for service as squadron leaders

Kennedy of Heritage Press has 90 of the books "This IS How It was". There is a coupon in Lightweight Tower to order this book. Hank Dahlberg made a video and will make copies for anyone wanting one. Information on this is in

commemorate the reunion. Remaining glasses can be purchased for \$1.00. John Di Russo read poem "The Love story".

Leona Schoultz asked who had attended the most reunions. Milt and Frances Funding have attended 32 reunions. The meeting was adjourned.

Submitted by
Frances J. Fowler, Secretary

range. sights to see are the Pima Air Museum, including the 390th Air Museum, Titan Missile site; also old Tucson and Tombstone are nearby.

Voting on the choice of cities: Kansas City 20, Oklahoma City 15, Tucson 34. Second voting on choice of cities:

Kansas City 27, Tucson 34.

Reunion for 2005 will be in Tucson, AZ. Will be scheduled for sometime in September.

Photographs will be taken at 5:00 PM sharp. The photographer will be offering a book with group pictures as well as candid shots throughout the evening. Price of the book will be \$25.00. Please wear your name tags for the photographs.

Bob Hanson said that Byron

Lightweight Tower. Jerry Whiting also has copies of his book available.

Squadron Award went to Bill Ryan's squadron with 4 members in attendance. John Godfrey's squadron also had 4 members present, but a toss of the coin gave the award to Bill Ryan. Bill was a first timer at the reunion. Oldest person in attendance: Hank Dahlberg at 88.

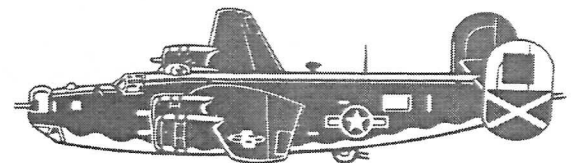
It was recommended that we change from a glass to something else to



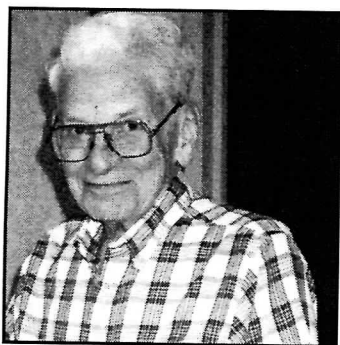
Ted Dey at business meeting explaining '05 reunion sits and info on same



Bob Hanson--Fran Funding--Bob Benson at business meeting



485th Bombardment Group



CHAIRMAN

Bob Benson
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Oklahoma City, OK 73120
(405) 752-2575



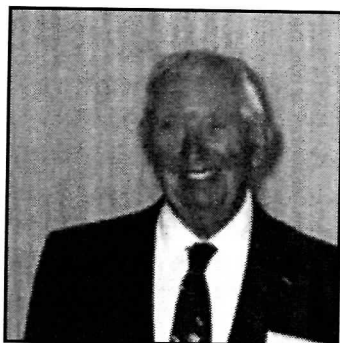
DEPUTY CHAIRMAN & LWT EDITOR

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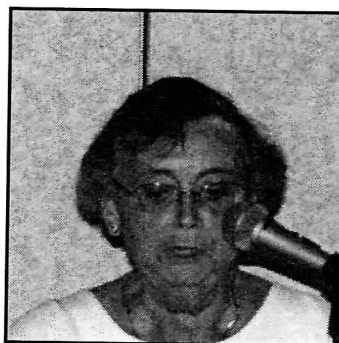
HISTORIAN

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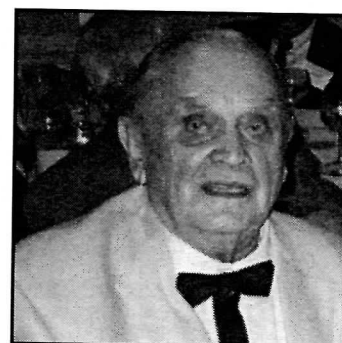
HEADQUARTERS REPORTER

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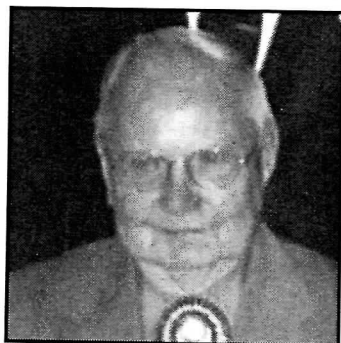
485TH SECRETARY

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(931) 368-1105



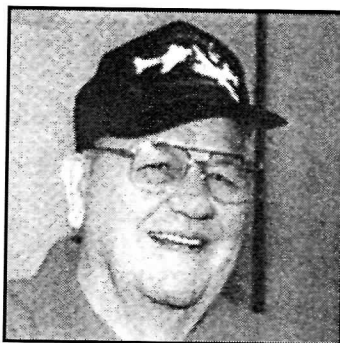
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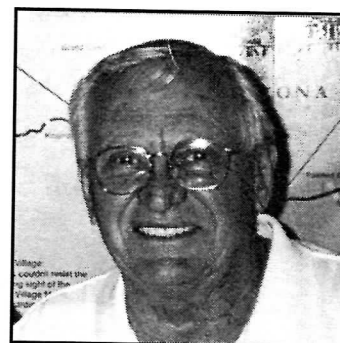
829th SQUADRON REPORTER

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E-mail- mhlindsay@itexas.net
(817) 326-4010



830TH SQUADRON REPORTER

George Dyer
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Stuttgart, AK 72160
(870) 673-1044

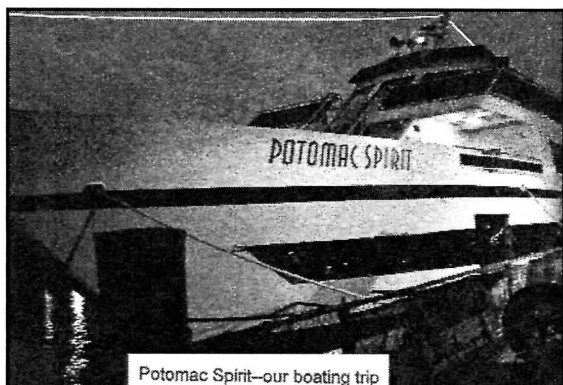


831ST SQUADRON REPORTER/TREASURER

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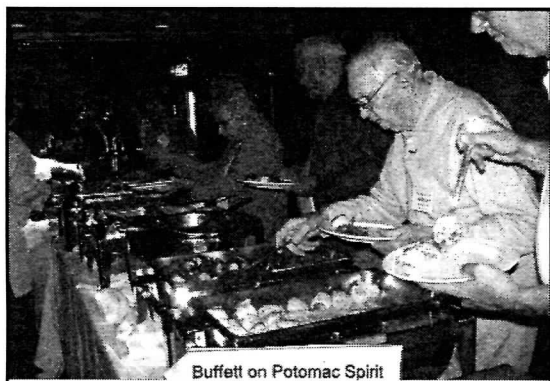


DC - Potomac River - Dinner Cruise



Potomac Spirit—our boating trip

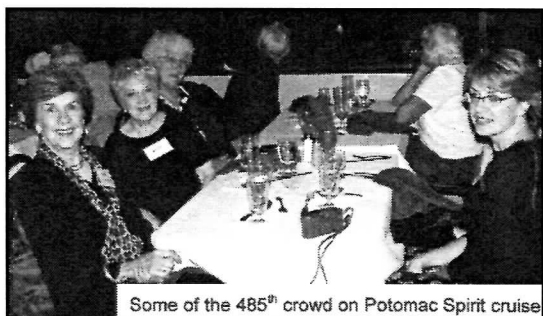
Six PM, Saturday evening, loading the buses at the Hilton Hotel for a ride to Pier 4, 6th and Water St., SW,



Buffet on Potomac Spirit

Washington, DC. Following the 30 minute trip (and a long wait on the bus), we were invited to board Potomac Spirit for a cruise/tour of the historic Potomac River waterfront and a sumptuous full-course buffet-help yourself dinner.

The ship was packed to the limit with 485th reunioners. The bar was open, all found a table and chair, "anchors away", "ready for take-off" or "let's get going" for our three hour cruise of the mighty Potomac



Some of the 485th crowd on Potomac Spirit cruise

River Fort McNair and General's Row were first sights to be seen. McNair has had many different names over the years. In 1948 it was renamed in honor of the commander of Army Ground Forces, General Lesley J. McNair who was killed in Normandy in 1944. General's Row is prime waterfront

property on Fort McNair, generals and officers of "flag rank" live here with their families while stationed in DC.

Washington Monument, over 555 ft. tall, was also in our view, the tallest freestanding sculpture in the world. There are no reinforcements to hold the stones, just the weight of the stones and the way they are fitted together holds the structure.

TIME TO EAT! Look at that spread of goodies! Gardener's Delight Salads, Carving station-Honey Glazed Ham and /or Rosemary Round Roast. Entrees-Stuffed Sole Chesapeake, Sesame Chicken Teriyaki, Lasagna Alla Bolognese, Grilled Cajun Chicken, Smoked Andouille Sausage, Lemon-Garlic Shellfish. Accompaniments- Fluffy White Rice, Herb-Roasted Red Potatoes, Roasted Mediterranean

Vegetables, Green Beans and Baby Parisian Carrots, Freshly-Baked Rolls and Butter. Desserts - Creme Brulee Cheesecake, Chocolate Mousse Cake.

If that did not satisfy our appetites we could go back for seconds — and a few did just that. While eating that wonderful food, songs from the 40's and 50's came over the PA system, reminding us of who we are and how lucky we were

to be together once more. We missed some of the sights along the river during this period of the cruise so we had



485th diners on Potomac Spirit

a chance to see them on the return trip from the 1855 James Point Lighthouse.

Woodrow Wilson Bridge is the only active drawbridge on the Potomac River at this time. It is the southernmost of 7 crossings of the Potomac in DC and the last bridge for approximately 50 miles down river Torpedo Factory is a red brick building with a green copper roof and white building with a "bulls-eye" target. Torpedoes were manufactured there on and off from 1918 until the end of WW II.



Hal Winder & Jim Rau with a rose between 2 thorns

Old Town Alexandria was established in 1600's by Scottish and English merchants and at one time was the 3rd largest port in the count-

continued on pg. 18



Mail Room 828th Squadron

by Sherrill Burba

The 828th squadron had 28 veterans registered for the reunion.

Joe Russell and Albert Trinche were first timers.

We also had over 70 people at the banquet—this was due to 2nd generation and grand-children attending,

I went into cardiac arrest on August 12, 2004 and my stepdaughter And an intern got a tube in my throat and gave me C.P.R. and brought me back. I guess I had two Easter celebrations this year.

Our collection this year was \$427.00 and our bank balance for the 828th squadron as of November 30, 2004 was \$813.01.

We had one that made Journey's End not recorded previously; George E. Ward 2002

Once again, I was asked to write about the memorial breakfast on Monday morning. It started in 1988 in St.Pete Beach, FL and has grown to become one of the favorites of most of the people. Attendance is usually above 90% of all people registered. This year we did something a little different in that we used as many as possible of the children and grand-children of the veterans.

Brooke Williams singing Amazing Grace was excellent, as well as Evaun Swann playing the piano—

believe she has a permanent job. The flag folders and the readers also did a good job. All of them were happy to let the children take their usual places. I look forward to using the young people again in Arizona.

Al Martin has been our song leader for every year except one, and always does a commendable job. He says he has a brother that can't sing either.

I really don't do much myself—all my life I had a job that I did not do much and it still works.

Hoping to see everyone in Tucson in the fall and God Bless.

Mail Room 831st Squadron

by Lynn Cotterman

Journey's End list.

At our squadron meeting Jerry Whiting told of his trip to Poland where he attended the 60th anniversary of the loss of a 831st Squadron crew piloted by Bill Lawrence. They were shot down September 13, 1944 over the Oswiecim Synthetic Oil plant in Poland. Four of the five survivors, Dan Blodgett, Frank Pratt, Vern Christensen and Paul Canin are still alive, but could not make the trip. Vern said he and others had attended the 50th Anniversary in Poland. Bill Williams who was on Deegan's crew accompanied Jerry. Bill's original pilot, Avery Gilliland, was KIA 12/26/44 flying his first mission with Lindell over Blechhammer. The Polish people have never forgotten the sacrifice of the Americans and have erected a monument near the site of Lindell's crash and place flowers there regularly. Sammy Schneider and Jerry have supplied Polish historians dates and names of the crews and information about the aircrafts that crashed in Poland. Jerry and Bill also visited two museums dedicated to the 15th Air Force Crews. They toured Blechhammer, Auschwitz

We had a good turn out at the reunion. There were 26 veterans from our squadron which was better than last year's 15 members. We have another new member and first timer, Phil Stone, who was the Navigator on John Smith's crew. His tour ended early when his oxygen hose froze and he passed out. He suffered severe frost bite, but he is happy to be alive and well. Another first timer is Bob Carteaux who was the top turret gunner on Harold Roth's crew. Bob has been on the roster for some time, but never attended a reunion before.

I received a call from Lloyd Proudlove and an e-mail from David Hansen. Both asked me to give you their regards. I also talked with Woody Woodyard who didn't attend the reunion this year. He is not able to travel without some assistance. Woody was the 831st squadron reporter for 29 years and has attended every reunion except the one when his wife passed away. Although he is 88 years old he is still managing his rental properties and I understand he is seeing a lady friend. A few more vets passed away this year this year. You can find their names on the

Concentration Camp and Wadowice, birthplace of the Pope, but Jerry didn't convert. It sounded like a very interesting trip and we are glad that the 485th Group was represented.

Next year we will meet in Tucson, Arizona where we will visit Pima Air & Space Museum and other attractions. Make your reservations early and keep those "change of addresses" coming so you will receive the newsletter and reunion information.

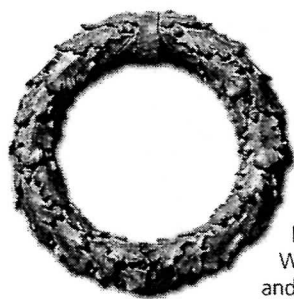
Late item: I received word from Jeanne Webb, daughter of Don Webb, that Don passed away after Thanksgiving of a ruptured aneurysm. Don was copilot on Robert Brown's crew, but flew the latter part of his tour as 1st pilot after Capt Brown was assigned to headquarters. Don Webb was editor of the Lightweight Tower for 15 years before the Hansons took over. He spent many hours over the years assembling the newsletters that contributed much to the success of the reunions. Another member of the Greatest Generation has passed on.



“The Greatest Generation”

The memorial celebrates a generation of Americans who emerged from the Depression to fight and win the most devastating war in world history. Americans and their allies triumphed over tyranny. Unprecedented unity at home saw the nation become the world's breadbasket and industrial arsenal. In a spirit of sacrifice, Americans rationed at home and channeled the nation's might to help restore freedom to millions. The World War II Memorial reminds future generations that we must sometimes sacrifice for causes greater than

ourselves. This war that changed the world was “fought across six of the world's seven continents and all of its oceans,” noted British historian John Keegan wrote. “It killed 50 million human beings, left hundreds of millions of others wounded in mind and body . . .” and devastated great parts of the world. After the war, through the innovative Marshall Plan, the United States helped both its allies and former foes rebuild. America continued to play a strong leadership role in world arenas as peacetime life returned.



Arsenal of Democracy

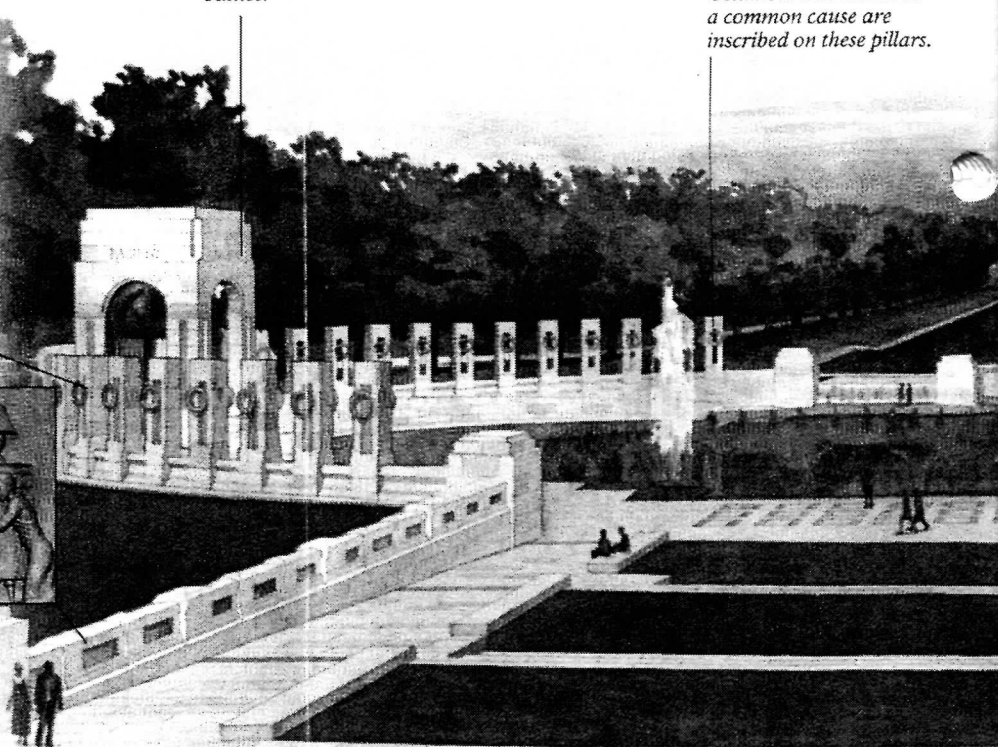
Wreaths of oak and wheat on each of the memorial's pillars symbolize the nation's industrial and agricultural strength, both of which were essential to the success of the global war effort.



A Nation at War On each side of the memorial's ceremonial entrance, located on 17th Street, 12 bas-relief sculptures recall scenes of America at war. In this scene a family gathered around its radio hears President Franklin D. Roosevelt ask Congress for a declaration of war after Japan bombed Pearl Harbor in the Hawaiian Islands.

Inscriptions at the base of the pavilion fountains mark key battles.

Roll call of the nation: The 56 U.S. states, territories, and District of Columbia that united in a common cause are inscribed on these pillars.



Building the Memorial In 1993 Congress authorized the American Battle Monuments Commission to establish a World War II Memorial in Washington, D.C. Selected in a national competition, Friedrich St. F.

designed the memorial. Funded by private donations, it was begun in September 2001 and dedicated May 29, 2004.



OUR DEBT TO THE
HEROIC MEN AND VALIANT
WOMEN IN THE SERVICE
OF OUR COUNTRY CAN
NEVER BE REPAID. THEY
HAVE EARNED OUR
UNDYING GRATITUDE.
AMERICA WILL NEVER
FORGET THEIR SACRIFICES.

PRESIDENT HARRY S. TRUMAN



Victory in Europe Day, May 8, 1945



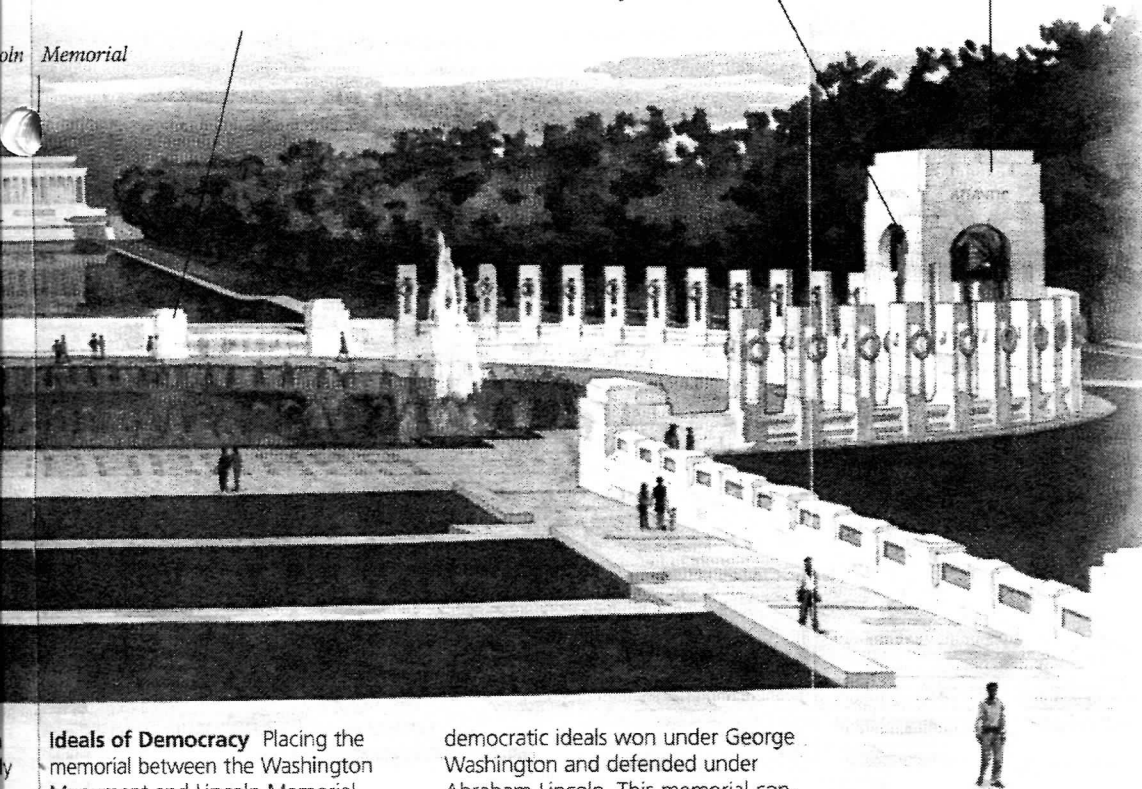
Aboard U.S.S. *Missouri*, Gen. Douglas A. MacArthur, Commander of the Allied Powers in the Pacific, signs documents ending the war on September 2, 1945.

The Freedom Wall's
4,000 gold stars com-
memorate the more
than 400,000 Ameri-
cans who gave their
lives in the war.

All those who served
received the WWII
Victory Medal
(above) that also
adorns the pavilion
floors.

Twin Atlantic and
Pacific pavilions symbol-
ize a war fought across
two oceans.

Lincoln Memorial



Ideals of Democracy Placing the
memorial between the Washington
Monument and Lincoln Memorial
reflects the importance of World War II
in preserving and internationalizing

democratic ideals won under George
Washington and defended under
Abraham Lincoln. This memorial con-
tinues America's story of striving for
freedom and individual rights.

The **World War II Registry** is a data-
base of names of Americans in the
war effort in uniform or on the home
front. Access it through the memorial
website www.wwiimemorial.com
to enroll individuals. The website tells
more about the memorial project.

About Your Visit An information
station is near the memorial. Park
rangers are present on site each day
except December 25. The memorial
may be secured for events celebrating
National Independence Day.

The World War II Memorial is one of
more than 380 parks in the National
Park System. The National Park Ser-
vice cares for these special places
saved by the American people so
that all may experience our heritage.
For more information:
National Mall and Memorial Parks
900 Ohio Drive S.W.
Washington, D.C. 20024-2000
www.nps.gov/nacc

NPS/GRD 2004-304-337/00035
Printed on recycled paper.

CELEBRATING PEACE, MACARTHUR ON MISSOURI;
NATIONAL ARCHIVES; VICTORY MEDAL: AMERICAN
BATTLE MONUMENTS COMMISSION (ABMC); MEMO-
RIAL PHOTOS (RICHARD LATOFF); SCULPTURES (R.J.
KASKEY); AND RENDERING (JOE MCKENDRY); ABMC



Letter from the Historian

by Sam Schneider

As I write this, various reunions I attended, come to mind. In particular, the one in Denver. Lucky was I when I found out the reunion write up showed Denver and I had just moved to Denver. I did attend and fortunately, a goodly part of my crew came so it was like happy hour.

No doubt you too will tell of your enjoyment after attending Tucson. I was kind of slow starting my letter & bingo the words "younger generation" appears in my mind meaning all those born after WW II. As an old-timer, I am proud to see the patriotism shown, just for the fact they came to represent their relation, some living and some making journey's end.

Even away from our ranks, a couple of our younger generation brings smiles to the 485th for what they did. To begin, what did they do?

Shelly Mizrahi, the niece of Sgt. Jack D. Mizrahi, radio operator, crew 32, and part of 5 crews shot down on June 9th 1944, all from the 829th squadron. One crew 69 was from the 830th.

The mission was to bomb an aircraft factory, in Munich, Germany. Just like others, I found Jack Mizrahi for Shelly and her father, Ralph. I have enjoyed that part of making a

connection. Shortly thereafter; her father found a picture of his brother Jack in one of the mystery crews in Tihw Book.

After a few e-mail discussions I learned that Shelly recently became head of the Florida Holocaust Museum. Soon after starting her position, she entertained the French ambassador & his wife and the counsel general and his wife from Miami.

The French ambassador is Jewish and very interested in the Holocaust victims. He mentioned that he is trying to develop a Holocaust Museum in France.

On February 12th there will be a 60th anniversary of WW II at the State museum. The fee is \$200 which is steep she says but this is a fund raiser. However liberators & their spouse are free of charge as well as survivors. Annie Rebholz will represent the 485th, if she goes. No entrance fee for our Annie.

This time, we speak of Aron Ralston who you were introduced to in the last Lightweight Tower newsletter. His desire is to climb mountains of renown. Aron is the grandson of Andy Anderson, (deceased) crew chief on my plane The Lady.

Climbing Mt. Aconcagua in Argentina, 2nd highest peak in the world at 22,840 ft. was quite a feat for Aron. You must remember that he climbs with a prosthesis attached to his right arm. He is looking forward to climbing a couple 14,000 footers of his 9 remaining. Donna and her husband Larry are going to Aspen next weekend to see him do a fundraiser for 4 outdoor groups. He will be interviewed by Tom Brokaw & then they are to do a hut trip with Tom.

You can well imagine how engrossed Aron is from his accident. Which gave him the publicity and travel but without a doubt, he has a lot of respect for veterans of all wars.

As a finale we as a family group look forward to our reunion in Tucson, Arizona. Once again everyone present will have the opportunity to enjoy one another's company. Visit the hospitality room where many of the 485th warriors will exchange stories with Vietnam & Korean warriors of the younger generation. The 485th are proud of them. In closing we must remember ours and coalition troops wherever they are. We must support them.

continued from pg. 14

try. As ships grew larger, the deeper and more accessible ports in Baltimore and Norfolk overshadowed Alexandria.

US Naval Research Lab is significant for the discovery of radar in the 1920s This happened by accident during radio signal experiments when ships got in the way.

Ronald Reagan National Airport is one of the busiest airports in US with an average takeoff or landing every 30 seconds at peak periods which equals about 900 flight a day. As we cruised past the airport the lights on the planes glisten so bright in the dark and it seemed like you could reach out and touch them.

As we approached the dock for our departure from this wonderful cruise we could see the lights in the distance on our Nation's Capitol, the Washington Monument and many parts of this beautiful city. Back to the hotel by 11:00 PM!! Good night!! Tomorrow is busy-busy!!!



Mail Room 829th Squadron

by Martin Lindsay

Report of the October 10, 2004 meeting of the 829th Squadron.

The meeting was called to order by Marvin Lindsay at 10:00 A.M. All present were asked to introduce themselves. Present were ten members of the 829th and their guests:

Russell and Alice Arthur

Jack and Mary Ann Behunin

Robert C. Brown

Allen and Anna Carlson

Arthur and Frances Fowler

Milton and Frances Funding

Dennis Kirr (son of 829th member

Andrew Kirr, deceased)

Marvin and Naomi Lindsay

William F. McLean

Alvin Martin

Wayne and Margie Smith

Betty Salyer, guest of the Carlsons

Marvin thanked everyone for being there and gave special thanks to Alice Arthur for recording and to Fran Fowler for keeping the master roster, being group secretary and for making mailing labels. He reported that Charlene Shelor had been in touch, but was unable to attend due to bypass surgery. The group supported the suggestion that a card be sent with "Get Well" wishes.

There were no First Timers in the 829th this year.

New Journey's End names were: Don Blair, Forrest Yeager and Andrew Kirr. Dennis Kirr, the son of Andrew Kirr was welcomed. He told of his dad's service in Italy from August, 1944 to November, 1944 after which he was hospitalized with the returning effects of malaria which he had contracted while serving in New Guinea.

A comment was made that there were more 2nd and 3rd generation family members of the 485th attending this year, several in the 829th

group.

A copy of the "Thank You" card Marvin sent to Ben Skelton's widow was circulated. The family's gift will be used for partial reimbursement to attending members of the 829th. The Treasurer will use reunion records to issue the checks; no claims need to be filed. A 2004 Thank You will be sent from our group.

The financial report indicates that the 829th bank balance is \$840.31. A financial statement is available upon request.

The plan for photographs to be taken Sunday at 5:00 P.M. was explained. You may order a booklet which will include squadron, P.O.W., Headquarters, widow's group, 2nd and 3rd generation groups and candidates for \$25.00. Envelopes were available.

Other items of interest: Bob Brown read a letter from the granddaughter of Ball Turret Gunner Rudolph M. Parks. She is searching for history and information about her grandfather's crew. She knew that Melvin Moree was the pilot. Bill McLean shared a published log of the war experiences in the Balkans. Copies may be obtained at:

William McLean, 116 Andra Ave.
Wakefield, RI, 02879-1519

Al Martin shared his thrill at being taken on his "32nd mission" when a B-24 came to Louisville, KY this year and he was interviewed and his son and grandson flew with him on the plane. As he stood between the pilots on the flight deck of the B-24 he said how thankful he was to have survived and to be here today.

Frances Funding then gave a touching presentation of the special WW II Memorial pin to Al.

Fran Fowler told of the B-24 visit

at her home state of Arizona. A luncheon was held and the B-24 took 3 plane loads of veterans, friends, history buffs to see how a B-24 looked and felt.

There being no further business, the meeting was adjourned at 11:50 A.M. with the hope that all could meet next year in Tucson.

Respectfully submitted,
Alice M. Arthur, Recorder for 2004

On A personal note Naomi & I had our own entourage. My sister, Jody Boyd from Scottsdale, and my cousin Clyda Milks from North Richland Hills TX, and our Son Steve from Round Rock TX traveled with us and as A surprise to Naomi and me our son Mike flew in from Germany to join us for the reunion made it very special for us.

To report on The City Bus Tour it was well organized and the busses were new and comfortable. We were able to see most of our Capitol with a minimum of walking. Of course the Highlight of the tour was the World War II Memorial - it is "Awesome". The view in All directions Highlights some special Symbol of Our Capitol.

A sad ending to the year was the death of one of my crew members, Irvin Wolf, with son Steve was able to travel to Birmingham for his service, there are now two of us left of my crew. I am glad so many of our Second Generations are coming to the reunions to help us older ones. We wish you all a good year and plan to meet in Tuscon in Sept 05.

Thank You, Marvin Lindsay
829th Sq.



Mail Room 830th Squadron

Buffet and Entertainment Report submitted by George E. Dyer

After a very eventful and informative day of sightseeing in the National Capital of Washington, D.C., we were all ready for a most welcome good meal and a chance to rest.

As we made our way toward the Terrace Room, one could see the look of anticipation on their faces. Some of them walking briskly, some with canes, some on crutches, and a wheel chair or two. All had that determined look though.

Arriving at the Terrace Room, we were seated ten to a table. I may have imagined this, but it seemed to me that the tables were smaller than some we have had in the past. The tables were decorated with a round mirror in the center, with lighted candles in glass holders, very pretty!

We then started filing through the buffet line. My, what a beautiful array of food they had for us. The following lists some of the foods displayed. The salad materials were outstanding, you could make what you pleased with dressing to suit your desires. The meats consisted of Ham, and Meatloaf. Both as good as any I have ever tasted. The vegetables consisted of green beans, corn and mashed potatoes. The rolls were outstanding with plenty of butter. For dessert we had quite an assortment of cakes and pies. Apple, cherry, peach and pecan pies. Banana, chocolate and coconut cakes. Our liquid refresh-

ment were water, tea and coffee.

I can truly say, this was one of, if not the best meal we enjoyed during our reunion.

After the meal, we were entertained by a young magician. To be quite frank, I feel that his performance, was not up to our expectations. To me, it was comparable with the show we had in Little Rock last year. Not very good.

I feel that the effort, time, and finances that it takes to attend our reunions, we are entitled to better entertainment.

This concludes my write up for this part of our reunion.

Hoping to see you in Tucson.

After the general business meeting on Sunday morning, our 830th squadron met in the Poplar room at the hotel. After allowing a little time for the strays to find the right location, I opened our meeting by greeting everyone with a hearty welcome. We then stood for our opening prayer. Our prayer was led by Frank ~twinkle toes: Caster, and he did a fine job. After our opening prayer, we remained standing for the pledge of allegiance.

I then recognized the first timers of which we had three. I had them stand, tell us where their home was, And how they found out about the

reunions, plus a little bit about themselves. I did the same with all of the guests in the meeting and everyone made ALL feel at home.

I then asked about old and new business and having finished that, inquired about items of interest, ie, how many attended last years reunion, number of vets in attendance who completed all of their missions, any shot down, number wounded and were POW's and MIA's. I asked for any of them who wished, to give a narration of memories of a single mission. Howard Boxley talked about a mission as did a few others. It was quite an interesting session and brought back memories galore! I then asked for suggestions for future meetings. I did not take up a collection from the 830th members this year as the squadron is in the black and felt it unnecessary to add to the coffers. Also asked for any changes of addresses, so as to continue receiving Lightweight Tower and various mailings throughout the year.

Meeting was adjourned by a prayer by Frank Casper

Just one of the boys
George E. Dyer

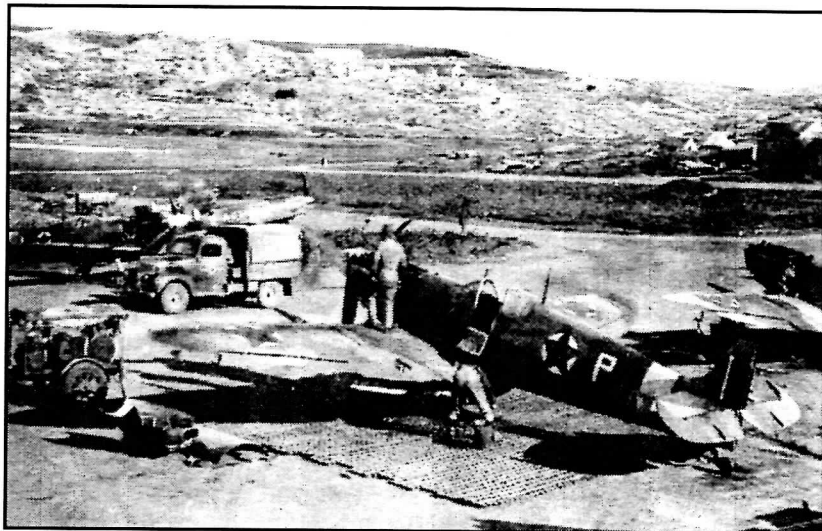


Editor's note: Received a copy of 460th Bomb Group Publication and was authorized to use this article in LWT. Another walk down memory lane with island of Vis.

The Island of Vis

Spitfires of the 352nd Yugoslav Squadron RAF on Vis
1944

Photo courtesy Zeljko Bocek Sisak, Croatia



The coordinates latitude 43°10' North Longitude 16° 8' East, had a special meaning to 460th Bomb Group air crews. They defined the location of the Isle of Vis (pronounced Vees). It played an important role in the history of World War II, by providing a safe haven for Fifteenth Air Force air crews returning from missions to Austria, Poland, Hungary and other targets, with malfunctioning or badly damaged aircraft, or those not having enough fuel to make it safely back to our base. On one especially hectic day, 37 B-24s landed at Vis. The first use of Vis by the 460th Bomb Group occurred on 10 May 1944 when the Ray Woods crew crash landed there. The total number of 460th planes that landed at Vis is not known, but it is significant. On many occasions the aircraft would have to be left on the island for repairs, sometimes to be scrapped, or a stop made to refuel. When aircraft had to be left behind, crews would sometimes return with a plane from another group or be taken to Bari by boat.

While mainly remembered by 460th air crews as a port in a storm, Vis was much more than that, and it was unusual in a number of ways. It was manned by individuals from the US Army Air Forces, the British Royal Air Force and tech representatives working together for a common cause. Vis was not just a place where damaged, or out of fuel aircraft could land. It was used as an operational

base for
Allied air-
c r a f t .

Yugoslavia was invaded by the Germans on 6 April 1941, with its surrender on 17 April. An agreement was reached whereby the territory was partitioned, with a new Croat state established under Italian control. Vis was liberated by Tito's Partisan's in September 1943, and was later used by Tito as a base for directing operations against the German troops in Yugoslavia. The Allies requested, and were given permission by Vrhovni Stab NOVJ (Supreme Command of Yugoslav Partisan Forces) to build and equip an emergency landing strip and base on the island of Vis.

In January 1944, a British Commando Unit arrived on Vis, with a radio station for communication with US and British aircraft. In April 1944, a 3,500' steel matting runway was constructed, along with hardstands, defense, and other facilities to service and repair aircraft. The runway on Vis was situated on a flat area between low, rocky, mourtains, bordered by farm homes, barns and vineyards. The accommodations were not luxurious, but adequate. Vis was home to a variety of aircraft and units over a period of time.

Early in May 1944 a squadron of Spitfires was based at Vis for defense. German aircraft never reached Vis. Eventually, Vis was equipped with salvage teams, first aid and medical

personnel, a fire fighting unit, aircraft repair teams, a hospital, heavy truck and bulldozer units for removing crashed planes from the airstrip. Many of these were Croatsians. Credit should be given too to fishermen from Vis, and nearby islands for saving many airmen who ditched in the area. From July to September 1944, 215 Allied aircraft landed on Vis, 204 were repaired and flown out.

Detachments of the RAF 205 Wing (Wellington and Halifax bombers), Balkan Air Force 254 Wing (Baltimore and Beaufighter bombers) and other units were based on Vis at some time. Notable were the 351st Yugoslav Squadron (RAF) flying Mk IV Hurricanes, and the 352nd that was equipped with Mk V and a few Mk IX Spitfires. As part of the British Balkan Air Force, their operations were limited to flights over Yugoslavia. The Island of Vis will be remembered by many, for its contribution to winning the air war in Europe and the Balkans.

Vis is an island of the Dalmatian group, located 45 miles west of the Croatian coast. It covers thirty three square miles with the highest point being Mount Hum, near the west end of the island. Today, the population of the island of Vis is around 5000 individuals, scattered among thirteen settlements. The largest of these are Komiza on the west coast and the

continued on pg. 22



town of Vis (formerly known as Issa) on the bay of Vis. With the exception of a few springs near Komiza there is no fresh water on the island. There are fertile valleys of red soil where many vineyards are located; they grow grapes for Viska vugava, Plavac and white wines. Vis is connected to the mainland by a daily ferry, which runs from Split on the mainland to Komiza, and the town of Vis. The towns and settlements on the Island of Vis are connected by asphalt roadways. Its main industries are fishing, with a fish processing factory at Komiza, citrus farming and wine making.

The main town, also known as Vis, is a charming, picturesque village on the north coast of the island. The town and the island are virtually untouched by time. It was not opened to tourism until 1989, so this industry is still in its infancy. With its interesting history, traditional musical and

other events that take place in July and August for entertainment, Vis is a great place to spend a quiet holiday. Underwater diving has become an increasingly important part of the tourism; with excellent diving sites off the coast of the island.

The history of the island and the town of Vis go back to ancient times. The town of Vis was founded in the 4th century B.C., by the Greek tyrant of Siracuse, Dionisius the Older. It was then known as Issa. It became an independent city/state, forging its own money and founding its own colonies elsewhere. Later it prospered under Roman rule. From 996 to 1797, it was a Venetian possession. During the Napoleonic Wars it changed hands among the British, French and Austrians, and after the Congress of Vienna in 1815, it belonged to Hungary until 1918.

The colony of Issa was built on the terraces on the northwestern site

of the cove. It was fortified in the 17th century by a protective wall along with four towers. Portions of the walls may be seen today. Walls and mosaics from baths built in the 1st century A.D. still remain, as do other preserved buildings of the 16th and 17th centuries. These include Gariboldi Palace, the summer residence of the Croatian poet Marin Gazarovic and the Dojmi-Delupis house with its collection of archeological finds from the Island. Vis is a special place to visit, and a photographer's delight.

(Ed. Note: Our thanks to Zeljko Bocek for his help in preparing this article. Zeljko is an air war historian who lives in Sisak, Croatia)

Duane L. "Sparky" & Betty Bohnstedt
460th Bomb Group (H) Historians

Editors note:

Jerry Whiting's and Bill Williams trip to Poland & Blechhammer. Believe everyone will find this **VERY INTERESTING.**

Return to Blechhammer

During the summer of 2004, Jerry Whiting was invited to Poland, along with the surviving members of William Lawrence's crew (831st Squadron) to attend a memorial ceremony on September 13th, honoring Lawrence's crew that was shot down that day on a mission to the Oswiecim (Auschwitz) synthetic oil refinery, near the Auschwitz concentration camp.

Whiting, who had contacted the four members of Lawrence's crew who are still alive, learned that none of them would be able to attend the ceremony, honoring this crew and the 485th. (Whiting's father, Wayne Whiting, was a tail gunner on Bob Baker's crew in the 831st Squadron.) Whiting felt that an American should

be there for the ceremony and also felt that he could gain valuable insight for a second book he is currently writing about the 485th. He made plans to attend, along with his friend and editor, Lee Dushkin.

Whiting contacted several members of the 485th and made them aware of his plans to attend. He also contacted Szymon Serwatka, a Polish historian who has written several articles about the 485th, including an article in the most recent issue of *Lightweight Tower*. Serwatka encouraged Whiting to visit the Blechhammer area, knowing that Whiting's father had flown several missions (5) to the synthetic oil refineries at Blechhammer. Serwatka offered to plan the trip for Whiting. Serwatka's wife, Alicja, runs BestWeDo travel agency. Whiting

enthusiastically agreed and Szymon and his wife Alicja arranged the hotel and rental car accommodations for the trip and also located tour guides, along with providing valuable advice.

Six days before departure for Poland, Whiting phoned his friend Bill Williams (Ball gunner, 828th Squadron, Avery Gilliland's crew), to tell Bill his trip would also include a trip to the area of the infamous Blechhammer oil refineries. Williams became emotional, telling Whiting that he had made a promise to go to Blechhammer before he died, to pay respects to his pilot and the crew that was killed over Blechhammer on December 26, 1944. (On that day Gilliland flew his first mission with Lt. Lindell's crew, to gain experience.

continued on pg. 23



The plane received a direct hit over the Blechhammer South refinery, and broke into two pieces. The entire crew was killed.)

Williams' brother was stationed at Bari at the time and Gilliland had given Williams a pass to spend Christmas with his brother. Williams returned to learn his pilot was killed.

When Whiting realized how important this was to Williams, he invited and encouraged Williams to join him for the trip. Williams spoke with his son and daughter, his wife, and other family members and decided to join Whiting and Dushkin. His passport was expired so he immediately made attempts to renew the passport. Within a couple of days Williams learned that the passport request wouldn't even be processed until after Whiting had returned, so he sadly cancelled his plans.

On the day that Whiting flew to Poland a U.S. government official phoned Williams, advising him that he had sent too much money for the passport and that other arrangements would have to be made. Williams explained that it was now too late. The kind lady wanted to hear more. When Williams finished the story this woman told Williams that her father was a veteran and that she was going to process the request and would have the passport to him within two days, so that he could join Whiting in Poland.

A last-minute contact was made with Szymon Serwatka, who arranged for Williams to be picked up at the Krakow airport and taken to Wadowice, the site of the ceremony for Lawrence's crew.

Within a couple of days Whiting, Williams and Dushkin were on their way to Blechhammer. Within a few minutes of arrival at their hotel Whiting received a phone call from Waldemar Ociepski, their historian/guide. Shortly thereafter Ociepski was at the hotel, accompanied by another historian. Ociepski

brought his niece along for translation. The tour began, including visits to two hospitals where injured American airmen were taken and to a location where the two Blechhammer refineries and the Odertal refinery could be seen from a hilltop. A visit was also made to a small, private museum, honoring the 15th Air Force.

At this museum Williams was elated to learn there was a display honoring the Lindell crew, including photos of some of the crew. Ociepski explained that the crash site had been located. A few artifacts from the plane had been recovered and were on display. Ociepski promised to take the Americans for a tour of one of the refineries the next morning and to visit the crash site of Lindell's plane.

Early the next morning Ociepski met the Americans at the hotel. Somehow he had made arrangements to bring the Americans inside the guarded gate of the Blechhammer North refinery for a private tour. It was surprising to learn that, although the refinery is still in use as a chemical plant, much of the refinery has not been rebuilt. Many of the buildings still reflect the bomb damage inflicted by the 15th Air Force 60 years ago. The condition of the refinery is apparently a direct result of the Communist control of the country for so many years and many of these structures haven't been rebuilt.

Cameras were not allowed within the fenced, guarded refinery grounds but a few photos were still taken and souvenir rubble was collected. Ociepski also presented Williams and his friends with excellent photos taken earlier of the damaged buildings.

Ociepski explained that the Germans had more than 100,000 forced laborers in the area, who originally built the refineries, manned them, then repaired the damage done by the allied bombers. On each floor of the major structures were concrete, domed, one-man structures, with small openings. These were for armed German guards, who "supervised"

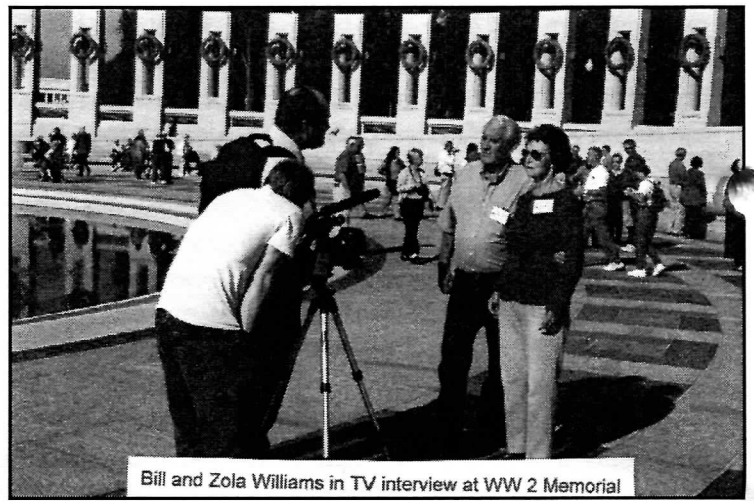
the labor force.

After leaving the refinery, Ociepski took the group to a nearby memorial site, honoring all of those who lost their lives in the area during WW II. This memorial site sits in front of the crematorium, where many of the laborers were killed. (One little known fact is that one of the labor camps at Blechhammer was actually a sub camp of Auschwitz. It was administered in the same fashion and contained the crematorium. The Jewish prisoners were often used to defuse bombs that hadn't exploded within the refineries.) Ociepski provided Williams with a bouquet of flowers, which Williams placed at the memorial site, in honor of all those had died here during the German occupation.

Visits were also made to a bomb shelter and other structures and then Ociepski took the group to the crash site, in a heavily wooded area. (The site was located a few years ago through the interest of Barry Wareham, son of Duke Wareham, 828th Squadron and Szymon Serwatka. The location was later confirmed through a German report of the crash site.) The group was met by a witness to the event, who was seven years old when he heard the crash from his shelter.

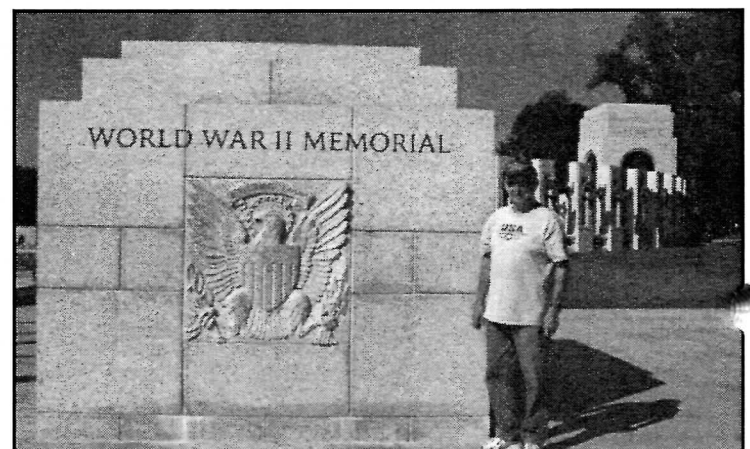
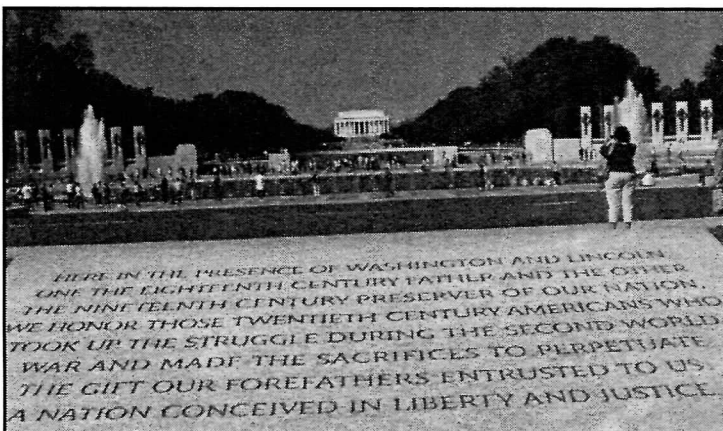
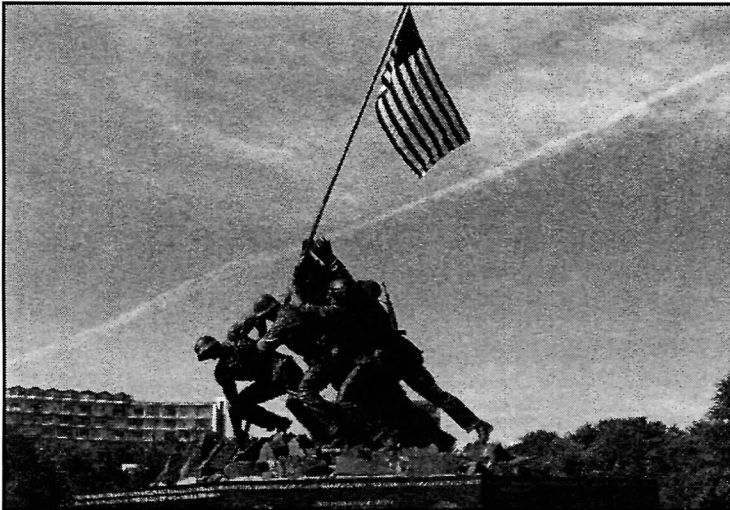
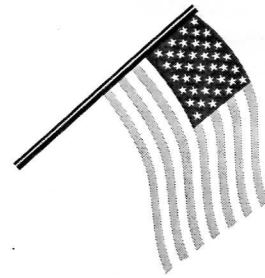
This 7 year-old boy came out of his shelter when he heard the crash, followed later by a loud explosion. He and others came to the site, to see the front of the plane on fire. The tail of the plane was later recovered several kilometers away. Within a short period of time, German soldiers arrived, ordering the civilians to stay away from the burning plane. The remains of five Americans were removed from the plane. The remains of two others were recovered between the fuselage and the tail. The remains of one airman were recovered from the tail of the plane and the

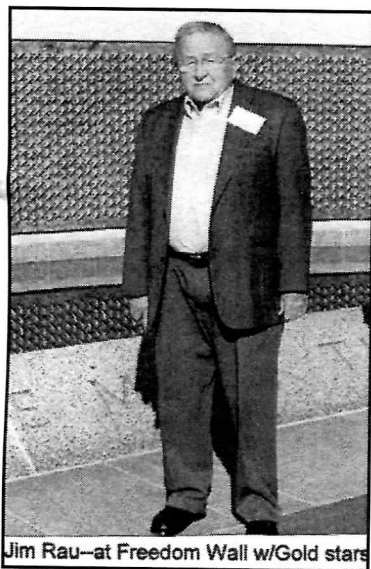




Bill and Zola Williams in TV interview at WW 2 Memorial

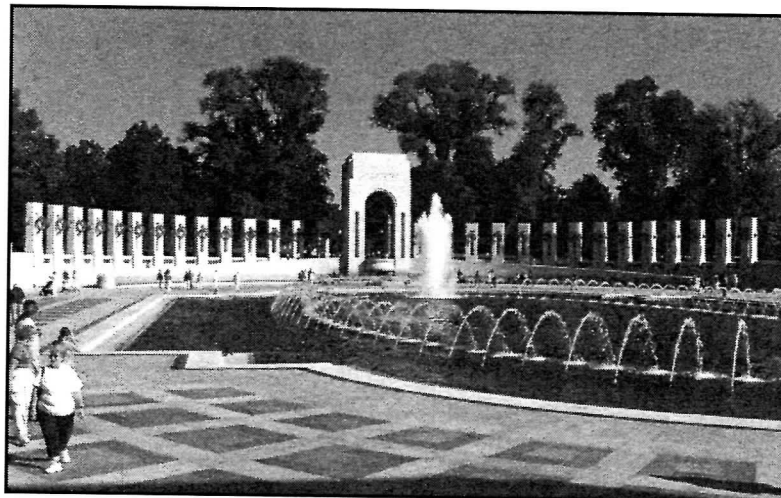
World War II Memorial



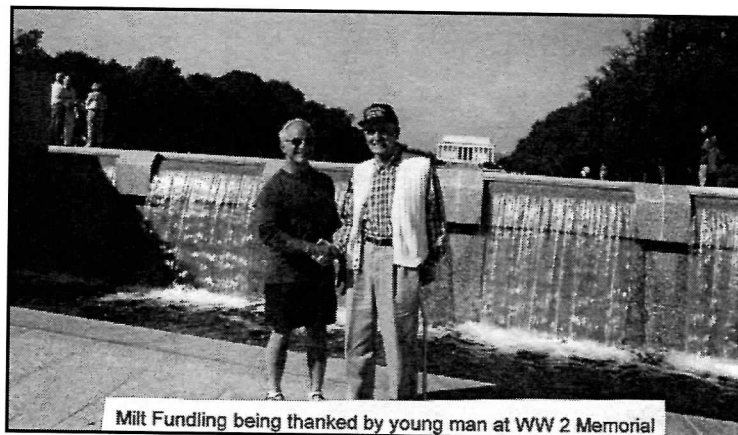


Jim Rau—at Freedom Wall w/Gold stars

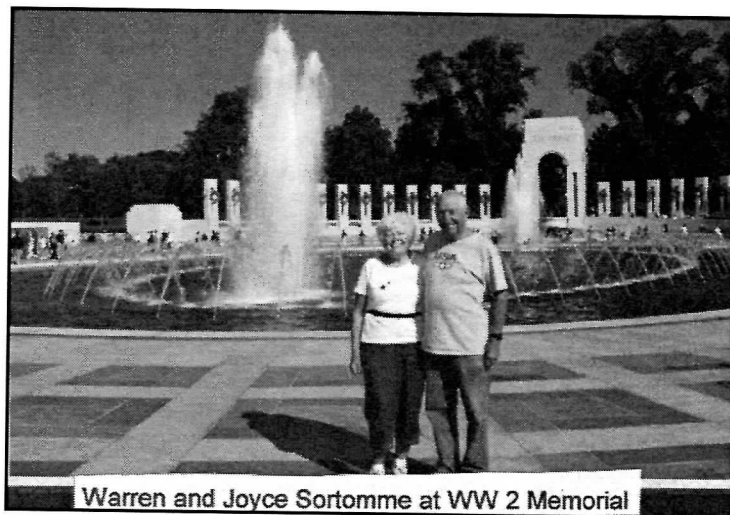
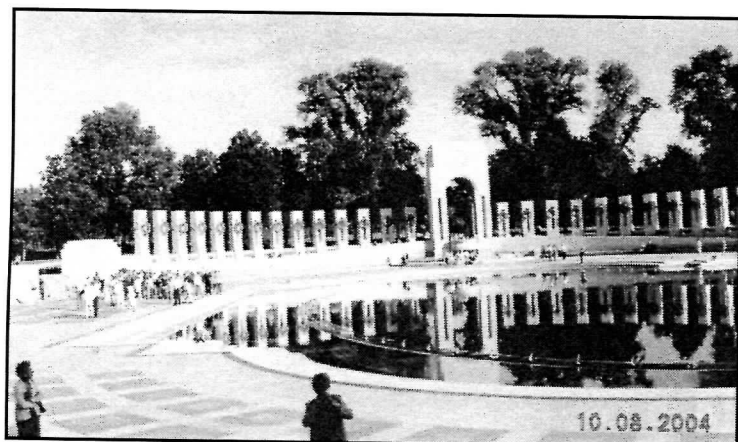
World War II Memorial



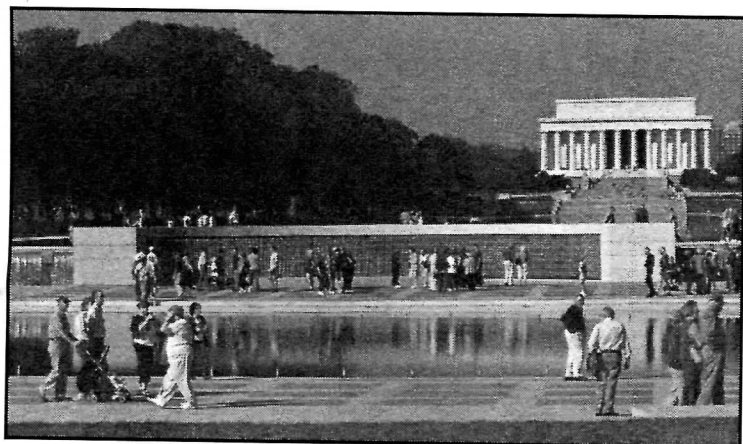
Frank & Kitty Nardi—daughter Barbara Mason With Lynn Cotterman



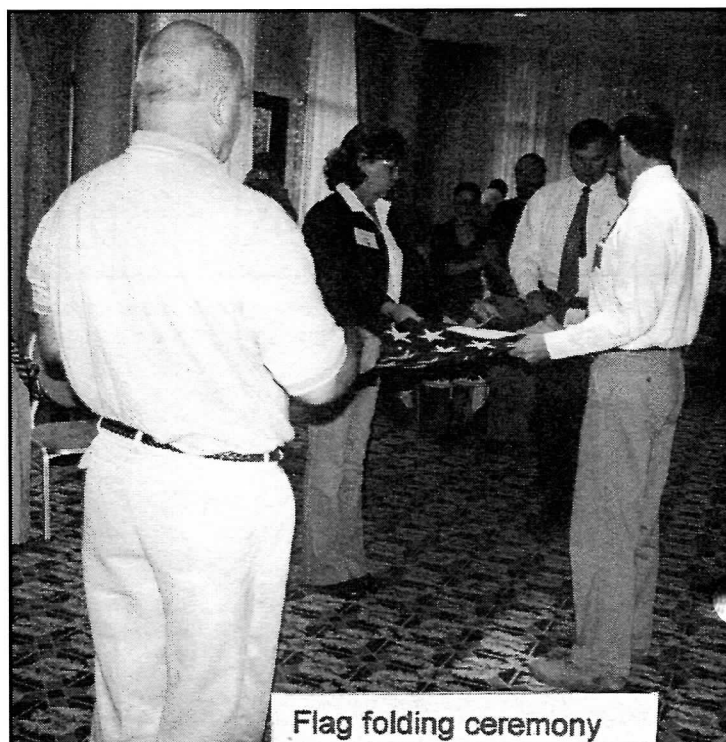
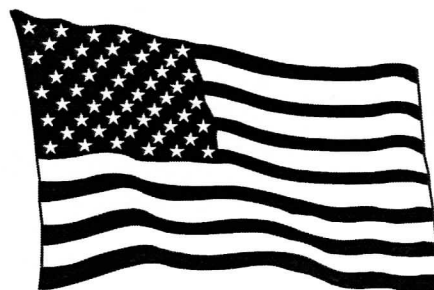
Milt Fundling being thanked by young man at WW 2 Memorial

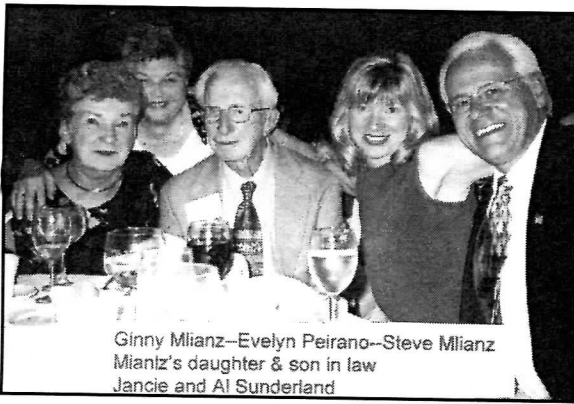


Warren and Joyce Sortomme at WW 2 Memorial

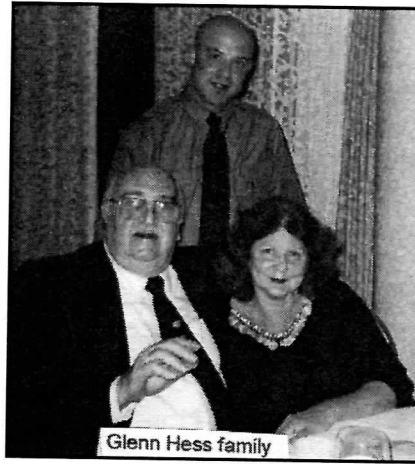


Memorial Breakfast

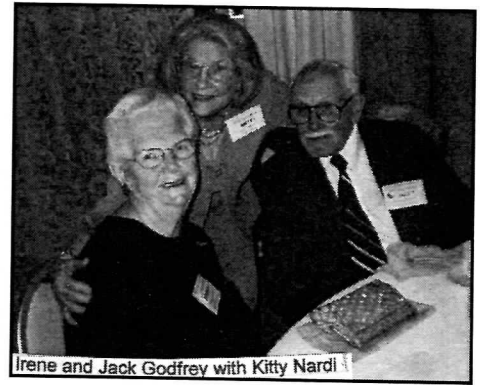




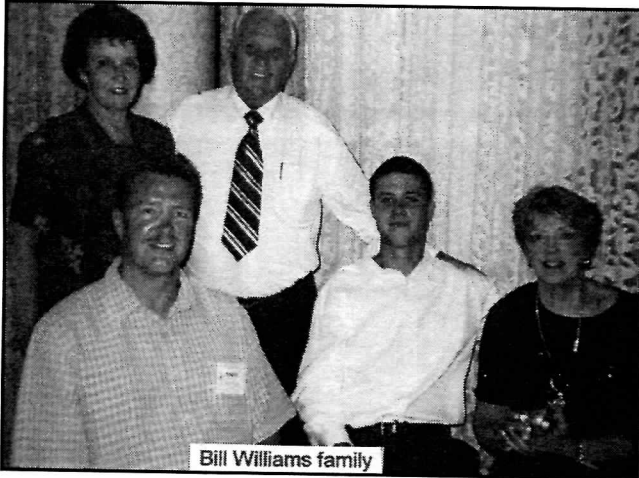
Ginny Mianz--Evelyn Peirano--Steve Mianz
Mianz's daughter & son in law
Jancie and Al Sunderland



Glenn Hess family



Irene and Jack Godfrey with Kitty Nardi



Bill Williams family



Matty Mattison and Jerry & Ann Whiting

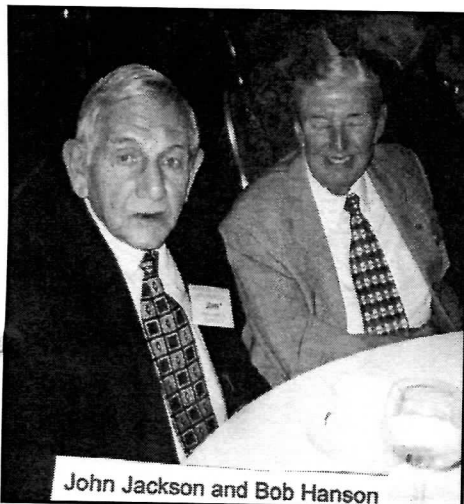
Dinner Dance & Banquet



Leo Gagne family



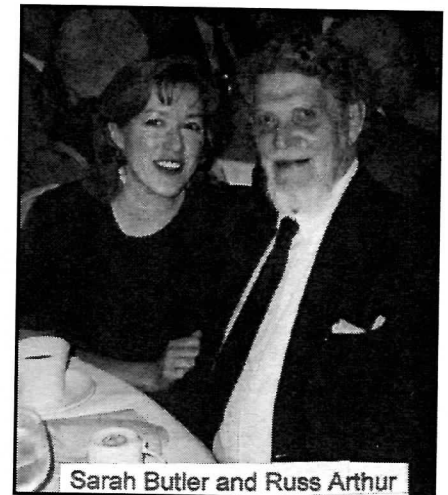
David Cummings and Dad Bill



John Jackson and Bob Hanson



Dan Sjodin and Lillian Tamraz on dance floor



Sarah Butler and Russ Arthur

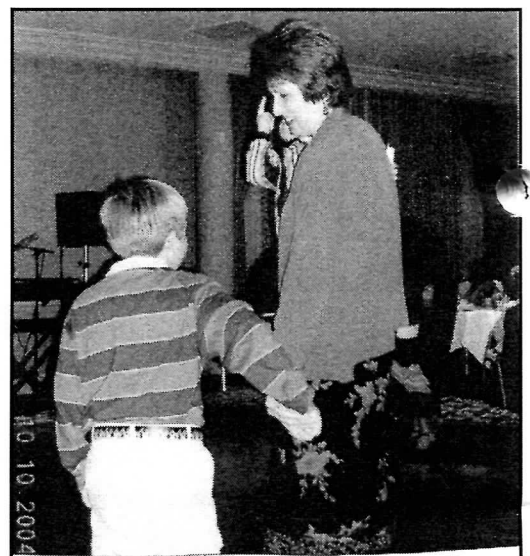




Pat Flanigan and son Sean



Leona Schoultz and Dan Sjodin

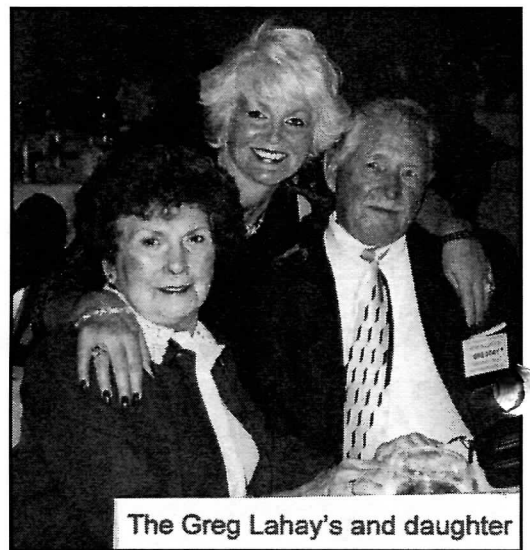


Kay Gary & family-daughter of Ken Brown

Dinner Dance & Banquet



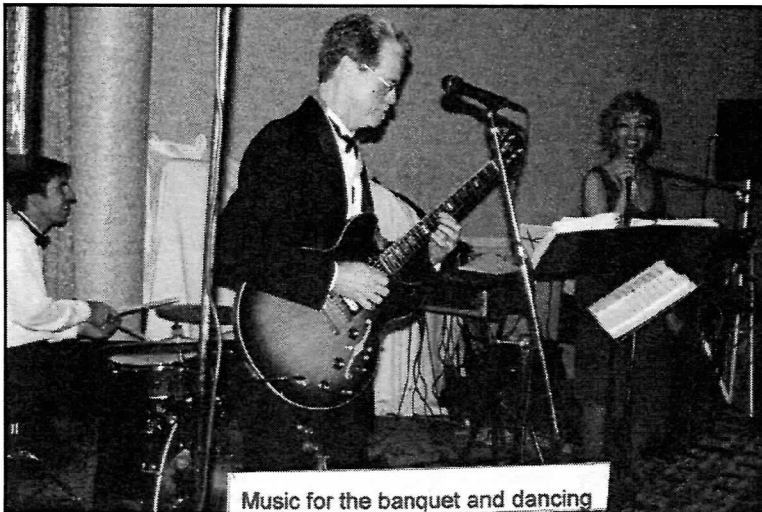
Fran & Art Fowler and Al Carlson



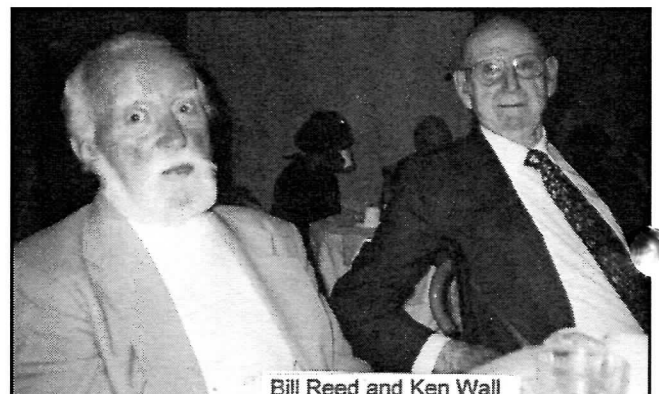
The Greg Lahay's and daughter



The 485th still 'cutting the rug'



Music for the banquet and dancing



Bill Reed and Ken Wall



continued from pg. 23

body of the last crewman was found in a stream the next spring.

Ociepski quietly explained that the location of the crash site isn't common knowledge among the local population. The Germans removed all major pieces of the aircraft. Ociepski and the others in his group believe the site should not be known to all, out of respect for the Americans who died there.

Ociepski produced a metal detector and within a few minutes several pieces of the aircraft were collected. Whiting asked if he might take a couple of the pieces home, to give to the families of those who died. Ociepski told Whiting that all of the recovered

pieces should be taken. After all, they are American and belong in America.

Ociepski produced a bouquet of flowers and gave it to Williams. The small group walked quietly along a forest trail, to the clearing where the bomber crashed. A large crater still exists, marking the exact spot. In silence, Williams placed the bouquet on the ground. All thoughts were on the men who died that day.

Williams produced a 15th Air Force patch and gave it to the man who witnessed the event and who had graciously supplied his detailed memories with the Americans. Williams, Whiting and Dushkin bid their goodbyes and left.

Later Williams and Whiting discussed the events of the day. Williams said it was one of the most important days of his life. He had kept his promise to himself and to his pilot, Avery Gilliland. Williams' thoughts were also with Tony Kujawa and his family. Tony's uncle, Joseph Lajkiewicz, was on the plane that day. Williams was also thinking of Barry Wareham, whose father was the copilot on Lindell's crew, but who had been replaced by Gilliland that fateful day. It was clearly an emotional time for all present and their return home was full of thoughts of what they had seen and gratitude to the Polish people for keeping memories alive.

Update on searches for missing B-24's

Recently Europeans in various countries have shown keen interest in locating B-24s that went down during the war. One example is the story in last year's *Lightweight Tower*, of Lt. Lindell's plane, downed over Blechhammer on 12/26/44, and the discovery of the crash site by Poles and A.M.I.A.P. (Aircraft Missing In Action Project).

For years Yugoslavian fishermen caught their nets on what was believed to be a B-24, of the Isle of Vis, Jerry Landry, the cousin of a 461st Bomb Group navigator, began researching his cousin's death several years ago and believes the aircraft is the Tulsa American, his cousin's plane, lost returning from a mission to Odertal (near Blechhammer) on 12/17/44. The plane, heavily damaged by fighters and flak, was trying to make it to Vis when it ran out of fuel and ditched. Seven of the crew survived, but three were killed in the ditching, and remain on the plane. A group of Yugoslavian volunteers dived on the site in October, but was unable to locate the plane, after a 2-day search. The plane is more than 200' deep, making for an extremely difficult dive, with visibility less than 6'. The divers are determined to find the aircraft and will do more research this winter, with hopes of making another dive next year.

Another B-24 from the 485th Bomb Group, was recently identified, eight nautical miles off the coast of Lignano, Italy. Italian divers located the plane several years ago but it was identified last October by numbers on the tail of the aircraft. The plane went down on June 13, 1944, returning from Innsbruck, after a fighter attack. Eight of the men successfully bailed out and remains of the other crewmen were recovered from the Adriatic shortly thereafter. The local Italians have now dedicated a monument to the crew, in the Lignano harbor, where a propeller from the aircraft is displayed.

There have been recent inquiries about downed B-24's from the 485th, from volunteer researchers in the Czech Republic, Austria, and Poland. If any aircraft located are identified as 485th planes, we'll provide additional information and contact any known survivors or family from these crews. We're aware that several of our planes (and crews) were lost near Vis, so we'll keep this in mind if the plane there is not the 461th aircraft. Through the efforts of these dedicated volunteer researchers, the search will go on.

The above article was contributed by Jerry Whiting and Lynn Cotterman

Journey's End - May They Rest In Peace

Virgil Anderson	2002	831st
Joseph Artimez	2003	830th
Don Blair	2004	829th
Barton Brown	2004	829th
Homer Cotton	2004	831st
Steve Curtin	2004	831st
Robert Donnan	2004	828th
Burton Van Dillon	2003	831st
Charles Fourmier	2003	830th
Ralph Helm	2003	830th
Walter Heubner	2002	828th
Robert W. Hodge Jr.	2004	2004
Ted Lipinski	2004	830th
Albert Liddicost	2004	830th
Ellis Mercer	2004	830th
Roger Monroe	2003	828th
Nicholas Lupo	2002	828th
George Ostic	2004	HQS
Thomas Peyton	2004	829th
Lloyd E. Rich	2004	830th
Claude Sheline	2004	830th
Maynard Sites	2004	830th
Joe South	2004	831st
John Thull	2003	828th
Irwin Wolf	2004	829th
Forrest Yeager	2004	829th
Lloyd Towers	2004	HQS
Don Webb	2004	831st





GRANDFATHER STORIES

By Harold Wilder Jr.

Editor's note; Have read this book and believe
All will find it very interesting—especially the section
About author's experiences in 485th–831st squadron
As a co-pilot and memories of Italy in 1944–45

Below is the author's address and website—any
Questions, please call him or run his website for data.

www.grandfatherstories.com
Hal Wilder

P O Box 252 Camarillo, CA 93011
info@grandfatherstories.com
805-484-1602



THE BIG STORY!! BREAKING NEWS!

A second printing of "This Is How It Was", the history of 485th Bomb Group (H) has been completed!

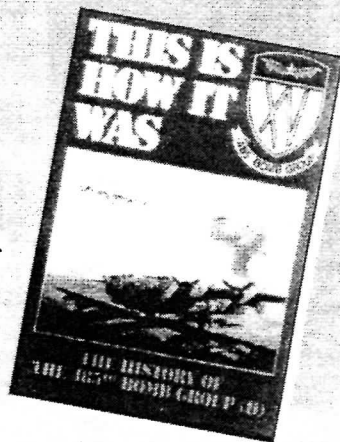
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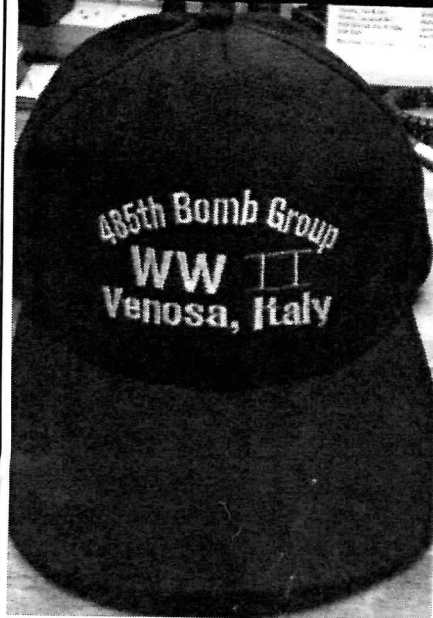
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WW II
Venosa, Italy

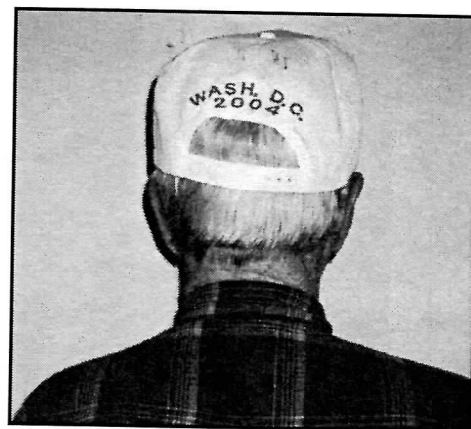
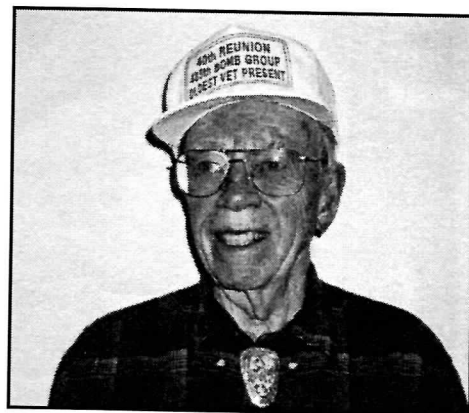


Warren Sortomme has located a company that will make these caps for \$10.00 plus \$6.95 S&H. One size fits all. Warren can be contacted or checks sent to him:

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3490 Turquoise Lane
Oceanside, CA 92056

E-mail-Sortomme@dslextre.me.com
(760) 945-8439

The Tucson Reunion - Who will be our oldest veteran present?



Look closely at this photo of Hank Dahlberg of the 831st who was the oldest vet to make it to the reunion in Washington, D.C.

To remember the occasion he designed this white cap with the reunion information on the front and the name of the city on the back. That lettering is not printed, it is all in colorful embroidery. As an inducement to get our oldest members to make the effort to attend future reunions Hank will donate a new cap each year. His date of birth is June 26, 1916, so if he makes it to Tucson he will be 89. He plans to take home the next five or six caps himself but he sincerely hopes someone else will win. When Hank can no longer attend, he or his wife Iris plan to keep this going for years to come. This program has received the approval of your 485th officers, do LET THE CONTEST BEGIN!!





The Kiss Seen 'Round the World - V-J Day, Times Square, New York City, 1945

For millions of Americans, the world-famous photograph of a frisky sailor kissing a surprised nurse captured the ecstatic emotions of V-J Day. It was the celebration of the end of World War II and the moment which launched the beginning of a new American way of life. This celebrated image of the perfect embrace, dominated by the Hollywood-arc of the nurse in the arms of the exuberant military man, touched the nation like few photographs ever have.