



307th BOMBARDMENT GROUP (HV) ASSOCIATION

"THE LONG RANGERS"



Newsletter 1999-2

20 September 1999

QUOTES OF NOTE:



"A nation's memory of the past and her hope for the future depend upon her dedication to the present."

- Don Jennings

"Be not afraid of life. Believe that life is worth living, and your belief will help create the fact."

- William James



"Advice is like mushrooms: consuming the wrong kind might prove fatal."

- Quote

"Character is like a tree and reputation is like its shadow. The shadow is what we think of it; the tree is the real thing."

- Abraham Lincoln



"We are all continuously faced with a series of great opportunities brilliantly disguised as insoluble problems."

- W.B. Prescott



"Life was meant to be lived, and curiosity must be kept alive. One must never, for whatever reason, turn his back on life."

- Eleanor Roosevelt



"The common idea that success spoils people by making them vain, egotistic and self-complacent is erroneous; on the contrary, it makes them, for the most part, humble, tolerant and kind. Failure makes people bitter and cruel."

- W. Somerset Maugham

NOTES FROM THE PRESIDENT

We have several things to discuss at this time; The 2000 reunion, participation by our progeny in this and future events, possibility of combining reunions with the 13th AF Veterans Reunion Assn., starting an endowment fund for a permanent home at museum or library for our historical, photographic, and memorabilia collections, finding such a home, selecting a site for the 2002 reunion (maybe with the 13th), a nominating committee to select nominees for the following Board term, and a very good off-year Caribbean cruise plan by Military Reunions Inc. (our 2000 reunion organizer).

The dates for the 2000 reunion are Sept. 27 through 1 Oct. as I mentioned in the previous newsletter. Possible activities could include attendance at a military training graduation ceremony and parade at Lackland AFB and tour of F-16 and C-5 operations at Kelly AFB. (They share a common fence line). A picnic style luncheon at one of the bases is also possible. On the more historical side, a tour of the Alamo is planned and of course the Riverwalk tour by foot and boat. (On foot maybe, if we can still walk by 2000). We are also looking forward to a Fri. evening ranch barbecue or "TexMex" dinner, and of course, the banquet on Sat. evening. Let me know of your preferences and any other ideas right away since time does fly and we have to firm up many of these things months ahead of the reunion.

One of the things that impressed me the most at our last reunion was the attendance and the joining of our organization by the next generation(s). We need that younger blood to take over our organizational responsibilities as we grow older and infirm. We need you to keep this tradition alive and functioning at least until we are all gone, and indeed we will be someday. Make your veteran parent proud and volunteer for one of these duties. I'm sure that if the by-laws do not accommodate this, we can sure change them. I talked to some of you at Hampton and you sounded like you were enthused and ready. Don't let this past year dull your enthusiasm. Some of you were going to get in touch with me by E-mail. I'm still waiting. You will find all of the ways to contact me at the end of this letter.

We have had some discussion in the past business meetings about possibly joining with the 13th AF Veterans Assoc. The 13th would act as an umbrella under which units such as ours would be affiliates meeting at the same place and time so that we could continue to get better reunion deals based on size. Some of our activities could be merged together and some still separated. Units would keep their identities. Presently the 13th meets every year which would be among many things to be worked out. Many of the 13th units have, through attrition, become too small to have individual reunions. We are all headed that way rapidly, and it is time to think seriously about it while we can. Of course this is all intertwined with support by our younger members and the History/Museum question.

We need a volunteer leader to assume the task of planning for the Museum/Library plan. If we don't find a location and provide a permanent operating fund for it, our history and contribution to the winning of WWII will dissolve, dilute, and disappear. There will be some lingering memories in the minds of our children and grandchildren, but that will be it. The volunteer that I have in mind will be a son or daughter of one of our veteran members. Will you be the one?

As I mentioned in the last newsletter, we need immediate input as to preferences for the 2002 reunion site. I will be examining the Spokane/Ephrata area this month and plan to contact the Baton Rouge Convention Bureau soon as they have already, on their own initiative, sent some literature. It would be very helpful if a person suggesting a preferred site could make contact with that site, forward data to me, and be the coordinator if that site is chosen. We will need solid candidate locations to vote on by mail or at the next reunion

And now for a nominating committee. I am asking Lynch Christian, our Vice-President, to call some of you devoted members to serve on a nominating committee. The task is not all that tedious if several of you volunteer. You will need to communicate with one another to select a roster of possible candidates, and then to share in calling them to determine if they can and will accept the nomination. We would like this list of nominees to be available for our next summer newsletter prior to the reunion. If you would be willing to help, call Lynch before he calls you. He can only help to get this committee together, but can't be a member of the committee.

Now about the cruise information. Several reunions ago, a member brought up the idea of having a reunion on a cruise ship. It was voted down because it was suspected that the cost of such a reunion would prevent too many of our members from attending. Enter Armed Forces Reunions. They have organized a new division named Horizon Cruises. They use the Holland America Line. For example, we will talk about a 7 day cruise from Ft. Lauderdale to the Virgin Islands and back for from \$1051 to \$1307 per person (doubles rate). This is a port rate and does not include air or land transportation to the port. There is a complimentary berth for each 15 sold which can be sold with the proceeds going to the 307th bank account. Such a cruise would be totally independent of our regular reunions and all costs of mailings etc. would be handled by Military Reunion, Inc. (AFR). If enough of you show interest, we will forward the info and names to AFR and they will take it from there. If you are interested state your time preference. Respond soon please.

This has been a long note. Don't ask me to be a speaker at one of our meetings or you will be sorry. That brings up a thought. Who would you like to be Master of Ceremony at the Saturday banquet?

More of our members have made their last flight since we last talked, and it puts tears in my eyes as I write this. I want to express my deepest sympathy to those left behind. To the rest of us, please help to keep the reunion as a memorial to them.

John T. Reeves
President

3450 4 Mile Rd. NE
Grand Rapids, MI 49525-9627
Phone: 616-365-1228
E-mail: ranger1able@juno.com
Fax/Voice Mail: 917-277-7380

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LETTERS FROM THE MEMBERSHIP

A letter received from Jim Scritchfield requested that I publish the following information:

"Dan Macdonald gave me a subscription to the "Liberator Club", whose publication "Briefing" carried an ad that very much appealed to me. The ad was by the Peters Group and consisted of a picture of a three plane element of B-24's in a combat scenario.

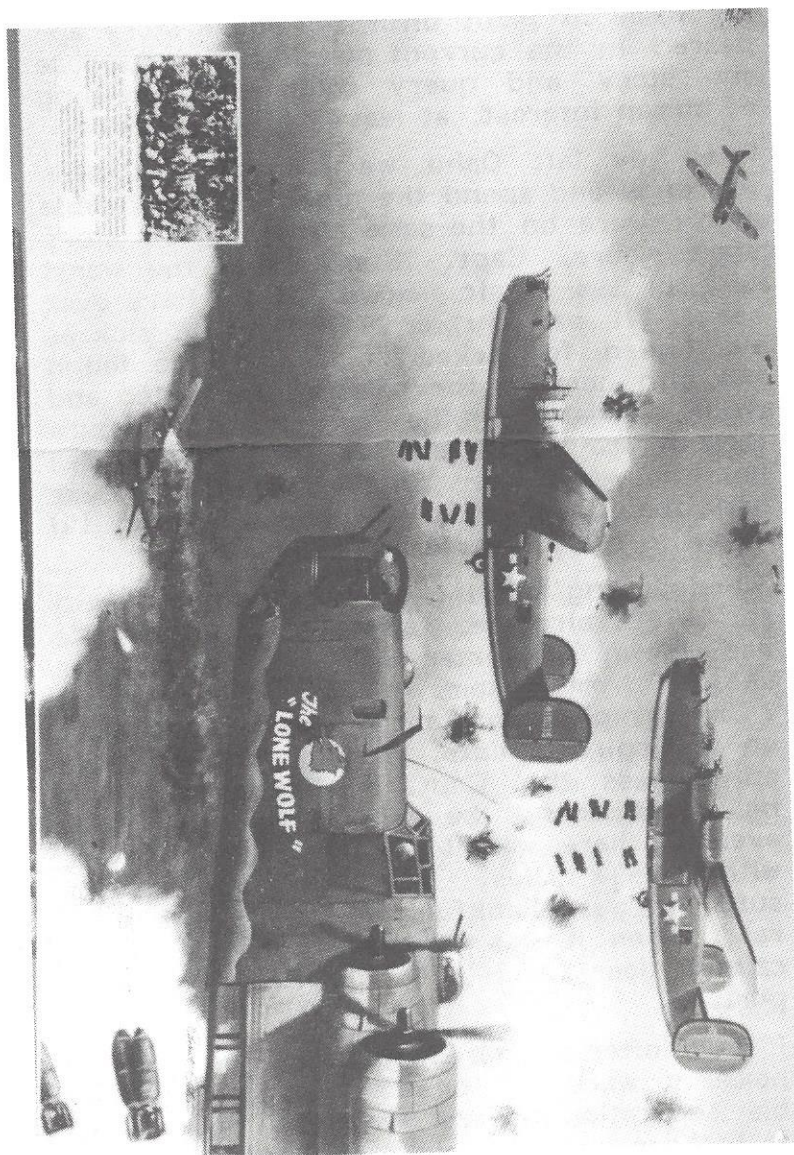
Naturally I contacted the Peters Group and now have a finished 20" x 28" photo gracing my B-24 room. I have included a 4x6 color print Bob sent to me for approval before he made the finished product. Note also our crew picture, left hand corner of photo. It is not too legible but is very clear in the larger finished photo.

With regard to nose art: If a crew member wants a picture as I have described and doesn't have a picture of the nose art of his plane for Bob to copy, there is no problem. Bob & Diane are miracle workers and from your description can create a very satisfactory nose art job.

The Peters Group will send you as many 5x7 color photos as needed for you to inspect and make modifications to your liking, making certain you are satisfied before shipping the finished product. They guarantee your satisfaction.

Anyone wanting a testimony may write or call me: J.R. Scritchfield, 410 East Penn St., Bedford, PA 15522 (814) 623-5545

Jim Scritchfield"



Jim Scritchfield's Picture

Information & Order form from the Peters Group is attached."

MEMBER NOTES - continued

Received from Russ Ratliff:

"In reference to the article in Newsletter 1999-1 concerning the transplanting of our 307th plaque from the old Henderson Airport on Guadalcanal to the new Airport Terminal in Honiara, Guadalcanal and rededicating it as part of the new History Wall, in the new terminal building. That is good to know but my story concerns Captain D. B. Rumble and is aimed to his son, Blair.

I don't remember hearing of him or seeing his name in print until the above story appeared in the current newsletter. I suppose my story and query could be something of human interest, at least to Blair Rumble.

When we left Oahu we landed at Canton to refuel and spend the night. Capt. Rumble and I were on the same airplane. The story starts here, Capt. Rumble was the worst case of sea or air sickness that I have ever seen. It was chronic - he became sick as we taxied for takeoff. Quickly he found the gun port in the camera door hatch and there he laid for the next 10 to 11 hours without moving a muscle. I have no idea how he must have felt because I've never had the experience. Every so often I'd check to see if he was still alive.

The following morning every one of the 424th and 370th airplanes took off except us. We had blown a starter and had to get one shipped from Hickam. It seems that we spent 2 more nights on Canton before continuing on to Espiritu Santo. During this lull I can only guess that Capt. Rumble prayed that he could spend the rest of the war there even if there wasn't a green blade of grass within 1500 miles. At the same time I'm sure he was thankful for the 2 or 3 days rest. Then it was another 10 hours on the camera door hatch with his nose in the gun port.

I have often wondered if Capt. Rumble came home at wars end or did he choose to take his separation papers where he was at and stay there.

Did you know about your Dad's affliction Blair? There was nothing I could do, but I'll tell you this, I was awarded the DFC twice, he deserved the 2nd more than I did, no one was more deserving.

Russ Ratliff"

MEMORIES

COINCIDENCES

Flying was a burning ambition for me ever since a surplus WW I Jenny made a forced landing in the pasture across the road from our farm house in Wisconsin in the spring of 1926. The pilot was exotic in the regalia of the day; scarf, goggles, leather boots to the knee with riding britches above. He was low on gas and wisely set down before having to "dead-stick". Then I remember Dad explaining Lindys historic Paris flight in 1927. About 10 years later each of us had to stand up in front of our high school class and answer our classmates questions. This exercise was to "give us confidence in front of an audience." One question put to me was "What is your greatest ambition?" I'll never forget the laughter when I answered "To fly an airplane across the Pacific Ocean."

There's a line in an old song that goes "Life gets complicated when you get past 18." How true. 2 years of college and I turned 20 in August of '41. Found an Army A.F. recruiter and took the cadet physical and was astounded when I passed. My War Department letter of acceptance advised there would be a considerable wait to enlist. I was temporarily in limbo.

A cousin called from Detroit and told me to get over there and go to work for Kelsey-Hayes making Browning machine guns. K-H was the primary wheel supplier for Ford and General Motors and had just opened a new defense factory. Cousin was coining money there. The hiring interviewer inquired about my education and was stunned when I told him "2 years college." He asked if I could read a micrometer. (I had read about them and understood how they worked so I said "Sure"). He made me a final inspector on the spot!! Up to then I'd never handled a micrometer or seen a Browning!!

After a little OJT I mastered the not too difficult job. When a finished gun came to my bench I tore it apart and checked all the tolerances with various instruments and gauges. If it passed I stamped a serial number on it with the

KH prefix. Most fail the first time. I put them on a line to be remachined or perhaps discarded. It was a new factory with a lot of sloppy workers.

The guns were destined for England for Spitfires, Hurricanes, and bombers. The factory was going full blast 3 shifts a day. The came 7 December. The next morning the factory PA system announced that henceforth all production was earmarked for our own Army Air Force and they expected utmost speed and accuracy. Everyone was real serious about their jobs from then on.

I vividly remember the serial numbers were running in the 123 and 124,000 series from December 7 to December 24th, my last day there. How come? Well, on Christmas Eve at my Aunts house where I was living we had a big party. I got a surprise present, a Western Union Message advising me to "put my affairs in order" and "to report to Camp Grant, IL, on the 29th for cadet enlistment." There followed very spirited, loud, and unsolicited comments from the assembled aunts and uncles advising that I would be foolish to go. I had a defense job, I could go back to the farm in WI, I wasn't even 21 and not eligible for the draft, etc. Why risk your neck? But the opportunity was too exciting to pass up. My cousin, only 19, whispered that he was going to do the same thing as soon as he was old enough and egged me on. I borrowed his car and drove on Christmas back to WI. Another cousin took the car back to Detroit. It didn't take me long to "put my affairs in order" and I was at Camp Grant on the 29th.

The big old ugly Sgt. looked me over with obvious disdain and said, "What's your name?" I said "Ralph." He said "G*% D(%#\$ it!! What's your last name?" I said "Dammit", that is my last name." I was one minute into my new career and got the most colorful chewing I ever got in 29 years. You don't talk to an old ugly Sgt. that way!! Luckily, my stay at Camp Grant only lasted about 5 hours and I was on a train for San Antonio.

Now fast forward to October of 1942. I'm a green 2nd Lt. copilot on Flahavens B-24 crew in Sioux City, Iowa, when all

our new B-24's arrived. They were numbered consecutively as they all came from the latest factory run in CA. We eagerly scrambled all over our new birds and I about dropped dead when I checked out the first Browning I came to. It was a Kelsey Hayes job in the 124,000 series!! I checked some other guns in our plane and on other planes. Everyone told the same story!! I was undoubtedly responsible for the final inspection of about one-third of them, having been the final guy on one of the 3 daily shifts! I was amazed that the logistical pipe line had taken that long for the guns to get into action. I didn't tell a soul!! If those babies didn't perform flawlessly I didn't want it known. COINCIDENCE #ONE

Those of us in the original 307th organization will never forget December 24, 1942. What an historic mission!! We took off on the 22nd, bombed on the 24th, and landed on the 23rd back on Midway. I love to confuse folks when I retell that story. Of course the added of the date was the fact that it was one year to the day from receiving that telegram in Detroit!! COINCIDENCE #TWO

It also occurred to me that we were almost clear across the Pacific that night. My stated High School ambition was nearly realized - to pilot a plane across the big pond. However, I was just a copilot that night and it was short of Japan. Later I got my own crew in the Solomons; but still I couldn't claim a complete crossing of the Pacific.

Now fast forward again to 1952. I realized that ambition while on exchange duty with the Royal Canadian Air Force flying their wonderful North Star from Montreal to Tokyo on a regular basis. COINCIDENCE #THREE - Life interesting circumstances!!

Jack Ralph

* * * * *

RESEARCH ON AIR WAR IN THE SOLOMONS

The following letter was received by Jim Kendall requesting our help.

"Dear Mr. Kendall:

I am working on the air war in the Solomons as part of a larger work on the campaign on New Georgia, Bougainville and the suppression of Rabaul. I am especially interested in talking with veterans who flew from Munda. Could you help me out in this regard?

I am booked to go to Rabaul and maybe Bougainville if the authorities let me in, this coming July. I have spent quite a bit of time at Munda so I know my way around that area. The airfield is still in good condition and the Twin Otters land there regularly.

Sincerely,

Dr. Ronnie Day
East Tennessee State University
College of Arts and Sciences
Department of History
Box 70672

Johnson City, Tennessee 37614-0672
(423) 439-4222 * Fax: (423) 439-5373 "

PATRICK SCANNON, M.D.
RESEARCH UPDATE

The following is a letter I received from Pat Scannon on 4 July 1999.

"Dear Cena,

Well, we made it back from Palau! The good news is we found 4 planes (and 2 sunken boats) - but we were unable to find Arnett and his B-24, at least on this trip. This letter is to serve as an update. I will follow up with a more detailed report later.

As I wrote earlier, the primary purpose of this expedition was to search for (and find) Arnett and his B-24 lost 1 Sept. 44 over Koror. His plane was seen to fall into Toachet Mid, the channel between Koror and Babelduap (the big island). At your last reunion, Bill Selzer confirmed the crash site, recalling his view from the bombardier position of his plane.

In 1996, we did a preliminary search of the channel and learned it was a big place for scuba divers (the effective search area is approximately 1 mile by 3/4 mile, all in water 90-110 feet). We were more prepared with better equipment on this trip (thanks in part to the generous donation/gift from the 307th). But after 3 days, we realized the only practical way to look was to get wet. Four of us dove daily for 8 days to the limits of the dive tables. Diving side-by-side, we swam grids @ 90 feet over much of the area until we ran out of time. We spent, all totaled, more than 45 hours diving under that channel between 85-110 feet. Because visibility was poor (10-20 feet) with silt, it often looked like a snow storm. But, we learned a lot for the next trip.

While there we followed up on other leads and found 2 Corsairs (U.S. Marines), one TFB Avenger (U.S. Navy) and one Japanese Jake seaplane. During our diving we also found 2 Japanese boats (40 and 80 feet) sunk during WWII. We also found a 30 foot section of a B-24 wing in shallow water that I believe belonged to Dixon's B-24 of the 307th (lost 28 Aug. 1944).

I'll have more information and photos in my final report.

Sincerely,

Pat

Notice

WE ARE ABOUT READY TO
GO TO PRESS WITH THE
NEW ROSTER. IF YOU HAVE
A CHANGE OF ADDRESS
OR TELEPHONE NUMBER,
PLEASE LET US KNOW AS
QUICKLY AS POSSIBLE

Phone: 208 852-2260
E-mail: B17rlroadr@aol

FROM YOUR HISTORIANS

We have probably mentioned before that a very satisfying facet of the Historian's job is that of supplying families with information about loved ones who served with the 307th.. Such requests generally fall into two categories: questions concerning men who were reported KIA or MIA and whose families, probably because of wartime censorship, received few details of the fate of their loved ones; and those concerning men who returned safely but passed away years later without ever speaking to their families of their wartime experiences. In either case surviving families now want to know as many details of their loved one's service as possible. Our Association can be of great help. Following are several recent requests for such information. Please write **Jim Kendall, 2350 Derby, Birmingham, MI 48009-5817** if you knew any of these men and would be willing to correspond with their families.

Sgt. Joseph H. Rhodes

Association President John Reeves, helping out with a fund raising "40s Hanger Dance" at his local airport, met a young man dressed for the occasion in a WW II uniform sporting a 13th AAF patch. The young man was Mark Gadzinski wearing his late grandfather's uniform. Mark was very happy to hear of our Association for he thought his grandfather, Sgt. Joseph H. Rhodes, might have been in the 307th. The family knows only that he was in the 13th AAF, was thought to have been a combat cameraman, had been on Guadalcanal and Bougainville while overseas and that he flew first in B-17s and later in B-24s. Unfortunately Rhodes seldom spoke to his family of his wartime experiences. Now they would very much like to correspond with anyone who could help reconstruct his wartime experiences. Joe Rhodes does not appear in our files but this is inconclusive for our files are not at all complete. We do wonder, though, at the mention of B-17s. The 307th had little to do with B-17s other than a few at Ephrata during the early days of the life of the

Group. However, the 5th Bomb Group flew the B-17 in the South Pacific for many months before switching to the B-24 in the fall of 1943. It seems that Rhodes could have been in the 5th. The 5th Group Association will run a request for information in their Newsletter. If you knew Rhodes, write me (address in box above) and/or **Mark T. Gadzinski, 2433 Tarry Drive, Sterling Heights MI 48310**. Please send me a copy of any replies you may send directly to Mark.



Sgt. Joseph Harold Rhodes

5th or 307th Bomb Group?

Please let us know if you know this man.

T/Sgt. Albert J. Novak

Allen Novak is looking for anyone who can fill him in on the service record of his father. Allen writes:

"My dad, Albert J Novak was a radio/radar operator in the 371st BS from July 1944 - June 1945 as near as I can tell from his discharge papers. After the war he went to RCA television school, then became chief engineer at WAJR radio station in Morgantown, West Virginia, until his death in 1959 at age 39. My mother told me he died from some disease picked up in the South Pacific which affected his kidneys. I remember him telling me that he had painted some of the nose art for the 307th which my mother verified though her memory was not too good and I was a child at the time. It is possible though because he was a pretty good amateur artist. I remember him painting nudes a lot and collecting pinup art, all of which he stashed in my closet. I do not think my mother appreciated his interest in nudes because all that stuff was trashed when he died."

Any other family records of Novak's service in the 307th could have accidentally been trashed at the same time and Allen would like very much to contact anyone who knew his father while he was with the 307th. He is interested in knowing anything about his father's training, his service with the 307th: his crew, his squadron (which may have been the 371st), targets hit during his missions, anything you might remember about him. Printed here is a Jan. 10, 1945 crew photo taken at Guadalcanal which includes Albert

Novak. The pilot is identified as Lt. Omehan or O'Mehan but we can find no mention of this man or crew in our records..

Several things point to the fact that Novak could have been in the 371st and Allen has looked over the the 371st crew pictures carried in the historical microfilms in our files. He thinks his father was possibly pictured on the Lynch crew. However, prints of photos made from 16mm microfilms are rather poor and he can't be sure.

If you remember T/Sgt. Albert Novak please write to **Jim Kendall** (address in box above) or direct to **Allen Novak, P.O. Box 1667, Tallevast, Florida 34270**. Remember to send Jim a copy of your reply for our records should you write direct to Allen.



Photo of crew including Albert Novak - Guadalcanal, Jan. 10, 1945.

Shown are: (back) - Capt. Messmore, Lt. Stolen, unknown, Sgt. Albert Novak; (front) - Sgt. Cohurst, Lt. Omehan or O'Mehan, pilot.

Sgt. Joseph A. Allison, Jr.

Mrs. Pat Allison O'Neal writes seeking information on her father's service with the WW II 307th. Her request:

"My father, Joseph Allison, was in the 307th Bomb Group, 424th Squadron during WW II. He was discharged but later rejoined the Air Force and was assigned to the post WW II 372nd Squadron. He died in November of 1948 when his B-29 blew up in mid-air. I was one year old. I would like to know if anyone knew him and was with him during the war. I would like to know where he was and what he went through. It would mean a lot to me. Most of my pictures of him are service pictures and I have always wondered. I feel this is my best chance to ever know. I will appreciate any help."

Pat supplied us with enough information that we were able to locate her father's crew in our 424th historical microfilms. Apparently the crew joined the 307th shortly before the Japanese surrender. We'll send her information covering the 424th during that period plus reports of



Sgt. Joseph A. Allison, Jr.

missions flown by her father's crew, piloted by Lt. Saye. The other nine men on the crew: Scalici, Raftery, Prigel, Joe Allison, Ed Bliss, Neil, Ray Norton, Harry Bush and Franklin. None of the crew appear in our Assn. roster.

Mrs. O'Neal would greatly appreciate any information you could give her regarding her father's stay with the 307th. If you can help, write her at this address: **Mrs Pat Allison O'Neal, 126 3rd Ave. N., Safety Harbor, Florida 34695.** As always we remind you to please send a copy of your letter to Jim Kendall at the address in the box above.

The heart-warming "rest of the story" of the McConnell brothers of the WW II 307th Bomb Group for whom McConnell AFB in Wichita was named.

McConnell rededicated to include third brother

WICHITA— At long last, the "Flying McConnell Brothers" are reunited.

McConnell Air Force Base was rededicated Monday to include the late Lt. Col. Edwin McConnell—the third brother in a family of local World War II heroes.

The base was first dedicated in 1954 in honor of 2nd Lt. Thomas McConnell and Capt. Fred McConnell. Edwin was the only survivor of the three brothers, and since the military rarely names air bases

after the living, his name was left out of the dedication.

"That was one of his last wishes — to be added to this dedication," Edwin's widow, Yvonne McConnell, said Monday.

The three brothers, all Wichita natives, joined the Army Air Corps together during World War II. They were famous in their home state for their identical careers as combat copilots of B-24 Liberator bombers with the 13th Air Force Bomber Command at Guadalcanal.

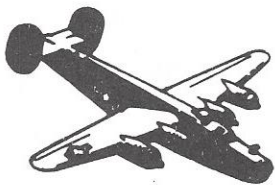
Mark Von Tilius, Edwin's stepson, said during Monday's ceremony that there is a simple reason the men were

honored: "The Flying McConnells gave us their youth, their courage, their bravery and their lives."

Thomas was killed in 1943 at the age of 20 when his plane crashed into a fog-covered mountain after a bombing run on a Japanese airfield. Fred died shortly after World War II at age 27 when his private plane crashed near the Garden Plain Air Force Base west of Wichita.

Edwin flew 56 missions and was awarded the Air Medal with five Oak Leaf Clusters, the Distinguished Flying Cross with two Oak Leaf Clusters and the Asiatic Pacific Service Medal. He died in 1997.

Taps



"It Broke our hearts to lose you,
 But you didn't go alone.
 A part of us went with you,
 The day God took you home.
 A million times we missed you,
 A million times we cried.
 If love could have saved you,
 You never would have died.
 Now to the grave we travel,
 The flowers are placed with care.
 No one knows the heartache,
 As we turn to leave you there.
 If tears could build the stairway,
 And heartache make a lane
 We'd walk a path to heaven,
 And bring you back again!"

- Unknown

THE LAST FLIGHT

Each months seems to bring more letters from families of 307th men telling me of their taking the "Last Flight." Saying farewell to an old friend is always hard. To the families of these men we extend our sincere sympathy.

Albro, William H.	unknown
Cost, Robert B.	22 July 1999
Dunlop, Robert S.	30 May 1999
Goff, Fred L. M.D.	22 Mar. 1999
Kleist, Charles A.	12 June 1999
Koontz, G. Clair	06 Feb. 1999
Parker, Roscoe C.	12 July 1999
Standart, Joseph G.	24 Apr. 1999



REQUEST FOR STORIES

Our thanks to you who have sent in some writings for us to use in the newsletter. We still have some on hand but could use more.

Put down your experiences of those long ago days. Makes darn good reading.

Thanks,
 Cena

John Reeves - President
 Lynch Christian - Vice-President
 Jim Kendall - Historian
 Harry Sterkel - Asst. Historian
 Cena Marsh - Sec./Treasurer

P.O. PETERS

AIRCREW • GROUND CREW • FAMILY MEMBERS • COLLECTORS • HISTORIANS

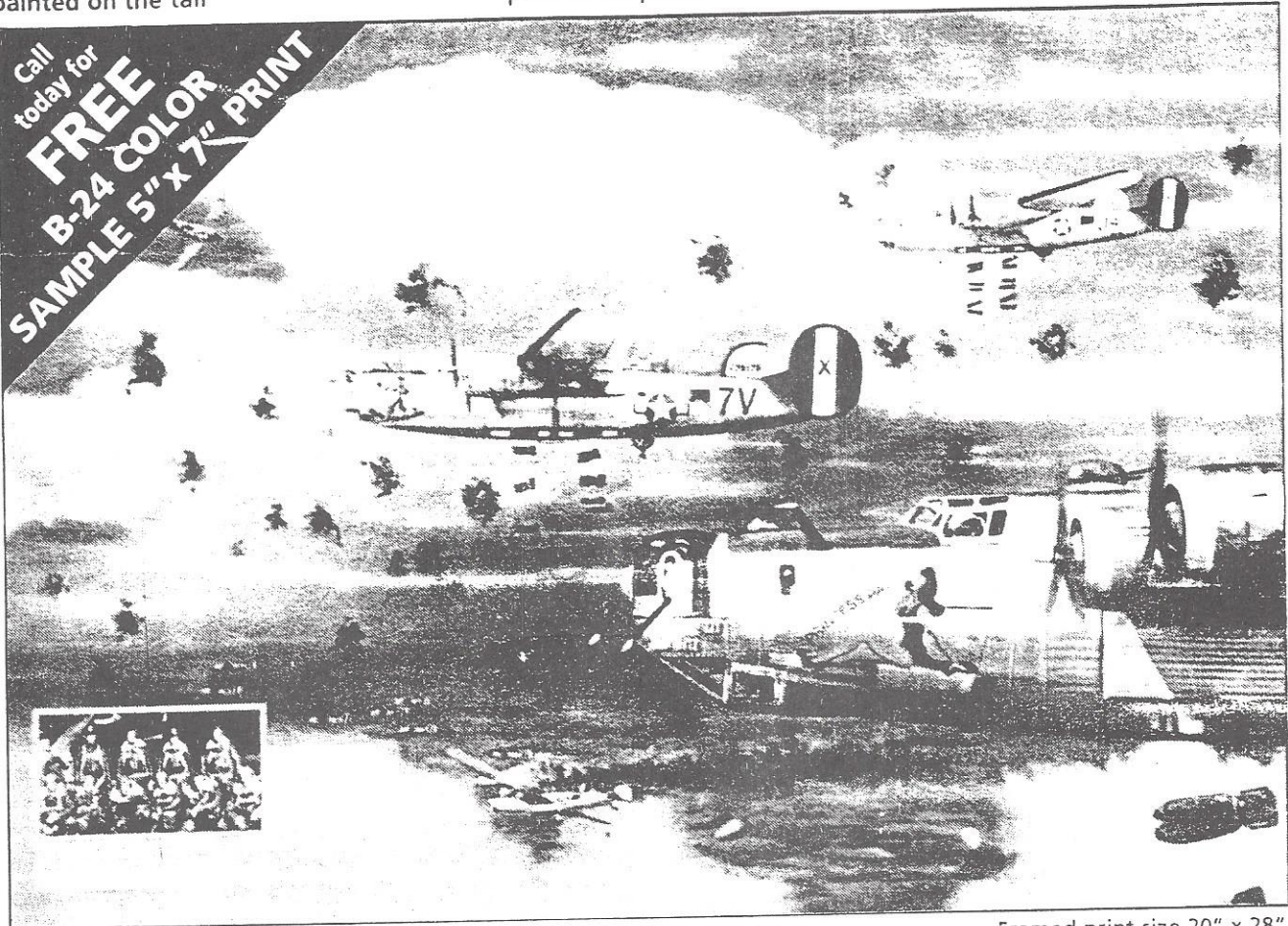
Get this customized B-24 color print with personalized markings of your choice.

1 Your bomb group markings are painted on the tail

2 Your plane's nose art is hand painted on print

3 WWII crew or personal photo with names

Call today for
FREE
B-24 COLOR
SAMPLE 5" x 7" PRINT



This B-24 print was customized and personalized for Bert and Barbara Betts.

Framed print size 20" x 28"

Allow our customers to tell you about their personalized prints ...

"My personalized print was so realistic that I thought I was again in England finishing my combat tour on D-Day in 'Princess Pat'. The artist has caught the experience so vividly that we gave prints to the entire crew in appreciation for the camaraderie and memories we share."

Bert Betts, 8AF, 458 BG, 755 SQ.

"A million thanks for doing this for us and helping to keep the memory alive. I am buying this one for my family and one as a surprise to my pilot."

Al Lee, 8AF, 93 BG, 409 SQ.

"There is such realism in your work and a thousand memories for each of us that lived through those days."

Larry Bachman, 8AF, 392 BG, 577 SQ.

Questions? The more you ask, the better we get to know your requests and you end up with a very nice personalized print. We are happy to receive your call.

<input checked="" type="checkbox"/> Full color 20" X 28" archival print	— \$85	85	★
<input checked="" type="checkbox"/> Bomb Group tail markings	add \$35		★
<input checked="" type="checkbox"/> WWII photo with names (all photos, materials returned)	add \$25		★
<input type="checkbox"/> Nose Art - lettering only	add \$35		★
<input checked="" type="checkbox"/> Illustration with lettering	add \$65		★
<input type="checkbox"/> Classic aluminum frame with UV non-glare plexiglass - ready to hang - GOOD VALUE!	add \$65		★
<input type="checkbox"/> Shipping & Handling	add \$10	10	★
<input type="checkbox"/> CHECK, M.O., VISA/MASTERCARD	Subtotal		★
<input type="checkbox"/> MN Residents add 6.5% Sales Tax			★
100% Money-Back Guarantee.	TOTAL		★

NO RISK OFFER! You approve your print before you are charged.

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MEMBER 8TH AIR FORCE HISTORICAL SOCIETY

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