

The MARAUDER THUNDER

Vol. 6, No. 4

Dedicated to Communicating with Marauder Men

March 2000

PIMA-MHS Archive Agreement Signed

February 25, 2000

Pima Air and Space Museum Director, Edward D. Harrow, Jr. signed an archival agreement between the B-26 Marauder Historical Society and the Arizona Aerospace Foundation. MHS president John O. Moench had previously signed for the MHS.

This brings to fruition the efforts of the MHS board to have in place a workable agreement to properly care for our history for millenniums to come.

For over two years The MHS has operated under a provisional agreement with PIMA, in the hopes that a complete and satisfactory departure from the University of Akron could be accomplished. When it became apparent that this would not happen without litigation, the MHS board moved to finalize a PIMA agreement. Edna Davis, fresh from successfully directing MM-99, was asked to do the job.

This agreement requires both parties to follow guidelines set forth by national archive and library standards. (see box)

Copies of our agreement have been sent to key persons in the Marauder Community for two reasons:

1. To inform the Marauder community that their precious archival materials are now in the hands of professionals who will operate by and adhere to the standards and Code of Ethics of the Society of American Archivists, American Association of Museums and the Institute Of Museums and Library Services. A condition that was never achieved at the University of Akron! Those of you who have sent archival materials and memorabilia or artifacts to Pima since our separation from the University of Akron can

attest to the professional standards at Pima merely by your receipt of the detailed accessioning document (Repository Agreement) outlining your donated materials. Something none of us ever received from Akron!

2. As the scythe of old Father Time continues to mow down our ranks and units consider disbanding due to dwindling membership (the 319th Bomb Group

Association folded its wings at the close of the 20th century), it is important that you encourage your members at your next reunion to send their archival materials, artifacts and memorabilia to Pima ASAP. Equally important

is that each unit send its accumulated records to the archive progressively beginning now, to prevent a last minute hassle at fold-up time, whenever that may be. We know that some units have vowed to go on until the last two men living can have one last drink to all their buddies. That is certainly heartwarming and admirable but plan ahead, anyway.

After all, Pima has allocated space in their new Challenger Learning Center building to house our B-26 archive and when that is filled up plans are already made to make space available in another new building in the museum complex.

Let's make 2000 a banner year for archival submissions!

Any who wish to see our agreement can download it from our Internet site, or get a copy from any of our directors. MHS web address:

<http://b-26marauderarchive.org>

Directors' addresses - see page 62

Both parties support and adhere to the standards and Code of Ethics of the Society of American Archivists, American Association of Museums and the Institute of Museum and Library Services. The AAF's "Collections Management Handbook" and initiation of the process leading to accreditation reflect this commitment to professional standards.

President's Page

It is not with joy but let me tell you like it is.

The past year ended without resolution of the difficult situation The University of Akron and those in the COUNCIL have thrust on the Marauder community.

Have we tried to resolve the matter? The answer is yes. Literally, we have gone more than that "extra mile." Along the way we approached the Chairman of the COUNCIL but made no headway. We sought a simple beginning to a dialogue with the Chairman – that being to move discussion forward from the baseline of THOU SHALT NOT STEAL. The Chairman would have no part of that and accused us of malicious intent.

On the 9th of December, we met with representatives of The University of Akron and their attorneys. This was approached as a negotiation meeting and we were ready to negotiate the total situation but the University was not. Except for the term "everything," we could not determine what the University really sought. Making matters especially difficult, we were confronted with immovable claims we knew to be false. The meeting was terminated when the Akron group abruptly walked out.

As a result of the inflexibility and stubbornness of the University and the COUNCIL we now must resort to litigation. We have studiously avoided associating the COUNCIL with the problems with the University but at the meeting of the 9th the University representatives brought the COUNCIL into the equation.

How much is at stake?

You may recall that the COUNCIL, representing only a small minority of the Marauder community, initially published an objective to acquire two-thirds of the Marauder Archive. Based on a measure of the COUNCIL's supporting audience, five percent might be a favorable factor.

As of the moment, the measure of that which is on the line is all of our funds deposited in The International Marauder Endowment (T.I.M.E.) and a big chunk of archival materials that properly belong to the Society. Finally, there is money being spent on attorneys that could be better spent on the achievement of our basic undertakings.

Am I angry? You can bet I am. This is your money and my money — these are your archival materials and my archival materials that the University and the COUNCIL want to call their own. Thousands of you contributed to our archive and its supporting funds. The emerging product had no element of University contribution but now the University wants to take the product of our joint undertakings and, through legal manipulation, call it their own.

So far, with hope that a settlement could be reached that would do minimum harm, we have refrained from "going public" regarding the confrontation with The University of Akron. Now that we find the University and the COUNCIL are on dead center, our policy on that subject will change.

But while all the brouhaha goes on with regard to The University of Akron and the COUNCIL, we still have to think of the growth and future of The International Archive of the Martin B-26 Marauder at Pima, Tucson, Arizona. We cannot stand still.

To begin with, the flow of archival materials and support funding for this great archive, while significant, must be improved. Think about this: The 406th Fighter Group of the Ninth Air Force moved its archival materials from the site of The University of Akron to the Pima Air & Space Museum. Recently, this Group made a single donation of over \$32,000.00 to Pima in supporting funds. How many Marauder Groups who turn to The International Archive of the Martin B-26 Marauder have supported it financially to the level of the 406th Fighter Group? It does take money to set up and finance an archive.

This year we must undertake a major fund raising drive. Eventually, some Marauder materials may end up at The University of Akron. This is not a happy development but we believe that everyone has a right to do with their own property as they desire – and no one has the right to take the property



*Lesley Fordred-Green, David Green & John Moench
(see "Flying Canoe," page 50)*

of another. We believe that those who leave their archival materials with the University will not be well served. Unless the University completely reorients its archival direction and thinking, on a comparative basis it has no future and when it goes down the tubes all who placed their materials in that location go down the tubes with it.

I have been your President for only a few months but I have served every President of the Society. Each President must, with the support of your Board of Directors, set the operational policy for his or her term of office. In the past, the policy was to avoid the bad news and to speak only of the good news. This policy drove the Society into a quagmire at the Akron archival site. The Board of Directors finally decided to extricate the Society from the University site in 1997.

My policy, and I hope you support it in the days to come, is to tell it like it is. The Marauder men and women are not wimps and, good or bad, they deserve to know the truth. I think you all can and will deal with the truth as it emerges.

In closing: HELP ME SO THAT I CAN HELP YOU AND ALL OTHERS. We have a great future but only collectively can we make it come to pass.

GREAT PERSONS

A great person is a good person who, when confronted with a great task, undertakes that task without regard to personal objectives or inconvenience.

The Marauder community can be proud of its Directors, Officers and Staff for they are all great individuals who have willingly given freely of their time and resources to serve. This is not service for themselves or for their wartime organization but on behalf of multiple thousands in and beyond the United States. Many of those served are now deceased; many of those served are now incapacitated; most of those served have never met those who serve them.

The tasks these dedicated individuals have faced and still face are enormous and, unfortunately, often impeded by worthy parties whose objectives center not on the total Marauder community but on single elements of that community – sometimes only on a single event. When this factor is coupled with the archival and legal problems that have been thrust on the Marauder community by The University of Akron, the scope of the tasks at hand would turn away many of even the most courageous and dedicated of individuals.

Except where illness has intervened, no Director, Officer or Staff individual in the B-26 Marauder Historical Society has, in recent years, vacated his or her responsibility to the whole of the community. Some of these individuals have served the Society for most of the past decade – and they still serve in spite of many an obstacle. To those who have stayed the course, sometimes even when confronted by illness and personal problems, and to those who have stepped forward to fill in on the battle lines, the Marauder community owes a debt that can never be repaid.

Recently, two great individuals have stepped forward to fill in on the front line of the Marauder community. They are Von E. LeVan of the 454th Squadron of the 323rd Group, William E. Perry of the 394th Group and Edward G. Erslev – not a Marauder Man but a Life Time Member of the B-26 Marauder Historical Society. Von LeVan and Bill Perry will be filling Director vacancies; Edward Erslev will fill a hole in our staff structure.

We welcome these great individuals to the important roles they have volunteered to fill.

SURPRISE! SURPRISE! SURPRISE!

During more than two years of struggling with The University of Akron to obtain the return of archival materials belonging to the B-26 Marauder Historical Society we have listened to the representatives of the University repeatedly claiming that the University owned just about everything in sight. Your Society representatives knew better and that is one reason why we are in litigation with the University.

Now guess what? Suddenly the attorney representing the University advised us that the University *has discovered that it has in its possession approximately four boxes of such materials* due the Society and that these materials would be sent to the Society. Perhaps if we provide the representatives of the University with some magnifying glasses they will find another 40 or 100 boxes of materials that are the property of the Society?

Now if we can get the representatives of the University to look at the several hundred thousands of dollars of the Society's funds in the T.I.M.E. endowment, they might see that those funds are for the support of The International Archive of the Martin B-26 Marauder at the Pima Air & Space Museum at Tucson, Arizona and are not University property.

Dear Mr. Magruder,

I thought that since your last name, is the same as the man I was introduced to in 1939 by my uncle Frank D. "Bo" Lackland, at the Glenn L. Martin Company office at Middle River, Maryland, you would be related.

Peyton Magruder was the man that got me the job there as a riveter, (bucking mostly) at the plant. I got 35 cents an hour, and worked with an all German crew, they were excellent mechanics, the foreman was a guy named Stiengas and the crew talked and sang German songs all the time. This was a very lonely job for a guy of 19, but I loved it. Also it was the very first time I had ever seen a Deep Freeze, there were about 10 of these thruout the plant, the idea being, that if the rivets were very cold at the time putting the frame and skin on, that when aloft the plane would be a lot tighter.

Enclosed is a photo of my uncle (the man on the right) Brigadier General Lackland, the man Lackland Air Base is named after. [this photo is held at Pima.]

So thanks to this man Peyton Magruder I got my first real job.

Sincerely yours,
(s) John A. Talbot

P.S. Lackland's last command was March Field at Riverside Cal.

He died at Walter Reed Hospital in 1942.

THE FLYING CANOE

By John Moench

On an overcast afternoon in January 1945, Paliku Indians raised their bamboo flutes to sound the beginning of a ceremony putting to rest the dead when a flying canoe passed low overhead. Minutes later, a tremendous explosion echoed across the flooded grasslands.

Some of you may have met David R. Green, the son of a missionary serving in Brazil. He came to me as he came to others to tell the story of the "Flying Canoe." When I last talked with David, he was on his way to South Africa to be married. Now he has returned to visit and to do research and I have met his bride, Lesley Fordred-Green, a Ph. D. in the Department of Social Anthropology of the University of Cape Town.

Together, this interesting couple is now working on a documentary to tell the story of the "Flying Canoe" as the Paliku Indians term the B-26 Marauder that crashed on Vakayri mountain near Belem. Concurrently, Lesley is working on the archaeological findings in the caves of Palikura that were discovered as a part of a previous examination of the remains of B-26 # 44-68105.

Except for Engineer-Gunner S/Sgt Wesley W. Fulton, those who were on the January 25, 1945 flight of B-26 # 44-68105 share a common grave. They were:

1st Lt. Theodore T. Handley (Pilot)
2nd Lt. Raymond J. Carson (Co-Pilot)
F/O James E. Johnson, Jr. (Navigator)
Cpl. George W. Bodin (Radio-Gunner)

To complete this unusual and developing documentary, David and Lesley seek a range of information some of which we can supply from our Marauder Archive. But to those who read this article, you can become a partner in this important work by sending to David and Lesley any recollection you have of the above aircrew and the experiences and thoughts you encountered when flying the Southern Route through Brazil. If you have aerial maps of the time or photos especially any movie items, covering flight through Brazil and over the jungle areas, they would be honored to have your support. If you live in the area of Maxwell AFB and can do selective research to assist them, it would help. David and Lesley are good, dedicated individuals and they deserve our support. Their address is:

P.O. Box 1477
Sun Valley 7985
Cape Town, South Africa

Email: redpiranha@iafrica.com



Ivailto: Did you find the crashed plane?

Uwakti: Yes, we with my father. I found it, but then I called my father to come and see what it was. (My father said) 'That's not a thing. A canoe has fallen.'

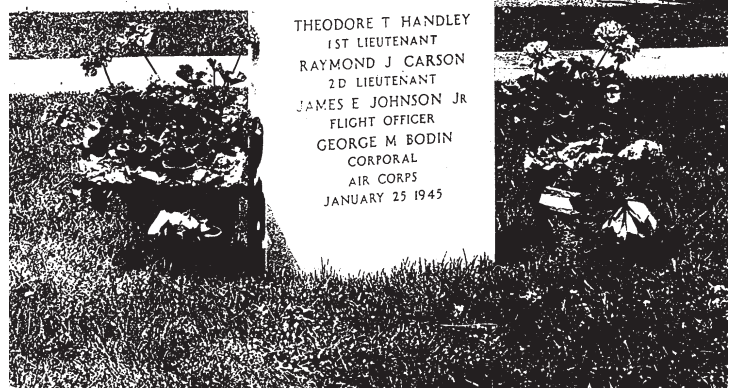
Ivailto: Were you hunting there?

Uwakti: We were hunting wild game around the area. Hunting wild pig. Ah, she climbed up on her belly. She ended up on her tail.

Scan from a poor quality Xerox

One can surmise that this Marauder crashed in such a primitive area of Brazil, that the most complex item known to the natives was a canoe. Thus when something flew overhead that was obviously not a bird, it must be a "Flying Canoe."

The text above which was a part of the scan is presumably a native discussion about the incident.



The common grave for four of the five crewmen who crashed in a Marauder on Vakayri Mountain near Belem, Brazil. This appears to be a military cemetery.

What's On the MHS Internet?

An honest answer to this question is contradictory - "A lot - but just a little bit!"

By actual count, as of the moment, there are 4,160 documents on our Internet site. Though this may seem like a lot, it is but a very small bit of the total Marauder History that should be available.

Items on our Internet site have been placed by "Categories." These categories are in exact agreement with those that PIMA considers are proper for a military, air war site. Thus items on our site will be defined the same as PIMA's. Categories, with definitions, are provided in an "Index" that is available on our "Home" page. There are 33 categories ranging from "Artifact" to "Video Recording." Some of these categories, such as "Globe" or "Kit" are not really suitable for placing on internet except as photographs. However many are quite appropriate candidates. Each category has a "menu" listing all entries in that category. At present, there are entries in the following:

- Artifact
- Articles & Clippings
- Art Reproductions
- Book
- Diaries & Personal Accounts
- Ephemera
- Manuscript
- Map
- Military Order
- Military Report
- Model
- Music
- Newsletters
- Numismatic
- Obituary
- Photo
- Printed monograph
- Roster

The question arises, "How are items selected?" For the answer we'll quote from our "Overview" of our site: "It is our intent to select and place appropriate material progressing chronologically through our history.

"However, the MHS is an active society and we are being provided new material almost daily. There is a considerable processing that we perform on most material that we

receive before we forward it to our archive. Since much of the labor of this processing would be duplicated to prepare it at some later date for the Internet, we will probably not strictly follow this chronological route." To this, we should add that any material that we receive in computer language on a disk, will undoubtedly be used, since much of the Internet preparation is already done.!

So, enough editorializing, how about some examples?

OK For starters, this issue of the *THUNDER* is there (and with photos in color)

Speaking of photos, there are hundreds ranging from head hunters to dramatic photos of B-26s.

We have 12 obituaries. These all came to us either on a computer disk or clear printed text suitable for easy scanning and include Adolf Galland and Peyton M. Magruder. We should point out that there is a distinct difference between a "death notice" and an "obituary." We define the latter as, "A notice of a person's death with a short biographical account."

Continued on next page



<http://b-26marauderarchive.org/PH/DonMalbm/P1691.htm>

Photos taken "off -line" from the MHS Internet



<http://b-26marauderarchive.org/PH/B26/P871P.htm>

Excerpts from “Personal Accounts” are used elsewhere in this issue, but we have nearly fifty, unedited, on our Web as well as eight complete “Diaries.”

One of the Personal Accounts is the first person story of three B-26s winding up in Northern British Columbia in what has been labeled “Million Dollar Valley,” presumably because that’s what three cost. To refute this is a “Military Report” that gives the contract price for the first 201 Marauders as \$16,125,586.00. (Later models did cost more, but not enough for any three Marauders to cost a million.)

Many of the Personal Accounts and Diaries are hand written documents. We would like to have these transcribed into computer text. This is something that anyone who has internet access can do for us. Included on our web are instructions on “How to help the MHS.” The importance of transcribing handwritten items to computer text is our belief that historians of the future will only use what they can easily download directly in a readily usable format. If we want our story told, we’ve got to make it easy for them to tell it!

The picture on the next page is on our web in full color, and this is a beautiful painting. We think that all of our squadron and group insignia are on our web - in color - and some of these are also beautiful, though many are more of the Walt Disney type (and he did design some).

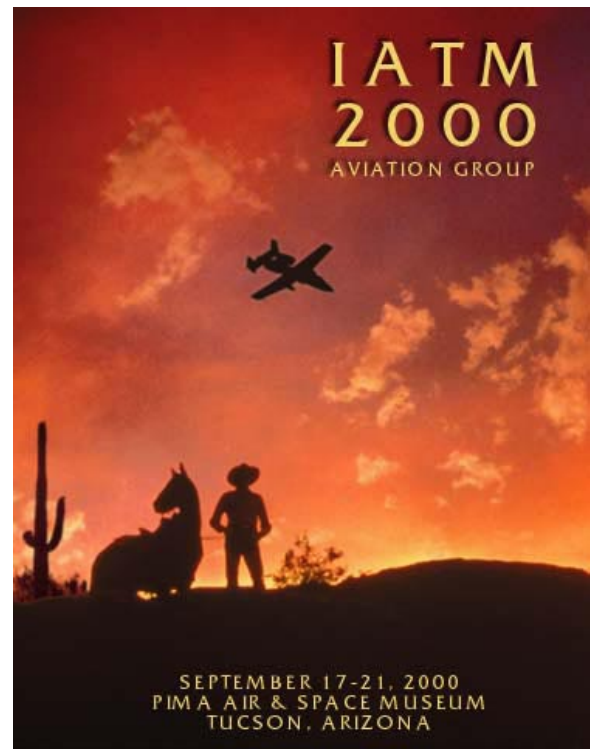
One squadron’s insignia that is of the Walt Disney type is the 451st. Shortly after WWII they produced a book. This book is on our web, almost in its entirety.

There are many items identified as “Manuscripts” with titles such as, “Letter - Magruder to Mallon,” “Lost In the Battle of the Bulge,” “Lost Bastards of the Pacific,” “Schipol,” “New Guinea Escape,” “First Ijmuiden Missions,” & “Don’t Worry Mom” to cite a few with illustrative titles. These are all items that we consider are an important part of our history.

So, “What’s on our internet?” A great deal, but just a small portion of our history. We are continually adding, but this is a slow, labor intensive operation. Much of the work is putting the information into computer language. Photographs can be “scanned.” Clear typed or printed material can generally be “OCR” (Optical Character Recognition) scanned for conversion to reasonably accurate computer text. But the easiest way, for us, is to receive material in computer language on a disk. All we must do then is create an “Internet container” to identify and hold this material.

The bottom line it that the expansion of our Internet site is not just the responsibility of the web master, but the entire Marauder Community. Only what your web master gets from you guys holds much hope of getting on our net.

Instructions for sending stuff to him are there on our web!



<http://pimaair.org/iatm.htm>

TO INFORM YOU OF FACTUAL ARCHIVAL COMPARISONS

We do smart at the unworthy criticism that flows from those who do not favor our selected Marauder Archive location at the Pima Air & Space Museum. One criticism is that Pima may be a good museum but it is certainly not an aerospace archive. In actuality while Akron holds only some elements of the Marauder community and even less of the Ninth Air Force Association, Pima holds a large technical orders library, thousands of associated aerospace books, an expanding unit association newsletter collection, unit archive collections extending from the 20th AF Association across a range of Bomb and Fighter Groups, the archive of the 390th Strategic Wing Memorial Assn., the AF Pilot Class of 40-A and on and on. And the holdings are steadily growing.. There is no such growth at Akron.

In the professional sense, not much goes on at Akron. For a comparison you might want to note the scope of activity at Pima. The Aviation Group Conference of the International Association of Transport and Communications Museums is coming to Pima in September 2000. You will see nothing like this at Akron! Will there be an attendee from Akron at this conference: At last report the answer is NO.

Is this conference “museum” or “archive” in orientation? The answer is that it is both. If you want to know more about the IATM, take a look at the October 1997 agenda of the parent organization for the Madrid, Spain meeting. You will find it by just searching “IATM” on your PC for

www.telefonica.es/fat/eiatm.html



"Zero Scramble Near Lae"

"Tainan Air Wing Zero fighter flown by Saburo Sakai engages a B-26 Marauder of the U.S. Air Force 22nd Bomb Group near Lae Airdrome, New Guinea, on 9 June 1942."

Help from the Next Generation

The ready for Internet computer scan of that painting above was provided by a Marauder Man's daughter. In color, it shows much better on our Internet site than in our newsletter.

This is not the first Internet material that Michelle Krell Malone has provided for us, She has transcribed into computer text articles that her father, Walter Krell, had written about WWII and the Marauder. And she has offered to do more. As our progeny reach retirement it is our hope that more will be inclined to help process our material. Any who are interested in helping, visit our Internet site for instructions;

<http://b-26marauderarchive.org>

click "Overview" click "for information about the MHS" click "How you might help"

Many of you will probably remember that our Aircraft Identification classes invariably identified the

Japanese Zero as deadly for Marauders. The casual observer looking at the painting above would suspect that this B-26 was about to be shot down. But Zero pilots who encountered B-26s early in WWII discovered that this was not easy. Here are some quotes by Walter Krell directly from our Internet site.

"Following the early wild skirmishes, the Zero learned never to approach the B-26 from the rear. The .50 caliber gun in the tail of the B-26 plus our great speed made the rate of closure too prolonged for the Zero attacking from behind.

"The twin 50 caliber guns in our top turret were not only our greatest defense but our greatest offensive weapon, and in the hands of a gunner like Johnny Foley they were deadly to the Japanese Zero. It was my job as leader then to so maneuver a formation as to protect our exposed areas and force the enemy to attack where he would be positioned most vulnerable to our turret guns."

Dear Dick,
Jan.21, '00

Permission granted to reprint my "The Fork-Tailed Devil" and "The Widow Maker". Thank you for the kind words. Unfortunately the only photo I have in a P-38 is a distant shot. But here it is. Decided to also throw in a head photo of the pilot. Also Bob Steven's cartoon might amuse you. Note: I never met him back in those days, but the famous cartoonist and his wife were our very good friends in later years. He thought it hilarious to so sign the cartoon but I have hesitated to show the autographed copy around. "Good heavens, it sounds like we had an affair!" I protested to my daughter. She laughed and said the wording would never pass for an admission of past ardor, adding something about "with Love" was not the really the same as "Love". Interesting refinement. "Love" at the end of a letter *used to be* like a friendly, flippant wave of the hand. But of today, what do I know? The sixties did strange things to sociologese.

Your P.S. so aptly puts it — "Many Marauder Men seem to think that they operated in a vacuum with no relationship to others. More and more I find evidence that this was not so." Maybe we have hit on something interesting there. As we of The Greatest Generation dwindle in numbers, it might replenish our spirit to find a new camaraderie beyond the exclusive groupings. To discover shared experiences is always welcome, sometimes electrifying when its coincidences solve a mystery. With input from all encouraged, unknown tales could emerge and new angles to some familiar actions may turn up. And historians, bless them, will be delighted.

By the way, this P-38 shot is my only one because our C.O. at Palm Springs was extremely "spy" conscious. The strict orders were "NO photographs!" In this case someone called to me when I was climbing out of a plane. He yelled "Hey, Mary Lou — look over here!" and took this on his small camera. Later, a few posed pictures were taken of girls at the more relaxed bases, but I was always on ferrying trips elsewhere when the photographer was around. Of no importance then, it is disappointing to my offspring today. So they took some pix in a P-38 fifty years later, but that's silly.

"The Fork-Tailed Devil" and "The Widow-maker"

Mary Lou Neale

The similarities of the P-38 and the B-26 are striking. Both twin-engined, both of superbly trim appearance and both falsely maligned with the nickname of "pilot killer". In their early days both earned fearful reputations—the P-38 with its boom as an ominous threat to an exit by parachute plus the proven danger of compressibility from prolonged high speed dives and the B-26 with its heavy wing-loading resulting in greater stalling speeds than pilots had known with similar types. Some modifications and more pilot experience with each overcame prejudice and inspired loyalty from those who flew them. Although their WWII business was of serious nature, sometimes their crossing paths took a humorous turn.

THUNDER



In a recent issue of the B-26's newsletter Marauder Thunder author Jack Gordon reports an interesting day in 1943. Col. Greening of the 17th FG at Sedrata had been as disgruntled as his men with the scorpion-infested tent-life in Algeria. In addition, the food was terrible and plane problems frequent.

"The runway was on a plateau that dropped off sharply at both ends. Those short-wing B-26's dropped plumb out of sight after take off." Gordon recalls. "Anxiety was constant. Compounding the vexations was a certain show-off second lieutenant, pilot of a P-38 courier plane. Things are not always viewed in the same light by doers and observers. Fun can be seen differently by the space of only a few feet. Sometimes he would come in low so we couldn't see or hear him and pop up right over our heads and scare the hell out of us."

Gordon recalls a certain day. "Suddenly a P-38 came right over at about 50 feet. Col. Greening cursed that second louie and said he had told him not to do that any more. He took off as fast as the jeep would go, cussing all the way to the two-by-four tower where the plane would pull in. We got there just before the P-38. After it had parked and shut down,

CENTERFOLD



From *Global Mission*, by Gen. H.H. Arnold, p. 67: “Two of the best fighting planes of WWII—the B-26 and the P-38 - - fell into this unwholesome category of ‘Flying Coffin’ or ‘Man Killer’ ..until, in one case, with the help of Jimmy Doolittle, and in the other, through the coolness of a formation of Sergeant Pilots each flying a P-38 on one engine, I got the boys to see the light.”

p.299, “Doolittle was fearless, technically brilliant, a leader who not only could be counted upon to do a task himself, but could impart his spirit to others. As an illustration, when we first received the B-26 from the factory early in 1942, considered it a very dangerous airplane ...Our new - pilots were afraid of the B-26 and we had one accident after another....I called Doolittle to my office, told him I would like to have him go out, take a B-26, fly it under any and all conditions, and then go down to the B-26 outfit, take command, and show those boys that flying this ship was no different from flying any other. Doolittle did this, and before he left the outfit he had the boys flying the B-26 on one engine, making landings and [continuing] take offs with one engine, just as easily as they had formerly done with two.”

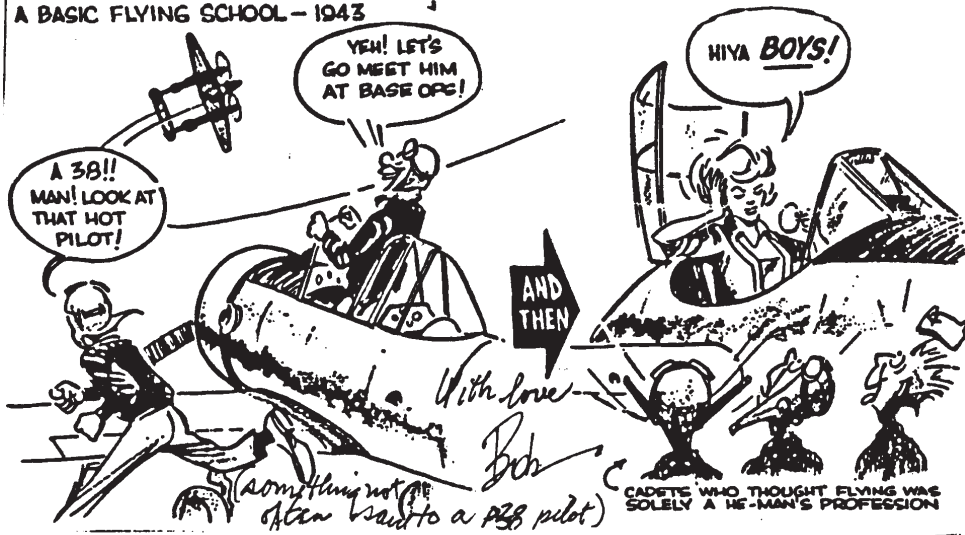
Sounds like what Tony Le Vier did later for the P-38 pilots’ morale.

out climbed General Doolittle. The Colonel said ‘Good morning General’ with a big smile and looked at me with a silly grin. I sure did want to laugh, but that definitely wasn’t the time for it, so I just grinned too.”

The WWII veterans who flew or worked on both of these planes have founded Associations to honor each plane. Interestingly, another kinship is suggested by the names of their newsletters, “Lightning Strikes” and “Marauder Thunder”. This report about that 1943 day in Africa could have been titled “Lightning Strikes and Thunder Claps (Salutes?)—After Recognition”. But that would have given away the ending. Actually no one should have been surprised to see that the world’s most famous pilot of the B-25 and B-26 was also comfortably at home with the P-38.

Author’s note: If ever there was a misnomer it is the name of Gen. James Doolittle for it is difficult to find any aviator who has done more. It is also difficult to find any aviator who was as modest. Being privileged to have had several conversations with him, I can attest to the fact that he was embarrassed when he was the recipient of praise and always interested in praising others. For example, at Tony Le Vier’s retirement celebration, Ray and I were envied because of the length of our private chat with him. But Doolittle’s unusual loquacity was only because he shared our regard for a good friend who had suffered physically after a certain historic event. In his praise of this pilot, we were privileged to hear some lesser known details about the Tokyo raid.

A BASIC FLYING SCHOOL - 1943



The P-38 sketch (left) will probably remind Marauder Men of stories about the "hot pilot" who greased in a B-26.

This sketch and the one below were provided by Mary Lou Neale, who had been given them by the artist, Bob Stevens.

SO YOU CHOSE THE AKRON ARCHIVE?.

In the MHS Board meeting of October 1997, when the majority of the Directors voted to separate the Marauder Archive from the custody of Akron, there were three parties present. Two of those parties were parts of the Marauder community - the third was The University of Akron.

Now the Issue of dividing the Marauder baby is on the table. But now there are only two parties present; The B-26 Marauder Historical Society and The University of Akron. What happened to the other Marauder party - your leaders?

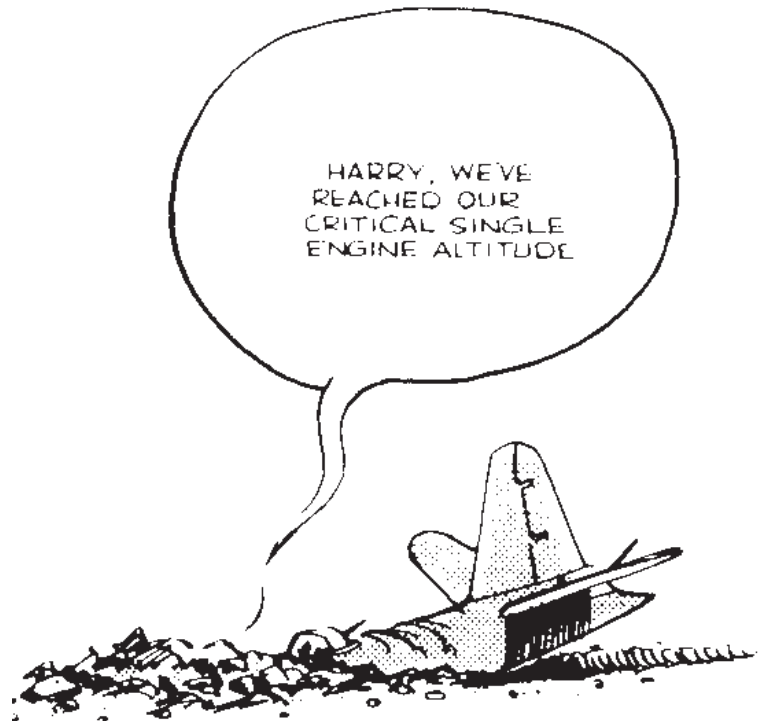
The fact is that they are no longer functionaries serving on the front line to protect those who they allege to protect. When in December 1999 a meeting was held with the University to sort out things, your representatives were not there. Why?

The answer is simple. The University did not want them there. The University fears that, if the Marauder community can come together, it has no role to play. Thus it banks on the idea that it must continue to keep the Marauder community divided. And to insure its continued dominance, your stay-at-home leaders take direction from the University - even to the content of their letters.

If you seek the Marauder future that was sought when the B-26 Marauder Historical Society was formed, tell your leaders to remember that the first priority is the support of the Marauder community - not the support of The University of Akron.

There is still time to get the Marauder house in order.

"THE B-26 (MARAUDER) WOULDN'T FLY ON ONE ENGINE"



Progress of the restoration by MAPS (Military Air Preservation Society) of a B-26 from "Million Dollar Valley," BC

Letter from:

Air Force Heritage Foundation of Utah

1127 East 1675 North
North Ogden, UT 84404

The Hill Aerospace Museum is one of thirteen field museums authorized by the Air Force in 1982. Since then we have become a world-class museum and are recognized among the top field museums in the nation.

Auspiciously located on 36 acres adjacent to I-15, the museum has 59 aircraft, 6 helicopters, and many assorted missiles including ICBMs on display. Our facilities are relatively new. They include: (1) a 13,000 square foot administrative building with offices, a gift shop, a display room, class rooms, and a reception area; (2) a large 40,000 square foot gallery designed to display larger aircraft; and (3) a newly completed 44,800 square foot fighter gallery designed to house 20 to 24 fighter aircraft. Over the years the Air Force Heritage Foundation of Utah has raised \$6.4 million to pay for these facilities. We are now planning another 80,000 square foot gallery to house additional historic aircraft and a restoration/maintenance shop.

These facilities have allowed us to host various civic functions and organizational reunions. This year we will host the WW-II Doolittle Raiders gathering in April and the "Mighty 8th Air Force" annual reunion in October. Other squadron and group reunions are in the offing.

One of our major, ongoing objectives is the recovery and restoration of WW-II aircraft. We have found Alaska to be a fruitful source for this. The Aleutian Islands, because of their infamous weather, (60% of U.S. aircraft lost in the Aleutians were due to weather) have proven especially productive. Over the past six years we have recovered three crashed aircraft from various islands, a P-38, a P-40, and a B-24. While recovery and restoration of aircraft is always a great adventure, it is also costly. The P-38, at a cost of \$310,000, and the P-40, at a cost of \$250,000 are both on display at the museum now. The B-24, costing \$550,000 to recover and restore, will be ready for display late this year. ;

During the fall of 1999 we received information from a private source of a crashed Martin B-26 Marauder near King Salmon, Alaska. We propose to recover this rare artifact during this coming summer or fall using, as we did on the above mentioned recoveries, Air Force Reserve and Air National Guard resources.

We propose to approach the project in two phases. Phase I will be the recovery of the aircraft from King Salmon and phase II will be restoring it to museum quality. We calculate costs as follows:

Phase I: B-26 Marauder Recovery Budget:	
• Purchase parts at King Salmon	\$18,000
• Purchase forward fuselage	\$50,000
• Purchase center wing section	\$25,000
• Purchase new nose section	\$10,000
• Recovery cost for components at King Salmon crash site	<u>\$15,000</u>
• Total	\$118,000

Phase II: B-26 Marauder Restoration Budget:	
• Restored to museum quality and assembled at museum by Kal-Aero, Dulzura, CA	\$300,000

We have already started recovery by hiring a helicopter for \$700.00 to photograph the crash site. These pictures will be used to locate scattered components.

Because there are so few Marauders left, (to our knowledge only four) we feel we must recover and restore this one as a legacy left by those who flew to war in it and as a shrine to their youthful courage. But we need financial help to do this.

Please give this matter your immediate attention. Time is of essence to preclude pilferage or destruction of the remaining components.

We would deeply appreciate your favorable consideration of this request. If you have questions please call me at (801) 782-8495

Sincerely,
Rex A. Hadley, Maj. Gen. (Ret)
Chairman, Fund Raising Committee

Pride in the Past Faith in the Future

Editor:

We do certainly hope that your project does come to fruition. This would make the **seventh** B-26 in the world. Besides Kermit Week's flying Marauder at the Fantasy of Flight, Polk City, Florida, there are fully restored examples at the USAF Museum in Dayton, Ohio and Le Bourget Museum in Paris. *Flak Bait* which for many years was partially displayed at the Air and Space Museum in Washington, has been moved to the Satellite Museum at Dulles for full restoration. This accounts for the four mentioned in General Hadley's letter. But in addition there are restorations in progress at ESAM in New York and MAPS in Canton, Ohio. (see photo to left.)

Rewriting History

The Akron Splinter Group puts out a Newsletter titled "The Marauder Voice." Their last issue makes us wonder if the University of Akron is trying to Rewrite History - and worse yet project this history to their students. This issue told of a "colloquium for the University Honors Program entitled *War, Peace and the Humanities in the 20th Century.*"

In this age of internet, even kindergarten children are taught to use more than one source for information. But, apparently, the University of Akron led their students only to the limited University archive. In the box is what the VOICE reports as being taught.

What has caught several veterans attention is "Coming In On A Wing And A Prayer" being a B-26 song - and the only B-26 song. It is the recollection of all WWII veterans contacted that this song was associated with the B-17 or the RAF, not the B-26. Written in 1942, the words to this song refer to "night missions" which clearly eliminates the B-26 for such missions were not flown by B-26s until 1944-1945

We're coming in on a wing and a prayer
We're coming in on a wing and a prayer
Tho' there's one motor gone we will still carry on
We're coming in on a wing and a prayer

What a show, what a fight
Yes we really hit our target for tonight
How we sing as we fly through the air
Look below there's a field over there
With a full crew aboard and our trust in the Lord
We're coming in on a wing and a prayer

We do acknowledge that there was a WWII Hudson advertisement with a B-26 picture and the phrase, "Coming In On a Wing and a Prayer." Akron probably holds this ad, but does this justify associating the origin of this song with the B-26? A search of Internet for "wing & prayer" will uncover many items, both WWII and later. Veterans will remember that it was a commonly used phrase regarding stressful situations.

At least two Internet sites tell of a song that was specifically written about a very real Marauder Man, John Foley. Cy Klimesh's site has this entry:

In the dark and chaotic weeks and months following Pearl Harbor, International News Service war correspondent Pat Robinson was looking for upbeat stories. He found one in Pvt. John D. Foley, a 19th Bomb Squadron, 22nd Bomb Group "feather merchant," a clerk typist who through finagling or happenstance-sources vary-became the turret gunner of a B-26 Marauder even though he had no gunnery or flight training other than a short practice mission.

On his first mission Foley was credited with shooting down two Zeros. After Robinson reported the incident and called him Johnny Zero, others picked up the story. Thus was a legend born.

Since so much of the section on World War II would involve archival materials, the students learned quite a bit about the Marauder and the 9th Air Force, since these are our major World War II holdings. Of course, they got all the information, but more to the point they also read the words written in diaries and letters home about the experiences of ordinary people. They know that the B-26 was built by Martin, and that portions of it were built in Akron by war workers. They know what war workers were, their contributions, and what life on the home front was like. They also know something about the popular culture of World War II and they heard the only song I know of written about a B-26 ("Comin' In On A Wing And A Prayer").

Our MHS Internet Site has a Personal Account by Walter Krell titled "The Japanese Zero." Here's what Walter says about his turret gunner and a song that was conspicuously associated with the B-26 Marauder:

John Foley, turret gunner, made history along with our B-26 "Kansas Comet" crew. His Zero kills brought wide publicity from correspondents of United Press and Associated Press covering the action. Foley survived and walked away from several devastating aircraft crackups. Returning Stateside a hero, he was sent on national tours participating in the promotion and sales of thousands of dollars worth of War Bonds. Then he went on to the European Theater for another 65 missions where, "The flak was so dense you could walk on it."

A well-known songwriter wrote the song "Johnny Zero" after John Foley. The song became a popular national hit. There is a special display at the Wright-Patterson Air Force Museum totally dedicated to the exploits of Foley, including his uniform, medals, awards, photographs and memorabilia.

An objective of the MHS has been to minimize errors in the record and promote the teaching of correct history by establishing a centralized archive and through proper research. With the support of the COUNCIL, Akron has now divided our archive thereby making Marauder research more difficult. What we see here is a result that will probably be repeated.

LBJ's Silver Star

Editor: Lieutenant Commander Lyndon Johnson, who became president of the United States, was awarded the Army Silver Star for participating as an observer on a mission June 9, 1942 in a B-26.

Most Marauder Men know this. Many have asked us to provide them with the real story. When the MHS opened its Internet site we did have a scholarly account of this by Barrett Tillman and Henry Sakaida. But since any discussion of this mission in this newsletter could be construed as being for political purposes, it has been avoided. Recently however, we have become aware of what we consider a very good Internet site that is hosted by an Australian, who would not have a US oriented political agenda. Most of the material appears to be purely factual and for that reason is now provided our readers. Also, our Internet site now links to this.

Lyndon Johnson was initially assigned to Lt. Bench's aircraft, "The Virginian" #40-1508. But he apparently left the aircraft to retrieve his camera and on return he found that Lt. Col. Francis R. Stevens had taken his place on "The Virginian". Lyndon Johnson then changed aircraft from "The Virginian" to Arkie Greer's "Heckling Hare", #40-1488 just before he took off on the mission from 7 Mile airfield in Port Moresby.

This was fortuitous for Lyndon Johnson, as Bench's aircraft, "The Virginian", was boxed in so low by "Shamrock", Thunderbird" and "Boomerang" as they departed the target, that "The Virginian" flew into the water off Salamaua killing Willis Bench and all of his crew. (See Note 3).

The Marauders took off from 7 Mile, Port Moresby at 0851 hours. "Heckling Hare", Johnson's aircraft, developed generator problems and was forced to drop its bombs 80 miles short of the target. It returned to base arriving back at Port Moresby at 1008 hours.

Nine days after the raid, Lyndon Johnson was awarded an Army Silver Star medal, the nation's 3rd highest medal for valour, by General MacArthur's chief of Staff, Major-General R.K. Sutherland for his participation in the above bombing raid. He often wore this medal during his term as President of the United States. He refused to discuss the details of how we won the medal. His citation read:-

"For gallantry in action in the vicinity of Port Moresby and Salamaua, New Guinea on June 9, 1942. While on a mission of obtaining information in the Southwest Pacific area, Lieutenant Commander Johnson, in order to obtain personal knowledge of combat conditions, volunteered as an observer on a hazardous aerial combat mission over hostile positions in New Guinea. As our planes neared the target area they were intercepted by eight hostile fighters. When, at this time, the plane in which Lieutenant Commander Johnson was an ob-

server, developed mechanical trouble and was forced to turn back alone, presenting a favorable target to the enemy fighters, he evidenced marked coolness in spite of the hazards involved. His gallant action enabled him to obtain and return with valuable information."

Lyndon Johnson's diary records the following regarding this mission:-

"After we were off the field with Prell [Krell] and Greer leading, Greer's generator went out: crew begged him not to go on. For the next thirty minutes we flew on one generator."

The following Mission Records for "TOW 9" were from Cy Klimesh:-

MISSION TOW 9
June 8 & 9, 1942.

AIRCRAFT & PILOTS:

Hq. Sq., 1437 Lt. Hayes, 1516 Lt. Flint, 1508 Lt. Bench, 2nd Sq., 1392 Capt. Ewbank, 1422 Lt. Crosson, 1480 Lt. McIver, 19th Sq., 1488 Lt. Greer, 1303 Lt. Powell, 1496 Lt. Hatch, 1433 Lt. Krell, 1537 Lt. Stanwood.

DEPARTED TOWNSVILLE

By 1330L/S. Ship 1516 returned due to mechanical trouble, departed again by 1445L/S.

ARRIVED MORESBY

Eleven ships arrived by 1746L/S.

TARGET

Destroy aircraft and supporting ground facilities from wharf area to Connells house Lae aerodrome. Attack to be at 1000L/9 after B-17 and B-25 attack

BOMB LOAD

Thirty 100lb demolition instantaneous fuse.

TAKE OFF MORESBY

By 0851L/9.

SHIPS RETURNED & REASON

1488 by 1008 engine trouble

TIME OVER TARGET

1002L/9.

The MARAUDER THUNDER

RESULTS

Three hundred 100lb demolition instantaneous from five to eleven thousand feet on Salamaua.

1422 dropped 28 bombs on Isthmus.

1392 dropped 24 bombs on native buildings in trees, balance? in sea at Salamaua.

1480 most of bombs on runway.

1437 bombs on native buildings in trees and some in sea.

1516 bomb from edge timber along edge of Isthmus last four in sea.

1363 all bombs in water.

1496 some in sea most on bungalows on Isthmus.

Results large fires seen eastern half of Isthmus. Military intelligence later reported schooner sunk just off Salamaua.

INTERCEPTION

B-25's pursued by ten zeros met flight on way to target. B-25's were south east of intended course. Zeros left B-25's and attacked flight. Later number of zero's increased to twenty. Attacked from front sides and rear. One zero down in flames. One had prop shot off, another probable.

Ship 1363 left wing shot up hydraulic system out, crash landed 7 mile. Aircraft repairable.

Ship 1508 Lt. Bench seen to crash in sea thirty miles from coast south of Salamaua.

Ship 1422 large hole tip of port wing.

Ship 1516 twenty mm cannon shell in wing and seven point seven bullet holes in prop and fuselage.

Ship 1400 cannon shell in elevator.

Ship 1433 two holes in tail. Tail gunner Gundling bullet wound in right shoulder, not serious. Met fighter escort at Cape Ward Hunt took zero's off.

On Internet see:

<http://home.st.net.au/~dunn/tow9.htm>

<http://b-26marauderarchive.org/MS/MS1709/MS1709.htm>

HELLO TROOPS,

Darrah Roberts (P AMPA) writes:

“Hal, We had a discussion once about whether the term Army Air Corps was proper after the name Army Air Forces was coined. Please read the enclosed letter about the subject. This is what I thought and is why I still use the name Army Air Corps. Fondly, Darrah R.

Here is the article- from the Retired Officer Magazine, March 1999:

THE LAST WORD

“ I SHOULD LIKE TO ADVISE TROA THAT LT TOWNSEND IS CORRECT WITH RESPECT TO THE BRANCH OF SERVICE THAT JIMMY STEWART AND THE REST OF US SERVED IN WORLD WAR II. ALTHOUGH THE ARMY AIR FORCES WAS CREATED IN 1941, THE ARMY AIR CORPS DID NOT CEASE TO EXIST, AND IN FACT, THE FORCES WERE PART OF THE CORPS SIGNED Col John B Devoe USAF ret

Editor’s Note: We received many letters on this issue and so we checked into it further. We discovered that you are correct with one exception.

According to the Air Force Historical Research agency, the Army Air Corps became a subordinate element of the Army Air Forces (AAF) on June 20, 1941, when Lt Gen Henry H Arnold assumed the title of chief of Army Air Forces. The new AAF was directly under the orders of the chief of staff of the Army Gen George C Marshall. Arnold and Marshall agreed that the AAF would enjoy autonomy within the War Department until the end of the war, when the air arm would become a fully independent service. However, unlike the Army Air Forces, the Army Air Corps was originally established by an act of congress and could only be disestablished by another statute, which did not take place until 1947. Until then, personnel of the Army Air Forces were officially assigned to the Army Air Corps. We apologize for the confusion. (ed says)

I am so happy to learn this. Now I can say it either way & still be sorta right- something to argue about at the bar & maybe win a beer, if you can keep the detail lined up. But do we have to memorize that detail?

Thanks to you, Darrah Roberts (Pampa pilot) & author of *THE FLASHING GREEN LIGHT*”

HAL JACOBS

From John Dinou

Planning to Visit PIMA?

As many of our readers know, the Pima Air & Space Museum (PASM) in Tucson, Arizona, is the home of the International Archive of the Martin B-26 Marauder. Comprising approximately 150 cubic feet, the Marauder Archive contains a wealth of material that chronicles the history of the B-26 and the men and women who designed, built, supported and flew the aircraft. Documentary materials include photographs, diaries, squadron and group records, personal narratives, numismatics, art work, and more.

The Marauder Archive is located in the Challenger Learning Center on the PASM grounds. Scott Thompson, Archivist, administers the collection and is available to assist the public in using these items in their research. Archival materials are non-circulating.

If you or your squadron/group are planning to visit PASM and would like to utilize or tour the Marauder Archive, please contact Scott in advance. This way, he can insure that there is ample time to handle your research requests, discuss the ongoing work of processing (arranging, describing and cataloging) the collection, and answer any questions you might have. You can reach Scott by telephone (520-618-4868) or email (pimaair@azstarnet.com).

ONLY IN AMERICA

- Only in America . . . can a pizza get to your house faster than an ambulance.
- Only in America..are there handicap parking places in front of a skating rink.
- Only in America..do drugstores make the sick walk all the way to the back of the store to get their prescriptions while healthy people can buy cigarettes at the front.
- Only in America..do people order a double cheeseburger, large fries, and a diet coke.
- Only in America..do banks leave both doors open and then chain the pens to the counters.
- Only in America..do we leave cars worth thousands of dollars in the driveway and put our useless junk in the garage.
- Only in America..do we use answering machines to screen calls and then have call waiting so we won’t miss a call from someone we didn’t want to talk to in the first place.
- Only in America..do we buy hot dogs in packages of ten and buns in packages of eight.
- Only in America..do we use the word “politics” to describe the process so well: “poll” in Latin meaning “many” and “tics” meaning “bloodsucking creatures.”
- Only in America..do we have drive-up ATM machines with Braille lettering.
- Only in America..can a homeless combat veteran live in a cardboard box and a draft dodger live in the White House!”

Appeared in the January 2000 issue of Military Magazine.

Submitted by Lt.Col. “Bud” Bitman, USAF (Ret.)

I was in the 6th Air Force, stationed in Panama, CZ at Howard Field from mid 1943 until mid 1945.

I was originally assigned to an Observation Squadron which became the 23rd Tow Target Squadron. So I towed a target for Coast Artillery. I was a pilot and flew 047, B18, L1, A20, B25 and B26 in the 23rd TT Sqdn.

Boris P. Adamack

Editor: Information comes in in bits & pieces. We did know of the existence of the 23rd TT Squadron, but not the identity of its parent organization.

As of February, PIMA has received 604 major archival contributions. This is in addition to the material transferred from Akron. There is still much that is to be sent that was awaiting a final agreement with PIMA.

for 2000 MEMBERSHIP APPLICATION OR RENEWAL

I want to continue to support the **B-26 MARAUDER HISTORICAL SOCIETY** in achieving its goal of preserving and projecting the history of the men and women who built, maintained, supported and flew this famous aircraft, and all those who devoted themselves to the training of its ground and air crews.

Nat'l Sponsor [] \$1000	Life [] \$200	Sustaining [] \$100	Supporting [] \$50	Contributing [] \$30	Annual [] \$25
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[] **Please don't drop my name off the THUNDER**, I'm sending what I can \$ _____

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Address _____ Your B-26 Connection (Gp,Sq,ORG, other) _____

Zip _____



If applicable, dues renewal or application is for (Son, Daughter, friend) of: _____

[] Please place "X" in this block if mail label on reverse is incorrect and should be replaced with information above

[] I am including some extra to help those fellow Marauder Men who are on short rations.

Please make checks payable to: **B-26 MHS**

The B-26 MHS qualifies as a 501(C)(3) tax exempt, not-for-profit organization.

All donations are tax deductible to the extent IRS Guidelines permit.

Mail to: MHS Financial Director

PO Box 788

Annandale, VA 22003-0788

RULES OF COMBAT

1. If the enemy is in range, so are you.
2. Incoming fire has the right of way.
3. Don't look conspicuous: it draws fire.
4. The easy way is always mined.
5. Try to look unimportant, they may be low on ammo.
6. Teamwork is essential; it gives the enemy someone else to shoot at.
7. If your attack is going well, you have walked into an ambush.
8. Don't draw fire, it irritates the people around you.
9. The only thing more accurate than incoming enemy fire is incoming friendly fire.
10. If it's stupid but works, it isn't stupid.
11. When in doubt empty the magazine.
12. Never share a foxhole with anyone braver than you.
13. Anything you do can get you shot. Including doing nothing.
14. Make it too tough for the enemy to get in and you can't get out.
15. Mines are equal opportunity weapons.
16. A Purple Heart just proves that you were smart enough to think of a plan, stupid enough to try it, and lucky enough to survive.
17. Don't ever be the first, don't ever be the last and don't ever volunteer to do anything.
18. Five second fuses only last three seconds.
19. It is generally inadvisable to eject directly over the area you just bombed.
20. Things that must be together to work usually can't be shipped together.

In the acclaimed biography of TRUMAN by David McCullough reference is made on page 272 to "the cause of troubles with the B-26 built by the Glenn Martin Company". Martin himself appeared before the Truman Committee, the Senate Special Committee to Investigate the National Defense Program, in 1941 and testified that the wings on the B-26 were not wide enough.

When asked by Truman why they were not fixed, Martin replied that the program was too far along and besides he had a contract! If that was his attitude, Truman snapped, then he would see that the contract was terminated. Martin corrected the size of the wings.

I wonder if any crew members who flew in the early B-26's might comment on the handling and control of planes with wings that "were not wide enough".

Leo Gray 22nd BG, Hq. Sq.

Editor: A "Military Report" titled "B-26 Case History" soon to be put on our Internet should expose some of these myths!

The "Rules of Combat" in the left column came from the *Daedalus Flyer*, the newsletter of *The Order of Daedalus*, an organization formed in March 1934 by WWI pilots to perpetuate the spirit of patriotism, the love of country and the high ideals of sacrifice which place service to nation above personal safety or position.

Money, Money, Money

Through the years, this spot in our newsletter has held a plea for MONEY. This issue will be no exception.

You should all have received late last year a "Dues Renewal" notice. The response was very good with over \$50,000 coming in.

But of course there were those members who didn't respond immediately and have since forgotten. Those of you who fit this identity, please use the coupon on the back of this page and respond. (And if you aren't yet a member, but have received this *THUNDER*, you are eligible to become a member - use the same coupon!)

If \$50,000 seems like it should be enough this year for the MHS, our

budget is \$122,544.00. (Director's expenses for travel and motels for board meetings and other "stuff" are not reimbursed, but self-financed.)

We do expect to have to draw down some from our set aside of \$156,260 for "Life Members". But we are hoping for about another \$50,000 from our members this year.

Our legal fees are substantial, but only a small fraction of our legitimate expenses.

The

MARAUDER THUNDER

B-26 MARAUDER HISTORICAL SOCIETY

P.O. Box 1786

Rockville, Maryland 20849-1786

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Reunion Calendar

584th BSA, **May 5, 2000**, Nokomia, Florida

Irvin A. Kilhorn
806 Vienna
Castroville, TX 78009 830-931-3059

Santa Ana AAB; **May 6, 2000**; Santa Ana, California

Alvin E. Anderson, SAAAB Wing,
PO Box 1764
Costa Mesa, CA 92628; 949-631-5918

19th BGA; **May 11, 2000**; San Diego, California

Robert E. Ley
3574 Wellston Ct.
Simi Valley, CA 93603 818-703-7717

2nd Ferry Grp.; **May 18, 2000**; Newark, Delaware

Herman G. Benton
6513 Sandia Vista Pl., NE
Rio Rancho, NM 87124 505-892-2344

History of Flight Air show **July 8, 2000**; Geneseo

Airport, NY
Raublyn Hopkins
PO Box 185
Geneseo, NY 14454; 716-335-3681

387th BGA (all Sqds.); **Sept. 13, 2000**; Orlando, FL

David J. Miller
2030 Orchard Trace Dr.
Vero Beach, FL 32966 561-770-2195

International Association of Transportation &

Communications Museums **Sept. 17, 2000**; Tucson, AZ
<http://www.pimaair.org/iatm2000.htm>

454th BSA; **Oct. 4, 2000**; Tucson, Arizona

Joe Havrilla
1208 Magaret St.,
Munhall, PA 15120-2048 412-461-6376

344th BGA; **Oct. 21, 2000**; Tucson, Arizona

Lambert Austin
5747 Darnell St.,
Houston, TX 77096 713-774-3030

Reunion information is provided with the suggestion that you get in touch with the hospitality host listed, or your unit association secretary for more up to date and complete information. Dates, locations and hosts are as accurate as we hold. Association Secretaries are requested to keep Nevin Price supplied with accurate information;

Nevin Price;
14211 Chesterfield Road;
Rockville, MD 20853-2053



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