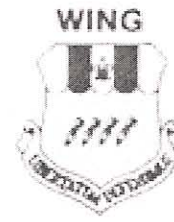


\*\*\* *We were the 1st, and still serving* \*\*\*



## SECOND BOMBARDMENT ASSOCIATION

NEWSLETTER

*"Second to None"*

[www.2ndbombgroup.org](http://www.2ndbombgroup.org)



Volume 22, No. 2

July 2006



### President's Corner

#### What Do We Do Now?

The 2nd Bomb Group/Wing has a long and exemplary record. It is the oldest Bombardment Group in the United States Military having been founded as the 2nd Pursuit Group in WWI, and continued in ensuing decades to distinguish itself in numerous conflicts. An impressive record we are all especially proud of. To this day it is still on active duty as the 2nd Bomb Wing at Barksdale AFB, Louisiana.

The 2nd Bomb Association has as its origin the Reunion held in San Antonio in 1983. In '85 we understand it was in Al Anselmo's home. It has held Reunions in the odd numbered years every biennial since until this year, 2006 which will be #13.

NEXT – We will convene at 8:00AM on Saturday, September 30, 2006 at the Holiday Inn (Dayton/Fairborn) to discuss, deliberate and to decide how to deal with our future as an organization. Here are the basic issues that we must deal with before we can – Go Forward or Adopt Another Model or Begin to Wind It Down.

The LEADERSHIP TEAM (8 officers of the Association) has, until quite recently, been drawn from WWII Veterans. Now we have, with Paul Skalny, Historian; Bonnie Hellums, Secretary; Sid Underwood, Web Master and most recently Matt Bryner as Treasurer, as younger generation successors in key positions. At minimum two of the four veteran holdovers, Loy Dickinson & Dick Radtke will step down. The question becomes, does the Association have veteran members ready to fill these vacancies? Each of us well understands, the older we get the more we become infirm or have chronic problems that prevent us from carrying the load we once were capable. All of the veterans are now over 80, and declining. We cannot keep the pace and this places the 2nd Bomb Association in a untenable position. If the leadership suddenly

became critically afflicted the Association could be in crisis.

YOUNGER MEMBERS will continue to be a valuable resource for leadership positions. At the present time there are fewer than 20 young persons in our ranks and several of these are not active. Those who are active have in common a strong interest in WWII history and especially the Army Air Corps.

The NEWSLETTER, as we write, is in great hands. Editor Earl Martin does an excellent job and shows no sign of diminishing capacity.

HISTORY & ARCHIVES – Our two books "Defenders of Liberty" and "The Second Was First" represent a magnificent contribution to our country's military history. We owe it to future generations to keep them in print. In addition Paul Skalny has made great strides consolidating our photographic archive. On the other hand, much personal history written by our own veterans remains unwritten or uncollected.

Our WEBSITE [www.2ndbombgroup.org](http://www.2ndbombgroup.org) has developed into a virtual jewel. Dave Carlock's huge pioneering efforts have evolved into a truly enviable historical tool for researchers and the public alike. Sid Underwood took over from Dave a few months ago and has added to its efficiency and accessibility.

Our modest ASSETS consist of a 65 volumes of 'Defenders Of Liberty' and no copies of 'The Second Was First'. This, plus a cash reserve of less than \$12,000.

THIS IS WHERE WE NEED YOU AND YOUR INPUT!! *(continued on next page)*

We want your answers to the following critical questions. This will guide us as to how the deliberations will proceed at the Dayton Reunion. We want your input regardless of whether you plan to attend Dayton or not.

1. If we are to continue to operate who will fill the *(continued on next page)*

vacancy of president?

2. If we are to continue to operate who will fill the vacancy of reunion coordinator?
3. How and why should we make special effort to keep our two history books in print and if so how?
4. Is it feasible to continue the Web Site on the internet, and should we make a financial commitment to do so?
5. Will you volunteer, or do you know someone who will volunteer?

Thank you for taking the time to respond. Please write, call or e-mail to us as follows:

Loy Dickinson 16685 Cielo Ct Parker, CO 80134 720-851-9663 loy@denvertest.com	John Sisson Dam Site Box 242 Mill River, MA 01244 413-229-6638 jsisson242@aol.com
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## The View from the Farm

Perhaps many of us pay little attention to the business of running the 2nd Bomb Assoc. I would like to bring to your awareness the hard work and dedication our current president, Loy Dickinson and all the previous presidents have given to this important work.

I joined the organization in 1990 and my first reunion was at Dayton in 1991, so I missed the famous Tucson reunion where President John Collens and the board of directors came within a whisker of announcing the end of the organization. Several volunteers jumped into the breach and we have had strong presidents and a strong organization since.

Believe it or not, a lot of time and thought goes with the job of president, as he must look after all the details of the organization and he must ride herd on the officers and the board of directors.

In the early days of the association, John Collens kept the organization in order from 1986 to 1989. He was followed by Luther Bivins from 1990 to 1991. Kemp Martin took over 1992 through 1995, followed by Bob Amos 1996 to 1999. Ed Hodges was president 2000 to 2001 followed by Dick Radtke 2002 to 2003. Loy Dickinson has served as president since that time.

Luke, Bob and Ed have passed on to their rewards but John, Kemp and Dick are still with us and active in the organization.

A lot of thanks are due to all these men for their dedication and the hard work they have done to keep the association going in good times and bad times.

Dayton revisited is the title of our coming reunion. We will be looking back to the time we dedicated our monument in the Garden of the Air Force Museum. (Look for the story of the monu-

ment by Chuck Beechum in this issue.) And we will be adding to the monument to recognize the work the 2nd Bomb Wing has done and is doing in the continuing defense of our country.

Look forward to the dedication events and to the opportunity to visit and view the displays at the museum, at Wright Patterson AFB and in the vicinity where so much of the history of aviation is available.

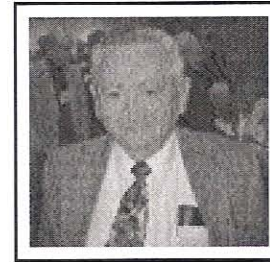
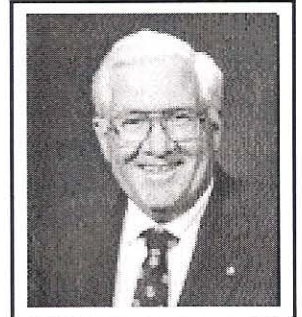
Dick Radtke and other members have been working hard on the arrangements for this reunion and have some excellent programs in place. It will be a great time. Don't miss it!!

Thanks to all who have sent letters and cards. A number of members have relayed stories and thoughts from the past and we appreciate them all. Each issue of the newsletter is not large enough to contain all the stories we have, but we save them all and may publish them in future issues. So, keep those cards and letters coming.

*Earl Martin, editor*

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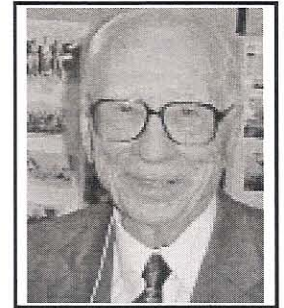
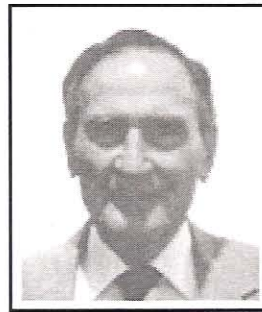
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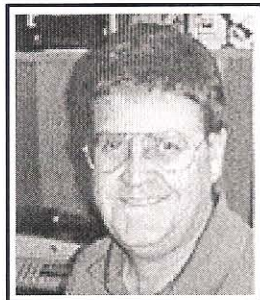


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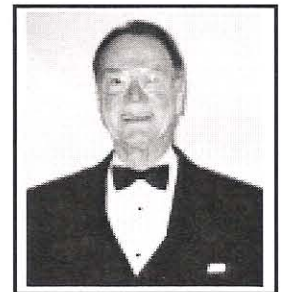
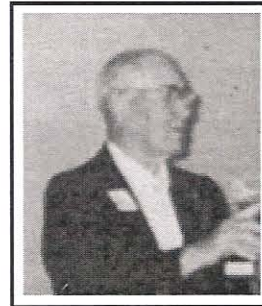


Past President 1992-1995  
Kemp F. Martin



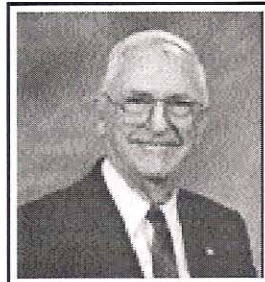
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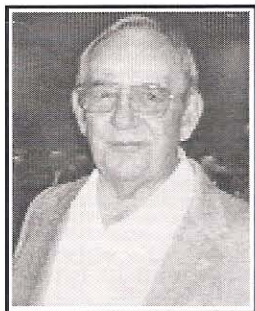


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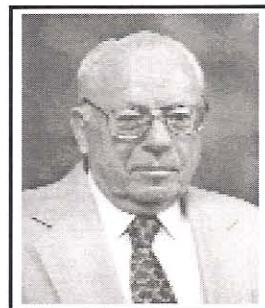


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**David F. Carlock** - 429th Squadron - Passed away July 5, 2006. Dave was the creator of the 2nd Bomb website. He was passionate about the 2nd Bomb Group and his/our website. Dave devoted untold weeks, days and hours to its architecture and development. Carlock's contribution to the Association, its members and their families and United States Air Force history leave a unique and lasting legacy. 'Where do they get men like that?'

## Monument History



The 2nd Bomb monument in the Air Force Memorial Garden at the Air Force Museum, WPAFB, Ohio was designed by association member Charles N. Beechum. In an August, 2003 letter to President Loy Dickinson, Charlie gives us a bit of history concerning the monument. Thanks, Charlie.

I remember that the monument was discussed at the Sacramento reunion in 1985, so just prior to the Norfolk reunion in 1987 I designed a rather elaborate three sided structure in the shape of bomb fins topped by a large eagle in take off position on top of the world. It was well received, but the estimated cost of \$20,000 was too high and I was asked to downsize it to a more reasonable price.

John Collens, M/G, USAF Ret., our new president, liked my eagle on the world design and suggested I have it cast for presentation to our Tucson reunion in 1989. I did so and Norma and I drove to Tucson that year with the 100 pound sculpture in the trunk of our car.

You will recall that John Collens was disgusted that year as he could not get anyone to accept the position of president for the next two years. The first item on the agenda was to dissolve our organization and give all of our funds to the Air Force Aid Society. Luke Bivins saved the organization when he accepted the job of president.

My revised monument was estimated at \$12,000 and was approved for an estimated dedication at the Air Force Museum during our Dayton reunion in 1991. It certainly did help that Luke's home was near Dayton, so we selected the

Xenia Monument Company to do the work.

I did not relish the idea of hauling that 100 pound bronze to Xenia when I was notified the monument was ready. I contacted Tinker AFB to see if they could put it on one of their cargo flights to WPAFB, AMC headquarters. A brand new full Colonel advised that he could *do anything* and to bring it on over. His carpenter shop built a beautiful oak box for my eagle's trip to Dayton. My next problem was how to notify the guys at WPAFB that it was on the way and what to do with it when it arrived. I asked the Colonel to get me some space available and he said he could try, so I drove back to El Remo. My phone was ringing when I got home and the new colonel told me to get back to Tinker ASAP as a C-25 Learjet from WPAFB was due in one hour. I arrived at WPAFB before my eagle so we had a short trip to the monument company and everything was all right. Not So!!

A very important woman at the Air Force Museum advised that we could no longer erect group monuments in their memorial garden. We could only plant a small tree next to a one foot by two foot bronze plaque, period! No amount of persuasion would move her so we contacted John Collens. It seems that the four star commander of AMC had served under General Collens when he was a colonel and was glad to hear from his old commander. Our 2nd Bomb Association monument was erected the next day and is on the choicest plot in the memorial garden. The important woman introduced General Collens at our dedication ceremony, Oct. 9, 1991.

Let's all give John Collens a big Thank You for the great monument we have in the memorial garden.

## Noise Abatement

"Flight 2341, for noise abatement turn right 45 degrees."

"But center, we are at 35,000 feet. How much noise can we make from up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

## Letters and Notes:

### From: Jack Myers

You may be interested in hearing that my book "Shot at and Missed" has been reviewed by Dr. John McManus for the Military History of The West and chosen as one of the two finest memoirs about the 15th Air Force. (Congratulations, Jack!)

## The Second Bombardment Association 2006 Reunion

### “Dayton Revisited”

September 28 through October 1, 2006 in Dayton, Ohio at the National Air Force Museum

#### 2006 Reunion Activity Schedule

##### Wednesday, Sept. 27, 2006

Board of Directors Meeting  
7:00 pm - Glenn Board Room

##### Thursday - Sept. 28, 2006

Registration - Hospitality Room open all day  
Bar open at 4:00 pm and after dinner till ??  
Buffet - 6:30 pm

##### Friday - Sept. 29, 2006

Visit Air Force National Museum  
WPAFB - depart hotel at 9:30 am and return after  
IMAX Film  
Memorial Service in Memorial Park -  
1:00 pm at the 2nd Bomb Group/Wing Monument  
located at the southwest corner of the Air Force  
Museum National Memorial Park  
IMAX Theater presentation - 3:00 pm  
Happy Hour - 4:00 pm - Hospitality Room  
Buffet Dinner - 6:30 pm

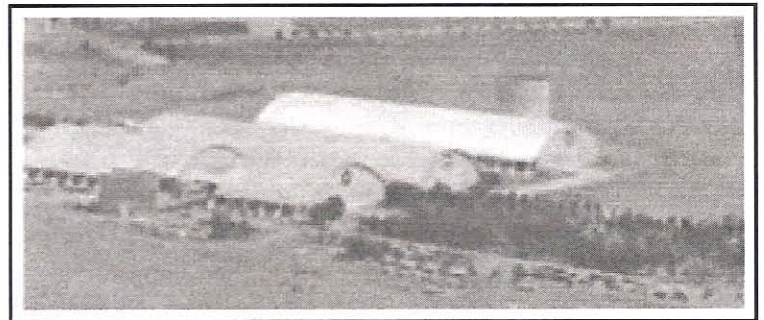
##### Saturday - Sept. 30, 2006

8:00 am General Membership Meeting  
Dayton City Tour with emphasis on aviation history - depart hotel at 9:30 am and return 3:00 pm with  
lunch provided on the road  
Bar open at 4:00 to 6:00 pm - Hospitality Room  
Banquet at Marriott Hotel - 7:00 pm, depart hotel via bus at 6:00 pm and return to hotel at 9:30 pm  
Hospitality Room open until no longer needed

##### Sunday - October 1, 2006

Breakfast Brunch - 7:30 am till 10:00 am

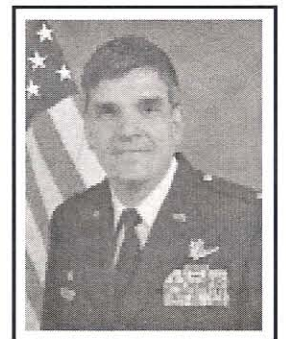
Hotel Check-out Time - 12:00 noon



#### Guest Speaker - Friday, September 29, 2006

##### Colonel Daniel J. Charchian

Colonel Daniel J. Charchian is the commander of the 2nd Bomb Wing, Barksdale Air Force Base, LA. He is responsible for providing B-52 aircraft, aircrews and associated support personnel and resources to conduct global bomber operational taskings. Additionally, as the installation commander, he supports 34 tenants including Headquarters 8th Air Force and the 917th Wing and promotes the welfare of over 7,400 military and civilian personnel, 10,000 family members and 60,000 retirees.



## Reunion Time

September 28 - October 1, 2006

“Dayton Revisited “ - what an appropriate title for the gathering of the Eagles. The 1991 reunion was held at Dayton with the dedication of our monument in the garden of the Air Force Museum and the revitalization of the association from the almost collapse during the previous year. More than 500 members and guests had a great time.

Not as many are still able to attend the reunions these days, but we expect a good turn out for this event.

Be sure to get your registration in on time and I'll see you there.

### Harry Tanner

Harry Tanner, collector of WWII aviation memorabilia, who attended our reunion in St. Louis with some of his collection, was featured in the Southwest Louisiana Lagniappe Magazine issue March 2, 2006.

Tanner, a resident of Sulphur, LA has more than 30,000 pieces of memorabilia and he takes pleasure in showing them to all comers and to groups such as our reunion members.

At our St. Louis reunion he brought along binders with many cards and letters he received from 2nd Bomb members. In his collection, Harry has all sizes from signature cards to a five foot model of a P-51.

Much thanks should go to Harry for keeping up parts of the history of our war. Hopefully, we will see him at our future reunions.

### Al Lloyd

Association member Al Lloyd is one of the authors of “Defenders of Liberty.” In a recent e-mail Al says that he is still busy plugging away in Service Engineering and Boeing.

He is still writing. He published a 760 page book on SAC and in September, Specialty Press issued his book on the Boeing B-47 Stratojet. Besides writing, Al constantly speaks to groups and associations all around the country.

Al's wife of 32.5 years, Rosemary, passed away last September and their son is a music student at the University of Washington. Al says he needs to keep busy and he wishes us a successful reunion with the defenders of liberty.



*Memphis Belle returns from final mission*

### The Memphis Belle

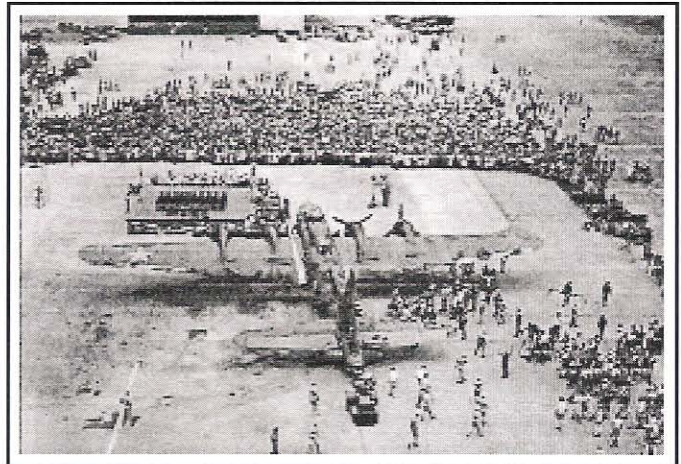
Probably the most famous airplane of all time and certainly the most well known B-17 is number 41-24485 better known as Memphis Belle. It and the crew that flew it, commanded by Robert K. Morgan, were the first B-17 and crew to complete 25 missions flying with the 8th Air Force.

They were assigned to the 91st Bomb Group, 324th Bomb Squadron. When the crew and the airplane reached that magic number, they were detached from combat, flew to the United States and spent three months on a tour of the country for the purpose of raising bonds and demonstrating before those who would later enter combat. I was attending the B-17 Transition School at Hobbs, NM when they buzzed the field and each of the crew talked to the assembled crowd.

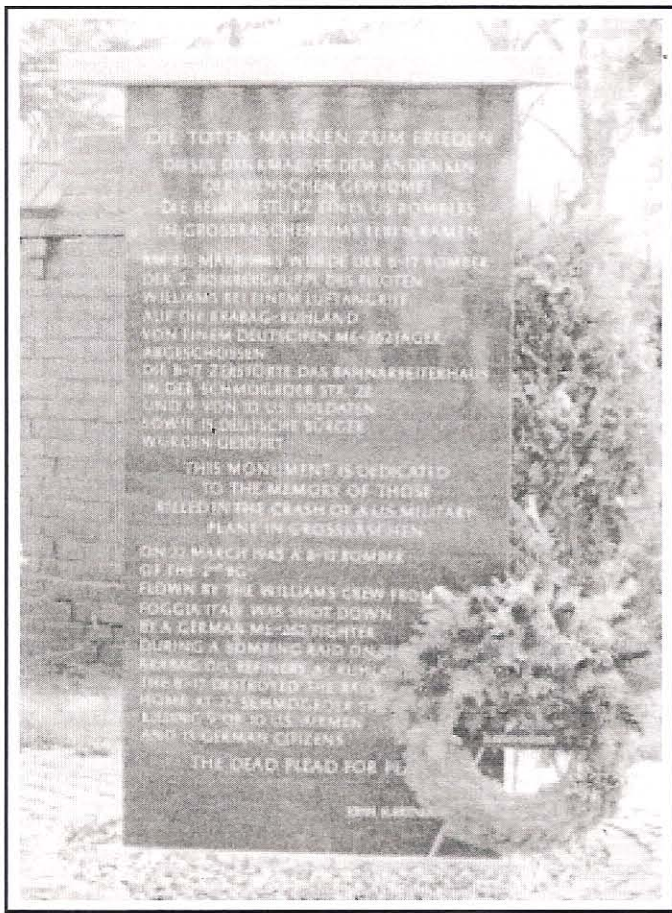
Since shortly after WWII the airplane has been in the hands of the Memphis Belle Memorial Association based in Memphis. It has been displayed in certain Memphis locations including many years at Mud Island. In some of the unsecure locations it was somewhat vandalized. The association has now conveyed possession of Memphis Belle to the Air Force Museum.

It will not be on display at the main museum for some years while it is in the process of restoration, but may be seen at the museum's restoration facility. Take a while to visit this famous old bird if you have a chance.

*Earl*



*Memphis Belle at Air Force Museum*



*Peace Memorial Monument - Front*

## Remembrance and Reconciliation

*by Matt R. Bryner  
2nd Bomb Group member and grandson*

*Association member and grandson, Matt R. Bryner has furnished a great story and many pictures about last years' trip with his grandfather, John Bryner, to a celebration in Germany to honor John and the crew of B-17 #44-6440 as well as the Germans who died when the airplane crashed. Thanks, Matt. editor*

March 22, 2005 marked the 60th anniversary of the downing of a B-17 over the smalltown of Grossraschen in East Germany. My grandfather, S/Sgt John Henry Bryner, Jr. was on that plane. He was the only one of F/O Ernest H. Williams' crew to survive. Their mission was to bomb the last of the synthetic oil refineries near Ruhland, Germany. He was the tail gunner on B-17 #44-6440, a flying fortress based as part of the 2nd Bomb Group, 20th Squadron at Amendola Italy. The plane was attacked and shot down by a pair of Me-262 jet fighters. His plane and fellow crewmates crashed into a house filled with German civilians taking their noon meal. The nine other crewmates and thirteen Germans were killed. My grandfather, landing by parachute in the nearby town of Buckgen, was captured and

taken to the prisoner of war camp, Stalag Luft 1 at Barth, Germany where he was held until being liberated by the Red Army at the end of the war. (A more complete review of this story is available at the Stalag Luft I online website which is dedicated to the prisoners held at this POW camp. <http://www.mercki.com/brynerjohn.htm>)

The 60th anniversary was marked by a ceremony to dedicate a Peace Memorial Monument erected in Grossraschen. It was the culmination of a journey that my grandfather had travelled for nearly a decade. He helped form a committee that was responsible for the monument's construction and whose members included both Germans and Americans. The monument was financed entirely by the efforts of the committee and private donations. The town of Grossraschen approved the project, provided the location in the central cemetery and agreed to take perpetual care of the monument.

The dedication ceremony for the Peace Memorial took place in a beautiful section of the town's cemetery, a special section I understand, was reserved for war veterans. Nearly 200 individuals, including about 30 Americans and a German-American Honor Guard, attended. There were witnesses to the crash, family members of victims, friends, local politicians and clergy and even the media. The focal point of the ceremony was the monument which remained hidden behind a canvas covering until the unveiling.

The anticipation was high as the ceremony began. Church bells announced the commencement of the ceremony and were promptly followed by a brass quartet's presentation of Vivaldi's Sonata. The ceremony began in the afternoon on a bright crisp day. The weather was superb. In both English and German, many speeches were given to honor the victims and those affected by the tragedy.

All in attendance were cordially welcomed by Mr. Thomas Zenker, the mayor of Grossraschen. *(continued on next page)*



*Mr. John Weibert, Mr. Alfred Ambs, Mr. Wolfgang Lehmann, Dr. John H. Bryner, Mr. James Hughes*

Looking back on the Second World War, he stated that although the town was spared the horrors of war, almost every family was affected by it. The plane crash, therefore, was a very memorable event that touched not only many families but the entire community. As we look toward future generations and potential conflict, Mr. Zenker stated that we must never forget the horrors of war and we must help reconcile differences between nations. Because of this, he was proud of this entirely private project to promote peace, reconciliation and remembrance.

A fifteen year old boy when the plane crashed, Mr. Wolfgang Lehmann told a story of youthful heroism and anguish. Watching the air battle overhead from a nearby woods, he rode his bicycle toward the crash site in an attempt to help rescue any survivors. His efforts were in vain. When the plane was shot down, its bombs had not been dropped. The plane exploded on the house. The explosion burned and cut him severely. He pondered on why he had been lucky enough to be presenting a speech now instead of his name being included on the monument as one of the victims. Speaking about the tragedy of war, Mr. Lehmann quoted the historian Sebastian Haffner who said, "Any attempt at weighing fault does not help. Thoughts of revenge only make things worse. Somebody must have the strength of heart to say, 'It is enough!'"

Next, Prof. Eva Gawlyta-Wessell explained that as a small child playing in the street in front of her grandfather's house she has only a fleeting memory of the plane crash. She moved to the United States after the war and in the 1990's began to investigate the plane crash. This led her to meet Mr. Peter Gajda, search war archives and contact a veterans organization. After all the digging, Mrs. Gawlyta-Wessell found my grandfather, "top-fit and adventurous," at her doorstep, after he had driven across the U.S. to have a chat with her.

My grandfather then spoke and thanked the mayor and the town of Grossraschen for supporting the idea to construct the monument and agreeing to care for it. He recognized, by name, many of those in attendance and expressed his gratitude. Like those before, he recounted his experience of that day. After being shot down by the Me-262's he could not get out of his rear hatch initially due to the spiraling of the plane as it came plummeting to earth. When a wing broke off, the plane stopped spinning long enough for him to make his first parachute jump. Upon landing, he was captured by German soldiers, accompanied by Hitler youth.

The emotion of the day came upon him as he remembered how he had been treated by the Luftwaffe, suffering no abuse - "they respected me as a fellow flyer," he said.

He had to wait until he returned to the United States to learn that none of his crewmates survived. However, it would be more than fifty years before he learned the full story. He found out through meeting and communicating with many of those in attendance. Like others at the ceremony, a sense of closure could be felt from his words. In this "perfect location," my grandfather asked those in attendance to "dedicate this monument to the brave men, women and youth who gave their lives in pursuit of peace."

My grandfather then introduced Mr. John Weibert the younger brother of Clarence Weibert, the engineer on the B-17. Mr. Weibert expressed his gratitude to all those involved and in attendance for "taking the time this afternoon to remember our people as well as yours." He suggested that it must have been God's will to leave someone to tell this story of sacrifice. With great emotion, he closed by repeating the Lord's Prayer in German. It was very moving, as many German language speakers

*Group photo at Town Hall*







*S/Sgt John Henry Bryner, Jr., Tail Gunner - B-17,  
15th Air Force, 2nd Bomb Group, 20th Bomb Sq.*

soon joined in.

John Bryner then introduced Mr. James Hughes, son of the navigator, John Black. He was only two years old when his father died. He expressed what a wonderful day it was with birds singing and he thanked the committee for putting up the monument and having this ceremony. He closed by saying, "It has been a true joy and highlight of my life."

Lt. Colonel Michael Edwards, of the United States Air Force with the American Embassy in Berlin, next spoke to honor the memory of the victims of this event. He was proud that our two nations have, for many decades, overcome the effect of the war and now live in peace. He thanked those who participated in preserving the memory of this event through the monument and ceremony.

An unexpected, yet special guest was then introduced to John Bryner. Wolfgang Lehmann spoke, "We have now arrived at the highlight of our ceremony especially for you. Here next to me stands Lt. Alfred Ambs, then the pilot of one of the Me-262s that shot you down." My grandfather and Mr. Ambs embraced and not a dry eye could be found. He gave a short speech describing the events from his perspective. After shooting down the B-17, he was chased by P-51 Mustang fighters which could not keep up due to the speed of the jet fighter. Only a few days later, he too was shot down and captured by the United States Army. He ended by saying how difficult it was for him to experience these events and come face to face with the surviving crew member of the plane he shot down.

After the serious business of the day was complete, the speakers and guests took time to greet each other and exchange contact information. It was wonderful to see all the smiles, laughter and hugs. I was particularly interested to meet and express my gratitude to Mr. Ambs for his attendance. I did so, clumsily introducing myself to him as John Bryner's

grandson trying to express how I felt. I thought there was no longer any baggage to undo.

My generation, very indirectly feels the effects of this war. We can't have any real sense of what it must have been like. Therefore, we do not, I think, hold any animosity toward combatants on any side of the conflict. Thus I met Mr. Ambs only with joy.

We were all invited to meet at the Town Hall. There we enjoyed refreshments and watched as the monument was entrusted to the care and maintenance of the town. The day's events ended with conversation, gifts and group photos.

Today, in March 2006, as we near the first anniversary of this wonderful celebration of remembrance and reconciliation, I am still in awe. I witnessed the amazing site of former combatants who had let go of their aggression and animosity. They were able to speak and smile and embrace in such a way that I wish all current combatants could. An even greater amazement is how fate, luck or how God intervened to allow my grandfather to be among the survivors. Without that twist in history, I would not be writing this story. Now I can look at my children and know how blessed I am. When they are old enough, we shall return to that beautiful little town in Germany and explain the history, to teach them about the importance of peace, and make sure they never forget.

*Editor again:* The crew of #44-6440  
F/O Ernest H. Williams, Pilot  
F/O Miles W. Massey, Co-Pilot  
F/O John O. Black, Nav.  
S/Sgt Maurice A. Tilbey, Tog.  
T/Sgt Clarence S. Weibert, U/T  
S/Sgt Willie P. Skeffington, L/T  
S/Sgt John C. Shuey, R/W  
S/Sgt Conrad R. Schryer, L/W  
S/Sgt John H. Bryner, Jr., T/G  
T/Sgt Henry C. Lawson, R/O

*from The Second Was First*



*With the laying of wreaths, the ceremony ended.*

## *Purple Heart*

### *61 Years Later*

Ernest Frank Walker, Engineer, Top Turret Gunner on a 96th Squadron airplane had to bail out of his crippled B-17 on the night of Dec. 3, 1944. He was wounded and captured. He spent the rest of the war in Stalag Luft I at Barth, Germany.

Walker remained in the Air Force through the Korean War and retired as a Master Sergeant in 1964. He died in 1995 never having received the Purple Heart and Prisoner of War medals he earned in WWII.

The Air Force finally made it up to Walker's family on Sept. 26, 2005 when Colonel David L. Orr, vice commander of the 56th Fighter Wing at Luke AFB, conducted the ceremony to award the medals. Walker's son, Keith F. Walker, accepted the awards on behalf of the family which includes three daughters, Jill Nelson, Carol Soper and Brenda Light. Their mother died in 1984.

The mission on which Walker was MIA was one of those "lone wolf" forays described as a deterrent to the German population getting a good night's sleep. The pilot of number 44-8381 that night was William G. Pepperman. All of the crew members are listed as POW's at Barth but no indication is available as to the reason they had to bail out. The only indication of trouble is "The flak at the target was heavy, moderate and inaccurate."

Congratulations to Ernest Walker's family and to the Air Force for finally making it right.

*Editor: Thanks to Robert E. Johnson of Surprise, Arizona for providing this information to us from the Arizona Republic and the Luke AFB News.*

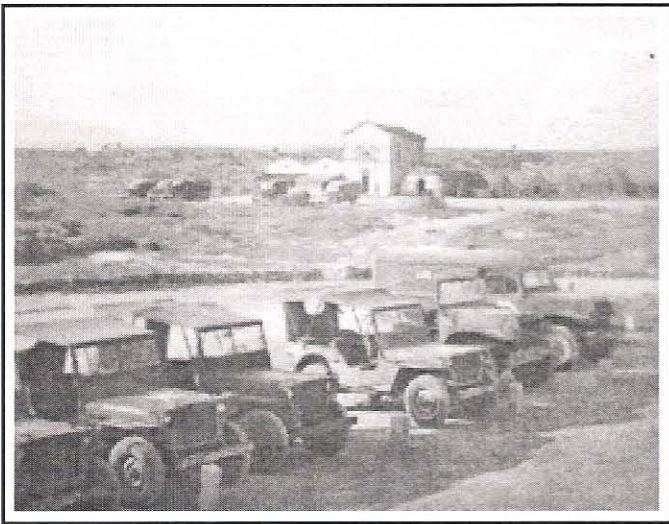
### **Did You Know?**

1. During WWII more bombs were dropped from B-17s than from any other airplane?
2. That the first B-17 (project 299) crashed and was destroyed while being demonstrated to the Army at Wright Field?
3. That Ian Fleming (remember James Bond) commanded an assault unit during the D-Day landing?
4. That Henry Kissinger served as an interpreter in the 84th Infantry Division during the Battle of the Bulge?
5. That the US Army, in the European Theater of Operations, gave 82.32% of all decorations to the Army Air Forces?
6. That Werner Moelders, (German Fighter Ace) was the first pilot in history to exceed 100 victories in the air? He was killed in 1941 in a bomber crash.



### **In Memorium**

- Donald W. Applegate, 96th Sq.  
Mar. 15, 2005
- Richard DeNeut, 20th Sq.  
Feb. 17, 2006
- John A. Gearhart, 20th Sq.  
July 16, 2005
- Robert R. Hindert, 429th Sq.  
May 1, 2005
- Richard L. Irby, 20th Sq.  
Dec. 12, 2005
- Stanley M. Korel  
Mar. 29, 2006
- Jim Owens, 429th Sq.  
Feb. 16, 2006
- Bernard L. Scalisi, 429th Sq.  
Jan. 26, 2006
- Charles N. Steele, 49th Sq.  
Oct. 7, 2005



*HQ 2nd Bomb, Amendola*

### *Navigator to Pilot*

The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, then asked the navigator "Do you know what I use this for?" The navigator responded timidly, "no, what is it for?" The pilot responded, "I use this on the navigator when we get lost."

The navigator proceeded to pull out a .45 and place it on the chart table. The pilot asked, "What is this for?" "To be honest sir," the navigator replied, "I'll know we're lost before you will."

### *Why I Want to Be a Pilot*

*by a 10 year old Canadian Boy  
Reprinted from B-17 Flying Fortress Newsletter*

I want to be a pilot when I grow up because it's a fun job and easy to do. That's why there are so many pilots flying today. Pilots don't need much school, they just have to learn numbers so they can read instruments, and they should be able to read road maps so they won't get lost. Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or motor falls off they should stay calm so they'll know what to do. Pilots have to have eyes to allow them to see through clouds and they can't be afraid of thunder or lightning just because they are closer to them than we are. The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think flying is dangerous; except pilots because they know how easy it is. There isn't much I don't like except girls like pilots and all stewardesses want to marry pilots, so they have to chase them off so they won't bother them. I hope I don't get airsick because I get car sick and if I am airsick I couldn't be a pilot; and then I would have to go to work.

*Familiar sight to former Kriegies.  
Arrival at Stalag Luft I or III.*





# 2nd Bomb Group

Second Bombardment Association  
A Veterans Organization of the  
2nd Bomb Group & Bomb Wing

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