



FOR THE MEN WHO FLY 'EM • FOR THE MEN WHO KEEP 'EM FLYING

Issue 47

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Spring/2010

OUR 451st LEGACY CONTINUES

I'm sure most all of us have heard the phrase, "*ONCE UPON A TIME.*" In mulling this phrase over in my mind I realized that that phrase pretty much described us as well. It could start out by stating, "*Once Upon A Time there was a World War Two Bomber Group that served with distinction in the Mediterranean Theater of Operation.*"

Going back in history, that had to be us, the 451st Bombardment Group (H) . . . **REMEMBER?** It was three Distinguished Unit Citations that set us apart from many of the other Units that served in WW-II: There was Regensburg, Germany on the 25th of February 1944, Ploesti, Rumania 5 April 1944 and the Markersdorf Airdrome (Vienna Area) 23 August 1944 that brought us those distinctions.

451st Air Expeditionary Wing



451st Air Expeditionary Wing Emblem

We were constituted as the 451st Bombardment Group (Heavy) on 6 April 1943 and activated 1 May 1943. We served in Italy were sent back to the Zone of the Interior (USA) at the end of the European hostilities and inactivated on the 26th of September 1945.

I guess we were considered a 'role model' and when the 451st Strategic Missile Wing (ICBM-Titan) was formed and activated on the 26th of April 1961 they chose to bestow the history, honors, and heraldry of our Bomb Group for themselves, and to carry it on.

The 451st SMW was located at Lowry Air Force Base, Colorado with its nine missile silo's. There were several other Missile Wings across the nation. There was one at Ellsworth AFB [44th SMW], Beale AFB [456th SMW], Larson AFB [568th SMW], and Mountain Home AFB [569th SMW]. Most all were inactivated in 1965.



451st Strategic Missile Wing

The 451st SMW was inactivated on the 25th of June 1965.

Now we're coming up to our newest entity; the "451st Air Expeditionary Wing." They, too, wished to accept the history, and lineage of our famous set of 451st numbers. They started out in 2002 as an offspring of the SMW program and became the 451st Air Expeditionary Group, but as the Global War on Terrorism grew, so did the unit. They were redesignated as the 451st Air Expeditionary Wing (AEW) on the 2nd of July 2009. (Logo top center)

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"AD-LIB"

**451st BOMB GROUP (H), LTD.
PUBLICATION**

Compiled and Published by Bob Karstensen

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and mailed to: 1032 S. State St. Marengo, IL 60152
Phone (815) 568-7766

E.MAIL - bobk451@aol.com

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We reserve the right to edit, shorten, clarify any article submitted to the Ad Lib. We may choose not to include an article due to length, content or negative implications - Editor

In my research of this subject, I found this description of the duties of the 451st AEW. Stationed at, and presently conducting operations, from Kandahar Airfield, Afghanistan. The Wing is responsible for the air control of the southern region of Afghanistan, launch and recovery operations for the MQ-1 Predator and MQ-9 Reaper aircraft, the employment of combat search and rescue forces throughout the entire country and ground security and defense of the airfield. Included in the group

are safety, logistics, communications, civil engineering. Quite an undertaking, but nothing less than could be expected from a 451st entity.

While in the process of researching my favorite numbers, 451, I've come across several other military units that bore these numbers. Whether these were bestowed purposely, or just randomly, I have no idea.

I have found the 451st Intelligence Squadron that serves and disseminates, to the European Theater, vital information to the North Atlantic Treaty Organization, United States European Command, United States Air Forces in Europe, the National Security Agency, and the National Command Authorities.

They are presently stationed at Harrogate, England.

I found numerous 451st Army Units, but the one that caught my attention was the 451st Army Band stationed at Fort. Snelling, MN. My attention was drawn to this Unit, because back in 1996 I contacted them and placed a request to see if they could perform for us at our Group Reunion in Minnesota. They had to decline due to previous commitments. What a catch that would have been to match "The Best in the Midwest," to the "Best of the 15th AAF."

451st Intelligence Squadron



451st Intelligence Squadron emblem



Another 451st Unit

POST WW-2 AIR FORCE RULES

1. Have a cocktail.
2. Adjust temperature on air conditioner.
3. See what's on HBO.
4. Ask, "What is a gunfight?"
5. Wine and dine 'key' Congressmen, invite DOD and Defense Industry executives.
6. Request more funding from Congress with a 'killer' Power Point presentation.
7. Receive funding, set up new command and assemble assets.
8. Declare the assets 'strategic' and never deploy them operationally.
9. Make sure the Base is as far as possible from the conflict, but close enough to have tax exemption.
10. Hurry to make 13:45 tee-time.

CAPTURED

(Fourth Installment by: George Held)

I was not excited to arrive at Selman Field. The new trainees consisted of cadets fresh from Maxwell Field, and "wash-outs" from pilot training programs. It took a few days to acclimate in the new surroundings and get into the mindset of a new curriculum. It did not take long to find many of the classes challenging. They added many new challenges to the typical ground schoolwork, advanced mathematics, radio navigation, longitude and latitude maps, chronometers, and the unsteady sextant. After about a month of ground school preparation, we began in-flight navigation and instruction. We became proficient in dead reckoning, radio and stellar navigation. We flew for the most part in C60 Lodestar twin-engine planes. Many flights were spent shooting the sun, the stars, or the moon for fixes. Using DR (dead reckoning), radio, or instruments, we soon learned to fly anywhere at anytime under most conditions.

Throughout this training, I learned the names and locations of innumerable stars, planets, and constellations, while many evenings were spent studying the heaven, familiarizing myself with their position. we had training flights over the Gulf of Mexico where I learned to read the waves. Looking down through an instrument that had grid lines, we could estimate the ground speed of an aircraft, after the pilot made the necessary turns. We were required to fly many cross-country daylight as well as night flights. I kept to myself, not making many friends, working towards successfully completing Navigation School. Graduation day came quickly and I cheerfully donned my new uniform freshly adorned with Second Lieutenant's bars and Navigator's Wings.

The next move was unexpected; never informed that I would be required to complete Gunnery training, I was hustled off to Eglin Field, Fort Meyers, Florida, for a lightning course in aerial gunnery.



Lt. George Held
Born 1921 - Deceased 2006

My introduction to firearms at Fort Meyers consisted of classes in gunnery, breaking down and reassembling weapons, together with ground training as well as target shooting in the air. We learned everything from skeet shooting from fixed positions in an open field, for firing a shotgun while in motion. We rode in an open truck circling a dirt track from which we fired a shotgun at clay pigeons. Pre-set wires triggered traps as the truck ran over them. We were required to fire at clay targets as the flew across the track from all directions. I enjoyed the hands-on situation, and the competition. Our next test was in the air. We were required to shoot at sleeves towed by another plane, from various positions in our aircraft. Each trainee fired different colored coated ammunition, and each score tabulate by assigned color after landing.

The local town offered little entertainment, isolated from any big city; we spent most of our free time at the Base. Hot and anxious to move on, I was pleased to receive my Gunnery Wings along with my orders to report to Bradley Field, Windsor Locks, CT. It was there I would be assigned to a permanent crew.



Cadet's Wings



Gunner's Wings



Navigator's Wings

LEO STOUTSENBERGER: HIS LEGACY

I'm sure that many of our WW-II 451st members will recall the name of Leo Stoutzenberger, Photographer/Gunner from the Headquarters Section. Leo was the Photographer that took the nine dramatic photos of 'Extra Joker' during its final moments, while over the Markersdorf Airdrome - Vienna, Austria on 23 August 1944. Now, through the kindness of one of our Associate Members, Robert L. Parks, more of Leo's post war history is learned. Bob Parks was a good friend of Leo's, as well as Lew Morse, (Pilot in the 726 Squadron) who he became acquainted with by way of Leo's wartime contacts. Leo, was born in September 1920 and passed away in October 1997. He went on, in civilian life to



Col. John K. Nissley presents awards to the three winners in the recent National Army Arts Contest sponsored by the Third Service Command. Photoed from left to right are: former T/Sgt. Leo S. Stoutzenberger, now with the NACA, winner of the photography award, Pvt. Robert L. Parks, Sqdn. A, water color award winner, and Sgt. Frederick A. Counsel, 160th BU, who won first prize for oil paintings.

*(Photo and caption taken from the Langley Field publication "The Tailspinner."
Dated Saturday, 2 June 1945)*

start a correspondence course on cartooning. Cartooning was somewhat apart from what he gained fame from, as a combat photographer in our Bomb Group.

In my research I found that Leo had started a correspondence course called, "Cartoonerama" back in 1960, and had helped numerous artists in that field. Notables, such as Charles Schulz (creator of the 'Peanuts' comic strip) and Chester Gould (creator of the 'Dick Tracy' comic strip) were, at one time, students of Leo's.

Apparently Leo not only became proficient in the art of cartooning, but I also found that he pub-

lished a book, titled "Controlled Watercolor Painting." Seems that he had no end to his talent in the field of 'artistry.'



WORLD WAR II LETTERS

By: William F. Jackson

17 September 1944 - I feel like I've accomplished a little today. I went to church services this morning at the Group Briefing Room. They had one of those portable organ affairs to accompany our singing. Ordinarily I think it's rather unsatisfactory, but the Sergeant really pumped out the hymns in a peppy manner.

We were scheduled for a practice mission this afternoon, but it was called off. Instead, Charley, Ted, Wally and I spent a few hours censoring mail. You certainly see all types and varieties of letters, most of them poorly written. Once in a while you run across a good one. Then, all of a sudden, I got ambitious and started working on our quarters. Finished laying the wood floor, built a bureau out of boxes, a clothes rack for the few clothes we want to keep handy, wooden frames for my mosquito netting, and reinforced a table and desk affair that we'd picked up. Got out all my photographs and now the tent looks more like a home.

Last night I was going to a dance band rehearsal, up at Group. Not enough members showed up so we took in the outdoor movie instead. Hedy Lamar and Bill Powell did very well in "Two Heavenly Bodies."

I did pick up an alto sax, an Italian make, and am familiarizing myself with it. Some of the keys that I used constantly on my Bundy alto sax are not on this instrument. This one also has a double octave key with is the hardest thing to get use to. I played some last night, and tonight I did much better. As far as I know, they're still going to have a dance tomorrow evening. I'm in the best of health and sincerely hope that both of your are, as well.



19 September 1944 - Well, I played a dance job last night. The dance was at the Group Club for the benefit of Colonel Eaton, who is leaving. There were five girls there -- I counted them -- and a good many Group Officers. Two of the girls, a Red Cross worker and a Nurse, were as sharp as anything I've seen in the States. It did me a lot of good just to see a couple pretty American girls. The dance band consisted of three saxes, trumpet, trombone, bass, piano and drums. I've played in outfits much worse. I got my kicks in! Played lead sax and took a few choruses. I'll probably be playing with the boys again, if I can make it.

Was up in that "Wild Blue Yonder" today. Lt. Ford checked the four new Pilots on emergency procedures this morning, and I rode with Lt. Rowsey this afternoon and shot some landings -- 3-engine landings, low approaches, etc.

21 September 1944 - I flew yesterday morning with Lt. Holtz and got some practice formation flying. They pride themselves on good formation and really sticking in close. I was scheduled for a mission as copilot for Captain Eckenroth, but it was called off, darn it!

I visited Foggia again and got my weekly rations while there. While I think of it, I want some writing paper. I can get airmail envelopes, but the paper is extremely difficult to obtain. I have plenty of gum, but could use some candy, if you'd like to send some. There's little to do in Foggia. I looked around for a birthday present and didn't do any better than the last time. Charley, Wally and I attended the movie at the Flagella Theater. The sound was so bad and the picture poor, so we walked out.

I've discovered the two most popular American tunes! The Italian kids who can't speak English know the words and tune of, "Lay That Pistol Down," and "Beer Barrel Polka." That was true in Foggia and in another town I visited.

Have you heard of Bob Hope's book of his travels abroad? Its entitled "I Never Left Home." I finished reading it today. Read it if you can find it. It tells of several places that I previously mentioned as having visited. It's interesting, too.

I have become better acquainted with Lt. Rowsey and Lt. Kilburg, tentmates of Charley and me. Both of them have DFC (Distinguished Flying Cross). Nice fellows.

The enclosed cards of Foggia show it as a pretty nice place. Some of the buildings pictured are in ruins now.

Mail deliveries seem to be rather infrequent. I'm hoping for some letters today. Hope you are well at home.

22 September 1944 - The mail use to come in fairly regularly, from ten days to two weeks for most letters. But now, even the older fellows are complaining about the deliveries. In other words, I'm still not seeing any mail. Oh, I did get a V-mail letter from Jackie Morrell written September 4, in which she said she'd been writing me from Mexico all the time. I kept writing to her, though the last time I'd heard from her was in June.

I saw at the open-air movie last night: "Lady Takes A Chance" -- just fair, not good, not bad.

I've been asked to take charge of the Group's dance band. They need a leader and organizer in order to have a smooth-running outfit. It'll be a headache in many ways, I know, but there's no use keeping up my present inactivity. I might as well be doing something, so I guess I'll take over.

There was a Red Cross show at the Squadron tonight. The musicians were from Naples, the other entertainers were from Rome, and the M.C. from the States. The M.C. (Master of Ceremonies) was a young fellow with a very nice voice and strictly on the ball. We enjoyed the show immensely. After coffee and doughnuts (courtesy of the Red Cross) we had a little session in the Club. Consisting of the Italian drummer, violin, accordion and your truly on sax and clarinet. The accordion player knew a number of American tunes. A couple of them sounded darn good, and the rest were not too bad. More fun!

24 September 1944 - I haven't been numbering my letters as you have. So if a letter gets lost, it might easily go unnoticed. However, I write every day, or ever other day. If I miss writing for a day or two, I'll always mention it.

The foregoing was just a prologue to this statement: I didn't write to you yesterday. The mail deliveries, for the entire Group, haven't been coming through at all. It's been that way for a week now. I hope my letters are getting out to you okay.

Well, I finally got a taste of combat! I flew as copilot, for that is what I have to do for the first three missions. We bombed an airfield near Athens, Greece and did a good job of it. We got just on piece of flak through our right wing. Other bursts were close but didn't hit anything. I hope the other 49 missions are as easy.

25 September 1944 - A rainy, windy day. I went to Group this afternoon and spent better than two hours talking to Paul Mathes. He is Bob's brother - as I had supposed. He says he remembers seeing me and Russ LaVigne at the Blue Room on time. We knew all the same people, even dated some of the same girls, so we really had an enjoyable time hashing over our fellow 'Quincians.' Most of the kids we mentioned are now married. He gets the Quincy paper (when it's over a month old) and he says he'll give the copies to me when he has read them.

26 September 1944 - Well, I finally received a letter today! Your letter number 4 of August 20th. Now I'm waiting for numbers 1, 2, and 3. We have a new pet in our tent. Rowsey captured a nice little snake that's about a foot long. We have him in a nice place (I hope). Our snake surprised us this afternoon by eating a small lizard we put in the barrel to keep him company. The lizard was only a couple inches long and the snake swallowed him tail first. Speaking of lizards, we have an occupant in our tent -- a mouse. I guess I just don't like mice, for this little creature had done nothing to make me dislike him. He hasn't touched a thing, but I kinda' look for him to get into our "supplies" sometime.

Tonight is the night for our Squadron party, complete with girls and "licker." My interests, as usual, will lie with the Dance Band. There will be either nine or ten pieces, just the right size.

I've been wondering about Junior Musolino and the other boys in his band: Stipp, Steel, Andy Van-Sicles, Klotzback, etc. Do you know if they're still playing?

DEAR VERA

By: John Vogel

The following excerpt comes from the pen of John "Jack" Vogel and refers to communications he had with his mother, Vera, when he was overseas with the 451st Bomb Group. It pretty much explains itself.

DEAR VERA:

Vera was the mother of two sons, Charles, Jr. ("Chuck") and John ("Jack"). During World War-II both sons entered the U.S. Army Air Corps and trained as machine-gunners on B-24 "Liberator" bombers; Chuck as a ball turret gunner and Jack as a nose turret gunner. Both sons were fortunate to be home on a furlough for Christmas, since it was obvious they would be sent overseas shortly. At that time Vera asked Jack to be sure to tell her in a letter of his new location. Jack told his worried mother that would be impossible because all overseas mail was censored.

They did however decide upon a way to get around the censorship. Normally Jack addressed letters to her as Mrs. C. Vogel, but when he landed in his new location the letter "C" would be replaced with an individual alphabet letter to spell out the country. They further agreed that when Jack could see that the war was winding down he would address the letter as Mrs. "Vera" Vogel and substitute the greeting of "Dear Folks" with "Dear Vera." It all worked out very well and Vera saved every letter that her sons sent throughout their Army careers: Chuck wrote 114 letters and Jack wrote 108 letters.

Vera cherished these letters and kept them in a sturdy Sears Roebuck & Co. box tied firmly with a long pink cord. Today, her 2 granddaughters, 6 great-granddaughters and 1 great-great-granddaughter could not recognize that this long pink cord was really from Vera's corset lacing. When she died January 6 1977 the box of letters became mine and the box was stored on a closet shelf until recently.

Upon opening the box, I looked at certain postmarks of letters sent by me from overseas ... and there they were. Prior postmarks listed the address as "Mrs. C.," but starting with December 1944 the addresses were "Mrs. I.T.;" "Mrs. A.;" "Mrs. L.;" and "Mrs. Y." Once she knew I was in Italy, I knew my father would want to know where I was in Italy. So I started a new series, starting in January 1945, spelling out F,O,G,G,I,A. Foggia was a major 15th Air Force aviation supply depot supplying airplanes and parts to the bombers based in Italy and elsewhere.

The gem of all the letters is postmarked April 17, 1945. At that time the 15th Air Force was still flying every day that weather permitted, while Base orders were issued to start filling in all foxholes. The end of the war was obvious, so my letter on that date was addressed, "Mrs. Vera Vogel." The letter itself was dated April 15, 1945 and it started with "DEAR VERA," rather than, "Dear Folks." Vera went wild with joy when she got the "Dear Vera" letter and ran up and down the street telling everyone that the war was over.

It had to be so, because Jack had sent her the "Dear Vera" message!

In the meantime bombing missions were still being flown and I was a part of a bombing raid to the Po River Valley on April 24, 1945. On that day, my B-24 was shot down and by the Grace of God it crash landed on an abandoned enemy air field with all of the crew members surviving. It did not occur to me until reviewing the letters and dates for this article that while Dear Vera was filled with joy in Philadelphia, that last combat mission for me could have changed her life forever. Thanks be to God she welcomed both sons home, one from the 8th Air Force and one from the 15th Air Force in Italy.

ANOTHER 'FINAL REUNION' COMING UP

I'm sure that by now most of you are aware of the effort that Winson "Big" Jones is making towards doing another "Final Reunion" for our Group. In case you hadn't heard, it will be held at the Hyatt Hotel in Deerfield, Illinois from the 21st to 23rd of

October 2010. If you have an interest you can contact our Reunion Manager, Winson Jones, by phone at: 847.945-3400, or Toll Free at 800.233-1234. Or, by mail to: 18502 N.W. Montreux Dr., Issaquah, WA 98027. **See ya' there?**

OUR DIMINISHING RANKS -- THEIR FINAL FLY-BY

REPORTED SINCE OUR LAST NEWSLETTER

HEADQUARTERS

Theodore D. Croninger, 20 December 2003 - Gun-
nery Instructor

724th SQUADRON

John R. Abercrombie, 17 February 2008 - Gunner
William S. Antonucci, 30 October 2008 - Electrician
Arnold W. Becker, 22 March 2008 - Armorer
Glenn E. Bliss, 13 December 2003 - Motor Pool
Joe Braswell, 22 November 2008 - Radio Mechanic
Leslie A. Cahill, 14 October 2006 - AEG
Robert M. Carringer, 9 August 2009 - Navigator
Richard L. Cash, 1 August 2008 - Bombardier
Morton F. Caswell, 27 August 2008 - Gunner
Jesse F. Davis, 1 May 2009 - Communications
Fred G. Decker, 20 July 2008 - Communications
John H. Dilks, 24 November 2009 - Navigator
George A. Elmer, 14 August 2007 - Bombardier
Edward R. Gambeski, 30 April 2006 - Navigator
John E. Habeeb, 30 January 2008 - Line Chief
Wayne Johnson, 2 March 2009 - Gunner
Lyll E. Johnson, 20 May 2009 - Pilot
Clarence J. Kleppner, 29 January 2006 - Bombardier
Robert H. Knowlton, 27 February 2009 - Gunner
Robert P. Learmont, 8 August 2009 - Bombsight Me-
chanic
Jean B. Levesque, 7 August 2007 - Bombardier
Marvin W. Marburger, 11 February 2010 - Electri-
cian
Adam E. Metz, 17 September 2005 - Pilot
Virgil A. Miller, 31 January 2009 - Gunner
Eugene J. Olenik, 19 April 2006 - AEG

Leonard B. Olszanowski, 31 July 2007 - Bombardier
John C. Reeder, 26 November 2008 - Gunner
Lyle Roberts, 5 February 2009 - Gunner
Carlton D. Rule, 30 October 2009 - Gunner
Lloyd R. Stancl, 6 October 2009 - Gunner

725th SQUADRON

Daniel Bernstein, 2 October 2009 - Bombardier
Angelo J. Bianchi, 22 January 2008 - AEG
Mike A. Blandino, 9 August 2008 - Bombardier
Warren C. Bourdette, 15 January 2010 - Gunner
Harvey A. Brown, 14 November 2009 - Copilot
Thomas A. Bullock, 17 September 2007 - Bombar-
dier
David Davis, 4 March 2009 - Navigator
Elmer T. Edmonds, 19 October 2003 - Gunner
John M. Estabrooks, 9 January 2010 - ROG
Francis M. Farrier, 3 October 2005 - Armament
Edgar W. Gaeth, 30 April 2007 - Gunner
Frank R. Gerrity, 19 April 2009 - Copilot
Peter P. Grebus, 12 July 2009 - Copilot
Floyd Hamm, 28 July 2009 - Gunner
Arthur J. Henry, 2 January 2010 - Gunner
Narvis J. Lee, 6 August 2006 - Gunner
Ralph A. Limatola, 5 April 2009 - Electrical Section
William A. Miller, 28 June 2009 - Pilot
James C. Mooney, 8 January 2010 - Communications
Joseph A. Moore, 28 January 2006 - Radar Techni-
cian
Glen M. Nelson, 26 October 2009 - Gunner
Carl A. Reeves, 1 May 2009 - Gunner
George F. Scheer, 15 October 2009 - Gunner
Aubrey G. Simmons, 8 January 2008 - Gunner
John A. Sirney, 18 September 2008 - Operations Of-
ficer
Jack M. Sites, 27 February 2007 - Gunner

Wilbur K. Stanbro, 12 January 2010 - Gunner
 Robert W. Strang, 2 July 2009 - Navigator
 Herman E. Swope, 25 February 2008 - Gunner
 Enes G. Tatro, 22 March 2009 - Gunner
 Charles G. Trumper, 26 September 2009 - Pilot

726th SQUADRON

Robert J. Bolger, 15 July 2009 - ROG
 Frank L. DeJohn, 23 January 2009 - Gunner
 Arthur Eckstein, 26 July 2007 - Copilot
 Charles J. Fishbaugh, 20 September 2007 - Armament
 Albert F. Fulop, 19 January 2009 - Gunner
 Francisco X. Gutierrez, 2 June 2009 - ROG
 Wilbert J. Kaspar, 23 August 2007 - AEG
 Martin Kornbluh, 11 May 2009 - AEG
 Cyril G. Lawson, 22 December 2004 - Photo/Gunner
 Wesley L. Lindley, 25 March 2006 - Pilot
 Samuel L. London, 28 July 2009 - ROG
 Richard F. Macey, 24 July 2006 - Bombardier
 Woodrow A. McCulley, 15 September 2009 - Mail Clerk
 Dale W. Miller, 17 August 2009 - Pilot
 Lester R. Norvell, 10 March 2009 - Administrations
 Eugene A. Ridlon, 10 June 2009 - Motor Pool
 John Q. Schneider, 11 November 2009 - Copilot
 Ibar M. Spellacy, 9 October 2009 - Pilot
 Angelo D. Valenza, 21 January 2010 - ROG
 Sidney Z. Winski, 13 July 2004 - Operations Officer
 Frank L. Wohlfarth, 13 August 2009 - Mechanic
 Clifford R. Wright, 2 July 2009 - Administrations
 Algirdas Yurkstas, 23 November 2006 - Pilot
 Robert G. Zimmerman, 16 December 2006 - Pilot

727th SQUADRON

James W. Clase, 16 April 2009 - Instrument Section
 Mitchel D. Cohen, 24 March 2008 - Gunner
 Harry R. Colgate, 6 February 2009 - Navigator
 Thomas E. Davis, 7 May 2008 - ROG

Mario E. DiMeo, 6 November 2007 - ROG
 Raymond W. Fyhrie, 28 February 2009 - Pilot
 John F. Haggerty, 3 November 2009 - Crew Chief
 Robert L. Henbest, 13 February 2010 - Bombardier
 John R. Henthorn, 22 September 2009 - Ordnance
 Richard B. Kelly, 21 May 2009 - Gunner
 Ernest W. Kiefer, 25 July 2009 - ROG
 Vernon R. MacNeil, 1 December 2009 - Gunner
 Alan R. May, 26 December 2009 - Gunner
 Carl G. McConnell, 18 October 2008 - Copilot
 Walter D. McKay, 22 July 2009 - Mechanic
 Amon A. Overturf, 4 September 2005 - AEG
 Fred E. Paris, 12 September 2008 - Gunner
 Joseph J. Pasda, 8 April 2006 - AEG
 Owen D. Pickett, 25 August 2008 - Flight Chief
 Charles A. Puglia, 9 December 2009 - ROG
 Harris M. Ronning, 9 May 2009 - Gunner
 John C. Schumacher, 3 June 2009 - Gunner
 Albert Sokol, 10 December 2008 - Navigator
 Lloyd C. Thomas, 7 May 2005 - Gunner
 John Thomas, 22 September 2009 - AEG
 Leon P. Yonik, 18 May 2006 - Interpreter

60th SERVICE SQUADRON

Charles O. Forthman, 12 May 2007 - Truck Driver
 Robert J. Iten, 1 December 2006 - Crew Chief
 Stephen W. Tanner, 12 January 2009 - Truck Driver



SPECIAL MEMORIAL TRIBUTE OFFERED IN THE NAME OF:

Donald L. Ayres, 725th Bombardier - From Wife, LaRene

Joe Braswell, 724th Radio Mechanic - From Wife, Ruth

Robert M. Carringer, 724th Navigator - From Wife, Katheryn

John H. Dilks, 724th Navigator - From Crewmate, Bob Karstensen

John H. Dilks, 724th Navigator - From Comrades, Achilles & Perry Kozakis

Gerald W. Hopkins, 727th Aircraft Commander - From Crewmate, Winson Jones

Henry C. Houkal, 727th Navigator - From Crewmate, Winson Jones

Frank J. Lather, 727th Squadron Commander - From Wife, Sally

Peter A. Massare, 727th Aircraft Commander - From Son, Frank

Peter A. Massare, 727th Operations Officer/Pilot - From Crewmate, Winson Jones

William A. Miller, 725th Aircraft Commander - From Family Friend, LeRene Ayres

James C. Mooney, 725th Radio Mechanic - From Comrade, Ralph McBeth

George M. Olson, 724th Radio Operator Gunner - From wife, Mern

Carl A. Reeves, 725th Aerial Gunner - From Wife, Donnie

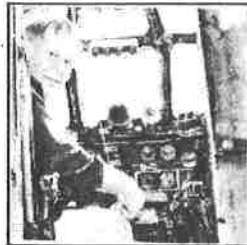
John Q. Schneider, 726th Pilot - From Wife, Clara

John Q. Schneider, 726th Pilot - From Daughter, Louise Harper

John Q. Schneider, 726th Pilot - From Family Friends, Dennis and Marie Casagrande

Glen A. Swearingen, 724th Mechanic - From Comrade, Walt Cutchin

Crew 6, 724th - From Crewmate, Carl Heimaster



CHATTER FROM THE FLIGHT DECK

Bob Karstensen

I would have to guess that by now you've noticed a couple things about this issue of our 'Ad Lib' that are kind of disconcerting. For one, the size of this newsletter. This, of course is predicated on the amount of funds that I have available for the printing, bulk sorting, and postal costs. It's not that I'm short of story material. And not withstanding the two serialized stories that I've been forced to omit ('Little Friends-49th Fighter Squadron,' & 'Miller's Missions'), I still have plenty of other material to draw from. Back in 2003 and 2004 I was pumping out newsletters that were 30 and 40 plus pages in size. Course we had almost 2,000 located members and were being mail to. And not that I had unlimited funds even then, but the donations were enough to cover the newsletter costs, and

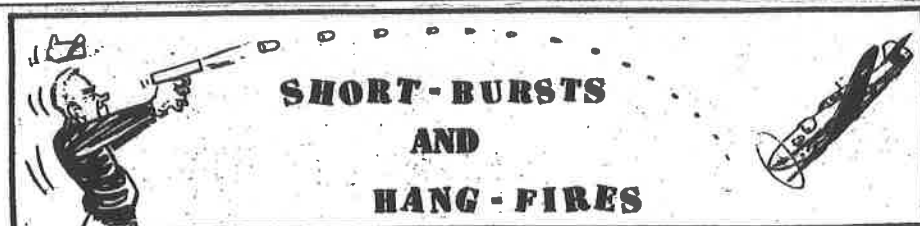
enough for a bit of researching for a reunion city. Now comes the second 'kicker.' Before you came to this part of the Ad Lib you probably saw the two pages (8 & 9) that carried a listing our deceased members that I have uncovered since our last (Issue 46) Ad Lib. Having the Internet available, I could access the Social Security Death Index and knowing the Date of Birth and the last residence of our member, I could verify if that member was deceased or not. In my search I could only find members that were listed as Social Security participants, but if they had other forms of retirement funding, such as Military Retirees, Government Employee, or Railroad Employee, they wouldn't be listed with SSDI. Some family members are contacting this office and telling me about the passing of a family mem-

ber that is one of ours. And too, with Winson Jones, working on the next "Second Last Group Reunion," he is also uncovering names of some of our deceased. In case you haven't counted the listing of deceased, there are some 115 listed. With these losses, and the others listed in previous newsletters, our mailing list is down to barely over 600. That's from the 1,990-plus we once had. I guess, via those losses, it's no wonder that the donations aren't com-

ing as they use to.

I'm not putting this out as a plea for funds. Many are donating annually and some are offering BIG BUCKS. I'll just have to work with what's available at the time and do the newsletter with the monies that are, and hopefully will be, at hand.

Okay, so much for the "Two Feathered Engines Landing." Have yourself a "Smooth Landing" and a nice summer.



**Lewis W. Henslee, 726th [NAVIGATOR:
WILLIAM L. BIAS' CREW]**

I have just been rereading the Ad Libs and the stories bring back such memories. Your poem -- 'Interludes and Visions' is quite good. Keep up the good work.

(Editor ... Thanks Lewis ... My efforts are always directed to our Group.)

**"Toni" Petrovic, 725th [WIFE OF THE
LATE JOE PETROVIC]**

MEMORIES ARE PRECIOUS TO RECALL AT ANYTIME. I enjoy getting the 451st Ad Lib. It's been 18 years since my Joe passed away - but I still recall our first meeting in Chicago to organize the very 1st reunion - with you and the others in the group that started the famous reunions - you will always be in my prayers. Thanks you for continuing to send me the 451st Ad Lib.

(Editor ... It's always my pleasure to hear from you and to know that you're enjoying the Ad Lib.)

**Mary Bridwell, HDQ [WIFE OF ERNEST A.
BRIDWELL - DISPATCH DRIVER]**

Ernest want to say a special thanks to you for keeping all the memories, the wonderful reunions, and for keeping each other in touch. At 94 he no longer travels, but his memory is very, very clear.

(Editor ... Glad to hear that Ernie is still a'perking, even though he's not doing 'Message Deliveries' like he did "BACK THEN," during the war. It was always my pleasure to meet the two of you on the occasions when you both attended our reunions.)

**LeRene Aryes [725th ASSOCIATE MEM-
BER]**

I have enclosed my annual contribution. I received word from the wife of my husband's pilot that her husband, William A. Miller, had died in May of 2009.

My late husband, Don, had flown almost all of his missions with Bill. Perhaps you could include that fact in your next issue.

(Editor ... I'm glad, LeRene, to include these little factors into the history of our 451st remembrances. But sad to list our deceased members, also. Seems that after each recent Ad Lib, by one means or another, word gets back to me about another having taken the "High Flight.")

**Verne H. Mason, 726th [GUNNER; JOHN E.
GRAF'S CREW]** I thoroughly enjoyed reading the latest Ad Lib (from cover to cover). I have always been amazed and impressed with the amount of material you manage to organize for each issue. It must be truly laborious, but I also suspect that there is some "labor of love" involved. Your dedication over the last 30 odd years greatly deserves our support and appreciation. We are deeply indebted to you, Bob. I was moved by our many comments in the "Chatter From The Flight Deck" segment. I certainly identify with your concerns. Please be happy and contented with the enormous contribution you have made on behalf of the 451st over all these many hears. I'm certain that the vast majority of our members, past and present, completely share my feelings. Cheer up and give your a pat on the back, you surely deserve it.

(Editor ... Boy, Verne, you sure laid it all out there for all our readers to see. True, I'm concerned as to how we can maintain our organization, but with the generosity that has been exhibited after each Ad Lib goes into the mail chute, I perk up a bit. I just hope we can hang on a bit longer in the style we're use to.)

Mern Olson, 724th [ASSOCIATE MEMBER] Thank you so much for the extra copies of the Ad Lib. They will be a treasure to our family. We appreciate your research on George's article. I wish he had been able to meet you and to realize you both were on one of the missions together.

(Editor ... See -- Now that's where the interest begins for me. For me to relate to many of the things (facts) that cross this desk, and to clarify or comment on them with the material I have on hand, puts a little spring in my step.)

Larry J. Horn, 725th [COPILOT: GLENN A. KERRES CREW] I received Ad Lib, Issue 46 and I would like to compliment you on a job well done. I did not know we had such notable alumni from the 451st BG. I have a recollection that there was a bunk buddy in the 725th Sq. that was a friend of Art Devlin. I had hopes of making the '36th mission' in Chicago this past year but circumstances just did not permit the trip. I made one gathering you had several years back, I believe in Irvine, CA., and have often regretted that I did not make more of the get togethers.

You may remember, but several years back you put me in touch with Jure Miljevic from Slovenia, who was running down a number from an old plane crash. I still have correspondence with Jure. Ju has just completed his college education and is ing to find work.

(Editor ... I appreciate the follow-up to the cent Ad Lib. In the lead story about our 'Notab Alumni,' I have been reprimanded by one of our members for not having the true 'Notable Members:' listed - those that were Killed In Action, Killed in the Line of Duty, included. I regret the fact, but my focus was towards those that surviv and made their mark later. Had I focussed on ti KIA's I'd have certainly listed our Radio Opera T/Sgt Anthony J. Paonessa (now buried in the F rence American Cemetery in Florence, Italy.) C Veterans Day, he's foremost in my thoughts and prayers.)

Donald R. Schaffner, 727th [PILOT; JAM D. YOUNG'S CREW]

Don't bail out on us --. You ARE the 451st and have the only real records of the Group.

(Editor ... Sorry, Don - I'm not the main compon of the 451st. You guys are! If it wasn't for your interest and dedication to help me when I send an appeal for aid, there'd be no organization. Like the old adage goes: "It takes two to tango.")



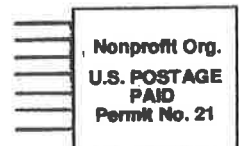
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