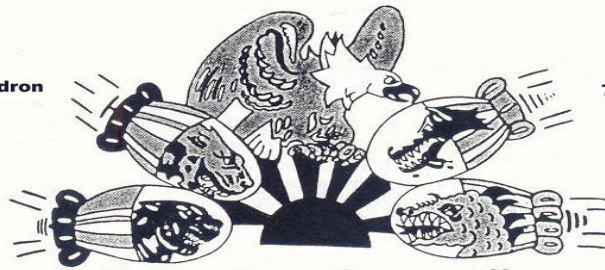


823 rd Squadron

71st Squadron

822 nd Squadron

405th Squadron



"The Sun Setters"

THE 38TH BOMB GROUP ASSOCIATION (WW II) SEPTEMBER, 2011



FROM OUR PRESIDENT

2011 REUNION-Rich Gaeto and Grant Nelson have planned a super 38 BG reunion in Seattle, WA 28 Sept. –2 Oct. 2011. It is never too late to sign-up and attend. Reserve your room by calling 206-448-9444 and coordinate with "Reunion Planners" by calling 817-251-3551. Also, late breaking reunion news may be obtained from the "News Menu" of our web site www.sunsetters38bg.com.

AGENDA FOR BUSINESS MEETING. There are several very important agenda items to be discussed at the Seattle business meeting. The first item involves whether to dissolve our 38th Bomb Group Association or keep it going, as a non-profit organization, by allowing descendants of 38th Bomb Group (WWII) to be elected to the Association's elected positions, President, Vice-President and S/T. Second, we need to follow up on the proposal to require Life Members to pay \$10.00 per year dues, which was discussed and tabled until our Seattle meeting. The third item addresses a museum's request for money to install tail guns in their B-25 aircraft. Then after resolving these three items, we will be in a better position to discuss our future.

38th BG LIMITED EDITION BOOK Al Kennedy did a super job negotiating a formal written agreement which clears the way for our Association to publish our "Limited Edition Book". Al's son, Michael Kennedy who has a degree in journalism, has done an outstanding job as editor and organizer of our book, The book is being finalized under the 38th BG direction and we are hoping to have the book ready for distribution in late fall. The price of the book is \$90.00 and if you want our "Limited Edition" and have not ordered one, contact our S/T at 337 W. Reservoir Drive; Lewiston, Idaho 83501. His email address is ogage@cableone.net. If you want a book- order it now—do not wait until they are all gone.

TOM BEHRENS: Our web site is a dandy and we need to discuss how to keep it going for 5 or 10 years into the future if we dissolve the Association. WWII is history but the full story will never be told in our lifetime.

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SKEDADDLE TO SEATTLE
Sept. 28 To Oct. 1
2011 Reunion 38th BG

IN EVER HONORED MEMORY

Our President has furnished the following list of named member comrades who have passed on to their final Post as reported to him since our previous listing. Their names have been added to the list of our "Ever Honored Comrades".

Ever Honored -

John P. Knowlton Jr	822
Robert D. Crooks	405
Meady M. Huffmaster	405
Paul E. Johnson	71
Frank D. Serino	822
Mark Druck	unknown
Konen, Edward	822

TOTAL TO DATE

Headquarters	22
69 th Squadron	3
70 th Squadron	63
71 st Squadron	180
89 th Squadron	1
405 th Squadron	215
822 nd Squadron	111
823 rd Squadron	113
Honorary	1
Unit unknown	3

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We solicit your comments or notes of errors and the submittal of your stories or items of interest. We reserve the right to reject items and the right to edit items for space and suitability.

We also reserve the right to alter names or other details that might cause embarrassment to individuals or family members.

FROM THE EDITOR'S DESK

David Gunn

WE NEED YOUR STORIES FOR SHARING ON THESE PAGES WITH OUR OTHER MEMBERS. We need your stories if we are to have a newsletter. If you have forgotten those long ago years, tell us what you have been doing.

The Editor appreciated Ed Riehl's letter in response to a story in our May newsletter. I had wondered if any 38th BG veterans had flown in that effort. His story begins on page 3. THANKS, ED.

Send some of your life story to share with our buddies in future issues. Did you become the governor of a state? Did you become a screen writer? Did you invent a gadget of some curious nature that reshaped the nation (or your backyard)?

NEWSLETTERS ON OUR INTERNET SITE

I received an inquiry of where the newsletters appear on our web site. Take a look at the contents line at the top of our web site and click on "Documents". There are a lot on interesting articles on the web site that you will enjoy.

APPOLOGIES

I know that a lot of you were confused by the peculiar looks in the newsletter you received last May. That was the result of a string of strange errors. Orland was embarrassed when it came to his attention and soon got a revised page 4 sent out. We are sorry that we got you upset but strange things do happen. The Editor has a problem with this issue. His wife suffered a stroke in early August and is still in uncertain condition. So he has turned the final editing and layout over to Orland. Be patient. We will let you know at the Reunion how Kay is doing and we will miss being with you and sneaking off for a great seafood dinner at Ed Riehl's recommendation.

WILL THE 38TH BG ASSOCIATION CONTINUE?

This is a question that many World War II combat organizations have faced over the recent decade. The 38th Association officers have also considered this question.

A constitutional revision will be presented in Seattle which will bring our constitution into compliance with the latest IRS provisions. This revision will make it possible for the Association to open full membership to the children and grandchildren of 38th BG Veterans. Some groups have found that there is a great benefit in adopting this provision.

While only members attending the business meeting in Seattle can vote on this question, the Association would appreciate receiving comments from all members on the desirability of the membership to adopt such a change and thereby allow our children to continue the celebration of the heritage of the 38th to continue.

Therefore, we urge you to let us know what your thoughts are on this question. Our constitution, both the present and any revision that may be adopted, require that the officers take several steps if the Association is to be discontinued, which may also be considered at the Seattle Business Meeting. Your comments will be appreciated. Send your comments to our secretary Orland Gage. Address is in column one.

NEED FOR MEN WILLING TO SERVE AS OFFICERS.

The President, Vice-President and S/T will need to be replaced at the next business meeting. The present officers are retiring 31 Dec. 2012. The recommendation of the present officers is that we disband the Association during the year 2012. Father time has caught up with us. We feel that the web site should be carried forward for a period of 5 years. We think that this can be arranged with Tom Behrens our Web Master.

SECRETARY/ TREASURER REPORT

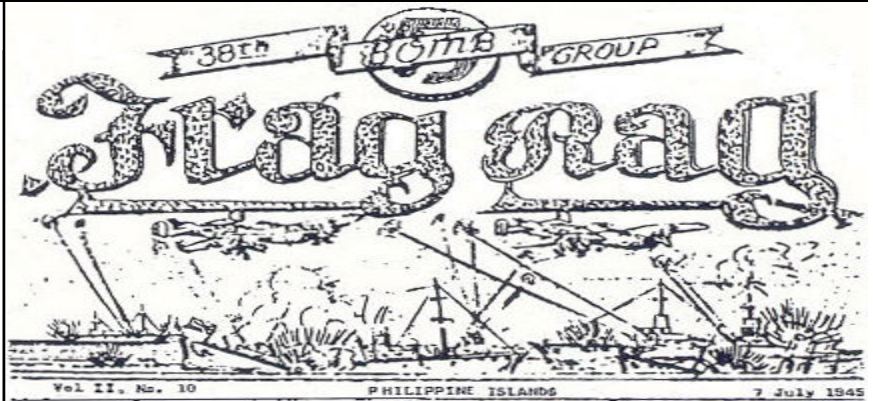
Beginning Value	\$58,564.22
Plus Inter. for 2nd quarter	1.66
Net additions and withdrawal	5,816.29
Value ending 1 July 2011	\$64,382.17

The Bank account includes \$15,350.75 that belongs to members. \$8,717.75 was returned by Hickey to the S/T as requested by Members and \$6,633.00 was sent to the S/T by various members as payment for our Book when it is completed. This leaves the treasury with \$49,031.42.

The Association will pay for the books and then mail them to the members that have already paid in advance. Those who did not send money will be billed for the number of Books that they requested. Members who requested that Hickey return their money will be credited with that amount and billed for the difference. We also have a couple of Plaques that have been authorized and will be purchased before we do anything with our balance in the treasury.

The State Of California has indicated that we have failed to file a form that relates to our non-profit status. I hope to comply with their demands after receiving some information from Ameriprise, our banker.

(continued on page 4)



ED RIEHL FLEW THE BERLIN AIRLIFT

Ed was furloughed by United Airlines at the end of November, 1948. The Berlin Airlift was in full swing but by that time, they claimed to have all the pilots they needed. Eventually I got a telegram telling me that if I would accept a three year tour in Europe to report to Camp Kilmer, N J on March 28, 1949. It was there I met up with four other furloughed United pilots--plus three others who had been laid off by their respective airlines.

"We shipped over to Germany by troop ship. Fortunately, one of our group knew his way around, and upon arrival he caught a train to Headquarters of the Airlift Operations and came back that day with orders for all of us to go to airlift bases. One other, and I, were assigned to Fassberg, and with my DC-4 time, after one shift (relearning to use those antiquated radios, and the mechanics of the operation) I was moved to the left seat, and a month later, became the squadron instructor pilot.

"Although I had gone to Germany on three year orders, when the airlift ended (in the Fall of 1949) things happened fast. The Powers that Be, had decided that any of us who served overseas during the war could not be kept in Europe. One afternoon I received orders to report to Wiesbaden the following day. When I stepped off that airplane I was handed orders to command a flight back to the states--as soon as I could go in and meet my crew and sign the flight plan.

"I had never seen any of those crew members before, three copilots (a 1st Lt., as I was), a Captain, and a Bird Colonel (the only one I could trust to keep things going properly while I grabbed a bit of shut eye), a navigator, and a flight engineer, and, a four engine airplane--five of those being deadheaded back to the states.

"I think we were airborne within 30 minutes of my arrival at Wiesbaden. We stopped at Orly Field in Paris to top off the fuel tanks (didn't even leave our seats on that stop) and continued on to the Azores where we had a twelve hour rest period. The autopilot was inoperative and our hopes of getting it repaired in the Azores were in vain.

From there we flew to Newfoundland, stopping for fuel (again, we didn't even leave our seats), then on to Westover Field in Mass. To top it all off, it was weathered in--and, I didn't have an Air Force instrument card. My Commercial Rating didn't seem to mean anything to them (never mind that I flew all those flights in Germany down to 200 feet with no question about a card). We were put into a holding pattern for two more hours waiting for the ceiling to rise. "Never ran across any of those crew members again"

"I spent the rest of my Air Force time in the Training Command . . . Logged 3,000 hours . . . Went back to the States and finished my career there flying the 747. As a hint for those attending the Reunion, Ed says, "Seattle was always one of my favorite layover cities when flying the line. For what it is worth, I am amused at the dinner choices listed for the banquet.

MUSINGS BY THE S/ T

The attendance at our reunions has been declining and each reunion has fewer veterans in attendance. We have more children of veterans attending but in most cases they are there to help Dad enjoy what may be his last reunion. Flying is difficult these days since 9/11 and those of us with metal hips or knees (and in some cases shrapnel have difficult time and are searched more intensely than the younger generation without disabilities.

Many of our members stay home to care for a wife suffering from the illnesses of old age. I also feel that the younger generation has not the same desire to attend a reunion as their parents had in times gone by. The veterans meet to renew old ties and relive some of their youth. These incentives are not present in the 2nd generation. I feel that the association should be dissolved and let history recount our failures and successes. Our web site is worth maintaining for a few more years. Tom Behren has one of the best sites on the World Wide Web.

Who on earth goes to Seattle to eat beef or chicken? I loved it for its sea food (and brought lots of that back to Denver with me).

OUR BOOK

The agreement was signed in late May permitting us to proceed with finishing our book. Michael Kennedy, a son of Al Kennedy and a Professor of Journalism at a Midwestern college, has been going over Hickey's draft of our book for several months.

With the signing of the agreement, he has made a concerted effort to bring it to final completion and to be printed at the earliest date. Those attending last year's Reunion were able to see a preview of his intended finalization and were very pleased.

Unfortunately for us, the College will be celebrating its 100th Anniversary at the same time we are gathered in Seattle and drafted Michael to head up the planning and staging of the anniversary celebration. So the few portions waiting to be finalized have been delayed. We hope that the printed version will be available before the end of the year. All Association members will be notified when the book is available .