

Bob:

I hope this finds your family as healthy as can be expected at our ages.

I'm thinking back to the jeep hitting the mine in the Bulge, Joe Senter thought Judge Harrell was running the mine detector

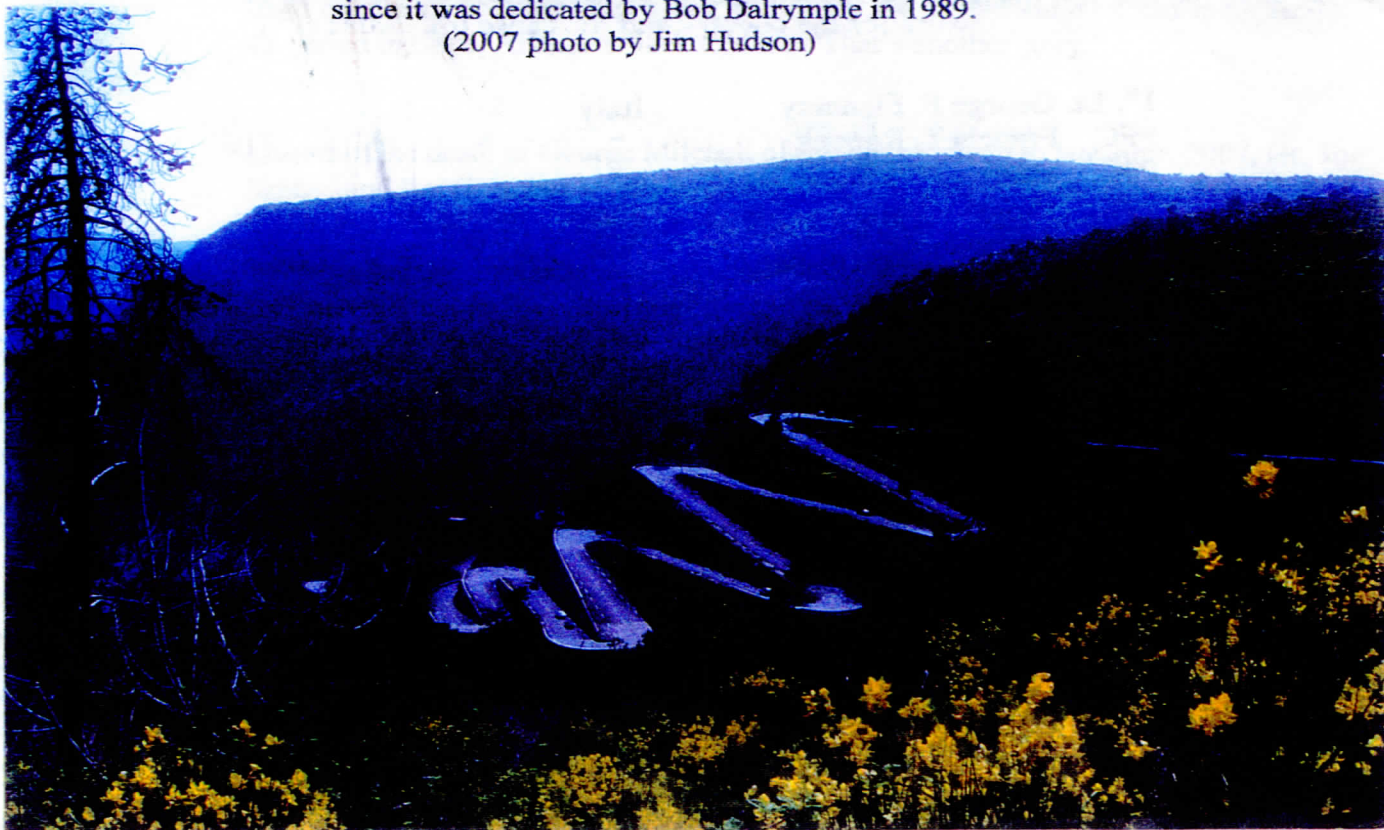
Bill Hudson

WINGS II

Fall 2007



Plaque at Nice Airport honoring the six 596ers killed in a mine explosion in 1944. The plaque has been moved since it was dedicated by Bob Dalrymple in 1989.
(2007 photo by Jim Hudson)



The switchbacks between L' Escarene and Col De Braus
(2007 photo by Jim Hudson taken from Col De Braus)

Comrades and Friends:

Perhaps a surprise WINGS II is back. Since the last WINGS was printed, there has been the continuing loss of 596ers, including Al Goodman, former president of the 517th Association (After the war he became a professional civil engineer.) and my old squad sergeant Jim (Brooks) Moses. Jim, among other attributes, liked to use some colorful southern expressions, such as "if that aint true, grits aint groceries".

596th PARACHUTE ENGINEER COMPANY

The group that its veterans refer to as the 596th existed both before and after it was designated as the 596th. They were made up of its core group, those who went overseas in May, 1944 and our other comrades who were with us, some before and some after.

The largest portion of our outfit served in the following companies:

Period 1. From March, 1943 to February, 1944, we were in C Company, 139th Airborne Engineering Battalion of the 17th Airborne Division

Period 2, From February 1944 to February 1945, we became the 596th Parachute Engineering Company of the 517th Parachute Regimental Combat Team.

Period 3. From February 1945, we became B Company, 129th Airborne Engineering Battalion of the 13th Airborne Division.

Period 4. In July 1945, the majority of the 596ers that served from Naples on elected to transfer to B Company, 307th Airborne Engineering Battalion of the 82nd Airborne Division. We came home in December, and were discharged just before Christmas.

Those who died defending Liberty

By meeting great challenges, they rose to greatness and achieved lasting honor. They gave the last full measure for the country and the cause of freedom.

1 st Lt. George F. Flannery	Italy
PFC Francis T. Ropyak	"
Pvt. Harry L. Springer	"
Pvt. Henry Wikins*	Jump Landing Area-France
PFC Ernest R. Coffelt*	Var River Valley-France
Pvt. Leonard Mathis	" " " "
Sgt. Howard D. Jaynes, Jr.	" " " "
Pvt. Patrick L. Michaels*	Mountains north of Nice
PFC William F. Boggan	Nice France Airport
Sgt. Wallace P. Englert	" " "
Pvt. Vestal A. Lucas	" " "
PFC Herbert V. McLamb*	" " "
Pvt. Harold H. (Bucky) Miller	" " "
PFC Alois J. Siewierski	" " "
Pvt. George H. (Pappy) Jones**	Battle of the Bulge-Belgium
Pvt. Louis Barbera	So. France with the 517th PIR
John R. Whalen	Korea
William D. Wickersham	"

*Buried in the U. S. Military Cemetery in Draguinan, France

** " " " Henri Chapelle U. S. Military Cemetery nr Liege, Belgium

THE NEWS, ETC.

Ray Poe, wrote me that in the 2005 Christmas season he and his wife were on a highway taking gifts to their family, when they were rear-ended. His wife was killed and he ended up in a hospital. He noted that he had worked for the same company, 30 years as an employee and 9 years as a retiree.

Frank Gibson, of the 1st platoon (I think) died a year and half years ago. He retired from the Army in 1964 as a Chief Warrant Officer.

I was called by Al Kunzer of the first platoon. He is still in Macedon , New York. He was one of 12 children and has 6 children.

On June 29, 2007 Mike Bulino's son, Mike Jr. called to let me know that his dad died on Friday, June 22 in his home in St. Clair, PA. He was 83, and suffered escalating illnesses. Mike was in the 3rd Platoon which suffered the preponderance of the 596er's deaths. Gloria and I remember our trip to in 1989 to Europe with Mike and Catherine with the 517th vets. He and I talked a about the nitty-gritty
His son's address is 142 N Second St., St. Clair, PA 17970

I talked to Jack Guthrie, who still has that southern accent. I found out that his grandfather came from Scotland to Duluth, Minnesota (where Art Von and Dave Twight lived most of their lives). Jack's dad and family moved around a lot and spent the 1933-43 period in Hope, Arkansas. Jack told me "That's another story."

I heard of the death of George Mitchell of the First Platoon in late June, 2007. He, Joe Senter. and Jim (Brooks) Moses were good friends after the war, and, as I recall, took a trip together to our WWII areas in the 80s. After George retired from federal civil service, he formed a consulting firm to help federal contractors, and Joe worked for this firm .

Connie Driscoll of the third platoon died about a year ago in Moorhead, Minnesota. He was likely to have been with me at the Fort Snelling Reception Center in spring 1943 because his serial number is 7 higher than mine. He may have been the inductee sitting next to me when the pitchman for the paratroops gave his spiel. One of said to the other "Shall we try it?". The other replied "Lets". Soon we were on our way to Camp Toccoa

MISCELLANEOUS

Gloria asked me "How do you remember so much about the war, and forget what I asked you to buy at the grocery store?". The reason is that those 32 months in 1943-45 are etched in my mind.

I was conversing with a widow of a 596er who was aware that Bob Verdi was sent home when he contracted malaria. She remarked that Bob must have missed much of our combat. However, Bob didn't get it until after the Battle of the Bulge was completed. Oddly enough, my wife's first husband contracted malaria near Grosseto and was likely to have been in the same hospital as I, with the same illness.

Oddly enough fourteen 596ers were killed in Italy and Southern France compared to only one in the Battle of the Bulge. It looks as if one of the principal tasks of the engineers, the removal of mines laid by the Germans is the likely cause. The military cemetery at Draguinan, 50 miles west of Cannes, France (Three of those killed in the Cote d'Azur are buried here) is one of the most beautiful I've ever seen.

In 1994, on the 517ers trip to Belgium, my wife and I went to Bastogne on our own. Driving on the outskirts, we spotted a small sign, "To the German Cemetery". We went on to the cemetery. I came away with three main impressions: the almost gothic atmosphere of the place, the extremely young age of the dead, and the equality of the tombstones. As I recall, the stones had name, age of birth, and age of death. No rank was included. This seems as in conflict with our concepts of extreme German militarism.

The following is an excerpt from Charlie Pugh's 1982 WINGS. "Glenn and Alice Spangler plan to be in San Mateo next year. He is especially looking forward to this trip, because the nearby Bay Meadows Racetrack is where Glenn, on 9 November, 1934 won his first race as a jockey on the horse, Canny Scot. It paid \$168 on a \$2 bet." As I recall, Spangler, from the third platoon, never made it to San Mateo. He had health problems. Also, sadly, Bay Meadows, where Seabisquit came to prominence, is threatened with closure.

Incidentally, the hotel for that reunion (also used for several of Gloria's high school reunions) is now an upscale senior condominium development

If there's another world, he lives in bliss;
If there is none, he made the best of this.
Epitaph to William Maur
by Bobby Burns (1759-1796)

HOW THE PARACHUTE BADGE WAS DEVELOPED

Although it is not my custom to write "Letters to the Editor," sometimes in the interest of accuracy and in order to keep future historians on the right track, I do so. In this case I refer to your story on page 24 of the June, 1977 STATIC LINE. It contains a number of errors which seem to indicate rather superficial research on the part of its author.

To begin with, the parachutists qualification badge was not developed in order to "identify the members of this unique organization," it was to signify qualification in the art of military parachuting. The device which identified the 501st Parachute Battalion was an Ojibway Thunderbird on a silver shield with the motto "Geronimo." - - -

As to the parachute wings it is incorrect to state that "The Chief of Infantry suggested a light blue background similar in appearance to the badge of the the Air Corps pilots." The one most firm requirement placed by the Army on any design of a parachute qualification badge was that it, IN NO WAY resemble the pilots wings of the Air Corps.

The parachute qualification badge as we know it came into being as a result of LT. COL. MILEY'S initiative. As commander of the the 501st parachute Battalion, he ordered me to Washington in early 1941, telling me not to come back to Fort Benning, until I had an approved qualification badge in my hands.

He had (quite properly) rejected several badge concepts supplied by the Heraldry Branch of G-1. They were both unimaginative, and in our view, even "recessive" instead of "aggressive". One consisted of a deployed parachute around which wings were folded in an almost funeral attitude.

Arriving at the War Department, I set to work to produce a design which fitted the parameters supplied by the bureaucrats.

After at least 50 tries, I came up with the design we now have. It seemed to me that the wing tips were supporting the parachute canopy was symbolic of powered flight which always precede the paratroop. Furthermore, the prohibition against extended wings of any kind (imposed by the Heraldry Branch) had to be accepted.

I walked the approved design in and out of every office which had a piece of the action in the War Department. I would wait doggedly until each action type got to it in his "In" basket, then take it to the next one. When a contract was let with Bailey, Banks, and Biddle of Philadelphia. I camped on their doorstep until I was able to walk away with 350 sterling wings. These I carried triumphantly to COL. MILEY at Fort Benning. All of these first wings bear BB&B on the back and they are collector's items. - - -

I am enclosing a copy of my patent on the "Wings." I took the patent out in order to protect the design from wrongful exploitation, and to keep the quality high. I never obtained a single penny from sale of the wings nor from any commercial use-this was not my objective.

LT. GEN. WILLIAM P. YARBOROUGH
U. S. Army (Ret.)

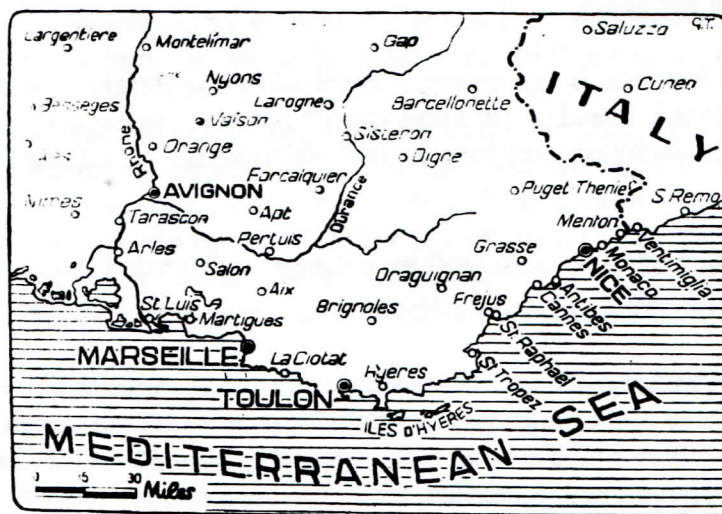
(The above was evidently written in the late 1970s and was quoted in WINGS in Pugh's WINGS 1982.)

ALLIED TROOPS LAND ON SOUTHERN FRANCE

ADVANCED ALLIED FORCE HEADQUARTERS, Aug. 15—American, British and French troops, strongly supported by Allied Air Forces, are being landed by fleets of the three nations on the southern coast of France, it was announced this noon in a special communique. A Navy announcement indicated that the landings were being made between Nice and Marseilles.

Specially trained troops, among them airborne forces, are among those participating in the latest Allied assault on continental Europe. The ground troops went ashore from the invasion fleet at several points along a wide front.

Newest Invasion Coastline



Yank Paratroopers In Good Spirits As They Wing Over Dropping Zone

By Pvt. ED BOGAN
Staff Writer

ABOARD A TROOP CARRIER COMMAND PLANE OVER SOUTHERN FRANCE, (D-day)—American paratroopers plummeted down on Southern France before dawn today in the initial phase of the second Allied invasion of Adolf Hitler's Fortress Europe.

Carefree and with absolutely no fear of Hitler's battered Wehrmacht, the Yank troops pushed each other forward in the rush to dive out the open door, and pave the way for the troops who in a few hours would assault the mainland.

The operation, one of the most tremendous devised by Allied strategy, went off without a hitch. Waves of huge C-47s carried their combat cargo to within yards of the designated dropping zone without incident. Not a single Luftwaffe plane rose to challenge the Yank invaders and only a few planes in

the numerous formations reported flak.

Weather conditions were almost perfect, in absolute contrast to those prevailing when Gen. Dwight D. Eisenhower launched his invasion of Normandy. The planes roared atop an overcast which screened their flight from prying eyes below, then when the target area was reached, dropped lower and cut the troops loose through the haze. The night was black until just a few minutes before the planes reached the coast of France when a quarter-moon put in an appearance.

Several gun flashes in the coastal sector were not identified immediately but the veteran plane crews said they believed the flashes might have come from Allied ships moving in close to silence shore batteries.

The complete absence of ack-ack and of Luftwaffe did not surprise the paratroopers nor the crews carrying them. The area had been plastered for weeks by Allied bombers of all types and strafing fighter

craft and the men had been told they should have comparatively clear sailing in the run down the coast to the drop zone. They were prepared, however, to handle opposition had it appeared but the element of surprise, coming so closely on top of the saturation bombings, apparently caught Hitler's troops there with their guard down.

The night was filled with the sound of throbbing motors. From the windows of the planes you could see the main lights on the 47s wings ranging over a wide area of the heavens.

Squadron after squadron dropped their troops in an almost unending procession. As they roared out over the coast and across the Mediterranean on the run above the transports met waves of fighters being towed out of the rising sun into the drop zone to reinforce the troops who, although they had fought on the Italy front as infantry and artillery, were making their first combat jump.

The full striking force of the Mediterranean Allied Air Forces was thrown into the offensive to help blast a way inland for the invading troops. More than 14,000 air combat men of the MAAF, equivalent to the line strength of two divisions, were airborne this morning in the attack against German strongholds in support of the invasion.

The heavy guns of battleships, cruisers, destroyers and other ships of the Allied navies standing offshore were providing strong artillery support for the troops already on the beaches. More than 800 ships participated in the amphibious operation, including those of the Royal Canadian Navy and vessels flying the flags of the Netherlands, Poland, Greece and Belgium.

An hour before the first troops landed, the beaches where the Allied soldiers first stepped on the soil of France were bombarded with devastating effect by the MAAF with high explosives designed to knock out or render ineffective invasion obstacles and coastal defenses.

Heavy bombers of the 15th AAF and the RAF joined forces with the fighter bombers, and light and medium bombers of Tactical Air Force to drop thousands of tons of bombs on gun emplacements, strongpoints, coastal defenses, troop concentrations, supply dumps and beachhead obstacles. Farther inland, airfields and lines of communication to the beachhead were attacked.

Troops from assault craft were landed on the shores in calm, clear weather exactly at H-hour. They were preceded by within a short distance of the shoreline by minesweepers. Earlier, American and British paratroopers had been dropped from C-47 "flying boxcars" behind German coastal defenses by the Troop Carrier Command.

Col. John Carney, Harrison, Idaho, a group commanding officer, led the formation of heavily-escorted cargo planes from an airport "somewhere in Italy" into action and declared that "our boys did their usual good job," when he returned to the base.

"There was nothing to it," said Lt. Col. William A. Teach, St. Joseph, Mo., commanding officer of one of the squadrons in the formation and a veteran of five para-drops. "We went in, dropped and came home," he said.

Participating in today's landings were many veterans of previous invasions and campaigns in the Mediterranean.

The lessons learned in the landings in North Africa, on Sicily and at Salerno and Anzio went into the planning and execution of the operation. The invasion troops underwent several weeks of intensive training in amphibious operations in preparation for this latest blow against the Nazis who in less than two years had been driven from North Africa, Sicily and most of Italy through the combined force of the Allies in the Mediterranean.

Naval craft working in conjunction with army assault troops had held realistic maneuvers on several beaches in the Mediterranean and the Navy brought to the operations the additional experience gained in the landing operations on the coast of Normandy a little more than two months ago.

RAP and American Beaufighters escorted the naval convoys last night as they approached the landing area and at dawn this morning, Spitfires, flown by the RAP and French Air Force, took over the patrolling duties.

Today's massed attacks brought to a climax a softening-up process which began months ago with the first missions against German airfields in Southern France by 15th AAF Liberators and Flying Fortress.

Port installations and shipping at Marseilles were attacked last

(Continued on page 2)

See the next page

Yank Paratrooper As They Will

By Pvt. ED HOGAN

Staff Writer

**ABOARD A TROOP CARRIER
COMMAND PLANE OVER
SOUTHERN FRANCE, (D-day)—**
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Waves of huge C-47s carried their
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plane rose to challenge the Yank
invaders and only a few planes in

the n
flak.

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This outlined portion of the excerpted
Front page of "Stars and Stripes",
August 15, 1945, has a very optimistic
tenor to it, as can be attested to by many
517ers, including Hal Roberts of the 596th
and Ludlow Gibbons of the 517th's Third
Battalion, who had long treks back to the
DZ.

The emphasis of the newspaper article
was perhaps done to not reveal hide the
true situation from the enemy.

From Anne Pugh:

During the reunion, veterans of the 596th Parachute Engineer Company, their families,
and other 517ers met at the home of Ann and Theresa Pugh, widow and daughter of our
Charlie. Guests included Elaine Markle, widow of Gene and many of her family,
including Steve Markle who has done much for the internet communications of the
association. Hal and Jeanne Roberts, Don and Jan Saunders and family, Merle and
Maddy McMorro (Merle of the 460th was raised in the same little Minnesota town as
the first platoon's George Misseage).

Bob Dalrymple, now 90, was planning to attend but couldn't (kidney stones). Therefore
he passed on a duty to Don Saunders. Bob sent him an afro wig which Don then
presented to Hal Roberts, so that at all future reunions he could be as hirsute as our old
canny scot company commander.

**517TH PARACHUTE COMBAT TEAM
2008 WEST COAST PARTY**

**APRIL 13th, 14th, 15th, 16th, 17th, AND 18th, 2007
REGISTRATION: \$50.00 per person**

**LOCATION: QUALITY INN, PALM SPRINGSS, CA
517ERS ROOM RATE: \$84.00 + tax**

SCHEDULE

Sunday, April 13th- Early Registration, Optional
Monday, April 14th- Official Registration at Hospitality Suite 140 (10am to 10 pm)
Tuesday, April 15th- Barbeque on the Green for Troopers and Families (11:30 a.m. to 1:30 p.m.)
Wednesday, April 16th- Social Day- Golfing, Shopping, Follies, World War II Airforce Museum
Thursday, April 17th- Men's Business Meeting (10:00 a.m. to 11:30 a.m. in Conference Room. Farewell Banquet & Dancing - Canyon Country Club (7:00 p.m. to 10:00 p.m.)
Friday, April 18th- Checkout. Have a safe trip home.

Hospitality Suite open daily in Room 140 (10.00 a.m. to 10 p.m.) Open Bar & Snacks

CONTACTS

**Quality Inn, 1269 East Palm Canyon Drive, Palm Springs, CA
Telephone 1-800-472-4339 Be sure to mention that you are with the 517th.**

**Please make registration checks payable to William T. Christian (Bill)
17422 Parker Drive, Tustin, CA 92780**

If you have questions, contact Bill Christian; by phone at (714)838-0613, or on the internet at "BigZebra@sbcglobal.net"

Friends and families welcome

Other 517th reunions coming up are:

1. Snowbird Reunion in Kissimmee, FL January, 20-24, 2008

2. National Reunion in St. Louis, MO June 25 to July 1, 2008

A LETTER FROM JIM MOSES TO WINGS EDITOR ED PHILLIPS 10 YEARS AGO
DESCRIBING A TRIP TO EUROPE WITH GEORGE MITCHELL AND JOE SENTER

On 16 October, 1996 I flew from Atlanta to Dallas where I joined Joe Senter and George Mitchell and we left for Paris, where we arrived at noon on the 17th. This landing in France was unlike that in 1944. We rented a car with Mitchell as the designated driver and departed for Normandy, arriving in Calvados, where we spent the night. On the morning of the 18th we visited the American cemetery at St Laurents, where Mitchell's brother is buried. The cemetery is very impressive with a beautiful and well maintained appearance.

We left for Brussels, Belgium where we stayed for the night. On the morning of the 19th we headed for the Ardennes, and the many locations where we were during the Battle of the Bulge. We stopped at Spa, Stavelot, Malmedy, and St. Vith. Many places we recognized, and many had changed so much that we could not remember them. We spent the day in the Ardennes and the night in Malmedy, after visiting the monument honoring those Americans lost in the Malmedy Massacre. On the 20th we visited Manhay in which we had a special interest. We were able to find the pasture from which our attack on the town originated on the early hours of December 27, 1944. We went on to Trois Ponts and Bastogne. We then departed for Southern France, and stayed the night in Lyons.

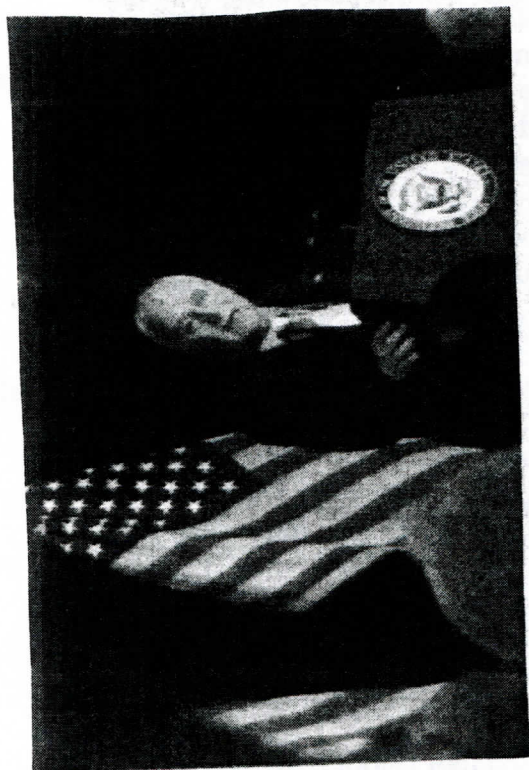
On October 21st, we motored to LeMuy in the jump area. After several hours with the locals, who were very nice to us, we drove to San Rafael where the Southern France amphibious landings took place. Then it was on to Cannes, Antibes, and Nice by the coastal highway. Its amazing how many high-rises have appeared since 1944. We checked into a Holiday Inn and after an evening of food and drink, did some sight-seeing around the town, turned in. The next morning we drove to Mentone, and then on to Sospel and Col d'Braus (site of the 517th's front for two months. We then went to L'Escarene, visiting the railroad station where we camped for sometime, with it's adjoining "football" field. The station looks the same but the field has a lot of water standing on it. We returned to Nice to relax and sleep.

On the 23rd, we motored to Auxerre and rested. The next day we went to Chablis where we found the chateau where we bivouacked in 1945. The next day we drove to Tonnerre via Chablis, and after a short time there, headed north, stopping for the night in Rheims. On October 26th, we arrived in Soissons and found the old hospital where we were stationed just prior to our departure for the Battle of the Bulge. We then returned to Paris from which we flew home the next day.

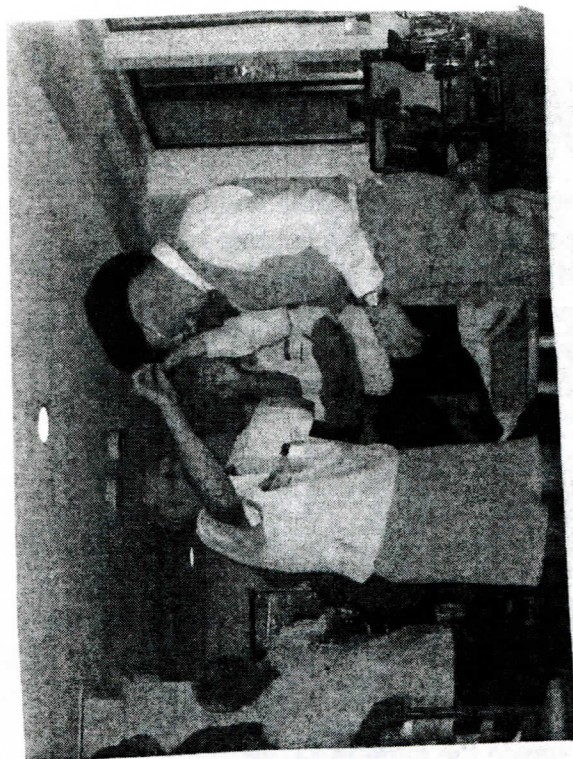
We covered 4000 miles in 12 days. We saw things that brought back both fond and sad memories. One exceptional memory is that of the plaque at the Nice Airport with our comrades names for all the world to see. Very moving.

One last note: Mitchell claimed he was the best map reader in the 596th, except for Lieutenant Hild. His navigation on our trip bears out his claim.

Note: There has been minor editing (reductions) to conform to fit the space available.



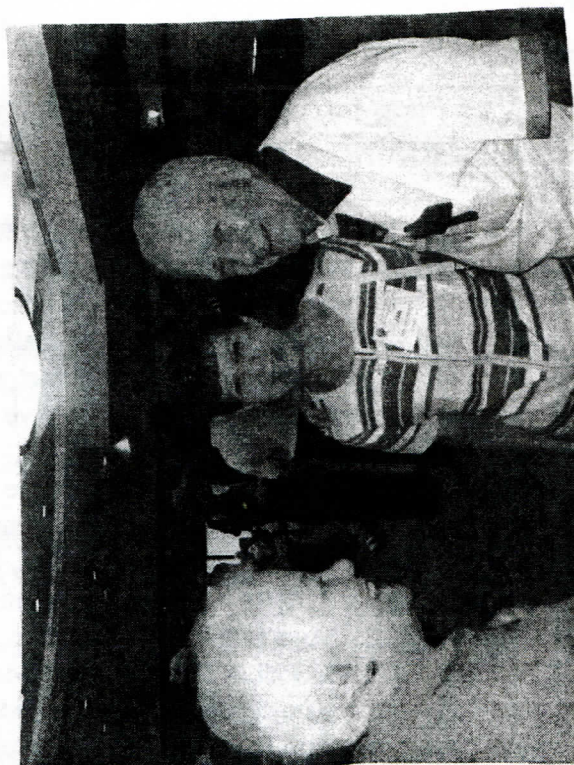
Vice-President Cheney speaking to 517th's reunion in Washington, D. C. in summer 2007



Don Saunders presenting Hal Roberts with a hair piece. Bob Dalrymple provided it, in hopes that Hal will not cry out of jealousy at Bob's heavy head of hair.



Ann Pugh and Elaine Markle



Don and Jan Saunders talking to Jeanne Roberts at the Pugh's during the reunion

PHOTOS FROM 517TH'S REUNION, WASHINGTON, D. C. SUMMER, 2007



The editor's brother, Jim Hudson (18 years younger) and his wife attended a wedding in France last summer. As part of the trip, they visited Nice, L'Escarene, Col de Braus, and Sospel. He took many photos, including the blowout, and the plaques at the Nice airport (6 596ers KIA), and at Sospel. They also visited Oradour-sur-Glane where the 2nd SS Panzer Division killed many French civilians. The third battalion faced it at Manhay In December 1844. Several of these photos are in this WINGS including the above.



Barbeque Under the Trees



517ers at the Banquet (Bill Christian, lower right)

The 517th West Coast Party was held in a new location in Palm Springs in April. I think the new location is as good, if not better than the previous site. Bill and Sophia Christian did another great job. The banquet at the Canyon Country Club was exceptional.

In Memorium, Those Who Have Gone on Ahead

*KIA

Max W. Grona
Francis J. Hale
Alton Wayne Harrell
Kenneth E. Harris
Joseph Herrera
Raymond Hild
Clyde V. Hoffman
Dr. John T. Holbrook
Ned R. Hosterman
Gene Hyman
Howard D. Jaynes, Jr.*
Harold C. (Johnny) Johnson
Murray B. (Monk) Johnson
George H. (Pappy Jones)*
Arthur M. Kemp
Jim Kennelly
Michael F. Kovach
Robert E. Kuston
Gorda L. (Tommy) Landrum
Peter Lannen
Warren J. Leathem
Francis M. Lester
Peter Liberatore
Ralph A. Longstreth
Vestal A. Lucas*
Dr. Bernard W. Lyon
James MacFadden
Joseph J. Malone
Eugene Markle
Leonard Mathis*
John S. (Jack) McConnell
George E. McCook
Ed McKinley
Herbert V. McLamb*
Ray W. McMullen
Durlan (Bucky) McSauley
Warren Meares
William W. Metzger
Patrick L. Michaels*
Harold H. (Bucky) Miller*
Joe Miller
Claude K. Mills
Nicholas G. Mirissis
George Miseage
George Mitchell
Laverne B. Moore

George Ayling
Bernard Barnes
Boyd E. Baker
Richard D. Bartholomew
Harold Bean
Joseph W. Bennett
Woodrow D. Bennett
James R. Benson
Louis Barbera*
Manual Barnal
John R. Berryhill
Richard Bramley
William F. Boggan*
Robert S. Bogan
Charles M. Bonaventura
James Botts
Jack W. Boyer
Ambrose W. Buchanan
Cyrus H. Buckner
Michael Bulino
John Celecz
Walter K. Charlton
Sal Ciulla
Bill Cochran
Ernest R. Coffelt*
Adolph A. Correa
Courchaine, Charles
William C. Doane
Joe Diaz
Earl Dillard
Milton O. Dorman
Carroll W. Dorothy
Connie Driscoll
Wallace P. Englert*
Frank R. Ennis
Bill Fisher
George F. Flannery*
Jesse Floyd
Albert A. Foley
Ralph France
Bernard Freiberg
Corey F. Gibbon
Frank Gibson
Verlin R. Glenn
Donald (Jack) Goudie
Jack R. Green

Continued on next page.

Robert E. Powers
 Deole Priddy
 John J. Riccardi
 Paul Roberson
 James Rogers
 Francis T. Ropyak*
 William A. Ross
 Charles Rynznic
 Warren Sandberg
 George A. Savelli
 Albert Schornberg
 George Sebring
 Merrill W. Seeley
 Joseph Senter
 Don Sherman
 Dennis Shipley
 Alois J. Siewersky*
 Hank Simpson
 Tom Small
 Clarence D. Smith
 Donald Smith
 Glenn C. Spangler
 Bernard E. (Pop) Spencer
 Lloyd H. Spencer
 Roscoe B. Stevens
 Harry L. Springer*
 Joseph A. Stihel
 Bruce Stroud
 Eugene F. Stuckey
 Charles E. Swanson
 Szakacs, Elmer
 Earl B. Thomas

Bavid Twight
 Davis S. Valadez....
 Ira Van Dyke, Jr.
 Robert Verdi
 Leonard I. Walker
 Alan Ward
 Walter Wasiurka
 John R. Whalen*
 William D. Wickersham*
 Glenn D. Widick
 Henry Wikins*
 Eugene L. Wilson
 Robert Wilson
 Arthur Von
 Thomas J. Young
 Fred H. Zavattero
 Peter D. Zubricky
 Wilburn T. Montgomery
 Ray Morgan
 Taylor L. Myers
 John F. Nelson
 Oliver Nelson
 Elias A. Nolan
 James H. Nolan
 Wayne D. Norwood
 Richard J. Nosky
 Francis A. O'Lone
 Donald F. O'Neill
 Russell O. Pearson
 Mason Harold Phoebus
 David Pierce

Some Words of the Ancients

"Know thyself." –Inscription on the Delphic Oracle.

"A journey of a thousand miles must begin with a single step." Lao-tzu, c 570 B. C.

"The gods help them that help themselves." Aesop, c 550 B. C.

"Words have a longer life than deeds." Pindar c 480 B. C.

"Waste not fresh tears over old griefs." Euripides c 450 B. C.

"There are two sides to every question." Protagoras c 450 B. C.

"Life is short, art long, opportunity fleeting, experiment treacherous, judgment difficult."

"Hippocrates c 420 B. C.

596TH PARACHUTE ENGINEER COMPANY (517th Parachute Combat Team)

ADDRESSES AND TELEPHONE NUMBERS

OCTOBER 07

Anderson, Robert (Avis) Summer: Box 113, Big Springs, NE 69112---(308)889-4005
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Verdi, Robert (see Fromme)

Walden, George (Eva) 12608 E. 26th St., Tulsa, OK 74219-6018—(918)234-7980

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Wurch, Edgar 375 Colfax Ave., Clifton, NJ 07013—(201)778-0643

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File: WWWings-3 Addresses-596 last



GEORGE W. MITCHELL

- He was a former owner of the old Val-Monte Motel, Restaurant and Marina.
- He fought in World War II and worked as a Sheriff's Deputy, FBI Agent and Redstone Arsenal Executive.
- After his wife's death, he married the widow of his best friend.

George W. Mitchell of Gadsden, formerly of Guntersville died Friday, June 22, 2007, in the VA Hospital in Birmingham. He had suffered two heart attacks in 2005 that left him with a lot of heart damage.

He grew up in Cullman County and graduated from Fairview High School and Jacksonville State University. He served in the U.S. Army in Italy, France, Belgium (Battle of the Bulge), and Germany, as a member of the 596th Parachute Combat Engineer Company with the 517th Parachute Infantry Regimental Combat Team.

After returning home from the war, he worked as an Alabama State Trooper then as a Sheriff's Deputy in Etowah County and a FBI Agent in Washington, DC.

I received this notice of the death of the first platoon's George Mitchell after the fall 07 edition of "WINGS II" was printed. I was told that George had worked for the federal government at Huntsville, AL. It now looks as if he may have been in confidential work.