



451st Bomb Group Newsletter No. 4 May 2014



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2014 REUNION - OKLAHOMA CITY

Hey, listen up. For the first time our Bomb Group will be meeting with the two other units in our 49th Wing, the 461st and 484th Bomb Groups. On our missions we often would view the Bomb Group planes just ahead or following us in the 15th A.F. formations. Fellow members, this upcoming Reunion will provide that rare opportunity to meet first-hand some of the air crew members that flew those planes. We also will be joined by our good friends, the 455th Bomb Group, who were with us last year at our Tempe, Arizona reunion.

The program for our Joint Reunion has largely been developed by Dave Blake of the 461st Bomb Group. As you will note from the Attachments, three bus tour opportunities away from the Hotel are available on an optional basis. Similarly, an added optional dinner will be held on Sunday evening for attendees wishing to extend their Hotel stay an extra day. The three Bus Tours as well as the Sunday dinner will of course involve added cost beyond the established basic Registration Fee for our 451st and 455th members of \$100 per person. The Basic Registration Fee covers the two sit down dinners on Friday and Saturday evenings as well as the entertainment and music that may be scheduled. There also will be a Hospitality Room open daily serving free beverage refreshments.

Should you wish to attend, please send in your Registration Form and make your Hotel Reservations as soon as possible. Later, should you need to cancel for any reason your Registration Fee will be refunded. When calling the Wyndham Garden Oklahoma City Airport Hotel (405-685-4000) be certain to mention that you are part of the Bomb Group Reunion to receive the special reduced rate of \$89 plus tax for two adults (there is no charge for children 18 years of age and younger provided they share the same room as their parents). One bedroom suites also available at a rate of \$119 plus tax. These special rates are good for three days prior to and three days after the Reunion. The Hotel provides free shuttle service to and from the Airport, free automobile parking and up to two full hot breakfast buffet coupons per room.

You may want to refer other crew members and other Bomb Group friends to our Reunion website (<http://www.gordons.ws/reunion2014>). Please call or E-mail if you have questions or need additional information.

Contact: Winson ('Big') Jones
Address: 18502 NW Montreux Drive, Issaquah, WA 98027
Phone: 425-223-2101
Email: winjones@comcast.net



**Joint Reunion of the
451st and 455th Bombardment Groups (H) WWII
With other 15th Air Force Units
18th-21st, September 2014**



Wyndham Garden Oklahoma City Airport Hotel, Oklahoma City, Oklahoma

Reunion Activities

Thursday, 18th September

1:00 PM - 5:00 PM

Early Registration

Friday, 19th September

9:00 AM - 5:00 PM

Registration

9:00 AM - 3:30 PM

Optional Tour* - Tinker AFB & 45th Infantry Museum with Lunch

6:00 PM - 9:30 PM

Evening Sit Down Dinner featuring 451st & 455th members,
informal speeches and entertainment

- 6:00 PM - Cash Bar *
- 7:00 PM - Sit Down Dinner

Saturday, 20th September

9:00 AM - 3:00 PM

Optional Tour* - Oklahoma City & National Cowboy and Western
Heritage Museum with Lunch

6:00 PM - 10:30 PM

Gala Banquet including 451st, 455th, 461st & 484th members

- 6:00 PM - Cash Bar*
- 7:00 PM - Sit Down Dinner

Sunday, 21st September

9:00 AM - 10:00 AM

Memorial Service

12:00 PM - 4:00 PM

Optional Tour* - Oklahoma National Memorial & Museum with
Lunch

6:00 PM - 9:30 PM

Optional Dinner

Registration Fee: \$100 per person (*Registration fee does not include the cash bars or the optional bus tours on Friday, Saturday or Sunday or dinner on Sunday)

Attire: Casual dress for all events with the exception of the Saturday Night Gala Banquet for which sport coat with or without tie is requested.

Travel: Hotel provides a free airport shuttle service as well as free parking for guests traveling by automobile and a free breakfast buffet.

Hotel:

Wyndham Garden Oklahoma City Airport Hotel
2101 South Meridian Avenue, Oklahoma City, OK 73108
Hotel Direct Line: 1-405-685-4000

Registration Form

Print your return address in the space provided on the right. Please print clearly in dark ink.

Return To:

From:

Winson Jones	
451 st Bomb Group	
18502 NW Montreux Dr	Telephone No.
Issaquah, WA 98027	E-mail:

Joint Reunion 15th Air Force Bomb Groups WW II
Oklahoma City Reunion: September 18th – 21st, 2014
Registration Form For 451st & 455th Bomb Group Attendees

Basic Registration Fee: Includes Fri & Sat Dinners	_____ X \$100.00 per person =	\$
Optional Bus Tour 9/19: Tinker AFB & Lunch	_____ X \$48.00 per person =	\$
Optional Bus Tour 9/20: Cowboy Museum & Lunch	_____ X \$62.00 per person =	\$
Optional Bus Tour 9/21 National Memorial & Lunch	_____ X \$52.00 per person =	\$
Optional Sunday Dinner 9/21	_____ X \$29 per person = (London Broil or Grilled Pork)	\$
	_____ X \$21 per person = (Penne Pasta)	\$
	Total	\$

(Make Checks Payable to: 451st Bomb Group)

Specify how name should be listed on name tag:

My Name Tag:	
Spouse's Name Tag:	
Guest's Name Tag:	
Guest's Name Tag:	
Guest's Name Tag:	
Guest's Name Tag:	

Registration Form – Page 2

Name of Person Registering (same as Page 1): _____

Dinner Selections

For the dinner entrees, I/we have selected the following: (Select one entrée for each attendee)

Friday Dinner: Baked Tilapia _____ Vegetable Fajitas _____ New York Strip Steak _____

Saturday Dinner: Chicken Breast _____ Lemon Basil Pasta _____ Prime Rib of Beef _____

Sunday Dinner: Grilled Pork Tenderloin _____ Penne Pasta _____ London Broil _____

Hotel & Travel

Staying at the Wyndham Garden Hotel : Yes _____ No _____

Arrival Date: Thursday 9/18 _____ Friday 9/19 _____

I plan to arrive by: Plane _____ Car _____ RV _____

Bomb Group Association

If you are a Survivor of the air war in WW II, what was your group number? _____

List your duty position (pilot, tail gunner, mechanic, etc.): _____

If air crew member: Were you shot down: Yes _____ No _____

Were you a prisoner of war: Yes _____ No _____

Number of Missions: _____

List Medals awarded: _____

Attach your Air Force history (write-up) if available.

If not a Survivor, describe your relationship to a Bomb Group Member: _____

Required Information for Tinker AFB TourIf you are going on the optional tour of the Tinker AFB Tour, for security purposes, the Air Force requires the following information for each person:

Name	Driver's License Number	Driver's License State of Issue	Date of Birth	DOD ID Card (Yes/No)

SUPPLEMENTAL 2014 REUNION INFORMATION

Below are additional details concerning the optional bus tours and Sunday dinner:

Thursday, September 18th – Arrival and check-in day. The registration desk will be open outside the Hospitality room in the hotel atrium. Heavy snacks will be available in the Hospitality room but meals are on your own. There are several restaurants nearby and, of course, the hotel restaurant will be open. An information meeting will be held at 7:00 PM in the Aspen Ballroom.

Friday, September 19th – For the Friday optional tour, we will depart the hotel at 9:00am for a bus tour of Tinker air Force Base, followed by lunch at the Cimarron Steak House. After lunch, we will tour the 45th Infantry Museum which houses a superb collection of military memorabilia as well as a wonderful collection of original Bill Maulden cartoons. We will return to the hotel by about 3:00 PM. Social hour before dinner will begin at 6:00 PM with a cash bar in the common area near the banquet rooms. Individual group dinners will be served at 7:00 PM in three neighboring banquet rooms.

Saturday, September 20th – For the Saturday optional tour, we will depart the hotel at 9:00 AM for a highly regarded bus tour “See OKC” which traces the story of Oklahoma City from its spirited beginnings. Tour stops include downtown, the iconic Bricktown district, historic Stock Yards City, the Land Run Monument, historic Heritage Hills residential area and State Capitol building. A tasty buffet lunch at the National Western Heritage and cowboy museum, America’s premier institution of Western history, art and culture, is next on the agenda and then a tour of the museum. For our return to the hotel, at 3:00 PM, we will be escorted by the Patriot Guard Riders who will then honor and welcome our veterans as we depart the motor coaches. Members of the Oklahoma City Chapter of the Tuskegee Airmen will join us beginning with lunch and continuing through dinner to visit with those they escorted on missions. Social hour before dinner begins at 6:00 PM with a cash bar in the common area near the banquet rooms. The combined groups’ banquet will be served at 7:00 PM in the Aspen Ballroom. Oklahoma’s favorite son “Will Rogers” aka Dr. Doug Watson will entertain us with his folksy humor after dinner.

Sunday, September 21st – We will take time to remember those who didn’t make it home from Italy and those we’ve lost in the past twelve months at the Memorial Service beginning at 9:00 AM in the Aspen Ballroom. For the Sunday optional tour, we will depart the hotel at Noon for lunch at The Spaghetti Warehouse in the Bricktown area of downtown. Next is a guided tour of the Oklahoma National Memorial and a self-guided tour of the Oklahoma National Memorial Museum, commemorating the 1995 bombing of the Murrah Federal Building. This is a very powerful, sobering tour. We will return to the hotel by 4:00 PM. Social hour before dinner will begin at 6:00 PM with a cash bar in the common area near the banquet rooms. The optional Farewell dinner will be served at 7:00 PM in the Aspen Ballroom.

DONATIONS

Again this reminder that donations from individuals on our mailing list represent our sole source of funds for printing and mailing our Newsletter. Should you desire to honor a deceased loved one or crewmate, just make a memorial donation of \$50. Also send along the full name, assigned squadron and duty position of the person being honored. Special memorials and other designated tributes recently received are as follows:

<u>Donor</u>	<u>In Tribute To</u>
Brown, Diane.....	Max Noggie
Dunsmoor, James O.....	John A. Dunsmoor
Eagles, David H. & Audrey.....	451 st Bomb Group - To remember and honor the many close friends who have been a part of the 451 st Bomb Group and shared their lives and memories with us.

Donations also have been received from the following since the January Newsletter:

Barmore, Robert K. (Ken)
 Briggs, Blaine A.
 Burlingame, William
 Cushner, Stephen S.
 Guinness, Herbert
 Hall, Gail J.
 Mann, Margaret (Peggy).
 Schaffner, Donald R.
 Suffoletta, Joe
 Vogel, John R. Sr
 Williams, Wilbur L.

DISTRIBUTING THE NEWSLETTER VIA EMAIL

With the passage of time, more and more people are using E-mail as their primary communication vehicle. If you are receiving the newsletter in the mail and have an E-mail address, kindly send in your email to winjones@comcast.net. This will serve to reduce the cost of distributing future Newsletters. Also if you are a WWII survivor, please let us know your duty position with the 451st.

LAST FLYBY

The following reflects the death notifications received since our January 2014 Newsletter:

451st Member	Duty Position	DOD
Andrews, Herbert K.		03-10-2013
Borden, Duane S.	Tail Gunner	10-20-2013
Dickler, Charles W.	Armaments	11-19-2013
Dunsmoor, John A.	Pilot 724 th Squadron	04-13-2013
Holmes, Douglas H.		10-26-2013
Mann, Allen	Pilot	02-04-2014
Peck, Robert B.N.		July 2012
Rodriguez, Raul A.	Cook	09-10-2013
Snow, Edward G.	Pilot	09-04-2013
Therriault, Lawrence E.		
Yenkner, Charles E.	Navigator	12-21-2013
Young, Sherman S.		

SIGHTINGS IN THE SKY

This poem was written by an unidentified B-17 gunner in North Africa in 1943 and sent to us by Ryan M. O'Brian, our good friend from the 484th Bomb Group. It certainly captures the thoughts and feelings of air crew members who flew the Big Bombers with the 15th Air Force in WWII.

The P-38 was the primary fighter plane used to escort our heavy bomber formations until the arrival of the more advanced P-51s in 1944. On some missions no fighter escort was provided. Even when fighter escort was assigned there were times when the Bomb Group failed to make contact upon arrival at the designated rendezvous point in the sky.

During the course of our missions, the enemy was adept at distracting our escort aircraft by exposing a few of their own planes far off to the side of the bomb formations. Once accomplished, the main force of German fighter aircraft would then move in on the heavy bombers.

On the final bomb runs when our bombers had to fly through fields of exploding "flak" shells, both our escort aircraft as well as the enemy fighter planes were wisely nowhere to be found.

Sightings In the Sky

By unidentified B-17 gunner in North Africa in 1943

Oh Hedy Lamarr is a beautiful gal
and Madeleine Carroll is too
but you'll find if you query
a whole different theory
amongst any bomber crew.
That the loveliest thing
of which one could sing
This side of the Heavenly Gates
is no blonde or brunette
of the Hollywood set
but an escort of P-38's.

Yes, in days that have passed
when the tables were massed
with glasses of scotch and champagne
it's quite true that the sight was
a thing to delight us
intent upon feeling no pain.
It's no longer the same
nowadays in this game
when we head north from Messina Heights
take the sparkling wine
every time just make mine
an escort of P-38's.

Byron, Shelley and Keats
well known for their feats
describing the view from the hills
of the valley in May
when the winds gently sway
as an "army of bright daffodils."
Take the daffodils, Bryon
and the wild flowers, Shelley
yours is the myrtle, friend Keats
just reserve me those cuties –
those American Beauties –
an escort of P-38's.

True, we're braver than hell
on the ground all is swell;
in the air it's a whole different story
We sweat out our track
through the fighters and flak
we're willing to split up the glory.
Well, they wouldn't reject us
so Heaven protect us
and until the shooting abates,
give us the courage to fight 'em
and one other 'small' item.....
an escort of P-38's.

SOME PERSONAL NOTES

Recently I had the pleasure of reaching by telephone our 451st alumni organization founder (along with Pete Massare) Bob Karstensen. Bob is faring reasonably okay---he still arranges to meet with his hometown friends on a regular basis.

I would be remiss in not mentioning that my own close friend and crewmate Little Jones is battling advanced lung cancer. Know he would greatly appreciate your prayers. Jack and I were designated Little Jones and Big Jones by our especially talented first pilot, Captain Gerald Hopkins. Little Jones and I flew many of our 35 missions while we were eighteen (our first mission was the famed Markersdorf Airdrome Mission relative to which we lost 9 of our 27 bombers to aggressive attacks by some 60 or so German fighter aircraft). Little Jones and I have been joined by our Ball Turret Gunner, Paul Anderson, at many recent 451st Reunions. We also keep in contact with another of our pilots, Frank Tedesco, who safely got us down for an emergency landing at the Island of Vis.

THE DARK ROOM

William L. Burlingame, Instrument Technician with the 724th Squadron is shown with his Dark Room relative to which he developed large quantities of pictures for the squadron members.



William L. Burlingame's "own" Dark Room

Your help needed...

The adjacent picture shows four unidentified 724th personnel. Can anyone provide help with furnishing names for these men?



THE END OF WOLF WAGON

The adjacent picture shows the late John O'Connor (Pilot and Trumpet Player) with other members of his musically oriented crew. Apparently, John selected his crew members based in part upon their ability to play an instrument and contribute to his band.

The following article was furnished to Big Jones for incorporation in the book he published in May 2007 covering some personal histories of 451st Bomb Group members. It captures the role of John O'Connor's mission to the giant Ploesti Oil Refineries on April 5th, 1944. While his crew survived this demanding mission, it spelled the end for their beloved B-24, Wolf Wagon.



Wolf Wagon Crew

IL Tritico (Ploesti) by John O'Connor

"PLOESTI – with the understanding and expectations of a rewarding 7 days of R&R (rest and recuperation) for each crew member who would complete their 25th mission aboard the "Wolf Wagon", the early morning of April 5th, 1944 witnessed the launching of the 451st Bomb Group's most demanding, fascinating, dangerous and historic bombing undertaking ever ventured by 4 engined B-24 and B-17 heavy bomber aircraft at a high altitude. The previous record was established during the low-level mission, over the same target in 1943 – a disaster in most ways, especially loss of lives and aircraft. Thus, the opportunity to balance the score and rectify the shortcomings of the low-level attack of by-gone days, had finally arrived in the guise of the 451st BG and ample other determined groups in the 15th AF and 8th AF.

Wolf Wagon and its experienced crew were both in excellent condition and anxious to take on Herr Fuhrer and his oil fields defenders. The "Wagon" team consisted of the following: Tail gunner, Sgt. Runkel; Top turret, engineer, Harvey Carpenter (TSgt); Ball turret gunner Fred Clamser, Sgt. (and "band vocalist "par excellence") Bill Clark, uncanny and avid waist gunner especially with his partner, Dick Hancock and his .50 caliber. The Nose turret was primarily controlled by Sgt. Lem Phillips who was also the Radio operator. When the going got tough Lem was a usually backed up by Navigator Bill Hutton and/or Bombardier Wayne Owens, who later

IL Tritico (Ploesti) by John O'Connor - continued

on was promoted to Group Bombardier! The pilots included Francis Russell and aircraft commander, Captain John A. O'Connor, who also lead the Wagon Band which performed at both post-return flights and "stationary" concerts in the Group arena or as invited guest musicians at other 15th AF bases and Italian civilian events. Wolf Wagon depended on TSgt. Baird, the eldest crew member to maintain and repair the aircraft when need be-- and that meant 7/7 plus!

So...64 years ago today (as of May 2007), the 15th AF took-off from San Pancrazio, south Italy, for its historic rendezvous with Hitler's oil industry in Ploesti Rumania. The assembly of hundreds of bombers is well documented elsewhere... For our purposes, suffice to say their assembly and flight to Ploesti were accomplished in a superior mode. The WX (Morse code for weather) was CAVU (Ceiling and Visibility Unlimited) and the target was fully ready for battle. Even though this mission has been thoroughly described in various media over the years, there are many aspects of the battle of April 5th, 1944 that are still awaiting explanation or narration.

Here goes our opportunity to relate some items of heroism and/or airman-ship worthy of telling or comment especially from the perspective of the 451st BG and, in this story, the 724th BG Squadron.

As we (the 724th) approached our refinery target, keep in mind the city of Ploesti was surrounded by a circular railway and sidings to many different refinery locations; thus, the 15th AF plan of attack included numerous sub-plans regarding the destruction of railroad facilities as well as trucking and auto roads; also the anti-aircraft mobility and stationary installations, which there were hundreds, if not thousands, of 88mm guns mounted on the many miles of railroad tracks.

Now, consider, as the 451st BG approached their Ploesti targets, this maize of anti-aircraft complexity (at high noon) with Hitler's finest defenders both on the ground and in the air (ME109's) were lying in wait and poised to give their all for their country, Germany, as we, the air armada from the USA, was equally prepared to Liquidate the most important ingredient in tank and Air Forces warfare/battle capabilities O-I-L! The fight was on! Explosions, collisions, Bail-outs, Fire after fire, Smoke, Smoke, more smoke, bodies falling, flaming refineries blowing up, one after another...

And what of the 724th SQ Wolf Wagon? We departed the IP (at Ploesti) on time, in very close formation. Major Bean was leading the Squadron; we were fronting the middle flight of six ships. As we approached our refinery target, the ground 88's opened up in point blank range. The Wagon shuddered from nose to tail; over the target our bombs fell directly in the cracking plant. Immediately the 5 squadron aircraft, on our wings and tail, disappeared in one gigantic explosion!!

We pilots checked our air-worthiness: 4 "fans" (props) turning normally; 4 engines purring beautifully; all crewmen alive and "on station"; fuel tanks feeding normally --- What are we waiting for! -- Our 5 sister ships have blow-up and/or wreckage is detected... (10 seconds gone!) What are we waiting for?? ... (10 more seconds gone!) .. Pilot to crew; "We're taking a 180 now... keep the 109's away..

IL Tritico (Ploesti) by John O'Connor – continued

Will try to re-assemble with somebody..but it appears our 451st leads have beaten us to the draw. Can't see them in the mess ahead! Major Bean bailed out; we have no SQ Commander! So here we go, on our own!" (out)....

"Russell, please go to the rear and assess the damage. I'll do my best to overtake that Group flying up and ahead of on a track of approx. 85 degrees... Gunners do your best to keep the 109's at bay. I'll do my best to evade" (out)

The co-pilots count many holes throughout the Wagon however no fuel leaks! (What a break)! Am continuing to catch-up with the group in front of us. They look like the 98th BG. Russell, you and I will weave back and forth and gradually pull-up underneath the 98th tail gunner; they can't miss our "Wolf Wagon insignia! (5 minutes later) "We've done it! Thanks to the 98th slowing down a bit for us to catch-up! (One Hour Later)... The ride back to Italy and our base was mostly un-eventful. We stayed with the 98th till they approached their base (near Ceregnola), we took a heading for Castelucia and our base. From there it took only 15 minutes to enter the landing pattern, come to a full stop and received taxi help from a friendly jeep....

After parking, Sgt. Baird, our mechanic, took over for a complete inspection of the Wagon. Other than our 360-some little and big holes in the fuselage, we seemed to be in pretty good shape; but now we learn that during the battle we had all but wore out all of the engines, because of very excessive manifold pressures!! Also, most of our control wiring was over played from the heat of the battle and the hydraulic system petered out! Not to mention the brakes and the tires; they could not stand another landing! All of this was a surprise to us, especially when the chief of maintenance came by and told us, "It's time to say 'Farewell' to your Wolf Wagon. She's beyond repair and will not be salvaged – (Tears by all!)

P.S.: So, for our crew, we were notified by the new acting Squadron Commander, Major Burleigh, we would travel the next day, by truck, to Naples and be ferried to the Isle of Capri for 7 days of relaxing and sleeping; Thank you Uncle Sam and the Italian people! How well we remembered!



"T'was on the Isle of Capri that I Found Her"

Note: A You Tube video of John O'Connor's experiences exists entitled:
Central Illinois World War II Stories - Trumpet Player John O'Connor Recalls World War II

451st BOMB GROUP SONG

This song was sung in the Officer's Club at the 451st Bomb Group Air Base in Italy during World War II (composer unknown).

THE B-DASH TWO FOUR

DOWN IN FLAK VALLEY WHERE THE BLACK MUSHROOM GROW
THE 451ST AND THEIR BIG BOMBERS GO;
WE'RE BRIEFED IN THE MORNING AND TOLD THERE IS NO FLAK
WE FLY DOWN THAT VALLEY AND NEVER COME BACK.

CHORUS

OH THAT B DASH TWO FOUR,
OH THAT FOUR ENGINE WHORE,
THE BOYS WHO FLY IN HER ARE SURE BOUND TO LOSE.
AT FIFTY-FIVE INCHES SHE WON'T EVEN CRUISE,
OH THAT B DASH TWO FOUR.

THE C.Q. AWAKES US AT ONE-FORTY-FIVE,
WE GO TO THE BRIEFING AND WHEN WE ARRIVE;
WE'RE GOING TO PLOESTI, THE FIFTH TIME THIS WEEK,
WE'RE SCARED TO FLY OVER THE TARGET WE SEEK.

WE'RE TOLD THE WEATHER IS C-A-V-U,
BUT WE CAN'T SEE THE GROUND AT 100 FEET TRUE;
THREE LAYERS OF CLOUDS HIDE THE EARTH FROM THE SKY,
TO CLEAR ALL THE WEATHER WE'VE GOT TO FLY HIGH.

WE RENDEZVOUS OVER THE ISLE OF CAPRI,
AND WE WONDER WHEREVER OUR MUSTANGS CAN BE;
THEN OFF TO THE TARGET WITHOUT AN ESCORT,
ONE LOOKATTHATVALLEY AND WISE MEN ABORT.

WE TAKE OFF FOR FRANCE WITH A FULL LOAD OF GAS,
IF WE LOSE AN ENGINE IT WILL BE OUR ASS;
NINE HOURS OF FORMATION, THE MISSION COUNTS ONE,
NO FLAK, NO FIGHTERS, NO DAMAGE TO THE HUN.

WE LOOK AT THE GROUND THROUGH A POWERFUL GLASS,
AND WE SEE ALL THE HUNS SHOOTING SKEET IN THE GRASS;
THE RESULTS ARE ALL HORRID, IT'S ALWAYS THE SAME,
AS FOOLISH YOUNG MOTH FLYING INTO A FLAME.

WE FEATHERED A FAN O'ER VIENNA ONE DAY,
WE CALLED FOR THE GROUP, BUT THEY'D ALL GONE AWAY;
LEFT TO THE MERCY OF FIGHTERS AND FLAK,
IT'S A HELLUVA WONDER WE EVER GOT BACK.

THE COLONELS AND MAJORS THE MILK RUNS DO FLY,
THEY SEND US TO TARGETS WHERE MANY MEN DIE;
BUT JUST ABOUT THE TIME THEY CRAWL OUT OF THE SACK,
WE'VE FEATHERED A FAN AND WE'RE ON THE WAY BACK.

