

Sent out 100 letters with information to non email members about next year reunion. Results so far 5 letters returned, 3 updated their information. Please read From the President's Desk for a very important notice for all who are planning to attend next year's reunion

As of 7/08/14 active members stand 642.

From The President's Desk

I am pleased to inform you all that the registration form, for the 2016 reunion in Branson is complete. You will find the form on the website by just clicking on reunions and then on "up coming events." It should come up for you. You can fill it, preview it, print it out, write a check, and mail everything to me. My address is on the form.

Please note that activities planned for Thursday and Friday at the reunion are "all inclusive," meaning that the cost for each of these two days, includes the cost of tour, meals, where indicated and transportation. One price for all day.

Saturday will be open to do as you wish, except for the banquet dinner and seating for that will begin at 1730 hours.

If you would like to do other things, I would suggest you contact Sarah Green-Hord at Ozarks Kirkwood Tour and Travel. She is their military specialist and can help you with any other attractions you may want to visit. She can be reached at 417-335-4668 or by e-mail at sarah@ozarkskirkwood.com.

Thanks going out to Don and Connie Kruger for being the first reunion registration to come in followed two days later by Ron and Ann Abel. We really hope the registrations start to come in on a regular basis now that summer is almost over.

I have to tell you all about something that occurred, a couple of weeks ago. Sam (wife) and I were at the Sam's (no relation) Club in Rapid City. We had just finished loading up the truck when a man about our age rapidly walked up to me looking at my Ready Eddie hat. He read my hat and then stuck out his hand and said "USS Ranger! I remember you guys." We talked for a little bit and during that time we discovered we served during the same time period. He said his old ship went to the scrap yard and I told him ours was a fish hotel off Hawaii. We both agreed that it was sad to think about what happened to our ships. He wanted me to say thank you for all the plane guarding we did. I don't know if he had been a pilot or not but his thanks were genuine. It made me feel pretty darn good to know we are all remembered. Where your hats with pride.

To close my portion of this month's newsletter I again ask you to get your registrations and checks sent in as soon as possible.

JJ

From your Reunion Coordinator

Robert hey, Jimmy Quick 71-73 YN3 here, do you have a lead on a rv park close to the hotel for the reunion? We have a 37 ft. diesel we travel in several times a year, never been to Bransom, thanks, Jimmy

I was talking to Ron about the reunion and seeing what is planned. We have a suggestion that we would like to pass on. On the itinerary it shows a tour of the College of the Ozarks but does not tell you what is on the tour. It took us a lot of searching to find out what was even offered. We still do not know what is planned. At first glance Ron said he was not interested. For someone that has not been to Branson for 34 years, I would like more information.

Thanks

Ron and Ann Abel

Web Site change

We want your thoughts on this as were you would like to see these items and what you would like to see worked on first, This is your web site and we do not want to hear later that maybe this should have gone here, why was this added, or why was still done at all? See comments in red for status and or question, bull

- **Awards Page** - has not been started yet. Based on an email thread from 2013, you were going to send materials for me to use. However, the only items I received were a USB drive with Newsletters, and a few printed newsletters. I acknowledged that I did not receive any awards content, but did not follow up with you on it, and thus was quickly forgotten
- **2012 Reunion Group Photo** - scanned the photo into the computer, but have not created an image map to associate faces to names. Primarily a lack of free time. However, a lack of reunion photos to post from members indirectly lowered the priority of the task.

Sent Rob, last years email newsletters to be added to newsletter list.

- **List of Commanding Officers** - Last I knew, you were still compiling data for this list. I have not heard anything about it, or where to post it on the website. **Bob has the list in one of the newsletters, need help with the finding their pictures**
- **Admiral Edwards** - I have attached a photo and bio to this email. Is this the content you want posted on the website? **yes, where do you want it placed?**
- **Bon Hon Refueling** - I have attached a photo of the Bon Hon Refueling in 1959. **Where would you like the photo posted?**
- **Turley & Capt. Deal** - I have attached a photo of Jack Turley that was submitted. Where would you like the photo, **Please hold on to it until we decide about commanding officers list and then add it next to his bull name**

CHINFO_DD950 - I have attached a PDF document that details the sinking of the ship. **Do you want this posted on the Ship Info page yes,**

Last year email newsletters Sent Rob copies of last years newsletters to be added to newsletter page.

Secretary Desk

I am asking for any leads of shipmate that you are in contact, who are not members of the Edwards' Association. If you moved or changed phone number please take a few minutes and email me at bullcs3@hotmail.com .

Received 1 new member's application by mail. I am putting out a request to all members to contribute your time to our ship in the form of adding important information to our ship's history found under the ship's info page. Their important history missing there such as hitting the carrier, floating in the south Pacific for three day looking for a missing plane that should be added there for future visitors to our site to see. We need this to be done

before us who lived it are no longer around to write it. Please make suggestion and more important write it down so that it can be consider for addition

Treasures Report

July 1, 2014 - June 30, 2015

Beginning Balance	\$ 5,911.20
Income	2,062.00
Expenses	1,454.76
Ending Balance	\$ 6,518.44

August 1, 2015 - August 31, 2015

- > Beginning Balance \$ 6,130.94
- > Income 0.00
- > Expenses 52.43
- > Ending Balance \$ 6,078.51

Jim XKress

Ship's Store

Received an email today claiming to be our ship's store out of Texas, please do not be fooled by it. This is not our ship's store and has nothing to do with us or the Edwards. Please contact a board member if you need help in using our ship's store.

Membership

If you are having trouble accessing the membership page on the Ship's home page @ WWW.DD950.com please contact me or a member of the executive board for help

Missing shipmates

Below is a list of names of shipmates who's letters were returned. If you are in contact with any of them please contact them to get their new address/phone/and email address'

Tom Glasgow **decease?**

Robert Smith **decease?**

Antonio Martinez

Gary Marshall

Notes from Last Month Newsletter

Bad day turns out good

FLYING
FORTRESS MIRACLE!!!

B-17 "All American" (414th Squadron, 97BG) Crew

Pilot- Ken Bragg Jr.
Copilot- G. Boyd Jr.
Navigator- Harry C. Nuessle
Bombardier- Ralph Burbridge
Engineer- Joe C. James
Radio Operator- Paul A. Galloway
Ball Turret Gunner- Elton Conda
Waist Gunner- Michael Zuk
Tail Gunner- Sam T. Sarpolus
Ground Crew Chief- Hank Hyland

In 1943 a mid-air collision on February 1, 1943,
Between a B-17 and a German fighter over the Tunis dock area,
Became the subject of one of the most famous photographs of WW II.
An enemy fighter attacking a 97th Bomb Group formation went out of control,
Probably with a wounded pilot, then continued its crashing descent
Into the rear of the fuselage of a Flying Fortress named "*All American*",
Piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.

When it struck, the fighter broke apart, but left some pieces in the B-17.
The left horizontal stabilizer of the Fortress and left elevator were completely
torn away.
The two right engines were out and one on the left had a serious oil pump leak.
The vertical fin and the rudder had been damaged,
The fuselage had been cut almost completely through
Connected only at two small parts of the frame,
And the radios, electrical and oxygen systems were damaged.
There was also a hole in the top that was over 16-feet long and 4 feet wide at its
widest;
The split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind
And twisted when the plane turned and all the control cables were severed,
Except one single elevator cable still worked, and the aircraft miraculously still
flew!

The tail gunner was trapped because there was no floor connecting the tail to
the rest of the plane.
The waist and tail gunners used parts of the German fighter and their own
parachute harnesses
In an attempt to keep the tail from ripping off and the two sides of the fuselage
from splitting apart.

While the crew was trying to keep the bomber from coming apart,
The pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened,
The wind turbulence was so great that it blew one of the waist gunners into the
broken tail section.
It took several minutes and four crew members to pass him ropes

from parachutes

And haul him back into the forward part of the plane.

When they tried to do the same for the tail gunner,

The tail began flapping so hard that it began to break off.

The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off.

They actually covered almost 70 miles to make the turn home.

The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky.

For a brief time, two more Me-109 German fighters attacked the *All American*.

Despite the extensive damage, all of the machine gunners

Were able to respond to these attacks and soon drove off the fighters.

The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage

To aim and fire their machine guns.

The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the *All American* as it crossed over the Channel and took one of the pictures shown.

They also radioed to the base describing that the appendage was waving like a fish tail

And that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base.

Lt. Bragg signalled that 5 parachutes and the spare had been "used"

So five of the crew could not bail out.

He made the decision that if they could not bail out safely, then he would stay with the plane to land it.

Two and a half hours after being hit, the aircraft made its final turn

To line up with the runway while it was still over 40 miles away.

It descended into an emergency landing and a normal roll-out on its landing

gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured.

No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.

This old bird had done its job and brought the entire crew home uninjured.

Please pass this on to someone who will also appreciate this amazing story.