

98 Days of 'High Adventure'

During April 3, 1944 - July 9, 1944

his is a record of the fifty-one (51) sortie credits, also known as combat missions, flown by B-17 Navigator Lt. Vincent S. Werner.

These military activities were aerial trips to and over targets of European Axis partners, Adolph Hitler and Benito Mussolini.

From 6:30 am takeoff, often earlier, until an early afternoon return would have meant 250-276 hours adjacent to the noise of four (4) 1,250 horsepower engine;, good reason for tinnitus. We were over five miles above Mother Earth's surface at temperature at least twenty (20) degrees below zero!

This will not be the greatest of prose written by a 22 year old! He would have been thankful for the successes of that day; also participation in the history of our nation! But tomorrow could bring unexpected good or adverse surprises.

Such notes were written on more permanent U.S. Army Air Forces post cards used those days; they had been copied from original entries on pieces of scratch paper available to Vince.

*** * ***

April 3 * Mission 172 My first mission in the 2nd Bomb Group was to the Tokol Aircraft Factory near Budapest, Hungary, with the Schlegel crew, he as co-pilot; Oliver Thigpen, a veteran of many missions was Pilot and Commander. Were introduced at Yugoslavia coast to Mostar's guns.

I was amazed during this first experience; seemingly having no time for fear and keeping very aware of navigation. First peak at German ME-109 fighters; and at Budapest aroused forty (4)0 guns below providing bursting shells fragments, called 'flak'! We lost the Lt. Clair A. Carlson crew crashing near Sarajevo. Two sprtie or mission credit.

On occasion a B-17 might receive a direct hit, explod and we loose ten (10) airmen. Engines could easily be made inoperable. B-17 gas tanks could be punctured, leak and explode. Best I was so innocent at the time! Some losses occurred on a crew's 1st mission. Yes, that crew'51st mission could have been the a 'ticket home'.

*** * ***

April 4 * Mission #173. We flew to Bucharest, Rumania, the second Balkan capital in as many days with Dickson as pilot. Perhaps as many as 100 guns were aimed at us from the earth below. I have new and greater respect for everything today. Navigation was simple, but I need to 'stay on the ball'; nine others are dependent on my skill if and when necessary! 2 sorties/mission.

April 5 * Mission #174. Ploesti, Rumania Marshaling Yards (Main Rail Yard). We all dreaded to hear that name at the briefing. This was the first time back to Ploesti after the catastrophes encountered by b-24's flying from Africa.

No losses, very heavy flak from reported 125 guns. Lt. Maybe was our pilot, Schlegel, co-pilot for our crew. At this rate I could be headed home in 26 days. I'm just kidding! There will be lots of down time due to weather and other delays, and even such things as rest between outings! 2 sortie/mission credit

April 7 * Mission #175. Treviso, Italy Rail Yards, near Venice was our first time into northern Italy. Experienced seeing a B-17 disintegrate in the air. Brrrrr! Six parachutes blossomed. Lt. Maybee was pilot again with rest of the crew. One sortie/mission credit.

April 12 * Mission #177. It was Fischamend Market Air Craft Factory near Vienna, Austria. Good heavy flak from about 50 guns. Saw one B-17 go down; Must have been from another Group, as 2nd BG reported no loss. With Lt. Maybee and crew, but without Bombardier Jack Barkovic; too ill to fly. 2 sortie credit.

April 13 * Mission #178. Target was near Gyor, Hungary, northeast of Vienna; it's Wagon Works/Aircraft Factory. This was first time as Our Crew complete (had 'makings' of being our last), off the Colonel's left wing of the lead squadron! But we lost power and slipped backward. The bomb bay doors had lost power to open as we went over target between squadrons.

10-15 enemy fighters saw an easy kill; were aligned to take us out, but our P-38 fighter friends also appeared, and saved us with but seconds to spare. 2 hard- earned sortie/missions. Not 1,2 or 3 crews lost, but FOUR; Lt Martin, Lt. Applegate, Lt. German and Lt. Reeves.

April 15 * Mission #179. Ploesti, Rumania, Industrial Area! Quite certain I wasn't bothered by this income tax due date! Second time there suggesting it the importance to bomb conveyance of oil in tank cars; as it may be to bomb oil wells. Part of the overall big plan to make the Nazi war machine less mobile against our ground troops, landing at Omaha Beach three weeks later.

Obviously we were unaware of all this strategy! A new analysis is offered. 13 mission credit in last 13 days. Could go home not in 25, but 50 days! So much for wishful thinking and analysis while earning 2 sorties.

April 20 * Mission #182. Castelfranco Italy Rail Yards had heavy cloud cover. Did not bomb, but picked up flak in the Padua area. However 1 sortie/mission credit for our crew.

April 24 * Mission #185. A third time this month to Ploesti, Rumania, Rail Yards. Have recently read it took them only about 3-4 days to get yards back in operation! We were in flak 13-15 minutes of the bomb run; probably on a rail line with flak batteries on flatbed rail cars. Just don't want many more like this. Co-pilot Lt. Morris experienced his first mission; also with a 2 sortie credit.

April 28 * Mission #188. Piombino, Italy Industrial area received our wrath. Flew with crew, and Lt. Moe as co-pilot. 1 sortie credit.

April 30 * Mission #189. Reggio Emilia Italy Airdrome with no opposition! But, poor results with fragmentary bombs. What a deal for 1 sortie credit with Schlegel, Moe and our crew.

During this month of April completed 18 sortie credits/missions over eleven (11) targets; wherein seven (7) crews of 10 persons each were shot down; never to fly another mission! Skies cleared in April. It was a good month for aerial missions to Hitler & Mussolini targets, but quite costly for combat crews and aircraft.

*** * ***

May 6 * Mission #193. Brasov Rumania Aircraft Factory was target with Schlegel, crew, and Lt. Flanagan as co-pilot. Flak inaccurate and but few fighters. This could be called a '2 for 1 milk run'. Lost the 96th Bomb Sqd's Lt. Robert E. Weiss crew to flak. 2 sortie credit

May 10 * Mission #195. Wiener Neustadt, Austria, Aircraft Factory with Schlegel, Lt. Moe as co-pilot and crew! Wiener Neustadt translates to Vienna New City, or suburb south of Vienna. A day after my 22nd birthday! Would I see a second day; or more days of this kind of event! "It was roughest so far; don't see how it could be worse"! Most accurate flak from 80-100 guns. We suffered loss of left aileron control, and one extra tokio gas tank to flak. Our pilots were nearly unable to make the turn off target. This 2 sortie makes up for the ease of previous Mission 193.

The 97th Bomb Group, with whom we share our two runways back at Amendola, lost their Commanding Officer and his crew serving as in the 97's lead plane.

May 12 * Mission #196. Mission to Civitavecchia, Italy Chemical Plant uneventful with light flak on bomb run ; with Pilot Lt. Chadwick and his crew. Bombs were inaccurate. We're going back after German Headquarters this afternoon. Rome had a pleasant appearance from the air. 1 sortie credit.

May 12 * Mission #197. We went after German General Kesselring's Headquarters in his mountain operational center but failed to close any of the entrances to his underground German lair. 1 sortie credit.

May 13 * Mission #198. Bolzano Italy Railway Bridge flying with Schlegel and our crew. Target was near Brenner Pass. Flak guns were closer, at 10-12,000' elevation, and we were only at 27,000! Survived event without incident, and I got 1 sortie credit with bridge destroyed, giving Benito his share of problems.

May 14 * Mission #199. Ferrara Italy Rail Yards with Pilo Lt. Dickson and Lt. Battista and their crew; picked up my nice flak souvenir; about one third of a small finger. June had it framed and mounted under glass. My chance for a purple heart wasn't in the cards. More exasperating however was our venturing over the target a second time for 1 sortie credit!

May 19 * Mission #202. Rimini, Italy Railroad Bridges will always go down as the easiest target. Pilot was Lt. Parker and his crew ,damaging two bridges. 1 sortie/mission credit

May 24 * Mission #205. Atzgerdorf Austria Aircraft Factory, near Vienna, with Lt. Parker and his crew was target,. Covered by clouds, so bombed by Pathfinder; but apparently missed by 10-12 miles. Lead navigator an/or bombardier should be demoted. On turn of target, we then found out Bad Voslau's guns which shouldn't have happened, but we survived.

May 25 * Mission #206. Lyon France, Rail Yards with Pilot Parker and his crew. Capt. Hughes was Bombardier, made 30 second (minute?) bomb run and did a beautiful job. Flak encountered only on entering and leaving coastline. Logged 1 sortie credit.

May 26 * Mission #207. St. Etienne France, Rail Yards provided no opposition. Bombed in smoke. Parker was pilot, and it was very capable; co-pilot Lashway's last mission. These are long trips over hundred's of miles of water are good for only 1 sortie credit.

May 27 * Mission #208. Avignon France Rail yards was uneventful mission with a little flak at the coast. Going to target, bombs were left, returning were right, so we were off target consistently. This was a long day's operation for 1 sortie.

*** * ***

That finished our efforts during May 1944. The last three long trips over Mediterranean waters to southern French targets were all a part of the psychological warfare being displayed against Germany. Were we softening up southern France for Invasion? At least we softened up transportation methods.

Eleven more targets, some properly massaged, with loss of 1,

only ONE B-17 and it's crew!

Rest on the Isle of Capri, approached by water from Naples was well earned after my 32 sortie or mission credits. I was accompanied by my Bombardier pal and B-17 'nose mate', Jack Barkovic; then from International Falls, MN.

Capri had been a resort for Roman emperors, maybe the Greeks before them! Another great power had now claimed her use for rest camp! It is a popular rocky piece of real estate covering less than ten square miles. The City topside, is reached by Funiculare from the coastal port of Marina Grande. A water tour by vessel around the Isle enters the Blue Grotto's interior through a small 'duck your head' entry. All waters around the Isle are crystal clear like no other!

We stayed at the Hotel Quisisano in Capri Piazza. In the near distance of its exterior courtyard all present that first evening enjoyed unseen youngsters singing “Come Back to Sorrento”.

Sorrento appeared to hang off the cliffs of the Italian shore line a few miles distant to the east. Such an vocal introduction to Capri that Nero may have, or not have experienced!

I purchased Sterling Silver for June from Lydia in her shop on the piazza; such purchase was difficult in wartime, but Lydia resonded to my asking. After 5-6 days of such scenery and Italian food, it was an uneasy to return to tent life; and the nose of a B-17!

*** * ***

But what would we find when returning to Amendola near nightfall? Not many B-17s parked adjacent to the runways. What have we missed? Has the 2nd suffered big losses?

Will pilot Charles J. Schlegel and other crewmates be there when we get back to our ‘tent city’? What a way to conclude our Capri Rest Experience! Hold your breath one more moment!

Schlegel’s gear was in his tent. Hope he’s up with others doing ‘bar recreation’, maybe celebrating the birth of his first child in Spokane. All this stormed our minds with that feeling that our visual environment was about 30% of normal.

Okay, here’s the ‘scoop from Group, as we often remarked! Schlegel said the 2nd Bomb Group, along with the other five B-17 BGs, flew to Russia prior those D-Day operations; bombing Ploesti and Bucharest on the way! Further emphasis of this new activity was flying two missions to Rumania from the Russian base!

They eventually returned to Amendola. But the Schlegel crew would be unable to chalk up that experience. Some responsible bodies had to be left home, to recreate and tend the home fires!

*** * ***

Seems high time that I comment about my flying so many missions with other crews! There was a shortage of navigators!

And, such diversified experience was building me up; testing me for navigational leadership of a 7-plane Squadron, and 28-plane Group formation.

I was unaware of these tidbits of information, that were perhaps stoking the content in my 214 File Record.

*** * ***

June 13 * Mission #213. Oberpfaffenhoffen Airdrome, near Munich, didn't seem an inviting manner to renew target activity. Just look at the date and mission number! When sortie/missions come rapid-fire, there is little time to think about danger's distractions. That first mission to Munich, after 16 days of rest and no worry, had a different and insecure feel. Seemed entirely unfair!

I flew it with Lt. O'Brien's crew and Lt. Cowan in the #2 Squadron Lead. The arget had a huge smoke c-screen and much flak. After 'bombs away' #4 engine had to be feathered due to flak particles puncturing the engine oil line. The journey home with three good engines was okay. "Hot rock' Jack Barkovic lead #4 Squadron with good results. Quote of the day, "My Fatherland's flak was aplenty; and sufficiently potent"!

June 14 * Mission #214. The Koolaz & Fante Oil Refineries at Bucharest aught my attention today. This one of more rugged experiences, finally back with Schlegel and our crew. Flak before the IP, and our tail-end 96th Squadron was the last in trail formation over the target. Lead bombardier was far off target, and led up over the center of the city. Particles of a flak burst came in my right gun mount felt surround, past me, and nipped a hydraulic fuel line in the assembly of essential equipment between me and the pilots.

Schlegel was blinded by the hydraulic fluid squirting about the cockpit as I observed from my sky dome. Feathered #3 engine and headed home; but also met up with ten ME 410's in a 'head-on instant'. All crewmen successfully bailed out a B-17 of our 2nd BG. Lost Lt. Britton and crew. A 2 sortie credit for a mission vying as one of the tougher!

June 23 * Mission #217. Dacio-American Oil Refinery was again targeted at Ploesti. Back with Schlegel & crew, but with Lt. Cox as Bombardier. Smoke over target area was apparent at 100 mile distance. However flak was most accurate over target where bomb results were not apparent. Fired a lot of ammo this day, more so than ever! Fifth mission over Ploesti; I've made the last four. Enuf! 2 sorties.

Hey, a long distance Happy 22nd Birthday Greeting to my Best Friend June, this 23rd day of June!

June 26 * Mission #219. Schwechat Oil Refinery, near Vienna, Austria was right down 'flak alley' with pilot Lt. Thigpen and Jack leading tail-end Charlie, #4 Squadron. Lots of smoke covering target. No way to know effectiveness of our effort. No fighters. The 97th BG caused the most spectacular explosion I'd ever seen. Another 2 sortie credit. Could it be about 40 completed!

June 27 * Mission #220. Hard to imagine, target was the Budapest City Center. Haven't thought of this problem before - which half of the city separated by the Danube, the Buda or the Pesta, or the river water of the Danube in the center! Flew with pilot Lt. Sabian and Jack leading #3 Squadron for a change. Fifty miles from the target we encountered a huge amount of cirrus cloud permitting only 500 foot visibility;, not much in a gathering of large planes. Flak caused loss of 49th's pilot Lt. Richard Korb and crew in this 2 sorti/mission credit.

June 30 * Mission #221. Finishing the month in a glorious way! With Capt. Doyle and Jack in Group deputy lead. Weather was good on this mission to Blechhanner, Germany until reaching Lake Balaton, south of Vienna and Budapest. Fighter jet trails above us are beautiful. Within a half hour cirrus clouds were too dense, and we had to return to Amendola; even missed bombing Zagreb on the return, earning 1 sortie credit for all the effort.

That ends the month of June effort! Only sic (6) times over targets gaining 11 sortie credit. But that was an average of one every three days after getting that late June 13 start! I now have 43 missions. Seven perhaps eight more, depending on the roll of the dice on the last mission location. That assumes good fortune continues!

*** * ***

July 3 * Mission #223* Back to the rail car repair shops at Arad, Rumania. We continue to assault Hitler's ability to move oil for his troops and tanks. Also raising the bar, and rank, with whom I flew! My navigational skills were being teste!

I flew with our Group Commander and Pilot, Major Hillhouse and Lt Col Meyer as co-pilot; also Capt. Hughes, leading the 2nd Bombardment Group. Oh, I was now over 6 months in grade, had been promoted to 1st Lt, but still quite 'low man' in that assembly.

It was a great experience, lots of fun under ideal conditions. Bombs were right on target. No flak, no fighter opposition! But noted as only 1 sortie! Why? Was it a Top Brass call versus guidelines?

July 4 *Mission 225 * What would this Holiday provide? Not too much fireworks I hope! Was celebrated in grand style, leading the 96th Sqd with Lt. Thigpen, Lt. Ellis as co-pilot and Jack, to the Photogen Oil Refinery in Brasov, Rumania.

Target was well covered with bombs; was also the last mission for the waste gunner and radio operator; a cause for celebration! This 2 sortie effort makes 46; 4 more, or will it be 5?

July 6 * Mission 226 * Flew with pilot Lt. Norton and Jack leading #3 Sqd. To Verona, Italy rail yards with great results. Moderate inaccurate flak made this mission rather easy; though initially somewhat dreaded, for one sortie credit. 3 to go!

Mission 227 * July 7 a* Flew with Major Hillhouse and Capt. Hughes and crew to take care of the South Oil Refinery at Blechhammer, Germany. The evening before I was advised would fly with the Commander Hillhouse; his plane would lead the 2nd Bomb Group, and our 96th Bomb Squadron would lead the Group. Our squadron Navigator was not available, and I was deputy Navigator. The Group Navigator or his deputy were unavailable!

Or perhaps Hillhouse and Hughes agreed after discussion, having flown with Lt. Werner, that he would be a good choice to lead our 2nd Bomb Group on this very important journey to Blechhammer. At briefing next morning there was 'another caveat! It was our turn to also lead the other five (5) B-17 Groups.

That means there could be 167 B-17s behind us playing tag, and following our lead ship. That was a first time experience of such consequence; was the deepest penetration of Germany yet, far beyond the Vienna - Budapest line. This was new country, with no familiar visual checkpoints on the way. And yes, beginning at the Danube we had ME109 fighter torment us for 15-20 minutes.

Vividly I do recall that as we approached the Initial Point (IP), where we commenced the bomb run, that a large cloud formation was between our plane and where the IP should have been. It hadn't disappeared; and we lead the rather sharp right turn to the Blechhammer South Refinery target.

Pilot Ira Corpening's crew, flying directly behind the Schlegel crew, received a direct hit over the target area and disintegrated. Three other crews piloted by Lieutenants Tmlinson, Horton and Nabinger were lost. I experienced my second 'four plane loss' mission. The previous one had been April 13th! Remember?

July 9 *Mission 229 * Why could I be so lucky as to draw down numbers 50 and 51 sorties/missions credit trying to flood more oil at the Xenia Oil Refinery in Ploesti? This would be my 5th time (or 20% of sortie/mission effort) spent in skies over Ploesti. However, not much oil to worry about now or in the future, as the Russians were in the vicinity.

*** * ***

So again referencing my 98 day period of activity, April 3rd- July 9th, we lost seventeen (17) crews, 170 men leaving behind wives and families!

Seven (7) crews were lost in April, only one (1) May, then three (3) in June, six (6) more thru July 9th! Six (6) more went down during the remainder of July, after I had finished!

In the April-August four month period 38 B-17 crews were lost. Those included two days of four loses each day, and one day of nine losses totaling seventeen (17) in three (3) days. In eighteen (18) other days twenty one (21) more B-17's failed to return.

There was extensive 'down time' after two of the larger loss days July 7th and Aug 29th, totaling 20 days when no missions were flown; while awaiting replacement cress to fill out the Group's desirable 28 plane formation.

In retrospect we had little understanding of dealing with the physical, technical and psychological challenges presented. Others cared for the personal effects of the missing crews. One can be thankful for being busy flying often, unable to participate in this final clearing out of a crew mates you knew a few missions ago.

* * *

With the sense of this being a Memorial Message, may I speak a few final words about our Schlegel B-17 crew? We were gifted and able to survive without combat death or injury; with no purple hearts to be presented us or our families!

During the 50th anniversary of D-Day, our crew radio operator Bill Weckel posted letters to all crew members at their 1944 addresses. What were the chances of any being delivered? Perhaps zero! But hope won out! H A. J. Rust, our flight engineer, resided at his original Indianapolis address, had never moved.

Rusty, Jack Barkovic and I had kept crew remnants knitted together. Now we were up to four, so Bill Weckel and I started a 'crew discovery program' without experience or great expectation.

June Werner's Christmas notes to crew member wives had discovered that Charles J. Schlegel, training to be a doctor of medicine, was doing patient rounds in late evening or early morning hours. A sudden heart attack and death cut short his life in his early 30's!

Our 2nd co-pilot Frank Stolarz and Betty lived in west Omaha, out on 150 60 Birch st. My memory fails trying to remember his life's work; perhaps teacher or banker; or maybe both in those days. Visiting their home was very special, even attending Sunday Mass together with a spirit of thanksgiving for war-time safety!

* * *

We're now bound for the Gulf waters splashing the sandy shores of Biloxi Mississippi, home of the first co-pilot James C. Cain. Back in those 1944 days, Jimmie was a skinny 145#, and had no desire to be a 1st pilot'. He felt it better trying to not live up to the those responsibilities.

Jimmy needed help! Regardless of what counseling 2nd BG supervisory personnel might offer, he was unable to control his emotional frights as co-pilot on the bombing run. He was excused of further services as our crewmember.

Over several months Jimmy Cain received proper care at US Army Hospitals in southern Italy; sufficient to complete his tour of duty. In the mid '90's, he invited all of our crew to visit he and Sandra in Biloxi. Then a retired attorney he looked the part of a Southern Gentleman, perhaps now testing the scale at 235#.

*** * ***

How to find the location of other crew members? Could our original 483rd Bomb Group, with whom we'd trained until our Tunis arrival, could they help? For only sentimental reason I had kept in touch with the editor of their quarterly news letter, Guido (always known as Guy) Venier. And I found no grass grew under his feet!

Guy came up with addresses of Waist gunner J. W. Rogers, Tail gunner Thomas S. Long, Waist gunner Joseph E. Karel; also, that Waist gunner John W. Pestana, and Ball Turret gunners Richard B. Dowell and Britt Jones were deceased.

The whereabouts of all ten (10) original, and three (3) replacement crew members, was now confirmed. Now, June & I could put visits to Barkovic, Weckel, Karel, Rogers and Long in our travel plans. Next trip westward, just 10 miles east of Portland, we could surprise the Barkovics, Jack and Lucille.

When wandering off to Texas to see our eldest daughter, we could drop in at Columbus, NE to greet Joe & Delores Karel. On a trip east June and I had opportunity to visit the Weckel's, Bill & Essie at Binghamton NY; and what great hosts they were!

Only two crew members and spouses remain, Tom & Lillie Long, and J. W. & Juanita Rogers. They were in close proximity for this inquiring navigator to find on a visit we had to make to Kentucky & Tennessee. What had kept these former combatants busy?

Tom Long became a Pastor, preacher about life with Jesus; my recall suggests J. W. Rogers was in product sales; Joe Karel had a farm, corn and milk cows to tend; Bill Weckel was multi-faceted, high school history teacher and New York historian (not an adequate description of that talents). While crew members, I was an a 1st Lt., Bill was a Staff Sgt. That evened out, and we had a great brotherly friendship until he breathed his last!

Jack Barkovic eventually rhought winter months up there at the Canadian border a bit too cool for lumber yard sales, and found a ready buyer. So he went off to Oregon and helped people buy/sell properties for a sales commission; so he and Lucille to be near their son, an attorney in Portland.

I'll not readily forget his attorney's late December2010 call saying his father died the night before. That left two survivors. I needed to call J. W. Rogers in Kentucky and tell him. His wife answered the call, apologizing for not calling me that J. W. had died the previous September. In five minutes our crew had diminished from three to one. I was the only survivor of thirteen!

More work to do yet in late August 2016; such writing as this is good for my well being ! Such personal history and experience becomes a part of our personal and Nation's fabric for future generations to discover and appreciate!

For now, goodnight; I'll leave the porch light on for late arrivals at 2364 Village Sq.!

Epilogue

Is such possible that Vince Werner is the only person living able to do this commentary? No others are known to be alive!

Why reflect on the decade o the 1930's, and a few of those that followed? They were 'depression years' in the US and Europe. We learned to live with less, yet happily. Wealth alone didn't promise joy, peace and happiness.

Many folks may take issue with the following comment. Franklin Delano Roosevelt's election in 1940 was critical. He had previously helped the British with military supplies, without our direct entry into WW II. London suffered miserably from nighttime bombing. FDR had a steady hand on the throttle.

Yes, the big Axis Powers, Germany, Italy and Japan had big ideas! The US situated between them would be a great prize! They could then control the World; much like Caesar may have felt at Rome. Big mistake that was, after Pearl Harbor! They didn't appreciate our creative energy, our freedom and 'love of our country.'

In the post-war period the GI Bill shared in saving this exhausted country, providing encouragement for veterans to obtain an education. The discipline of architectural planning seemed fit my needs to be of service to citizens of north central Montana.

Classmate George Calvert Page and I were able to began a 37-year practice of architecture in Great Falls in 1953,at 15 4th St. North; then in 1965 at 300 4th St North in their new office building; later sold to attornies who modified the original structure.

We planned many of Great Falls' major structures I in 1953 and thereafter; such as the College of Great Falls Campus, C M Russell High School; and major additions to the C M Russell Museum. North central Montana also benefited from our endeavor. as did folks from Darby to Culbertson and Libby to Hardin.

When you've helped establish the footprints of structures from plans your helped create, it continues to generate personal enthusiasm for living each day. Quite a nice reward for your life's endeavor!

*** * ***

May the following personal thought of respect for our country and its citizens prevail! May we continue do all possible to support the needy of the world, and be able to heal those who suffer from mal-nourishment and disease!

Perhaps in our daily in response to God's goodness, may we be thankful for His generosity!

(This original work was completed in August 23, 2016)

Introducing.....

98 Days of 'High Adventure'

Survived, I did! It proved to perhaps be the most important period of my life, now closing in on nearly 95 years.

What future use this document may have is unknown. Perhaps it will help some great (3rd or more great) grandchild in that year 2094 history class to better appreciate what their ancestors experienced a century and half previous, in year 1944.

Prepared by Vincent Sterling Werner, 25 January 2017)

