

April 12, 1980

Dear Bob:

Got your resume and your letter. Parvi had old orders which he let me have. G. C. joined your crew in Salt Lake City. Clarke was the last to join, at Casper.

I have located Stan Seger, the pilot of the crew you flew with at Cheddington. Also have heard from Ralph Beaman, radio operator on that crew. He remembers you. They both have been able to add a great deal to my story. Also found Bradley, the bombardier on Lemke's crew, who was in the crash when G. C. was killed. He was one of three survivors. He was able to fill in a lot of details and sent me one of the leaflets you all were dropping on your mission when you were diverted to Oilton.

You have all been very helpful. I have tried to tell a good story as it was, which I hope will run true. I was not there and it would be impossible without all the help I have gotten from you that were there. There is no way I could have written even one page without, Clarke, then you, then Thompson, then Parvi. Then from old orders of Clarke's I was able to find Seger, then Beaman, and through Seger I found Bradley.

You will get a chance to read the whole thing someday.

Best regards.

as
corrected
by Fleet Governor

I found out my mother used the
J. but my birth certificate doesn't.

Sergeant Robert N. Osborne

Sgt. Osborne volunteered early in the war to serve in the Army Air Force and was working as aircraft mechanic in a fighter squadron. He was happy with his assignment and work and he had been promoted to Sergeant. His commanding officer wanted him to get some experience in ~~aerial gunnery~~ ^{AIRCRAFT MAINTENANCE AND} and encouraged him to go to school in Lincoln Neb. ~~ENCOURAGED HIM TO GO TO SCHOOL IN LINCOLN NEB.~~ ^{him to go to gunnery school.} He did so reluctantly, with the promise that he would be sent back to his old unit when he finished ~~gunnery~~ school, and that Staff Sergeant stripes would be his when he returned.

He did not get to return to his old outfit. When he completed ~~A.C.~~ ^{A.M.} school, aerial gunners were much in demand on heavy bomber crews. Instead of being sent back to his old outfit he was assigned to fly as ^{NOSE} waist gunner in a Liberator crew. ^{SOON AFTER} ~~ARRIVING IN ENGLAND HE ASSIGNED AS A WAIST GUNNER.~~ It was six months after he started flying with G. C.'s crew before he finally was promoted to Staff Sergeant. He thought of this matter throughout the war, the injustice of it all. He always felt that he was a couple of promotions behind.

When he returned home after the war he learned that his old outfit had been sent overseas as expected. He also learned that the ground crewmen had been sent overseas on a ship, and that it had been torpedoed and sunk, losing most of the ground crewmen in his old outfit. Fate dictated that he had been lucky at least twice, the other time was when he and G. C. traded crew assignments and he was not in the Lemke Crash.

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Sergeant Osborne was one of two married members of their crew. He and Mrs. Osborne have three boys, the oldest now thirty-five years old, the next now thirty three, and the youngest now twenty-four. The youngest graduated from college in the spring of 1979.

Osborne now works for Public Service Gas Transmission and Distribution as Office Supervisor. He went to work for them on January 6, 1947. Osborne will be eligible for retirement in March, 1980.

25 Midwood Ave
Glendale, N.J. 07401
July 12, 1979

Dear Mr. Barnell:

Your letter dated July 6, 1979 was forwarded to me and I am very happy you wrote to me. As you can see I am still in Glendale.

Your brother was a very close friend of mine when we were assigned to the same crew. I can not express the deep feeling I had when he lost his life when the B24 he was flying in crashed.

I have lost track of the other members of the crew. If you know their addresses I would appreciate your sending them to me.

If you wish to write please do.

Yours truly
Bob Osburn

1-201-327-4861

July 25, 1979

Mr. Bob Osborne
25 Midwood Ave.
Allendale, N. J. 07401

Dear Bob:

I enjoyed talking to you the other day and am enclosing a copy of what I wrote down after our conversation. I want to put this away with the other material I am gathering about his military activities. I want you to correct, add to, and eliminate any of it you feel is incorrect because I want it right.

I am not familiar with the interior of a B-24, was the bomb bay under the cabin where the pilot and copilot sat? Was the bomb bay a separate structure inside the plane? How did you usually get from the front to the back of the plane, over the bomb bay? I think I asked you this on the phone but I am not sure: Was Lemke and Sager from 492nd BG, 856BS?

I don't want to bug you about this but I am having a great time getting this all together. From time to time I will send you copies of information I get that I think will interest you. I hope that you and all of your crew members get active in your 492nd BG association; you all have a lot to be proud of.

Best regards

Sincerely,

Ben Parnell
P. O. Drawer 110
Bartlett, Texas 76511

July 16, 1979

Mr. Bob Osborne
25 Midwood Ave.
Allendale, N. J. 07401

Dear Mr. Osborne:

I received your most welcome letter today. For about six months, or a little more, I have been working on finding out about G. C.'s military activities during WWII and have been spending a good deal of time trying to locate the members of your crew. You are the third one I have found; the others are William K. Clarke, 11836 E. Wagon Trail Road, Tucson, Az. 85715, and Abe M. Thompson, Jr., 315 S. 7th, Fargo, N. D. 58103. However, I still have letters out similar to yours and I feel sure that I will locate some of the others.

I am especially glad to have found you; I understand that you were at the burial services, and that you and G.S.C. shared some interesting experiences during your days with the "Carpetbaggers" and that you are the one most likely to be able to tell me the details of why G. C. was with the other crew and about the crash in which he was killed. What really happened? How many were killed in the crash? Which crew was he with and what had been their mission? Did he volunteer for this duty?

I know that after 35 years memories dim a bit but I will really appreciate you telling me everything you can remember of your hours together, both during your missions and while not flying. G. C. and I shared the same birthday, January 23rd, he was born in 1923 and I was born in 1928, making him exactly 5 years older than I. When he left home in 1940 to go to Texas A & M College I was only 12 years old and do not remember a lot about him. He was drafted in January, 1943 and was home one time on leave, I believe.

William K. Clarke has loaned me many of his old records for pictures. I am sending some things I believe you will find interesting. He told me one time on the phone if I could find you you probably would be of great help. I know both Clarke and Thompson would like to hear from you.

When you have the time let me hear from you, I will appreciate it.

Sincerely,

Ben Parnell
P. O. Drawer 110
Bartlett, Texas 76511

August 20, 1979

Mr. Bob Osborne
25 Midwood Ave.
Allendale, N. J. 07401

Dear Bob:

I am enclosing copies of extracted pages of the history of the 856th BS which I received from the Albert F. Simpson Historical Research Center ~~yesterday~~ about a week ago. I received this shortly after I wrote you the last time and was interested to see that it tracked with the info you had given to me.

Abe M. Thompson, Jr. came by this weekend and brought me some material he had on the 856th BS. On November 5, 1944, 7 crews of the 856th BS were placed on DS at Station 113 (Cheddington), for the purpose of supplementing the crews there in their propaganda leaflet dropping operations. Among these crews were those of Lt's Lemke and Seger, which were the crews you and G. C. Flew with. On the 15th Lemke's crew crashed, and on December 1, 1944, Lt. Daniel Bradley rejoined the Squadron from a period of hospitalization following the Lemke crash.

Were you present for his burial at Cambridge on November 22 ? In an old letter to my mother Wm. K. Clarke said that he thought you were there. I think that I told you that his body was returned for reburial at Canadian, Texas, in the late 1950's.

It is too bad you wife is in poor health, I am sure that it works a real hardship on you. We all have our cross to bear and I am sure that you are able to handle everything that comes your way. None of us are promised very much and in fact are assured that we will have many days of agony, suffering, and all the other bad things that happen to us as we go along. But, we all know that just being here is ample reward.

Many thanks for the drawings, pictures and for your letter. Some day when I get all this put together I hope you get the chance to take a look at it. From time to time I will drop you a line when I find something I think interests you. I told Thompson, and I am telling you, you all get busy and go to work in your Second Air Division Association. That old boys name and address is: Sebastian H. Corriere, V. P. 492nd BG - 2 ADA, 4939 N. 89th St., Milwaukee, WI. 53225.

Best regards.

Sincerely,

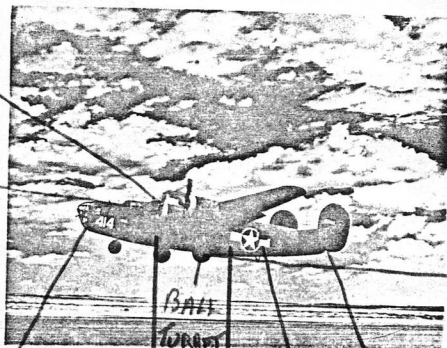
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P. S. I am also enclosing a copy of the log of Wm. K. Clarke.

Osborne, did you know a T/Sgt Harold E. Thompson of someone named "Pete" while you were in training, possibly at Casper, Wyoming? Thompson wrote my dad after the war wanting G. C.'s address, not knowing that he had been killed, and G. C. mentioned them in at least one of his letters home in October 1944. Let me know.

TOP
TURRET

PILOT
COPILOT
RADIO OPER.



THIS TURRET WAS
REMOVED FOR NIGHT
OPERATION

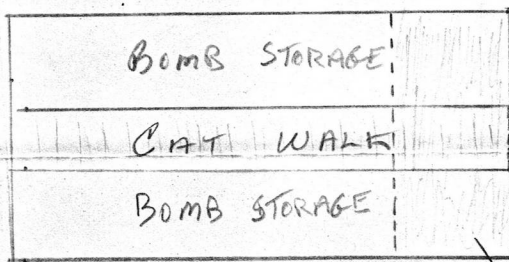
NOSE
GUN
NAVIGATOR
+
BOMBARDIER
OCCUPIED

BOMB
TURRET
BOMB
BAY

WASTE
GUNS
(1 GUNNER
FOR NIGHTS)

TAIL
GUNNER

PILOT
&
RADIO



WASTE
&
TAIL
SECTION

SHELVE
BOMB
BAY
BULK HEAD
& DOOR

SHELVE
ABOVE
BOMB
BAY

THE REPORT THAT I
RECU'D WAS THAT YOU
BROTHER WAS ON THIS
SHELVE AT TIME OF
CRASH

This is the
last mission
w your
brother, I
elieve.

Cologne	2	16	Caen	July 18	
Amsterdam	13		Crefort	July 20	
Shuren	(15)		St Lo	July 24	
Delich	20	Cher	St Lo	" 25	
Coblenz	25		Brechem	" 27	
Amsterdam	26		Paris	Aug 3	AM
Buechheim	28		Kiel	" 7	*
Cher	29		Hamburg	" 6	*
Genlo	30		Valencay	" 31	
Genas	1	Cher	St. Nicolas Sept 1		
Rotterdam	2		Thronow	" 12	Cher
Tiel	4			" 16	
Cher	5		Cologne	Nov 8	
NORWAY	See	31	Chunkirk	" 9	
HOLLAND	JAN	14			
GERMANY	"	21			Cher

dropped 5
men this
night plus
supplies.

These are the missions I have
logged in my old address book

* These two missions - we got shot all to
hell by flack. We lost both planes to
the scrap heap. How we got home I'd
only know.

Christ one
This the day
the 8th bomb
around the
clock. You
can't believe
all the planes
in the air
that day. There
was a line
of planes going
over the channel
as a line
Came back to
go & bomb up

TOLL CALLS

TOLL CALLS

HOLLAND	FEB. 2
NORWAY	FEB 8