

# RepublicanAmerican

FRIDAY, OCTOBER 14, 2016 FINAL \$1

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## NEW STATE RECORD

JADEN BATTLE, CAREER ACADEMY WIN, 72-70, TO SET SCORING MARK, PAGE 12B

## VALLEY VOLLEYBALL

IN A GIRLS NVL VOLLEYBALL MATCHUP, IT WAS SEYMOUR'S WILDCATS OVER WOODLAND'S HAWKS, 3-2, PAGE 8B

## City officials eye big pay raise

The No. 2 men in the Waterbury police and fire departments will see their first raise since 2008 after their pay range was upped to \$90,000 to \$120,000. PAGE 1B



## 1,000 Black Hawk helicopters

Workers, executives and state officials all celebrated the production of the 1,000th Black Hawk helicopter at Sikorsky Aircraft in Stratford on Thursday. PAGE 5A

## Marriages can survive affairs

With the help of therapy, married couples who experience the pain of an affair can save their marriages, even in the most dire circumstances, experts say. PAGE 1D

## Verizon to lay off 3,200 in all

Some 550 jobs will be lost in Meriden and Wallingford as Verizon consolidates its call centers, a move that New York officials called "corporate abuse." PAGE 1C

**OPINION OF THE DAY:** "I always knew I never would vote for Democratic nominee Hillary Clinton. That's a no-brainer. I agree with a lot of things Republican nominee Donald Trump says, but don't see him fitting the image of a president. He's loud, obnoxious and opinionated beyond reason." — **Tim Butler, Torrington**  
READ THE FULL LETTER ON PAGE 8A

## WEB EXTRAS TODAY AT REP-AM.COM

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- » SPORTS VIDEO Video highlights from the Sacred Heart-Kaynor Tech vs. Waterbury Career Academy football game.
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High 59 Seasonably cool, highs might hit 60.  
Low 33 Page 8C

- Accent 1-2D
- Business 1-2C
- Classified 3-7C
- Comics 5D
- Community 8D
- Crossword 4D
- Dear Annie 3D
- Editorials 6A
- Faith 6-7D
- Horoscope 3D
- Jumble 4D
- Lottery 2A
- Movie theaters 3D
- Obituaries 5-6B
- People 3D
- Public notices 6C
- Sports 7-12B
- Stocks 2C
- Sudoku 4D
- Television 4D
- Your Page 9A

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## 5TH DISTRICT CANDIDATES DEBATE

STORY PAGE 1B

# Trump: Accusers lying

### First lady, on Clinton's behalf, condemns his words

BY EVAN HALPER  
TRIBUNE WASHINGTON BUREAU



## MORE NEWS

In sworn testimony, Hillary Clinton can't recall details, Page 3A.  
Hacked email about Catholics spurs outcry by GOP, Page 6A.

BY PATRICIA MAZZEI AND AMY SHERMAN  
MIAMI HERALD

WEST PALM BEACH, Fla. — Seething over accusation after accusation that he groped, kissed and ogled at women without their consent, Donald Trump forcefully denied Thursday that he's preyed on anyone and dismissed the mounting allegations against him as a conspiracy conceived by the political establishment, his rival Hillary Clinton and the news media.

"These vicious claims about me of inappropriate conduct with women are totally and absolutely false," he said at a feverish West Palm Beach rally.

See TRUMP, Page 6A

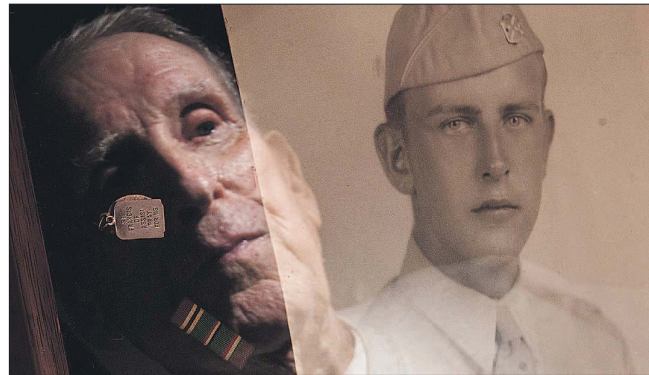
WASHINGTON — First lady Michelle Obama starred in a defining moment of the presidential race Thursday, delivering a stinging and emotional condemnation of Donald Trump's behavior toward women that framed the election as no longer about ideology but human decency.

Obama put aside her standard stump speech to express disgust and outrage with Trump's lewd boasts about forcing himself on women, which multiple women accuse him of acting on. She said Trump's behavior "has shaken me to my core."

See OBAMA, Page 6A

Army Air Corps Sgt. Frederick W. Zumpf of Washington Depot crashed and died on a B-17 bombing run on Black Thursday, Oct. 14, 1943. In one of the most deadly air battles in history 73 years ago today, the U.S. lost 51 planes and 167 fliers while Germany lost 186 planes. Witnesses, a surviving crew member's son and a historian pieced together the 19-year-old's final moments and ...

# ULTIMATE SACRIFICE



Edward Zumpf, 86, of Washington, Conn., is reflected in a shadow box, which contains a photo of his brother, Frederick, and Fred's World War II medals. Fred Zumpf was killed at age 19 on Oct. 14, 1943, when his B-17 bomber was struck by a German missile over Hasselt, Belgium. Zumpf crashed just over the border in Beek, Holland. Below, Zumpf's grave is well-maintained by Dutch caretakers and local school children at the American Cemetery in Margraten, Holland.

## Local teen went down with B-17

BY BRIGITTE RUTHMAN  
REPUBLICAN-AMERICAN

WASHINGTON, Conn. — Hope died in the spring of 1944 with the delivery of a Western Union telegram.

## EXCLUSIVE

Previously listed as missing in action, Army Air Corps Sgt. Frederick W. Zumpf, a 19-year-old waist gunner from Washington Depot, was confirmed through interviews with survivors to have died after his B-17 bomber was shot down over Belgium 73 years ago today.

See FLIER, Page 7A



## It's known as 'Black Thursday'

BY BRIGITTE RUTHMAN  
REPUBLICAN-AMERICAN

Army Air Corps Sgt. Frederick W. Zumpf's B-17 bomber was among the first to be struck by a missile fired by a German JU-88 fighter plane on Black Thursday, when the clear, blue sky above the Belgian town of Hasselt became a killing zone.

It was Oct. 14, 1943, a day that would see 167 American fliers die and 11 wounded during one of the most ferocious and deadly air battles in history. A total of 381 survivors were taken prisoner and held for the duration of the World War II in camps.

See DEADLY, Page 7A

"THERE ARE NO BATTLEFIELDS TO MARK IN THE SKIES, NO PLOTS OF EARTH FOR VISITORS TO REMEMBER AND LISTEN TO STORIES OF VALOR AND SACRIFICE. ... THERE ARE ONLY THESE POOR INAUSPICIOUS MARKERS THAT WE THE LIVING HAVE ERECTED TO HONOR OUR COMRADES ... WHO STILL LIVE STRONGLY IN OUR MEMORIES."

COL. BUDD PEASLEE, MISSION 115 COMMANDER  
ON THE DEDICATION OF THE ARLINGTON NATIONAL CEMETERY MEMORIAL TO FLIERS WHO NEVER CAME HOME

FRIDAY, OCTOBER 14, 2016

L M REPUBLICAN-AMERICAN 7A

BLACK THURSDAY

NOTE TO READERS



A painting of Frederick Zumpf hangs in the home of his brother, Edward Zumpf, 86, of Washington Depot.

Memorial Association historian Sue Fox Moyer, and recollections from residents of the Dutch down of Beek.

Details of the final moments behind the escape hatch door on the B-17 carrying right waist gunner Sgt. Frederick Zumpf and nine others were unknown until now. Left waist gunner Adrien Wright left no written documentation after returning to the Maine coast to regain a sense of normalcy with his wife and a son born in his absence. Adrien and William opened Wright's Bat Shop. Adrien didn't take part in reunions and didn't have an email address,

but he was remembered as a great story-teller before he died in 1998. This article is a compilation of the story Adrien told William, as well as historical data provided by Second Schweinfurt Memorial Association historian Sue Fox Moyer, and recollections from residents of the Dutch down of Beek.

DEADLY: Damaged door sealed their fate

Continued from Page One

Germany lost 186 planes. Zumpf's 10-man flight crew, led by pilot Lt. Vernon Cole, was part of the 423rd squadron of the 306th Bomber Group. Their bomber, one of 293 that departed from air fields across England that morning on Mission 115, was one of 51 shot down before and after bombing the heavily guarded ball bearing factories in Schweinfurt, Germany.

The concussion and shrapnel from the missile that struck Cole's bomber instantly killed the ball turret gunner, Sgt. Donald Richardson.

An explosion, touched off by the smoldering rocket that was one of Germany's most advanced weapons, impacted the right wing and ignited fuel.

Trapped near the center of the flying fortress were radioman Sgt. Robah C. Shields Jr., left waist gunner Adrien H. Wright, 20, of Maine, and right waist gunner Zumpf, 19, of Washington, Conn. Zumpf and tail gunner Sgt. Irving Mills were substitutes that day in a crew that already had survived a brutal air fight in another B-17 so shot up after its maiden flight that it had to be scrapped.

Engineer Sgt. Robert D. Folk went to check on the damage, but was unable to reach the rear of the plane and passed out from lack of oxygen. Bombardier Lt. Joseph Columbus pulled Folk's parachute cord after checking his straps and pushed him through the nose hatch before pulling himself out against G-forces in the flaming fuselage.

Cole remained at the controls for as long as he could, aware that crew members he was unable to communicate with were trying to escape the burning plane. The co-pilot, Lt. Robert Partridge, and navigator, Lt. Charles Kuehn, bailed out through the front section.

Blown out last, Cole was found hanging from his parachute in a wooded area, mortally wounded or dead. The Indiana man was given last rights by a local priest in the Dutch town of Geleen.

Mills parachuted from the tail section when the plane broke apart and survived.

Zumpf, Wright and Shields reached for chest pack parachutes they hadn't been wearing in combat, but couldn't open an escape door. The German rocket was lodged in the right wing's strut and seemed to smolder before spreading fire. Metal was melting. The fuselage was spiraling downward. The focus was on the door. It wouldn't open.

Flames blew in through

the gunners' open windows. Trapped, Shields and Zumpf crashed in Beek, Holland, with the remains of a bomber so new it was known by its serial number, 42-29971, not a name.

Wright miraculously was blown through one of the openings — seared by flames that burned his wrists and ankles, and blew off some of his clothing.

"The plane was burning. They were all shouldering the door," said Adrien's son William. "Everything was moving around, ammunition boxes from the fire-fight, and parachutes. They were trying to get the door open. It's what they were



Unopened letters, postmarked October 1943 and written to Sgt. Frederick Zumpf, were returned undelivered to his family.

trained to do. Dad had one of the two harness snaps shut when he was blown out. The rip cord caught on the side of the plane and it opened. He woke up upside down in a watery pasture with a broken wrist, thinking he would survive the crash only to drown."

But he didn't.

Wright, seen by another parachuting crew member as he dropped fast in his damaged parachute, somehow ended up swinging from his parachute over a boggy pasture. He was taken to a local church, where nurses gave him tea and then turned him over to the Germans, who had been searching for survivors.

The four who were killed — including Zumpf, who was burned beyond recognition — were buried beneath simple, stark white crosses at Margraten in Holland. The graves of Zumpf and Shields today continue to have assigned caretakers, including school children taking part in the designing of a memorial to honor the crew. The bodies of Cole and Richardson were reburied in 1948 and 1949, respectively.

Wright was taken as a prisoner of war and housed with other American fliers at Stalag 17-B in Austria. There, they were able to make a radio out of spare parts that enabled them to keep abreast of Allied advances before being liberated by Gen. George Patton's army 18 months later.

Wright returned home to Maine, where he was reunited with two brothers, Ralph and Ellsworth, who also served in the service on bombers. He opened a bait shop, and got a license to fly a small plane and return to the sky.

Zumpf's final mission was his seventh in less than three weeks, but far short of the 25 he needed to return home.



Fred Zumpf, front row, second from left, is pictured with his B-17 bomber crew in Turleigh, England.

PHOTOS BY JIM SHANNON REPUBLICAN-AMERICAN

FLIER: Washington Depot teenager killed on 'Black Thursday' in 1943

Continued from Page One

Zumpf had been eager, his younger brother Edward recalled, to do his part for the war effort, though all who departed from England on Mission 115 to bomb Germany's industrial ball bearing factories in Schweinfurt knew the risks. Fifty-one of 293 U.S. planes did not return on Oct. 14, 1943 — a day that later became known as Black Thursday.

"He got bored, tired of waiting for something to happen, for the invasion," Edward, 86, recalled last week in the same 19th century River Road cape where the brothers were raised. He looked up to him. "He had the kind of fearlessness the Air Corps wanted. ... He was doing what he wanted to do, what he believed he had to do."

Fred Zumpf and three others in his 10-man crew died after a German JU-88 fighter plane's missile struck his bomber above Hasselt, Belgium. The B-17 crashed just over the border in Beek, Holland. Six men survived.

As far as Edward, his two siblings, father Clifford and mother Mary knew, Fred was listed as missing in action in the fall of 1943.

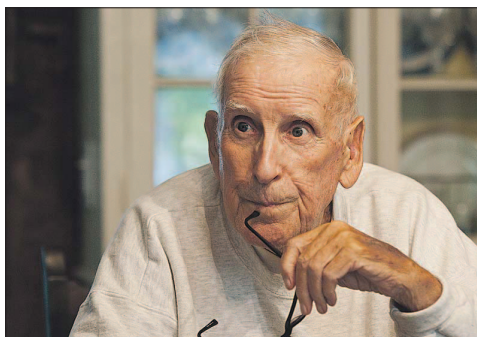
Edward — five years Fred's junior, and nearly a twin to his brother's Scandinavian complexion and patient politeness — was in school when the telegram arrived. His father was at work as a plumber and his Mary was at home. An older brother was in Puerto Rico. A sister was in the Women's Air Corps.

After Fred's death, family members, especially Mary, were never the same in the small town of Washington Depot, where the young flier's grandfather, William, had immigrated from Germany with his Swedish-born wife in the 1800s to begin a dairy farm on Church Hill.

Except for recognition at the local American Legion Hall, and a ceremony and fly-over honoring the first resident to die in the war, the Zumpf name fell into obscurity as a war casualty without details about his final flight.

MARY DIED IN 1955 at the age of 58, five years before her husband. The weight of sadness that accompanied news of her son's death — which ended hopes of a parachute signing and capture — never lifted.

Mary hadn't wanted Fred to go to war. The letters she sent postmarked three days before his death were returned and kept, but never opened, part of a tattered and yellowed spineless pile of memorabilia, newspaper clippings and photos from the war. Fred's ring, recovered from the crash site and



Edward Zumpf, 86, of Washington Depot, remembers his brother, Frederick Zumpf, who died when his B-17 bomber was struck by a German missile over the skies of Belgium during World War II on Oct. 14, 1943. Fred was 19.

repared in Beek is there, too. Edward is now the sole keeper of the files in the historic house that seems to echo a happier, busier time. Fred's image in portraits and paintings remind of a popular teenager stuck in youth. He is remembered for his eagerness to be part of something bigger than himself, something known only by voices on the radio that nightly drew a family audience.

"I think of him all the time," said a raspy-voiced Edward, a widower retired from his estate caretaking jobs.

FLYING HAD NOT BEEN FRED ZUMPFF'S first choice when he enlisted in Hartford in May 1942 after graduating from Washington High School. With experience as a sales clerk and a pin boy at the local bowling alley, he had been assigned to an infantry unit.

The call for reinforcements for bomber crews, however, found him in gunnery training at Turleigh, England, with the 306th Bomb Group. Zumpf and Sgt. Irving Mills of Bridgeport were assigned to substitute for airmen out sick in Lt. Vernon Cole's crew on Oct. 14, 1943. It was Zumpf's seventh mission in less than three weeks.

Many people in the Netherlands saw the flying fortress shot down during a fierce dogfight over boggy pastures. Zumpf, burned beyond recognition, and his three companions became legendary in the small town of Beek.

Zumpf and Sgt. Robah C. Shields Jr., remain buried at the American Cemetery in Margraten, Holland. Now, 73 years later, a memorial will rise to honor their courage for freedom near the crash

site. The bodies of Zumpf, Shields, Cole and Sgt. Donald Richardson were retrieved from the crash site and buried beneath simple, stark white crosses at Margraten, where each of the American fliers has for many years been assigned a set of caretakers. Eventually, the remains of Richardson and Cole were returned home.

It would have added to the sadness, Edward said, for his brother's body to be returned — a feeling not uncommon at the time, 306th Bomb Group historian Sue Fox Moyer said. Fred was awarded the air medal and the Purple Heart.

In a 1946 letter to the Zumpf family, one of his Dutch caretakers assured his dedication to a man as important as his own son, "who gave his life for our freedom."

SIX EYEWITNESS ACCOUNTS to the crash were documented in Beek. One of them was from M. Dohmen, who was riding his bicycle when he sought safety in a ditch as the aerial battle raged and a B-17 dropped with an ear-splitting sound toward him. A bomb twirled out of the aircraft as it fell, striking the Stassen family farmhouse, landing in the basement without exploding.

The fire was still burning when Beek resident Alphonse Demandt found an officer's cap bearing navigator Lt. Charles Kuehn's name.

In 1951, Demandt's son wrote a letter to The New York Times in hopes of finding a relative. Instead, the newspaper located Kuehn himself and the cap was returned.

The six survivors were taken prisoner, though Sgt. Robert D. Folk managed to

remain out of German hands for three days before a farmer's wife turned him in when he asked for food.

Adrien H. Wright of Maine, who landed in a flooded pasture with a broken wrist, didn't return to the U.S. to see his unborn son until the boy was 2 years old. In Washington Depot, the American Legion Post 87 was renamed Zumpf-Gage. Louis Gage died in 1918 in the Muse-Argonne offensive during World War I and is buried in France.

IN THE NETHERLANDS, the idea for a monument was launched by Roy Gottgens, and a group of caretakers and historians. It will become part of a "liberation route" of World War II artifacts and educational curriculum. The artistic design and wording will be based on research from dozens of sources, interviews, hundreds of emails with American relatives and military historians, and an interpretation of the casualties of war by local school children. It will be unveiled one year from today — on Oct. 14, 2017 — near a grove of fruit trees, one for each of the fliers.

"We started in February to gather the stories about each of the 10 men," said Gottgens, who lives one mile from the crash site. "The monument will bear their names. It could take the form of a fuselage emerging from the ground, a design that local school children will be involved with. We wanted the crosses to mean more than names, to try to imagine the person. Of course it is sad. They had their whole lives ahead of them. But we want to celebrate their lives, not mourn."

"Freedom," Gottgens added, "is not free."