

MARCH 2016



8TH AF NEWS

Volume 16 Number 1 Voice of "The Mighty Eighth"



A FINAL FAREWELL...



8TH AF NEWS

Voice of "The Mighty Eighth"

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From the President's Pen



The most important task of your Society is to preserve the legacy of the 8th Air Force. Let me discuss a couple of projects.

The Roll of Honor is a book that records the names of those from the Mighty 8th who perished in World War II fighting from the unfriendly skies of Western Europe. We have found a way to reproduce the Roll on a fairly inexpensive basis. If you were at the Omaha reunion, you were able to view a prototype of the book and the stand that holds it. We have been offering a copy of the book free of charge to air and military museums. So far, nearly a dozen museums have accepted our offer. Soon people visiting those museums will be able to understand the tremendous sacrifice the men of the 8th made. We hope more museums will follow suit.

Those of you who have visited our website know the wealth of information that resides there. Our newest project is

PRESERVING THE LEGACY

to add even more to the site. We would like to publish a listing of memorials to the 8th. These could be bomb and fighter group memorials, or items honoring individuals or bomber crews. They could be roadside memorials, church memorials, or other types.

This is where you come in. In order to populate the database, we need the information.

Here is the data we would like:

- **Memorial name**
- **Year erected [or anticipated date of completion]**
- **Sponsor**
- **Location (as specific as possible)**
- **Photo, if available**
- **Contact information for the person or group responsible for the memorial.**

Please submit the information to Bob Books at books@b24.net, or by mail to: Bob Books, 1432 Little Creek Dr.,

Pensacola, FL 32506

On another topic, you may note that there is not a "Call for Nominations" for the Society's Board of Directors.

In order to save money, the board decided to reduce its size.

Consequently, we are not replacing the director whose term will expire this year.

Please also see the information for our reunion in St. Louis elsewhere in this issue.



David Nowack
President

See you in St. Louis!!

Dave

- Form may be reproduced -



JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

(Dues notices will be mailed *INSIDE* the December issue annually)



FIRST NAME _____ MIDDLE INITIAL _____ LAST _____

ADDRESS _____
CITY _____ STATE _____ ZIP _____

Telephone _____ Email _____

8th AF Unit _____ Not in 8th _____ Educator _____

In service _____ Branch _____ Dates _____ to _____

Were you a former member? _____ Member # if available _____

ALL RENEWALS AND NEW MEMBERSHIP ANNUAL DUES \$40.00 Exp _____

PAYMENT: CHECK AmEx MASTERCARD VISA CARD # _____

SIGNATURE: _____

SEND APPLICATION AND PAYMENT TO 8TH AFHS P.O. BOX 60369, SAVANNAH, GA 31420-0396 TEL: 912-748-8884

You may also apply online at: www.8thafhs.org



8TH AF NEWS

The Eighth Air Force News is dedicated to the memory of Lt. Col. John H. Woolnough, Founder of the Eighth Air Force Historical Society and Editor for sixteen years. It is published quarterly and is the official news magazine of the Society, a 501(c)3. The 8th AF NEWS is distributed to members of the Society and is not for public sale.

The home office is located at: 8 Rose Hill Drive, Savannah, GA. 31419-3358 or P. O. Box 60369, Savannah, GA 31420-0369

Editor's Message

A Final Farewell

The beginning of the New Year is always a busy time in the Society offices. Dues renewals have been arriving with a flourish—"thank you!"—but, so have notices from family members informing us of the passing of their loved ones. A sad, inevitable fact, and one which generates the conversation of where do we go from here?

When the Society was formed in 1975, most of the 21,000+ members were 8th Air Force Veterans who served during WWII. Through the years, the Society has welcomed hundreds of new members—many of whom are/were relatives of our original members. However, new memberships have not been able to keep up with the growing number of WWII vets we have lost.

The Board, addressing the obvious revenue shortfall, had the extremely difficult task of asking Life Members to begin paying annual dues in 2013. While the response has been tremendous, it has also revealed that far too many of our WWII Veterans are on fixed incomes—which is outrageous in itself—however, the Board of Directors has pledged that NO Veteran will be denied membership and/or the 8th A F News magazine because of an inability to pay dues. So each time we receive an extra \$5, \$10, \$100 or more from a member, be assured it goes directly toward helping the Board keep its promises to you.

Part of the mission of the Society has been hosting

annual reunions. These events have provided an arena where old friends and crew mates could reminisce and where families often share in the legacy of their loved ones—even after they are gone. Each year I am amazed at the number of WWII Veterans who attend, but I am also saddened to learn of the ones who don't. Another important part of the reunions has been to share information through symposiums, research, forums, etc. This educational outreach is critical to preserving these memories, this "living history" with the world.

So, where DO we go from here? That's up to all of you. While the 8th Air Force was born in WWII and celebrated for the victories in the air war against Germany, other 8th Air Force Veterans have continued that proud legacy of service and determination even into today's war on terrorism across the globe. The question becomes: How broad is our focus? What part of the Legacy do we preserve? And what do we put at the bottom of the page...

"The end" or, "To be continued..."

I look forward to see you in St. Louis!!!



Debra Kujawa
Managing Director/Editor

Debra

Continuing the Legacy with your 8th Air Force News Magazine Staff L-R: - Debra Kujawa, Donna Neely & Telisha Gaines



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MATERIAL DEADLINE

May 1, 2016 for the **June 2016** 8th AF News

We welcome all of your articles!!!
Please include photos & more!!
ALL file formats are accepted

We encourage you to send
digital images when possible.



466TH BG 786TH SQ DOUGHERTY CREW “DIRTY GERTIE”

Front L-R: Robert Boumann (CP), William “Bill” Horney Jr. (N), Ray “Buzz” Edwards (B), John Dougherty (P),
 Back L-R: Everette Cranage (RO), Nick KuKlish (TG), Richard Schroeder (LWG), Charles Patton (RWG),
 Fred Utter (TT), Harry Deboef (E) - *June 14-August 30, 1944 32 Missions Flown*

TAPS: a *Legacy* and an *Encounter*

By Martha Curtis



My father, died on August 22, 2013, a couple of weeks short of his 92nd birthday. I had realized the time was coming soon when I would have to submit a “Taps” notice for him. Thankfully, we were able to put in a short mention of his death right before the September 8th AF News went to print.

My father, William G. (Bill) Horney, Jr., was a navigator with crew #612—the Dougherty crew who flew the B-24 “Dirty Gertie”. He arrived at the 466th Bomb Group base at Attlebridge, England in May 1944 and left near the end of October having completed his 30 missions plus some “gas runs” to Patton. Shortly after his return stateside he married his fiancé, Jane Trimmell, back home in New Jersey on December 4th.

Like so many others, Dad was



Ground Crew B-24-H 15 CF #41-29366 “Dirtie Gertie”

L-R: Cpl. Jerre O. “Willie” Williams, Sgt. Bennett E. Smith Jr. “Smitty” (Crew Chief), Sgt. Carmen Quattrone “C-Q”



Bill Horney flight suit

training out west in Mountain Home, Idaho to go fight the Japanese when ‘the bomb’ was dropped. He decided to remain in the service and he and my mother were steadily transferred from base to base; one time being separated again for a year—mostly because of his assignment to the Berlin Air Lift. They spent 3 years at Clark Field in the Philippines, where I was born. After ten years of service and with the rank of Captain, they faced the prospect of a two year separation with him doing Air Sea Rescue out of Greenland. With that ahead, my father decided it was definitely time for civilian life.

It was a tough transition but a good decision in the long run. Dad eventually ended his career as a vice-president and personnel director of Owens—Illinois in Toledo, Ohio. When he retired they moved to Hilton Head Island, SC and then to Pensacola, FL where his main occupation was golfing.

Now back to the Dougherty crew...

Nine of the ten crew members had kept in touch through the years and one of them discovered an 8th Air Force reunion while on a business trip. He contacted the rest of the crew and, since the 1980’s, they and their

wives attended the reunions faithfully. Not surprisingly the 466th BG had one of the biggest groups at the reunions.

In 2000, the 8th AHFS reunion was held in Salt Lake City. My dad noticed other veterans bringing their children and since we had lived in Utah previously, he suggested we join him there. Many of the crew had died by that time but the pilot, Jack Dougherty and his son David, the tail gunner Nick Kuklish, and my dad attended along with my husband, Bill, and myself. Also the surviving ground crew member, Jerre Williams, flew in for the day. They had not seen him since the war, which of course he had spent the entire time

in Attlebridge taking care of “*Dirty Gertie*” for each new crew. It was a wonderful time and my husband did his first video interview with that group of 8th AF veterans. They shared memories of each of the other crew members, details of their missions and, of course, some humorous anecdotes.

Growing up, all I had known was that my dad was on a bomber in Europe doing the war. Listening to those three telling the story of their months together in 1944, I began to see my father in a whole new way.

By 2004 we began to attend every reunion, joining the push for the “Next Gen” involvement. My dad



Martha & Bill Curtis attending the 2007 8th AFHS Reunion



shows the video of our Attlebridge trip in local town halls, has copies of Attlebridge Arsenal available, and is always ready and willing to give a personal tour of the old base and the surrounding area to all visitors.

Another way we “advertise” our legacy of the Mighty 8th is with the sign we have on our campsite when we are campground hosts in Michigan. Besides our names and town, Bill has 8th AF and 466th BG symbols and a picture of “*Dirty Gertie*” on it. We get many questions about our sign and have visited with many campers—especially military veterans—and have had long conversations about how to keep this legacy alive. It seems to be a universal concern that children are not learning about what our freedom really cost the “*Greatest Generation*” and what it still costs to keep it today.

So, this legacy leads to encounters, some of them incredibly remarkable...

One such encounter occurred right before we were leaving Michigan to head down to Nashville for the reunion in October 2014. It was rather cold and I was busy getting things packed up after 3 months of camping. I was thinking about the reunion, and then was struck by the fact that again, there would be no reason to take detailed notes there because I couldn’t go home and share them with my father. As Beverly Baynes Tomb had told me in her sympathy card, I had moved from the ranks of the daughters whose fathers couldn’t travel any more to the ranks of those whose fathers were gone. I was struggling with that thought when a young couple with a big black dog stopped and asked if there was any firewood for sale.

Rather abruptly I told them it was all gone for the season. As they walked away, I realized I could’ve been a lot more helpful. So I went after them and told them I had noticed some leftover wood in a couple of sites and told them where to find it. As I got back to our camper, I looked at our remaining woodpile that we had saved for one more really *big* campfire. Bill came back and I told him that I just realized that we didn’t need that “*one more fire*” and I felt like I had to find that couple with the big black dog and tell them to take our wood. So we drove around the campground loop and at one of the sites near Lake Michigan, I saw the dog and then the two of them. I called to them from the car window and told them to please come get our wood. As they got closer and started to talk to us, I was shocked to realize I hadn’t noticed that they had English accents. As the husband came up to Bill’s window, on the front of his jacket it said: “RAF Mildenhall.” I practically shouted at them, “Mildenhall—it says, Mildenhall!”

I asked them if they were really from Mildenhall, to which he replied that they *all* were, even the dog! I was so thrilled that I’m not even sure what all I told them, but basically said that my dad was stationed at a base near Norwich during the war and a group of us had gone there over Memorial Day two years before. We had a ceremony at the memorial there, I had laid the wreath, and the local man who had made all the arrangements (Paul Hindle) had a color guard come out from the base at Mildenhall! It was a case where you could just say, “Boy, what a small world!” but it was much more than that. It was an encounter that

confirmed the legacy my father had passed to me. And part of that legacy is the special connection between America and Britain—and that time in their history “*when the boys were here*” (a term we heard used by the locals for the “Friendly Invasion”). We wished that couple well and there were tears in my eyes as we drove away. I’m very proud to say that my father was one of those “boys”.

My father always missed the Air Force—the planes flying over the base, and the orderliness of military life. Not surprisingly then, his plan was to be buried in a military cemetery—Barrancas National Cemetery on the Pensacola Naval Air Station. The only thing that bothered him, he had said, was that it would be *Navy* planes, not *Air Force*, flying over him! Fittingly, the new part of the cemetery was originally an old runway and it sits right next to the golf course!

At his funeral we even had the Patriot Guard escort the procession across the city—including Bob Books (our 8th AFHS Webmaster) on his Harley. In Pensacola *all* traffic stops for a military funeral: cars pull to the side of the road, men with hats off stand beside their vehicles, children often stand and salute from their playgrounds, police are stationed at every intersection, and even the golfers on the base stop and stand with their hats over their hearts until the procession passes...

I was never so proud that Bill Horney had been my father.

Wife of Bill Curtis, 8th AF Historical Society Videographer and 466th BG Board Member



42nd Annual 8th Air Force Historical Society Reunion St. Louis, Missouri October 19-23, 2016

WWII Vets attending the St. Louis reunion are eligible to receive a \$250 rebate to help cover registration and meals. Rebate available at reunion check-in.

GATEWAY TO ST. LOUIS CITY TOUR

Your Destination St. Louis certified tour guide will trace the history of St. Louis beginning with the city's original settlement, Laclede's Landing. It is now a nine-block historic district filled with renovated turn-of-the-century buildings housing shops, eateries and offices. See the famous Gateway Arch, the Nation's tallest monument, which commemorates the gateway to the west for thousands of 19th century pioneers.

Enjoy a view of the Old Cathedral, the oldest

cathedral west of the Mississippi. Across the street is the Old Courthouse, the setting for cases involving slavery, the fur trade and equal rights. Of these cases, the Dred Scott Freedom Trial is the most notable. You will pass Busch Stadium, home of the 2011 World Champion St. Louis Cardinals. Continuing west on Market Street, you will pass several of St. Louis' civic buildings and plazas, as well as Citygar-





den, a unique urban oasis blending art, architecture and landscape. St. Louis Union Station, once the busiest rail terminal in the world. Today, Union Station has undergone a magnificent renovation and is home to a luxury hotel and restaurants.

Next, enjoy a stop in the Central West End for lunch on own. The Central West End is filled with century-old homes, sidewalk cafes, shops, and galleries. Cost is \$25 per person.

MILITARY HERITAGE TOUR

Our Military Heritage Tour includes the Missouri Civil War Museum and a driving tour of Jefferson Barracks National Cemetery.

A boxed lunch is included.

Your first stop of the day is the Missouri Civil War Museum. Originally designed and built as an athletic and activity center for soldiers, it was later transitioned into a troop barracks for World War I and World War II. After abandonment in 1964, it took 60 years for a restoration project to transpire. Through grassroots efforts of fundraising and hard work, the Civil War museum came to fruition. Enjoy



viewing the artifacts significant to the Civil War efforts in the Missouri Area.

Enjoy your boxed lunch while driving through the Jefferson Barracks National Cemetery. The 4th largest cemetery in the nation, it was established after the American Civil War in an attempt to put together a formal network of military cemeteries. It started as the Jefferson Barracks Military Post Cemetery in 1826 and became a United States National Cemetery in 1866. The cemetery is administered by the Department of Veterans Affairs on the former site of Jefferson Barracks. It covers 331 acres and the number of interments as of 2014 is approximately



188,000. The cemetery is listed in the National Register of Historic Places. Cost is \$45 per person—including box lunch.

**PERFECT FOR
THE WHOLE FAMILY**

**Anheuser-Busch Brewery/Grant's
Farm Tour**

Experience a visit to Grant's Farm, the 281-acre estate of the late August A. Busch, Jr., which is operated by Anheuser-Busch Companies. The adventure begins at Grant Station where you will board a tram for a tour of the grounds. The 20-minute tram ride will wind through the Deer Park – a game preserve where antelope, buffalo and other animals roam in a natural 160-acre habitat. Pass Grant's Cabin, a log home built by Ulysses S. Grant, 18th President of the United States, and former owner of the land where Grant's Farm is today.

Your tram will then stop at the Tier Garten where you may enjoy elephant and bird shows. Then stroll to the historic Bauernhof which was built in 1913. Here you will have a chance to enjoy refreshments while viewing the elegant stables and the Busch family's world-renowned carriage collection. A visit to the Clydesdale stallion barn will complete your visit.



En route to the King of Beers – the Anheuser-Busch Brewery, your Destination St. Louis tour guide will familiarize you with the rich history of the colorful Busch family. Situated in a 100-acre complex with over 70 red brick structures, the Brewery buildings are known for their unique architecture and several are National Historic Landmarks.

During the 45-minute walking tour you will see the World Famous Clydesdales, the Beechwood Lagering Cellar, the Brew House, and the Bevo Packaging Plant. After visiting the Bevo Packaging Plant, a trolley will take guests back up to the tour center. No visit would be complete without sampling the family of Anheuser-Busch products during the tour! Cost is \$37 per person.





42nd ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO

October 19-23, 2016

Wednesday, October 19

1:00pm — 6:00pm	Reunion registration open
1:00pm — until	Memorabilia/Gathering room open throughout reunion
1:00pm — 4:00pm	8th AFHS Board Meeting
6:00pm — 7:00pm	Welcome Reception, followed by dinner on your own

Thursday, October 20

7:30am — 8:30am	Continental Breakfast for Package #1 participants
8:00am — 12:00pm	Reunion registration open
8:30am — 9:45am	Individual Group Meetings
10:00am — 11:30am	American Indians in WWII
11:45am — 4:00pm	Our Military Heritage Tour*
1:00pm — 6:00pm	Reunion registration open
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 9:00pm	Rendezvous Dinners

Friday, October 21

7:30am — 8:30am	Full Breakfast for Meal Package participants
8:00am — 12:00pm	Reunion registration open
9:00am — 1:00pm	Gateway to St. Louis City Tour*
1:00pm — 6:00pm	Reunion registration open
2:00pm — 3:30pm	Presentation on AAM Duxford
3:45pm — 5:00pm	Q & A WWII Vets
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 9:00pm	Dinner Buffet—Donald Miller Presentation

Saturday, October 22

7:30am — 8:30am	Continental Breakfast for Meal Package participants
8:00am — 12:00pm	Reunion registration open
8:45am — 10:15am	General Membership Meeting
10:30am — 11:30am	Researchers/Webmasters Meeting
12:15pm — 4:30pm	Anheuser-Busch Brewery/Grant's Farm Tour*
12:00pm — 4:00pm	8th AFHS Board Meeting
1:00pm — 6:00pm	Reunion registration open
6:00pm — 9:00pm	Cash Bar Open
7:00pm — 10:00pm	Gala Dinner and Program

Sunday, October 23

7:30am — 8:30am	Full Breakfast for Meal Package participants
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*It is important that you be in the bus boarding area at least ten [10] minutes prior to the scheduled departure times. All tours require a minimum of 40 participants, unless otherwise stated. Driver and Staff gratuities **ARE** included in the tour prices.



42nd ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO

October 19-23, 2016

HOTEL RESERVATION INFORMATION

314-878-1500 or 888-627-7066

(Reference 'CHALET' and 8th AFHS)

Location

The Sheraton Westport Lakeside Chalet is located in Westport Plaza, (191 Westport Plaza, St. Louis, MO 63146) which features 18 shops, popular restaurants, and entertainment venues like the Westport Playhouse, The Funny Bone Comedy Club, Jive and Wail Piano Bar, and Backstreet Jazz and Blues. Guests will enjoy convenient access to popular destinations and attractions. We're located just 10 minutes from historic St. Charles, 15 minutes from Forest Park, home of the Saint Louis Zoo, Science Center, Art Museum and the History Museum. We're also close to the world-famous Gateway Arch, the St. Louis Cardinals baseball stadium, Six Flags® and Missouri's Wine County.

Shuttle Service

For those of you flying into St. Louis, there is complimentary shuttle service to and from the airport to the hotel. Go to Baggage Claim/Hotel Shuttle exits—the shuttle runs every half hour.

Upscale Amenities

Enjoy complimentary wireless High Speed Internet in all public areas, concierge service, plus signature amenities you'll only find at Sheraton. Wake up energized after a restful night's sleep in a plush Sheraton Sweet Sleeper® Bed. Sheraton Club rooms and suites provide guests with special access to the Sheraton Club Lounge, offering complimentary breakfast, evening hors d'oeuvres, and a variety of beverage options. Stay connected at our lobby's connectivity hub, the Link@Sheraton™ experience with Microsoft®. Stay fit with a visit to our Sheraton Fitness center, programmed by Core Performance™.

Dining Options Abound

The Terrace Restaurant and Lucerne Restaurant feature a wide variety of menu items served in a friendly, casual atmosphere. There is also a private dining area perfect for intimate gatherings. In the summer, enjoy poolside refreshments every weekend at the Tiki Bar, serving snacks, beer, wine and frozen drinks. We also offer guests the convenience and privacy of in-room dining service. Stroll through the Westport Plaza Complex and visit any one of their many casual and fine-dining options, from seafood restaurants to specialty cafés.

RESERVATION INFORMATION

Group Name: 8th Air Force Historical Society
Reunion Dates: October 19-23, 2016
Rate: \$109 + tax (currently 15.363%) Rates are offered 3 days prior and 3 days post reunion based on availability.
Cut off Date: 9/15/2016
Cancellation Policy: All reservations have a 48 hour cancellation policy, or attendee will be charged one night room rate plus tax.

WHEELCHAIR RENTALS

ScootAround: (888) 441-7575 or ScootAround.com

HOSPITALITY SUITES

This year, the 8th AFHS is pleased to announce that we are offering **HOSPITALITY SUITES** to groups at **NO CHARGE**. The number of suites is limited, so we ask that you reserve your suite as soon as possible. Suites are located in close proximity to one another and most are large enough for two or more groups to share space.

In order to guarantee your suite,
please call or email ASAP:

Debra Kujawa
Managing Director
912-748-8884
ManagingDirector@8thAFHS.org



REGISTRATION FORM

42nd ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO
October 19-23, 2016

CUT-OFF DATE IS September 15, 2016	Price Per	# of People	TOTAL
REGISTRATION FEE	\$ 40	#	\$
Registration fee for children ages 8-16	\$ 25	#	\$
MEAL PACKAGES			
#1 Includes 7 hotel meals beginning with breakfast Thursday, Oct 20	\$ 212	#	\$
#2 Includes 5 hotel meals beginning with breakfast Friday, Oct 21	\$ 148	#	\$
Please select your entrée choice for the Gala banquet Saturday, Oct 22:			
Sliced London Broil with Bordelaise Sauce		#	
Pan Seared Salmon w/Balsamic Reduction		#	
SEPARATELY PRICED MEALS (If not purchasing a meal package)			
Thursday, Oct 20 — RENDEZVOUS DINNER Chicken Marsala	\$ 46	#	\$
Friday, Oct 21—EVENING DINNER BUFFET Roasted Pork Loin & Grilled Chicken Breast	\$ 46	#	\$
Saturday, Oct 22—GALA BANQUET (Please select entrée)			
Sliced London Broil with Bordelaise Sauce	\$ 46	#	\$
Pan Seared Salmon with Balsamic Reduction	\$ 46	#	\$
TOUR OPTIONS:			
Thursday, Oct 20: Military Heritage Tour— INCLUDES BOX LUNCH	\$ 45	#	\$
Friday, Oct 21: Gateway to St. Louis City Tour—Lunch on your own	\$ 25	#	\$
Saturday, Oct 22: Anheuser-Busch Brewery/Grant's Farm Tour	\$ 37	#	\$
Total amount payable to: 8th AFHS			\$

MEMBER NAME (for name tag): _____

WWII Veteran _____ BG or FG Affiliation _____ POW: _____ Other: _____

SPOUSE or PERSON attending: _____

ADDITIONAL GUESTS: _____

ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

DAYTIME PH #: _____ EMAIL: _____

EMERGENCY CONTACT: _____ PH #: _____

PLEASE INDICATE ANY PHYSICAL OR DIETARY RESTRICTIONS: _____

IF PAYING BY CREDIT CARD:

CARD #: _____ EXP. DATE: _____

SIGNATURE: _____ *Your contact information will only be shared with attendees.*



42nd ANNUAL 8th AFHS REUNION

Sheraton Westport Lakeside Chalet, St. Louis, MO
October 19-23, 2016

REGISTRATION INSTRUCTIONS

STOP!

◇ RESERVE YOUR HOTEL ROOM ***FIRST!***

The reunion hotel has a liberal cancellation policy—in the event you are unable to attend the reunion, you will be able to cancel your reservation without penalty within 48 hours of your scheduled check-in time. However, if you wait until the last minute to book your room reservation, you may not receive the reunion rate or rooms may no longer be available at the reunion hotel. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that our vendor commitments and guarantees will allow, less a \$5 processing fee.

Canceling your hotel reservation does NOT cancel your reunion activities.

◇ COMPLETE THE REGISTRATION FORM

Please fill out the registration form completely.

- ⇒ Fill out your name as you wish it to be on your name tag—and for any others registering with you. If you are a WWII veteran, and/or affiliated with a bomb or fighter group, please indicate which group.
- ⇒ Meal packages include either seven [7] hotel meals [package #1] or five [5] hotel meals [package #2]. If you purchase a meal package, do NOT select separately priced meals. If you plan to attend some or all of the dinner functions, but do NOT wish to include breakfast, simply select the dinners you wish to attend in the area indicating “Separately Priced Meals.” Be sure and select your entrée if you plan on attending the Saturday evening gala.
- ⇒ There are three [3] tour options available during the reunion. Please read the information [here in this issue] on each tour and then make your selection on the form. **The Military Heritage Tour INCLUDES** a box lunch.

◇ MAIL IN YOUR REGISTRATION FORM

Once you have completed your registration form, please total up the amount owed and include a check, money order, or complete the credit card information on the form, payable to the **8th AFHS** and mail to:

**8th AFHS
P O Box 60369
Savannah, GA 31420-0369**

ALL registration forms **MUST** be received by September 15, 2016 in order to guarantee your place. If you have any questions or problems in completing your registration, please contact:

**Debra Kujawa
Managing Director
8th AFHS
912-748-8884
ManagingDirector@8thAFHS.org**

ALL reunion information and forms are available on our website: 8thAFHS.org

42nd Annual 8AFHS Reunion Guest Speaker **DONALD L. MILLER**



Donald L. Miller is the New York Times bestselling author of nine books, the John Henry MacCracken Professor of History at Lafayette College in Pennsylvania, and one of the most respected authorities on World War II and US History. His books have been nominated for, and won, a variety of awards and he is a frequent consultant and adviser on historical productions, including those for PBS and HBO.

His books include *Supreme City: How Jazz Age Manhattan Gave Birth to Modern America* (2014), *City of the Century: The Epic of Chicago and the Making of America* (1996), *The Kingdom of Coal: Work, Enterprise, and Ethnic Communities in the Mine Fields* (with Richard E. Sharpless, 1999), and *Lewis Mumford: A Life* (1989). *City of the Century* won the 1997 Great Lakes Book Award for Outstanding Work of Nonfiction and *Lewis Mumford* was a New York Times notable Book.

Miller is widely acclaimed for his books on World War II, most notably the bestselling *Masters of the Air: America's Bomber Boys Who Fought the Air War Against Nazi Germany* (2007). HBO is currently developing a miniseries based upon *Masters of the Air*, produced by Steven Spielberg and Tom Hanks. Miller previously worked with Spielberg and Hanks as a historical consultant for the ten-part HBO series *The Pacific*. He was also the on-camera historian, writer, and

chief consultant for the series' accompanying documentary. Miller served as coproducer and cocreator, with Hanks, on *He Has Seen War*, an HBO documentary on World War II troops returning home. Miller's other World War II books are *D-Days in the Pacific* (2004) and *The Story of World War II* (2001).



Miller has also served as a writer and historical consultant for many film and TV productions, including the History Channel's *WWII in HD* (winner of three Emmys) and *The Air War*, which was inspired by his

book *Masters of the Air*, and *The Night of the Long Knives*. His contributions to PBS's "American Experience" series include *The Bombing of Germany*, *Victory in the Pacific* (nominated for three Emmys), *Ulysses S. Grant*, and *Abe and Mary*. His PBS program *America, 1900* won a Peabody Award for excellence in programming. Miller also co-produced, wrote, and hosted "A Biography of America," a twenty-six-part series for PBS.

Miller has also served as a writer and historical consultant for many productions, including *WWII in HD* (History Channel, 2009); *American Experience: The Bombing of Germany* (PBS, 2010); *American Experience: Victory in the Pacific* (PBS, 2005); *A Biography of America* (PBS); and several programs by the History Channel.

Miller has won six awards for excellence in teaching, five fellowships from the National Endowment for the Humanities, and a number of prestigious book awards. He was a resident scholar at All Souls College, Oxford, and was also named the Crayenborgh Lecturer at Leiden University, The Netherlands. In addition to his teaching and writing duties, he is a member of the Board of Trustees of St. Vincent College and the National Museum of the Mighty Eighth Air Force and a long time member of

the 8th Air Force Historical Society.

He is a member and cofounder of the Presidential Counselors, an advisory board to the CEO of the National World War II Museum and a Fellow and Seminar Leader of the prestigious Gilder Lehrman Institute of American History. Miller received his PhD from the University of Maryland and joined the Lafayette College faculty in 1978. He has also taught at Cornell University's School for Industrial and Labor Relations, the Graduate School of the University of Pennsylvania, the Graduate Center of the City University of New York, and Oxford University. He is the recipient of an honorary degree of Doctor of Humane Letters from St. Vincent College and Outstanding Alumni awards from the University of Maryland and Ohio University.

Following Hurricane Katrina, he appeared on CNN and National Public Radio and was quoted by a number of national publications, including *The New York Times*, for his writings on American and European urban disasters, including the Great Chicago Fire and the destruction by bombing of the World War II cities of Japan and Germany.

Miller has been the keynote speaker at events sponsored by professional, business, and academic audiences. Among the organizations he has spoken to are: IBM, AT&T, the Federal Reserve Bank (Chicago), The Chicago Historical Society, the Aspen Institute, the Television Critics Association, Russell Reynolds Associates, the New York State Assembly, the American Architectural Association, the Smithsonian Institution, the National D-Day Museum, the Municipal Arts Society, New York, the American Historical Association, the Annenberg Foundation, the World Trade Center Chicago, the Embassy of the United States, London, Churchill College, Cambridge, and the National Press Club.



THE B-24 in the Pacific

Charles Sitrin, President
Birthplace Chapter, 8th AFHS



Several months ago I was looking for a book on World War 2 in my local library. I saw a book on the 7th Air Force. The book was *Finish Forty and Home* written by Philip Scearce. His father Herman Scearce was a radioman and waist gunner aboard a B-24 in the Pacific.

Most of us have read *The Unbroken* by Lauren Hillenbrand about Louie Zamperini and his exploits in the 7th Air Force. I was interested in reading about bombing missions in the Pacific and how these missions compared to those of the 8th AF in England. Herman Scearce served on a B-24D bomber in the 42nd squadron of the 7th AF.

The men of the 7th were sent from the west coast to Hickam Field on the island of Oahu. There, the B-24D was modified. The original Plexiglas noses were removed and a twin .50 caliber tail turret was put in its place. A hole was made in the bottom of the plane and a belly turret was installed. Their plane was named “*Dogpatch Express.*”

Instead of being stationed in England or Italy, these men were sent to small islands in the South Pacific. Their first base was the island of Funafuti. This island was less than 15 miles long. The width of the island varied from 70-1300 feet. Men were housed in tents or small wooden structures without floors or electricity. The islands had some natives but nothing else. Boredom was a major problem between missions. Later bases included Kwajalein and Guam.

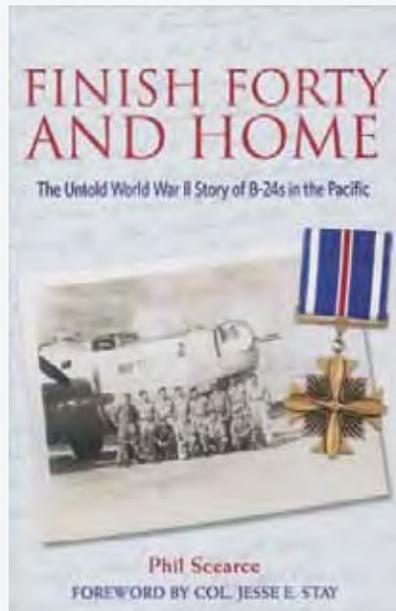
Their mission were to small Japanese held islands. These islands included Wake, Truk, Tarawa, and Iwo Jima. There were no missions to large munition factories, aircraft factories, or railroads. The missions were, for the most part, squadron size—12-15 planes. There were some group missions but no large multi-group missions which were the norm for Europe. There was

thus no problem forming up and mid-air collisions were very rare. There were no escorts for the B-24s and these planes usually flew between 12 and 15 thousand feet. The bombers in the 8th usually flew at 24 to 30 thousand feet. These men [in the Pacific] rarely needed oxygen masks or heavy clothing because of low altitudes and because the missions were so close to the Equator. The missions were very long—frequently more than 1000 miles each way. Flak and interceptors were only present over the target. The vast Pacific Ocean was one of the biggest obstacles to a successful mission. A B-24 with one or two engines out had a chance. Three engines out meant certain disaster. Unlike the B-17 which had a better than 65% chance of successfully being ditched, the B-24 had less than a 20% chance for a successful ditching.

Wounded men on the plane could not be attended to for the many hours a routine flight back to base required. Parachuting from a damaged plane into the Pacific was almost certain death.

One big problem that the heavy bombers in Europe did not have face during the war was obsolescence. In 1944 after the conquest of the Marianas Islands—Guam, Seipan, and Tinian. Huge runways for the B-29 super bomber were built. The B-29 had almost twice the range of the B-24 and better than twice the bomb capacity. The B-24s rapidly became second fiddles to the larger, newer bomber. They were relegated to missions such as dropping mines in harbors of the Japanese islands.

The men of the 7th AF had their missions increased during the war from 25-40. The men of the 8th had theirs increased from 25-30-35. While I believe the 8th had harder obstacles to overcome during World War II, it was certainly no picnic to fly with the 7th.





Remembering the “Lonesome Polecat”

by Jackson de Vallance - Age 12

I have always been interested in World War II history, particularly the Army Air Corps. So, when a broken femur left me sidelined for a few months last year, I turned to the Internet to research some family history that intrigued me, but was not entirely clear. My family knew that my great-great uncle, Herbert J. Garrow, had been shot down over France sometime before D-Day. But we didn't know more than that, either because my great grandparents didn't know or they never talked about it much.

I ended up finding out a lot about my Uncle Herb, his service in WWII, his sacrifice, and, ultimately, the honor given in his memory by total strangers in a far away and grateful community.

Army Technical Sergeant Garrow was a tail gunner on a B-24 Liberator called the Lonesome Polecat. He and his 9 crew mates

had been together for 23 successful missions and were part of Operation Crossbow, which tried to destroy Nazi V1 launch sites. On February 11, 1944, the Lonesome Polecat was returning to its home base in Hardwick, England. It was a very cloudy day near Dieppe, France, as Nazi 88s blindly opened fire on the rumbling squadron that they could hear, but not see, above the thick cloud cover. They only hit one plane--the Lonesome Polecat, which crashed in the town of Rouxmesnil-Bouteilles, killing two civilians but narrowly missing an elementary school that was in session that day.

In 2002, almost 60 years after the crash, the town built a monument to honor the men of the Lonesome Polecat and the two French citizens who died that day. Every February 11, the town gathers to remember their sacrifice and to give thanks for their roles in liberating France. They do so in

any weather, without seeking any attention.

Thanks to the hard work of an American living in France, Ms. Diane Condon Boutier, I found a photograph of the monument online. No one in my family even knew it existed.

Last month, my family and I took a trip to Rouxmesnil-Bouteilles to visit the town and the monument. We were the first family members of any of the Polecat's crew to do so. We met with the Mayor, Jean-Claude Grout, and many community leaders, who walked beside us to the monument and hosted a reception in our honor. Later, we were taken on a tour of a V1 rocket launch site, Val-Ygot in Ardouval, to help us understand the importance of Uncle Herb's mission and the Lonesome Polecat's sacrifice to the people of France.

What we saw in Rouxmesnil was much more than a stone memorial.



We found French citizens who still remembered and appreciated what the Polecat--and the United States--had done.

The next day, my family visited the American cemetery in Lower Normandy, where the remains of U.S. servicemen are buried. There, we placed a red rose on the graves of six of the Lonesome Polecat's crew. (Uncle Herb and three of his fellow crew mates had been sent back home for burial after the war had ended.)

Thanks to the generosity and talent of Patrick Sargent, a former Air Force sergeant-turned-artist in my hometown of Alexandria, Virginia, I was able to present several of the official prints we met with original prints commemorating the Lonesome Polecat and its fateful mission over Rouxmesnil. These prints were symbolic of the sacrifice of not only the servicemen of WWII, but also our modern-day heroes. The handmade paper that was used in the prints was made from the recycled scrubs of medical personnel treating today's wounded warriors at Walter Reed Medical Center.

This was a trip that I will never forget. My research led me to learn not only about a piece of my family's history that had been unknown and little understood, but more than anything, it taught me about true gratitude, sacrifice, and lasting friendship between our countries.

About "LONESOME POLECAT"

This print commemorates those lost during the crash of the "Lonesome Polecat" in Rouxmesnil Bouteilles, France. On 11 February 1944, the 10 men on the B-24 Liberator and two civilians on the ground perished when the plane was struck by flak on its return to its base in England.



Elements included in the print are a map of the region where the plane went down in France, an image of the aircraft's name from the nose, and an image of a B-24 in flight. The paper was hand-made out of hospital scrubs from the Walter Reed Army Hospital in Washington D.C.

More information can be found at:
<http://www.rouxmesnil-bouteilles.fr>

IT IS A SMALL WORLD *and here is the story!*

By Stan Peterson, 96th BG



The 8th Air Force made plans for a return to D-Day trip for the 50th anniversary. Reservations were made to occupy front row seats on Norway's "Vistafjord" and Lois and I quickly signed up for the trip.

The day before departure I decided to trim a branch off a tree since it was resting on our home's roof. That was a very poor decision, resulting in this writer's fall to the ground and injury to my right knee.

A call to the doctor and an examination resulted in a cancelled trip.

A year or two later I saw that the "Vistafjord" was sailing from Barcelona to Ft. Lauderdale. I quickly made reservations for that cruise. We enjoyed two days in Barcelona prior to embarking on the "Vistafjord".

On the first night out, the captain announced that we would be passing Gibraltar about midnight. I was up to see that big rock!

The first night Lois and I went to the cocktail lounge for a drink prior to dinner. The lounge was full, however I noticed a hand waving us to join his table.

The man introduced himself and his attractive wife. I could easily detect that he was German. I complimented him on his English and he told me his father sent him to England when he was 12 years of age to learn the "King's English." Well that told me he was a "Blue Blood German."



During our visit before dinner was served, his wife told us that she had a difficult time getting her husband to take an ocean trip. They were on their way to visit friends in Palm Beach, Florida. During our visit, I told them about our cancelled cruise on the “*Vistafjord*” to observe the 50th Anniversary of D Day with the Air Force veterans.

Our discussion of D Day led to his disclosure of being a bomber pilot in WWII. He said his last mission to London resulted in his bomber receiving severe damage from RAF fighters over Graves End. He was able to fly the bomber back to France, across the White Cliffs of Dover. The crash landing resulted in him suffering serious injuries. He never resumed flight duty.

At this point, I told him about how our wartime experiences had crossed lines over Graves End and the RAF Fighter base, which ended his combat career. It was a jolly fellowship, which caused the German to buy another round of drinks.

He listened with great interest when I told him of the 8th Air Force mission to Paris on December 31, 1943. He learned how our bombers found clear skies everywhere and we flew to the eastern side of Paris. This gave our bombers a long run back to the west to the target. The target was a ball bearing factory on the Seine River on the west side of Paris.

The German anti-aircraft guns went into action and caused a direct hit on a 96th bomber and nearly brought our bomber down. The damage caused our aircraft commander to order the crew to throw out all unnecessary gear and standby for a bailout order. Our B 17 lost about 7000 feet before the pilot gained control of the bomber.

At this point we were flying all alone and I advised the crew to look for German fighters because our heading would take us over Abbeville, where the German fighter base had claimed many B-17s. I told our German tablemate that on our way back to England we flew right over Abbeyville and the German Fighter base, but the fighters didn't show up to shoot us down!

He listened with great interest and said “That is easy to explain, we Germans really celebrate on New Year's Eve.” The commander at Abbeville had told them to celebrate and not fly! Well, that was the answer and we had a good laugh. It was then time for dinner.

The next morning I headed for coffee and a sweet roll. As I strolled out on the back deck on a beautiful sunny morning, I saw some of the women preparing to sunbathe.

One of the women I recognized as the German's wife. I grabbed a chair and sat down next to her. One of the first things she said to me was “Last night you said you grew up in Minnesota. I know only one man from Minnesota.” I said, “What is his name?”

“His name is Bruce Laingen.” To her amazement I told her, “I know Bruce Laingen. My wife and I graduated from college in 1947 with Bruce!”

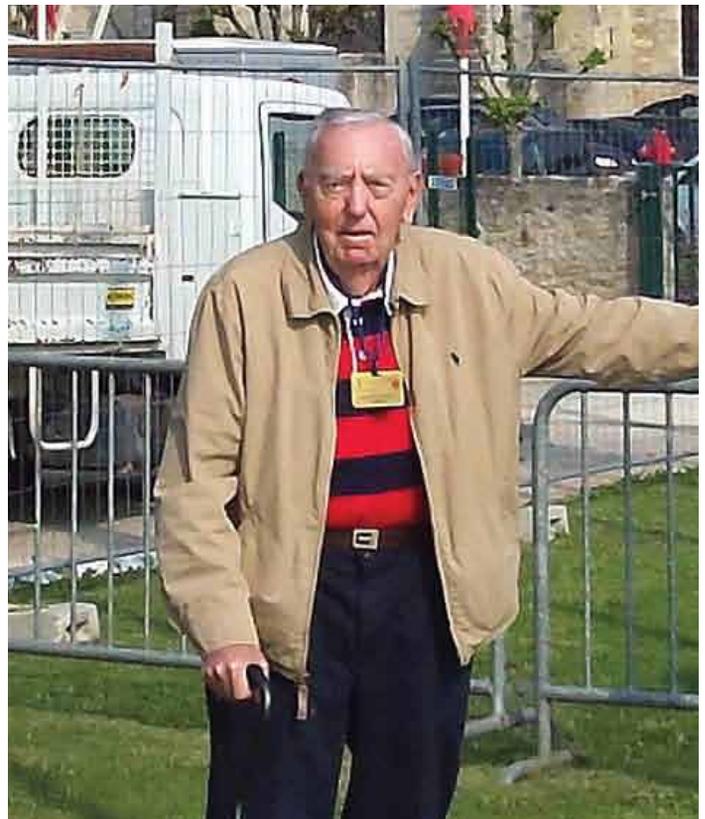
She went on to explain how she met Bruce. He was stationed with the State Department in Germany. She had graduated from secretarial school and the Marshall Plan hired her to be Bruce's secretary. Now, this is a small world!

Here we are, in the Atlantic Ocean heading for a stop at the Azores and I am discovering that an absolute stranger, from another part of the world, knows a classmate of mine from St. Olaf College!

I told her that Bruce was the chargé d'affaires of the U.S. Embassy in Iran in 1979. When the Iranian Revolution took place and student protestors took over our embassy on November 4, 1979, he was the most senior American official at the embassy. He was held for 444 days, being released as Ronald Reagan was sworn in, January 20, 1981.

With this information, I wrote Bruce and to my surprise through diplomatic mail, he sent me a Christmas greeting and a drawing that he did while in captivity. His pencil drawing is an amazing piece of art to be cherished.

By the way, the “Blue Blood's” name was Zetsche. I have read several articles in the Wall Street Journal about the former CEO and now Chairman of the Board of Daimler-Benz Corporation, Dieter Zetsche. Is it possible he is his son? Quite, as his father was an engineer... *It is a small world!*



Allied Aircrew Memorial Dedication

by Simon Hamon



Two of the 36 children from the Forest Primary and Le Rondin School placing a single red rose around the memorial one for every man named.

All photos courtesy of the Allied Aircrew Memorial

The role of Allied airmen in World War Two was marked by the dedication of a memorial outside Guernsey Airport on 9th September 2015.

It follows more than 50 years of research into the subject by Channel Island aviation historian and Society Archivist John Goodwin, which has found 153 names of those airmen killed in Bailiwick of Guernsey waters during WW2.

The 6m (20ft) tall Allied Aircrew Memorial made as a stainless steel sculpture features representative models of a USAAF B-17 and seven Spitfires. Written around its base are the names of the airmen known to have died off Guernsey, Alderney, Sark and Herm many of whom have no known grave.

Airforce attaches from America,



The Battle of Britain Memorial Flight Dakota flying over the memorial.

Canada, Australia, New Zealand and the Czech Republic attended the ceremony along with a representative of the Royal Air Force. Brig Gen Dieter E. Bareihs, US defense attache based in London, praised the “special recognition in the memorial to the Mighty Eighth and the United States Air Forces”. He went on to say “I look at the memorial and I see the B-17 flying in formation with the Spitfires and that kind of represents our two countries standing side by side, shoulder to shoulder, not just in World War Two but the legacy that started there and continues to this day.”

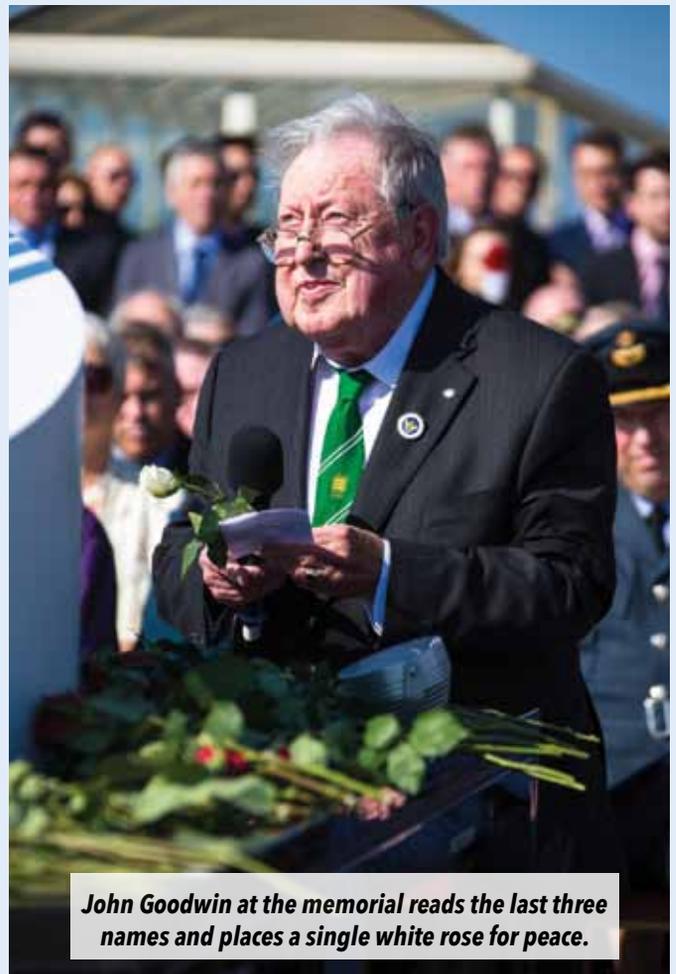
John Silvester, chairman of the Allied Aircrew Memorial Committee, said it was fitting the memorial was dedicated in the 70th anniversary year of Guernsey’s liberation from German occupation in World



Two Guernsey Air Cadets to a drum roll ceremoniously unveil the names.



Ruri Johnson one of the six Lt. Govoners Cadets who read out the names of the fallen.



John Goodwin at the memorial reads the last three names and places a single white rose for peace.

War Two and dedicated around the 75th anniversary of the Battle of Britain. He said it had only been possible due to help from local contractors, who offered their expertise for free, meaning the memorial cost about half of the originally estimate of £125,000 and of course the generosity of the people of the Bailiwick.

The design of the Memorial involved many local experts and professionals: architects, structural engineers, designers, advertisers, metal welders, concrete experts, builders and lighting designers. The design was always intended to be both striking, appropriate and to match the look of Guernsey's modern airport. The cost of the monument

had been raised by local donations and much of the work carried out 'pro bono' by local companies.

The very moving and thoughtful dedication service was conducted by the Vice-Dean of Guernsey The Reverend Mike Keirle and during the service the names of the 153 Airmen were read out by six of the Lt. Governors Cadets, whilst a gentle lament was played by a single bagpiper and simultaneously children from the two schools in the Forest Parish, the Forest Primary and Le Rondin School placed a single red rose around the memorial one for every Airman. The last three names were read out by John Goodwin before he placed a single white rose for peace on the memorial.

The Bailiff Sir Richard Collas representing the people of the Bailiwick of Guernsey laid the first wreath followed by wreaths laid by the six Airforce attaches, representatives of the Nations of those on the memorial. The last post was sounded and seconds after the closing speech was a well timed dramatic fly past the memorial by The Battle of Britain Memorial Flight Dakota flying over the memorial. Originally planned to have been the Lancaster, Spitfire and Hurricane the Dakota was a last minute stand-in after the original flight went technical showing the fragility of the aircraft from WW2.

Following the service the dignitaries meet the children and then unveiled six tress planted in memory of the six nations represented on the memorial. Of course many will know the Patron of the Allied Aircrew Memorial fund was the late Air Marshall Sir Peter Walker CB CBE, who died just days before the memorial was officially dedicated and so in tribute to him the last words should be his written before his untimely death.

"I congratulate everyone involved in the production of this permanent memorial to those aircrew of all the nations who lost their lives in Bailiwick waters during the course of World War II.

I hope, that in unveiling this memorial today, we will bring comfort and closure to the relatives of the gallant airmen who died, and that it will serve for generations to come as a reminder that the privileges we enjoy have come at the cost of great sacrifice by people from all nations who travelled in their prime of life far from home, that we may be free."

There is also a website being developed that will eventually show all the information about the airmen remembered on the memorial it can be found at <http://rollofhonour.airport.gg/>. The website also displays a list of those named on the memorial compiled by John D Goodwin.



The dignitaries meet the children who made the event so special linking the past with the present and into the future.



The six air attaches of the RAF, RCAF, RAAF, RAAF, USA and Czech Republic laying their wreaths after the Bailiff salute the memorial.



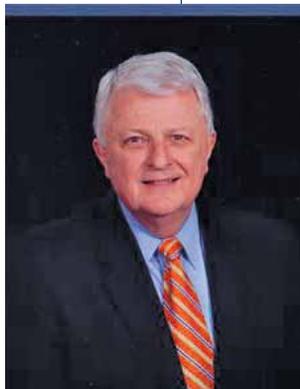
The memorial.

A FORTRESS AND A LEGACY J. ROSS GREENE

J. Ross Greene brings a broad perspective to his writings that emanates from a global business career combined with an insatiable intellectual curiosity.

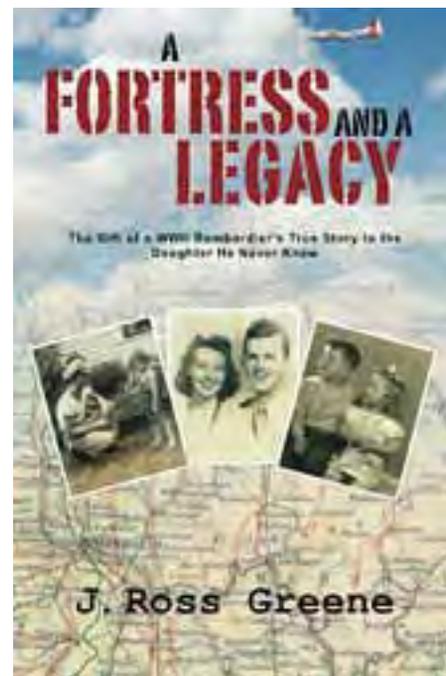
With a background in engineering, he founded a financial consulting firm, beginning what is now a more than forty-year investment career including the founding of an investment consulting company that continues to serve the investment advisory industry worldwide.

Obsessed with a compulsive wanderlust to explore new challenges, Ross developed an intense interest in writing... poetry, literature and music. The discovery of almost 1000 letters written in the WW2 period between an uncle, for whom he was named, and members of his fam-



ily fueled a growing passion for a deeper understanding of the war's impact. Ross' dogged determination to pursue this poignant story led to a six-year odyssey and discovery of incredibly intertwined events. The result, "A Fortress and a Legacy" represents his gift not only to his cousin--the daughter his uncle never knew-- but to all those who share his appreciation for those who sacrificed for the cause of freedom. Combined with poignant personal interactions, this love story, of a WW2 B-17 bombardier and his Miss America contestant wife, provides appeal to all age groups of men and women alike.

Ross and his college sweetheart and wife, Lynne, are committed to participating in both nurturing and leaving a Christian worldview legacy for their eight grandchildren. A devoted family man, Ross and Lynne have three adult children and reside in a suburb of Atlanta.



Available on Amazon.com and other book sellers from \$24.95 [in paperback].

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Members of the Atlanta based GA Chapter of the 8th AFHS during a recent visit to the National Museum of the Mighty 8th Air Force in Pooler, GA

Florida Chapter News
By Ken Sweet

The Florida Chapter of the Mighty Eighth Air Force Historical Society was out in force this past October 31 and November 1 at the Stuart Air Show in Stuart, Florida. There were no tricks, only treats, on this Halloween weekend as we shared the story of the Mighty Eighth with all those who stopped by our tent at the show. We were fortunate to be invited to share a tent with the Southeast Florida Honor Flight folks, based in Stuart. Janet Hoose and her colleagues made us feel very welcome at the show. They fly out of Palm Beach International and conduct World War II and Korea honor flights. To find out more about their Honor flights you can contact Janet at 561-662-0305 or e-mail her at janethoose@bellsouth.net. We do regret we were not able to inform the rest of the membership about our participation in the air show this year, but the decision to be there was made only a month before the show. Your Officers and Board members were out at the show and talked to many prospective members.

On Saturday, President Bill Uphoff and Vice President Jim Hart were there along with Secretary Esther Cheriff. Also in attendance were board members Sid Katz, David Traill, and Barney Silverblatt, and Nic Apostol. On Sunday, Jim Hart and Barney Silverblatt could not attend and the rest of the Saturday group was joined by board member Ken Sweet, as well as members Gloria and Nat Lebowitz. Bill's daughters, Linda Emerson and Dianne Lennon were a great help to their father and the rest of us at the show, as well. We were well pleased with the number of people who



David sets up table



Bill meets the Golden Knights



David, Sid, and Esther get the booth set up for Sunday



Esther and Sid ready to go



Stuart Air Show '15 Diane Lennon, Bill Uphoff, Esther Cheriff, and Barney Silverblatt



Sid meets the Knights and gets his baton



Sid, Esther, and Ken



Stuart Air Show '15 folks lined up to speak with us at the table.

came by to talk to us and sharing the booth with the Honor Flight folks really made for a great combination.

The air show is attended by thousands of folks from that area of Florida and the displays and demonstrations were first rate, as usual. Many World War II reanactors participate and put on a full-fledged mock battle during the two days of the show. The stunt pilots do a terrific job of thrilling the crowds, while the Navy F-18 and Air Force F-16 demonstrations are always a favorite of the attendees. New to the show this year was the US Army Parachute Team, The Golden Knights. As the event neared its conclusion on Sunday, the Knights had a surprise for our Eighth Air Force vets, Bill and Sid. During their show, the Knights come together during their free fall and pass a baton to each other in mid air. Two of the batons were presented to Bill and Sid by the Knights during a ceremony after the demonstration in front of the main grandstand. It was a tossup as to who was more pleased to meet one another, Bill and Sid, or the Knights.

In any event, a good time was had by all and we hope that many of the membership applications we passed out at the show will be returned with dues and a new member. Some of the folks we talked to joined on the spot and we are glad to have them with us. It is those new members that keep the Chapter growing and strong.

Ken Sweet passed away suddenly on February 19th, 2016, shortly after he submitted this report. Our deepest and heartfelt condolences to his friends, family, and all who knew and loved him. He will be incredibly missed.

New York State Southern Wing Chapter

The New York State Southern Wing Chapter of the 8th AFHS will have its Spring Luncheon at the Plainview LI NY Holiday Inn from 11:00 to 3 pm on Sunday May 22, 2016. This will prove to be an interesting get together as we will be inviting all WWII and post WWII veterans from all of our Armed Forces and also, as successfully done with past luncheons, other foreign veterans who reside in the area. The 72nd anniversary of D-Day June 6, 1944 will be the theme for the luncheon.

Please join us for a great time with the conversation spanning 60+ years of experiences and great food.

For further information please check the Chapter's website: <http://blogs.ny8thswcafhs.org/>
Please 'Support Our Troops' & the USO!

Pat Keeley
Chapter President

Wisconsin Chapter By Cindy Drehmel

On December 1, 2015 Wisconsin Chap AFHS members met at Oak Creek High School to interact with 70 students participating in AP college prep history courses. A WWII and post WWII panel comprised of members of our chapter, answered questions from the students. The students were under the direction of instructor Craig Thome. Panel participants of the Wisconsin Chapter of the 8th Air Force Historical Society included:

LT Col Ralph Anderson
'Buck' Sgt Bill Bergner
SSgt Jim Brahos
SSgt Len Brugger

Machinist Mate 1
SS-ELT Russ Collins
Surgical Tech Al Exner
1Lt John Farkas
COL Phil Freund
TSgt Chet Gardeski
SSgt Art Grisa
Dave Hansen
TSgt Tom Hansen
Merle Hayden
CPL Paul McCarty
TSgt George Michel
PFC Don O'Reilly
Lt Colonel Henry Rateniski
CPL John Rogala
SMSgt Richard Schleicher
Sgt Bob Schuh
Sgt Paul Tutas
PFC Ralph Windler
MM2c Bob Winkelmann

Many of the students commented on how much they learned about each veterans' service and their belief in God and Country. Students expressed during lunch that it was absolutely wonderful how these men had risked their lives for their freedom. Additionally, many applauded each vet's no fear attitude of "*telling it like it was and is*"—not ashamed to tell their stories and warn the students just how important it is that they truly understand that so many risked their lives or died for the freedoms they enjoy today including: the freedom of speech, belief in Christ and the family unit.

On December 24, 2015 our chapter lost one of our most vibrant and active board members, SSgt John E. Rosenberg. John served his country flying 34 missions with the 8th Air Force, 392nd BG, as a B24 tail gunner, and was our former secretary and project manager. John actively volunteered in Golden K. Kiwanis Club and will be greatly missed. He will be remembered for his humor and quick wit and his staunch out-



8th AF panel



Lt. Col. Ralph Anderson, 8th AF, WWII, and Wi Chap VP



Chet Gardeski



Educating 70 students at OC High, 70 vets



Art Grisa



John Rosenberg far left



O'Reilly & Bergner



Sgt Tutas, Post WWII occupation, Cold War, Korean War and Atomic Vet

spoken conservative and patriotic beliefs. John boldly educated all about the price the Mighty 8th and fellow WWII comrades paid for our freedom. He will also be remembered for the beautiful story of how he met his bride, Gloria, in England during the war and how he managed to bring her to America 3 ½ years after the war on December 24, 1948. (See 8th AF News June 2015 issue for the story) All who knew John well felt it was no coincidence that he went to heaven on Christmas Eve as a present to Gloria as she had come to America to be with him that very day in 1948. (Please see more about John in this issue of Taps)

On February 6th, LTCol Ralph Anderson was honored by the Republican Party of Racine County for his 27 years of service with the US Air Force. Ralph was an 8th Air Force B-24 bombardier during WWII and is currently our Wisconsin Chapter Vice President.

Oregon Chapter

Honoring Our Veterans and Their Service 7 November 2015
by Joan E. Hamilton

**Sgt. Dan McAllaster
30th Photo Reconnaissance SQ,
Ninth Army Air Force, WWII
Mechanic, P-38*

Sgt. Dan McAllaster: "I was inducted in the Army Air Corps in October 1942. I married my wife in December of 1943 and 30 days later I was on a ship heading to Europe. I was in the 30th Photo Reconnaissance Squadron and I took care of all the hydraulics on the P-38 aircraft. There were a lot of hydraulic lines that we had to make sure didn't have leaks in them.



Oregon Chapter Veterans Panel - [Photo courtesy of Tom Philo]

Sgt. Dan McAllaster, Lt. Col. Bob Parry, Corp. Ray D. Winters, S/Sgt. Don Anderson, Col. Bob Vrillakas, and Capt. Fred Massaro with 8th AFHS, Oregon Chapter President Tom Davis.

If they leaked, the pilots couldn't get the landing gear to go up nor could they get it to come down. All the other parts of the plane were mechanical. I was stationed in England for 21 months. Five months after D-Day, we went to France and followed the First Army through until the end of the war. During the Battle of the Bulge, I was at a base in Gosselies, Belgium. My favorite songs were "Sentimental Journey" and "The White Cliffs of Dover".

***Lt. Col. Robert "Bob" Parry**
370th FG, 401st FS, Ninth Army Air Force, WWII, Served during WWII, the Korean War, and the Vietnam War, WWII P-38 Pilot

Lt. Col. Bob Parry: "I joined the Army in September of 1942. I was put in Class 43-K in the Cadet flying training and graduated from that in December of 1943. After O.T.U., overseas training unit, in Santa Maria, California, I went to San Francisco and took a train to New York. While onboard the SS Lusitania for a 5-day trip across the ocean, I asked why we weren't with a convoy and was told, "You're faster than the submarines, so

you're going alone" and we did. But instead of 5 days it took 6 because we spent one day dodging submarines. I joined the 401st Fighter Squadron, 370th Fighter Group and our primary mission was escorting the Eighth Army Air Force over Germany and France. We covered top cover on D-Day. We stood down on the 5th of June and they painted the D-Day stripes on our planes. We spent two days flying top cover and the third day we landed on a little beach cliff overlooking Normandy Beach where the engineers put down steel planking for us to make a runway in a wheat field and we stayed there for several weeks. We were close enough to the front that we could take off, form over the field, go hit our targets and be back in 45 minutes for a reload. Our directions were to take out anything headed for the front: trains, trucks, cars, whatever. Then our primary mission changed from escorting to ground support: strafing, delivering Napalm on hard targets, dive bombing and whatever else was called for.

I had a couple missions that got my attention. We were dive bombing a small area of a town at

the end of a bridge trying to keep the Germans from blowing this bridge up. I was in a P-38. We had two 500 pound bombs on our airplanes and we were making two passes. After I made a pass, I came back up and had four 88s explode under and to the rear of the belly of my airplane and I wound up with 47 holes in the airplane and one in my leg. My favorite song was "Stardust".

Corp. Ray D. Winters
371st Air Engineering Squadron,
Eighth Army Air Force, WWII
Yontan Air Base, Okinawa

Corporal Ray D. Winters: "I'm one of the younger ones. The day the president died is when I got my greetings and I went in then 15 days later. They drafted me out of high school in my junior year and I ended up going through A&E in Keesler Field, Mississippi. I took my basic at Sheppard Field, Texas and ended up in Okinawa in 1946. I landed on my 19th birthday at Buckner Bay and they'd had a typhoon there. When we were going across the gangway to go out there I looked down and saw four-foot

sand sharks below. It was an eerie feeling. I was an airplane engine mechanic and my typical day was to take the oil coolers down and we would steam out the oil coolers on a P-47 and put them back in. My favorite song was "Sentimental Journey"."

S/Sgt. Donald Anderson
401st BG, 94th Combat Bomb
Wing, First Air Division, Eighth
Army Air Corps, WWII
B-17 Tail Gunner

S/Sgt. Don Anderson: "I was in the Air Corps before there was an Air Force. I was a 19-year-old country rube right out of high school. I started out as an Aviation Cadet and then they washed out 36,000 of us in one day. So I went to gunnery school in Yuma, Arizona and eventually was assigned to a B-17. I was a tail gunner with the 401st Bomb Group. I had 23 combat missions in when the war ended. The worst mission was a huge raid on Berlin on February 3rd, 1945 which was probably the biggest mission that our group ever was on. The way the mission worked was that you'd fly in formation until you got to what they called the IP, initial point. From then on you went on your bomb run and you didn't deviate from that no matter what happened. We got on the IP, opened the bomb bay doors, and got ready to drop the bombs. I started hearing bursts of flak off to the right side of the plane. Of course, I was riding backwards, but it was so close. Strangely, you'd think a person would be terrified at that, but I wasn't afraid and I've heard of other people with similar experiences. We dropped our bombs and the flak stopped. I don't know why because

whoever was tracking us had us dead on, but we dropped our bombs and banked to the right and the flak stopped and here I am. I felt pretty lucky about that whole thing. My favorite song was "The White Cliffs of Dover".

I want to mention my deep respect and appreciation for the ground personnel, the people that maintained the airplanes and planned the missions and did all the grunt work. Without them, we wouldn't have won the war."

***Col. Robert "Bob" Vrilakas**
94th FS, Fifteen and Twelfth Army
Air Forces, P-38 Pilot

Col. Robert "Bob" Vrilakas: "I was drafted into the Army 6 months prior to Pearl Harbor. I went through infantry training and then after the war started, I was accepted into the Aviation Cadets and at Luke Field, Arizona I had the opportunity to sign up with 80 others as volunteers to fly P-38s. We were shipped over to North Africa to Tunisia. I flew with the previously famous "Hat-in-the-Ring" Squadron, 94th, which had been commanded by Eddie Rickenbacker back in the First World War. I was in on the invasion of Sicily, Naples, and Anzio Beachhead and completed 51 missions.

We lived in tents on a dry lake in North Africa. On a typical mission day, we'd get awakened sometime between 5 and 6 in the morning, go to briefing, and that's where we would find out for the first time where we were going and what we were going to do. It could be escorting the B-17s or the B-24s or B-26s or it could be a ground-support mission which was either

dive bombing or strafing. The next step, of course, was to go to the airplane, talk to the crew chief, and get the update on how the airplane was working and any info he could give. We thought the world of our crew chiefs.

When I retired from the Air Force in 1973, I put my experiences in a book, Look Mom, I can Fly. My favorite song was "Stardust".

Capt. Fred Massaro
458th BG, 753 SQ, Eighth Army
Air Force, WWII, Served during
WWII and the Korean War
B-24 Bombardier, Navigator

Capt. Fred Massaro: "I went through Aviation Cadet training and got classification as a bombardier. In September of 1944, I went overseas to Horsham St. Faith where I flew my first 10 missions as a bombardier on a B-24. I never even saw a German aircraft. All I saw was the flak. Then I went through 3 or 4 weeks of training to fly as a DR, dead reckoning navigator. A DR navigator flies up high with the aircraft at 30,000 feet or thereabouts. If we were flying a mission, they woke us up about 3 or 4 in the morning. Then we had breakfast, took off, made our flight, and came back. For breakfast we had pretty good food like ham and eggs and bacon. I also flew on that previously mentioned Berlin mission on February 3rd, 1945 but in a B-24. I flew 21 missions, came home, and joined the California Air National Guard as an air policeman. My favorite song was the U.S. Army Air Corps' "Wild Blue Yonder"."

Reunions Chapter Meetings

PLEASE SEND ALL REUNION UPDATES TO: ManagingDirector@8thAFHS.org

401ST BG

May 11-14, 2016
San Antonio, Texas.
Josie Navarro 253-988-0966
401bg.org
The 401st will be holding a mini-reunion during the 41st Annual Reunion of the 8th AFHS in Omaha, NE October 14-18, 2015. We will have a dedicated hospitality room so please make plans to join us!

490TH BG (H) MEMORIAL DEDICATION

Station 134 Eye. Suffolk.
England
May 28-29, 2016

Keep an eye on Facebook Pages 490th Memorial Project or 490th BG (H) <http://www.490th.co.uk/>. We have now raised the initial funds needed to erect the long over due memorial to the 490th Bomb Group (H) and we wish to tell anybody who is interested in it what is happening. I am the current 490th BG (H) Historian / Archivist eric.490thbg@btinternet.com

486th & 487th Bomb Group

Association 2016 Reunion
May 31 to June 5, 2016
~~ New Orleans, LA ~~
487thbg.org 486thbg.org

398TH BOMB GROUP

August 10-13, 2016
Norfolk, Virginia
Holiday Inn
Contact: Ken Howard
815-238-3691
KenHoward@hotmail.com
www.398th.org

91ST BOMB GROUP

Charleston, S.C.
October 12-15, 2016
Contact: Mick Hanou
607 Blossom Ct.
Pleasanton, Ca. 94566
mhanou@comcast.net
925-425-3220
<http://www.91stbombgroup.com/>

42nd Annual 8th Air Force Historical Society Reunion

St. Louis, MO
October 19-23, 2016
Sheraton Westport
Lakeside Chalet
Detailed Information
on pages 9-16 on this
8th AF News magazine

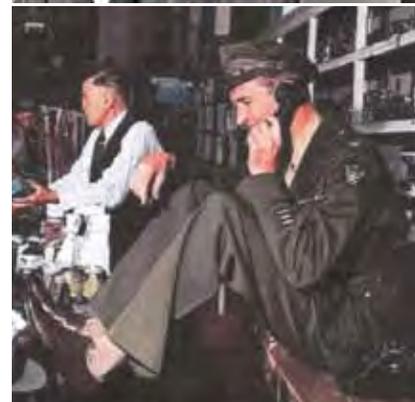


Brigadier General Jimmy Stewart World War-II Pilot 445th BG 453rd BG 703rd BS

Rare pictures published on LIFE.com, show Oscar-award winning actor Jimmy Stewart returning to his small hometown of Indiana, Pennsylvania after serving as a pilot in World War II. Stewart came from a long line of military men. Men in his family had served in the American Revolution, War of 1812, American Civil War, Spanish-American War and World War I. So when World War II broke out in December 1941, it was no surprise that he put his already successful career on hold to enlist.

Stewart was so determined to serve, that he hired a Hollywood trainer to bulk him up after he was initially rejected for being underweight. He was eventually accepted into the Army Air Corps on March 22, 1941.

While his father speaks with a customer at the hardware store, Stewart calls up an old chum to set up a fishing date



FROM ACROSS

Cliff Bishop

Brian Francis and Gordon Richards

Cliff Bishop passed away on Saturday, December 19, 2015. Cliff was one of our very early members of the 8th AFHS. As many members know Cliff was a dedicated and knowledgeable historian, publisher and author of many books of the Mighty 8th.

Cliff worked as a Structures Design Engineer for a company engaged in Aircraft Maintenance and Repair later running his own business EAST ANGLIA BOOKS in the town of Bishops Stortford, which specialized in USAAF and WWII history. His first contact with the B-17 was in mid 1943 when the first units of the Eighth Air Force's Fourth Bombardment Wing started moving into the airfields that had been constructed near his home in Suffolk.

During his service in the Royal Air Force in the 1950s he worked on the B-17s big brother, the B-29 Superfortress, being fortunate in being able to accumu-



Stan Bishop (left) & Cliff Bishop (right) in a field near Crettingham, Suffolk, which they had visited in March 1945 as the crash-site of a B-17 from the 34th Bomb Group based at Mendlesham involved in a mid-air collision.

late over 100 flying hours in these aircraft. In 1976 he organized the dismantling in France of the B-17G now on display at the Imperial War Museum Duxford, U.K. in the American Air Museum on exhibit as the "Mary Alice." Then in 1983 he organized the dismantling and rebuilding of the B-17G now in the Royal Air Force Bomber Command Museum at Hendon London.

It took Cliff over ten years to research material for one of his books, "Fortresses of The Big Triangle First." This involved three trips to the US as well as spending many hours researching the Archives of the Public Records Office and the RAF Museums in London and elsewhere. He and his brother Stanley, specialized in crashes of the 8th and did much research on "Missing Aircrews."

Cliff's knowledge and many years of dedication to the men, aircraft, research, airfields, history, B-17 production, and courage of the people of the Mighty 8th will always be remembered by many in his books. Thank you, Cliff, for your legacy of knowledge that you have passed on to future generations by your books.

My Uncle Nick

By Russ Moore

Ignacio Sanchez is "Uncle Nick" to me. Uncle Nick was a 5ft tall, 120 lb. seventeen year-old high school senior at Argentine HS in Kansas City, Kansas when he heard over the radio that the Japanese bombed Pearl Harbor, Hawaii. "Our country needed us, so a small group of us joined the Air Force," Uncle Nick explained.

Uncle Nick left Kansas City, Kansas to train and graduated from Gunnery School in 1944. Due to his height and weight he was assigned the task of ball turret gunner with the 305th Bomb Group on a 10 man B-17 flight crew. His job was to lie on his back, inside the steel turret on the belly of the plane and fire at incoming planes up to 12 hours at a time. The flight crew reported to Chelveston, England for their first combat mission in a plane they named



Crew photo of Ignacio [Nick] Sanchez...3rd from left [standing] in front of the "G I Miss America"

the Pond

"G.I. Miss America." They didn't have "G.I. Miss America" long, though, another crew borrowed their plane for a mission and failed to return.

Uncle Nick reflected on 2 very memorable accounts from the war... "I was over Germany and we caught some flak in our #1 engine. The #2 engine was leaking oil badly and the gas tank was ruptured. The #2 engine caught fire, so our pilot put the airplane in a dive for 12,000 ft. before the fire was blown out. It took both pilots to get us home."

Another big air battle was a long, tiresome mission to Merseburg, Germany. He related, "There were ten groups with 360 bombers on the bomb run. My crew was escorted by hundreds of P-51 fighter planes, but by the end of the day we had lost 56 B-17s and 30 P-51s. Not only did we encounter heavy flak, the visibility returning to the base was so bad that we had to fly 100 ft above the ground just to see above the overcast. Our group had broken up and three of the squadrons were without landing lights. Our squadron, the 422nd, was beginning to circle the base clockwise to release 12 airplanes individually for landing. At this time, the 364th squadron (also from the 305th BG) was

performing the same operation, except they were circling counterclockwise. The squadrons didn't see each other until it was too late and we started going into each other's formation. There was not much air space between the ground and the overcast for the 24 B-17s to carry out this maneuver. The airplane flying near my left wing collided with another plane. One of the planes that collided was on their last mission and was headed home, but they did not make it. By the grace of God, we missed their plane's tail, and if the other plane's ball turret wasn't up it would have ripped off our tail section. Thankfully, my plane landed safely leaving us one last mission."

In seven months Uncle Nick made 35 successful missions, but the horror of seeing so many lanes catch fire and crash, and all of the parachutes and men jumping from planes, will never be forgotten. When he finally hit ground for the last time he jumped out, got on his knees, kissed the ground, jumped up and screamed, "I'm going home! Thank God!"

This generation of heroes will soon all be gone. Our hometown Royals organization treated my Uncle Nick with incredible respect and admiration. I had the privi-



*Nick Sanchez in 1944 Jeep
[belonging to Brian Francis]*

lege of watching Uncle Nick throw out the first pitch of the Royals game on Tuesday, August 25th. Keep in mind that he is now 92 years young. Uncle Nick set up and only threw the ball about 30 ft. underhanded, but I and his well-represented family could not have been prouder.

Fortunately, in a time 70 years ago, a proud American from Argentine High School in Kansas City, Kansas volunteered to defend the freedom that we all currently enjoy. The label of hero is thrown around very loosely these days, but in this instance, Ignacio "Nick" Sanchez is truly my hero.

384th Memorial at Grafton Underwood

By Kevin Flecknor

Hello to all!

Thought you all might enjoy seeing some photos of the 384th Memorial at Grafton Underwood. Some show the first snow of the year!

My name is Kevin Flecknor. I have been maintaining this site since the start of 2010 and have made quite a few changes. I have spent just over \$6,500 of my own hard earned money there, buying my own equipment and fuel, etc, I must stress that my time spent at the site and at the Lancaster crash site is voluntary (Cookie Free). I arranged a meeting last January with the County Council and representa-



FROM ACROSS *the Pond*



tives and by March they had erected flagpoles for us and laid a proper tarmac

layby. Buccleuch Estates put up some new fencing, they are also in the process of relocating an oak tree for us. I am in conversation with the 384th leadership at the moment about this matter. If it goes ahead I will send some updated photos.

The reason the flags are not hoisted in some of the pics is because after only five weeks of the flagpole being erected they were taken down and possibly burned? I question this because I found evidence of charred remains of polyester and plastic rings that the ropes tie to. This act of theft cost me £85 to replace them.

I get undesirable youths at the site drinking and taking drugs so I try my hardest to visit the site as much as I can. I think some of the antics go on well into the night when no one is around.

The vast area you see on one of the photos is where the No.1 runway was. I now hand mow this as well as the roadside verges and behind the memorial. It takes me about three and a half hours and that's without stopping to speak with visitors to the site—if I do that I am usually there for most of the day.

If any of you are planning a trip to the UK, please plan to stop by Grafton Underwood and say, "Hi!"

Very best wishes to you all, you do a great job over there.

Kevin
Historian & Friend of the Mighty Eighth
Cold War Museum/Berlin Chapter
UK Liaison.

FRENCH LEGION OF HONOR

'They are our older brothers and our heroes' - French tribute to Norfolk veterans receiving Legion d'Honneur
by Maj (Retd) John L Raybould TD VR



Veterans from the 1st Battalion Royal Norfolk Regiment at the ceremony at Norwich City Hall to receive Legion d'Honneurs.

Left to right:
Victor Keech, Ken Mason, David Johnson and Bill Holden.

Photo by Steve Adams

The recipients and dignitaries

Veterans from the 1st Battalion Royal Norfolk Regiment at the special ceremony at Norwich City Hall to receive Legion d'Honneurs



Special ceremony at Norwich City Hall to receive Legion d'Honneurs. Mayor of Blainville Sur Orme Daniel Francoise who gave the veterans their medals.



FRENCH LEGION OF HONOR

Manny Abrams	392nd BG	John Chopelas	452nd BG	Don Echols	458th BG
Stewart Ackerman	303rd BG	Samuel Christiano	18th Weather SQ	Stanley Edelman	351st BG
Jay D Allen	94th BG	Murray Codman	447th BG	Dr. James Facos	388th BG
Ed Anderson	453rd BG	Myron Cohen	91st BG	Joseph Fischer	94th BG
Richard Andrews	379th BG	Joseph Connaughton	319th BG	Joel Friedman	34th BG
Albert Audette	385th BG	Marbury L Councell, Jr	96th BG	James E Frolking	479th FG
George W Bachmann, Jr	306th BG	Thomas L Creekmore	305th BG	Joseph Garber	96th BG
Willis Barney	379th BG	Howard Croner	452nd BG	Ted Gary	493rd BG
William Becker	492nd BG	Robert Culp	100th BG	William Gerecitano	388th BG



Richard L "Dick" Bedford	353rd FG	John F Curcio	458th BG	Albert Gese	20th FG
Caesar J Benigno	452nd BG	Wayne Davis	452nd BG	Reuben Glazer	445th BG
Nelson Berger	100th BG	Steve de Pyssler VIII	Bomber	Hewitt B Gomez	492nd BG
Tony Bezer	490th BG		Command	Sidney Grant	493rd BG
Leo S Bielinski	44th BG	Eddie Deerfield	303rd BG	Charles J Greenough	379th BG
William D Bodiford	487th BG	Harold L Dietz	466th BG	Robert Gross	34th BG
Carl F Brown, Jr	4th FG	Donald A D'Lugos	466th BG	Rudolph "Rudy" Guerrero	493rd BG
Dudley Brown	94th BG	Norman R Dunphe	448th BG	Carl Gustafson	453rd BG
Donald Casey	379th BG	George Durgin	493rd BG	Russell W Gustafson	452nd BG
Clarence F Cherry	100th BG	Peter Durso	493rd BG	Paul C Haedike	452nd BG

RECIPIENTS*

Percival L Hanson	305th BG	Hugh McGinty	379th BG	Heber H Smith	94th BG
Haas M Hargrave	493rd BG	Jay McIntosh	94th BG	Samuel W Smith	303rd BG
Alfred B Harris	390th BG	Russell Madsen	100th BG	Christopher Spagnola	44th BG
Robert B Hastie	95th BG	Elmo Maiden	466th BG	Colin D Storey	94th BG
Robert Haynes	493rd BG	David Marshall	381st BG	William E Stovall	390th BG
Robert Hecker	401st BG	William Massey	401st BG	Herman Stroupe	390th BG
Walter Hendricks	452nd BG	Walter M "Boots" Mayberry	388th BG	John S Swarts	351st BG
Robert H Hitchcock	303rd BG	Julius M Micek	381st BG	John Roger Swihart	388th BG
Bill Holden	1st B RNR	James Mikusi	447th BG	William M "Bill" Thorns	96th BG
Don Holmes	458th BG	Charles Mills	492nd BG	William C "Bill" Toombs, Sr	493rd BG
Dewey A Holst	448th BG	E E "Mitch" Mischler	94th BG	William "Bill" Varnedoe	385th BG
Theodore C "Ted" Hood	306th BG	Kenneth Moulden	448th BG	Jay Walker	384th BG
James Howell	447th BG	Clayton A Nattier	306th BG	James H Walston, Jr	466th BG
Jake Howland	Unknown	William J "Bill" Nevitt	353rd FG	Douglas J Ward	305th BG
Jack C Hubbard	306th BG	William J O'Leary	384th BG	Charles Warren	351st BG
Albion Kenneth Hutcherson	95th BG	Allen G Ostrom	398th BG	Earl E Wassom	466th BG
Joseph O Ingram, Jr	96th BG	Frank D Perez	401st BG	Billy D Welch	361st FG
Bennie L Jefferies	306th BG	LaVerne Peters	389th BG	John M Williams	448th BG
Arthur Jenkins	390th BG	Stanley Peterson	96th BG	Lawrence Wolfson	493rd BG
David Johnson	1st B RNR	Anthony W Pircio	7th PRG		
Jay Karpin	493rd BG	Michael H Prestia	452ndBG		
John Katsaros	401st BG	Vincent J "Bill" Purple	379th BG		
Victor Keech	1st B RNR	Walter "Mike" Quering	487th BG		
Perry Kerr	466th BG	Albert Rappano	466th BG		
Michael D Kindya	385th BG	Joseph H Reus	445th BG		
James King	1st B RNR	George Roberts	306th BG		
Ralph J Kurka	93rd BG	William L "Bill" Roche	452nd BG		
Herbert J Kwart	381st BG	J Warren Roundhill	379th BG		
Mathias J Leupold	385th BG	Bradford Saivetz	305th BG		
Donald D Levine	453rd BG	Frank N Schaeffer	44th BG		
Richard B "Dick" Lewis	493rd BG	Carmen Schiavoni	447th BG		
George R Leyva	351st BG	Robert Schuberg	306th BG		
Robert M Littlefield	55th FG	Bob Schuh	398th BG		
Robert "Bob" Livingston	351st BG	Horace Shankwiler	445th BG		
Stan Loftsgard	493rd BG	Marvin Silbersher	447th BG		
Ken Mason	1st B RNR	Taffe Simon	445th BG		

* List current as of press time...

**If you or someone you know
has received
the French Legion of Honor,
but is not on this list,
or if you would like information,
please contact:**

**Dr. Nancy Toombs
(501) 681-3126 or
Chase221@SWBell.net**

**Application information
is also available on our
website: 8thAFHS.org**

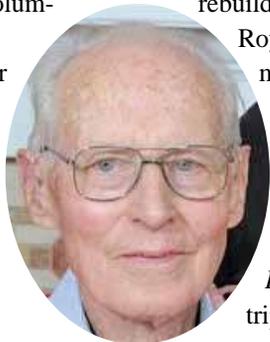
Berger, Nelson O., 91, of Columbus, formerly of Chippewa Township, died on November 28, 2015 at Worthington Christian Village after a brief illness.

He was a Staff Sergeant in the 100th Bomb Group and flew 35 missions over Europe as a tail gunner on a B-17 bomber. He married Helen I. Musser on October 16, 1943, at the Smithville Brethren Church.

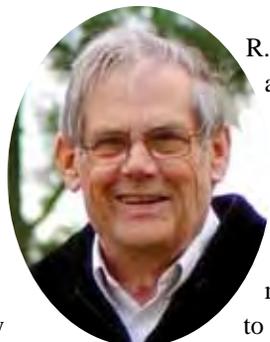
Bishop, Cliff, passed away 19th December. Cliff was one of our very early members of the 8th AFHS. As many members know Cliff was a dedicated and knowledgeable historian, publisher and author of many books of the Mighty 8th. Cliff worked as Structures Design Engineer for a company engaged in Aircraft Maintenance and Repair later running his own business EAST ANGLIA BOOKS in the town of Bishops Stortford which specialised in U.S.A.A.F. and WW2 history. His first contact with the B-17 was in mid 1943 when the first units of the Eighth Air Force's Fourth Bombardment Wing started moving into the airfields that had been constructed near his home in Suffolk.

During his service in the Royal Air Force in the 1950's he worked on the B-17s big brother the Washington (B-29 Superfortress) and being fortunate in being able to accumulate over 100 flying hours in these aircraft.

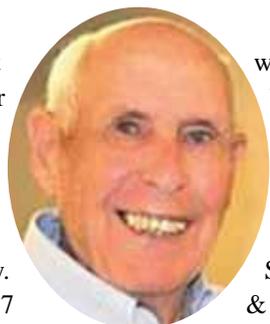
In 1976 he organised the dismantling in France of the B-17G, now on display at the Imperial War Museum Duxford U.K. in the American Air Museum on show as the (MARY ALICE). Then in 1983 he organised the dismantling and



Nelson Berger



Cliff Bishop



James Brocklehurst



William Cox

rebuilding of the B-17G now in the Royal Air Force Bomber Command Museum at Hendon London.

It took Cliff over ten years to research material for one of his books *Fortresses of The Big Triangle First*. This involved three trips to the U.S. also spending many hours researching the Archives of the Public Records Office and the R.A.F. Museums in London and elsewhere. He and his brother Stanley specialised in crashes of the 8th also much research on "Missing Aircrews".

Cliff's knowledge and many years of dedication to the men, aircraft, research, airfields, history, B-17 production and courage of the people of the Mighty 8th will always be remembered by many in his books. Thank you Cliff for your legacy of knowledge that you have passed on to further generations by your books. Submitted by Brian Francis & Gordon Richards on behalf of The Mighty 8th AFHS U.K.

Brocklehurst, James Allen "Jim", age 93, of Sault Ste. Marie, Michigan passed away November 7, 2015. Jim was born on June 16, 1922 in Detroit, Michigan. He flew P-51 Mustangs with the 352nd Fighter Group escorting bombers into Germany. His missions were flown out of Bodney, England, and then later out of airfields in Belgium. He married the

love of his life, Mary Elizabeth Holt, on January 31, 1953.

Cox, Col. William H., USAF Ret. was born May 6, 1923, on a farm in Ogle County, IL. He enlisted in the Aviation Cadet Training program on Sept. 10,

1942 and was called to active duty Feb. 2, 1943. Following Basic Training at Sheppard Field, Wichita Falls, TX, he was sent to Texas Tech College, Lubbock, TX. While there he was given his initial introduction to flying.

Classification at Santa Ana, CA, advanced him to Pilot training. He attended Primary Flying School at Santa Maria, with additional training at Chico, and Douglas, AZ, where he pinned on those coveted Pilot wings as part of Class 44C. Following graduation he was assigned as a Co-pilot on a B-17 for Crew Training, Rapid City, SD. The crew was assigned to the 358th Bomb Sqdn., 303rd Bomb Group, at Molesworth, England.

At the time of Col. Cox's retirement from the Air Force he had accumulated over 10,000 hours of flying time. He flew combat missions in WWII, Korea and Vietnam while earning a total of nine battle stars. By the end of his career, he had flown 634 total hours of combat time. His time in combat consisted of flying 35 B-17 missions over Germany and 29 unescorted RB-29 Reconnaissance Missions over North Korea. In the Vietnam war, he flew three combat Strategic Recon sorties, each in a different type aircraft. Col. Cox earned numerous medals, including the Distinguished Flying Cross, the Meritorious Service Medal, the Air Medal with one silver and two bronze oak leaves and three AF Commendation Medals. Out of his 30 year career he spent two-thirds of it in the Strategic Air Command (SAC), starting with the day the Command was formed.

Following graduation from the Air War College, Class of 1963, he returned to SAC as Deputy Director of Plans at SAC's 15th AF Hdqs., March AFB, CA. This was followed by a three-year assignment in Alaska at Elemendorf AFB. His Alaska assignment was followed by the highpoint of his career, his assignment to The Organization of the Joint Chiefs of Staff (JCS) in July 1968 to July 1970. His duty was as a Team Chief on one of the three National Emergency Airborne Command Post

aircraft, often referred to by the Press as "The Doomsday Aircraft".

The last assignment in his career was Director of Operations of SAC's 14th Air Division at Beale AFB, CA. At that time the 14th AD was responsible for the Operations of all of SAC's Reconnaissance Wings, (July 1970 to July 1972). Col. Cox was on active flying status every day of his career. He was current in KC-135's refueling SR-71s, until the day he left the Air Force. He retired June 30, 1972.

Bill married Jean Connelly Cox in 1981 and they traveled extensively worldwide. Both of the Coxes were active in their community. Bill served on the Board of the Vacaville Museum, and on the Board of Elders for Bethany Lutheran Church. Bill also served as a member of his WWII Bomb Group Association (The 303rd BGA). He became WWII Awards Chairman in 2002, was elected Treasurer in 2003 and served two terms, before being elected President in 2005. Bill served two terms as President of the Association.

He was preceded in death by his first wife, Avis M. (Born) Cox

Dondiego, William Vincent, 96 of Manchester, NJ. Born on November 18, 1918 and Passed away September 19, 2015. He was with the 357th FG.

Fry, Lt. Col. David Malcolm, (ret) of Buena Vista, died January 27, 2016. David is survived by his wife of 70 years, Bennie Fry. David was born in Taft, California, April 11, 1922. He is predeceased by both parents and his younger brother, Richard, who was killed in the invasion of Guam, 1944. David served his country through three wars. During WW II he was a fighter

pilot with the 55th FG/343rd SQ in the European theater and was a Prisoner of War in Germany. During the Viet Nam War he flew reconnaissance missions over Vietnam, out of Thailand. David retired from the USAF in November, 1976, after 34 years of service and moved to Buena Vista at that time.

David was a Mason, serving as Worshipful Master of Lyon Lodge, Independence, Oregon three times. He was a member of many Veterans Organizations.

Gingery, Lee Emerson, was born in Rushville, Missouri on October 17, 1922 and entered into rest August 27, 2015 at the Fair Oaks Care Center in Shenandoah, Iowa, at the age of 92.

Lee served his country with the United States Army Air Corps, where he survived 26 combat missions as a B-17 crew member from 1943-1945. He entered the University of Missouri School of Journalism and graduated in 1951. On

August 30, 1947 he was united in marriage to Virginia Lee Jones at St. Joseph, Missouri. After their marriage they made their home in Kansas City, Missouri, moving to Shenandoah in 1960.

Lee served two terms on the Shenandoah City Council, and was the driving force in the Shenandoah Walk of Fame; he was also a member of the 351st Bomb

Group, the Shenandoah Chamber of Commerce and loved to write. The three books that he authored were..... *Nicknames, Wars and Corporate Games; A Cameo For Jean; and Phantom of The Frog Hop*. Survivors include his beloved wife Virginia of Shenandoah



William Dondiego



David Fry



Lee Gingery



James Harkins

Hallquist, Charles L. and Lila A. (Donaway), of Baldwinville, died peacefully Wednesday June 5, 2013 and June 7, 2013, respectively, in Baldwinville Nursing Home, both surrounded by their loving family. Charles and Lila were married January 14, 1950, and together they shared over 63 years of marriage and were reunited in heaven just 36 hours apart. Charles was born in Athol December 29, 1921. Lila was born in Winchendon October 20, 1920. Together they lived in Baldwinville for many years. Charles proudly served his country with the United States Army Air Corp during WWII as a 2nd LT navigator, 385th BG, 548th BS [Bill Hiatt crew] flying 35 missions over Germany. He worked for General Electric for 23 years, retiring in 1985. Lila worked for the DPW in Winchendon as a bookkeeper retiring in 1970. After her retirement she worked for the Superintendent of the Winchendon School District for an additional 5 years. Charles was a member of the 8th Air Force Historical Society and the 385th Bomb Group Association.

Harkins, Lt. Colonel James Patrick, WWII and Korean conflict veteran passed away peacefully October 28, 2015 in McLean, VA at the age of 93. Mr. Harkins was born in Davenport, Iowa on December 17, 1921. Mr. Harkins was raised in Methuen, Massachusetts and New York City, New York. While attending High School, Mr. Harkins worked for the National Broadcasting Company (NBC) in Radio City. After High School, he worked for the New York World's Fair, welcoming visitors to the Ford Motor Company exhibit.

During that same year, Mr. Harkins enlisted in the 7th Regiment of the New York National Guard for an anticipated period of 24 months of active duty. Pearl Harbor changed those plans and the 24 months became 5 ½ years of active duty. Colonel Harkins served in Air Control for the Mighty 8th Air Force,

492nd Bomb Group, and was headquartered in Warrington, UK during the war. After the war, Mr. Harkins attended Harvard University under the GI Bill and graduated in 1949 with a degree in Economics and History.

In 1950, after the outbreak of war in Korea, Colonel Harkins was recalled to the Air Force as a Captain and became an Assistant Professor of Air Science and Tactics at Manhattan College and New York University. Colonel Harkins resigned from active duty in 1954, after armed hostilities in Korea came to an end. He remained in the Air Force Reserves, attaining the rank of Lt. Colonel. Mr. Harkins met Marta Ulrika Eden, a Swedish immigrant, in 1958 while both lived in Greenwich Village in New York City. They were married on January 16, 1959 and enjoyed 56 years of wedded bliss. After marrying, Mr. Harkins joined the Civil Service, taking a position with the Veteran's Administration. First assigned in Croton, New York and later at Veteran's Administration headquarters in Washington, DC. They lived in Peekskill, New York and Arlington, VA, where they raised their children. Mr. Harkins retired from the Civil Service in 1984. He is survived by his wife of 56 years, Marta of McLean, Virginia.

Harrison, Elizabeth Allen, 97, of Clayton, Ohio, died on Valentine's Day, Sunday, February 14, 2016, at Grace Brethren Village. She was born near Rowdy and Troublesome Creek. After graduating from Lee Junior College, at Jackson, Kentucky in 1941, Elizabeth taught school until she went to Ypsilanti, Michigan, to work at the Ford B-24 "Liberator" bomber factory at Willow Run. In 1944, she once again left her Rowdy kin and friends and joined the WACs; to be trained near Daytona, Beach, Florida, as a medical technician. While serving at an Army hospital in California, near Hollywood, Elizabeth was promoted to Technician Fifth Class or



Elizabeth Harrison

TEC-5 or T-5, while caring for returning wounded veterans of the Pacific Theater of Operations, including POWs who had been captured, abused and used by the Japanese. She also saw visiting movie stars, celebrities and USO shows. Elizabeth was there when World War II came to an end in 1945 and was honorably discharged in 1946 (from the 28th WAC Hospital Company). She married Joel B. Harrison in 1948. He died in 1974.

Holt, Douglas E., of Mequon, passed away on October 7. He was 91. Doug grew up in the city of Milwaukee and attended Washington High School. At the age of 19, standing at just under 5'4" and weighing 110 lbs., he stood on his toes and ate bushels of bananas in order to pass the physical test required to enlist in the U.S. Army Air Corps he would serve from 1943 to 1945.

After being commissioned as a second lieutenant with the 381st Bomb Group, Doug co-piloted a B-17 Flying Fortress and flew 35 missions over Europe. The GI Bill enabled him to attend the University of Wisconsin-Madison, where he earned a degree in electrical engineering. His successful engineering career spanned nearly four decades and included a stint with the Heil Co. and 30 years with Harnischfeger Corp. After retiring in 1985, Doug served as a consulting engineer and continued his interest in aviation and delighted in giving friends and family rides in his yellow Vagabond. In recent years, he began to write, chronicling

his World War II experiences in "Lucky Dog," which was published in 2007. He loved flying, writing, "There's nothing like flying on a clear day!" He also wrote to young people, "What are you doing to help solve the world's problems?" He expected a serious answer, too. Doug is survived by his wife of 67 years, Carol.

awarded the Purple Heart and the Air Medal with two Oak leaf clusters. His first wife, Kathryn, passed away in 1984. He is survived by his current wife Lorraine.



Charles Johnson

Johnson, Charles Peckham, (Age 91) of Rockville, Maryland, passed away February 17, 2016. Charlie was born on September 10, 1924. He was drafted and served in the Army Air Corps as a Navigator on the B-17 as a member of the 303rd Bomb Group. He was shot down over Hamburg, Germany on March 20, 1945 and was held as a POW until the war ended, after which he was

awarded the Purple Heart and the Air Medal with two Oak leaf clusters. His first wife, Kathryn, passed away in 1984. He is survived by his current wife Lorraine.

Miller, Campbell, of Chester Springs, 93, died February 21, 2016 after a brief illness.

Campbell Attended Dartmouth College 1940-1942. He served in the Army

Hummer, William "Bill" Bowman, age 91, passed away Nov 22, 2015. Bill was the beloved husband of Melanie nee Sayles. Bill was born on August 4, 1924 in LaSalle, Illinois. His college years were interrupted by his military service in the U.S. Army Air Corps in England during World War II. He was in the 492nd BG. Bill began his career as a journalist at the Journal of Commerce and the Washington Times-Herald, but it was interrupted again by a call to serve his country in the Korean War as a counterintelligence officer until 1952. A Chicago Tribune article featured Bill as one of the "Most Eligible Bachelors in Chicago" in the 1950s, but he did not marry until April 7, 1984, in Portland, Oregon at the age of 59. His friends were amazed and delighted to see him become a father at the age of 61 and again at age 63.

awarded the Purple Heart and the Air Medal with two Oak leaf clusters. His first wife, Kathryn, passed away in 1984. He is survived by his current wife Lorraine.

Miller, Campbell, of Chester Springs, 93, died February 21, 2016 after a brief illness.

Campbell Attended Dartmouth College 1940-1942. He served in the Army Air Corps (303rd Bomb Group) as a B-17 pilot during World War II. After flying 35 missions, he volunteered for a second tour. By the time the war ended he had flown 61 missions over Germany. He was awarded the Air Medal of Honor and the Distinguished Flying Cross and achieved the rank of Captain. An accomplished sailor, he enjoyed

sailing in Maine and Bermuda. He will be greatly missed by his wife of 43 years, Mary Lou Steen Miller and the rest of his family.

Moss, Kenneth Walter, age 95, of the Town of Cambria, passed away peacefully May 3, 2015. Ken was born on February 24, 1920. Ken earned an Associate's Degree in Dairy Management from Alfred, NY Agricultural and Technical School, now called SUNY Alfred College of Technology in 1941. A WW II Veteran, Ken enlisted in the U.S. Army Air Corps in 1942 and was called to active duty in 1943. He served his country in the European Theatre of Operations, as a 1st Lt. piloting a B-17 for the 486th Bombardment Group. Ken flew 13 combat missions over Germany, as Squadron Commander, from his base in Sudbury, England and was the recipient of the Air Medal with one Oak Leaf Cluster. Shortly before going overseas he married Helen E. Fraser on November 24, 1943 in a military ceremony with six other couples at Maxwell Field in Montgomery, AL.. He is survived by his wife, Helen.

Pepe, Nicholas A., age 94, a lifelong Quincy resident, died peacefully, January 24, 2016.

Nick was born and raised in Quincy. He was a graduate of Quincy High School, Class of 1939 and served as Class President. Nick was a World War II veteran having served in the U.S. Army Air Corps as a Captain. He was a navigator on a B-17 with the 303rd Bomb Group 8th Air Force participating on thirty combat missions over occupied Europe. He received the Distinguished Flying Cross Air Medal with 3 oak leaf clusters, the Distinguished Unit Badge and the European African Middle Eastern Theater



Campbell Miller

Medal with 1 bronze star, and several other awards. Beloved husband of the late Leona G. "Lee" (Gerace) Pepe.

Rosenberg, SSgt John E., 91, passed away peacefully December 24, 2015.

He found his heavenly rest reuniting with the love of his life Gloria. John was drafted and inducted into the U.S. Army on August

13, 1943. He took basic training at Amarillo, Texas and was then sent to a college training unit at Texas Tech in Lubbock, Texas receiving flying training on the Taylorcraft L2A. He was then sent to gunnery training at

Yuma Arizona, April 1944. In June

1944, John was sent to Lincoln Nebraska where he was assigned to a B24 crew as tailgunner in the 392nd BG.

The crew flew its first mission 4 December 1944, targeting Bebra, Germany. His missions included targets at Hanau, Ruwer, and Neuwied, with the sixth mission targeting the Kronprinz Bridge over the Rhine by Koblenz,

in which they had to make three passes over the target fighting very heavy flak. After the seventh mission to Landau, the crew received a three day leave where John met the love of his life, Gloria, at Cricklewood Palais (dance hall) in London.

John flew a total of 34 missions, including the last one over Germany, but he only vaguely remembered his remaining missions, as his heart and focus were on the most positive thing in his life: Gloria.

Shortly after VE Day, John was shipped back

to the States and discharged from the Army Air Corps October 14, 1945. While studying and pursuing his



John Rosenberg



Nicholas Pepe



Richard Shaw

engineering degree he also worked and eventually earned enough funds to fly Gloria from England to the states. They were reunited after the war on Christmas Eve, 1948 and married July 3, 1949.

John earned his engineering degree from Marquette University in 1950 and worked for many years as an industrial engineering manager of the battery division of Johnson Controls. John and Gloria had four children; William, Christine, John R and James. John's wife Gloria died in 1989.

Schaeffer, Frank Nicholas, 93, of Montello and formerly of Slinger, passed away Sept. 12, 2015.

In his mid 70s, Frank married Grace Fitzgerald. Until just recently Frank worked one day every other week as a gauge inspector, commuting to Component Engineering in Hartford, largely for the workplace camaraderie. He was a proud member of AFEES (Air Force Escape and Evasion Society) for his wartime experiences after parachuting from his burning B-24 [44th Bomb Group] and being helped to safety by the French resistance. Earlier, Frank lived on Big Cedar Lake near Slinger where he was an avid sea scow sailor; then for some 20 years he owned and sailed the wooden sloop Americana on Lakes Michigan and Huron.

Shaw, Richard E, 94, passed away peacefully December 27, 2015, surrounded by family in Dallas, TX. He was commissioned as an officer in the U.S. Army Air Force (8th Air Force), 381st Bomb Group, 535th Squadron. As a navigator in the country's B-17 "Flying Fortress," Dick flew 33 missions

out of England in the European Theater and was awarded the Distinguished Flying Cross and Air Medal with 3 Oak Leaf Clusters. After his tour of combat, Dick met Pauline Joy Meinecke on a blind date in Washington D.C.. Pauline had joined the war effort, working in the Pentagon Joint Chiefs of Staff office. After their romance grew under

the cherry blossoms, Dick and Pauli were married in D.C. on May 24, 1947.

Sikora, Charles A. Jr., 90, a former resident of Ocean City, NJ., passed away on February 20, 2016 at home in Audubon, NJ. Beloved husband of the late Rita M. Sikora. Mr. Sikora was a World War II U.S. Air Force veteran, serving as a turret gunner on a B-17 and member of the 303rd Bomb Group, Hell's Angels. He retired after many years as a purchasing agent in the electronics industry.

Silbersher, Mr. Marvin, 91, of Wharton, died at his home in Lake Hopatcong Dec. 7, 2015. Born in the township, Mr. Silbersher served his country during World War II in the US Air Force. He was a technical sergeant, radio-operator-gunner in the 711th Squadron, 447th Bomb Group, 3rd Division of the 8th Air Force. Mr. Silbersher's honors include the EAME Medal with three bronze stars and the Air Medal with four OLC. This year, after French President Francois Hollande made it a priority to honor living servicemen who fought on French soil, Mr. Silbersher was awarded the insignia of Chevalier of the Legion of Honor by representatives from the French Consulate in New York City in a ceremony at his home.

Before volunteering for the air force, Mr. Silbersher had explored the world of theater and drama, appearing in 1937 as an orphan in the first production of the newly-created Paper Mill Playhouse, and working on radio broadcasts for the CBS radio and Mutual Broadcasting networks.

Following the war, he attended and graduated from the Dramatic Workshop at the New School for Social Research

in New York City. Besides being an actor and poet, Mr. Silbersher was employed as a television director at CBS. He was a member of the Directors Guild of America.

Mr. Silbersher is survived by a brother, Paul of Kansas City, a sister, Shirley Chur-



Charles Sikora



Abbott Smith



Marvin Silbersher

gin of California and his companion, Candee Kane of New York City.

Smith, Abbott M. Jr., 97, of Barbourville, passed away November 22, 2015.

Born August 4, 1918, in New Bedford, Massachusetts. He is survived by his beloved wife of 53 years, Peggy Smith of Barbourville.

Abbott proudly served his country in WWII as a Captain in the U.S. Army Air Corps. He was a lead bombardier and flew 27 missions with the 303rd bomb group, earning the Air Service Medal with three Oak Leaf Clusters, the Purple Heart, the American Defense Service Medal, the ETO Theater Ribbon and the American Theater Ribbon.

He was an honorary member of the Patriot Warrior Riders, he was a member of Beta Theta Pi for over 75 years, served on the executive committee of the Boy Scouts of America and was a member of the WV Chamber of Commerce.

Vincent, Ronald Judson, June 3, 1924 - December 6, 2015, of Orinda.

Ron was born in Berkeley, CA. He was a student at Santa Clara University when he enlisted in the Military. He was a bombardier during WWII with the 359th Bombardment Squadron, 303rd



Ronald Vincent



Joseph Waddell

Bombardment Group when his B-17 was shot down over Germany in May of 1944. Ron spent the rest of the war in a German POW camp until liberated when General Patton broke down the camp's gates in his Sherman tank in 1945. Ron met his beautiful wife, Ellen Owens on a blind date in Piedmont. They raised their four children in Orinda. Ellen passed away in 2000.

Waddell, Joseph K. Jr., age 93, of Madison, passed away Aug. 24, 2015. He was born on June 23, 1922, in Memphis, Tennessee. He was with the 381st BG. While serving in the U.S. Air Force, Joe met Roslyn L. Hogenson, at the USO in Memphis. Roslyn was serving in the U.S. Navy. It was love at first sight. They

married on Aug. 10, 1944 in Atlanta, Ga. After the war, Joe made the U.S. Air Force his career for the next 24 years. Following his military career, Joe worked for the State of Wisconsin for 20 years. As the family genealogist, he and Roslyn travelled extensively searching for ancestors here in the United States and in Norway, England, and Scotland. An eternal optimist, he made friends wherever he went. He earned his pilot's license while still in high school. He now has a new set of wings and can fly again. Joseph was preceded in death by his wife, Roslyn.

Waters, Kenneth Theodore, age 93, of Mt. Airy, NC died January 31, 2016, at his home. Mr. Waters was born in Philadelphia, PA on June 18, 1922. He served in WWII with the 96th BG as a B-17 pilot and participated in operation Aphrodite. He was an avid sailor and played tennis. He retired from Boeing's Helicopter Division as an Engineer. Mr. Waters was a very loving father and grandfather and was devoted to his wife, Dorothy.

IN MEMORIAM



Neil Roy Perry 89, of Manton, MI passed away Tuesday, May 29, 2012 peacefully at his home. He was born July 25, 1922 in Greenwood Twp. to Neva "Joe" (Paddock) Perry. Neil grew up in Manton and graduated from Manton High School in 1942. He married Katherine A. Merritt August 25, 1944 in Manton. He served in the US Army Air Corps for 3 years with the 381st BG, 533rd BS, as a radio operator and machine gunner on B-17's in the European Campaign out of Ridgewell, England, and was a veteran of 31 missions during World War II. Neil was an electrician and member of the International Brotherhood of Electrical Workers Local 665 Lansing, MI, and was an

I.A.E.I. State of Michigan Electrical Inspector for 24 years. He served as Chairman for the Michigan Inspectors Forum, and a Life Member of the Michigan Chapter of IAAI Arson Association. He was a Life member of V.F.W. Post 7806 Manton, Life member of the 8th Air Force Historical Society, Savannah, GA, and a member of the Manton City Museum Board. He was the Assistant Curator and instrumental in the Development and Building of the award winning Veterans Historical Museum and he was involved for many years with the Manton Harvest Festival Committee.

Neil was an avid outdoorsman, loved hunting, fishing, golfing and bowling. He was a very loving and caring person. Neil is survived by his wife, Katherine Perry of Manton; sons, Stephen (Pam) Perry, Michael (Leanne) Perry, David (Lois) Perry; daughter, Pamela (Roger) Jenema. He is also survived by 12 grandchildren, 25 great grandchildren, and 4 great-great grandchildren. He was preceded in death by his mother Neva (Paddock) Bartel and stepfather A. J. "Art" Bartel.

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The Birthplace Chapter

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In this month's President's Report Charles Sitrin introduces our three new board members—Steve Bowman, Bill Murdock and Loretta Ray. How lucky are we to have such extraordinary and accomplished members help guide the Chapter. Our dinner speakers this month are Heather Thies and Marvin Ray. Heather is the Director of Education for the National Museum of the Mighty Eighth Air Force and Marvin is a museum volunteer and a member of the Birthplace Chapter Board. They will report on the recent World War II conference that was held in New Orleans at the WWII Museum.

Margaret Polk

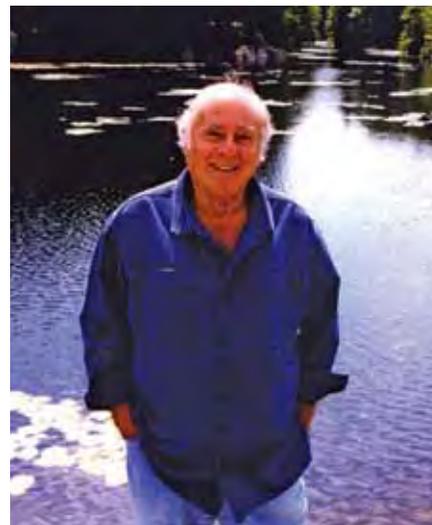
Folk Figure. A native of Memphis, Tennessee, Polk was first introduced to an Army Air Corps pilot by the name of Robert Morgan by her sister Elizabeth. Shortly after, the couple soon started dating and eventually

became engaged. When Morgan was assigned his own B-17 Flying Fortress in 1942, he would ultimately show his love for Polk by naming the plane the "Memphis Belle" in her honor. The "Memphis Belle" would go on to become credited as the first plane to fly the required 25 missions in the European theater. After the war, the relationship between Polk and Morgan ended, however the two would remain good friends until her death at the age of 67 of cancer. Margaret Polk would remain dedicated to the "Memphis Belle" and up until the day of her death, was a driving force behind raising funds for preserving the plane.

Submitted by Robert "Bob" Moses
(Past - 8th AFHS Officer)

Dearest Darling Movie-Star!

Once again, you and the 8th AFHS staff have created an epic issue of the *8th Air Force News*!! Bravissimo!!! Thank you for publishing



my poem, "Elegy." I am surprised that there was a typo at the beginning of the third verse, where it says "a women" instead of "a woman". Is it possible, my Darling Donna, that in the future, my poems might be printed in a larger font without taking up more space? It's a trifle hard to read. Meanwhile, let's renew our pledge to meet at the Russian Tea Room, at Table 50. Much Love to the Neely Family!! Light and Fluffy!!!
Marvin Silbersher

Soon after this sweet email was sent, Marvin Silbersher passed away December 7, 2015. Marvin submitted poems that were included in this magazine, he also published a book of poems "The Bells of Hell." One of his poems are printed on the back cover of this issue. Marvin was a technical sergeant, radio-operator-gunner in the 711th Squadron, 447th Bomb Group, 3rd Division. His full obit is on page 42 of this magazine.

How About It!

Dear Chaplain Wassom,
I always turn to you "HAI" page 47, when my *8th Air Force News Magazine* arrives. Your words are calming and offer hope. But this time it was your reference to our ages that prompted me to write. I



Throw Back Photo Honoring Margaret Polk of The Memphis Belle with Robert Bob Moses and Ned Rooks Gunner - 379th BG



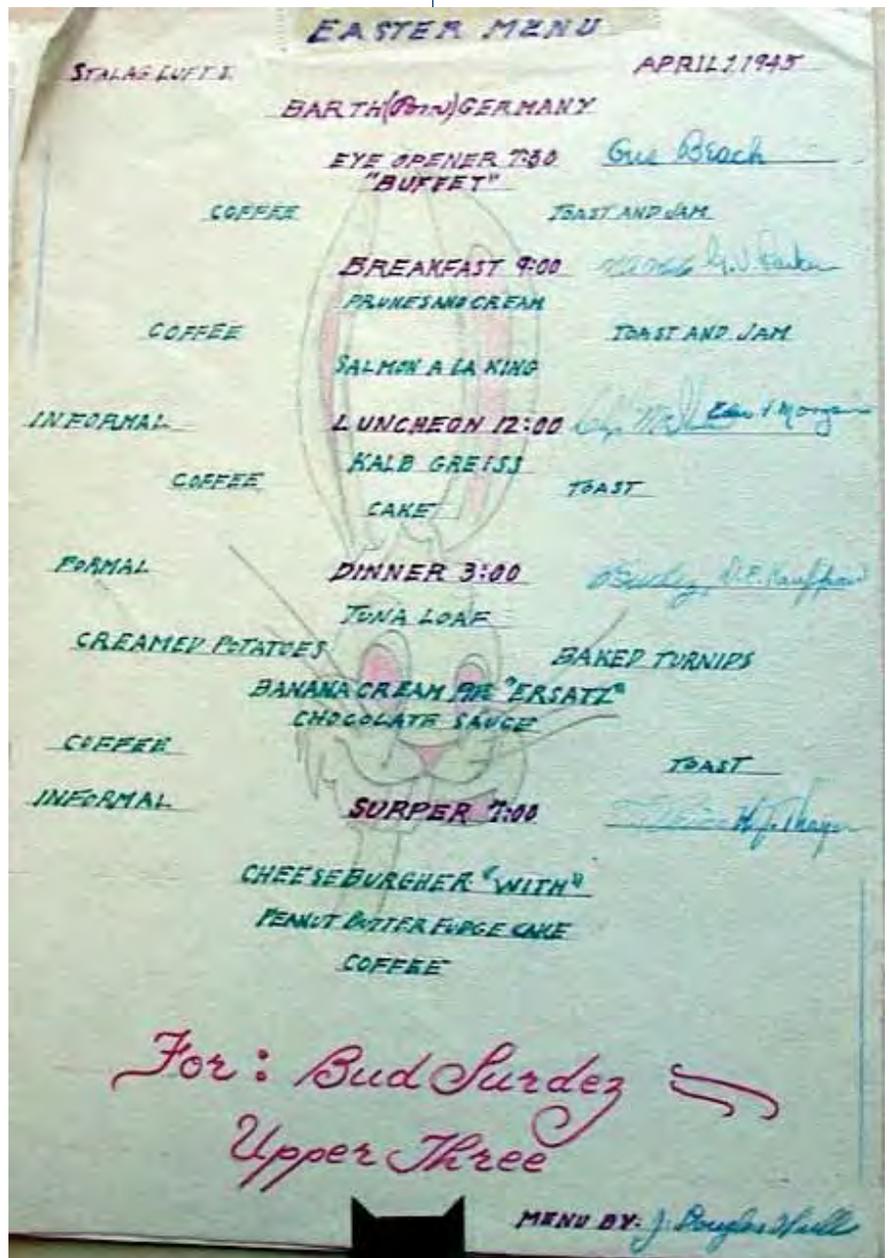
Frances Nunnally
7139 Cherokee Road
Richmond, VA 23225

Easter menu

Co-pilot, Robert P "Bud" Surdez [96th BG/413th BS] along with his pilot, Charles F Geyer, Jr., were shot down on 20 Oct 43 as their B-17 crashed into the house of Mr. Rijkssen, of Soestdijkseweg, in De Bilt, near Utrecht, Holland. Even though they spent the next several months as prisoners at Stalag Luft 1, they retained a remarkable sense of humor as evidenced in this "Easter Menu" courtesy of Jacobus de Swart.

am 94, which seems unbelievable to me! I am a Holocaust survivor. My mom, dad and only brother perished in the camps. Today their names are engraved on the "EMEK Holocaust Memorial" along with the names of my grandmother and my mom's three sisters. The Memorial, located in Richmond, Virginia, is now placed on the National Register of Historic Places.

This was the evil that the brave young men of the "Eighth" sought to eradicate, all too often at the cost of their own lives. Much else in your column brings back memories of my "English Wartime Life". Mr. Churchill, our beacon during those dark days. "Blood Sweat and Tears!" On a more prosaic level there was the strict rationing. The one egg per week, the small cube of meat. Milk and orange juice was for babies only. I then served in the A.T.S. (British Army) from November 1941 to February 1946 and remember that most of us girls gained weight on the starchy diet of potatoes and bread. Nearby U.S. Air Bases often had dances, with live bands, and sent Lorries (trucks) to pick us up as dance partners. At the dances we were often given an orange and candy bars (what a treat). Thank you for "How About It"! Sincerely





*Earl and Cindy Wassom
request the honor
of your attendance
at the celebration of their*

**70th
Wedding
Anniversary**



The Bride Cynthia and The Groom Earl - April 19, 1946

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memior, **“Until Then”**
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GRATITUDE

It happened almost immediately. I was amazed, then shocked at what was suddenly and almost mysteriously occurring in my life. Is this psychological, am I just imagining this or is it real? It had never happened to me before. I told no one of my dilemma, not even my wife. I would try and “figure it out” on my own. I reviewed recent events occurring in my life and nothing had changed. I was a veteran, married, retired, a dad, a grand dad, living a comfortable life and there was little, if any, turmoil in my family. I visited the pharmacy quite often, also a host of doctors, all of whom were quite proud of the fact that they had a patient over 90 years old and “still going strong”.

We chatted during every office call and my doctor listened attentively to my faintest complaints. I disclosed that I was more prone to stumble and at times, my equilibrium wasn't ‘up-to-par’. His advice was, “well, whatever you do, don't fall down.” He followed up by declaring, “go to a medical supply store and buy yourself a cane....you aren't a cripple but this will steady your step and keep you from falling.” I bought the cane!

Then it happened!! With that ‘stumble-proof’ cane in my possession to keep me from falling down, I was now, in the eyes of the public, a really old codger living on a ‘wing and a prayer’. Veteran's Day, the newspaper reminded the public that seventeen million young men and women had been in uniform in WW II serving their country, now there are half-a million still living, and I was one of them. A WW II Veteran! Wow! Marshall of the Veteran Day parade. When speaking at high school assemblies, usually a raucous bunch, the kids become quiet and attentive and

later, crowd around wanting the autograph of the speaker. Little kids at the elementary school gathered around wanting to have their picture taken with the ‘guest’. These were special events, but what about day-to-day encounters? Now, the presence of the cane became more of an issue to me.

At first, it was embarrassing. When entering a store, a darling little female, a high school girl would see me with my cane, step back, hold the door and wait for me to enter. This confused me. Gentlemen always held the door for a female, old or young. Also, strapping young High School jocks would stand back, holding the door for me and help me with my packages. It was hard for me as I offered ‘over my shoulder’ a weak “thank you.” They were always gracious. Others would learn that I was a veteran and would look me in the eye and say, “thank you for your service”. It has taken time for me to realize, but I have learned that expressing gratitude is as meaningful to them as it is to me. Saying ‘Thank you’ is the best prayer that anyone can utter. I have since learned that ‘thank you’ expresses extreme gratitude, humility and understating.

What may seem to be an utter travesty can become a blessing. I have a war-time buddy, let's call him Joe, who lived near a large city, all alone in his cottage. His wife preceded him in death, he was lonely, he was in frail health and over the years, maintaining his home, his car, his health-care related activities, his social outlets and buying and preparing food for himself were almost overwhelming. Through a series of personal mishaps, his entire way-of-life had to change. He miraculously has been taken-care of.....a new home, every detail of his life is administered for him, he is near



Earl Wassom

a Veterans Hospital, he has new friends, and three meals a day are his without any hassle. Joe has uttered lots of prayers of Thanks. He has expressed so much gratitude for the ways things have worked out for him. He openly gives thanks. In an article written by Melody Beatte, she sums up Joe's dilemma and deliverance in the following words: “Gratitude unlocks the fullness of life, it turns what we have into enough and more. It turns denial into acceptance, chaos into order, confusion to clarity. It can turn a meal into a feast, a house into a home, a stranger into a friend”.

A prayer: May earth be better and heaven richer because of the gratitude expressed in the lives of the ‘Joes’ now living on this planet and those who have passed on. A Men.

Earl Wassom
466th Bomb Group
Chaplain, 8th AFHS





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**Left behind beneath our feet, left for
"The Book of Life", written on the wind
Were the murmurs of our presence**

**Where we walked
Where we flew**

**Marvin Silbersher
447th BG
Crew #80 "Blithe Spirit"
1924-2015**

