

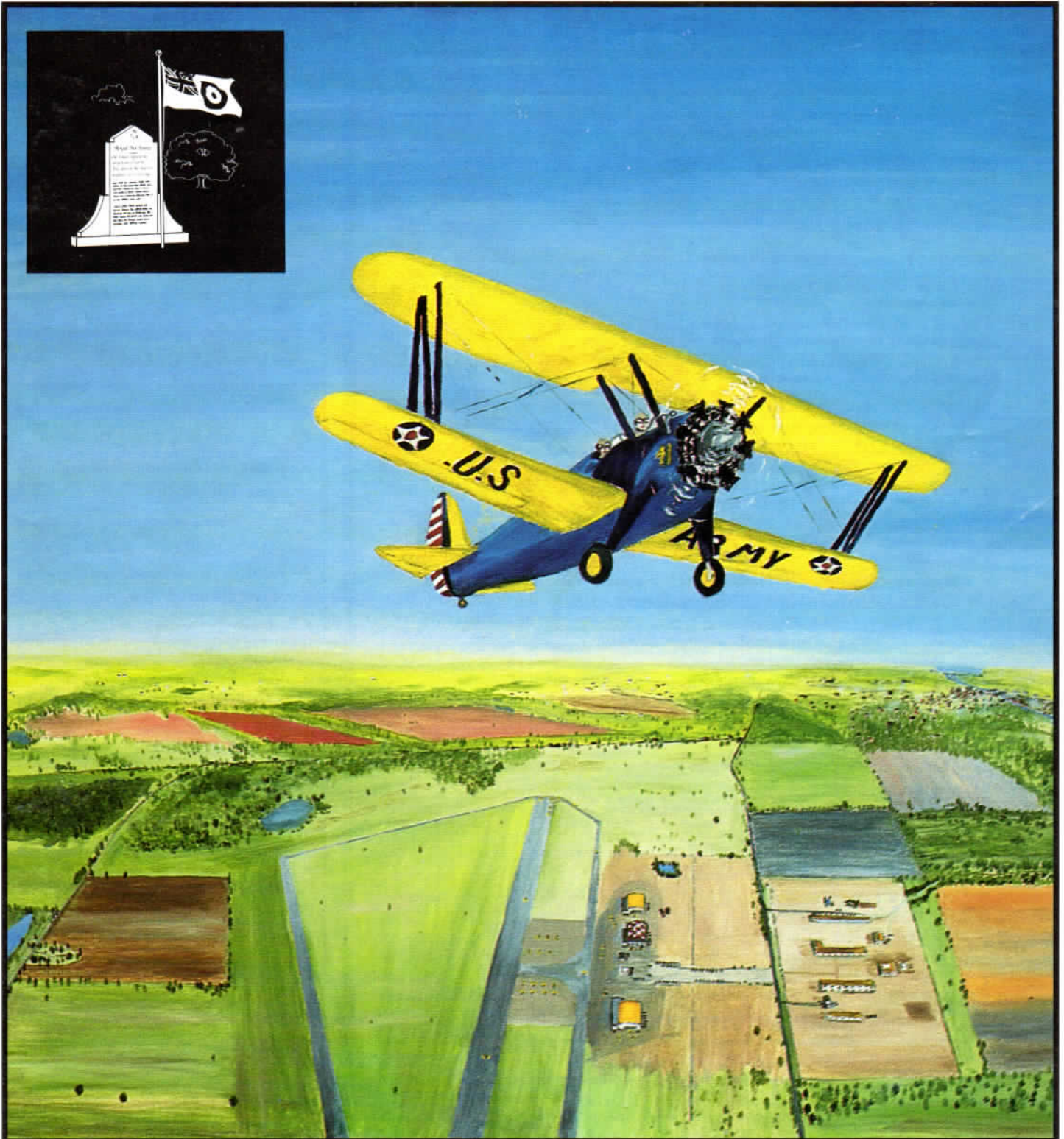


# th AF NEWS

VOLUME 96, NUMBER 3

- Voice of "The Mighty Eighth" -

AUGUST 1996





# th AF NEWS

Magazine of

## The Eighth Air Force Historical Society

Managing Editor – James W. Hill

Please address questions concerning membership, address changes, distribution, and missing copies to the Membership Records Manager listed below. (\*)

This magazine is dedicated to Lt. Col. John H. Woolnough, founder of the Eighth Air Force Historical Society and editor of the Eighth Air Force News for 16 years.

The Eighth Air Force News (8AFN) is published four times a year (February, May, August, November). Please submit material to the editor at least 30 days before the desired issue month. We cannot acknowledge receipt of material or be responsible for its return. All unused material will be deposited in the 8th AF Archives. For advertising rates, call editor (See below). The 8AFHS does not endorse or guarantee the products of its advertisers.

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**Front Cover:** "High Flight Over Darr" Oil Painting by James W. (Red) Hall, Member of RAF in Albany Committee. The photo and story on page 4 were contributed by Robert M. Drake of Albany, GA.

## Mission Briefing

The "biggie" for this issue is the opening of the "Mighty Eighth" Heritage Museum in Savannah (pp14-17), which was a resounding success. Harry Crosby does an excellent job in documenting and coloring it. Our front cover illustrates the "reverse friendly invasion" by the RAF in Albany, GA. Flip back the pages of memory to the article on Stone, England and "Ghosts of the Runways" on page 7, and your customized crew positions on page 9. Note the plans for the USAF Memorial on page 6 and the Hill Aerospace Museum on page 5. Read and see the tale of the "Screwball Express" and its devastating mission to Hamburg on pp 12-13. Mix this with the usual regular features, cartoons, pictures, etc., and I predict you'll have several days of real enjoyment and nostalgia. And don't forget to make your plans for the upcoming Reunion in fabulous Orlando. "Time's a'wastin'."

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## President's Message

Correction: On page 6 of the last issue of the 8th AF News it states that I was a lead pilot, which was in error. I was co-pilot on the lead crew of Capt. William T. Moore. Bill was the best pilot I ever flew with and unfortunately died of cancer shortly after the war. We had an outstanding crew and members still living are Joe Pritchett, Navigator; Robbie Westmoreland, Bombardier; J. B. Macreery, Radar Navigator; and Gunners Dean Sassaman and John Killpack. I did check out as 1st Pilot and flew a mission to Hanover with a pick-up crew but completed my missions with our original crew who had all gone through training together. We were informed that the members of our crew were the first ones in the 447th BG to complete their missions on the same day having suffered no injuries or fatalities.

I urge you to make plans for the Orlando Reunion and get your reservations in the mail. The Clarion Plaza Hotel is beautiful and has great facilities for the reunion. With the entertainment arranged by Armed Forces Reunions and the top-notch reunion program, this year's meeting should be one you will not want to miss. Come and enjoy the camaraderie and fellowship.

Jim Hower

## Membership Manager's Message

We continue to receive applications from 8th AFers contacted through Carolyn's special membership drive. The response has been gratifying! If there are any other groups or units who wish to participate, we will be glad to extend the offer beginning September 1.

An unusual number of members have written to say they did not receive the May issue of the 8AF NEWS. Remember that your copy is mailed to the address we have on file. Unless you make special arrangements with the Post Office, your copy is not forwarded. We are trying to print only the number of copies needed for our paid up members (including Life Members), so we can keep our printing costs down.

If you are responsible for membership in your chapter, group, or unit, please make sure you receive a copy of the updated membership list sent to your president. Sadly, of special concern are those still carried on our roster who are deceased. We will appreciate being advised of deceased members so a letter of sympathy and offer of a year's complimentary membership can be sent to the widows of members in good standing.

We look forward to greeting you at the PX in Orlando in October.

Art Swanson

## Information Manager's Message

The 1-800 telephone line is still quite active.

Members, potential members, the press, periodicals, museums, con men, and others call with requests, which usually results in answers for 80% of the queries.

In June a potential 8th Air Force member called and asked if the Society had members who were not in the 8th during WWII. I said we do and he went into a big harangue for about five minutes saying he wouldn't join our organization, etc. For the first time in six years, I gave him the opportunity to hang up first, which he didn't take, and I was forced to hang up on him. We wouldn't want an individual like him in the Society anyway.

The mail still averages about five pieces per day and we are still batting 80% in providing answers. Some letters are quite demanding on the info they want, and I tell them outright that I can't spend 3-4 hours on one request. If they want to pay me for research after hours I'll accommodate them. I haven't made any money yet.

As you know the Memorial Museum foundation and myself have quite a photo collection, and I would like to expand that. I would appreciate it if any member who has a picture of his plane and/or crew would send us a laser copy of it. I prefer a laser copy, as it provides the best detail. The cost is nominal (\$1.50 at Kinko's) and if you need reimbursement, let us know and we'll take care of it. A 5 X 7" copy is preferred, but we won't turn down other sizes.

So dig around and see what you can find and mail it to the 8th Air Force Historical Society, POB 7215, St. Paul, MN 55107. An acknowledgement will be sent. I will let you know how things are going in the next issue of the newsletter.

That's all for now.

Ed Kueppers (1-800-833-1942)

## BEETLE BAILEY



# Reverse Friendly Invasion: Brits Invade U.S. in World War II

By Robert M. Drake, Albany, Georgia

What's a Royal Air Force flag doing atop a flag pole, flying in the breezes of Albany, Georgia, U.S.A. in 1996?

Eighth Air Force veterans either participated in, or they are familiar with, the friendly invasion of the British Isles by hundreds of thousands of their compatriots during the Second World War. But few know that several thousand youthful Royal Air Force aviation cadets were sent to the U.S. for pilot training, and many of these youngsters received the silver wings of the U.S. Army Air Force in this country, and at the same time they were entitled to wear the wings of the Royal Air Force.

In 1940, following the fall of France, the U.K. found itself alone in the battle against the Axis powers. After the RAF victory in the Battle of Britain, there was a desperate shortage of pilots, and some U.S. government officials realized that America would likely face Hitler's hordes alone and woefully unprepared unless some way could be found to skirt this country's peacetime neutrality laws by furnishing the Allied cause with substantial help.

U.S. Army Air Force General "Hap" Arnold was one of the far-sighted officials who understood the critical necessity of helping Britain, and largely as a result of his efforts the Arnold Scheme, a program allowing the use of American air bases to train RAF pilots, came into being. Other programs for training British pilots existed in the southwestern and western U.S., however, the Arnold Scheme was confined to air fields located near eleven cities in the southeastern part of the country--Albany, Macon, Americus, and Valdosta in Georgia; Camden in South Carolina; Selma, Dothan, Montgomery, and Tuscaloosa in Alabama; and Lakeland and Arcadia in Florida. The British who trained at these locations are known as Arnoldians, and they learned to fly in U.S. Army Air Force planes, with USAF markings, and their flight instructors and most of the ground personnel were Americans.

When the Arnoldians first came to this country in the spring of 1941, they went directly to primary flight training fields. Shortly thereafter, however, it was realized that something was required to lessen the culture shock of coming from war-torn Britain with severe shortage of everything, along with its blacked-out and burning cities undergoing the Blitz. These very young men arrived quite suddenly in a warm part of the world that still was enjoying the full fruits of peacetime, with no shortages of anything, the cities

ablaze at night with lights, and an ambience that seemed to deny the existence of the life and death struggle raging in Europe. Strange local foods and customs added to the confusion, so an orientation period was added lasting several weeks preceding primary training. One orientation program was located at Turner Field near Albany, which city was also the site of a primary field, Darr Aero Tech. An advanced flight training center was also located at Turner field, where many Arnoldians received their wings.

As in the other southeastern U.S. locations, the British cadets were received in Albany with great warmth and affection. Most of them were in their late teens and early twenties and many were mothered and fathered in local homes. All were highly visible, even though prior to Pearl Harbor they were not allowed to wear their uniforms off base for fear of offending neutrality sensibilities. During their time in America, 1941-43, they became an integral part of the community as they were welcomed in businesses, clubs, churches, homes, and recreational facilities. Communication by mail was continued after their departure and many people were saddened to learn of war deaths and wounds sustained by these young lads.

In 1941-43, however, good natured understanding ruled the day as Brits and Americans adjusted to differences in customs and language. Both sides were sometimes shocked and then highly amused at the use of certain words that had entirely different meanings in British and American English. To the Brits, it was nothing less than sacrilege to ruin tea with ice cubes and then to consume it not only in the heat of summer, but all year round. To Americans, hot tea was used mostly to help when one was feeling puny or when one just wanted to be hoity-toity.

Seven British cadets perished in flight training accidents while based at Darr and Turner. Two of these were 19 years of age, the remainder in their early 20s. They were buried at a local cemetery, each grave marked at the time with a dignified granite pillow engraved with the name of the deceased, identifying him as a RAF cadet and showing the years of birth and death. In early 1991, several local people became concerned that in future years no one would know why RAF cadets were buried here, and that this unique and colorful period of local history would fade into oblivion. This group is now known as the RAF Albany Committee. By chance, the local committee learned that the former British

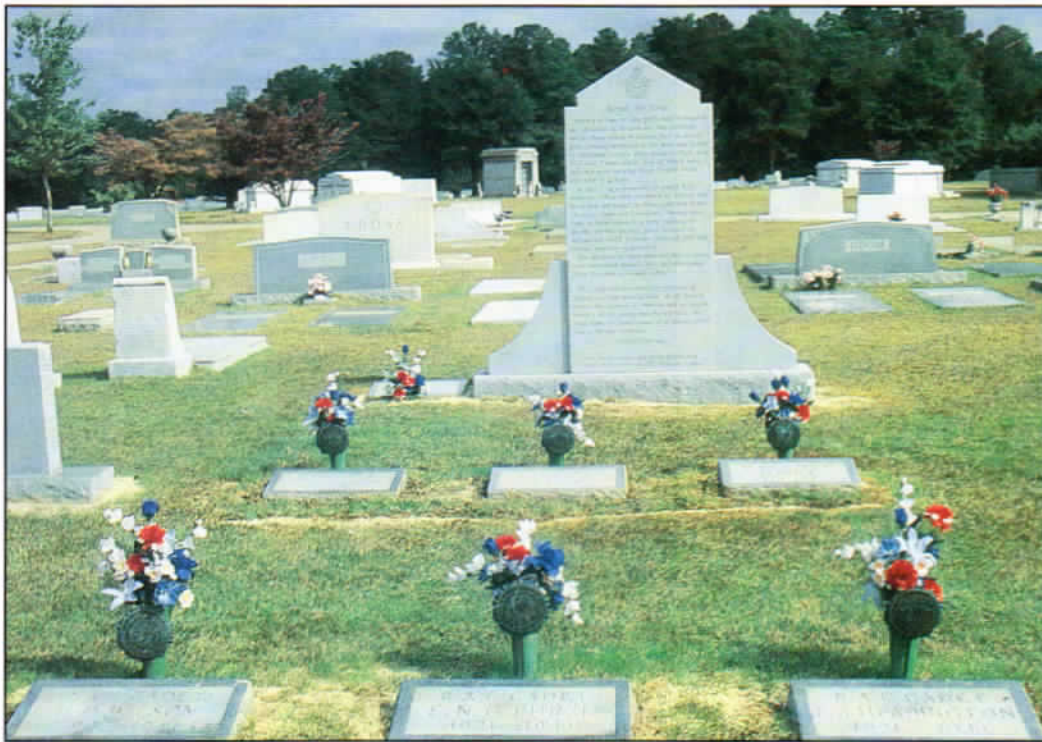
cadets had formed a group in England called the Arnold Scheme Register, and that a number of them planned an October 1991 visit to various Arnold Scheme locations.

This set into motion plans to coordinate the Arnoldian's visit with the dedication of a monument inscribed with a historical statement to stand vigil by the existing RAF graves. One thing led to another, and great local interest caused the visit to snowball from a simple monument dedication to a nostalgic dinner/dance at Radium Springs Casino, an old RAF haunt, a special church service and luncheon, and a farewell barbecue with literally the whole hog cooking and turning on the barbecue spit.

The generous financial response of over one hundred local people and firms permitted the erection of an eight foot high granite monument inscribed with the poem "High Flight" on one side and the historical statement on the reverse side. A white wrought iron meditation bench was donated, along with a permanent flag pole, and on special occasions, the RAF flag proudly waves. The monument states that it is erected in honor of all British cadets who trained in America and in special memory of the young men buried here, far from home in "some corner of a foreign field that is forever England..."

Upwards of 150 people from Britain and the British Commonwealth nations, in addition to many local people, attended the impressive dedication service for the monument, which featured various RAF and local speakers along with the band from the U.S. Marine Corps Logistics Base in Albany. At least one of the visitors, Margaret Abbott of Exeter, England, was very special. Ms Abbott's father was among the British cadets who trained at Albany. He was later shot down and killed over Europe in 1944, six months before she was born. As she retraced his steps, she remarked that she felt very close to him by treading on the soil where he walked so many years ago.

A few British cadets married local girls. Many went on to distinguished war records and post-war accomplishments. Cyril Joe Barton, a Darr graduate, was posthumously awarded the Victoria Cross, Britain's highest military decoration for valor. His three daughters are booked to attend the Arnoldian's final group reunion in Albany in September 1996. For further information regarding the Arnoldians or the Albany bases, contact Robert M. Drake, POB 1398, Albany, Georgia 31702 (912-883-1214).



Graves of seven RAF Aviation Cadets buried at Crown Hill Cemetery in Albany, GA.



In front of a gigantic mural depicting aircraft flying in training over white-capped Utah mountains, members of the Utah Chapter of the 8AFHS held an open house recently at the Hill Aerospace Museum at Hill Air Force Base. Many of the veterans were squeezed into original WWII Air Force gear such as A-2 jackets and garrison caps, while others were garbed in jackets and trousers made of look-alike expandable material. Much memorabilia was on display, including a poster showing logos from many different divisions of the 8th Air Force. The Hill Aerospace Museum, which represents all eras, has benefited from generous private donations and a Utah State grant. Major 8th Air Force supporters of the Museum and participants in the exhibit included John Lindquist, Nathan Mazer, Jerry Folsom, John Moore, Al Conta, George Hansen, and Sam Ross.

## Air Force Memorial Soars

Two Washington area commissions unanimously approved a proposed design concept of the Air Force memorial, clearing away the last major hurdle to completion of the project. The star-pattern monument is to be in place by the year 2000.

Though memorial designs often provoke controversy, the design by James Ingo Freed (see photo) won the approval of both the Commission of Fine Arts in Washington and the National Capital Planning Commission. Fine Arts Commission Chairman J. Carter Brown called the design "absolutely brilliant."

Lt. Gen. Robert D. Springer, USAF Ret., executive director of the Air Force Memorial Foundation, said architect Freed and his associates made several attempts at futuristic designs before focusing on the star pattern. The memorial will feature a structure with an open pentagonal top, the highest point rising fifty feet from a granite platform and supported by five triangular fins. At the base, the points of the fins meet the five points of an Air Force star engraved in the platform. On the west side will stand an honor guard of four



slightly larger than life sculpted figures emerging from a rough block of stone and holding the American and USAF flags.

Below ground, the memorial will feature a 15,000-square-foot exhibit center portraying the past, present, and future Air Force, and a special meditation room.

The memorial will stand on Arlington Ridge, near Arlington Cemetery and adja-

cent to the Iwo Jima Memorial and the Netherlands Carillon. The Memorial Foundation, a nonprofit organization set up in 1992, expects to raise \$25 million from private funds to build the memorial. The Foundation has a small staff which occupies rent-free office space provided by the Air Force Association in the Washington, DC area.

## SHADOWS

By Don Kent, 401BG (From the 401st Newsletter "Poop From Group")

We gather in the twilight, looking back through the shadows and mists to the events of 50 plus years ago. Wednesday, around 11:30 A.M., about twenty or so of us drift into the American Legion Club in Richfield, MN for lunch. Graying, balding, with burgeoning waistlines, we are getting old, yet we grow younger with each meeting, telling and retelling each of our own individual stories of those days so long ago.

We gathered together then also at about 0300, sleep still trying to take us back to the sack. But we had a job to do. We straggled to the mess hall, hoping for fresh eggs with ham or bacon or sausage; maybe pancakes, but more often than not settling for that all-time favorite, S.O.S.! Wash this down with a hot (or Luke warm) cup of battery acid. (Today we eat Lo-Cal specials, forage at the salad bar, and worry about our cholesterol.) Then we got on the truck and our work day began.

We were the pilots, copilots, navigators, bombardiers, gunners of all occupations, plus a jammer and a solitary radio operator. Primarily the B-17 was our flying home during WWII, but we let some B-24 types in. Most of us flew in the "Mighty Eighth," and there are a few from the 15th. Once in a while we let a Corsair pilot slip in the back door; and there are always a few who served on the ground.

Fifty-plus years ago we talked of our families, dreamed of our girls back home, went to the pub and drank that warm English beer. We played cards and went on pass to London. We played darts and danced with the Land Army girls at the local dances. Now we are the "zipper" crowd, and talk about cholesterol, prostates, cancer, and how many by-passes we have. And our old friend "arthritis" rears his painful, ugly head. "Jitter-buggers" are now "hobble-alongers"! What a difference half a century makes.

We flew, combined, countless missions, bounced over fields of flak, shot at and got shot at by ME-109s, FW-190s, and even a few ME-262s. We dropped our bombs and fought back to our Quonset Hut homes in England. Some stayed as guests of the enemy and many, many left this earthly vale and grasped the hand of God.

Even now, we are called to escort a fallen comrade on the last measured path of this mortal existence, as we say farewell to a friend, a brother, a comrade-in-arms.

We laugh and joke and reminisce, and sometimes sit in contemplative silence. The shadows lengthen and the mists cloud what once was. If it weren't for these gatherings, maybe these memories would be lived in solitude and sadness.

But one day a week we are young again, pre-fighting, starting engines, and taxiing once more to the end of the runway.

On weekends during the Spring and Summer months, we gather in smaller groups, at Flying Cloud airport, around our very own 50-year-old sweetheart, Miss Angela. This B-17 rolled off the assembly line just about the time the war ended, so she saw no combat action. We treasure this old girl, and we sit in our respective crew positions and go back through those mists of time to those days when we rose off dozens of different runways in England with a mighty roar to do combat over enemy territory. The memories become vivid as we slip back to 50-plus years ago.

And we have the privilege of telling others our various stories and share our memories with people who were not even born yet. We share because we have so many stories to tell, tales of heroism, sacrifice, discomfort, fatigue, and of the job that had to be done. There may be some embellishment to a story or two, but that's okay. Only we know what really happened.

The mists deepen and the shadows lengthen and memories fade as we get older. We all need something like our gatherings to keep us in touch with what once was, so long ago.

## Do You Remember Stone?

By Shirley S. Holmes, Clark Summit, PA (Former WAC at Stone)

If you arrived in the UK by troopship, whether as a member of a full crew or a single replacement, you probably experienced Stone. You may also have reached the UK by air with your whole crew and been sent to Stone for assignment. If you completed your missions and were returning to the US, or if you were asking for an extended stay in the UK (to get married?) or if you had been interned in Sweden or Switzerland or were an escapee who been sheltered, probably in Belgium or France, you undoubtedly remember that you had to spend a few days in British-built, hut-style barracks in a large replacement depot whose "halls" were named for British naval heroes. You may even remember the quiet rolling countryside that surrounded the halls and the little pub just outside the main gate which was, of course, off-limits. If you remember any of this, you were at Stone.

In reality, Stone was the small town about three miles away in Staffordshire in the Midlands, and was most famous

for its brewery. "Joules" were making ale in Stone when Dick Turpin rode to York was their proud boast. And Dick Turpin, a famous highwayman, made his London to York ride on horseback prior to 1739 when he was hanged in York for his misdeeds.

If you were lucky enough to be in Beatty, Howard, or Duncan Hall on certain Saturday nights, you would have been treated to a dance at the Red Cross with music supplied by a quite good RAF band from a nearby station. You might have danced with some of the WACs, or you might have gone to the movies on base or retreated to the small library. If you were very enterprising you may have wangled a pass to Stone. There were usually several Yanks in "The Crown," they tell me.

Most former POWs, Internees, Evaders, and Escapees were processed at Nelson Hall. If you were billeted at Nelson Hall, however, you might never have heard of Stone. Nelson was about six miles in the opposite direction and

much more isolated. There was no Red Cross there, and the Chaplain came only once a week; but there were WACs there. Five of us were delivered each morning by weapons carrier from Howard Hall and were returned at the end of the day, often after midnight because you often arrived in large groups after 2200. While you grumbled and stood or sat on the floor in line we grumbled and manned our typewriters and made out little cards with your critical information.

All of us in the WAC detachment worked in the processing of the casualties in some way. Most were clerk-typists or supply clerks who compiled the volumes of military paperwork that followed you or else got lost somewhere. One of us may have given you a shot or two or three. Stone was the place that filled the requisitions from the bomb groups for crew members, and it was the place that you were sent to when you completed your missions and were ready to go HOME.

## Ghosts of the Runways

By Forrest Clark

English flowers bloom along the runways using each and every crack to germinate their yellow, blue, and red blooms.

Yet other things take root and bloom along the runways of the old air base. There is a mighty bird that sometimes on fog bound nights roars along the runway, skimming the concrete cracks and the distant hedgerows.

I hear, on the slight wind from the east-west, the words of an old song coming over the intercom summoning the past, "Roll me over lay me down and do it again." It's not a very clear early morn but the songs remains on the air. It's the voice of our navigator, Lt Robert Weatherwax I hear.

There are ghosts that bloom along the runways, silent for years but now stirring in the wind, the same wind that echoes through and about the ruined control tower. I remember the words coming on the wind of our radio operator: "This damn English weather. I

can't wait to get out of here and back to the Bronx."

English weather often played tricks on bomber crews and more than one mission was scrubbed by the weather. But despite all, to see again the rows of walls, the village churchyards, and the patterns of fields and woodlands of England was always a welcome sight to bomber crew eyes.

I can see and feel the time a friend, radio operator, ran into a moving prop one early dawn before takeoff, the time a bomber burst into flames on the flight line, the time a rookie crew crashed on landing, and the times thick fog shrouded the runways even through the flare paths.

I can see again in memory navigator Bob Weatherwax, his flight cap pushed far back on his forehead singing "Roll Me Over," and the sounds of that song coming through the intercom.

I can hear that peculiar squeaking sound as the wheels hit the runway after

a long mission, and the whisper as the engines were cut off and the bomber came to rest.

However, the most enduring and most vivid ghosts are the friends and fellow crew members left behind in the skies--Sgt. Sofferman and Lt. Dave Edmonds among many others. They too haunt the runways and mix like sighs with the wind and the quiet.

There is a corner of old air base at Shipdham where the 44th Bomb Group was quartered that is particularly haunted. Friends of the Eighth tell of weird sounds and an icy feeling as they pass this corner. The bomber of a green crew rested there in dispersal during 1944. One day returning from a mission the bomber had damage to one engine and made a turn into that side resulting in a spin that sent them down. All died in that crash; but the place where their plane rested is now haunted.

Who can forget these ghosts of the airfields?

# Funeral honors missing Ohio airman

By ALISON GRANT  
PLAIN DEALER REPORTER

MILLERSBURG — Flight Officer Frank D. Gallion teased his 7-year-old niece in a letter from the European Theater: "Don't sit under the apple tree with anyone else but me 'til I come marching home."

Yesterday, Gallion finally returned to Ohio.

His remains were buried under towering spruce trees shrouded in mist and rain on a knoll in Pleasant Grove Cemetery outside Millersburg, where he grew up.

"For 52 years, the family has waited for this day," Pastor Charles Godfrey said.

Gallion was flying his P-47 Thunderbolt fighter toward Wilhelmshaven, Germany, on Nov. 3, 1943, as part of an escort for B-17 and B-24 bombers. As the formation passed north of Amsterdam, it was attacked by German fighters. Gallion's plane was shot down by a Messerschmitt 109. It plunged into the Zuider Zee.

The wreck was discovered in 1993 by a Dutch boat checking on shipping lanes in the shallow inland sea. A propeller on the boat became caught in a machine gun on Gallion's P-47.

In February 1995, the Dutch navy hoisted the Thunderbolt from 10 feet of water. Gallion's nearly intact skeleton was in the cockpit.

Dutch officials tentatively identified the pilot using dental and medical records supplied by the United States. But it was another year before a U.S. military forensic lab in Hawaii made a positive identification.

Thursday, Gallion's cremated remains were brought by military escort to Millersburg in the hills of Holmes County, about 80 miles south of Cleveland. About 150 people gathered yesterday for a graveside service in the small cemetery eight miles south of town.

"We lay the remains of this man, a soldier, a brother, an uncle, a friend, in the earth," said Godfrey, the family's pastor.

Relatives sat under a tent near the headstone placed in the cemetery after Frank Gallion was reported missing. An honor guard from Fort Knox, Ky., standing near a rank of spruce trees in the rain, delivered a 21-gun salute.

Afterward, the funeral party returned to Millersburg for a reception at the American Legion. On a table the family laid out artifacts found in the P-47 when it was brought to the surface: leather boots, some uniform buckles, a rusted Zippo lighter and a pant cuff.

Family and friends drank coffee and reminisced about the young war hero. Bob Wachtel, a nephew, said his uncle taught him

how to build model airplanes. When the Army Air Force sent word that Gallion was missing over Holland, the teenage Wachtel went onto the roof of his house, set a model airplane on fire and threw it over the side. "We took it pretty hard," Wachtel said.

"He was assumed MIA, but nobody ever confirmed that," said Gary Gallion, a nephew from Millersburg.

Gallion's brother, Ottmar, went to Europe in the late 1940s, trying to retrace the airman's steps to find out what happened to him. Most of all, the family feared he had fallen into enemy hands.

"My mom for years hoped that he was alive in the Dutch underground," said JoAnn Ott of Pennsylvania, a niece. Ott said some relatives wondered if he had suffered amnesia and was alive somewhere.

Clela Joy Davis, 88, of Walnut Creek, Gallion's surviving sister, even went to California in the early 1950s to check out a report by a family friend who had seen a man who resembled Frank.

The Gallions said the funeral brought an end to questions that lingered for half a century.

"I'm glad he's home," his sister said.

From Cleveland Plain Dealer, May 28, 1996  
Gallion was with the 4th FG/334th FS (Debden)



A 1941 photo of Frank Gallion, whose remains were brought home to Millersburg.



## Customized Crew Positions

We have received several replies to our request for accounts on how airmen customized their crew positions.

Ken Wilson, 452BG/728BS, hung his infant son's booties on his ball turret gunsight for luck (the son is now 52 years old). That plane was shot down and the crew broken up. Later, in the 15th AF, he hung them from the top of the waist window and completed 35 missions.

William J. French, Jr., 452BG/731BS, affixed a funnel and relief tube in his tail position and drilled a hole so the tube stuck out the bottom of the tail. Sometimes the tube would freeze up and he'd have to crush it to open it. This way, he didn't have to go to the waist to relieve himself, and his position was always manned (that's for sure).

Bob Lopiano, 385BG, volunteered to take over the tail position but complained that the bicycle seat was not comfortable. His crew chief rigged up two ammo boxes nailed together and bolted to the floor so he could sit with his legs outstretched. It was quite comfortable, especially when he obtained an old seat-type parachute for additional cushioning.

W. A. "Mike Quering collected the wooden tops from .50 cal. ammo boxes and fitted them in between the ribs of the fuselage all around the waist position. His pilot raised hell and said, "Quering, that won't save your butt." That proved to be true, because when Mike was wounded the flak came up through the floor. He never saved box tops again.



Salute to a fallen hero

Jeffrey Goldstein of Elizabeth and his aunt Ruth Stein, sister of Lt. Meyer Stein, standing at attention during the rededication of the refurbished Lt. Meyer Stein Memorial Field in Rahway. The lieutenant, a Rahway resident and a member of the 8th U.S. Army Air Force, was killed in action in Europe during WWII.

Photo by Amanda Brown

## Book Reviews

**Eighth Air Force Bibliography: An Extended Essay and Listing of Published and Unpublished Materials Updated and Revised—May 1996**, by Kenneth P. Werrell. This is a project of the 8th Air Force Memorial Museum Foundation, POB 201, Strasburg, PA 17579. Copyright May 1996. This is a reworking and updating of Werrell's 1981 Bibliography. It now includes 4,465 entries representing published books on the 8th Air Force. Werrell also classifies the various books according to subject, evaluates various references, and includes a definitive description of the structure and peculiarities of the 8th Air Force collection. Soft Cover, 507 pp. Price \$39.95 inc. S&H. Available from the 8AFHS PX.

Salute to Women of the RAF, Published by the Royal Air Forces Assn, 43 Grove Park Road, London W4 3RX, ISBN 1 870209 23 0 (1996).

Robert Trotter of Bristol, England sent to the Archives this soft cover, 42 page booklet, 8-1/4 X 11-1/2 in color. It is a beautiful tribute to the women who served in the RAF and should be possessed by anyone with connections to their service.

**Rich Relations: The American Occupation of Britain, 1942-45**, by David Reynolds, Random House of New York and Canada (1995). ISBN 0-679-42161-0, \$30.00. Hard cover, 6 X 9", 555 pp, B&W, Photos. This is a gold mine of interesting information on the American and Canadian buildup in Britain just before D-Day, 1944. Told with great insight and wit, the book teaches us a lot about ourselves and our British cousins.

# As I See It



by Editor Jim Hill

## Swansons Honored

Art and Carolyn Swanson were recently honored at the Pennsylvania Chapter Reunion for their outstanding service and contributions to the Chapter. Art was the Founding President and is now Treasurer, and Carolyn has been the Recording Secretary.

## Heritage Museum Dedication

When I found that I would not be able to attend the opening of the Heritage Center Museum, I asked Harry Crosby to cover it for this magazine. Harry is a former college English professor, long-time editor of the 100th Bomb Group newsletter, and author of the excellent book entitled "A Wing and a Prayer." We're sure you will appreciate his remarks. Thanks, Harry!

## Thoughts on the Fourth of July

Many of our citizens have forgotten, or perhaps never knew, what World War was all about other than exciting combat movies. They forget that we fought a deadly struggle with the "Nazis" in which many of us died. And who were the Nazis? The word stands for "National Socialists," and here is what Sir Winston Churchill said about them: "A socialist policy is abhorrent in the British ideas of freedom. Although it is now put forward in the main by people who have a good grounding in the liberalism and radicalism of the early part of this century, there can be no doubt that socialism is inseparably interwoven with totalitarianism and the abject worship of the state. It is not alone that property, in all its forms, is struck at, but that liberty, in all its forms, is challenged by the fundamental conception of socialism." Think of this when you enter the polling booth in November. We are still fighting the same deadly enemy.

## Youngest to Complete Combat Tour

Several months ago a chapter newsletter printed the combat record of a man who claimed to be one of the youngest in the 8th to complete

a combat tour (19 years, 10 months, 2 days). If your record is better or close, please fill in the dates below and let us know.

Name and Address: \_\_\_\_\_

Birth Date: \_\_\_\_\_

Inducted into Air Corps: \_\_\_\_\_

Received Wings: \_\_\_\_\_

Arrived at Bomb Group: \_\_\_\_\_

Flew First Mission: \_\_\_\_\_

Completed tour of \_\_\_\_\_ Missions at age of \_\_\_\_\_ years, \_\_\_\_\_ months, \_\_\_\_\_ days

Returned to U.S.: \_\_\_\_\_

Separated from Service: \_\_\_\_\_

## Tax Deductions for 8AFHS Business

Richard J. Forman (452BG) reminds us that those who conduct 8AFHS business at the direction of the Society may deduct the amount of their expenses incurred in computing net income. These unreimbursed expenses should be shown as a contribution to the Society on Schedule A, Form 100. You may wish to cite the following IRS Revenue rulings to back up your claim: 1) Unreimbursed travel expenses--Rev. Rule 55-4CB-1955-1291; 2) Delegate Expense--Rev. Rule 58-240, 1958-1CB 141; 3) Mileage Expenses--Rev. Rule 70-24, 1970-2CB-505; and 4) Meeting Expenses--Rev. Rule 58-279, 1958-1CB 145.

These deductions can be legally claimed by those who are appointed by the unit to be representatives at the Unit Contact Meeting, those who are asked to work on the Information and Membership Desks, and others who expend money for travel, meals, and lodging at the direction of the Society. The same rules apply to those workers in chapters or units that have been duly organized. Expenses of an accompanying spouse do not apply unless also authorized.

## Memorials at AFA Library

For a tax deductible donation of \$50.00 or more, a memorialization in the form of a permanent certificate will be placed in an Honor Book by the Friends of the AFA Library. The certificate can honor an individual, crew, or group. The book is an attractive leather-bound volume which is displayed in a prominent location in the Special Collections Branch of the Library. The funds received are given by the Friends to the Library to broaden its scope, meet essential needs, and expand its activities beyond those made possible with funds allocated by the Air Force. Submit contributions to the Friends of the Air Force Academy Library, POB 188, USAF Academy, CO 80840-0188. Submissions should include the honoree's name, a biographical summary or specified event if appropriate, and the names of the donors.

# Corrections and Additions to 8AFHS Directory Published in May Issue

Note: The 390th Memorial Museum Foundation, Inc., and the 390th BG(H) Veterans Association are now separate entities. Both are located at 6000 E. Valencia Rd, Tucson, AZ 85706 (FAX 520-574-3030)

## State Chapter Presidents

- Arizona Chapter**--Iris McCoy  
**Colorado Chapter** -- Robert Van Buskirk, 2691 Krameria St, Denver, CO 80207-3438  
**Georgia Chapter** -- Saul M. Kupferman, 1327 Merry Lane, NE, Atlanta, GA 30329-3903 (404-636-9178)  
**Pennsylvania Chapter** -- Lacy G. Lackey, Timber Lake Drive, Exton, PA 19341  
**Minnesota Chapter** -- Donald Zupan  
**National Capitol Area Chapter**--Norman Baer, 6108 Elm Street, Hyattsville, MD 20781 (301-864-1194)  
**Washington Chapter** -- J. Warren Roundhill, 6542 46th Ave NE, Seattle, WA 98115-7630 (206-523-9710)

## Unit Contacts

- Colorado Chapter** -- Mike Quering, 6369 S. Chase Ct, Littleton, CO 80123-6817. 303-794-8020  
**Ohio Chapter** -- James Erskine, 568 Colima Drive, Toledo, OH 43609 (419-382-8595)  
**The Mighty Eighth Air Force Heritage Museum**, POB 1992, Savannah, GA 31402 (800-421-9428)  
**385th BGA** -- Gerald W. Donnelly, 10770 SW 46th St, Miami, FL 33165  
**Yankee Air Force**, POB 590, Belleville, MI 48112-0590  
**398th BGA** -- George Hilliard, 7841 Quartermaine Ave, Cincinnati, OH 45236, (513-891-8533)  
**401st BGA** -- George H. Menzel, POB 15356, Savannah, GA 31416 (912-598-0276)  
**445th BGA** -- Ray R. Pytel, POB 484, Elkhorn, WI 53121 (414-723-6381)  
**466th BGA** -- Lou Loevsky, 16 Hamilton Dr. E., N. Caldwell, NJ 07006

## Station Contacts in England

- Deenethorpe** -- Graham Bratley (address unknown)  
**Lavenham** -- Peter Worby, 26Woodgreen Rd, Luton, LU28 BT, England (replaces Cox)  
**Molesworth** -- Robin and Sue Beeby, 40 St. Catherine's Road, Kettering, Northants NN15 SEN, England (011-44-1536 516423), and Brian S. McGuire, JAC-USEUCOM, RAF Molesworth, PSC 46 Box 404, APO AE 09469 (011-44-1480 842626)

## Newsletter Editors

- Minnesota Chapter Newsletter** --Merton Backlund, 2121 East Burke Ave., North St. Paul, MN 55109  
**Ohio Chapter Newsletter** -- Tim Erskine, 1019 Brayton Ave, Wyoming, OH 45215  
**305th BGA "Can Do Notes"** -- Jack V. Craven, 20 Gorham Lane, Middlebury, VT 05753  
**390th Bomb Group Newsletter** -- David W. Wetherill, 821 King of Prussia Rd, Radnor, PA 19087-3730 (610-688-3081)  
**390th BG "Framlingham Times"** (Air Museum Journal) -- Colin Durrant, 101 Avondale, Rd, Ipswich, Suffolk, IP39LA, England  
**2nd ADA Journal** -- Ray Pytel, POB 484, Elkhorn, WI 53121 (414-723-6381)  
**National Capitol Area Chapter**--Norman Baer, 6108 Elm Street, Hyattsville, MD 20781 (301-864-1194)  
**Colorado Chapter** -- David E. Shomper, 3170 Kittrell Ct, Boulder, CO 80303-7037 303-494-0629  
**North Carolina Chapter**--Gladys Stenstrom, 559 Eastwood Dr., Gastonia, NC 28054  
**446th BGA "Beachbell Echo"**--James E. Thomas, 103 Jacks Mountain Rd, Fairfield, PA 17320 (717-642-9060)  
**466th BGA** -- "Attlebridge Notes", Dan Fisher, 7941 Langdon St, Philadelphia, PA 19111  
**Air Forces Escape and Evasion Society Newsletter** -- Larry E. Grauerholz, POB 2501, Wichita Falls, TX 73607 (817-692-6700)  
B-24 Association--Editor Robert Vickers, 10552 Montgomery NE, Albuquerque, NM 87111 (505-299-3233)

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## Training and Deployment--306th Bomb Group

The 306th Bomb Group, which brags about being "Always First" and "First Over Germany" has racked up another first--the first to respond to my appeal for a record of their itinerary during training and deployment to the ETO. Their intrepid editor, Russell Strong has provided the following facts. I hope to compile in the Archives a complete record for all groups in the 8th, and suggest that you use this as a model for writing up your group. (JWH)

The 306th Bomb Group was formally constituted on 15 March 1942 at Salt lake City, Utah. Shortly thereafter the fledgling group was moved to Wendover, Utah, where it began its real organization. Squadron commanders and other leaders were designated in Special Order #1, issued 18 Mar 42.

1 Aug 42 the flying crews were on their way east with 38 a/c (B-17Es).

1 Aug 42 the ground echelon moved by train to Richmond, VA, arriving 5 Aug.

The 367th and 423rd Squadrons had a refueling stop and overnight at Chanute Field, IL. The 368th and 369th Squadrons made a similar stop at Scott Field, IL. The Scott contingent arrived at Westover Field, CT on 2 Aug. Three planes at Chanute got off before weather

closed the field and went to Washington, DC. All of these planes arrived at Westover 3 Aug.

Westover was a time for receiving new B-17F planes, for shaking down crews and equipment, and for flying submarine patrol off the east coast.

13 Aug the ground echelon embarked for Hoboken, NJ.

14 Aug 192 men from Westover also entrained for Hoboken and Fort Dix.

30 Aug the ground echelon embarked on the Queen Elizabeth. At 1000 the next day the ship left New York for Greenoch, Scotland, where they landed.

2 Sept 42 the planes of the 423rd Squadron departed for Gander, Newfoundland. By 4 Sept all other planes had left for Gander.

6 Sept, at night, the planes left Gander, heading for Prestwick, Scotland. 35 planes left Gander but only 33 made it into Prestwick. One plane blew up en route and the other crashed on the Irish Sea and the crew walked ashore.

8 Sept the planes began arriving at Thurleigh.

1-11 Sept the ground crews arrived. Thurleigh became the permanent home of the 306th, and they served longer at one station than any other bomb group in the 8th, eventually becoming the longest serving bomb group in the 8th.

## “Screwball Express” Over Hamburg, Germany — 20 June 1944

By Kenneth H. Cassens

The 379th Bomb Group stationed at Kimbolton, England supplied 18 B-17 Flying Fortresses for the lead group and 24 for the low group on the 20 June mission by the 41st Combat Wing “A”, 1st Bombardment Division. The 305th Bomb Group from Chelveston provided 18 Fortresses for the high group. The target was an oil refinery in an area defended by more than 400 anti-aircraft guns.

The wing of 60 B-17s, led by Brig. Gen. Robert F. Travis, was the first of three forces assigned to destroy Germany’s remaining oil production plants. “Screwball Express” and the crew of 1st Lt Howard E. Towers flew in the lead squadron. This was the 148th mission by the 379th BG, the 43rd by the “Screwball Express,” and the 33rd for our crew.

We attacked the target from an altitude of 25,000 feet at 257 mph ground speed at a magnetic heading of 268 degrees. Flak was intense and accurate. Bombs were away at 0908. More than 150 tons of exploding, flaming destruction blanketed the oil refinery. The painting depicts the scene 30 seconds after our Wing’s bombs penetrated the target.

Six B-17s in groups behind our Wing were hit by the heavy flak and crashed in the target area. Flak damaged three engines on the B-17 flown by the crew of 1st Lt James R. Wheat. That aircraft eventually ditched in the North Sea where its crew was picked up by Air-Sea Rescue. This was the 379th Bomb Group’s 13th B-17 lost to enemy action during the 33 missions flown by our crew.

“Screwball Express” received 278 flak holes during the 11

minutes of the bomb run. Oxygen lines in our tail section and oxygen bottles behind the pilot’s compartment were ruptured by flak. The top turret observation dome, pilot’s instrument panel, ball turret, chin turret, and Plexiglas nose were pierced by flak fragments. Flak knocked out one of our radios and part of the intercom system. Windows in the nose compartment and waist section were blown out. Many flak fragments went through the fuselage, both wings, the vertical stabilizer, rudder, and bomb bay doors. A chunk of flak hit the bomb sight. When we landed at Kimbolton, gasoline was dripping from flak holes in the Tokyo tank and two wing tanks. Two oil tanks were leaking. The outboard engine in the right wing was beyond repair. The top turret gunner’s helmet, part of the ball turret gunner’s clothing, and the bombardier’s parachute were torn by flak fragments. Amazingly, no one in our crew was hurt. Our bombing results were excellent. Flying time on this mission was eight hours.

On this day the “Mighty Eighth” dispatched 1,402 bombers. Battle damage was sustained by 749 of them—455 B-17s and 294 B-24s. Forty-eight bombers carrying 432 airmen were lost because of flak, fighters, and other causes. Thirty-six of the 42 bombers from the 379th Bomb Group received flak damage. Our dedicated and highly skilled maintenance crew restored “Screwball Express” to combat-ready condition in only 14 days and nights. It was shot down by flak on 5 April 1945 on its 118th mission.



Painting by Raymond Wadley – Commissioned by Kenneth H. Cassens, Bombardier of Original Crew of “Screwball”

# The Grand Opening of the Mighty Eighth Heritage Museum

## "The Fulfillment of a Dream"

By Harry Crosby, 100th Bomb Group

On Tuesday, May 13, 1996, the Mighty Eighth Heritage Museum opened with 3400 veterans, families and guests, historians, admirers, and buffs in attendance.

The museum is big. Its front is shaped like the White House. Through the large front doors you enter a rotunda, its rounded top billowing up like the canopy of a huge white parachute. Circling up the walls on both sides are open staircases to second floor exhibits, galleries, research facilities, offices, and meeting rooms. Past the staircase to the right you see the book store and gift shop. On the left you see a lunch room decorated like an English pub. At the back of the rotunda are reception and information desks, and the beginning of "The Experience." That's what it is, not a collection of uniforms, guns, planes, and things, but an experience.

In groups of up to 30, visitors enter a long, curving hall with photographs and text showing the rise of Nazi Germany, followed by a section dramatizing Britain's long fight alone against Hitler. After a sharp bend in the hall, we see a dramatic record of Pearl Harbor, America's entry into the war, and the 1942 creation of the 8th AF in Savannah. We enter a mock-up of a Nissan hut. After a realistic briefing, we move into a three-screen multi-media theater for a virtual reality movie of a mission over Germany. I do not care who you are, you will see something you did not know about an 8th AF mission. Officers will see what enlisted men did, enlisted men will see what officers did. You will see what happened in a mess hall and on the flight line, what the CQ, the M.P.s, armaments, motor pool, ordnance, communications, and the chaplain did. You will experience the roar of takeoff, the complexity of assembly into bombing formation, penetration of the enemy coast, Little Friends, the Luftwaffe, tracers. A fighter blows up--it's ours. Big, black flak. A bomber up ahead of us explodes. We fly through a cascade of free-falling bodies--American bodies. A woman in front exclaims, "My husband took this, but I can't." She rushes out. A woman and her daughter are sobbing. "When the bomb-bay doors opened, I could feel the

rush of cold air," says another woman.

As our numbed group moves from the theater I hear Charles Hacker, retired managing director of the Radio City Music Hall. "Whew," he says, "this is too close to the real thing." Up over us we see, suspended, a Mustang chasing an ME-109. There is a diorama showing Deenethorpe airfield, once the home of the 401st Bomb Group.

You may want to stop for a cup of coffee before you go on to the rest of the Museum. You may need to recover, and to contemplate. What I thought about was how young we were. In the Atlanta Journal-Constitution Jack Warner wrote that when we "carried the wrath of the West into the dark heart of Nazi Germany shrouding the sun in thundering clouds of steel, "we were little more than boys."

This is not merely a WWII museum. It is the 8th AF, from its beginning in Savannah through World War II, and through its participation in Korea, Vietnam, the Cold War, and Desert Storm. Our WWII part of the story is daunting. Sixty-five bomb groups, 20 fighter groups, three Air Divisions, four major headquarters, and a huge support command with depots for support, maintenance, and repair. There were 350,000 of us. About 135,000 were combat crewmen, of whom 26,000 were killed, 28,000 became P.O.W.s, and 9,000 bombers were shot down by enemy fire. Our story is here, with references to our commitment, challenge, and courage. We were "the Air Force that was never turned back."

There is an Escape and Evasion exhibit, and a graphic depiction of what POWs experienced, their "harsh, extra measure of sacrifice." There is a gallery of paintings and sculpture. Another gallery honors the 17 Congressional Medal of Honor recipients in the 8th. Already there are plaques and exhibits representing many of our groups, and more are being prepared. The Memory Gardens honor those of us who did not come back.

May 13 was the Grand Opening, but it was also a grand party, a chance to see and be seen. Guests were there from 34 states, England, Canada, Japan, and

Germany. We came in clusters, often in families of two, three, and even four generations. The Second Air Division Association rented much of one hotel, had a reunion, and toured the Museum in force. The curator of their museum in Norwich, Phyllis DuBois, brought the good news that almost none of the 2nd Air Division's exhibit in England was destroyed by the devastating fire. The Georgia Chapter of the 8AFHS celebrated the founding of the 8th AF at the site on Bull Street in Savannah. Saul Kupferman, its president, said, "The Museum is absolutely unbelievable, a dream come true. There've got to be thousands of guys looking down from heaven today, saying 'Thank You.'" Thanks to the work of the 100th BG's Owen "Cowboy" Roane and its president, Charles Harris, my own group had a contingent of 126 at the opening.

Bob Beatson, of the 392nd BG and a past president of the 8AFHS National Capital Area Chapter, was there. Francis "Gabby" Gabreski, Robert Johnson, Jerry Johnson, and John Trulock, all members of the 56th Fighter Group, the legendary "Zemke's Wolfpack," were there. Bob Morgan and Jim Verunis, pilot and copilot of "Memphis Belle," Paul Tibbets, who led the first high altitude flight to Rouen and later dropped the atomic bomb on Hiroshima, they were at the party. Glenn Miller's son Steve and Alan Cass, the Big Band historian, were there to keep our favorite sounds alive. Our historians were there, including Don Sachs, who specializes in the Flying Fortress, and Roger Freeman, who specializes in the 8th--and us. He is the one who first called us what is now our name, linking "Mighty" and "Eighth." He has called us, "except for the Founding Fathers, the outstanding generation in the history of America." Buck Shuler calls him "our quality control officer." Roger's opinion of the Museum? "Magnificent!"

The talk at the party was part awe about the Museum, part a chance to tell the stories again. "I wouldn't have missed it for the world," said Patti Trapnell to Harry Cruver, who knew her husband when he flew with the 100th. "A first-class affair," said Charles E. Dye, past president of the 8AFHS. "It is

an inspiration for all to follow." Dick Moulton of the 351st Bomb Group said, "It is far more than I thought it would be."

As a sky diver herself, Betsy Wall, the daughter of 352nd Little Friend Robert ("Punchy") Powell, has had some excitement. Even so, she said, "It was the greatest thrill in my life when I saw my dad's flight jacket in the exhibits." As a nurse who cared for wounded in the 70th General Hospital and lived in tents in North Africa, Sicily, and Italy, Ruby (Mrs. Willis) Frazier knew the war. "This brings it all back and makes me proud," she said. She and her husband liked the arrangement which makes it possible to walk around the Museum and see the exhibits in an understandable order. Tom Parsons, a B-24 waist gunner who may have been the first gunner to fire on an ME-163 rocket plane, thought the combat scenes were real. After being shot down three times in a B-24, Al "Smoky" Sanders escaped each time, once from a bicycle, once from a German army staff car, and once from a train. He was pleased with the coverage of

Escape and Evasion.

A story told by Gen. Russell E. Dougherty, director of the Air Force Association (152,000 members) and the Aerospace Education Foundation, highlights the relationship between Generals Eaker and Doolittle--and between Lew Lyle and Buck Shuler. Neither WWII general would take a fourth star unless the other got one. Both Lew and Buck insist that the other get the credit. We needed them all: Eaker and Lyle, the visionaries and planners, and Doolittle and Shuler, the ones who got it done. Buck Shuler dedicated the rotunda to Lew Lyle. He is always quick to give credit to the 8AFHS for its early support of the Museum. As current 8th AF commanding officer, Philip Ford expressed it: "The 8AFHS jump-started the project."

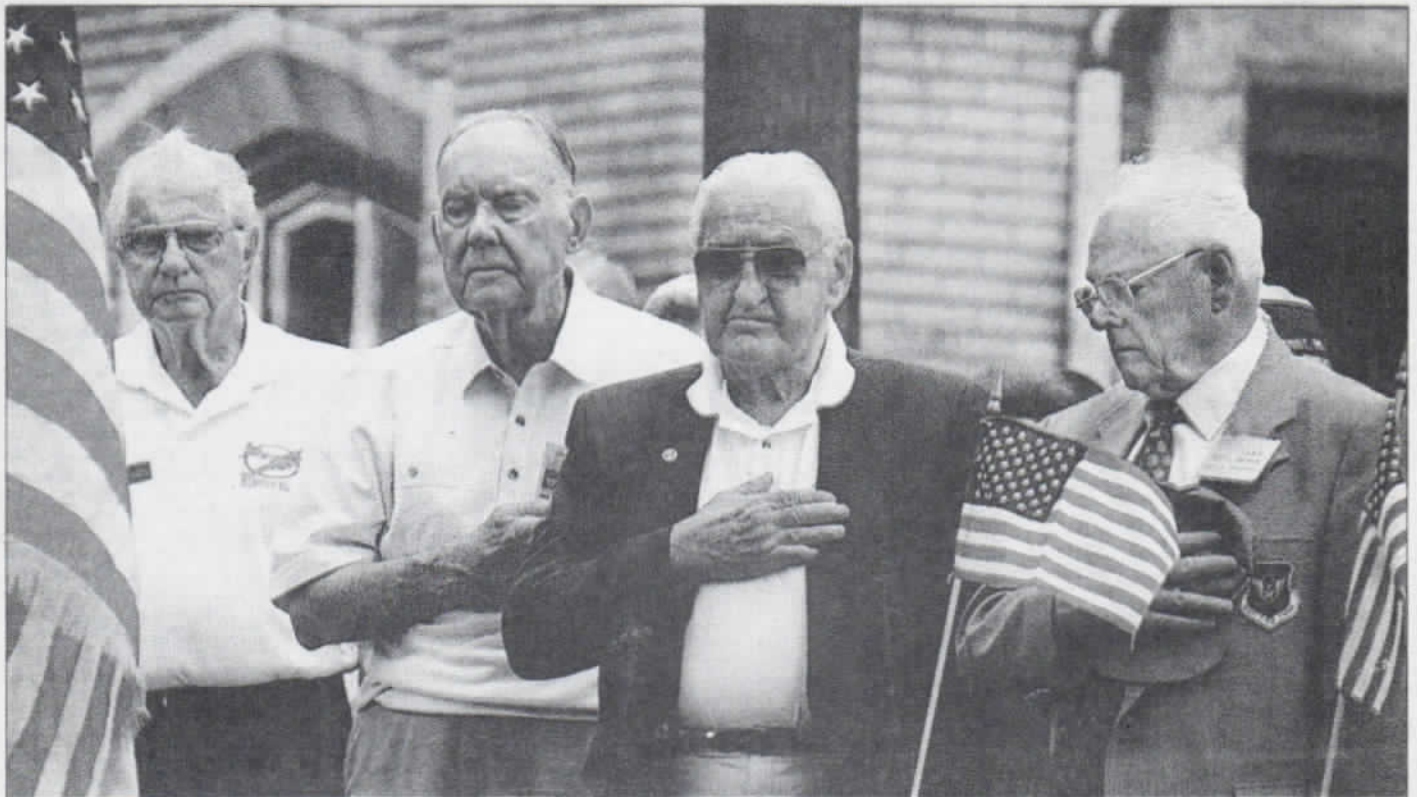
Everywhere they went, Buck Shuler, Lew Lyle, directors Sherm Small, and E. B. "Red" Harper, Museum Director Gary Miller, Director of Public Affairs Wayne Corbett, and Gift Store Manager Jack Burton received congratulations for a job well done. Chatham County

Commissioner Russ Abolt came in for well deserved appreciation. Gratitude also went to representatives from Exhibit Group of Atlanta, who supervised the displays; Steve Stephen and Stage Front Presentations who assisted in video, audio, and special effects hardware; and Technical Productions Services' President Murray Wilson, who produced the mission experience film.

Our Museum shows a generous and proud Savannah. Mayor Floyd Adams said, "It will teach our young people what good, patriotic men and women did for peace and freedom." Chatham County Manager Russ Abolt said, "It will be a boon for the county. This may be the best school ever built in the county." Dequindre McGlaun, a 94th Group veteran said, "Every state in the Union is jealous of Savannah for getting this museum."

Among the throng of opening day, the comment I heard most often was "I want to see it again. I want to come back with my sons and daughters and grandkids."

## 8TH AIR FORCE MUSEUM OPENS



Scott Bryant/Savannah News-Press

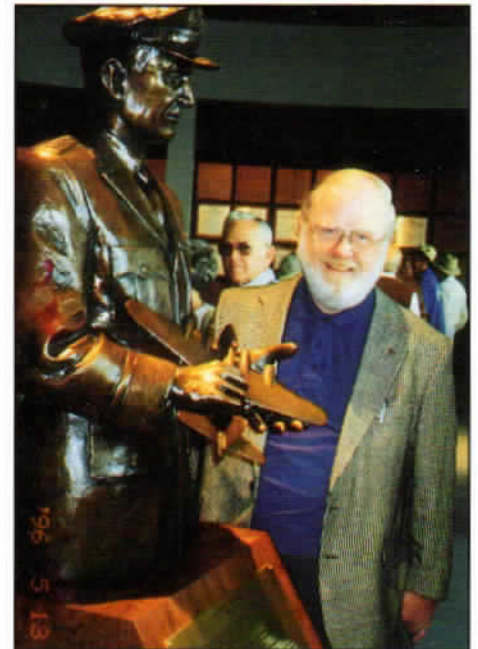
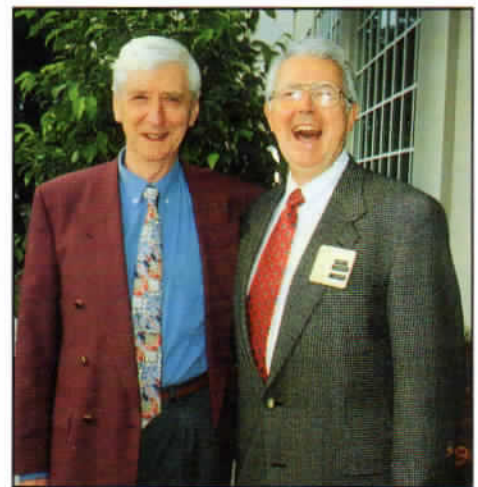
8th Air Force WWII veterans Bob Morgan, Bill Lawley, Francis "Gabby" Gabreski and Art Howe were among those honored at ceremony on Bull Street Tuesday. The 8th was formed in Savannah in 1942.

Prominent 8th Air Force Veterans Honored at Heritage Museum Dedication L to R: Bob Morgan, pilot of the "Memphis Belle"; Bill Lawley, CMO Recipient; Francis "Gabby" Gabreski, fighter ace; and Art Howe, of the Savannah Wing.



**LT**—Heroic Sign Appropriately Marks Front Entrance; **LC**—Heritage Museum Directors at Dedication Ceremonies; **LB**—Honor Guard Force Reserve Creates That “Miller” Sound; **RCT**—Troops At Ease Wait for Formation; **RCM**—Maj. Gen. Lou Lyle and His Lady Bet Shuler; **RC**—Roger Freeman and Jerry Johnson Kibitz as Usual; **RB**—Sculptor Jerry McKenna Shows His Torso of Gen. Ira C. Eaker.





from Two Generations; **LCT**—View of Front Entrance to Museum; **LCM**—Crowd Assembles in Rotunda; **LCB**—Band of the Air Enjoy the Day; **RCB**—Memorial Garden Under Construction; **RT**—Former 8AFHS President Charles Dye with Lt. Gen. "Buck"

# Chapter News

By Gene Person

The Glenn Miller Festival was held June 6-9 at Clarinda, Iowa with a large crowd all four days. I was fortunate to meet Irene Manning, a former singer with the Glenn Miller orchestra. There will be a lot of air shows this summer where chapters can sign up new Associate Members and 8th AF buddies. Remember to sign up for our annual reunion in Orlando. We plan on having a meeting for chapter editors and a rap session for unit advisors and presidents.

**Arizona Chapter.** The Arizona Chapter held a luncheon meeting at Luke Air Force Officers Club in Phoenix. Elected as President was Iris McCoy, wife of deceased member Jim McCoy and a former WAVE in WWII. The chapter plans an extensive membership drive in the fall and a Spring Reunion in April 1997.

**California Doolittle Chapter.** Gervais Ford is the new president, Albert Freitas--Vice Pres., Dan Freitas--Secy, William Gaines--Treas. New Directors are Robert Tully, Wade Wilson, Robert Stone, Richard Lake, and James Gray. Idaho Chapter. President Karen Sayko is busy with their committee trying to find new associate members and former 8th members for the Idaho Chapter. The chapter is against doing away with the chapter rebate, but plans on starting a voluntary \$5.00 dues.

**Colorado Chapter.** Bob Van Buskirk from Denver is the new president of the chapter with Al Bischoff, Wing Commander-Colorado Springs; Joseph Autobee, Commander- Pueblo Sqdn; George Saluda, Commander-Salida Sqdn; and Mrs. Wanda Whitney- Commander-Western Sqdn. Steve Overholser and David Shomper are handling the newsletter.

**Connecticut Chapter.** A general meeting was held in May. The speaker was Peter Mallaras who was a Naval Lt. on an LST boat. He was engaged in the D-Day Normandy landing, the Anzio landing, and launched three Piper Cubs from a makeshift runway on the LST, a rare event. The chapter's annual picnic was held on June 22, 1996.

**Iowa Chapter.** All three Iowa wings held their meetings recently with a large attendance. Ivan Hunter and Gene Person attended the Glenn Miller festival. Our members plan on manning a booth at the following air shows: Waterloo, Newton, Ankeny, Mason City, and Davenport. Eight members will ride in the parade at Storm Lake. The Iowa mini-museum and 17 static airplane exhibit will open July 1 at the old B-17 air base in Sioux City.

**Kentucky Chapter.** The May Quarterly Meeting was held at Patton Museum at Fort Knox. After a delicious lunch they toured Fort Knox. Wayne Tabor was elected president, Ed Myles--Vice Pres., Ken Payton--Treas., and Bob Weixler--Secy/Editor. Directors include Tabor, Payton, Myles, Weixler, Woodrow Briscoe, and Joe Gagliardi.

**Massachusetts Chapter.** The Spring Fling was held at Hanscom AFB Officers Club with a nice crowd on hand. After lunch, Col. Fred Chrisensen, one of the top fighter aces of WWII was the featured speaker. He downed 22 Nazi planes and was one of Hub Zemke's "Wolfpack." Albert Audette was elected president, Bill Maher--Vice Pres., Barkev Hovsepian--Secy, and Ken Sylvester--Treas.

**New Jersey.** New Jersey has a new Executive Board composed of Ray Butler--President, Milton Stern--Vice President, Art Belkowski--Treasurer, and Marvin Spiedel--Secretary and Editor. The first meeting was held at Doolan's Restaurant in Spring Lake Heights, NJ on April 13. Next meeting will be held July 20 at Maguire AFB Officers Club with a luncheon

**New York Western Chapter.** President Larry Paul is planning interesting meetings in the future with their June 6, 1996 lunch meeting to be held in the hangar of the National Warplane Museum at Geneseo, NY. They examined their favorite aircraft after the guided tour of the facilities and exhibits. They plan on an August cruise on the Miss Buffalo. Jerry Scoones is the editor of the newsletter.

**North Carolina Chapter.** The new president of the North Carolina Chapter is James Phillips of Raleigh, NC. Membership Chairman is O.J. Stenstrom of Gastonia, NC.

**Ohio Chapter.** President James Erskine was in charge of the May meeting in Columbus, Ohio at the Stratford Inn. After a British meal, Hugh Ferguson, co-pilot on "Bockscar" B-29 which dropped the bomb on Nagasaki, spoke on the mission. Erskine was reelected president. George Nunemacher--Vice Pres., Marion Hoffman--Secy, Frank Morse--Treas.

**Oregon Chapter.** The organization known as The Bomber Foundation is restoring the old gas station bomber on McLoughlin Blvd in Milwaukee, Oregon. They had their kickoff party in March. Fred Paul was responsible for obtaining the great speaker for the May meeting--Elmer Drake, a Marine who was a POW of the Japanese in the South Pacific for 44 months. Del Reed is the newsletter editor.

**Pennsylvania Chapter.** Over 150 members and friends attended the PA Chapter Annual Reunion at the Nittany Lion Inn at Penn State. The reunion featured an excellent symposium organized by Pete Ardizzi on ground support personnel, an 8th AF Art Exhibit, the display of a flyable model B-17 with a 10-foot wingspan, a large display of memorabilia including reenactors, a visit to the 8th AF Archives at Penn State, and tours of Penn State and the State College area.

**Tennessee Chapter.** The Annual Meeting and Luncheon was held in April at The Hermitage House. John Bacon was elected President, Walt Brown--Vice Pres., Walt Baker--Vice Pres., John Harold Robinson--Secy/Treas. Mrs. Margit Prosser, a native of Hungary during WWII, was the speaker, and she told of bombs falling in Hungary. She later married a GI Mess Sergeant and they own The Hermitage.

**Texas North Chapter.** The North Texas Chapter held its June meeting at the Petroleum Club in Fort Worth with a lunch and presentation by Dick Atkins on the Scouting Force and its contributions to the WWII effort. Several former members of the Force attended.

**Utah Chapter.** The Chapter met at the Holiday Inn in Salt Lake City in May. The annual meeting was changed to November. Paul Galloway, a Radio Operator/Gunner was the featured speaker. He told of his experiences bombing the German sub pens, encounters with ME-109 fighters, and heavy flak. Dan Duphey is president.

**Washington Chapter.** The Chapter held its May meeting at the Museum of Flight. The theme of the meeting was U.S. Air Force History in videos, displays, panel discussions, and fly-ins. The speaker was Medal of Honor recipient Col. Joe Jackson. President Gordon Wilkinson handled the arrangements.

**Wisconsin Chapter.** President Don Kabitzke presided over the June luncheon meeting held at the Sunset Bowl in Waukesha, WI. Dale Ellington, a former Waist Gunner in a B-17, told of his experiences in being shot down by the Swiss and his internment for the duration of the war.

# Reunions & Events

1SAD Reunion, Oct 3-6, 1996, San Diego, CA. Contact Herb Kaster, 720 Society Hill, Cherry Hill, NJ 08003 (609-751-1763)

2BAD Assn Reunion, Oct 3-5, 1996, Myrtle Beach, SC. Contact Dick McClune, 527 Quarterfield Road, Newport News, VA 23602-6140

2nd AD Midwest Regional Reunion/445BG/Kassel Mission, Sept 26-29, 1996, Marriott Hotel and Wright-Patterson Air Museum, Dayton, OH. Contact William R. Dewey, KMMA, POB 413, Birmingham, MI 48102

2nd AD Reunion, Feb 22, 1997, Clarion Hotel, Orlando, FL. Contact Lawrence Gilbert, 1482 Grandville, Dr, Winter Park, Orlando, FL 32789 (407-647-2623)

5th Airdrome Sqdn Reunion, Sept 27-29, 1996, Rockland, ME. Contact Roger King, 110 Spring Lane, Rockport, ME 04856 (207-594-9731)

7th Photo Recon Group Reunion with 8AFHS, Oct 3-6, 1996, Clarion Hotel, Orlando, FL. Contact George Lawson, 4390 14th St, NE, St. Petersburg, FL 33703 (813-526-8480)

8AFHS National Reunion, Oct 1-6, 1996, Clarion Plaza Hotel, Orlando, FL. See details in this issue

25BG Reunion, Sept 24-29, 1996, Marriott Fairfield Inn, Albuquerque, NM. Contact Don Peterson, 2168 Forest Hills Rd, Muskegon, MI 49441-3440 (616-759-7236)

34 BGA Reunion, Sept 19-22, 1996, Marriott Hotel, Raleigh, NC. Contact Hal Province, 111 Province Lane, Carriere, MS 39426 (601-798-2059)

92nd BGA Reunion, Oct 3-8, 1996 at Memphis Marriott, TN. Contact Bill McTavish, 441 S Lewis Rd, Royersford, PA 19468-2705 (610-948-9425)

303BGA Reunion, Aug 23-27, 1996, San Francisco, CA. Contact Carlton Smith, 12700 Red Maple Circle #54, Sonoma, CA 95370 (209-533-4033)

306BGA Reunion, Oct 28-Nov 1, 1996 in Riviera Hotel, 2901 Las Vegas Blvd, Las Vegas, NV. Contact Russel A. Strong, 5323 Cheval Pl, Charlotte, NC 28205 (704-568-3803)

339FG Reunion, Sept 6-10, 1996, Seattle, WA. Contact Richard C. Penrose, 142 SW 17th St, Bend, OR 97702

355 FGA Reunion, Oct 10-13, 1996, Nashville, TN. Contact Bob Kuhnert, 4230 Shroyer Rd, Dayton, OH 45429 (513-294-2986)

356FGA Reunion, Martlesham Heath, England. Contact Ken Male, 8282 NW 47th St, Ocala, FL 34482 (352-622-9976)

361st FGA Reunion, Sept 26-28, 1996 at Embassy Suites Hotel, Phoenix, AZ. Contact Duane Grounds, 8724 S. Evanston, Tulsa, OK 74137 (918-299-8719)

379th BG Reunion, Sept 8-12, 1996 in Minneapolis, MN. Contact Stan Kircher, 2461 High St Unit A20, Pottstown, PA 19164 (610-933-4239)

384BGA Reunion, Oct 17-20, 1996, Regent Front Hotel, St. Louis, MO. Contact Ted Rothschild, 650 Snug Harbor Dr, Apt G-402, Boynton Beach, FL 33435-6140 (407-734-5052)

385BGA Reunion, Sept 12-14, 1996, Milwaukee, WI. Contact Don Kabitzke, 2464 North Sherman Blvd, Milwaukee, WI 53210 (414-442-8890)

386BGA Reunion, Sept 17-21, 1996 at Kings Island Inn, Cincinnati, OH. Contact John Bryant, 10555 Davy Crockett Dr, Austin, TX 78737 (512-288-3124)

388th BGA, Sept 3-7, 1996 in San Diego Hanalei Hotel. Contact Bob Davis, 2027 Westside Dr, Rochester, NY 14624-2022 (716-594-2960)

390th BGA Reunion, Oct 1-5, 1996, Cherry Hill, NJ. Contact Ken Rowland, 13112 N Howard Ln, Spokane, WA 99000 (509-467-2565)

392 BG Feb 23-24, 1997, Orlando, FL. Contact Teddy Egan, 2619 Lafayette Ave, Winter Park, FL 32789-1372 (407-644-5439)

398BGA Reunion, Sept 25-28, 1996, Springfield-Branson, MO. Contact George Hilliard, 7841 Quartermaine Ave, Cincinnati, OH (513-891-8533)

401 BG Reunion, Sept 12-15, 1996, Holiday Inn On The Bay, San Diego, CA. Contact George Menzel, POB 15356, Savannah, GA 31416 (912-598-0276)

414th BSA (97BG) Reunion, Oct 17-19, 1996, Meridian, MS. Contact Irving S. Schumer, 441 Falconrock Ln, Agoura, CA 91301

436th FS/479th FG Reunion, Oct 21-25, 1996 in San Diego, CA. Contact John Monohan, 12204 Sintonte Ct, San Diego, CA 92128 (619-487-0596)

446th BGA, Sept 26-29, 1996, The Pines Resort Hotel, South Fallsburg, NY. Contact Marv Speidel, 708 Dianne Ct, Rahway, NJ 07065 (908-388-2843)

452BGA Reunion, Oct 17-20, 1996, Tucson, AZ. Contact Henry North, 901 Poling Dr, Columbus, OH 43224

455BS/323BG (M) 9th AF, Sept 18-21, 1996 in Concord, CA. Contact Richard Botsford, 3209 Hudson Ave, Walnut Creek, CA 94596

466BGA, Oct 2-5, 1996 at 8AFHS Reunion, Orlando, FL. Contact Lou Lovesky (201-226-4624)

467 BGA Reunion, Oct 3-7, 1996, Savannah, GA. Contact Walter Weaver, 3 Hermitage Ct, Savannah, GA 31419 (912-927-4609)

482 BGA Reunion, Oct 4, 1996 during 8AFHS Reunion in Orlando, FL.

486 BGA Reunion, Sept 4-8, 1996, Williamsburg, VA. Contact Ed Ewen, 124 Hempsted Rd, Williamsburg, VA 23188 (804-565-2625)

487thBGA Reunion, Sept 11-14, Springfield-Branson, MO. Contact Donald E. Denbeck, 128 N 8th St, RFD 1, O'Neill, MO 68763

Burtonwood Assn Reunion, Oct 8-12, 1996, Little Rock, AR. Contact James Moddrell, 10 De Soto Circle, North Little Rock, AR 72116-8514 (501-758-8742)

Polish Air Force Assn XX International Reunion, Aug 31-Sept 2, 1996, Ramada Hotel O'Hare, Chicago, IL. Contact Tadeusz Maj, 400 Thomas Parkway, Bristol Ct, Park Ridge, IL 60068 (847-692-2244) (8th AF veterans invited)

The 20th Fighter Group and support units at AAF Station 367 Reunion will be held on Sept 26-29, 1996 at the Regal Maxwell House Hotel in Nashville, TN. Contact William W. Wells, 107 Boxwood, Franklin, TN 37069 (615-371-1683).



**12th Air Force.** Is there a 12th Air Force Association? If so, we'd like to have its address. (Editor)

**B-17 Flying Fortress Assn.** This organization, under the leadership of Ped Magness and Don Hayes, is trying to build its membership. It publishes a quarterly newsletter entitled "Splendor in the Skies." Send \$10 annual dues to Don R. Hayes, 1640 Cambridge Drive, Walla Walla, WA 99362.

**Mid-Suffolk Light Railway.** A museum has been dedicated to this little railway which ran from Haughley Junction to Laxfield with a small station at Horham where the 95th BG was based and near the 34th BG. They are searching for any kind of memories, records, or memorabilia. Please send to David C. Chappell, Archivist, 21 Leggett Drive, Bramford, Ipswich, IP8 4EU, Suffolk, England.

**Know James C. Parrish?** His sister would like to hear from anyone who knew him. She says he was a gunner who flew in "Joker's Wild" and was shot down. She would very much like to know more about his crew and plane.

**Airmen Characterized.** The Airmen's main attribute was joviality. He was also cavalier in all that he did, and he loved to sing. Did a B-24 ever fly from Berlin to England on two engines? George Diskt, Birmingham, MI

**Know Wilbour Wright?** Would like to contact him. He was an ambulance driver and we rescued a navigator from Cincinnati who bailed out at low altitude. Stanley M. Turel (447BG), 211 N. 3rd St. Toronto, OH 43964

**"After the Mission".** This painting by Gil Cohen is also available as a jigsaw puzzle in 1000 pieces. I purchased mine at Walmart. It is produced by F.X. Schmid/USA Inc., Salem, NH, Product No. 98157. Bob Honeycutt, Ottawa, KS

**Calendar Wanted.** Trying to locate a copy of the 1996 "Aircraft Nose Art" calendar for M/Gen Luther Richmond (CO 486FS/352 FG). His P-47D "Sweetie" is featured on the "May 1996"

page. Please respond to Marc L. Hamel, 105 Sugaw Ct. Garner, NC 27529 (919-662-5408).

**P-47C #41-6240.** I am seeking a photo of this a/c in which I was shot down on 10/18/43. It had three iron crosses on it. I was in the 78th FG/84th FS at Duxford. Franklin Resseguie, 102 State St. Binghamton, NY 13901 (607-723-9535).

**Victory Party.** Never heard of a "Victory Fly-Over on V-E Day, but we had a helluva party on base.(Bassingborn). We were confined to base, the word having come down that we were going to let the Brits have their own private party without any help from us. Sounded right to me; they deserved their own celebration. Anyway, we had our own party. Fortunately, foresighted brass denied access to aviation fuel and armaments, but they overlooked removing the flare guns from parked planes. Before the night was over there were shout-outs all over the base, but no wounded or KIA. John H. Morris, Medomak, ME

**Asian-American Pilot.** Do any former veterans of the 359th and 56th Fighter Groups remember an Asian-American pilot? I would like to hear from them. Frank S. Fong, Apt 1603, 911 East Ponce de Leon Blvd, Coral Gables, FL 33134.

**Ice Cream Caper.** A mistake was made in reporting this event. It happened at the 447th Bomb Group, not the 34th. Anthony Stevens, Flushing, NY

**Col. Zemke's Aircraft.** One never reads that Col. Zemke was flying a P-51D on his last mission. What led to his transition from P-47s to P-51s? The P-51D had a design fault involving the retraction of the landing gear. There was no positive "up-latch," and the gear was held in place by the hydraulic pressure and the "door" under the gear. If the latter worked open a tiny bit, as the hydraulic pressure pulsated, at high speed the slip stream could tear open the "door" allowing the gear to drop down. The sudden drag then wrapped the wing up against the fuselage at the cockpit. Lucky pilots were tossed out, others died right there. Two BAD 2 test pilots were killed this way before we discovered the fault. Zemke was in a dive in a bad storm and for many years thought it was his fault when the wing tore off. Ralph G. Scott, BAD2 Assn

**BG Memorial Locations.** Harry Gobrecht, Historian for the 303rd BG(H), has made up an impressive list of 303rd Memorial and Recognition Locations in the US, UK, and Continental Europe--37 locations in all, many with multiple memorials. Every Memorial Association should have one. (JWH)

**SAFHS Memorial Tree.** Does anyone know of the status of the memorial tree and plaque planted on the White House grounds in Washington in 1982? (JWH)

**Glenn Miller Book.** This book was reviewed in the May issue. It can also be obtained from RZM Imports, POB 995, Southbury, CT 06488 (Phone 203-264-0774, FAX 203-264-4967) price \$39.95 + \$5.00 S&H.

**392nd BG Prayer.** I was extremely pleased to see the "392nd Prayer" printed in the SAFNews. It was composed by the Very Reverend Robert Martin and is used at all of our functions. Keith Roberts, 392nd BG Director

**Oral History of Battle of Bulge.** The Eisenhower Center at the University of New Orleans is looking for oral accounts of people who participated in the Battle of the Bulge including the Canadian attacks in the Schelde Estuary and the battles in the Hurtgen Forest. Please mail a post card for details to The Eisenhower Center, Metropolitan College, U. of New Orleans, New Orleans, LA 70148

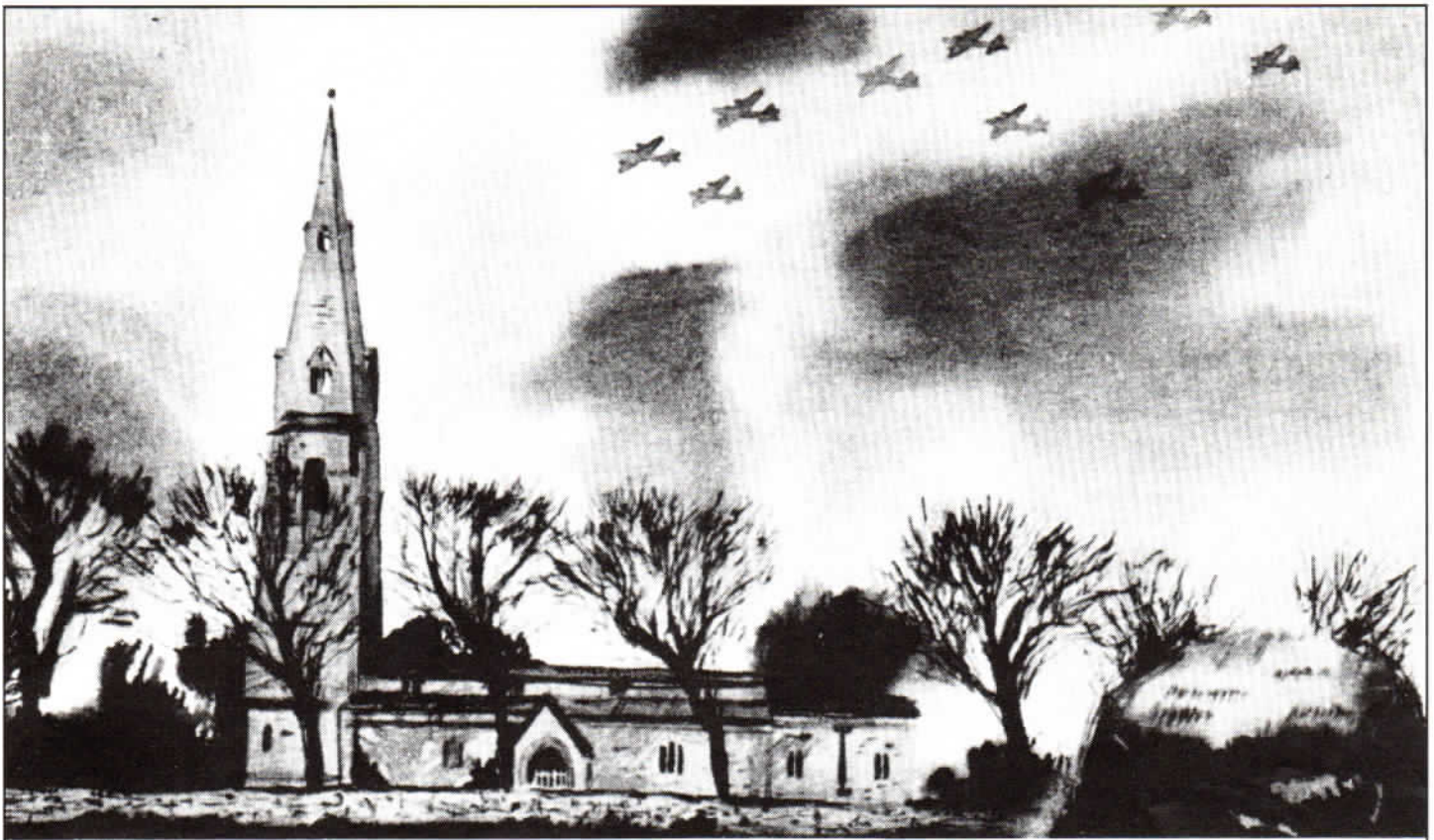
**Atomic Bombing of Japan.** I am conducting research on how combat crewmen of the 8th felt about the atomic bombing of Japan. Please send me your comments, views, and reasons for feeling the way you do. Include your unit and duty station. Please write to Richard B. Dondes, 21 Firethorn Ct, East Brunswick, NJ 08816-2778.

**Building B-24s.** The first year Ruben Fleet owned it as Consolidated Aircraft. He sold out to Vultee and it became Consolidated-Vultee. He moved it from Buffalo, NY, becoming the first heavy manufacturing industry that San Diego would let in. He designed their water system and built a palace on Pt. Loma. The B-24 almost didn't get built because early on the Army wouldn't give Fleet enough money to build it. The first B-24s were made for Britain. Consolidated was notoriously slow at building B-24s and that's where Ford came in. Their production people crawled all over us for a while in San Diego. I heard by the grapevine that the first B-24 Willow Run built had too much "SO" aluminum material in it and had to be scrapped. You have to heat treat aluminum to "ST" in order to use the strength it's designed to. Larry "Red" Abbott, 381BG, Wichita, KS

**Dan McGovern Burned Out.** Dan is the SAFHS official photographer par excellence. In the recent fires in California his entire structure was destroyed and many of his VHS video tapes and masters were damaged by heat and smoke. Anyone requesting materials from him should be prepared to wait for up to 6 months. His address is 3213 B Via Carriro, Laguna Hills, CA 92653.

**Hamilton Field Book.** I have a book titled "Historical and Pictorial Review" for the 10th Pursuit Wing and 45th Air Base Group dated 1941. Will be glad to give it to the one presenting the most meaningful claim. Leo E. Lorenzo, 5417 Rosedale Lane, Jacksonville, FL 32244-2119.

**Know Francis "Buddy" Fahrenthold?** I would like to hear from anyone knowing "Buddy", who was a B-17 pilot in the 8th and from Georgetown, TX area. He later was an air traffic controller at Love Field and DFW Airport and passed away in June 1971. I would like to know what group he was with in England. C. C. McCoy, 14224 Coral Harbour Circle, Farmers Branch, TX 75234.



This painting by Harrison Standley is in the USAF art collection.

This painting by Harrison Standley is in the USAF Art Collection. It depicts the Church of England Parish Church of St. John the Baptist of Chelveston-cum-Caldecott near Station 105, Chelveston, 305BG

## ★ ★ ★ ★ ★ TAPS ★ ★ ★ ★ ★

William H. Andrew, Navigator, 493BG/862BS, Laguna Hills, CA	W. D. "Bill" Jones, 306BG, Houston, TX
Edward A. Arnold, 487BG Radio/Gunner, Tucson, AZ	Hodge Elijah Mason, Navigator, 401BG/615BS, Houston, TX
Lloyd Byam, Flight Chief, 392BG/576BS, Vinton, IA	DeWayne J. "Chick" Maxwell, Pilot, 352FG, WWII, Korea, Vietnam, Houston, TX
John Riley "Killer" Kane, Pilot, 98BG, Recipient of Congressional Medal of Honor for Ploesti Raid, Interred at Arlington, Shreveport, LA.	William A. Moore, 466BG/787BS, Paramount, CA
Warren Borges, B-17 and Mosquito Pilot, 25BG, 306BG/423BS, Past Pres. 8AFHS, Co-founder Mass. Cpter, Penney Farms, FL	Leslie R. Peterson, 457BG, B-17 Radio Operator, Hollywood, FL
David Fitts, WWII 8th AF, Lone Star, TX	Theodore P. Piechowski, Radio/Gunner, 306BG/367BS, Hammond, IN
Max Fontenot, Pilot, 306BG/369BS, Lake Charles, LA	William Polinski, 361FG/374FS
James E. Gallagher, 452BG, Washington Chapter, Vancouver, WA	Louis H. Redhage, Armorer/Gunner/Toggler, 303BG/359BS, Cibolo, TX
Sam Gardner, B-17 Navigator, 384BG, Houston, TX	Robert S. Rosenberg, Pilot of "Little Max", 398BG/603BS, Freeport, NY
Roy E. Guy, Pilot, 466BG/787BS, POW, Cypress, CA	Anthony Spingola, Radio/Gunner on "Silver Dragon", 447BG/711BS, Lancaster, PA
E. C. "Ned" Humphreys, Jr., Bombardier/Navigator/Radar, Founder of Bombardiers, Inc., Daphne, AL	Wendell P. Sprague, 303BG, Washington Chapter
	Robert W. Walz, Pilot 390BG/568BG, Editor 390th Newsletter, Phoenix, AZ

## Bombardiers Lose Leader

We regret to inform our membership that Col. E. C. "Ned" Humphries, founder and Executive Director of Bombardiers, Inc. passed away on 22 April 1996. A retired Colonel in the USAF Humphries began his military career at the Midland, TX Bombardier School in Class 43-1. He instructed at Big Spring, TX until early 1945 and trained with a B-29 crew, but overseas orders were canceled after dropping of the A-Bomb. A career officer, he served in a number of Air Force staff positions until his retirement in 1969. A triple-rated bombardier/radar/navigator, he founded Bombardiers, Inc. in 1947, which he operated single handedly from his home until recent years. Directors of the organization have announced that the June 1996 issue of their magazine, "Crosshairs" is the final issue, and that the organization is being terminated. They will, however, continue to have reunions. For further information, contact Sidney A. Mickelson, 6721 Bonnie Lou Dr, Orlando, FL 32809.

THE EIGHTH AIR FORCE HISTORICAL SOCIETY, INC.

THE UNDERSIGNED, The President of the Eighth Air Force Historical Society, Inc., hereby proposes to the members the following:

1. That Articles II, III, IV, VI, and XI of the Articles of Incorporation be amended to read as set forth in Exhibit A below;
2. That Article II of the Bylaws be amended to read in full as set forth in Exhibit B below;

Dated: JULY 29, 1996 /s/ JAMES M. HOWER  
President

On this the 31st day of JULY, 1996, the foregoing was filed with the Secretary.  
/s/ WILLIAM E. SHIELDS, JR.  
Secretary

EXHIBIT A

AMENDED

ARTICLES OF INCORPORATION

THE EIGHTH AIR FORCE HISTORICAL SOCIETY, INC.

The following Articles of Incorporation of The Eighth Air Force Historical Society, Inc., a nonprofit Corporation, are hereby amended to read in full as follows:

ARTICLE II

The Corporation is organized and shall be operated exclusively for educational, literary, and charitable purposes within the meaning of Section 501(c)(3) of the Internal Revenue Code of 1986, as amended, including, for such purposes, the making of distributions to organizations that qualify as exempt organizations under such Section 501(c)(3). No person shall possess any right or title to or interest in the corporate property or earnings of the Corporation in an individual or private capacity and no part of the net earnings of the Corporation shall inure to the benefit of or be distributable to any director, officer, member, or private persons, except for reasonable compensation for services rendered and except for distributions in furtherance of the purposes set forth in the purpose clauses hereof. No substantial part of the activities of the Corporation shall be the carrying on of propaganda, or otherwise attempting to influence legislation, and the Corporation shall not participate in, or intervene in (including the publishing or distribution of statements) any political campaign on behalf of any candidate for public office. Notwithstanding the foregoing, or any provision of these Articles of Incorporation, the Corporation shall not carry on any other activities not permitted to be carried on (a) by an organization exempt from federal income tax under Section 501(c)(3) of the Internal Revenue Code of 1986, as amended, or corresponding sections of any future federal tax code, or (b) by an organization, contributions to which are deductible under section 170(c)(2) of the Internal Revenue Code of 1986, as amended, or corresponding sections of any future federal tax code.

More Specifically, the purposes for which the Corporation is organized are as follows:

- (a) To provide an association to perpetuate the history of The Mighty Eighth Air Force and to establish and support unit associations for all subordinate units from 1942 to date;
- (b) To educate members, their families, and the general public about the role and accomplishments of The Eighth Air Force in protecting American liberties and fulfilling the missions assigned to it;
- (c) To disseminate information about The Eighth Air Force, its history, and accomplishments, and the accomplishments of those who served in The Eighth Air Force to members, their families, and the general public;
- (d) To educate and disseminate information to members and their families about benefits, services, rights, and privileges afforded those who served in The Eighth Air Force;
- (e) To engage in such other activities as is lawfully permitted under the Laws of the State of Florida in direct support of the foregoing purposes.

### ARTICLE III

The Corporation is organized on a nonstock basis and shall pay no dividends and make no distributions, except in furtherance of the purposes of this Corporation as provided in these Articles of Incorporation. The foregoing shall not preclude the Corporation's paying reasonable compensation for services rendered.

The qualification of members of this corporation shall be as follows:

A. Membership is open to all who were members of, or attached to, the United States Eighth Air Force, including spouses, widows or widowers of same.

B. Members may become Life Members upon payment of Life Membership dues as established by the Board of Directors.

C. Other family members, air historians and others interested in the purpose and goals of the Corporation may become Associates and shall pay the same dues as Members. Although Associates may not initially vote, they may attend meetings and other activities and will receive the official journal and other publications of The Eighth Air Force Historical Society. After five years of continuous membership, in good standing, Associates shall be accorded the status of Members with all the privileges accorded therewith and said five year term shall be retroactive to the initial date of association as to all existing Associate members.

D. Upon application an Honorary Membership may be granted to all Medal of Honor holders. Honorary Membership may also be granted to other persons in special situations when selected by the Board of Directors. Honorary Members will not be required to pay dues.

E. In the case of death of a regular member in good standing, a complimentary membership shall be offered to the surviving spouse for a period not to exceed one year.

### ARTICLE IV

The Corporation shall have perpetual existence unless sooner terminated in accordance with the laws of the State of Florida. Upon dissolution of the Corporation, any property or assets of the Corporation after providing for debts and obligations of the Corporation shall be distributed for one or more exempt purposes within the meaning of Section 501(c)(3) of the Internal Revenue Code of 1986, as amended, or corresponding sections of any future federal tax code, or shall be distributed to the federal government, or to a state or local government, for a public purpose. Any such property or assets not disposed of shall be disposed of by the Court of Common Pleas, or equivalent, of the county or judicial district in which the principal office of the Corporation is then located, exclusively for such purposes or to such organizations as said Court shall determine, which are organized and operated exclusively for such purposes.

### ARTICLE VI

The affairs of the Corporation are to be managed by a President, Vice President, Secretary, and Treasurer. Such officers shall be elected for a term of one year by the Board of Directors of the Corporation at the annual meeting. The Board of Directors shall have the number of members and shall be elected in the manner set forth in the By-laws, provided that all the officers shall be members of the Board of Directors.

### ARTICLE XI

The affairs of the Corporation will be conducted as provided in these Articles of Incorporation and any amendments thereto and in the by-laws. The by-laws may contain any provision creating, dividing, limiting and regulating the powers of the Corporation, the Directors and the members, including, but not limited to, provisions establishing classes of membership and limiting voting rights to one or more of such classes, so long as such provisions in the by-laws are not inconsistent with these Articles of Incorporation.

### EXHIBIT B

## **AMENDMENT TO BYLAWS OF THE EIGHTH AIR FORCE HISTORICAL SOCIETY, INC.**

Article II of the Bylaws is hereby amended to read in full as follows:

"The purpose of the Corporation shall be as set forth in the Articles of Incorporation, as amended."

(NOTE: If anyone has questions or objections to the foregoing, please contact the Secretary, William E. "Tex" Shields, Jr.)

## BACK ISSUES OF 8AF NEWS AVAILABLE!

We have back issues of the 8AF NEWS available to members. As some of these are collector's items, you should place your orders quickly. Quantities are limited, so it's "first come, first served. Use this form to order back issues and send the check to Arthur Swanson, Box #201, Strasburg, PA 17579

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### SPECIAL PX NOTICE

Please note that the Board of Directors has specifically prohibited any organization from selling or soliciting anywhere in the public areas of the hotel at the Annual Reunion.

#### Books of Particular Excellence--Don't Miss Them

As the PX order page doesn't seem to change much, you may have overlooked the addition of two excellent books by our revered Roger Freeman. One is entitled "Claims to Fame, The B-17 Flying Fortress" (Item B4c). The other is "Britain, The First Colour Photographs." (Item B4d). This book has an outstanding collection of color photos taken during WWII in and around the towns where our bases were located. This book will show your grandchildren what Britain looked like in those days of peril and triumph.

**MIA** Exciting story of P-47 pilot shot down strafing enemy aerodrome, evades capture, fights with free French (Maquis) liberating towns, blowing bridges, attacking Jerry convoys. & finally picked up in the middle of the night by the R.A.F. & rejoins his squadron in England. Written & illustrated by the pilot/author. Call Phipps Publishing Co. with credit card. 1-800-430-0980.  
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"Orlando - You Never Outgrow It." That is their motto, and we all know why. It's a top choice of travelers of all ages from all over the world. The variety of entertainment and the weather are just two reasons.

Long an agricultural center, Orlando blossomed anew with the opening of Walt Disney World in 1971, twenty-five years ago. The excitement has grown non-stop ever since. Where else but Orlando can you stand inches from a killer whale, see a feature film in the making, witness the launch of a space shuttle, and shake hands with a mouse..... all in a week? Don't forget about nearly 100 golf courses along with fishing and boating at one of Orlando's numerous lakes.

You'll want to come early and stay late for this reunion. Not just for the tours and attractions, but for the camaraderie of your fellow members. Encourage your buddies to join the fun and reminiscing this year in Orlando. You may even want to attend the workshop scheduled on Thursday to encourage the development of units and chapters. Some groups may rent hospitality suites; others will socialize in the gathering room. There will be plenty of time for everything at this year's reunion. So make your plans now to attend an exciting gathering in Orlando - and feel the magic!

**CLARION PLAZA HOTEL - ORLANDO**

Literally at the hub of Orlando's famous attractions, the Clarion Plaza Hotel gives you luxurious accommodations, superb service, and resort-style amenities. Each beautifully decorated guest room includes remote-control TV, in-room movies, and in-room safe. The hotel offers a large gift shop, coin laundry facilities, a convenience store, heated outdoor pool and Jacuzzi, and plenty of complimentary parking (valet parking is available). The Clarion's excellent restaurants satisfy every appetite. Jack's Place presents prime steaks and fresh seafood. Cafe Matisse is a full-service coffee shop which serves breakfast, lunch, and dinner. The Lobby Lounge is a great place to catch up on old times with a friend. Of course, room service is available.

The special room rate is \$73 per night for one or two people in the room. The rate is increased to \$87 for three people and \$102 for four people. The hotel will honor the group rate three days before and after the convention so make plans now for a long vacation. Non-smoking rooms and wheelchair accessible rooms are available upon request. The Clarion has blocked a limited number of suites for our use. The rate for a one bedroom parlor suite is \$146 per night. This suite consists of a sleeping room and a parlor equal to the size of a normal sleeping room. Hospitality suites are available for \$125 per night. These suites consist of one room equal to the size of two sleeping rooms, and it includes a "murphy bed." Please make special notation of these requests on your reservation form or call the hotel directly for more information.

**EIGHTH AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION  
CLARION PLAZA HOTEL, ORLANDO**

Tuesday, 10/1  
2:00pm - 7:00pm Early bird registration  
2:00pm - 10:00pm Gathering room open

Wednesday, 10/2  
8:00am - 5:00pm Reunion registration open  
8:45am - 4:45pm (Option) Kennedy Space Center  
9:00am - 10:00pm Gathering Room open  
9:00am - 1:00pm 'Mighty Eighth' Theater open until Saturday afternoon (hours tba)  
1:00pm - 4:30pm (Option) Flying Tigers Museum  
1:00pm - 5:00pm 'PX' open

Thursday, 10/3  
7:00am - 8:30am Extended Continental Breakfast  
8:00am - 5:00pm Reunion registration open  
9:00am - 11:00pm Gathering room open  
9:30am - 4:30pm 'PX' open  
TBA (Option) Sea World  
TBA (Option) Universal Studios  
11:00am - 3:00pm (Option) Church Street Station  
1:00pm - 4:00pm Chapter & Unit Development Workshop  
6:00pm - 9:30pm King Henry's Feast Dinner Outing

Friday, 10/4  
7:00am - 8:30am Extended Continental Breakfast  
8:00am - 10:00am Reunion registration open  
8:45am - 4:45pm (Option) Kennedy Space Center  
9:00am - 10:30am Individual group meetings  
9:00am - 3:00pm Gathering room open  
TBA (Option) EPCOT Center  
TBA (Option) Splendid China  
10:00am - 5:00pm 'PX' open  
1:00pm - 5:00pm 8th AFMMF Board of Directors annual meeting  
2:00pm - 5:00pm Reunion registration open  
6:00pm - 7:00pm 8AF Cash Bar Reception  
7:00pm - Rendezvous Dinner and 'hangar flying'

Saturday, 10/5  
7:00am - 8:30am Full Breakfast Buffet  
9:00am - 11:30am General Membership Meeting  
10:00am - 4:00pm 'PX' open  
1:00pm - 4:00pm (Option) City Tour  
1:30pm - 4:30pm Annual 8AFMMF Symposium  
5:30pm - 6:30pm Reunion registration open  
6:00pm - 7:00pm 8AF Cash Bar Reception  
7:15pm - 11:30pm Military Color Guard Ceremony followed by 8AF Gala Banquet and Dance

Sunday, 10/6  
7:00am - 8:30am Extended Continental Breakfast  
8:30am - 9:00am Catholic and Protestant Services at the hotel  
9:00am - 9:30am Memorial Service  
9:30am - 8th AFHS Annual Board Meeting

UNTIL NEXT YEAR - IN MINNEAPOLIS, MINNESOTA

REUNION HIGHLIGHTS

**Wednesday & Friday - Kennedy Space Center**

8:45 Board bus at hotel for Kennedy Space Center, where America's space exploration comes to life.  
 10:00 Arrive at Spaceport USA Visitor Center.  
 11:00 View IMAX Film "The Dream is Alive," footage of three space shuttle missions.  
 11:45 Lunch on your own in the Visitor Center cafeteria.  
 1:00 Board Spaceport USA Bus for a two hour guided tour which showcases various attractions including the massive Vehicle Assembly Building and the six million pound Crawler Transporter.  
 3:15 Reboard bus to return to the hotel by 4-45pm.  
 \$31/Person includes bus, guide, IMAX film, and tour. Lunch is not included.

**Wednesday - Flying Tigers Museum**

1:00 Board bus for the Flying Tigers Museum. Former World War II pilots will take you on a guided tour of this facility where they repair WWII bombers. See some of the greatest planes ever built, such as the Flying Fortress Boeing B-17 Heavy Bomber 109, which made 140 missions and the North American B-25J Mitchell used on the 1942 Doolittle Raid on Tokyo. Don't miss the 1931 DeHavilland Tiger Moth and a 1941 Ryan PT22 Trainer, both of which are often in the air.  
 4:00 Reboard bus to return to the hotel by 4-30pm.  
 \$16/Person includes bus, escort, and admission.

**Thursday - Sea World**

\*\*\*\*\* Board bus at hotel for Sea World, the world's most popular marine life park. Laugh at the hilarious penguins at the Penguin Encounter or marvel at the sea lions at Pacific Point Preserve. Ruling over it all is the mighty monarch Shamu, the killer whale. His show is a blend of modern technology, awesome animal magnetism, and all-out thrills. Departure time will depend on the number of people registered and will be posted at registration. Approximately six hours will be scheduled at the park. An earlier departure from the park will be arranged for those who do not want to stay all day.  
 \$45/Person includes bus, escort, and admission. Lunch is not included.

**Thursday - Universal Studios**

\*\*\*\*\* Board bus at hotel for Universal Studios, a movie theme park. Universal Studios Florida is a working television and movie production studio, and home to some of the most thrilling and educational rides in Central Florida. Experience over 40 rides, shows, and movie set streets including Back to the Future, Jaws, and King Kong. Departure time will depend on the number of people registered and will be posted at registration. Approximately six hours will be scheduled at the park. An earlier departure from the park will be arranged for those who do not want to stay all day.  
 \$45/Person includes bus, escort, and admission. Lunch is not included.

**Thursday - Church Street Station**

11:00 Board bus at hotel for lunch and shopping on your own at Church Street Station, a block-long entertainment complex with many restaurants and shops. Explore the Exchange Shopping Emporium, 3 levels of shopping featuring over 50 specialty shops and a food court. Enjoy full service dining at Cracker's Seafood Restaurant, Lil' Marlene's, or the Cheyenne Barbecue Restaurant, just to name a few.  
 2:30 Reboard bus to return to the hotel by 3pm.  
 \$12/Person includes bus and escort. Lunch is not included.

**Thursday - King Henry's Feast Dinner Show**

6:00 Buses begin shuttling.  
 7:00 Enjoy the royal treatment at King Henry's Feast Banquet and Show as you celebrate his birthday. Dine on a beautiful chicken and rib dinner while special royal entertainment and amazing death-defying feats are performed right before your eyes. The show features a sword swallower, fire blower, aerial ballerina, and court jesters. Unlimited beer, wine, and soda are included.  
 9:00 Begin shuttling back to the hotel.  
 Cost is included in Package #1

REUNION HIGHLIGHTS (CONTINUED)

**Friday - EPCOT CENTER**

\*\*\*\*\* Board bus at hotel for Epcot Center, Disney World's ever-changing theme park of discovery. Excitement abounds during your visit to EPCOT Center. Disney minds designed the Experimental Prototype Community of Tomorrow (EPCOT) to be a true educational experience. See new technology and inventions in the exciting atmosphere of a world's fair at Innovations. Travel around the world without leaving the country in World Showcase. The park features intriguing ideas in science and technology and celebrates the richness and diversity of world cultures. Departure time will depend on the number of people registered and will be posted at registration. Approximately six hours will be scheduled at the park. An earlier departure from the park will be arranged for those who do not want to stay all day.  
 \$52/Person includes bus, escort, and admission. Lunch is not included.

**Friday - Splendid China**

\*\*\*\*\* Board bus at hotel for Splendid China. Discover the mysteries of ancient China at this elaborately designed 76-acre Chinese-themed outdoor attraction. The park features more than 60 highly detailed miniature and full-scale displays. View the half-mile long Great Wall and stunning Forbidden City. Your experience will include live entertainment, delicious Chinese cuisine, and shopping. Departure time will depend on the number of people registered and will be posted at registration. Approximately six hours will be scheduled at the park. An earlier departure from the park will be arranged for those who do not want to stay all day.  
 \$34/Person includes bus, escort, and admission. Lunch is not included.

**Friday - Rendezvous Dinners**

After a Cash Bar Reception, gather in your respective banquet rooms for dinner with your individual groups. Bomb Groups (FGs, PRGs, etc.) with approximately 50 or more people in attendance will have a private room. Smaller groups will be combined with others. Think of this as your "reunion within the reunion."  
 Cost is included in both Meal Packages (or \$28 separately)

**Saturday - City Tour**

1:00 Board bus at hotel for a tour of Orlando. Discover the historic districts of Lake Cherokee, Delaney Park, and Lake Copeland. Drive through Lochhaven Park and see several of the museums that make up the Cultural Center of Orlando. Continue the tour in Winter Park by driving down exclusive Park Avenue, home to many boutiques, restaurants, and shops. Learn about the fragile geological make-up of this area which is responsible for the Winter Park Sink Hole. A community pool, a Porsche repair shop, and a home were all lost in this disaster which took place in 1981.  
 4:00 Back at the hotel.  
 \$12/Person includes bus and guide.

**Saturday - Annual 8AFMMF Symposium, "The Friendly Invasion"**

This year's show in Orlando promises to be one of wide ranging historical interest and equally entertaining to every 8AF'er and their families as well. Differing somewhat in program format from prior ones, this session will be a special feature presentation by the "Mighty Eighth's" own eminent historian, Roger Freeman. The impact of the US Servicemen in Britain during WWII will be the focus of this interest-laden program backed by many visual effects which will center on the life and times of the Mighty Eighth's men and women. The fun, the social, the sadness, the tragedies, all combined, will tell the story of those wartime days.  
 Cost is included in your registration fee.

**Saturday - Annual Banquet and Dance**

Enjoy a Cash Bar Reception and then assemble in the hotel ballroom for the Posting of the Colors and a Candle Lighting Service. Dinner will consist of your choice of entree (beef or fish) along with the usual accompaniments. Following dinner, awards will be given to active duty members of the 8th Air Force, and you will hear from a guest speaker. Lastly, dance to the sounds of the Big Band Era, provided by the Joe Mose Band.  
 Cost is included in both Meal Packages (or \$33 separately).

**Sunday - Memorial Service**

Please join us as we honor our departed comrades. Norm Grant, the Memorial Service Chairman, will conduct the ceremony, as Past Presidents and individual group contacts participate in the wreath and flower presentation.

**ACTIVITY REGISTRATION FORM**

Names (for nametags) \_\_\_\_\_ ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_  
 8AFHS Membership # \_\_\_\_\_ Check ( ) if Life Member? PHONE # ( ) \_\_\_\_\_

WWII Group (for seating arrangements) \_\_\_\_\_ 1st 8AFHS Reunion? \_\_\_\_\_  
 Please note Banquet Choice: # \_\_\_\_\_ Sliced Beef Tenderloin # \_\_\_\_\_ Chef's Selection of Fish  
 Meals Section

Package Choice #1 \_\_\_\_\_ per person \$157  
 Package Choice #2 \_\_\_\_\_ per person \$112  
 Note: Thurs. dinner is included in Choice #1. Fri. & Sat. dinners are included in #1 and #2 above.  
 Friday: Rendezvous Dinner (Chicken) \_\_\_\_\_ per person \$28  
 Saturday: Banquet & Dance \_\_\_\_\_ per person \$33

Wednesday: Kennedy Space Center \_\_\_\_\_ per person \$31  
 Flying Tigers Museum \_\_\_\_\_ per person \$16  
 Thursday: Sea World \_\_\_\_\_ per person \$45  
 Universal Studios \_\_\_\_\_ per person \$45  
 Church Street Station \_\_\_\_\_ per person \$12

Friday: Kennedy Space Center \_\_\_\_\_ per person \$31  
 EPCOT Center \_\_\_\_\_ per person \$52  
 Splendid China \_\_\_\_\_ per person \$34  
 Saturday: City Tour \_\_\_\_\_ per person \$12

Mandatory Registration fee \_\_\_\_\_ per person \$32  
 (Reg. fee includes Unit rebates, Symposium, 8AFMHF memorial plans, postage, and a raffle ticket for a special gift)  
 Enclose Full Payment to 8AF Reunion \$ \_\_\_\_\_  
 Registration forms must be received by August 30, 1996.  
 MAIL TO: 8AF Reunion \* P.O. Box 11327 \* Norfolk, VA 23517

\*\*\*\*\* CUT HERE AND MAIL BOTTOM PORTION TO HOTEL \*\*\*\*\*  
 8th AIR FORCE HISTORICAL SOCIETY HOTEL RESERVATION FORM - OCT. 1 - 6, 1996

NAME (last) \_\_\_\_\_ (first) \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_  
 STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

ARRIVAL DATE \_\_\_\_\_ NUMBER OF NIGHTS IN ROOM \_\_\_\_\_  
 SPECIAL REQUESTS \_\_\_\_\_

RATE: Singles and Doubles: \$75, Triples: \$87, Quads: \$102 (plus tax, currently 11% + 1% surcharge)  
 Reservations received after September 2 will be processed on a space available basis.  
 Deposit is refundable if reservation is canceled 3 days in advance of arrival date. Be sure to record your  
 cancellation number. Special circumstances will be considered.

Please include first night's deposit by check, travelers check, or credit card to confirm your reservation.  
 CREDIT CARD # \_\_\_\_\_ TYPE \_\_\_\_\_ EXP. DATE \_\_\_\_\_

SIGNATURE (regardless of payment method) \_\_\_\_\_  
 (CHECK-IN 3PM, CHECK-OUT NOON)

MAIL TO: Reservations \* Clarion Plaza Hotel Orlando \* 9700 International Drive \* Orlando, FL 32819

**TRAVEL INFORMATION**

If you are flying into Orlando International Airport, many transportation companies offer service to the Clarion. Transtar has agreed to a reduced rate for airport transportation. The current price is \$21 per person roundtrip. However, if you present the coupon at the bottom of this page to the Transtar Ticket Booth, you are entitled to a \$3 discount. After claiming your luggage, go outside to the Transportation Level at both "A" and "B" Terminals. Advance reservations are not necessary, but please call 24 hours prior to your departure from Orlando to schedule a return trip to the airport.

If you are driving, the hotel is located at 9700 International Drive, near the convention center.  
 From Interstate 4 East, take the Sand Lake Road exit and bear right. Turn right onto International Drive, and the hotel will be on your right after King Henry's Feast and Pizza Hut.  
 From Interstate 4 West, take the Sand Lake Road exit and bear left. Turn right onto International Drive, and the hotel will be on your right.

If you are driving an RV, there are numerous campgrounds in the area. The Orlando KOA is about twenty minutes from the hotel. Please call 800-999-5267 for more information. You may park your RV in the hotel parking lot while attending hotel functions.

**REGISTRATION INSTRUCTIONS**

1. See choices below and complete the Registration Form. Remit by check or money order made payable to 8AF Reunion by August 30, 1996. Forms received after this date will be accepted on a space available basis only. Please complete the entire form (Member number, WWII group, etc.).
2. Canceled check will serve as your receipt, although you are not expected to present it at registration. Confirmations will not be sent.
3. After you check into the hotel, report to our registration desk on the 2nd floor to pick up your nametags, tickets, etc.
4. Full refund for cancellations received by September 25, 1996. After this date, refund amount will depend on charges made for unused portion of services. Please call 804-625-6401 (9am-5pm EST) if you need to cancel.

**MEALS / EVENTS CHOICES**

**CHOICE #1 TOTAL PACKAGE \$157**  
 Package includes 7 food functions starting with breakfast on Thursday. The Thursday evening dinner outing is available only in this package. Options are separate.

**CHOICE #2 PARTIAL PACKAGE \$112**  
 Package includes 5 food functions starting with breakfast on Friday. Options are separate.

**CHOICE #3 INDIVIDUAL EVENTS**  
 Friday Rendezvous Dinner \$28 and Saturday Banquet \$33 can be purchased separately.

**TOUR OPTIONS**  
 Wednesday: Kennedy Space Center \$31 or Flying Tigers Museum \$16. Thursday: Sea World \$45, Universal Studios \$45, or Church Street Station \$12. Friday: Kennedy Space Center \$31, EPCOT Center \$52, or Splendid China \$34. Saturday: City Tour \$12.

\*\*\*\*\* CUT HERE \*\*\*\*\*

8th AIR FORCE HISTORICAL SOCIETY  
 DISCOUNTED CASH COUPON

\$3 off regular round trip price.  
 Present this coupon to TRANSTAR AIRPORT SHUTTLE.  
 The counter collects all cash, and gratuity is not included in the price. Please call 24 hours in advance for transportation back to the airport:  
 856-7777

## MEDICAL FORM – 8TH AIR FORCE REUNION – MEMBER

NAME \_\_\_\_\_ AGE \_\_\_\_\_ BIRTHDATE \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

CURRENT MEDICATION, DOSAGE \_\_\_\_\_

KNOWN ALLERGIES \_\_\_\_\_

PRIVATE PHYSICIAN \_\_\_\_\_ PHONE \_\_\_\_\_

NEXT TO KIN OR CONTACT \_\_\_\_\_ PHONE \_\_\_\_\_

PERTINENT MEDICAL HISTORY \_\_\_\_\_

-----  
MEDICAL FORM – 8TH AIR FORCE REUNION – SPOUSE/GUEST

NAME \_\_\_\_\_ AGE \_\_\_\_\_ BIRTHDATE \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

CURRENT MEDICATION, DOSAGE \_\_\_\_\_

KNOWN ALLERGIES \_\_\_\_\_

PRIVATE PHYSICIAN \_\_\_\_\_ PHONE \_\_\_\_\_

NEXT TO KIN OR CONTACT \_\_\_\_\_ PHONE \_\_\_\_\_

PERTINENT MEDICAL HISTORY \_\_\_\_\_

**THE MIGHTY EIGHTH**

(By Cindy Howe Barnwell in honor of her father, Arthur W. Howe, of Savannah GA, and all the other men and women of the "Mighty Eighth" Air Force.)

Hitler's Nazis planned to have it all.

Europe was dark, in a funeral pall,

France was occupied; was Britain next to fall?

NO! the U.S. of America rose to their call.

The Mighty Eighth Air Force, and Allies on air, land, and sea,

Would win World War II and set them free.

These brave men and women took back Europe from Hell's Jaws;

Because God was on their side in this cause.

Mission after mission, the Mighty Eighth flew.

They must succeed in this, they knew.

Through heavy enemy attack from the ground and air,

They beat the evil that challenged them there.

Some came back "On a Wing and a Prayer,"

Thousands put their lives on the Allied side.

For Europe, the U.S., for the World;

And many died.

The Mighty Eighth Air Force together with the Allies fought on,

And with the help of God, Victory in Europe.

The light of Freedom now shines over our land

Because these brave Americans took their stand.

We'll remember the men and women of the Mighty Eighth;

Their honor and daring, their courage and faith.

How they fought for and won our liberty with their "blood sweat and tears,"

THIS, history will remember throughout ALL the years.

(Editor's Note: This sounds like a fitting dedication for the Heritage Museum)

### Poetry Volume Praised

Many people have expressed their high pleasure with the 8th Air Force Poetry Volume. "The Sky Was Never Still." In fact, the first printing has already sold out; so we're printing another run. This is an excellent volume for your coffee table, for libraries and schools, and for you to recite at chapter meetings or for your children to recite in school. It is truly living history captured in verse. Use the coupon below to order your copy.



### The Sky Was Never Still

**BEHIND THE WIRE**—The newest 8th AFHS Block Buster! Allied Airmen in German Captivity in the Second World War

Price: \$29.95 plus \$3.50 S&H = \$33.45

*Please ship to:*

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Mastercard or Visa # \_\_\_\_\_

Expiration date \_\_\_\_\_

Ordered by (if different:) \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Signature \_\_\_\_\_

Note: Running time – 1 hour 21 minutes  
Color, 1994 original version

*Please send order form and check to:*

8th AF PX, c/o Arthur Swanson  
65 Beddington Lane, Strasburg, PA 17579

### START ENGINES PLUS 50 YEARS

The most appropriate gift an 8th AF veteran could give.  
Price: \$24.95 plus \$3.50 S&H = \$28.45

*Please ship to:*

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Mastercard or Visa # \_\_\_\_\_

Expiration date \_\_\_\_\_

Ordered by (if different:) \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Signature \_\_\_\_\_

Note: This is the full 58-minute episode.  
The A&E version is edited down to 47 minutes.

*Please send order form and check to:*

8th AF PX, c/o Arthur Swanson  
65 Beddington Lane, Strasburg, PA 17579

**"The Sky Was Never Still"** Poems of the "Mighty Eighth"

Price: \$14.95 plus \$3.50 S&H = \$18.45

*Please ship to:*

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Mastercard or Visa # \_\_\_\_\_

Expiration date \_\_\_\_\_

Ordered by (if different:) \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Signature \_\_\_\_\_

*Please send order form and check to:*

8th AF PX, c/o Arthur Swanson  
65 Beddington Lane, Strasburg, PA 17579

# THE EIGHTH AIR FORCE PX ORDER PAGE

Please use latest PX Page when ordering. These prices good only until 1 November 1996.

## 8AFHS Logo Items

	Enter Total Cost
1a. 4" Jacket Patch.....	\$ 3.95
1b. Special Jacket Patch.....	\$ 19.95
2. 4" Sticker \$.75 or 3/.....	\$ 2.00
3. 3 1/4" Inside Decal \$.75 or 3/.....	\$ 2.00
4. 1 1/4" Lapel Pin.....	\$ 4.95
5. 3/4" Lapel Pin.....	\$ 2.75
6. 3/4" Life Member Pin***.....	\$ 3.25
7a. Tie Tac (Regular).....	\$ 3.95
7b. Tie Tac (Life Member)***.....	\$ 4.50
8a. 8th AF Shoulder Patch, 3".....	\$ 2.95
8b. De Luxe Shoulder Patch.....	\$ 17.95
9a. B-17 Belt Buckle, Pewter Finish.....	\$ 12.95
9b. B-24 Belt Buckle, Pewter Finish.....	\$ 12.95
9c. Special 8AF Belt Buckle, Pewter.....	\$ 16.95
10. 8AFHS License Plate, 6" x 12".....	\$ 3.95
11. 8AFHS License Plate Holder.....	\$ 5.95
12. 8AFHS Life Member Plaque, 4" x 5"***.....	\$ 12.95
13. 8AFHS Bolo Tie.....	\$ 17.95
14. 8AF Unit Map Tea Towel (see 9-1/12).....	\$ 5.95
15. 8AFHS Bumper Sticker \$.90 or 3/.....	\$ 2.25
16a. 8AF Cap-Good (fits all sizes).....	\$ 8.95
16b. 8AF Cap-Better (fits all sizes).....	\$ 16.95
16c. 8AF Cap-Best (fits all sizes).....	\$ 24.95
17. Solid pewter tie tacs: B-17, B-24, P-38, P-47, P-51 (\$6.95 each, be sure to circle the one(s) you want).....	\$ 6.95
18. Key tabs B-17, B-24, P-38, P-47, P-51 (circle the one you want).....	\$ 3.95
19. 8AFHS Metal Grille ornament.....	\$ 11.95
20. Ladies Earrings, 8th Air Force Emblem, gold plated For pierced ears only.....	\$ 12.95
21a. "Start Engines" 8AFHS Videotape.....	\$ 24.95
21b. "Behind th Wire" 8AFHS Videotape.....	\$ 29.95
21c. "Pistol Packin' Mama" 390th Videotape.....	\$ 24.95
22. 8AF Key Ring.....	\$ 3.95
23. Miniature Wings (lapel), Pilots & Crew only (circle the one you want).....	\$ 4.25
24. T-Shirts - 8th Air Force Logo in full color. Indicate size wanted. S _____ M _____ L _____ XL _____.....	\$ 8.95
XXL _____.....	\$ 10.95
25. Sweatshirts - 8th Air Force Logo in full color. Indicate size wanted. S _____ M _____ L _____ XL _____.....	\$ 17.95
XXL _____.....	\$ 19.95
26. Golf Shirts - 8AF Logo in blue S _____ M _____ L _____ XL _____.....	\$ 20.00
XXL _____.....	\$ 22.00
27. Grave Markers (5 7/8" Dia.) Complete with metal stake Aluminum.....	\$ 15.00
Bronze.....	\$ 80.00
If you prefer a flush mount for bronze marker check here. _____	
28. A-2 Jacket, genuine goatskin. Order one size larger than your regular suit size. Indicate Regular _____ or Long _____.....	\$175.00
29. Bronze Coin/Medallions, 2" dia.....	\$ 6.95
30. Die Cast B-17 5-1/2" WS.....	\$ 5.00

Roger Freeman Books The following popular hardcover books were written by 8AF historian, Roger A. Freeman.

B1. <i>The Mighty Eighth</i> , (13-1/16), 8-12 x 11, 314 pages. Basic 8AF History, unit statistics ad a/c markings. Medals of Honor, Aces, comprehensive index.....	\$ 39.95
B1a. <i>The Mighty Eighth In Color</i> , by Roger A. Freeman, 1992. 400 color photos.....	\$ 35.00
B2. <i>Mighty Eighth War Diary</i> , 1990, Revised Edition. 2nd book in trilogy on 8AF History by Roger Freeman.....	\$ 49.95
B3. <i>Mighty Eighth War Manual</i> , 1991, Revised Edition. 3rd book in trilogy on 8AF History by Roger Freeman.....	\$ 39.95
B4a. <i>Experiences of War: The American in Europe</i> , by Roger A. Freeman. 192 pp., 1991. Experiences of 150 American airmen in WWII.....	\$ 24.95
B4b. <i>The Friendly Invasion</i> by Roger A. Freeman. 90 pp. 1992. The impact of the "friendly invasion" on the embattled island. Illustrated (reduced from \$21.95).....	\$ 17.00
B4c. <i>Claims to Fame, The B-17 Flying Fortress</i> by Steve Birdsall and Roger A. Freeman. 224 pages. Illustrated. records the exploits of this famous aircraft. .....	\$ 24.95
B4d. <i>Britain, the First Colour Photographs</i> by Roger A. Freeman. Beautiful Britain in true color during the years when the country's very future was threatened. 9x11. 160 pages.....	\$29.95

8AFHS Books The following hardcover books are available.

B5. <i>The 8th AF Album</i> , 1978, 9 x 12, 224 pages. Photo essay of the 8AF in WWII. 1150 photos, including 250 nose art.....	\$ 29.95
B10. 8th AF Yearbook Reprint, 224 pp pictorial.....	\$ 32.95

**Directions:** Write price next to each item ordered on the page, add the cost of the ordered items and place this amount on the cost line below these directions, add the postage and handling charge, write in the total, and PRINT your name and address. When ordering, please be sure to send this entire page with your check to the 8AFPX at the 8AFPX at the address below.

Cost of items ordered.....	\$ _____
For delivery and handling, add \$3.00, or \$4.00 if order is over \$20.00.....	\$ _____
Total (pay to 8AFHS).....	\$ _____

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