



th AF NEWS

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- Voice of "The Mighty Eighth" -

NOVEMBER 1997



8th AF NEWS

Magazine of

The Eighth Air Force Historical Society

Managing Editor Emeritus – 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 60 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. The 8AFHS does not endorse or guarantee the products of its advertisers.

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Class of 2000: William C. Leasure, Richard M. Scott, James W. Hill

COVER PHOTO: General Henry H. "Hap" Arnold, story on page 7.

Mission Briefing

It is with sadness that we report the serious illness of our Editor, James W. Hill. Jim resigned his position effective August 31, 1997, and the Board of Directors is searching for a replacement for Jim—a very difficult task.

In order to keep our 8AF NEWS current, we have volunteered to put together the November issue, and as we have struggled with this daunting task, we are more aware than ever just what a tremendous job Jim did.

We do not presume in any way to attain his achievements, nor do we pretend to be literary geniuses, nor do we have editorial backgrounds.

Hopefully you will find the content of this publication to be informative and interesting. If there seems to be a personal slant, please excuse because we have simply tried to incorporate those areas with which we are the most familiar and knowledgeable.

On our cover is a photograph of General Henry H. "Hap" Arnold the founder of our United States Army Air Force fifty years ago. On page 7 is a fine article appearing in the September issue of the Air Force Association.

We did our best!

Arthur and Carolyn Swanson

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President's Message

By Norm Grant

My thanks to the members in attendance at the Bloomington, Minnesota meeting for their support of my candidacy to another four year term as a member of the Eighth Air Force Historical Society Board of Directors. I believe I can also speak for the two new members elected to the Board, Walter Brown and Larry Goldstein, and Gene Person returned to fill out the 1 year unexpired term of Tex Shields, and I thank you on their behalf.

At the Board of Directors meeting following the close of our reunion I was honored to be selected as the President of our Society for the year 1997-1998. Tom Parsons, Vice President; Dick Baynes, Secretary; and Ken Nail, Treasurer were elected to complete the composition of the Executive Committee.

With determination of purpose, we the Board, dedicate ourselves to do our best to return the 8th Air Force Historical Society to the reasons for its creation and for its existence. To perpetuate the history of the Mighty Eighth, as we the members, all together, wrote that history, and to remember and give our thanks to those who have taken their final flight, whether in combat or in the years since those days of conflict.

To carry out these mandates, we hold to the principle that we resolve differences if there be any, with promptness, fairness and thoroughness. All communication whether by letter or phone will receive a prompt reply. There will be no secrets, this will be an open Society and all meetings will be open to the members, and participation will be encouraged.

We have resolved the confrontation that developed and consumed so much of our attention over the past two years, and I am happy and pleased to say Al Zimmerman is again a Life Member for our Society, and the Board welcomes him back to our fold.

As President of the Society, I am asking all units to consider uniting with us in our annual reunions. We pledge to you our reunions will again be fun filled, yet dedicated to our memories of the War and more importantly to the memories of our fallen friends, as we enjoy the renewal of old acquaintances and the making of new friends.

Each passing year will exact its toll on our aging membership so it is imperative that our groups, large and small, come together to make us a strong, viable Society. If we do not succeed in perpetuating ourselves through our current membership, there won't be a place to go to keep alive those memories and friendships. As our Society of 19,000 members will escalate its loss of members, so too will the units that comprise the Mighty Eighth.

So again, I encourage you to join with us at our 8th Air Force Historical Society Annual Reunions to help provide the anchor to which all can be attached to keep us from drifting into oblivion. The small units need help from the larger units, won't you help?? Some day, even the large units will need help, so lets all join together at our next, and future reunions to give strength and purpose to the Society of the Mighty Eighth.

Again, my thanks for your confidence in me, and I pledge to serve to the best of my ability, keeping foremost in my mind, that we are elected to serve you with fairness and impartiality, for we are a Society of the whole not the few.

Most problems arise from lack of communication, so please communicate your concerns, your questions, your wishes.

Yours for a Mighty, Mighty Eighth
Norm Grant, President

Membership Corner

By Art Swanson

DUES—It's that time again! Please, when sending in your payment, be sure to include the 1998 Dues Notice Card. We receive hundreds and hundreds of payments daily, so with this volume of mail, if your card is not returned, your payment is set aside until there is time to look up your record, as all computer records are by member number. In addition, a card has to be individually prepared for forwarding to our Computer Coordinator so you are shown on our current Roster as a paid up Member in Good Standing. No extra postage is required to return the card with your payment. As you can see, we need to refer to it to promptly credit your account. This year - more than ever - we need your cooperation while we are trying to handle the publication of the 8AF NEWS, as well as dues payments and membership. Remember that dues must be paid promptly to assure your receipt of the 1998 issues of the 8AF news. The publication of the 8AF News is based on the total number of current paid subscribers - regular and Life Members - so when we go to press, we use that figure to determine the number of copies printed. We may not always have extras to send to you, if your payment is late.

We also request you DO NOT pay National dues thru your State Chapter. You cost them money because the Chapter Treasurer has to deposit your payment, write a Chapter check payable to National, and a separate card has to be manually prepared.

ADDRESS CORRECTIONS—This is a real problem. The August issue was stamped with an "Address Correction Requested" to the Post Office. Result: we've spent hundreds of dollars of your money unnecessarily because each piece returned to us costs 50¢. When the return is stamped "Forwarding Order Expired" we have no alternative but to remove the member's name from our Roster. That could be you, if you delay in sending us your change of address or worse yet, you don't send it at all. And if it's a seasonal move, please be sure to show the exact dates of when you are where. We can't decipher what "winter" and "summer" addresses mean.

MEMBERSHIP CARD OFFER—If you are a regular member and your membership card is in poor condition, please send your name, membership number, and a self-addressed, stamped envelope to me at Post Office Box 340, Strasburg, PA 17579, and a new card will be provided for you free of charge. Just give us a reasonable amount of time to fill your request.

THE ADVISOR—We have volunteered to reinstate this publication for the state chapters and units. We'll advise of address changes, new members, deceased, etc. Hopefully this publication will be sent to you sometime after we get caught up with dues payments - but as soon as possible, so you will have some up-to-date information on members in your group.

JIM HILL—Marjorie has been sending 8AFHS mail addressed to Jim on to us for reply. Please do not send any more articles, letters requiring answers, etc. to Jim. If you should have an inquiry or comment re the 8AF NEWS, please send directly to me, and I'll do my best to reply. Address to: PO Box 340, Strasburg, PA 17579.

CORRECTION

In the August 1997 issue of the 8AF NEWS an article entitled "The Flak Remedy - 48 Hours in London Off Duty" mis-spelled the author's name. The correct name is Russell K. Clingan of Des Moines, IA. We are sorry to report that Mr. Clingan died on June 2, 1997 and did not get to see his story in print.

DEDICATION OF THE AMERICAN AIR MUSEUM, DUXFORD AUGUST 1, 1997

(By Special Correspondent Carolyn Swanson for Editor James W. Hill)

The Dedication of the American Air Museum at Duxford on August 1 was truly a memorable occasion attended by many of our Eighth Air Force veterans.

The Eighth Air Force Historical Society was well represented by President Hubert Childress and Treasurer and Past President Charles Dye; also other Past Presidents James Hower, Clifford Peterson, Tom Thomas, Robert Vickers, and Joseph Warth. Mrs. Mary Dundas, widow of Past President Fred Dundas, also was in attendance, as were representatives of the Memorial Museum Foundation, 8AFHS, including President John Greenwood (also a Past President of the 8AFHS); Barkev Hovsepian, William Leasure, Richard Scott, and Arthur Swanson.

Greetings were extended by The Lord Bramall, Chairman of the Trustees of the Imperial War Museum; Dr. Sheila Widnall, Secretary of the United States Air Force; Retired Major General Ramsey Potts; and Charlton Heston, U.S. Chairman of the American Air Museum.

This magnificent structure was officially declared open by Her Majesty, Queen Elizabeth II, who brightened the cloudy, dreary day with her presence. As a kind and appreciative gesture she walked slowly by our group, asking questions and making conversation as she passed us.

We remember the 30,000 young American airmen who gave their lives during World War II and who, on this day, were especially honored to the Glory of God as we were reminded of their ultimate sacrifice.



Duxford Imperial War Museum-Queen Elizabeth II officially dedicates and opens the World War II American Museum in Britain. Seated left to right: His Royal Highness Prince Andrew, The Duke of York; Charlton Heston, Dr. Sheila Widnall Secretary of the Air Force; Her Majesty Queen Elizabeth II, His Royal Highness The Duke of Kent.

Charlton Heston, U.S. Co-Chairman of the American War Museum in Britain, speaks to the VIPs, Veterans, and Founders groups in attendance.





Queen Elizabeth II and the Duke of Edinburgh, view and inspect the exhibits of the museum prior to opening of ceremonies.



Her Majesty Queen Elizabeth meeting the guests

Photos compliments of
Byran Schlag, 447BG.

From the Information Manager

By Ed Kueppers (1-800-833-1942)

The Annual Reunion in Bloomington, Minnesota went well.

We had one of the finest memorabilia rooms I have seen since I've been around, thanks to the hard work of Terry Carlson, The Fly Boys, Dennis Sparks and others.

The Fly Boys, a local re-enactment group, donated part of a tail section from a Ploesti B-24 to the Museum in Savannah. Quite a gift.

The "Mighty 8th Theater" attendance was down, probably due to the fact that too many other things were going on at the same time. We'll have to re-think the number of days we'll have the theater open next year.

Several attendees were fortunate enough to take a ride in a C-130 to Duluth and back, thanks to the USAFR and member Steve Merriam, who piloted the aircraft.

The 800 line continues to be active, with many calls coming from information about us on the Internet.

The mail still averages 4-5 pieces per day, about 20% coming from overseas.

When making an address change, please write to the Membership Records Manager, Art Swanson; rather than calling, as it makes it easier to handle.

Recently Carolyn Swanson did a study showing what State Chapters and Units did last fiscal year in signing up new members. It was quite revealing. Most of our new members came from other sources.

Over the years we have sent applications, old newsletters, and posters to State Chapters to use as promotional material at air shows, etc. The ones receiving the most ended up doing the least, as far as new members. Future requests will be based on past performance.

Our membership brochure will be reprinted shortly. If you have any ideas on this, get them to me ASAP.

Our membership is healthy at about 18,500 and the 8AF NEWS is, by far, the largest of its kind in the country.

INCLUDED IN THIS ISSUE IS THE LATEST INFORMATION ON STATE CHAPTER PRESIDENTS. QUESTIONNAIRES WILL BE GOING OUT TO ALL UNIT CONTACTS, AND AS SOON AS THIS INFORMATION IS RECEIVED AND COMPILED, IT WILL BE PRINTED IN THE 8AF NEWS.

Secretary's Report

Dick Baynes

In an attempt to be more open to the membership and keep you informed about the business of the Society, the following attempts to summarize the significant actions of the Board of Directors at our Minnesota Reunion, September 10-14, 1997.

On Wednesday the old Board reviewed the contracts of the three staff managers who will take over the jobs previously handled by Art Swanson. As of September 1, 1997, they will be Finance Manager - Associate Member John H. (Jack) Hower; Membership Manager - Art Swanson (and Carolyn); PX Manager - Associate Member Mark Copeland.

On Sunday, after a successful reunion, the Board met and last year's President, H. M. "Chili" Childress, welcomed two new members to the Board, Dr. Walter Brown, and Larry Goldstein, as well as returning member Norm Grant, and former member Gene Person, who will fill the one year unexpired term of Tex Shields. The first order of business was the election of officers, and they are listed on the inside front cover.

Incoming President Norm Grant stressed that he wants to emphasize open communications with the membership. It has always been that way, but we want to repeat that any member can sit in on our Board meetings, and is welcome to copies of the minutes, financial statements, or other reports by writing to me.

Each committee chairman and staff manager made his report. These reports are part of the minutes.

Significant action by the Board include the following:

The ADVISOR LETTER sent to all unit contacts and chapter presidents will be reinstated. Art and Carolyn Swanson will edit and publish a non-political, information only type paper to keep the unit and chapters informed.

The by-laws will be reprinted to include the changes voted upon by mail ballot last year.

A Clearing House for reunion dates is in the process of being established in an attempt to avoid overlapping Reunion dates between the stand alone Group Reunions and the national reunions of the 8th Air Force Historical Society and the 2nd Air Division Association.

The Board moved to pledge \$75,000 toward the proposed Chapel at the 8th Air Force Heritage Museum, and to start a solicitation of our members to raise funds toward this pledge. It has been proposed that the chapel be dedicated to the memory of Jimmy Stewart, 445th BG, 453rd BG, and Division Headquarters. The Board of the 8th AF Heritage Museum will vote on this at their October 21 meeting. Total cost of the Chapel is estimated at approximately \$300,000 and will not be started until all money is raised or pledged.

Dates of the next annual reunion of the 8AFHS are October 13-18, 1998, at the Cherry Hill Hilton, Cherry Hill, New Jersey.

Meet Your New Finance Manager

John H. (Jack) Hower, CPA

Jack was born in Russell, Kansas, (as was Bob Dole). An athlete and scholar, he was All-State in high school football and basketball, as well as an honor student.

He has a degree in business from the University of Kansas, and since then, has been a practicing accountant in the field of public accounting.

Jack lives in St. Joseph, Missouri with his wife Lana, and has a son, John-27, and a daughter, Emily-22. He enjoys golf, gardening, and all sports.

Book Review

AIR WAR EUROPA: America's Air War Against Germany in Europe and North Africa. Chronology 1942-1945, by Eric Hammel, Pacifica press, 1149 Grand Teton Drive, Pacifica, CA 94044. ISBN 0-935553-25-8 \$19.95 plus S/H. PB 571PP 3x9 1/4. This book is a comprehensive chronology of America's Air War Against Germany. It is a day-by-day accounting of all of the major combat missions and includes the fighter aces, and when their status was attained, the arrival and departure of units and commands, and other pertinent data. Everyone who served in the 8th Air Force should have a copy of this book. It is being made available in our PX. The author also can provide a hard-cover edition at \$55.00

General Henry H. “Hap” Arnold

H. H. Arnold, one of the nation's first military aviators, went on to become the founding father of the US Air Force

On July 27, 1903, 17-year-old Henry Harley Arnold entered the US Military Academy at West Point and became a cadet.

When he graduated in 1907, Arnold wanted to join the cavalry, which was the glamour arm of the Army in those days, and he complained vigorously when assigned to the infantry. His protests failed, however, and that was the break of his life. Had he gone to the cavalry, he probably would never have taken up flying. Then, H.H. “Hap” Arnold might well have wound up commanding an obscure tank division instead of achieving world fame and the five stars of the first and only General of the Air Force.

It was his destiny to become a dominant figure in American airpower. In the 1920s and 1930s, he was one of few but highly significant voices speaking up for development of military aviation. He was a powerhouse in World War II, breaking through the barriers of conservatism and vested interest to mold the various elements of airpower into a powerful striking force.

On March 1, 1935, the General Headquarters Air Force was formed. The new GHQ Air Force had an autonomy which pleased those who saw it as a step toward an independent Air Force. Still, GHQ Air Force reported directly to the Army General Staff, a reality perceived by traditionalists as a means of exercising greater control over the airmen. Frank Andrews, Arnold's friend and long-time rival, was promoted to major general and given command of the GHQ Air Force. Arnold was promoted to brigadier general and given command of 1st Wing, with three bomb groups at March Field, Calif., and three fighter units at March, Rockwell, and Hamilton fields in California.

On Sept. 28, 1938, he was called to a critical meeting that he ever afterward termed the “Magna Carta” event of the Air Force. The President had assembled his principal advisers, including Craig, Marshall, Arnold, and the Chief of Naval Operations, Adm. Harold R. Stark. The world situation was turning dark; Hitler was on the loose in Europe, issuing territorial demands on parts of Czechoslovakia, and cowing Allied governments. Roosevelt's message to his advisers was this: The only thing that would influence the German dictator was airpower. The President wanted the 1940 aviation budget expanded, and not just a little. He wanted the US in the next year to procure not 178 aircraft, as planned, but 10,000 aircraft! He wanted factories enlarged to produce 20,000 aircraft per year. It marked the beginning of an unprecedented expansion.

Not everyone liked Roosevelt's message, but they all understood it, Arnold most of all. For besides building 10,000 aircraft in a year, there loomed the extraordinary tasks of building the bases, training the pilots and mechanics, setting up all the support services, and in general creating not an inventory of airplanes but an Air Force. Within days, he was promoted to major general as

his formal appointment as Chief of the Air Corps was confirmed.

Marshall reorganized the War Department in June 1941. Arnold became his deputy chief staff for air and Commanding General of the Army Air Forces. Marshall's sponsorship and Hopkins' approval had given Arnold entrée into Roosevelt's inner circle. The independence given him by Marshall was enhanced by the protocol required at meetings with British military officers. The Royal Air Force was an independent service, headed by Air Chief Marshal (later Marshal of the Air Force) Sir Charles Portal.

As Portal's counterpart, Arnold received recognition, prestige, and rank, being promoted to lieutenant general in December 1941 and to general in March 1943. For a man who had remained a second lieutenant for six years, it must have been a bewildering ascent. It came about solely because he delivered before the most demanding task-masters in the nation—Marshall, Lovett, Hopkins, and Roosevelt.

In December 1944, Arnold was promoted to five-star rank as General of the Army, as were Dwight D. Eisenhower, Marshall, and MacArthur.

Six to Ponder

Hap Arnold was a giant, the right man for the time, and it is worth pondering the lasting implications of six of his many achievements:

- During World War II, he guided the swift creation of the most powerful military air arm in history, beginning with a paltry force and expanding it to more than 70,000 aircraft and 2.4 million personnel.
- He helped shape and oversaw military air operations that played a major role in defeating the Axis powers in Europe, drove Japan to surrender in the Pacific, and, with long-range aircraft and the nuclear weapon, defined a new form of airpower.
- He fathered the independent Air Force by inducing George Marshall (and hence the Army) to back the concept—the essential factor, for the Navy was unequivocally opposed to the idea. Only Marshall's prestige made the separation possible.
- He played the critical role in selecting a new cadre of leaders, one suitable for the difficult times he knew lay ahead, and one which set a course of innovation for the future.
- His advocacy of research and development established a culture that the newly established USAF adopted, enabling it to prevail in the Cold War and, when it was permitted to exercise its full might, in the hot wars as well.
- By using both stick and carrot, he compelled the creation of the aerospace industry which helped to win World War II and was decisive in establishing the United States in the postwar era as the first superpower.

These are monumental achievements, to which could be added dozens more than stemmed from Arnold's World War II leadership. Hap Arnold, West Point Class of 1907, father of the Air Force in 1947, continues on the nature and course of the Air Force in 1997.

MUSEUMS - WHICH IS WHICH?

As we study the brochures, membership applications, requests for funds, etc. from various museums, perhaps a review and description of each is in order.

AMERICAN AIR MUSEUM, DUXFORD, ENGLAND

The British Heritage Lottery Fund awarded 6.5 million pounds to the Imperial War Museum for the American Air Museum at Duxford. This museum houses the finest collection of historic American combat aircraft outside the United States and stands as a memorial to the 30,000 U.S. airmen who gave their lives while flying from British bases during the Second World War. According to U.S. Chairman of the American Air Museum Charlton Heston, they still need about \$1,000,000.

The Imperial War Museum is responsible for the maintenance of all the property at Duxford.

THE EIGHTH AIR FORCE HERITAGE MUSEUM AND THE EIGHTH AIR FORCE HISTORICAL SOCIETY

In his address to the membership at the recent annual general membership meeting of the Eighth Air Force Historical Society in Bloomington, Minnesota, Major General Lewis Lyle discussed the relationship of the Mighty Eighth Air Force Heritage Museum to the Historical Society. The following remarks are the substance of his talk.

From time to time we have heard statements as to what the intent of the Heritage Museum is towards the Eighth Air Force Historical Society with regard to relationships, policy, goals, and objectives. General Buck Shuler, myself, and our Board of Directors are unanimous in recognizing the need for a strong and independent Historical Society. One of the fundamental objectives of the Society was to create a home for the Eighth, according to the directives established by its Long-range Planning Committee. Years of study and consideration went into achieving that objective and the Society Board made the decision to set up an independent organization to accomplish this goal. Once the Museum organization was incorporated, the Society gave the new organization its real start by providing \$120,000 of seed money. The Eighth Air Force Heritage Museum organization is indebted to the Society for getting the Museum project started as well as for the continuing support it provides. Along the way, there have been differences of opinion concerning various aspects of the project but the combined support of the Historical Society, the Second Air Division Association, the Eighth Air Force Bomber and Fighter Group Associations, and of Savannah, Georgia and Chatham County has resulted in a magnificent home for the Mighty Eighth. We are all part of one family with synonymous goals and objectives of preserving and presenting our Eighth Air Force Heritage.

The Eighth Air Force Heritage Museum belongs to all members and veterans who served in the Eighth Air Force. There is a vital need for a strong Eighth Air Force Historical Society and that is in the best interest of the Society membership as well as that of the Heritage Museum. We are all a part of the Mighty Eighth family and under no circumstances would we do anything or condone any action that would threaten the financial and operational viability of the Historical Society or of any of the Eighth unit associations.

The Heritage Museum belongs to all of us. It will represent, for all generations, that of which we all may justifiably be proud. Working together we can, as separate independent organizations with the com-

mon goals of preserving our heritage, be successful. We believe that working in harmony will undoubtedly lead us to the greater glory and memory of the Mighty Eighth.

THE MEMORIAL CHAPEL AT THE MIGHTY EIGHTH AIR FORCE HERITAGE MUSEUM

Preliminary plans have been developed to construct a memorial chapel patterned after the many historical stone chapels which were near every air base in East Anglia during World War II. It will be a hallowed place of meditation, reflection and honor for veterans, families and for the generations to come. Services for all denominations, individual and group ceremonies, and weddings are just a few of the uses which the chapel will serve. The chapel and its surrounding lagoon and gardens will be especially designed to make this a most special place at the Heritage Museum and is the biggest project yet to honor The Eighth Air Force Historical Society.

Maintenance of The Heritage Museum is the responsibility of the Museum itself.

UNITED STATES AIR FORCE MUSEUM, WRIGHT PATTERSON AIR FORCE BASE, DAYTON, OHIO

Most of us have visited Wright-Pat and enjoyed its many displays, aircraft, and memorials, and especially our own control tower replica erected by our 8AFHS Memorial Museum Foundation and funded entirely by our members and a generous contribution authorized by your Board of Directors.



The Museum now plans to construct a 190,000 square foot main exhibit hall, functional connector, and "Hall of Missiles". Known as the Cold War Complex, it will cover the USAF's mission during the period from the Berlin Blockade in 1948, to the fall of the Berlin Wall in 1989. The facility will house approximately 35 aircraft and 15 ballistic missiles, as well as associated artifacts and provide in-door space for 25 aircraft and nine missiles currently outdoors.

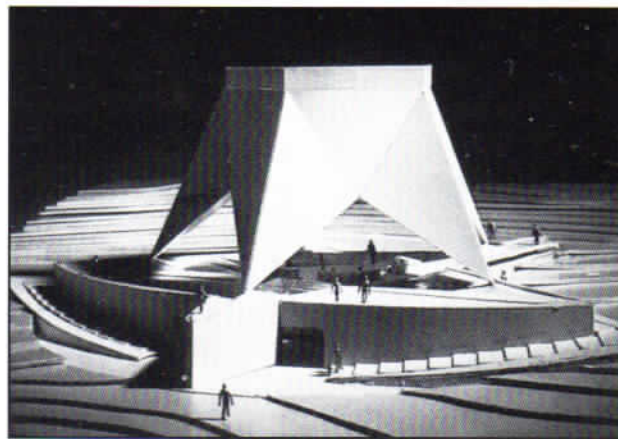
How financed? Funds are raised by the Air Force Museum Foundation.

Maintenance is the responsibility of the U.S. Government as the entire base is on federal land.

PROPOSED AIR FORCE MEMORIAL, ARLINGTON RIDGE, VIRGINIA

This is to be a memorial to the men and women of the United States Air Force and its predecessors such as the Army Air Corps. The site on Arlington Ridge is near Arlington National Cemetery, and there are other service memorials in the vicinity, including the Women in Military Service to America Memorial, the Coast Guard Memorial, the Seabees Memorial, and the Iwo Jima Marine Corps War Memorial. Overall, the Air Force Memorial Foundation has raised \$12.5 million toward the goal of \$25-30 million for the memorial. The Memorial will be built with private funds, with no taxpayers' dollars being used. The memorial itself centers on the famous five-pointed Air Force star, which has a long tradition of gracing Air Force aircraft and missiles and is central to the rank insignia of every enlisted member of the United States Air Force.

This Memorial, too, is on federal land, and maintenance is the responsibility of the federal government.



THE WOMEN IN MILITARY SERVICE FOR AMERICA MEMORIAL



This magnificent memorial was dedicated on October 19, 1997. It is located at the gateway to Arlington National Cemetery. The design includes a reflecting pool, an education center, a theater and arc of glass tablets on the upper terrace, where the tablets will serve as a skylight to the inner gallery. A Register with a computerized database with the name, photograph and individual story of each woman's service will be a permanent place to honor servicewomen in America's history. The Memorial was authorized by Congress and is supported by the Department of Defense and the Department of Veterans Affairs. However, Federal funding is not authorized for the Memorial, and the non-profit Women In Military Service For America Memorial Foundation (WIMSA) has raised the funds for this memorial.

We pay tribute to our own Women in Military who served with the Eighth Air Force, and especially to our own Aida Kaye, a Past Board Member and Chair of Membership.

VETERANS' DAY NOVEMBER 11, 1997

As school children, many of us remember when Armistice Day was celebrated by standing for a moment of silence at the eleventh hour of the eleventh day of the eleventh month - to honor and remember those who gave their lives in World War I - "The Great War" - the war to end all wars.

After World War II, Armistice Day was changed to Veterans' Day to include those who died in World War II and veterans of all wars.

We who survived "our" war and came home to live these many years remember those of our comrades who gave their lives for their country and others whom we fondly recall and to whom we have said "Farewell".

(Editors' Note: According to the World War I publication, THE TORCH, there were 4,734,991 United States participants in that war. As of October 15, 1997, the surviving WORLD WAR ONE veteran population is 4,965).



Lib or Fort, Which Was Best

The debate is as strong,
now just as before,
as to which bomber was best,
the -17 or -24.

Some guys said the -17,
was certainly a queen,
and she was the best bomber,
that they had ever seen.

But other crews stood their ground,
and some actually swore,
that their bomber was better,
the immortal -24.

The -17 was a good plane,
it's easy to say.
She was first into battle,
and fought on day after day.

But the -24 fought,
in every theater of war,
and could fly higher and faster,
so that evened the score.

"So which one is better?"
the question seems to arise,
from all the "old timers",
who flew those unfriendly skies.

Well, there's a story that's survived,
above all the rest,
of how a -24 crew,
proved their bomber was best.

It seems one day,
as the war raged on,
that some -17's were flying,
across the big pond.

Unknown to them,
above and behind,
flew a lone -24,
of the "H" model kind.
When the -24 pilot,
saw the -17s below,
a thought came to mind,
that just made his face glow.

"Hold on boys" he said,
as he pushed on the yoke.
"Those -17's don't see us
so we're playin' a joke."

He pushed the nose over,
into a shallow dive,
'til the airspeed read,
three hundred twenty five.

She shuddered and shook,
and the clouds flew by,
and the crew wondered

"Are we all going to die?"

Soon they saw what was happening,
and figured it out,
and got on the intercom,
and started to shout.

"Give her all she's got",
everyone did say.
"Let's show those Forts
who's the best this day!"

The airspeed built up,
the altimeter wound down.
And the engines were screaming.
Man what a sound.

As the pilot drew closer,
to the Forts just below,
he had an idea,
that his crew didn't know.
Ever so carefully,
he pulled on the wheel,
to maintain the airspeed,
he did it by feel.

Then his hand moved to the throttles,
as a hundred times before,
and he pulled back on engines,
number one and number four.

He turned to his copilot,
to yell over the din,
"Feather the props,"
he said with a grin.

The Lib slid past,
all those Forts with great ease,
on just two engines and airspeed,
as slick as you please.

For weeks and months,
in England it was said,
a squadron of -17 crews,
walked around with bowed heads.
So the story was told,
and the legend grew,
about the B-24,
and its fearless crew.

It's never been seen,
or heard since that day,
when it blew by those Forts,
but some people still say,

That the pilot who flew it,
was our own Creator.
He liked it so much,
He flew His own Liberator.

*Contributed by Life member Kevin M. Pearson,
Missouri Chapter*

ANNIVERSARIES

BRIGADIER GENERAL CHARLES "CHUCK" YEAGER

October 14, 1997 marked the 50th Anniversary of Chuck Yeager's historic flight that first broke the sound barrier. In keeping with his usual style, Chuck again re-lived this feat but did his flying in an F-14.

Chuck gained his flying experience as a fighter pilot with the famous 357th Fighter Group, achieving Ace status in just one day. He began his career as a private in the Army Air Corps and eventually rose to the rank of Brigadier General.

"Glamorous Glennis", Chuck's famous airplane, was named after his beautiful wife who is now deceased.

The Charleston, West Virginia Airport is officially named the Charles Yeager Airport, an honor bestowed on few living heroes.

MAJOR ALTON GLENN MILLER

December 15, 1997 marks the 53rd anniversary of Glenn Miller and his disappearance over the English Channel enroute to Paris.

We are the "Glenn Miller Generation", and as we listen to those wonderful renditions of beautiful music, especially that of MOONLIGHT SERENADE, our thoughts travel back in reverie as a lasting reminder of a long ago era when we were young and looking forward to our future - and - for a brief moment - we are young again.

The memory of Glenn Miller, his orchestra, and MOONLIGHT SERENADE, will always be a wonderful gift to our generation.



The Eighth Air Force Historical Society

COMMITTEE ASSIGNMENTS 1997-98

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Tom Parsons
Richard Baynes
N. Kenneth Nail

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REMEMBRANCE

Thanksgiving Day

We pause to give thanks for the many blessings we enjoy—the love of family—the camaraderie and strong bonds of friendship, especially within our own 8AFHS. We recall the stories of the Pilgrims and cannot begin to imagine how they survived the tribulations they experienced; the pioneers who traveled into the unknown in their covered wagons. "We Gather Together To Ask The Lord's Blessing" and are thankful to be Americans.

The Holiday Season

For Christians, Christmas begins with the Season of Advent when "God came down the steps from Heaven to place the Baby Jesus into the arms of the waiting world". We exchange cards and gifts and despite the commercialism, hope the true meaning of Christmas is remembered.

For those of the Jewish faith, December 24 is the First Day of Hanukkah—the Festival of Lights. The holiday commemorates the Maccabean victory over Antiochus of Syria some 21 centuries ago. To cleanse and re-dedicate the temple the Maccabees found only enough sacred oil to light the Menorah for one day but a miracle occurred, and one day's supply lasted eight days. For each of the eight nights of Hanukkah, therefore, an additional candle is inserted from right to left and lit by the helper from left to right until an eight-candled Menorah is aglow. This Festival of Lights is celebrated with good fellowship, good food and the opening of presents.

AND THEN COMES NEW YEAR'S.

We who have lived three score and ten - plus - can hardly believe we are only a few years away from the beginning of the twenty-first century!
HAPPY NEW YEAR!

The Founding Father

by Roger A. Freeman

During a discussion at the Minneapolis convention someone mentioned John Woolnough, bringing the question from a listener "Who was John Woolnough?" My answer was "The founding father of the Society" and this drew more questions from the veteran who, it transpired, was a comparatively new member and attending an 8AFHS convention for the first time. Perhaps there are other new members who know little about the man who is primarily responsible for putting the show on the road. Hence a little history as I remember it and a few personal observations.

One day in the early seventies I received a phone call from a man who introduced himself as John Woolnough, a former B-24 pilot who flew out of Attlebridge in 1944. He had just visited the Second Air Division Memorial Library in Norwich and seen my book *The Mighty Eighth*. He was surprised I was British and not an American. Could he come and see me?

The man who arrived was tall, lean, and generally serious. I learned he was a Lt. Colonel, retired from the USAF in 1965. He was intent on compiling a history of his wartime outfit, the 466th Bomb Group, with whom he had flown 30 missions, several as a lead pilot. He asked if I knew of a disused 8th Air Force airfield that was still fairly intact. I said that the best example locally was Lavenham, where the owner had preserved most of the main buildings: John accepted my offer to take him there that afternoon. On the way back he was silent for a while, then he said: "I've been thinking that I would like to start an association for wartime members of the Eighth Air Force." I politely acknowledged his ambition but didn't take it seriously, having a few weeks earlier heard Bill Robertie express a similar interest only to immediately dismiss it as being just too large and difficult an undertaking. (And Bill Robertie was a man of great endeavor, who did wonders for the Second Air Division as the editor of their Journal.)

Well, I underestimated John Woolnough's boundless energy for he had soon enlisted others to the cause and started an 8th Air Force Clearing House, later embraced by Elmer and Jean Fessler. In January 1975 he published the first lean issue of 8th AF News and arranged an inaugural meeting of the Eighth Air Force Historical Society with temporary officers and Aida Kaye as secretary. The first 8AFHS reunion was held at Miami Beach that October and it is interesting to note that of the original formal board elected on that occasion we still see Aida, Bobby Dodds, Bob Powell and Bob Vickers at the annual event, the last named regularly and ever active. Once John and his helpers had set the ball rolling it gathered pace at an extraordinary rate and within a few years the Society could boast over ten thousand members. John not only took a leading part in administration, he also continued to edit the 8th AF News, research and compile books and initiate several enterprises to enhance 8AFHS standing. To further the memory of the Eighth Air Force, in 1977 he formed the 8th Air Force Memorial Museum Foundation, an independent organization which could take advantage of tax relief benefits to pursue the aims embodied in its title.

The wonder was how John found time to pursue all these activities. The answer lies in his ordered ways, an example of which was the economy in letter communication where a duplicated, printed piece would frequently be adorned with scribbled notes to the recipient all round the margins! His custom of working away on his own did not always meet with approval as the society he had founded grew and the membership demanded a more open administration. Nor was John's directness always prudent; a proud man he was not wont to admit a lack of tact in some instances. But above all John Woolnough was a kind, thoughtful and enterprising individual. He devoted the best part of two decades of his life to ensuring the history of the Eighth Air Force was acknowledged and its spirit held dear. He was indeed the founding father of the 8AFHS and it was a privilege to have known him.

Editor's Note: John Woolnough died in December, 1990.)

REUNION INFORMATION

(Information received as of October 31, 1997)

Arizona Chapter, Spring Reunion, March 18-19, 1998
Flamingo Hilton, Laughlin, Nevada

Florida Chapter, 2AD March 26-29, 1998
Ft. Myers, Florida
For information contact Fred McConnell, PO Box 482,
Cape Coral, FL 33910

446th Bomb Group April 30-May 3, 1998
Savannah Marriott Hotel, Savannah, GA
Contact Link Veazey, 1938 Oaks Drive, Snellville, GA 39278
(770-972-5883)

2ADA May 29-31, 1998
Oakbrook, IL

351BG June 3-7, 1998
Tucson, Arizona

Pennsylvania Chapter June 19-22, 1998
Quality Inn, Lebanon, PA

457BG - Tentative plans for reunion in England
No Dates Indicated

303BG August 21-26, 1998
Savannah, GA

448BG July 29-August 1, 1998
England

381BG September, 1998
Savannah, GA
No dates indicated

384BG September 24-27, 1998
Harrisburg, PA

386BG Probably September

398BG September 26-29, 1998
Harrisburg, PA

453BG Late Sept. - Early Oct.
Lexington, Massachusetts

8AFHS October 13-18, 1998
Cherry Hilton, Cherry Hill, NJ

94BG With 8AFHS
97BG With 8AFHS

301BG October 15-17, 1998
Tucson, AZ

387BG October 7-11, 1998
St. Louis, MO

466BG With 8AFHS

482BG With 8AFHS

493BG With 8AFHS

306BG December
Savannah, GA



I seek to contact any 8AFHS members who trained or were stationed at Dyersburg Army Air Base, Tennessee from 1942 to 1945. This was a final phase B-17 training field. We have established a Dyersburg AAB Memorial Association and have opened a museum on the old airfield. For more information, please contact Tim Bivens, 2415 Upper Finley Road, Dyersburg, TN 38024.

The U.S.A.A.F. World War II Historical Group of Switzerland is interested in contacting airmen who were interested in Switzerland during the war. Please contact: Rolf Zaugg, Ruttistrasse 7, 3427 Utzenstorf, Switzerland.

Trying to trace any of the crew, or their relatives, from the B-17F "Raunchy" 351st Squadron, 100th Bomb Group lost on 06/09/43. I am particularly interested in contacting any relatives of the ball gunner, Joe Maloney, who, I believe, was the only member of the crew killed in this action, for any information you could send concerning the foregoing." Peter Howard, 49 Southern Way, Wolverton, Milton Keynes, MK12 5EH England

I am writing in the hope of tracing a Mr. Mervin Frisby who was in the American Air Force and served at Deopham Green Airfield, Norfolk, England in 1944-1945. I would be most grateful if you could send me any information, past or present, you have on the whereabouts of Mr. Frisby, as this is of great importance to me. W.J.R. Paul, The Orchard, Mill Lane, Rocklands, Attleborough, Norfolk, England NR17 1XR

Does anyone know for sure how many B-17's and B-24's were lost on the last bombing mission the 8th Air Force flew on April 20, 1945. My plane, "The Grosse

Arsch Vogel" #339125, 613th B.S. 401st Bomb Group, went down on that date. I finished my missions on October 3, 1944 in Lead Position - Tail Gunner. Lawrence Million, 715 Evergreen Road, St. Marys, PA 15857-2021

Lt. Herman Ballard, B-17 pilot stationed with the 490th Group near Bury St. Edmunds, was missing in action in the spring of 1945. I was his navigator and good friend. Herman came from a town near Columbus, Ohio. Would like to hear from friend, relatives, or former crew members who returned. Henry Horwege, (805) 489-0561, 245 Spruce St. #C, Arroyo Grande, CA 93420.

I am the son of a WWII veteran who served in the Mighty 8th Air Force. It seems that information concerning my father is hard to come by. I have tried to attain any information available through the air force and an 8th Air Force group in Birmingham, Alabama. My father died in 1966 when I was only 16 years old. His name was Robert Lester Slay, S/Sgt., Combat Crew #7983 from Sioux City Army Air Base, Sioux City, IA. Plane "Punch Anna", 305BG. Any information forwarded to me will be greatly appreciated. Robert L. Slay, Jr., 1508 Brown Drive SE, Jacksonville, AL 36265.

I am researching a book about The Birkdale Palace Hotel in Southport which was built in 1866 and overlooked the Irish Sea. The building had over 1,000 rooms. The hotel had its own railway station and runway. Sadly it was closed in 1967 and demolished in 1969. During the Second World War it was requisitioned by the Ministry of Works and turned over to The American Red Cross who treated over 15,000 American Eighth Air Force personnel. Any information concerning the Palace Hotel such as accounts of men who stayed there would be greatly appreciated. Jon Power, 84 Roe Lane, Southport, Lancs, PR9 7HT, England.

I am looking for someone who knew Tech. Sgt. Harold M. (Bud) Parsons. His three daughters would like to hear more about the Dad they never knew. He was a gunner aboard a Flying Fortress named, "Flak Happy" in 1943 over Europe. On July 20, 1946, a mid-air collision occurred off the Pacific Coast of Panama between two Flying Fortresses. Fifteen crew members were missing, including my Dad. I sure would appreciate any information about my Dad. Margaret Gemignani, 5702 Downing Place, Baltimore, MD 21212.

RAF Valley, Anglesey, North Wales—Life member Paul Homan, 448BG, recently visited here and is requesting articles of personal experiences at this location be forwarded to David Griffith, "Craig Artro", Llanbedr, Gynedd LL45 2LU, WALES. This includes memorabilia, or records, memories, accounts.

In this regard, Hywel J. Evans, Retired Flight Lieutenant RAF, is also interested in contacting any crewman with memories of RAF VALLEY, especially involving the documenting of individual aircraft which visited Valley. He can be contacted at 42 Haydock Close, Chester CH1 4QD, UNITED KINGDOM.

(Editor's Note: Perhaps these two gentlemen can get in touch with each other.)

I am doing an article on Colonel William Howard Stovall. Any information on him would be appreciated. You can call me collect at 313-884-7831 day or night, or write to me, William Jeanes, Editor-in-chief, Classic Automobile Register, 339 Rivard Boulevard, Grosse Pointe, MI 48230.

I am working on a complete story of the battle that took place on February 25, 1944. Any details, photos, or information of any kind will be appreciated. Please contact: Rudi Penker, Postfach 1716, 85317 Fresing, Germany

I am writing on behalf of "Association Normande Du Souvenir Aerien 39/45. We are particularly interested in crashes in the Normandy Area. Our aims are: 1. Gathering of evidence; 2. inventory of crash points; 3. search for wrecks and plane parts; 4. history of the crews; 5. gathering of objects and pictures; 6. history of aerodromes 39/45; 7. filing of information and conservation of information. We do not buy or sell anything; we merely want to preserve the history of the air war. Our website is: http://www.infonie.fr/public_html/ansa/index.htm Laurent Viton, La Poste, 78110 Goderville, France.

I would like to locate Sgt. James (Jim) Peterson, who was stationed at Horsham St. Faith or the immediate area during WWII. I understand that Sgt. Peterson has tried to locate the Cooper/Leamon family without success during to the fact that the family no longer lives in Calvert Street, Norwich. Now the COOPER/LEAMON FAMILY trying to locate Jim Peterson. Please contact Christine P. Armes, 192 Plumstead Road East, Thorpe St. Andrew, Norwich, Norfolk NR7 9NQ England.

STATE CHAPTER PRESIDENTS

ALABAMA	Henry S. Arnold, 4724 Southlake Parkway, Birmingham, AL 35244	NEVADA	Henry Allen Reinstein, 9030 W. Sahara Ave., Suite 209, Las Vegas, NV 89117
ALASKA	Albert N. McMahon, 2201 McKenzie Drive, Anchorage, AK 99517	NEW HAMPSHIRE	Allen E. Drew, 29 Elm Street, Farmington, NH 03835
ARIZONA	Mrs. Iris McCoy, 10401 N. Cave Creek Road #42, Phoenix, AZ 85020 (602-906-9578)	NEW JERSEY	Raymond E. Butler, 928A Liverpool Circle, Lakehurst, NJ 08733 (732-323-0819)
ARKANSAS	William A. Fisher, POB 3102, Hot Springs Village, AR 71909 (501-922-0935)	NEW MEXICO	Lawrence Stebleton, 8903 Rio Grande Blvd. NW, Albuquerque, NM 87114 (505-898-5437)
CALIFORNIA	Gervais W. Ford, 1930 Cabana Drive, San Jose, CA 95125 (408-377-4018)	NEW YORK	Louis Lupi, PO Box 218, Burnt Hills, NY 12027-0218
CALIFORNIA NORTH DOOLITTLE	Richard C. Baynes, 71 Nighthawk, Irvine, CA 92714-3683 (714-552-3889)	CENTRAL	Larry Goldstein, 6413 Madison Street, Ridgewood, NY 11385-4629
CALIFORNIA SOUTH LEMAY	Ralph E. Gies, 4725 S. Clarkson Street, Englewood, CO 80110	NEW YORK SOUTH	Laurence P. Paul, 8654 Bonview Terrace, Williamsville, NY 14221
COLORADO	Arthur J. Ruggiero, 34 Summit Drive, North Branford, CT 06471 (203-488-8754)	NEW YORK WEST	James R. Phillips, 1300 Currituck Drive, Raleigh, NC 27609-5541
CONNECTICUT	Joe Ennis, 202 W. 4th St. #1, Lewes, DE 19958 (302-645-1796)	NORTH CAROLINA	George C. Hood, 700 Mills Street, Raleigh, NC 27608-1828
DELAWARE	Robert Nolan, 2676 Augusta Drive N., Clearwater, FL 34621	EASTERN	George W. Spicer, 6726 Brookmeade Drive, Charlotte, NC 28226-7726
FLORIDA	Clayton E. Ridge, 7078 Stonington Drive NE, Atlanta, GA 30328-1962	CAROLINA WING	Tommie F. Dickson, PO Box 646, Etowah, NC 28729
GEORGIA	Not organized	NORTH CAROLINA METRO WING	Not active
HAWAII	Karen Sayko, Box 65, Atlanta, ID 83601	WESTERN	Robert A. Coates, 157-2 Winding Way, Minot AFB, ND 58704
IDAHO	Terry Carlson, Box 250, Round Lake, IL 60073 (847-740-8712)	CAROLINA WING	James T. Erskine, 568 Colima Drive, Toledo, OH 43609 (419-382-8595) (Fax 419-382-4242)
ILLINOIS	Chapter dissolved	NORTH DAKOTA	Joseph E. Chassaing, 6855 SW Raleighwood Way #4, Portland, OR 97225-1948
INDIANA	Charles D. Taylor, Box 847, Montezuma, IA 50171	NORTH DAKOTA MINOT WING	Richard M. Scott, 144 N. Mulberry Street, Lancaster, PA 17603 (717-299-2484)
IOWA	Mark E. Niffengger, 2019 46th St., Des Moines, IA 50310	RHODE ISLAND	Eric A. Spurrier, 1130 Narragansett Parkway, Warwick, RI 02888-4741 (401-463-9922)
CENTRAL	Robert C. Reeves, 2506 Laurel St., Waterloo, IA 50702-5127	SOUTH CAROLINA	Joseph S. Rosenbloom, Box 22313, Hilton Head Island, SC 29925
IOWA WING	Gene Person, 2411 North Twin Lakes Road, Manson, IA 50563 (712-297-7749) or Box 63, Magnolia Park, Donna, TX 78537 (956-464-7507)	SOUTH DAKOTA	Charles Q. Mateer, 1723 8th Avenue, Belle Fourche, SD 57717-2007
NORTHEAST	Robert H. Hill, 6342 Peachatree, Wichita, KS 67218 (316-683-9214)	TENNESSEE	John Bacon, 5350 Blue Ridge Parkway, Memphis, TN 38134
IOWA WING	Wayne Tabor, 7009 Echo Trail, Louisville, KY 40299 (502-267-9857)	TEXAS	Thomas M. Lawler, Jr., 5324 Wellington Drive, Austin, TX 78723-4006 (512-926-6641)
NORTHWEST	Not Organized	CENTRAL	E. Richard Atkins, 1304 Cochise Drive, Arlington, TX 76012
IOWA WING	Everett Stevens, Rt. 1, Box 676, Carmel, ME 04419	TEXAS NORTH	Virgil Roethler, 1516 18th Street, Rockport, TX 78382 (512-729-5450)
KANSAS	See National Capital Area Chapter	TEXAS RIO	John Lusk Moore, 5722 South 1580 East, Salt Lake City, UT 84121
KENTUCKY	Albert Audette, 279 Washington St., Woburn, MA 01801-2738	UTAH	Lyndol W. Palin, 137 Lakewood Parkway, Burlington, VT 06401
LOUISIANA	Richard Carter, 26793 Maywood, Woodhaven, MI 48183 (313-675-1140)	VERMONT	Chris Bowers, 9001 Patterson Avenue #6, Richmond, VA 23229 (804-740-7798)
MAINE	Maurice Sumney, POB 2527, Kalamazoo, MI 49003	VIRGINIA	Ed Ewen, 124 Hempstead Road, Williamsburg, VA 23188-1575
MARYLAND/DC/N VA	Don Bruns, 609 Wisconsin Street, Hudson, WI 54016 (715-386-3626)	CENTRAL WING	Joseph E. Regan, 12532 Halmer Point Drive, NE, Kirkland, WA 98034
MASSACHUSETTS	N. Kenneth Nail, 1211 Eugene Street, Tupelo, MS 38801 (601-844-2488)	WASHINGTON	James Al Davidson, 2638 Lakeview Drive, Saint Albans, WV 25177-3426 (304-727-7724)
MICHIGAN	Bruce E. Alshouse, 8915 Belleview Avenue, Kansas City, MO 64114	WEST VIRGINIA	Donald J. Kabitzke, 2464 N. Sherman Blvd., Milwaukee, WI 53210 (414-442-8890)
MICHIGAN W. WING	Clarence F. Cherry, 9833 Gloucester Drive, St. Louis, MO 63137	WYOMING	Not organized
MINNESOTA	Douglas R. Drysdale, 1408 S. Black Avenue, Bozeman, MT 59715-5638		
MISSISSIPPI	Harry F. Cruver, 5910 Merritt Place, Falls Church, VA 22041-2506 (703-379-7734)		
MISSOURI	Homer Sheridan, 4903 Chicago St. #7, Omaha, NE 68132 (402-558-3264)		
MISSOURI ST. LOUIS WING			
MONTANA			
NATIONAL CAPITAL AREA			
NEBRASKA			

CHAPTER NEWS

CHAPTER NEWS A SPECIAL REPORT ON THE PENNSYLVANIA CHAPTER

The Pennsylvania Chapter was organized by Arthur and Carolyn Swanson in May, 1991, and received an overwhelming response—so much so that Annual Reunions have been held every year since—and so popular we have regular attendees from Illinois, Connecticut, New Jersey, Maryland, and Ohio. Our 1998 Reunion will be June 19-22 at Lebanon, PA. We also have three groups who meet regularly—a Wing in Pittsburgh—and Squadrons in the Delaware Valley and Scranton areas.

The Chapter has 693 paid members as of September 30, with annual dues of \$10.00. The Pennsylvania Chapter is the only one in the country that donates \$1.00 of those dues to the Memorial Museum Foundation.

Financial support has been given to the Control Tower project at Dayton, the Boalsburg Military Museum, the Penn State Archives, and the Air Force Memorial in Washington.

The Western Wing sponsored the publication, "SILENT HEROES AMONG US" which was a book written by students of Butler High School who conducted interviews with veterans of World War II.

On October 9, 1997, the Chapter held a Dedication Ceremony at the gravesite of SSgt. Archibald Mathies, an 8th Air Force Medal of Honor winner from Pennsylvania, for whom the Chapter is named. President Dick Scott conducted the service, with almost 100 in attendance.

We are especially proud of our Chapter President, Dick Scott, who was recently inducted into the Pennsylvania Air National Guard Hall of Fame. He is only one of 21 to be accorded this honor. Dick, a retired Major General in the Air Force, is the former Mayor of Lancaster and also a former Adjutant General of the Commonwealth of Pennsylvania.

The Chapter is especially fortunate to have a hard-working, congenial group, and our Chapter Newsletter - KEYSTONE TALE WINDS - is an excellent publication entirely produced by our Editor, Pete Ardizzi.

We think we've come a long way in just six years by becoming one of the top chapters in the country. We do thank all our members who have supported the Chapter and, we should add, there is only one rank in our Chapter - that of "friend"! We're Pennsylvania Proud!

*From Chairman of the Chapter & Unit
Development Committee Chairman,
Gene Person.*

With a little prodding from some of the 8AFHS members, I will make another effort to find "Founding Presidents" in the following states: Alaska, Hawaii, Louisiana, Indiana, North Dakota, Oklahoma, and Wyoming. All the help you need in lists and enumeration will be sent to you as soon as we get a volunteer from each one of these last seven states. Either contact me, Gene Person, Lot 63, Magnolia Park, Donna, TX 78537 (Tel. 956-464-7507) or Ed Kueppers, 1-800-833-1942. All help will be appreciated, and all the camaraderie you will create will more than compensate in your efforts. Looking forward to the all Texas Reunion in San Antonio this winter.

COLORADO CHAPTER—The Colorado Chapter held their general meeting on November 7, 1997. Colonel Ralph Saltsman, Jr., a 94BG Squadron Commander from Columbine Valley gave a talk on "Before the Eighth was Mighty", after which an election of officers was held. Veterans Day ceremonies were held at Ft. Logan Cemetery on November 10.

ILLINOIS CHAPTER—The "Gee Whizz" units holiday luncheon will be held on Sunday, December 14, at Mango's in Des Plaines, with Dink Best and his committee in charge. It will be a noon luncheon with excellent food. Their November speaker was "Mac" McCameron, a pilot in P-40's and P-51s in the China-Burma Theater. Dink Best was married in October and is moving to Arizona soon. He will be missed by the Chapter.

IOWA CHAPTER—The Eastern Wing held their meeting on October 17 with 44 people in attendance. Bob Reeves is the commander. A video "Built to Remember" was shown. The Northwestern Wing held their meeting in Sac City on October 2 with a noon lunch. The Duxford dedication film was shown. 22 French medals were presented to members at Mason City, with the remainder being presented to the recipients on Memorial Day 1998. The organization of a fourth wing in Eastern Iowa will include the western part of Illinois.

MASSACHUSETTS CHAPTER—The Chapter held their 12th Annual Rendezvous at the Hanscom Air Force Base on October 9, 1997 with registration at 10:00 am and luncheon at 12:00 noon. The guest speaker was Lt. Colonel Warren Loring, a P-38 pilot with the 55th Fighter Group. He was shot down on his 5th mission, and the French Resistance then found him. During the business meeting, election of officers was held.

MINNESOTA CHAPTER—The Annual meeting was held on October 19 at Drovers Inn in St. Paul with Charles Lindberg as

speaker. Pictures of the flag and monument at Fort Snelling were shown. Charles told of his experiences from Pearl Harbor all the way to Iwo Jima and stated he is the last survivor of the Iwo Jima Flag Raising. Don Bruns was elected President; Larry Bachman, Vice President; and Don Geng, Secretary-Treasurer.

NEBRASKA CHAPTER—The October meeting was chaired by Homer Sheridan at the Wheeler Inn, Auburn, Nebraska on Saturday, October 11, with Fred and Bobbie Farington making the arrangements. Jack Krejci talked of his experiences in a German prison camp. Robert Hess is Treasurer of the Chapter, and Wanda Feld is Editor.

NEW JERSEY CHAPTER—This chapter also lost their Founding President, Bill Behr, who died earlier this year. Their last meeting was at Westwood in Garwood, NJ on October 25. There was an election for three new Board Members after the delicious lunch and dance.

NORTH CAROLINA CHAPTER—The Chapter's next Board meeting was scheduled for Friday, November 14, in Winston-Salem. The Chapter made a trip to the Mighty Eighth AF Heritage Museum in Savannah on October 20 and 21. A 24x24 blue plaque representing North Carolina has been selected. A report on this will be made at a later date.

NORTH TEXAS CHAPTER—The Chapter lost two good members with the passing of Harry Finkie and Tex Shields. On October 29 a meeting was held at the Colinas Country Club with a noon luncheon. Doyle Shields, Chapter Secretary and Treasurer, spoke on his part in publishing the "History of the 447th Bomb Group in World War II." He has attended the dedication of the 8AF Museum in Duxford, England, and will report on this to the Chapter.

WESTERN NEW YORK CHAPTER—The Chapter lost their beloved founder, Bill Brower, recently and also Bud Shehan, both very good contributors to the Chapter. The Board of Directors has made both Janet Brower and Loretta Shehan honorary members. At the October meeting the chapter elected three directors plus replacements for Bill Brower and Bud Shehan. The September issue of the Chapter Chatter was dedicated to Bill Brower.

WISCONSIN CHAPTER—Don Kabitzke reports that they were able to pick up 16 new members this last year. They hold quarterly meetings with about 75 members attending. They have had three good speakers, one involved in the trials at Nuremberg. He assisted in guarding Herman Goering until he committed suicide. A third speaker survived five German death camps. At their Christmas meeting the chapter will pay for the members' luncheon.

50th Anniversary of the United States Air Force

From the 407th Bomb Squadron News Letter

At our Minneapolis Reunion, Harold and Gen Rutka prepared the following text for the back cover of the banquet program. It is an excellent account of the events which established the United States Air Force. Our thanks to them for this history.

On July 26, 1947, President Harry S. Truman signed the National Security Act aboard the "Sacred Cow", a C-54 that was the forerunner of Air Force One. With a stroke of his pen he separated the Air Force from the Army and created a Secretary of Defense for a National Military Establishment; A Department of the Army, A Department of the Navy, and Department of the Air Force. Stuart Symington was appointed as the first Secretary of the Air Force on September 18, 1947, and General Carl A. Spaatz was appointed as Air Force Chief of Staff on September 26, 1947.

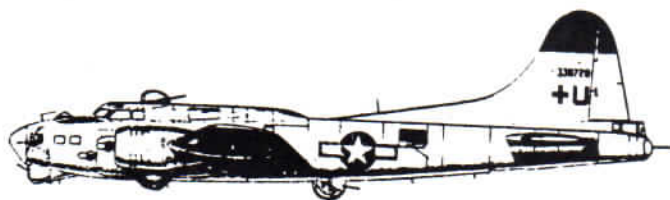
On the same day, President Truman signed Executive Order Number 9877 assigning primary functions and responsibilities of the Armed Forces. The Air Force's function was to organize, train, and equip forces for Air Operations; including joint operations, to gain and maintain general air superiority, to develop a strategic Air Force and a reconnaissance operation; to provide airlift and support airborne operations; to furnish support land and naval forces including support of occupational forces except for as provided by the Navy for its own use.

Proposals had been made since the Air Service was formed in 1914 to gain autonomy from the Army. Air power could not become free of the Army; they did gain recognition as equal to Infantry and Armor. General Billy Mitchell was court martialed in 1925 for his insistence of autonomy for the Air Service. There was another name change in 1941; the Department of War created General Headquarters Air Force. The Army Air Force's wartime achievements of dominance of the enemies' skies and paralyzing their economics, did not win the war by itself, but did make possible victory over the Axis Powers. We demonstrated what could be achieved. In doing so, each of us contributed in the formation of the United States Air Force.

As the 50th Anniversary year draws to a close, 8AFHS President, Norman Grant, urged Society members to increase activity in commemorating the World War II Air Forces.

There are nearly 100 museums in the United States that have six or more World War II planes, but most are static for display only. Interest in these attractions has shown a growth in attendance during this 50th Anniversary year, as evidenced by the record-shattering attendance at the Confederate Air Force AIRSHOW '97 at Midland, Texas. The 40-year-old CAF has hundreds of restored World War II planes in 80 wings located in 27 states and five foreign countries, and nearly all are in flying condition. Although stating the primary interest of the 8AFHS is the Eighth Air Force activity over Europe, Grant urged our 20,000 members to increase their support of the many organizations with whom we share a common goal such as aviation groups, schools, veterans' and civic associations in their community.

All publicity about our 8AFHS is welcome, and Ed Kueppers, our Information Manager, is glad to assist with press releases, pictures, and Eighth Air Force articles of interest to the general public. Ed can be contacted at 1-800-833-1942.



Here's how some of us spent Christmas in 1944:

The story of the mission of Dec. 24, 1944 is documented, but I wanted to present it as a 407th story now that more info is available. That day the Battle of the Bulge was desperate and the 92nd sent 50 planes to hit the Giessen Aerodrome and keep the German fighters from helping the Von Rundstedt offensive. On that day the 8th Air Force launched 2000 bombers to wipe out support groups behind the German lines. I remember that day well as the covering fog rolled over Podington during take-off. The B-17 from the 327th, piloted by 2nd Lt. Robert K. Seeber crashed at the end of the runway but was not visible to us who stood on our hard stands.

In the fog we listened to a series of anti-personnel bombs exploding from time to time and the 17s kept taking off. Six crew members died in the crash and there were more problems over Germany. Jack Caravello and Leo Labonte, members of the Leonard Smith crew went on the mission in Joe McConnell's crew as two gunners were needed. I guess it was one of those typical 92nd volunteer actions. The B-17 was #022 and was damaged by flak and fire over Giessen with only one engine operating the bail-out order was given. The navigator's chute never opened and the radio op. chute tangled in the tail. The ball turret gunner was too scared to jump so he must have ridden the plane to its crash. Six crewmen parachuted safely but Pilot McConnell landed on a metal fence, breaking both legs. Jack and Leo floated toward Belgium and as Jack tells it he landed and hung in a tree thirty feet off the ground. He could feel where shrapnel had wounded his right arm and left hand but not knowing where the Germans might be he had to get down and hide his chute. He found out you can generally get out of a tree by falling but in the action severely injured his back. He hid in a nearby rock pile for the night and the next morning was Christmas Day. A clergyman found him and hid him in a nearby farm house near the town of Huy. He also learned the Germans were only a few kilometers away. At nightfall Caravello was taken to another farm. There a Belgian couple and their two children bandaged his wounds and changed him into civilian clothes. They shared their meager Christmas meal with him but no names were exchanged. The penalty the family faced for hiding an Allied soldier was death.

For the next six days Jack spent the daylight hours under piles of hay in the barn. Late at night he would sneak into the house for a meal. After about a week the Germans were pushed back and the American M.P.s picked up Jack and he started on another journey thru hospitals and back to the States for treatment of his injuries. He still has a lot of physical problems and requires regular treatments at V.A. hospitals.

The crew of #022 that day was: Jos. B. McConnell, pilot; Alfred J. Gredo, co-pilot; Frank J. Purtzer, bomb.; Anthony Piekarz, nav.; John F. Booth, radio op.; Harold H. Paske, gunner; Terry G. Sayko, gunner; Leo A. Labonte, gunner; John J. Caravello, gunner.

Fifty years later the village of Ohey, Belgium wanted to install a memorial to the crew of B-17 #022. I have received details from Olivier Gonne of Ohey and Leo Labonte's story is included in the 92nd History Book. The town of Ohey did not see much action in WW II until Joe McConnell's B-17 appeared overhead and crashed to a landing, after the bail-out was given. But on Sept. 1, 1994 Ohey dedicated a fine memorial to the B-17 crew members of fifty years before. A fine speech was given by the Mayor Mr. Jean Lecomte. The town had tried to contact crew members and they invited those available to come for the celebration and reside for a time in the homes of towns people. Present were members of the McConnell family, the Piekarz family and the Booth family. Their crew members were not living now. The only original member of the crew to make the trip was Leo Labonte, who with his wife and son-in-law were present. They couldn't find Jack Caravello at that time and presumed he was not living, which was most unfortunate, for he was in Pennsylvania all the while. He has been in contact with Mr. Gonne and appreciates all the people of Ohey did for him.

Bill McTavish, Editor

★ ★ ★ ★ TAPS ★ ★ ★ ★

Apter, Leonard, St. Petersburg, FL	453BG
Birdsall, Irvn D., Hibbing, MN	385BG
Blackwell, Joseph "Kemp", Arlington Heights, IL	351BG
Brantley, Oscar K., McGehee, AR	381BG
Brower, William L., East Aurora, NY	447BG
Brown, Ewing F., Pittsburgh, PA	25R
Brown, Gerald M., Torrance, CA	351BG
Clingan, Russell K., Des Moines, IA	100BG
Daniel, Fay E., Alamogordo, NM	384BG
DeVito, Caesar S., Brooklyn, NY	379BG
Durkin, Francis C., Santa Fe, NM	7R
Ferguson, Howard C., Jamison, PA	388BG
Fura, John J., Amsterdam, NY	489BG
Hamilton, Charles J., White Bear Lake, MN	491BG
Hendrickson, Milton A., Farmingdale, NY	95BG
Horn, Creighton L., Winchester, MA	489BG
Naylor, Melvin W., Houston, TX	392BG
O'Neil, Owen H., Jr., Port Hueneme, CA	303BG
Powell, William, Bella Vista, AR	385BG
Sbrocco, Michael A., River Edge, NJ	482S
Seraydian, Albert, Coconut Creek, FL	466BG
Shehan, Harry A., West Seneca, NY	ASSOC
Stansbury, John A., Edgewater, MD	482S
Summers, Gordon A., Topeka, KS	94BG

WILLIAM R. BEHR 1922-1997

Bill, the Founder and First President of the New Jersey Chapter, died earlier this year just short of his 75th birthday. He flew 30 missions as a ball-turret gunner with the 100th Bomb Group, earning a Purple Heart along the way. The Society and the New Jersey Chapter will miss him.

WILLIAM 'TEX' SHIELDS The Final Flight

January 2, 1921 - September 2, 1997

The Society lost one of its most stalwart supporters. As Member Number 3384, Tex was one of those who helped build the Society into what it is today. He was currently serving as a Director on our Board and was also a Director on the Board of the Memorial Museum Foundation.

Tex was a radio operator/gunner with the 96BG. In February, 1943, he was shot down, captured and held as a POW for 15 months.

Tex was a tower of strength and will be sorely missed.

LOST!!

Mail for the following Life Members has been returned as undeliverable at the last address known. DO YOU KNOW WHERE THEY ARE?

Baste, Roy F., Harrison Township, MI, 493BG
 Bozung, Wilma, Santa Monica, CA, 493BG
 Caso, Pasquale A., Boston, MA, 466BG
 Daudel, Mrs. Gale S., Harpers Ferry, IA, 445BG (A)
 Dittbenner, Sylvester E., Mora, MN, 100BG
 Gibbo, Ralph L., Fulton, NY, 96BG
 Hall, Dean P., Albuquerque, NM, 95BG
 Jones, Charles, Savannah, GA, 385BG (A)
 Lewis, Richard B., Winter Springs, FL, 493BG
 Markert, Lowell W., Springfield, IL, 486BG
 McDuffee, Paul G., Tampa, FL, 91BG
 Myers, Robert V., Bellingham, WA, 96BG
 Neely, Payton T., Payson, AZ, 398BG
 Ortman, Lowell D., Waller, TX, 379BG
 Psenicka, Joseph M., Chicago, IL, 34BG
 Powers, Dr. David J., Yonkers, NY, 390BG
 Ramseur, William S., Lincolnton, NC, 381BG
 Ronning, Percy O., Eagan, MN, 3AD3A
 Sandberg, Arne, Spicer, MN, 445BG
 Sommer, Marcel W., South Padre Island, TX, 487BG
 Swaringen, James H., Albemarle, NC, 7th Photo
 Terry, E. Louise & Franklyn T., Scotch Plains, NY
 379BG
 Thornton, Julian Roy, Jr., Colorado Spring, CO,
 92BG

BARKEV A. HOVSEPIAN 1921-1997

It is with profound sadness that we report the passing of Barky Hovsepian on October 22, 1997.

Barky was a long-time member of The Eighth Air Force Historical Society, serving two terms on the Board of Directors, and on many committees, including the important Budget and Audit Committee. He was also on the Board of Directors of the Memorial Museum Foundation, as well as a Past President. He was a Past President of the Massachusetts Chapter and was currently serving as its Secretary.

Barky was a radio operator/gunner in the 466th Bomb Group. His cheery smile and witticism will be missed.

MEMORIAL MUSEUM FOUNDATION THE EIGHTH AIR FORCE HISTORICAL SOCIETY

by Robert Vickers, Board of Directors, MMF

At the suggestion of our late Founder, John Woolnough, the Memorial Museum Foundation (MMF) was established in 1976 as an adjunct to carry on the educational and historical research aspects of The Eighth Air Force, working with accredited museums and other projects.

Financial support for MMF is derived from \$2.00 per Life Member per year from the Life Member Fund and \$1.00 per year from every other general member's dues. Other grants have been given by the 8AFHS, including \$50,000 to assist in the financing of the Control Tower replica at Wright Patterson at Dayton.

MMF is also responsible for the symposiums at our annual reunions, and The Mighty Eighth Theatre is under MMF's wing in presenting our history and stories.

MMF works with four museums, including the Heritage Museum, as well as supporting the Air Force Museum at Dayton, The Imperial War Museum. The Air Force Museum at Dayton, The Imperial War Museum at Duxford, and the Oshkosh Museum in Wisconsin.

The publication of BITS and PIECES by Paul Adams was funded by MMF, as well as the complete reference bibliography on all literature connected to The Eighth Air Force by Ken Worrell.

MMF has allocated \$10,000 for an Eighth Air Force documentary to be shown continuously at Duxford, telling the story of The Eighth Air Force. This documentary was written by Roger Freeman and is narrated by Charlton Heston.

At the present time MMF has other ongoing projects, and others are being considered.

BARKSDALE AIR FORCE BASE, LOUISIANA

We are pleased to welcome into membership the Commander of the Eighth Air Force, Lt. General Phillip J. Ford, Barksdale AFB, LA.

The 8th Air Force Museum at Barksdale Air Force Base will be celebrating its 20 Year Anniversary in April of 1998. Their B-17 "Yankee Doodle II" arrived on April 11, 1978 as the start of a massive collection. The museum now proudly displays over 17 aircraft including a B-24 Liberator, B-47 Stratojet, two B-52 Stratofortresses, and a P-51 Mustang.

Their inside displays include galleries filled with memorabilia from Barksdale AFB of the 1930's, the 8th Air Force and the oldest aerial bombardment unit, the 2nd Bomb Wing. The museum also features a 30 seat theater built as a replica WWII briefing room that shows Air Force films daily.

As part of the celebration of 20 years, the 8th Air Force Museum is currently working on the completion of its two newest galleries. One will be the Lt. E. Hoy Barksdale gallery which will devote displays to the short life of Lt. Barksdale for whom the base is named and also fellow aviators who were key leaders in the search for Strategic bombing and an independent Air Force. General Eaker and Jimmy Doolittle will also be a part of that gallery.

The second gallery will be the Bombardment Gallery. Artifacts include a collection of Bombsights from 1918 to the Norden Bombsight and LORAN, a collection of bombs from 1918 to Desert Storm. To help the visitor understand the importance of crew coordination in carrying out a bombardment mission, "then and now" bomber compartments, the B-24 and FB-111, will be displayed to make the illustration tangible.

We hope to have these two newest galleries completed by April of 1998. Several generous individuals have already made donations to help with the cost of these new displays, materials and construction. Our gift shop also helps with these costs through gift shop sales, mail orders, and donations. Donations, of course are tax deductible and greatly appreciated.

The museum, as well as the gift shop, is open daily from 9:30 am to 4:00 pm, and admission and parking are free. For more information, call (318) 456-3067 or (318) 752-0055 or write to: 8th Air Force Museum, PO Box 10, Barksdale AFB, LA 71110.

Pilots find his plane flying on new U.S. stamp

"Heckafire, that was just goose bumps on goose bumps."

That's how stamp collector Bob Peyton of Everett, Wash., described his reaction when he bought his first page of the Classic American Aircraft stamps and discovered that the B-17 shown in the set was the one he piloted during World War II.

"I knew [a B-17 stamp] was coming out. [but] I didn't know what plane was going to be depicted," Peyton told *Linn's Stamp News*. "But when I saw the insignia on the tail, the 'L' and the 'N' and the serial number, that nailed it down for me."

Capt. Peyton flew 25 combat missions over Europe with the 381st Bomber Group.

"It brought us home; it was a Boeing B-17, and they were tough. We had as many as 150 holes in the plane at one time and I quit counting."

A friend gave him an event cover commemorating the 50th anniversary of McChord Field, franked with the B-17 stamp. And even though Peyton has to buy 19 other stamps each time, he's buying more copies of the stamp with his plane.

"I just went down and bought 10 more sheets this morning and I'm kind of running out. I'm sending them to some of my favorite friends and former crew members [so they can] enjoy what I've got here."

"Trudie's Terror" was chosen for the illustration, artist Bill Phillips told the Associated Press, because it was one of the few B-17s photographed in color.

Excerpted from *Linn's Stamp News*, Sept. 29, 1997

NOTICE

Our English friends, Gordon and Connie Richards, who are our Membership Managers in the U.K., have expressed concern that with the increasing number of Eighth Air Forcers returning to visit the American Air Museum at Duxford, some really have difficulty in receiving the proper information as they do not know whom to contact. Gordon and Connie have graciously offered to assist with directions and any information they can provide. They can be reached at 14 Pavenham Road, Oakley, Bedford, MK43 7SY, England. Telephone is 011-44-1234-823357. Remember - the 011 is the access code from the United States, so if you are calling from the U.K., it is not necessary to use the 011 numbers.

ORANGE FIELD

Prestwick, Scotland
by John Fleming

Most people believe the Americans first arrived at Prestwick, Scotland in the summer of 1942 when the first B-17s of the 97th and 401st Bomb Groups arrived. This is not correct.

Long before—in the spring of 1941—Yanks were to be seen in and around the towns of Ayr and Prestwick Scotland. There were many ranking officers and none of the enlisted men held the ranks below the sergeant. Their work at Prestwick was clothed in secrecy, even the local people knew nothing about their work. Their work at Prestwick was to set up administrative and communication systems for the huge trans-Atlantic ferry missions that were soon to begin arriving.

It was by chance that Prestwick became the number one receiving base for aircraft flying the northern ferry route. In 1940 a Lockheed Hudson landed at Prestwick, having become separated from the rest of his group. He was supposed to have landed at Aldergrove in Northern Ireland. Having proved the feasibility of making it over the Atlantic to Scotland—even if it was by accident—was to make Prestwick the primary receiving base for aircraft flying the northern ferry route. Incoming aircraft were warned to watch for Ailsa Craig Rock, and the mountains of Arran which rose out of the sea, on their approach to Prestwick. A B-24 and a C-47, did crash into the Arran mountains. Otherwise Prestwick has a beautiful approach.

The Germans tried to bomb Prestwick, where the Spitfires were built. They did inflict some damage and some workers were wounded. It would be in the late Autumn of 1942 that the 'Marble Arch Bus Service' began. This was in reference to the C-47s and C-54s that carried military and civilian personnel from Prestwick to Wales and England. On the North side of Orange Field was Adamton House, a Georgian building, which housed incoming air crews, officers only. The enlisted men were just down the road about 300 hundred yards in the North part of the base.

On the south side of the base was the library, Aero club, and PX store.

Prestwick 'Orange Field' a home for the 8th AF and 1403 Air Transport Command. Never a famous "12 O'clock high" bomber base. Never a field from which fighters were sent up to challenge the Luftwaffe, but from 1940 to 1945 some 1,200 Spitfires were repaired here and sent back to active duty elsewhere. And this does not take in the others repaired at Barrasie in Troon, and the slipways that were built for the P.B.Y.s down at Largs in Ayrshire.

But still, Orange Field will always be known to the Scots as the place where 40 to 50 American aircrafts arrived daily during those dark war years, bringing men and materials, to fight the air war over Europe.

Maybe now, Prestwick's 'Orange Field' will receive long overdue recognition, and take it's rightful place in world wide history. Like the first German aircraft to be shot down in WW 2, was shot down in Scotland by the City of Glasgow Squadron, and the first place to be bombed in WW 2 was shipping in the Firth of Fourth in Scotland. Or where the American Rangers trained at Achnacarry alongside the British Commandos, or of the Spy who infiltrated the Base at Prestwick, and was later shot while trying to escape. That was just part of Scotlands war.



Older Generation Has Sacrificed Enough

We were embarrassed to read that President Clinton has said that the older generation must learn to sacrifice as other generations have done.

We knew that eventually someone would ferret out our dirty little secret. We have lived the "Life of Riley" all our lives and now we must pay the piper.

During the Depression, we lived it up by dancing to the tune of "Brother, can you spare a dime?" Many could choose to dine at one of the country's fabulous soup kitchens, often joined by parents and siblings.

Then came World War II, and our cup was really filled to overflowing. After cruising the beautiful waters near Hawaii in that great big canoe club called the U.S. Navy and seeing many fireworks, day and night, many of us got to see the "Great Fireworks" display provided by the Japanese on Dec. 7, 1941.

We had a chance to bask on the beaches of Guadalcanal, Tarawa, Saipan, Leyte, Iwo Jima and Okinawa. We had the chance to visit the capitals of Europe and visit such scenic spots as Bastogne and Monte Cassino. One of the most exhilarating strolls was from Bataan to the famous Japanese resorts, laughingly referred to as death camps.

The good times really rolled for those lucky enough to be on the beaches of Normandy for boating and swimming on that pleasant day in June 1944.

Instead of asking "what can you do for your country," an indulgent government let us fritter away our youth wandering through the lush green jungles of Burma, New Guinea and the Solomons.

Yes, it's all true. We are pampered and spoiled rotten. We never did learn what sacrifice meant. My generation is old, President Clinton. Please continue to punish us for our failings so we might learn the true meaning of "duty, honor and country," and love for our creator.

(Editor's Note: This was forwarded to us. Source not identified.)

UPDATE ON OUR 8AFHS COOKBOOK

Many, many thanks to you for the wonderful response for recipes. Right at this time we are swamped with the work for this issue of the 8AF NEWS, as well as preparing for the 1998 dues payments, so the cookbook plans are on hold until we get thru the immediate demands on time. Be assured it will be done as soon as possible. *Any ideas for a clever name??*

Carolyn Swanson

Reunion Photos... Reunion Photos...



TL: The German group entertainment rendering a vocal selection at the Minnesota Reunion before presenting a lively dance number. The Mistress of Ceremonies advised, "Slow down, enjoy life, and smell the roses along the way!"; *TR:* We are so pleased that the widows in this picture attended the annual reunion. From left to right: Mrs. Patricia Martin-96BG; Mrs. Phyllis Williams-96BG; Mrs. Rose Lancaster-493BG; and Mrs. Rose Searah-96BG; *ML:* Harold Rutka and Pete Petrillo; *MR:* Vi & Cliff Fremstad at Fort Snelling with guard David Rubinski in his uniform and weapon of the year 1827. *BL:* Dorothy and Bill Thorns; *BR:* Bill & Dorothy Leisure, Robert Kleyla & Lillian Purdy.

Photos compliments of Tom Lawler, 351BG

Reunion Photos... Reunion Photos...



TL: Paul Campbell, Richard Kaminski & Thomas L. Thomas; *TR:* Richard & Barbara Lee Tucker; *ML:* Lt. Col. Terry Carlson, James Luke Liakos, and Jim Lennon with exhibit where two long walls and shelves held very authentic displays of maps, equipment and uniforms from WWII, that Terry and his wife haul great distances for displays every year. LTC Carlson is also President of the Illinois Chapter, 8th AFHS.; *MR:* Betty & Maj. Gen Lew Lyle, Jean & Frank DeCicco; *BL:* An exhibit in the Memorabilia Room; *BR:* Mr. & Mrs. Russ Bundeson and Kathleen Childress.

Photos compliments of Tom Lawler, 351BG

Reunion Memories



Lady Margaret Thatcher



Art Swangon



Field Marshal, The Lord Bramall



Charlton Heston



John Greenwood, Lady Margaret Thatcher, and Field Marshal The Lord Bramall

at Duxford, England



John and Valerie Greenwood



Gen. Frank Gailer, 357th Ftr. Grp., Bill and Dorothy Leasure



Valerie Greenwood, Art and Carolyn Swanson



Carolyn Swanson, Dorothy Leasure, Bill Leasure and Art Swanson

Peter Ardizzi, Editor of Pa. Chapter's Keystone Tale Winds and
Dr. Sheila Widnall, Secretary of the Air Force.



Photo compliments of the late Barky Hovsepian

Britain Salutes American Airmen

The American Air Museum, a tribute to the 500,000 United States airmen who served in Britain during World War II and a memorial to the 30,000 who died, opened last month at the Imperial War Museum at Duxford Airfield, 50 miles east of London. Duxford, which is still an active airfield, was home to the 78th Fighter Group of the Eighth Air Force during World War II.

Air Force veteran rubs elbows with royalty

Thanks to the United States Air Force, **Thomas L. Thomas'** life has been filled with interesting experiences.

Just this past August, the Wheaton resident met Queen Elizabeth II and spoke briefly with her about airplanes.

Their paths crossed at the new American Air Museum at Duxford Air Field in Cambridge, England, where Thomas and his colleagues on the Eighth Air Force Memorial Museum Foundation shared in the museum's dedication.

Queen Elizabeth dedicates WWII museum honoring U.S. airmen

DUXFORD, England (KNS) — John Greenwood, 75, of Alton, Ill., and nearly 4,000 fellow Americans gathered on an airfield near this Cambridgeshire village today for what, to many of them, was some unfinished business from World War II.

The Americans watched as Queen Elizabeth II dedicated Britain's new, \$17.8 million American Air Museum, containing 21 planes that link all of America's wars in the air age — from World War I to the Persian Gulf conflict.

The Americans serving as a centerpiece of the ceremony are veterans of the deadliest air war ever fought, the battle that the slow, lumbering Allied bombers and their fighter escorts waged in World War II against German Messerschmitts and anti-aircraft guns.

The U.S. 8th Air Force, based in Britain, lost 26,000 of its personnel during the war. The Royal Air Force, which fought the air war alone until the U.S. came in, lost 70,253 men.

Heston leads US air veterans

The 73-year-old actor paid tribute to his predecessor as co-chairman, fellow actor James Stewart who died last month, and joked that he felt "seriously outranked" by the generals on the dais.

Laughter surged through the audience when he confessed, "I was only a sergeant" in the 77th Bomb Squadron.

England remembers those who flew from her fields

DUXFORD, England — While thousands of American war veterans looked on Friday, Queen Elizabeth II opened a \$17 million air museum honoring the sacrifice and courage of U.S. airmen in World War II.

Bill Leasure, a veteran who was based at Duxford flying B-17 flying fortresses, said: "It has been wonderful. That Queen of yours is pretty darned good. I was so close to her."

"I remember arriving here and being scared to death because we were one of the original groups sent over. But everyone was so friendly. There was a bit of a language problem to begin with because we couldn't understand what you guys were saying, but we soon caught on and I made some long-lasting friendships."

CHARLTON HESTON was among thousands of American war veterans who braved the rain to watch the Queen open a military museum yesterday in tribute to the airmen who served Britain in the past 80 years.

DUXFORD, England — John Greenwood, 75, of Alton, Ill., and nearly 4,000 fellow Americans will gather on an airfield near this Cambridgeshire village on Friday for what, to many of them, will be some unfinished business from World War II.

The U.S. 8th Air Force, based in Britain, lost 26,000 of its personnel during the war. The Royal Air Force, which fought the air war alone until the U.S. came in, lost 70,253 men. The honored dead of the 8th Air Force will be the absent guests at Friday's ceremony as far as Greenwood and many of his companions are concerned.

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* Plus \$9.95 for engraving, shipping, and handling.
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BRSRIN 8AF-11/97



The Eighth Air Force Historical Society

SUMMARY OF FINANCIAL OPERATIONS FISCAL YEAR ENDED AUGUST 31, 1997

	<u>THIS YEAR</u>	<u>LAST YEAR</u>	<u>INCREASE (DECREASE)</u>
<u>BEGINNING BALANCE, SEPTEMBER 1:</u>			
CASH - CHECKING ACCOUNT	\$ 3,394	\$ 6,558	\$(3,164)
CASH - SAVINGS ACCOUNT	39,627	69,306	(29,679)
U.S. TREASURY NOTE	99,026	--	99,026
PETTY CASH	300	300	--
PX INVENTORY	29,877	32,503	(2,626)
PREPAID INTEREST	974	--	974
ADVANCE AND REUNION EXPENSES	701	--	701
ACCOUNTS PAYABLE	(404)	(16,261)	15,857
NET TOTAL ASSETS	<u>\$ 173,495</u>	<u>\$ 92,406</u>	<u>\$ 81,089</u>
PLUS - NET RECEIPTS (EXH. 1)	208,929	288,470	(79,541)
NET FUNDS AVAILABLE	<u>\$ 382,424</u>	<u>\$ 380,876</u>	<u>\$ 1,548</u>
LESS NET DISBURSEMENTS (EXH.1)	232,191	207,381	24,810
<u>ENDING BALANCE, AUGUST 31</u>	<u>\$ 150,233</u>	<u>\$ 173,495</u>	<u>\$(23,262)</u>
<u>BALANCE MADE UP AS FOLLOWS:</u>			
CASH - CHECKING ACCOUNT	\$ 21,543	\$ 3,394	\$ 18,149
CASH - SAVINGS ACCOUNT	18,172	39,627	(21,455)
U.S. TREASURY NOTE	99,026	99,026	--
PETTY CASH	300	300	--
ACCOUNTS & INTEREST RECEIVABLE	2,340	974	1,366
PX INVENTORY	31,317	29,877	1,440
PREPAYMENTS	(12,958)	701	(13,659)
ACCOUNTS PAYABLE (UNAUDITED)	(9,500)	(404)	(9,096)
UNAUDITED DIFFERENCE	(7)	--	(7)
<u>ENDING BALANCE AS ABOVE</u>	<u>\$ 150,233</u>	<u>\$ 173,495</u>	<u>\$(23,262)</u>
<u>SUMMARY OF FUND BALANCES:</u>			
GENERAL FUND	\$ 24,776	\$ 50,464	\$(25,688)
MEMORIAL FUND	125,457	123,031	2,426
	<u>\$ 150,233</u>	<u>\$ 173,495</u>	<u>\$(23,262)</u>

Complete financial report available on request

“The Mighty Eighth”

1997 8AF Award Recipients
8AFHS Annual Reunion
Bloomington, MN

Pursuit of Excellence Award
(for outstanding Maintenance Man in the 8AF)

Master Sergeant Wayne M. Pope
5th Maintenance Squadron
5th Bomb Wing (8AF-ACC)
Minot AFB, North Dakota

The General Ira C. Eaker Outstanding Airmanship Awards:
Air Force Rescue (Helicopter) Crew #206:

Captain Scott Swanson
56th Rescue Squadron
Iceland

Captain Michael Day
347th Operations GP DET 2(ACC)
Moody AFB, Georgia

Master Sergeant Robert Bartee
41st Rescue Squadron
Holloman AFB, New Mexico

Master Sergeant Paul Pepin
342nd Training Squadron DET 0001 (AETC)
Kirtland AFB, New Mexico

Staff Sergeant Darrel Cherry
22nd Special Tactics Squadron (AFSOC)
McChord AFB, Washington

Air Force Rescue (Helicopter) Crew #212

Major John Goode
228 North White Cloud Circle
Henderson, Nevada

Captain Kenneth Brenneman
56th Rescue Squadron
Iceland

Technical Sergeant Michael Murphy
347th Operations GP (ACC0)
Moody AFB, Georgia

Colonel John Anderson (Flight Surgeon)
85th Group (Medical)
PSC 1013, APO AE Iceland

Get a Beautiful Heirloom Print with Personalized Markings of Your Choice!



Personalized for Larry Cummings, 486 BG, 833 SQ

GREAT GIFT IDEA!

See May 1997 issue *8AF News* page 29 for larger picture



Personalized for Larry Bachman, 392 BG, 577 SQ

See August 1997 issue *8AF News* page 28 for larger picture

Here's what our customers are saying about their personalized prints...

"The finished product was more than I anticipated. It's beautiful."

— Don Bruns • 8AF, 379 BG, X POW • B-17

"Thanks for the pleasant memories. I lived through it and am happy to be alive."

— Bob Clemens • 15AF, 463 BG, 773 SQ • B-17

"There is such realism in your work and a thousand memories for each of us that lived through those days."

— Larry Bachman • 8AF, 392 BG, 577 SQ • B-24

"IT'S GREAT. Thanks for being so nice and friendly."

— Ed and Jean Zieba • 8AF, 384 BG, 546 SQ • B-17

"I am buying this to pass on to my family."

— Al Lee • 8AF, 93 BG, 409 SQ • B-24

To Order Your B-17 or B-24 Heirloom Print Choose from the Following Options (Price Good Until 12/31/97):

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|--|--------------|---------------------|
| <input type="checkbox"/> Heirloom Color Print 20" X 28" | \$75 | <u> \$75 </u> |
| <input type="checkbox"/> Choice of BG Tail Markings | add \$15 | <u> </u> |
| <input type="checkbox"/> Any Size Photo with Name, Rank and BG/SQ (All Photos returned) | add \$25 | <u> </u> |
| <input type="checkbox"/> Nose Art for Lettering Only | add \$35 | <u> </u> |
| for Illustration | add \$65 | <u> </u> |
| <input type="checkbox"/> Classic Aluminum Frame w/ Non-glare Plexiglass Good Value! | add \$65 | <u> </u> |
| <input type="checkbox"/> Shipping, Handling & Ins. | add \$10 | <u> \$10 </u> |
| <input type="checkbox"/> MN Residents add 6.5% Sales Tax | | <u> </u> |
| CHECK, M.O., VISA/MC | TOTAL | <u> </u> |

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8th AF
B-17 & B-24
T-SHIRTS

Front designs depict each plane in formation, flying alone and on the hardstand.



Also on front is list of ETO B-24 or B-17 units and the Mighty Eighth Air Force winged 8.



B-24 Liberator



B-17 Flying Fortress

100% cotton Fruit of the Loom Heavyweight T shirt, Med Blue with black & brown front print. Back has bombing target list in dk blue w/ formation of B17s or B24s over list in brown. *Order now, limited supply.* L, XL, XXL only \$12 + \$2 s/h.ea Send chk. or M.O. to :



Air Corps 15 Baker Ct, Clifton, NJ 07011 - 973-478-3442
Proud member 8th AFHS A-2s & photos of painted A-2s wanted

ATTENTION WORLD WAR II VETERANS

We have a cassette of Castle Folms "News Parade" (1937-1944). These are actual news films you saw in your movie theatres. Pictures and sound are excellent. They are a complete history of those years and contain several war scenes on many fronts.

To order a copy send check or money order for \$21 to the Kensington Historical Press, Box 1314, Cardinal Station, Washington, DC 20064.

Toward the end of World War II, my grandfather, Eugen Irtenkauf, then 10 years old, lived in Salach, a small village near Goppingen in southwest Germany.

Every day, seven American P-51 Mustang fighters flew over the area shooting at German soldiers. Because they came so often and seemed to be the same group flying over a war zone, the German civilians called them "the Lucky Seven."

One afternoon, my grandfather was flying his kite in a field when the Lucky Seven appeared in the sky. His father yelled for his son to let go of the kite and run, but he refused to do so.

One of the Lucky Seven left the group and headed for my grandfather and the kite. My great-grandfather was sure that the pilot would kill his son. Instead, the pilot dipped his wings and flew on.

My grandfather has told me this story many times. It has been his lifelong wish to meet this pilot.

My grandfather's address is: Herr Eugen Irtenkauf, Austrasse 5, Salach, Germany, 73084.
—Erika and Hamish Hall, Tucson, AZ.

NEW ITEMS FOR THE PX

We are pleased to offer the following new items to our PX catalog. Please complete the bottom form and we will be happy to send them to you right away. All of these items will make terrific Holiday Gifts for the 8th Air Force veteran or enthusiast of your shopping list!!

8th Air Force Wall Clock

This handsome Wall Clock is the perfect addition to any office or den. It measures 16 inches in width and is embossed with the crest of the Mighty Eighth centered over a white background. It features a sweep second hand and includes a AA Battery!! You can always find time for the Mighty Eighth with this beautiful wall piece!! Only \$19.95 plus \$3.00 postage and handling. A great gift for a person who has everything!! It is item #34 on the PX order page.

New Books:

Raid on the Reich by Roger Freeman; 1997. Simply stated...another Roger Freeman classic! The perfect book to curl up on a cold winter night. This book tells the story of the "Round the Clock" theory. The R.A.F. at night...and the American Bomber Force by day. With numerous photos, many never before published, this book is a must to every 8th Air Force library. Only \$29.95 plus \$4.00 postage and handling!!

Mighty Eighth Warpaint and Heraldry by Roger Freeman; 1997. Wow!! What a masterpiece! The perfect companion to the Mighty Eighth, Mighty Eighth War Diary, Mighty Eighth War Manual, and the Mighty Eighth In Color. This book details the evolution of aircraft camouflage and markings of the 8th Air Force. Each respective 8th Air Force Group's camouflage and markings history is explained thoroughly by historian Roger Freeman. Illustrated with over 300 original color photographs, this book will astonish all 8th Air Force Veterans and enthusiasts alike. It is capped off with a comprehensive collection of all the group and squadron patches, emblems, heraldry and crests of the Mighty Eighth. An incredible book! A gotta have!! Only \$34.95 plus \$4.00 postage and handling.

Eyes of the Eighth by Patricia Keen; 1997. Explore the heroic exploits of the 7th Photo Reconnaissance Group in this exceptional unit history. Author Patricia Keen gives the reader an insightful account of the "Photo Joes" of the 8th Air Force. Well written, and heavily laden with wonderful photographs (many from private collections), this book explains a virtually unknown part of 8th Air Force history where the only defense a pilot had was the speed of his aircraft! Highly Recommended. Only \$49.95 plus \$4.00 postage and handling.

Airwar Over Europa by Eric Hammel; 1997 (Softcover). This fine book chronologically illustrates a day by day account of the Airwar Over Europe. A great book to guide you through the greatest Air Battles the world has ever seen. Please see a more complete review in the issue of the 8AF News. Only \$19.95 plus postage and handling.

CHRISTMAS SPECIAL!!!

The Friendly Invasion by Roger Freeman; 1992 (Softcover). A great book detailing life in war-time England. A nice stocking stuffer. Was \$21.95...now only \$14.95 plus \$3.00 postage and handling. Save \$7.00! A great deal for a great book! Hurry while supplies last. Item B4b on the PX Order Page.

THE NEW PX MANAGER

It is a great pleasure to introduce myself to the membership of the Eighth Air Force Historical Society. I am Mark Copeland, your new 8th AFHS "PX Manager".

I am a writer, historian, and researcher of the 8th Air Force. My interest began when I was a very small boy. I started building models, reading books, and learning everything I could get my hands on about the Mighty Eighth...and it has never stopped since then.

My wife is Monica and her father Paul Cronin, was a B-17 Aircraft Commander in the 384th BG at Grafton Underwood. Her father passed away in 1972. By accepting this position, we feel that we are preserving his memory.

Our objective as PX Managers is to provide the best services to the members of the Society. However, we have large shoes to fill. We are taking it over from Art Swanson. Through their dedication and hard work, they have built the PX to where it is today. We all owe them our deep gratitude and thanks for many years of outstanding service.

You will see some changes in the 8th Air Force PX advertisements in the months to come. We are going to add new items to the inventory, and offer some special on certain items. Our goal is to simply serve you, the members of the Eighth Air Force Historical Society. We both feel this is a small way to return what you all have given us...our peace and our freedom that we have today.

We look forward to hearing from you very soon! Remember the Holiday Season is right around the corner.

May God Bless you and yours in the coming New Year! Cheers!

NEW BOOKS

Qty.	Item	Price	Qty.	Item	Price
—	Raid on the Reich by Roger Freeman	\$29.95	—	Eyes of the Eighth by Patricia Keen	\$49.95
—	Mighty Eighth Warpaint and Heraldry by Roger Freeman	\$34.95	—	Air War Europa by Eric Hammel	\$19.95

Total (Transfer amount to PX order form)

THE EIGHTH AIR FORCE PX ORDER PAGE

Please use latest PX Page when ordering. These prices good only until 1 February 1998.

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	\$ 13.95 _____
9b. B-24 Belt Buckle, Pewter Finish	\$ 13.95 _____
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	\$ 12.95 _____
20. Ladies Earrings, 8th Air Force Emblem, gold plated For pierced ears only.	\$ 12.95 _____
21. "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 _____	\$ 9.95 _____
XXL _____	\$ 11.95 _____
25. Sweatshirts - 8th Air Force Logo in full color. Indicate size wanted. S _____ M _____ L _____ XL _____	\$ 18.95 _____
XXL _____	\$ 21.95 _____
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" WAS	\$ 5.00 _____
31. 8th AF Luggage Tags	\$ 4.25 _____
Two for	\$ 7.95 _____
32. 8th AF Zippy Letter Opener	\$ 2.00 _____
Three for	\$ 4.95 _____
33. Gold Lady's AF Bow Pin	\$ 8.95 _____
34. 8AF Wall Clock	\$ 19.95 _____
35. 1998 Diary	\$ 1.50 _____

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).	\$ 14.95 _____
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>The Mighty Eighth in Art</i> by Roger A. Freeman, 160 pp. An evocative collection of images, which truly recreates the atmosphere of the air war in Europe	\$ 39.95 _____

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 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)	\$ _____

(Note: Overseas customers are asked to pay an additional \$5.00 for surface mail. Air rates on request.)

Your Name _____
Street _____
City, State, ZIP _____

Make checks payable in U.S. funds to 8AFHS and send with this order page to 8AFHS PX, P.O. Box 240837, Apple Valley, MN 55124. Please - No Phone Orders.

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ADDITIONAL PUBLICATIONS AVAILABLE FROM THE 8AFHS PX

FROM SOMEWHERE IN ENGLAND by D. A. Lande. The life and times of 8th AF bomber, fighter, and ground crews	\$29.95	_____
FIGHTERS OF THE MIGHTY EIGHTH 1942-1945. by William N. Hess and Thomas G. Ivie, 264 pgs, ill. was	\$39.95	\$19.95 _____
THE SKY WAS NEVER STILL: Poems of the "Mighty Eighth"	\$12.50	_____
THE EVADER by Harry A. Dolph A January 1994 condensed book selection for <u>Readers Digest</u> . An American Airman's eight months with the Dutch Underground.	\$18.95	_____
SECRET SQUADRONS OF THE EIGHTH by Pat Carty, 8 1/2" x 11", 112 pp.	Was \$24.95	NOW \$19.95 _____
THE WEATHERMEN LET THEM FLY Story of the 8thAF Weather Squadron, By Ewing Brown	\$13.95	_____
BOMBING THE NAZIS Official combat manual written by the crew of "Jack the Ripper" Original issue April 1943, reprinted by 8AFMMF in July 1992	\$ 10.00	_____
THE QUEST FOR FREEDOM: Belgian Resistance in World War II by Yvonne de Ritter Files. A personal account of the indomitable commitment and bravery of the Belgian resistance fighters who helped many Allied airmen escape at the risk of their own lives.	\$9.95	_____
FIGHTER COMMAND by Jeffrey Ethell & Robert T. Sand 200 full-color illustrations, 10" x 10", 176 pp. "A Beauty Book"	Was \$29.95	NOW \$24.95 _____
BLOODY SKIES by Melvin McGuire and Robert Hadley. An outstanding account of the air war and the 15th Air Force 448 pp, hard cover, 6" x 8-3/4"	\$22.95	_____
AIRFIELDS OF THE EIGHTH - Then and Now. A unique nostalgic look at the airfields used by the Eighth in the U.K. during WW II. Text by Roger A. Freeman	\$39.95	_____
AIR WAR EUROPA by Eric Hammel. A day-by-day chronology of the air man over germany. 571 pp. PB. Everyone who served in the 8th Air Force should have a copy.	\$19.95	_____

The 8th Air Force Historical Society is tax-exempt veterans' organization under IRS Code 501 (c) (3), founded in 1975 and chartered in Florida to perpetuate history of "The Mighty Eighth." In 1976 the 8AFHS formed the 8th Air Force Memorial Museum Foundation. Contributions to either organization are tax-deductible. Membership is open to veterans or spouses of veterans who have been assigned or attached to the 8th AF. Others may become Associate Members. Membership years begin on January 1 and dues notices for the following year are mailed from Oct. 1-Nov 30. Your canceled check is your receipt. The 8th AF News is sent to paid-up Members, Associate Members, and Subscribers.

CHANGE OF ADDRESS

Send to: Art Swanson, POB 340, Strasburg, PA 17579

Name _____

Member # _____

Old Address _____

New Address _____

Effective Date _____

When contacting 8AFHS, please use membership number.

(For Office Use Only. Do Not Write Above These Lines.)

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8th AFHS MEMBERSHIP APPLICATION

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ADDRESS: _____

8th AF Unit _____ Dates of Service _____ To _____

Not in 8th. Sign me up as Associate Member

If in Service – Dates of Service _____ To _____

Please use this form only for your first calendar year's dues (\$10.00 U.S. and \$15.00 non-U.S.). Send with your U.S. Dollar check (made out to 8AFHS) to 8AFHS Membership, POB 340, Strasburg, PA 17579. Your annual dues will be billed for subsequent years.



8th AF NEWS
The Eighth Air Force Historical Society
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8AFHS Annual Reunion

October 13-18, 1998

Cherry Hill Hilton, Cherry Hill, New Jersey

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Painting by Francis McKinley and is his remembrance of the raid on the oil refineries at Merseburg on November 30, 1944. The Two B-17's depicted are from the 490th Bomb Group, 851st Bomb Squadron. McKinley says he is not an artist but "Wanted the observer to feel as through they were in a bomber and watching the plight of the unfortunate crew whose bomber is on fire."