

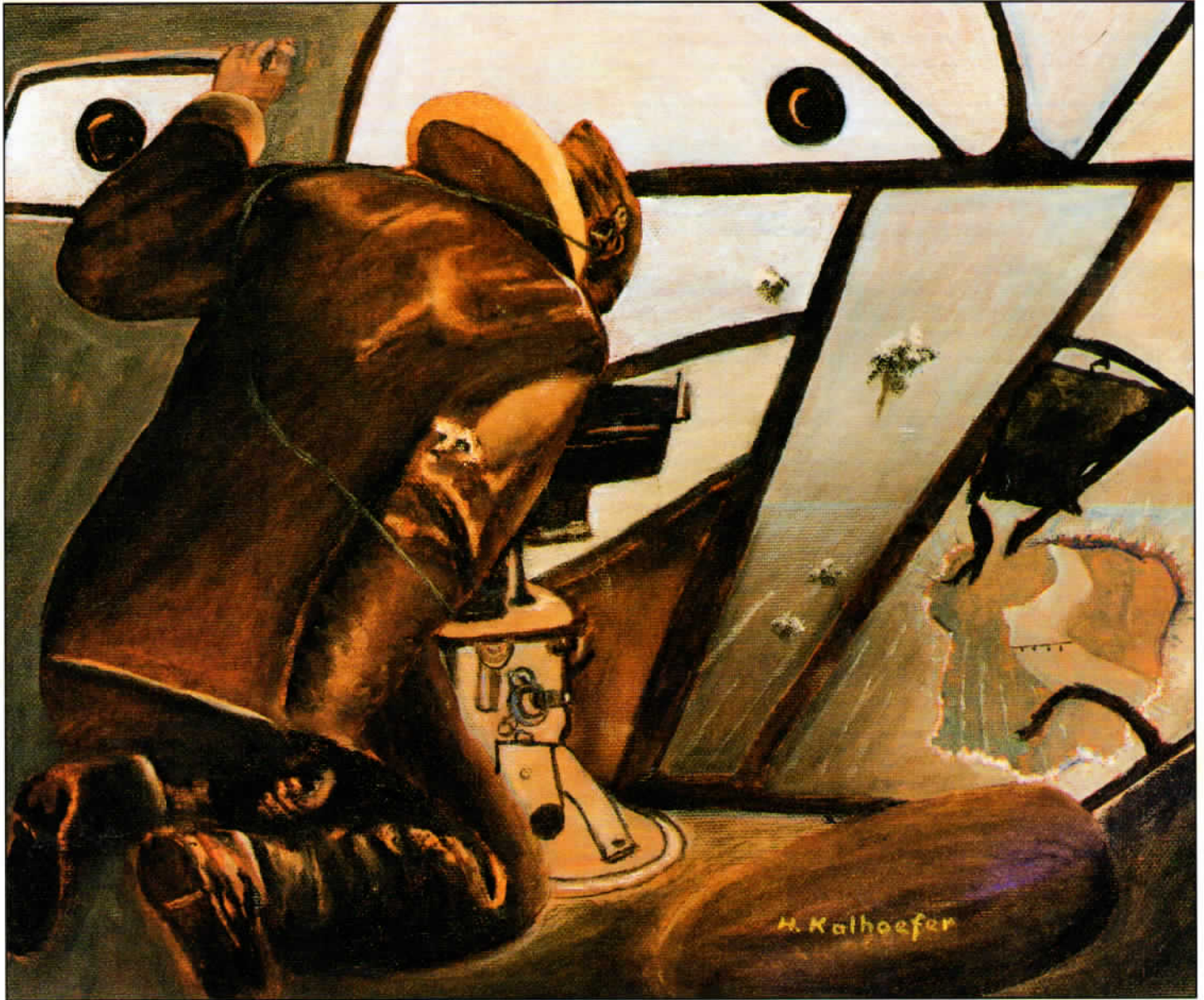


th AF NEWS

VOLUME 97, NUMBER 2

- Voice of "The Mighty Eighth" -

MAY 1997



ONE... FINAL... MOMENT



th AF NEWS

Magazine of

The Eighth Air Force Historical Society

Managing Editor – James W. Hill

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

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

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

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COVER STORY: See page 7.

Mission Briefing

I suppose the main content in this issue revolves around the 1997 Reunion in Bloomington, MN on Sept 9-14, so don't lose any time in getting your applications in so you don't miss out on any of the goodies. A preview is given of the Grand Opening of the American Air Museum in Britain. B-24 buffs will be interested in the pictures of the Pima Museum's beautiful B-24J, the "Bungay Buckaroo." We welcome Al Zimmerman back to these pages and to the Society—see President Chilli's column and Al's gracious letter on page 6. The cover and cover story illustrate the circumstances of one of our real heroes—Jack Mathis. Roger Freeman gives us another one of his haunting pieces of poetry. For the 53rd anniversary of D-Day we have an eye witness account of the invasion as seen from one of our bombers. Many other miscellaneous pieces and photos to delight you and bring back those "Days of yesteryear." (JWH)

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President's Message

By Hubert M. Childress

When I assumed the Presidency of the Society, I selected as my number one task the healing, resolution, and disposition of many of our members resulting from the ousting of Al Zimmerman.

To this end, I asked for and received permission of the Board to contact Al personally with view toward reaching some form of a mutually agreeable resolution of the matter.

Al and I were not strangers. My wife and I met Al and Andrea, his daughter, at our St. Louis Reunion and enjoyed considerable time with Andrea, who seemed amazed and impressed that I had graduated from UCLA Law School at the ripe old age of fifty.

By way of reciprocity, I am now amazed and impressed to learn that M/Sgt Andrea Zimmerman received the coveted Chief of Staff Award from General Fogelman in late 1995, for her contribution to improvement of the performance and safety of the USAF operational aircraft egression system.

After our initial conversation, Al addressed a letter to me which was so polite, conciliatory, and straightforward that I realized that such a letter could serve as the vehicle to resolve and conclude this entire matter.

At the March meeting of the Board, I had the pleasure of reading to the Board Al's letter which puts this matter to rest so that "we," including Al, can get on with the business of improving our camaraderie and our enjoyment of the 8AFHS. With Al's approval, his letter is reproduced on page 6 of this issue. Thank you, Al, for your cooperation and interest.

Other business of the Board included (1) an excellent presentation of our financial affairs by the Auditors who are now finalizing the report of their recent audit; and (2) selection of the Cherry Hill Hilton, across the river from Philadelphia, as the 1998 Reunion site on October 13-18, 1998, a perfect time to be in the northeast where we have not been since 1987 in Pittsburgh.

In the Spirit of Friendship to All,

Hubert M. Childress

From the Information Manager

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

Our total paid membership including Life Members, is now 17,439. This is not shabby by any means, especially considering over 3,000 whose current membership is questionable.

We recently received computer runs on State and Unit memberships which indicate that many are not recruiting new members or retaining current ones. New members are still coming from Carolyn Swanson's mailing of last year and other sources such as bumper stickers, word of mouth, and telephone calls.

We will be mailing computer printouts to State Chapters and Units. I suggest that they contact those who did not renew their memberships. Contrary to some opinions, they are not all deceased.

On the 800 line, it's business as usual, with five to eight calls per day along with assorted pieces of mail.

We have received several letters from students ranging from second grade through high school. In some cases they request information on WWII other than the 8th Air Force. If we have the information handy we send it to them, as we do want to encourage the study of history.

We are currently trying to get copies of the material on the Internet, etc., so we can clarify exactly what we do and what we can provide.

We recently supplied materials to the Discovery Channel for an upcoming program on the B-17. We hope it will be better than the one they did on "Target Berlin."

Our supply of the "Mighty Eighth" posters is down to 4,000, so we are no longer in the position to hand these out freely as promotional material, as they will not be reprinted. The original print run was 30,000 and we have received a lot of publicity through them.

As time goes on, the 8th AF News will be the only contact people will have with the Society. You can't beat that for \$10.00 per year, plus the other organizational benefits.

Gaelic Blessing (Reminisce Magazine)

May you have the hindsight to know where you've been,
The foresight to know where you are going,
And the insight to know when you have gone too far.

Membership Corner

By Art Swanson

Chapter Membership Rosters. As of February 28, 1997, these rosters were mailed to Chapter Presidents. We ask that the person handling membership in your chapter be given a copy so that he or she knows who is a paid-up member.

Addresses. Please remember that the 8th AF News mailings are sent to the address of record for you. We keep stressing that the Post Office will not forward same unless you have made special arrangements. We cannot be responsible for mailings to incorrect addresses. If you maintain two addresses and the dates when you are where have changed, please let us know so the correction can be made on your record.

Units. If you want to earn some money for your unit and haven't sent your roster to Carolyn, please forward it to her and receive \$3.00 per new 8AFHS member enrolled from your unit.

Cookbook. Where are those recipes? Please send your favorites to Carolyn, and she will incorporate them into a proposed cookbook. Men, please ask your wife right now to share her favorite recipes by mailing them to Carolyn at 65 Bedington Lane, Strasburg, PA 17579.

On a personal note, we appreciate the expressions of sympathy we have received on the recent deaths of Arthur's mother and Carolyn's younger sister.

1997 REUNION SYMPOSIUM WILL FEATURE OPERATIONS OF COMBAT AIR-SEA RESCUE

The Eighth Air Force Memorial Museum Foundation once again promises the membership another widely applauded, crowd-pleasing program in the recurring annual Air-War Symposium Series for this year's reunion. Symposium '97 will focus on a cross-sectional overview about some of the harrowing experiences typically suffered by many air crew men who were forced to "ditch" their badly crippled aircraft in the harrowing unknowns of the sea, unable to make it to their home bases, after a long, emotion-drenching combat mission over Europe. The stories of these men will be told along with those who performed the equally bone-chilling emergency missions as their "rescuers." It will be a panel discussion not to be missed, and one which once again will be moderated by the 8th's notable historian, Roger Freeman.

FROM THE DIRECTOR

Edward Inman

DUXFORD
EOI/CFB

26 February 1997

Mr James W Hill
Editor
8AF News
125 Ramblewood Road
Pennsylvania Furnace, PA 168658
USA



Dear Sir,

We have recently had confirmation that Her Majesty The Queen will open The American Air Museum at Duxford on Friday 1 August 1997. We are delighted with this news, and it seems that the word has spread very quickly among veterans and enthusiasts across Britain and the USA as we have received numerous enquiries, with many callers interested in attending the Official Ceremonies.

I hope that it will help to clarify our plans, for those of your members who are planning a visit to the UK and would be interested in attending the Opening Ceremony.

As you know, The American Air Museum is already fortunate to count many 8th Air Force veterans among our 60,000 American Founding Members. All of these Founding Members will be receiving an invitation to the Opening Ceremony and receive full details of the event. Those interested in joining might like to know that Founding Members also receive a lifetime VIP Pass allowing free access to the whole of the Duxford complex, including the American Air Museum, as well as updates on the project and its progress.

The event will, in fact, be restricted to Founding Members, but it is not too late to join, which can be done by sending a contribution of \$25 or more to "The American Air Museum", either care of Eve Holloway at our Washington office: 655 15th Street NW, Suite 475, Washington DC 20005 (tel: 800 233 4226) or care of Linda Mason here at Duxford Airfield, Cambridge CB2 4QR, England (tel 44 1223 835155 ext 264).

Yours sincerely
Ed Inman

IMPERIAL WAR MUSEUM · HMS BELFAST · CABINET WAR ROOMS · DUXFORD

Pima Air and Space Museum Features B-24J Liberator

By Fred Breuninger, 446BG

All 8th Air Forcers will be proud to learn that there is a sparkling B-24J in natural finish on display at the Pima Air Museum in Tucson, AZ. It carries the identification and colors of the 446th Bomb Group of the 2nd Air Division. Unlike the "Diamond Lil" B-24 of the Confederate Air Force, Pima's Liberator is a true wartime B-24J, with bomb racks, machine guns, turrets, and all.

The aircraft, named "Bungay Buckaroo" (for the 446th base at Bungay, England) carries the nose art, tail colors, and identification of "Red Ass," the 446th plane that led the 2nd AD and the 8th Air Force on D-Day. The mission commander was Col. Jacob J. Brogger, who was on the panel with Roger Freeman at the 8th AF Memorial Museum Foundation's 50th D-Day Anniversary Symposium entitled "D-Day, the Biggest Mission Ever Staged."

After the Museum acquired the plane from the government of India in 1969, the aircraft remained on static display outdoors and weather took its toll. Members of the 446th became concerned and pledged a major financial donation to construct a proper hangar. The "Bungay Buckaroo" now stands in the place of honor in the center of the hangar surrounded by other WWII aircraft, including a C-47, B-25, A-26, PT-19, PT-22, PT-26, and many more. Their B-17 and B-29 are displayed separately indoors in other buildings.

The beautiful restoration of the B-24J was accomplished by a Pima volunteer, Mr. Virgil Falkner, and a small crew. The photos were taken by Dennis McGowan at Prescott, AZ.



ATTENTION-DIRECTORY ISSUE

Representatives of all Units, Chapters, and Affiliated Organizations are requested to send in names, addresses, and phone numbers of their 1997 President, Unit Contact, and Newsletter Editor. These will be combined into the 1997 Directory in the August issue. We have learned that trying to compile this information from secondary sources is an impossible job. For cross-checking, please include the name and phone number of the person contributing the information.

April 2, 1997

Mr. Hubert Childress, Col. USAF (Ret.)
President, 8th Air Force Historical Society
48988 Sunny Summit Ln.
Palm Desert, CA 92260

Dear Sir:

Thank you for your gracious response to my letter of January 29th. It is heartening to know that you are concerned, as I am, to a resolution of the present polarization of the membership of our great Society resulting from l'affaire Zimmerman.

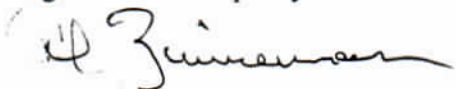
In response to your question, of course I want to retain my membership. But in this connection I feel my membership is of far less importance than the re-establishment of amity and comradeship among all members of our illustrious Society.

To the extent that my remarks or position papers were offensive to anyone, particularly Messers. Dye, Swanson and Thomas, I herewith offer my sincere apologies. In retrospect, my materials were too personal as well as harsh because of the intensity of my feelings for the ends I sought. I have been advised that I could have pursued my objectives more properly, i.e., in accordance with the words and aims of the By-Laws of the Society. If such is the case, I regret this as well.

In making this offer of amity and comradeship, I ask for and expect to receive agreement from all who feel offended by my words, oral or written, acceptance of my apologies and their extension to me, in return, a proffer of friendship and forgiveness of any wrong, real or imaginary, which they feel I have committed against them.

In any event, the welfare of the organization has to go to the top of everyone's list. Thank you again for your thoughtful comments and kind consideration.

In good fellowship to you and the 8th AFHS,



Al Zimmerman, M.A.
Writer-Historian



Cover Story: Congressional Medal of Honor for Jack Mathis

The cover painting by H. Kaelhofer shows the final moment of the bomb run on Vegesack by the 303rd Bomb Group on 18 March 1943. Mortally wounded and blown away from his bomb sight on the B-17 Duchess, Lt. Jack W. Mathis struggled back to make final adjustments to the sight, got his bombs away, and then fell dead across the bombsight. Vegesack was said to be the raid that proved the case for daylight bombing. Following this incident, Jack's brother Mark, also a bombardier, transferred to the 303rd and used the same flak-scarred bombsight until he, too was reported missing in action.

DO YOU REMEMBER LITTLE JOE?

Do you remember Little Joe?
A guy just five feet one
But he stood tall as any man
When up against the Hun.
He'd swing that ball and deal out lead
And most times make a kill;
He never seemed to have a care
He thought the war a thrill.
One day he flew another crew
The ship got hit and blew;
The ball was seen to spin away
And what could poor Joe do:
He had no chute inside that thing;
He never had a chance.
There wasn't much to bury at a
cemetery in France.

Or am I wrong? I get confused;
Was Joe some other guy?
My memories get muddled
As the years go rolling by.

Do you remember Little Joe?
A forty-seven ace:
A grin that went from ear to ear
Across his youthful face.
He had a score of twenty-one;
or was it twenty-two?
He knocked 'em down at quite a rate
When up there in the blue.
It seemed he had a winning streak
That wasn't going to break
But Joe got over confident
and made the big mistake.
He made a second strafing pass
Across a jerry base:
The flak just blew his plane to bits
And spread it 'round the place.

Or am I wrong? I get confused
Was Joe some other guy?
My memories get muddled
As the years go rolling by.

Do you remember Little Joe?
Was he the e.m.'s cook?
With Brooklyn brogue and olive skin
His was that Latin look.
He always had a cheery word
And fed us best he could
Yet guys still bitched about the chow
And never understood
He had to work with what he had
The rations were so tight
For oranges and eggs were saved
For men who had to fight.

He didn't get a Purple Heart
When knocked down by a truck
And yet he served his country well
'til running out of luck.

Or am I wrong? I get confused
Was Joe some other guy?
My memories get muddled
As the years go rolling by.

Do you remember Little Joe?
A six feet, four inch guy.
A bombardier who was the tops
When up there in the sky.
In sighting on our targets
He never seemed to fail;
He knew that Norden inside out
And hit them on the nail.
The flak would burst around his ship
And Messerschmitts attack
But Joe would never leave his sight
Until he had a shack.

for twenty-seven missions
He gave his very best
And then a Jerry twenty mil'
Exploded in his chest.

Or am I wrong? I get confused
Was Joe some other guy?
My memories get muddled
As the years go rolling by.

Do you remember Little Joe?
I'm not sure that I do:
If tall or short, or dark or blonde;
Brown eyes—or were they blue?
A pilot or an engineer?
A sergeant or a major/
A novice in the task of war?
A vet', a real old stager?
I only know that he was young
A kid become a man
Exuberant and sure he'd win
To live life's full span.
I guess he was ten thousand guys
Who didn't see it through.
For cause and country matter not
He did what he must do
To make this world a better place
The challenge of his day
To give the whole darn human race
More time to find its way.

Roger A. Freeman September 1996



More on Dirty Dicks: Eric Swain, of Upper Norwood, England, and an Associate member of the 490th BG, sent us these pictures of the outside of the pub as it now stands. He did not take any interior pictures, as it is now clean and practical, having been cleaned up for sanitary reasons. Oh well, "the memory lingers on."



First Day Covers Compliments of Al Zimmermann.



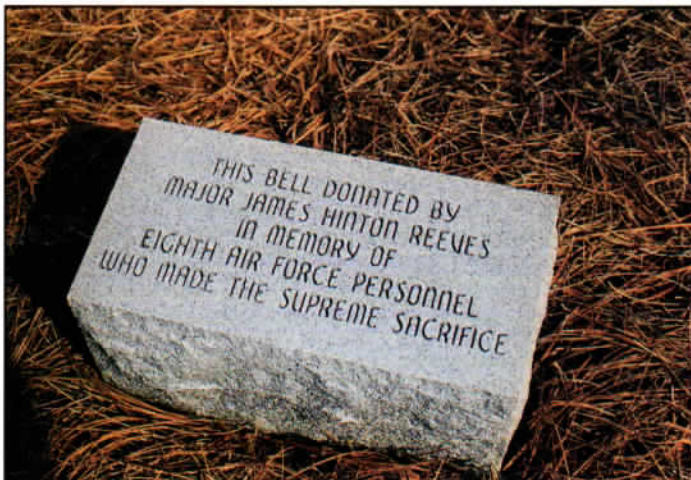


Billy Conn and Joe Louis visit 2nd BAD 7/6/44.



Spatz and Doolittle.

MIGHTY EIGHTH MEMORIAL GARDEN AND WALL OF VALOR

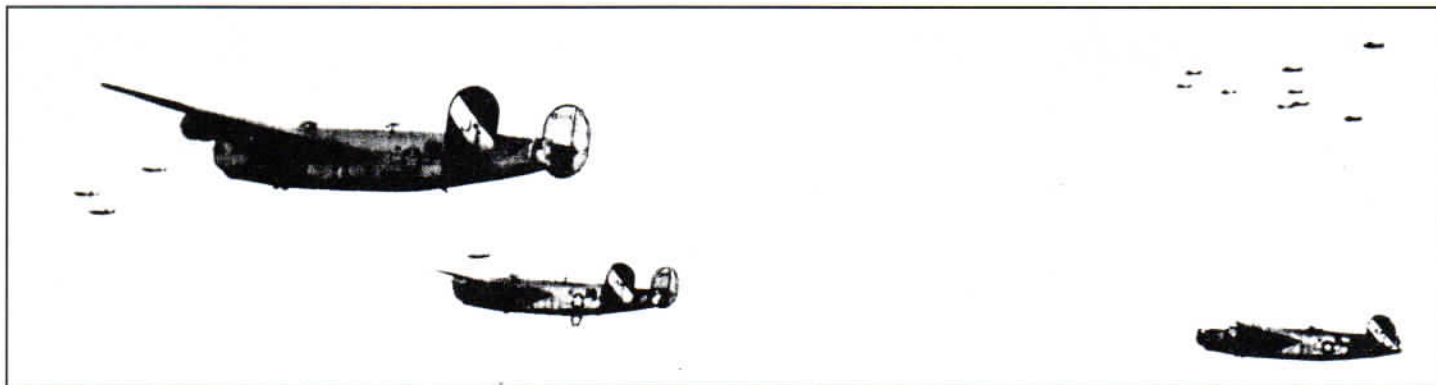


Part of the Heritage Museum is a memorial garden which houses a wall of valor much like the one at Cambridge University in England.

For a donation of \$100 you can have your name (or a crew member's) put on a 4 in. by 12 in. granite panel with 24 letters. Additional letters are \$1 each. They will be placed in the order received and there will be a locator directory.

Larger memorials are available. For information call 1-800-544-8878 between 8:00 a.m. and 5:00 p.m.

“Alert, Alert, All Combat Crews Check With Operations Immediately”



THE INVASION AS SEEN FROM 14,000 FEET

(This dispatch was written on D-Day by Lt. Michael D. Benarcik, approved by official censors, and released for distribution to the Associated Press, United Press, and Stars and Stripes. This article is excerpted with permission from Benarcik's book entitled "In Search of Peace.") Many of us had the same experience and view, so take your time and live it again with him. (JWH).

June 6, 1944—D-Day: I have just returned from France, high over the rolling coast of Normandy. It was a "grand stand" seat for the great show we so anxiously awaited. I felt rather insignificant with the magnitude of forces displayed that morning, thousands upon thousands of planes of all types filling the would-be peaceful sky.

As I think back of all the countless days of preparation, and what I have just seen from my vantage point, it is only now that I realize how great the task and how magnificent the opportunity afforded me on this momentous occasion.

We completed a mission to Romorantin, France on June 4th; my 17th mission. When we got back to the base, we spent the usual hours hashing over the day's activities, the results, the formation, some of the difficulties we encountered, and, as usual, everyone wondering "What's for chow?"

Our first indication of 'something big' was the announcement that there would be no liberty run that evening. Next, all telephone calls were suspended, and finally the announcement, "STAND BY, EVERYONE ALERT!" It was an unusual announcement, since it came so early in the evening, and there was excitement in the announcer's voice.

We were ordered to stay in our barracks. "What, another 'Big B'?" asked one of the pilots. "Dammit, another trip to Friedrichshaven, Germany?"

The navigator quoted our bomb site specialist as saying, "This is it, men." (He obviously knew something we didn't.) For the next few hours there was an uneasy silence, sort of an empty pause. Although suspecting something big, we passed time in writing the usual letters home; I had to make an entry in my mission diary.

I looked at my watch; it was 20:00 hours. Capt. Tarbell just turned on the radio to see if we could get some news. Suddenly a voice over the loudspeaker called: "ALERT, ALERT, ALL COMBAT CREWS CHECK WITH OPERATIONS IMMEDIATELY.... Number 1 WAVE, Number 2 WAVE, No. 3, No. 4, No. 5, and No. 6 of 'A' FLIGHT, BRIEFING AT 23:00 HOURS!"

We knew, then, this was the push because the word "wave" was something new, unknown to our flying vocabulary. We surmised "wave" intimated a maximum effort—everything on the base was to fly.

"'B' FLIGHT, ALL WAVES, BRIEFING AT 03:00. 'C' FLIGHT, ALL WAVES, BRIEFING AT 04:00," and so on down the alphabet, comprising the strength of our base.

We usually dash off to the mess hall at this time for a quick bite, but not this day—there were more important things than chow, so we hurried down to the War Room. From this moment on, everyone seemed to be busy doing little things to preoccupy his mind (not really, there was need for quiet moments.)

At 23:15 (11:15 PM) the first roll was taken—doors locked and the secret briefing began.

Our commanding officer, Colonel Ramsey D. Potts from Memphis, TN—a veteran of many missions over the continent and a command pilot during the famous low-altitude bombing of the Ploesti oil fields—stepped forward with a teletype announcement in his hand. Busily checking code words, zero hours, and courses on the huge map on the front wall was our group operations officer, Lt Col. James M. Stewart, the Hollywood star.

There was no place for error on this trip. The colonel's first reading was a wire from Lt Gen. Doolittle on the importance of security of this news for the next few hours, and the honor bestowed upon the 8th Air Force: "We are summoned to participate in a history-making invasion...."

Our division commander expressed the importance of our mission on D-Day. We were given to understand that the success of the 8th Air Force bomber crews in destroying the enemy gun positions and providing cover during the landing of the Allied forces was imperative, and our efforts would reflect directly upon the cost—the success of all men of all nations participating. "WE CANNOT FAIL THEM NOW!" he added with determination.

Appearing on the huge blackboard facing us was the formation outline of each wave, each flight, respective times, and timing to the precise zero-hour: "01:28 June 6, 1944. Target: COMPLETE DESTRUCTION OF THE ENEMY FORCES INSTALLATIONS ON THE SHORE LINE BETWEEN LE HAVRE AND CHERBOURG AND AS FAR INLAND AS THE CITY OF CAEN." Secondary targets were railroads, enemy troop concentrations, etc., farther inland.

We were scheduled to fly in the first flight. Our position was deputy lead, flying on the right wing of Maj. Coggeshall's plane, "Q", for Queeny; ours was "S" for Sugar, #452."

From 06:00, at which time the first flight was to hit the target, all succeeding waves were to follow in three minute intervals until 06:28. We were to strike within this given time slot. Mind you, this same briefing and preparation was taking place all throughout the 8th at precisely the same time. More detailed information on assembly was discussed: Point "C", "D", etc. Being Lead or Deputy Lead, no one would dare try to remember all those times, paces, etc. I found my clip board and my plan essential—those points and places were marked. Each plane was to be at a certain place at a certain time, everyone knew that!

We rode out to our plane with first-aid packs, gas masks, steel helmets, and pistols. Frankly, I wished I had a private jeep. This trip was going to be our plane's 35th consecutive mission. "S", for Sugar couldn't let us down today.

Almost two hours to wait for take-off. We chain-smoked. Everyone joked about taking an extra pack of cigarettes in case the Germans wanted us to walk back. A lot was said about emergencies. You see, we expected Jerry to throw everything at us, including his kitchen sink; he was going to make a desperate stand.

The moon was full now, there were a few scattered clouds at about 5000 feet, the visibility was fair but improving. Within twenty minutes,

though, the entire sky was covered, the moon was no longer visible. What lousy stuff to be taking off in, but we hoped for a break before 03:27.

Sitting up in the cockpit now, breathing pure oxygen to aid night vision, I glanced out at the neighboring fields full of flares and fireworks on all sides—a system used for marshaling and checking in “zero take-off.” It looked like an American Fourth of July.

03:24—Latest change to navigator—a wind velocity increase from 30 to 60 knots, added trouble, we thought.

03:26—Truthfully, I was in a bit of sweat now. One minute to go. It was drizzling, ceiling about 500 feet, visibility bad. We were lined up for takeoff. Finally, the signal! Almost simultaneously from each field in the vicinity came the call: “FULL POWER.” We were airborne in a surprisingly short time.

With take-off on instruments, one goes through the procedures in the cockpit mechanically. Before I knew it, we were at Point “A”, still flying blindly. We climbed above the overcast on instruments. What a spectacle! It seemed as if every plane in the ETO was up in the blue, silhouetted against the glow of the moon; to the east, the slowly rising sunlight created a bright orange haze that covered the horizon. It was the first time in all my flying experience that I was so completely dazzled by the phenomena, the light of both the sun and moon at one time. On previous missions we normally wouldn't be assembling this early. Added to all this were the colored flares of recognition being fired by various groups of B-17s and B-24s in the area.

For censorship reasons at this time, I'm not in a position to tell you just where and how we formed, but we continued to get reassuring reports from our navigator, “Point B on time, on course; Point C on time, on course, as briefed. Now for our last checkpoint and on to the run over the Channel—our last positive check for precise time and course. We were in the corridor on the one-way traffic, at the place we were supposed to be.

There were some broken clouds below...so that we got a fleeting glimpse of the Channel. In the water there was activity that I've never seen before. As far as I could see, the Channel was literally covered with boats of all types, some small, some large. In the Channel's center lay the U.S. Navy, huge battleships, some of the British Navy, Norwegian, Dutch, Poland, Netherlands, French—destroyers, cruisers, and barges. I remember looking across the cockpit and remarking, “That's one hell of a lot of boats!”

We were now directly above the huge armada at 14,000 feet. I could see flashing guns below, sending in their murderous barrage. Below us, at intervals, we saw hundreds of American and RAF fighters hovering over the boats....swarms of P-38s, P-47s, P-51s, Spitfires, Hurricanes, Mosquitoes.

Much to our amazement were the formation of C-47s and transport planes carrying the paratroops in gliders, a constant flow of them. I paused long enough to wonder just what must have been going on in the minds of the men sitting in those bucket seats waiting for their order to “Bail out.” There was only a “one way ticket to France.”

At another level were the medium bombers. They, too, were out in strength. Formations of B-26s, B-25s, and A-20 dive bombers. Every plane imaginable. At our level, and some higher, were more B-24s and B-17s. Miles of horizon ahead filled with aircraft. What a sight!

“There's your target,” reports the bombardier over the intercom. “BOMB BAYS OPEN.” Minutes to go before release. Our bombardier checks his release equipment and at the same time calls “Perfect run.”

What was only a few seconds now, seemed like an hour. Still no flak! No German fighters! Incredible! “Hell, I guess there's no room for them up here.”

06:17—Our bombs were on their way, and seconds later the sky was filled with an endless train of bombs, thousands of them. We were on target and on time as briefed. Suddenly, from below we spotted huge balls of fire—they were the German Rockets we had heard so much about. None of our immediate ships was hit.

Everyone was straining his neck trying to follow the bombs to their target. What seemed like individual clusters of bombs as they left each bomber now seemed to blend into a single massive pattern of destruction and an inferno. The path of destruction must have been 20 miles wide and several miles deep into the enemy coast. It must have been a living hell from 06:00 to 06:28 to witness from the ground. Our last possible Zero Hour for dropping was precisely 06:28...the ground forces would now go ashore.

In a few minutes we reached our briefed turning point and followed the

“one-way traffic control” leading us back to our home base for another load.

We encountered meager flak over the Island of Jersey which lies just off the coast of France, west and south of Point Cap de la Hague. We are now heading back to England...directly to our right lie the vessels now beginning to move shoreward. The 60-knot wind that we at first thought would hinder us, was in our favor. We were bucking it, consequently giving us a slower speed and a better opportunity to sit back and observe the show well underway.

Naturally, from that altitude we could not see the men disembark, but we could see the constant stream of boats as they approached the beaches, moving up men and materials. It was quiet where we were; we knew it was not quiet for the men making the landing. Their job was just beginning.

During our return flight we could see barge after barge and more boats heading towards France. They seemed to emerge from the English coast at all points and from nowhere. Yet it was a pattern so perfect that we could have played an imaginary game of checkers, using their regular spacing between each craft.

As we approached the English coastline, Portland Bill was our check point. Each individual group of heavy bombers headed to its own respective airfield. En route to our base, we could again see the constant flow of C-47s, towing gliders, forming, and heading for Normandy with their second, maybe third, load.

We were back over our base at 08:27 for a procedural landing when we were warned of “intruders” in the vicinity—they were German Ju-88s. Fortunately, none of our ships was attacked. And so, the landing, a quick interrogation, a quick snack, and back for another assignment. Yes, another target, for it was D-Day. We were whole, we were well, we were young, we had energy to spare, and what Col. Stewart knew of General Doolittle's message at briefing was correct: “It was an HONOR to be part of the SCORE.”

Throughout the day, and even now at this writing, there are bombers passing overhead in droves. We can't see them, as they are above the clouds that we may have generated during our early morning formation assembly, but this little hut reverberates with the drone of hundreds of engines in the blue.

Exactly one hour and three minutes after we landed our bomber, SHAEF Communique Number One was released... “Were you surprised?” Imagine how the Germans must have felt. “I could do this all day, but who couldn't after waiting so long for D-Day.”



As I See It



by Editor Jim Hill

Books For The Archives

Several times a year I drop in on three to four used book stores looking for old books relating to the 8th Air Force. You can usually buy them for pennies on the dollar, and many are worth much more to us as archival material. A case in point is the 1949 book that I've reviewed on page 26. We will appreciate it if you will do the same and donate the books to the Archives at Penn State. We already have an extensive collection, so don't waste your money—give me a call (814-234-1376) or send me a post card to make sure that we don't already have it. The Penn State Rare Books Room also has an unusual collection of old aviation books (Boy Scouts in the Lafayette Escadrille, etc.) and occasionally you will run across one of these. You can mail printed matter and books inexpensively at the Post Office at Book Rate, and there's no rush in getting it here. You can either send it to me for delivery to the Archives, or mail it directly to The 8th Air Force Archives, Historical Collections, Third Floor West, Pattee Library, The Pennsylvania State University, University Park, PA 16804.

Help on Book Reviews

I don't have time to read all of the books relating to the 8th AF that are published each month. Therefore, I would appreciate your help in writing such reviews. If you wish to review a book for the magazine, please call me so that we don't duplicate efforts. However, please keep the following guidelines in mind:

- Do not try to write a literary masterpiece. Keep to the facts and keep it short.
- Our readers all know what WWII and the 8th AF

were. Don't educate them.

- Sketch out the general parameters of the book—what does it cover? Think of what our readers are interested in, which is usually in the area of their own experiences. How is the book different from other books? Does it contain data not available elsewhere?

- Give a complete publication reference patterned after others in the magazine.

It's important that the reader have all the information needed to order the book, including the address and price including shipping and handling.

Don't Be Misled on Reunions

Several members have recently complained about promotional literature they have received regarding a reunion to be held in Knoxville in June. Nothing in the promotional literature specifies that it is a regional or State reunion, one of which it must be. However, it is not unreasonable to believe that a number of unsuspecting people might think from the literature that it is the Annual National Reunion of the Eighth Air Force Historical Society because the bold headline states "8th AFHS Reunion Attendees." As careful as reunion planners must be about every detail, it is difficult to imagine that the mistaken billing is an "inadvertent error."

CORRECTION: Robert R. Garlich, Lt. Col. USAF (ret.) and former member of the 355th FG with 6.5 E/A to his credit, wrote to Jim Hill in response to my story, "Return to Bassingbourn," in the February 1997 issue of the 8th AF News. Mr. Garlich informs me that the 355th FG, based at Steeple Borden, was never spun off from the 8th AF to join the 12th AF. He also states that six P-47s could not take off abreast from the runways at Steeple Borden. I apologize for the incorrect statements in my story. Kevin M. Pearson.



Restoring B-17E—Volunteers Needed. Michael Kellner of Lake Bluff is restoring a B-17E model in Marengo, IL, located about one hour northwest of Chicago. Work is being done on Tuesday evenings and Saturdays. Interested persons can contact Mike directly at home at (847-615-9204) or at the plane at (815-568-9464) or write to Mike Kellner, 21010 Anthony Road, Marengo, IL 60152-9502.

Know Clarence G. Burk? Former crew members would like to locate our former pilot. Please call George A. Risko, 400 N. Hunter, No. 206, Birmingham, MI 48009 (810-258-1917)

447BG Tail Gunner from Kansas City? Would like to contact this veteran who was at Westminster at 2 p.m. on March 20, 1997. I am a British WWII buff and will visit U.S. this year. Alan Cater, 44 Willersley Ave., Orpington, Kent BA6 9RS England.

Repatriation from Barth. I am searching for photos showing hangars, German a/c, aerial photos at the Barth Airfield. The airfield was destroyed by the Red Army shortly after the repatriation. Heinz G. Guelzow, Markt 31, D-41460 Neuss, Germany.

Know 493BG Pilot George A. King? He also served with the 10th Rescue Sqdn in Alaska and served under Pilot Berndt Balchen who flew Admiral Richard Byrd. He also worked for New York Airways and Petroleum Bell Helicopters. He would like to hear from his old acquaintances. Mrs. George A. King, 106 Dogwood Lane, Port Jefferson, NY 11777.

Did You Crash-land near Hamm on April 16, 1945? On this date a P-51 or P-47 made a crash landing at Nord Dinker, Germany. The pilot was from Texas and was rescued by members of the 1254th Battalion and carried to an aid station. Please contact George Reynolds, 4009 Saddle Run Circle, Pelham, AL 35124.

Mustang Pilot Sought. In 1995 I received in London a cross made from the skin of an airplane. The cross was found during renovation of a house in London. On the cross are the words: Mustang-crashed Old Castle Cove June 18, 1945. Information on the pilot and the event would be appreciated. Contact Patrick Bobb, Box 81, Boalsburg, PA 16827 (814-237-4823).

Know WWII Pilot Sullivan? Extremely important to contact Lt. Col. or Col. Sullivan who was shot down in WWII, had leg injury, still on active duty in 1963. Wife was a teacher. He had a son and a daughter, was 6' tall, medium build, blue eyes, curly hair, freckles. Liked jazz and handball. Very important to contact him or his family. Contact Lt. Col. R. S. Johnson, POB 340081, Fort Sam Houston, TX 78234 (210-828-4054).

Former Secretary to Gen. Doolittle Dies: Mary Gill Rice, 89, of Marietta, GA, and former secretary to Gen. James Doolittle for six years, died last January. While working for Shell Oil, Doolittle formed the Air Force Association, and Ms. Rice organized the first all-WAC squadron, made up of 125 women. Gen. Doolittle was the first president and chairman of the board of the AFA, while Ms. Rice was the squadron commander of the New York State Wing. For several years she was the only woman to serve on the national AFA board of directors.

Organization Notices

91BG Unit Contact is Asay Johnson (520-453-3114)
 Central New York State Chapter Contact is Kenneth Weisl, 1509 Foster Ave, Schenectady, NY 12308-1803 (518-346-7277)

Reunions & Events

1SAD, RAF Honington/Troston, Oct 16-19, 1997, Savannah, GA. Contact Herb Kastner, 720 Society Hill, Cherry Hill, NJ 08003 (609-751-1763)

2nd AD Midwest and East Regional Reunion Commemorating 53rd Anniversary of the Kassel Mission (9/27/44—9/27/97) Sept 25 to Sept 28, 1997 at the Harrisburg, PA Marriott.

Contact Ray F. Souders, 431 Lewisberry Rd, New Cumberland, PA 17070.

2 BAD Assn Reunion, Oct 23-26, 1997, Dallas/Fort Worth. Contact Dave McClune, 527 Quarterfield Rd, Newport News, VA 23602-6140

3SAD, Sept 10-13, 1997, Spokane, WA. Contact W. A. Noble, 7266 Goodwood Ave, Baton Rouge, LA 70806 (504-925-8454)

351 BGA, June 11-14, 1997, Marriott Hotel, Dayton, OH. Contact Clint Hammond, POB 281, Mechanicsburg, PA 17055 (717-766-1489)

356FGA, Oct 2-5, 1997 at Holiday Inn in midtown, Savannah, GA., Contact Ken Male, 8282 NW 47th St., Ocala, FL 34482-2004 (352-622-9976)

364FGA, Sept 23-28, 1997, De Sota Hilton Hotel, Savannah, GA. Contact Dan Leftwich, 6630 Caldero Ct, Dayton, OH 45415 (937-890-3641)

381BG, Sept 3-7, 1997 in Baltimore, MD. Contact Art Sherman, 1260 Main St, New Park, PA 17352-9376 (717-382-4710)

388BGA Reunion, Sept 17-20, 1997, Savannah, GA. Contact Robert E. Simmon, 101 Charlotte Dr, Cabot,

Arkansas, 72023-8847 (501-988-1486)

398BGA, July 16-19, 1997, Spokane, WA. Contact George Hilliard, 7841

Quartermaine Ave, Cincinnati, OH 45236

455BS/323BGG (M) "White-Tailed Marauders" 9th AF WWII will hold their annual reunion in New Orleans, LA on Sept 17-21, 1997. Contact Ed

Christiansen, 1712 Apple Street, Metairie, LA 70001

457BGA, Oct 12-16, Savannah, GA.

Contact Homer Briggs, 811 NW "B" St, Bentonville, AR 72712

467BGA, Sept 23-28, 1997, Nevele Hotel, Ellenville, NY. Contact Walter Mundy, 24030 Basin Harbor Ct,

Tehachapi, CA 93561 (805-821-5816)

Yankee Air Museum 1997 Memorial Day Observance, May 26, 1997. Open House and Pancake Breakfast. Belleville, MI (313-483-4030)

Fools Rush In. . .

By Kenelm C. Winslow

I got to England in September 1943 and was stationed initially at BAD 2, from whence many of the incoming aircraft were distributed to combat bases and others were brought back for modification and repair. There was a Ferrying Squadron there whose job it was to fly new planes to the eastern and southern bases, and often to bring back aircraft to Wharton and Burtonwood (BAD 1). These men were exceptional pilots, many from Eagle Squadrons, prior American citizens who had lived most of their lives in England and were experienced in British weather. Some spoke broad "Limey," as they had perhaps been born in the old country of American parents, maybe never had even been to the States, and had previously been in the RAF or RCAF. When the "birds were walking" these fellows were flying if necessary. They navigated by looking vertically downward, and knew every church steeple, chicken coop, and road intersection; much different from the training bases in TX, NM, AZ, etc., where the sun shines over 300 days per year.

These ferry pilots, and there were RN, USN, and various British pilots as well who flew in and out of BAD 2, women who would come in one day in an old Wimpy, and a few days later in a Spitfire or Hurricane. I particularly recall a couple of US EM pilots who spoke such an English brogue that they were difficult to talk with. They flew elderly war weary Lockheeds, Bristols, and Blenheims that were used as liaison transport to nearby fields. To continue my story, the ferry pilots, weather permitting, would take the new B-24s and B-17s to East Anglia, and another beat-up old 4 engine bomber would go around and pick them up returning to BAD 2 in order to take out the next delivery tomorrow. As a weather man and potential geologist/engineer, I would ride with the new ship, assured of getting back to BAD 2 for my next duty shift, whenever the situation permitted. I wanted to see the country, and

weathermen were encouraged to do so—but rather informally. From reading many accounts by bomber crews after the war, and having known and worked with them later, I believe that they knew even less about how they got to England, and how they were supplied, than I did of what they were up to in their much more hazardous work.

There were often flights from Wharton (BAD 2) to Lough Neagh in North Ireland, where I believe Lockheed had some sort of an installation for P-38s. The route went over the Isle of Man a lovely looking place, which I much later learned from reading Winston Churchill, or someone like him, was where the British had interned their home-grown Nazis and other undesirables who were too high up in the social register to be treated to worse digs. On one such trip, I recall being asked if I would like to steer (I won't say pilot or fly) a B-17. Sure, great, I had flown in these things in a base in New Mexico, at night, when the landing light showed jack rabbits lining the runway watching the students level off and stall at ten feet above the tarmac. Damn near got brained by flying .50 cal mgs when we hit the ground—these must have been C or D model B-17s. Anyhow, I could keep the thing on course, falling off on one wing or level, but not on course. It as like an enormous truck, much less responsive than a 1929 Ford, which I had previously driven.

And then one evening a young FO came into the weather station and wanted a copilot to go somewhere in East Anglia. He wanted to know if I would like to go., as there were no other pilots around. He needed to take this aircraft, and all I would have to do was pull a few handles when he told me to. Sure, and then he logged me as copilot. I thought I would get court martialled, but probably no one ever monitored those Form 1s, or whatever they were called.

Anyhow, I flew in B-17s, B-24s, C-47s, C-63s, C-46s, anything that I could get a ride in. Did you ever see a Domini? A great little plane, there were two at Wharton as I recall, and one of the ferry pilots who had been a

pre-war airline pilot said that it was the civilian career of choice for the Hebrides, as it could land a take off from the beaches at low tide.

Did they have RAF liaison officers at the combat bases—probably. We had one at BAD 2, to coordinate with the British systems, a Welsh man named Rhys, as I recall, who delighted in pronouncing the unpronounceable Welsh place names. And an American grounded pilot who had had too much combat and was relegated to being a control tower man and very good at it.

Not being in charge of Hap Arnold's office have other thought at the time, and even more so later after reading the stories, pronouncements and recollections of the big shots who ran the WAR—how they could have been so GD stupid as to sent the 8th, 12th, 15th, etc., two such dissimilar aircraft as the B-17 and B-24, thereby complicating the supply situation, and making such missions as those recorded to Schweinfurt and elsewhere semi-disasters? As we can see every day, that is how they do it in Washington DC today.

As in every war, the side which screws up the most comes out second-best.

(From "Rich Relations" by David Reynolds)

Two GIs were planning what to do with their weekend leave. "We gotta see Coventry," one said, "they tell me a naked woman rides through the streets on a horse." His buddy was impressed. "Yeah, let's go—I ain't seen a horse for years."

Repatriation

Submitted by Joan Peterson, Avon Lake, OH

The American troops have returned to the States,
How quiet our rural areas have become.
Now the jeepless town wholly awaits
The noise of English maidens chewing gum.

Ike and the Eighth Air Force

By James R. Hind, 3rd AD HQ

Since we in the 8th Air Force ground services spent most of the war in England, we recall a story about a few Air Force fighter pilots. We had been here for a long time before the American ground forces came to England in force.

A few of our fly boy fighter pilots dressed real funny....a crushed officer's cap (we called them 50-mission hats), a worn leather flight jacket and a pair of brown boots.

All officers and enlisted personnel (we had WAC ladies too) and those of our Allied countries wore Class-A uniforms to town. The professional England officers even carried a short canelike stick called a "swagger stick." They put it under their left arm and when I saluted them, they

would deftly reach for it with their right hand, smartly with a fast motion touch their helmet with the stick and with formal military English manner return it to the original location under the left arm.

A few of our fighter pilots liked the way they did it. Only, they were never trained to use them properly. You'd see them walking down London streets with their store bought swagger sticks sticking out of their right back pockets. When an enlisted man saluted, they'd reach for the stick, hit their head, and poke it back in their pocket again. Looked quite crummy; and sloppy, too.

Then General Eisenhower and his staff came up from Africa they wore smart uniforms. I even had a tailor who came to our headquarters create me a beautiful "Eisenhower Jacket." It took two fittings before he would let me wear it. The enlisted men down in London at Ike's headquarters wore polished helmets and white leg-gings...and I could see that the Army

Air Force was going to have to change....and FAST!

One morning, just after General Eisenhower got to London, one of our fly-boys passed him on the street. He noted the stars on the general, pulled out his saluting stick, hit his hat, walked by and put the stick back into his pocket. The astonished General Eisenhower asked his aide, "hat was that?" The aide looked down the street and said, "Sir, he's one of ours—an American flyer!"

That did it! Ike didn't put out any written orders but word came down to all bases like lightning—"If General Eisenhower ever sees an American officer over here with a swagger stick...he will ram it up his ass!. I never saw one after that. The only exception I saw in England was General Patton who often carried a riding crop. He'd sometimes salute with it. He was also the only officer that I ever saw who wore ivory-handled six shooters.

How I Swapped War Stories With Jimmy Stewart

By Forrest S. Clark, 44BG

We were on a bus riding through the English countryside headed for an American Cemetery near Cambridge.

We had a special passenger that day on the bus, one whom I had seen many times before, but not in this environment. That passenger was Jimmy Stewart, who was sitting with his lovely wife up front. I was seated about ten rows back.

I had seen Stewart years before in "Mr. Smith Goes to Washington" and others of his famous films, but I had only heard of his wartime experience. Here on this bus on a cold damp English day I got a real close-up of him.

We talked briefly and he asked me what group I was in during the war. When I said the 44th Bomb Group he replied, "Oh, you mean the Eight Balls." He knew that much about my group and I admired him for remembering.

As we got off the bus at Madingly Cemetery we walked toward the memorial flag pole area where a great many memorial wreaths and tributes had been placed by various 8th Air Force Groups including Stewart's group.

What I recall most about Stewart was his tall, angular frame and his kindly face, but even more impressive was the manner in which he spoke. It appeared to be at that time as a softly American voice shadowed by the most peaceful kind of intonations. He spoke like a kindly uncle would to everyone.

He walked tall and straight with the particular gait and posture so familiar to movie goers the world over. I remember how he stood with his head bared to the cool English breeze from the nearby fens. He stood before the memorial and spoke quietly yet eloquently about the sacrifices of the thousands of American men who lay at rest beneath the white crosses all about us. He spoke lovingly of past times and youth, when all of us were virile and passionate as he was in that time 50 years ago.

He gave the memorial tribute that

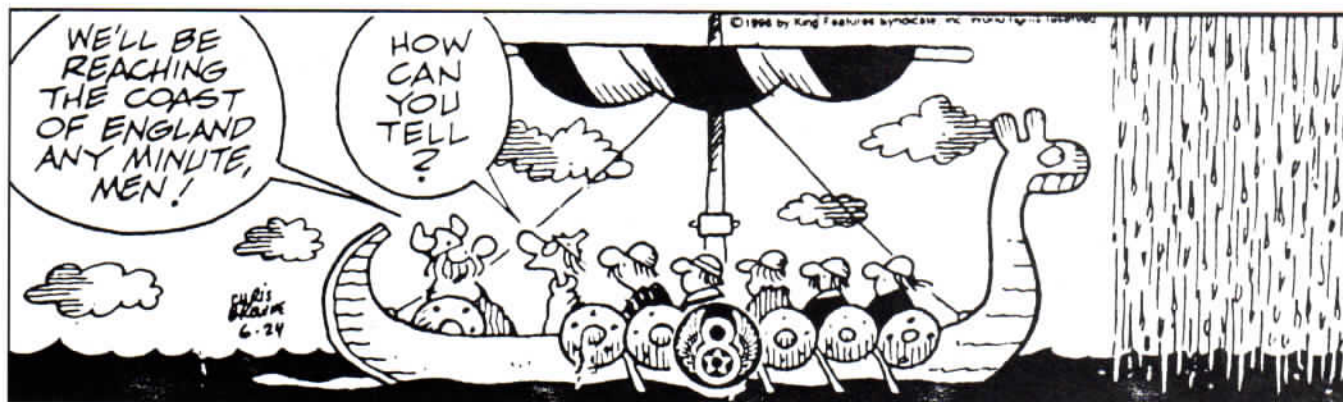
day. Afterward I walked silently and alone to the grooviest of one of my fallen comrades, Lt. David Edmonds, and I saw afar off the tall figure of Jimmy Stewart, linking us all and linking me to this past and to my fallen comrade.

Later that night at a crowded reception in the Guild Hall of that ancient medieval city of Norwich, Stewart could be picked out of the crowd, towering above all others amid the glitter of bedecked officials and veterans of the air war.

Stewart told of one day when he and another command pilot decided to buzz the group commander's living quarters at their base. They tried to awaken the commander from his usual nap. Stewart still chuckled over that episode of youthful exuberance and joy.

We all told our favorite war stories that day. I think Stewart proved once again how close he was and how close he remains to his comrades of WWII. It was like flying again in the same formation. All considered it to be an honor.

Keep 'em Flying, Jimmy!



457 BG/748 BS Engineering Group at Glatton Winter 1944-45 from Fred Achenbach.





Mystery Photo: Who can identify this group of thespians posed with the Queen Mother and General Doolittle?



8th AIR FORCE HISTORICAL SOCIETY

INVITES YOU TO

REUNION '97

**MINNEAPOLIS, MINNESOTA
SEPTEMBER 9 - 14, 1997**

The 1997 annual reunion is just around the corner. Mark your calendars now for a great time in Bloomington, Minnesota, a suburb of Minneapolis. Being centrally located in the United States, we hope for a large turnout. With an average temperature of 71 degrees in September, the weather should be beautiful.

Bloomington, Minnesota (meaning "flowering field"), is a beautiful city with picturesque lakes, ponds, and parks combined with an exciting and healthy business and hospitality industry. In the past three decades, Bloomington has grown from a semi-rural village to its current status as Minnesota's third largest city. Most of you will recognize Bloomington's name from its recent claim to fame, the Mall of America. This mall brings new meaning to the motto, "Shop 'til you drop." Best of all, clothing purchases are free of sales tax!

You'll want to come early and stay late for this reunion. Not just for the tours and attractions, but for the camaraderie of your fellow members. Encourage your buddies to join the fun and reminiscing this year in the Minneapolis area. The Memorabilia Room will house one of our largest displays in recent years.

RADISSON HOTEL SOUTH & PLAZA TOWER

The Radisson Hotel South and Plaza Tower is located at 7800 Normandale Boulevard, Minneapolis, MN 55439-3145. The hotel is conveniently located at the intersections of I-495 and Highway 100. Downtown Minneapolis and downtown St. Paul are just 10 miles from the hotel. Valleyfair Amusement Park and the Minnesota Zoological Gardens are located close by. There are fabulous shopping opportunities in Southdale and the Mall of America--the nation's largest shopping and entertainment complex.

All 575 guest rooms are spacious, tastefully appointed, and soundproof. In-room amenities include complimentary HBO, CNN, and clock radios. Also, each room supplies a hairdryer, iron with ironing board, and coffee maker. A sky-lit garden atrium and pool area offer a relaxing atmosphere for guests. The hotel has a large, indoor swimming pool, whirlpool, sauna, and fully equipped exercise center. A gift shop is located within the hotel for the convenience of guests. Same day laundry service is available upon request Monday-Friday.

The group rate at the Radisson is \$85 (+tax) per night. Please use the enclosed reservation form to make your reservation. Handicapped accessible and non-smoking rooms are subject to availability. Please request these special accommodations when making your hotel reservation. Complimentary parking is provided for overnight guests. Check-in time is after 3pm; check-out is noon.

The hotel offers several types of suites and hospitality rooms. The set-ups are basically the same; the locations are different. The Cabana Suites are located around the pool (which offers extra "overflow" space). The South Tower Suites are located in the South Tower. Both of these types of suites offer a bedroom with a separate parlor equal to the size of two sleeping rooms. The parlors feature a sitting area and conference table. The Plaza Tower also has "executive suites," but they are basically an over-sized sleeping room with a sitting area. Unfortunately, none of the suites have refrigerators; however, you can rent small ones from the hotel during your stay for \$10. In addition to suites, the hotel also offers Cabana Rooms located around the pool. They do not connect to sleeping rooms, and they are equal to the size of one sleeping room.

Hospitality Prices: One Bedroom Cabana Suites - 4 are blocked at \$185 each per night
 One Bedroom South Tower Suites - \$250
 Executive Suites - \$150
 Cabana Rooms (no connecting sleeping room) - \$85

Dining facilities within the hotel:

- Kaffe Stuga, Scandinavian-type restaurant; open 7 days serving breakfast, lunch, and dinner. Hours are 6:30am-10pm weekdays; 7am-10pm Saturday/Sunday.
- Shipside, featuring fresh fish and seafood; open dinner. Hours are Monday-Saturday 5-10pm.
- Spectators, the hotel lounge, 4pm-1am weekdays; 11:30am-1am Saturday/Sunday.
- Plaza Java Coffee Bar is open from 6am-10pm everyday.
- Room service is available 6am-midnight.

TRAVEL INFORMATION

AIRPORT SHUTTLE

Airport Express is the only company authorized to provide shuttle transportation from the airport to the Radisson South and Plaza Tower. It leaves the airport on the half hour. The shuttle is available outside the baggage claim area of the airport. Look for Ground Transportation. Currently, the fare is \$8.50pp one way. If more than one, consider taking a taxi; it may be cheaper and quicker. Please give very specific instructions to the driver of the shuttle or taxi to the Radisson Hotel South in Minneapolis, not St. Paul. The day before your departure from the hotel, contact the Bell Captain to arrange the Airport Express shuttle service for you.

DRIVING DIRECTIONS

- From the North: Take Highway 100 South to 77th Street-Industrial Boulevard exit. The hotel is straight ahead at the light.
- From the South: 35W North to 494 West to Highway 100 North. Exit on 77th Street. Cross over Highway 100. At the light, take a left.
- From the East: 494 West to Highway 100 North. Exit on 77th Street. Cross over Highway 100. Take a left at the light.

NEARBY RV PARK

There is ample parking space at the hotel for RV's. However, should you desire full hookup services, call the Lebanon Hills Park & Campground, Apple Valley, MN at (612) 454-9211 for information, directions, and reservations. The campground is approximately 20 minutes from the Radisson Hotel South.

REGISTRATION INSTRUCTIONS

1. See choices below and complete the Registration Form. Remit by check or money order made payable to 8AF Reunion by August 8, 1997 (no credit cards or phone reservations accepted). Forms received after this date will be accepted on a space available basis only. Please complete the entire form (Member number, WWII group, etc.).
2. Canceled check will serve as your receipt, although you are not expected to present it at registration. Confirmations will not be sent.
3. After you check into the hotel, report to our registration desk on the 1st floor to pick up your nametags, tickets, etc.
4. Full refund for cancellations received by September 5, 1997, except for the Dinner Theatre. Notification must be made by August 18 for the Dinner Theatre refund. After this date, refund amount will depend on charges made for unused portion of services. Please call 757-625-6401 (9am-5pm EST) if you need to cancel.

MEALS / EVENTS CHOICES

CHOICE #1 TOTAL PACKAGE \$158

Package includes 7 food functions starting with breakfast on Thursday. The Thursday evening dinner outing is available only in this package. Options are separate.

CHOICE #2 PARTIAL PACKAGE \$111

Package includes 5 food functions starting with breakfast on Friday. Options are separate.

CHOICE #3 INDIVIDUAL EVENTS

Friday Rendezvous Dinner \$28 and Saturday Banquet \$33 can be purchased separately.

TOUR OPTIONS

Wednesday: City Tour \$24 and Dinner Theatre \$52. Thursday: Historic Stillwater \$42 or Military Museums \$25. Friday: Historic Stillwater \$42 or Mall of America Shuttle \$8. Saturday: Lunch Cruise \$29 or Abbreviated City Tour \$18.

**EIGHTH AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION
RADISSON HOTEL SOUTH AND PLAZA TOWER, MINNEAPOLIS**

Tuesday, 9/9

2:00pm - 7:00pm Early Bird Registration

Wednesday, 9/10

8:00am - 10:00am Reunion Registration Open
9:00am - 3:45pm (Option) City Tour
9:00am - Gathering Room Open (in conjunction with the Memorabilia Room)
9:00am - 'Mighty Eighth' Theater open through Saturday evening
9:00am - Memorabilia Room open through Saturday evening
1:00pm - 5:00pm 'PX' open (finalized times will be posted at the reunion)
1:00pm - 5:00pm Reunion registration open
5:30pm - 11:00pm (Option) Dinner Theatre

Thursday, 9/11

7:00am - 8:30am Extended Continental Breakfast
8:00am - 10:00am Reunion Registration Open
9:00am - 10:00am Unit Advisory Meeting
9:15am - 3:15pm (Option) Historic Stillwater Tour
9:30am - 4:30pm 'PX' Open
10:00am - 10:45am Presentation by Dr. Brown, "Medical Problems & Solutions While Traveling"
10:30am - 11:30am Chapter & Unit Development Meeting
12:30pm - 5:00pm (Option) Military Museum Tour
1:00pm - 5:00pm Reunion Registration Open
6:00pm - 10:00pm German Theme Dinner at the Hotel with Entertainment

Friday, 9/12

7:00am - 8:30am Extended Continental Breakfast
8:00am - 10:00am Reunion Registration Open
9:00am - 10:30am Individual Group Meetings
9:15am - 3:15pm (Option) Historic Stillwater Tour
11:00am - 4:00pm (Option) Mall of America Shuttle
10:00am - 5:00pm 'PX' Open
2:00pm - 5:30pm Reunion Registration Open
6:00pm - 7:00pm 8AF Cash Bar Reception
7:00pm - Rendezvous Dinner and 'Hangar Flying'

Saturday, 9/13

7:00am - 8:30am Full Breakfast Buffet
9:00am - 11:00am General Membership Meeting
10:00am - 4:00pm 'PX' Open
11:15am - 2:00pm (Option) Lunch Cruise
1:00pm - 4:00pm (Option) City Tour
1:00pm - 4:00pm Annual 8AFMMF Symposium
5:30pm - 6:00pm Reunion Registration Open
6:00pm - 7:00pm 8AF Cash Bar Reception
7:00pm - 11:30pm 8AF Gala Banquet

Sunday, 9/14

7:00am - 8:30am Extended Continental Breakfast
8:30am - 9:00am Catholic and Protestant Services
9:00am - 9:30am Memorial Service
9:45am - 8th AFHS Annual Board Meeting

REUNION HIGHLIGHTS

WEDNESDAY - CITY TOUR

- 9:00 Board bus for a narrated tour of the Twin Cities: St. Paul, born of whiskey, and Minneapolis, born of water power. St. Paul resembles an Eastern city, a mix of old and new buildings along angled, hilly avenues that stop and start. See the State Capitol, Cathedral of St. Paul, Rice Park, and Millionaire's Row where Great Northern Railroad builder James J. Hill and novelist F. Scott Fitzgerald once lived. Then it's on to Minneapolis where you'll see parading sleek towers of glass, stone, and steel along straightforward streets sensibly based on flat land. See the IDS Center, Nicolet Mall, and the many cultural institutions that make Minneapolis such a city on the move.
- 12:00 Arrive at the Mall of America. Before getting off the bus, your guide will give you a map of the complex. Mall of America is the nation's largest enclosed retail and entertainment complex. Enjoy lunch on your own at one of over 40 restaurants. Browse through stores such as Macy's, Bloomingdale's, or Nordstrom's. With hundreds of specialty shops, there is something for everyone. Also located in the Mall of America you'll find the first LEGO Imagination Center; Knott's Camp Snoopy, a 7-acre theme oriented amusement park with 50 attractions, venues, and rides; Golf Mountain, a two level 18 hole adventure style golf course; 14 screen General Cinema; and much more.
- 3:30 Reboard bus to return to the hotel by 3:45pm.
\$24/Person includes bus and guide. Lunch is not included.

WEDNESDAY - DINNER THEATRE

- 5:30 Board bus for Chanhassen Dinner Theatre.
- 6:00 Enjoy a served dinner of your choice from a menu featuring five entrees. Dinner includes coffee and tea, but cash bar items and desserts must be purchased separately.
- 8:00 It's curtain time! Sit back and enjoy Rogers & Hammerstein's *State Fair*, a toe-tappable, knee-slappable, good show. Two farm kids test their romantic wings, veer off course, then soar off because they grew up with the right kind of values. *State Fair* proves that wholesomeness and entertainment are not sworn enemies.
- 10:30 Reboard bus to return to hotel by 11pm.
\$52/Person includes bus, escort, and dinner show.

THURSDAY - MILITARY MUSEUMS TOUR

- 12:30 After lunch on your own, board bus for historic Fort Snelling. Tour the fort, once the last United States outpost in the "northern wilderness." Talk with soldiers, the blacksmith, the carpenter or the surgeon at the post hospital. Enjoy the film in the History Center. Fort Snelling is restored to its original appearance as it was in 1827.
- 2:00 Reboard bus for the Planes of Fame Museum, dedicated to the preservation of America's World War II aviation history. The museum includes military aviation exhibits, reproduced ship and plane models, and about two dozen of the most famous aircraft of World War II.
- 4:30 Reboard bus to return to the hotel by 5pm.
\$25/Person includes bus, escort, and admissions.

THURSDAY & FRIDAY - HISTORIC STILLWATER

- 9:15 Board bus and travel back in time to Stillwater, a quaint historical lumberjack town on the St. Croix River and the oldest town in Minnesota. Upon arrival your guide will narrate a brief driving tour of this charming town, and we will stop and tour a traditional home.
- 11:30 Enjoy lunch at the Lowell Inn featuring Chicken a la King. After lunch, free time for shopping and browsing on your own in the antique shops, art galleries, and specialty shops located in restored Victorian houses and lumber mills.
- 2:30 Reboard bus to return to the hotel by 3:15pm.
Note: This tour is limited to 90 people each day.
\$42/Person includes bus, guide, and lunch.

Driver and Guide Gratuities are not included in the tour prices.

FRIDAY - MALL OF AMERICA SHUTTLE

- 11:00 First buses depart for the Mall of America, the nation's largest enclosed retail and entertainment complex. Buses will return immediately to pick up the remaining people (approximately 11:45am). Individual departure time will be chosen at registration. Enjoy lunch on your own at one of over 40 restaurants. Browse through stores such as Macy's, Bloomingdale's, or Nordstrom's. With hundreds of specialty shops, there is something for everyone. Also located in the Mall of America you'll find the first LEGO Imagination Center; Knott's Camp Snoopy, a 7-acre theme oriented amusement park with 50 attractions, venues, and rides; Golf Mountain, a two level 18 hole adventure style golf course; 14 screen General Cinema; and much more.
- 2:00 First bus departs for the hotel. Buses will return for pick-ups at 2:45pm and 3:30pm.
\$8/Person includes bus and escort. Lunch is not included.

FRIDAY - RENDEZVOUS DINNERS

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

Cost is included in both Meal Packages (or \$28 separately)

SATURDAY - LUNCH CRUISE

- 11:15 Board bus for the Padleford Packet Boat Company.
- 12:00 Cruise the mighty Mississippi River on either the "Jonathan Padleford" or "Josiah Selling". Leave Harriet Island Park in St. Paul and experience a scenic ride past beautiful parks on your way to Fort Snelling, built in 1819 for the purpose of establishing peaceful relations with the Indians and ending British domination of the fur trade. While on board enjoy a box lunch including a turkey sandwich, chips, coleslaw, fruit, cookie, and a drink.
- 1:30 Reboard bus to return to the hotel by 2pm.
\$29/Person includes bus, escort, and lunch cruise.

SATURDAY - CITY TOUR

- 1:00 Board bus for a narrated tour of the Twin Cities: St. Paul, born of whiskey, and Minneapolis, born of water power. St. Paul resembles an Eastern city, a mix of old and new buildings along angled, hilly avenues that stop and start. See the State Capitol, Cathedral of St. Paul, Rice Park, and Millionaire's Row where Great Northern Railroad builder James J. Hill and novelist F. Scott Fitzgerald once lived. Then it's on to Minneapolis where you'll see parading sleek towers of glass, stone, and steel along straightforward streets sensibly based on flat land. See the IDS Center, Nicolet Mall, and the many cultural institutions that make Minneapolis such a city on the move.
- 4:00 Back at the hotel.
\$18/Person includes bus and guide.

SATURDAY - ANNUAL 8AFMMF SYMPOSIUM, "COMBAT AIR-SEA RESCUE"

- 1:00 The 8th Air Force Memorial Museum Foundation once again promises the membership another widely-applauded, crowd-pleasing program in the recurring annual air-war symposium series for this year's reunion. Symposium '97 will focus on a cross-sectional overview about some of the harrowing experiences typically suffered by many air crew men who were forced to "ditch" their badly crippled aircraft in the unknowns of the sea, unable to make it to their home bases, after a long emotion-drenching combat mission over Europe. The stories of these men will be told along with those who performed the equally bone-chilling emergency missions as their "rescuers." It is a panel discussion not to be missed, and one which will be moderated by the 8th's notable historian, Roger Freeman.

SATURDAY - ANNUAL BANQUET AND DANCE

Enjoy a Cash Bar Reception and then assemble in the hotel ballroom for the Posting of the Colors and Call to Dinner. Dinner will consist of your choice of entree (beef or fish) along with the usual accompaniments. Following dinner, awards will be given to active duty members of the 8th Air Force. Lastly, enjoy a sing along of your old favorites and dance if you'd like.

Cost is included in both Meal Packages (or \$33 separately)

SUNDAY - MEMORIAL SERVICE

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

ACTIVITY REGISTRATION FORM

NAMES (for nametags) _____
 ADDRESS _____ ZIP _____
 PH. NUMBER (____) _____ 1st 8AFHS REUNION? yes or no CHECK ____ IF LIFE MEMBER
 8AFHS MEMBERSHIP # _____ WWII GROUP (for seating arrangements) _____
 DISABILITY/DIETARY RESTRICTIONS _____

	PRICE PER	x	NO. OF PEOPLE	=	AMOUNT
<i>Registration Fee</i>					
Mandatory Registration Fee includes Unit Rebates, Symposium, 8AFMMF memorial plans, postage, etc.	\$31	x	_____	=	_____
<i>Meal Packages</i>					
Choice #1 Total Package (7 meals)	\$158	x	_____	=	_____
Choice #2 Partial Package (5 meals)	\$111	x	_____	=	_____
Please note Banquet Choice: Roast Prime Rib of Beef # ____ or Salmon Filet # _____					
<i>Individual Meals</i>					
Friday Rendezvous Dinner (Grilled Chicken Breast)	\$28	x	_____	=	_____
Saturday Banquet	\$33	x	_____	=	_____
Please note Banquet Choice: Roast Prime Rib of Beef # ____ or Salmon Filet # _____					
<i>Events Section (Options)</i>					
<u>Wednesday</u>					
City Tour	\$24	x	_____	=	_____
Chanhassen Dinner Theatre	\$52	x	_____	=	_____
<u>Thursday</u>					
Historic Stillwater Tour (choose one of these two)	\$42	x	_____	=	_____
Military Museums Tour	\$25	x	_____	=	_____
<u>Friday</u>					
Historic Stillwater Tour (choose one of these two)	\$42	x	_____	=	_____
Mall of America Shuttle	\$8	x	_____	=	_____
<u>Saturday</u>					
Lunch Cruise (choose one of these two)	\$29	x	_____	=	_____
Abbreviated City Tour	\$18	x	_____	=	_____

TOTAL AMOUNT PAYABLE TO 8AF REUNION

\$ _____

MAIL TO: **8AF REUNION / PO BOX 11327 / NORFOLK, VA 23517 BY AUGUST 8, 1997**
 ***** CUT HERE AND MAIL BOTTOM PORTION TO HOTEL *****

THE 8th AIR FORCE HISTORICAL SOCIETY HOTEL RESERVATION FORM - SEPT. 9 - 14, 1997

NAME _____ SHARING ROOM WITH: _____
 ADDRESS _____ ZIP _____
 ARRIVAL DATE _____ DEPARTURE DATE _____ 1 KING ____ or 2 DOUBLES ____
 # OF ROOMS NEEDED ____ # OF PEOPLE IN ROOM ____ SPECIAL REQUESTS _____

RATE: \$85 (up to four people in room) + tax (currently 12.5%)
CUT OFF DATE: 8/11/97 - Reservations received after the cut off date will be processed on a space available basis.
CANCELLATION POLICY: Deposit is refundable if reservation is canceled by 6pm on your arrival date. Be sure to record your cancellation number. Please call the hotel at (612) 835-7800.

Please include first night's deposit by check (payable to Radisson Hotel South & Plaza Tower) or credit card to confirm your reservation.

____ AMEX ____ DINERS ____ MASTER CARD ____ VISA ____ DISCOVER ____ CARTE BLANCHE

CREDIT CARD NUMBER _____ EXP. DATE _____

SIGNATURE (regardless of payment method) _____

MAIL TO: **RADISSON HOTEL SOUTH / 7800 NORMANDEALE BLVD. / MINNEAPOLIS, MN 55439**

MEDICAL FORM – 8TH AIR FORCE REUNION – MEMBER

NAME _____ AGE _____ BIRTHDATE _____

ADDRESS _____

PHONE _____

CURRENT MEDICATION, DOSAGE _____

KNOWN ALLERGIES _____

PRIVATE PHYSICIAN _____ PHONE _____

NEXT TO KIN OR CONTACT _____ PHONE _____

PERTINENT MEDICAL HISTORY _____

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

NAME _____ AGE _____ BIRTHDATE _____

ADDRESS _____

PHONE _____

CURRENT MEDICATION, DOSAGE _____

KNOWN ALLERGIES _____

PRIVATE PHYSICIAN _____ PHONE _____

NEXT TO KIN OR CONTACT _____ PHONE _____

PERTINENT MEDICAL HISTORY _____

Chapter News

By Gene Person

Some state chapter application blanks do not make it clear that new chapter members or regular members must have their National 8AFHS membership up to date. A person cannot be a member of a state chapter if he or she is not a paid up member of the National 8AFHS. Make sure this is clearly stated on application blank so that it does not create a problem. Some members are now eligible for the new French medal that is being given.

Colorado Chapter. The Annual Meeting was held Feb 21, 1997. Mike Quering and Pete Peterson handled the meeting since President Bob Van Buskirk is still recovering from illness. New officers and Board members were elected.

Connecticut Chapter. The Chapter held its regular meeting on Feb. 22. Guest speakers were former WASPS (Women's Army Service Pilots) Jane Miller and Jane Tedeschi. Mrs. Miller is a noted author and psychotherapist who helps people overcome fear of flying. They spoke about ferrying planes and towing targets in WWII. The Chapter held its Spring Luncheon on April 19 with 80 in attendance. The Annual Picnic is planned for June. Art Ruggiero, President (203-488-8754)

Illinois Chapter. A meeting was held April 9th in the Maine Village Township Hall. John Stretch told of his experiences in a B-29 group in the CBI Theater in WWII. Werner Baeckelandt is the new PX Officer, President Terry Carlson was reelected, Mel Brandt as VP, Jay Spitzer—Secy, and Jim Tordik—Treas.

Iowa Chapter. The Northwest Iowa Wing meeting was held April 17 at the Cellar Restaurant with Commander Gene Person in charge. The Board meeting was held at the Starlight in Ames with President Chuck Taylor presiding. Arrangements were formalized for the upcoming State Reunion. It will be in Des Moines on August 23 and 24. Gabby Gabreski will be the main speaker.

Minnesota Chapter. The Wednesday noon luncheon continues to attract about 30 members. Annual dues were set at \$5.00. The Chapter is planning to sponsor a monument and flagpole at Fort Snelling National Cemetery. At the January 9, 1997 meeting the round table was about the "Carpetsbaggers."

Nebraska Chapter. The Annual Meeting was held January 17 at Offutt Air Force Base with 41 in attendance. Homer Sheridan was reelected President, Fred Farrington as VP, Eleanor Anderson—Secy, and Robert Hess—Treas. Next meeting will be held in the Governor's Mansion in Lincoln on May 2. The program will include Cal Stewart of the 93rd BG.

New Jersey Chapter. President Ray Butler presided over the April 26 luncheon meeting at the Milford VFW Building. Richard Switlik of the Switlik Parachute Co. was the guest speaker. After a delicious meal, music for dancing by Rick Koreyva.

New Mexico Chapter. The annual Winter Meeting was held January 31 at Kirtland AFB Officers Club with Larry Stableton in charge of the meeting. The speaker was Commander Sid Sommers

who spoke of Operation Desert Storm. A proposal to donate \$350 was passed for a tree planting at Veterans Memorial Park in Albuquerque.

New York Central Chapter. Meetings are held first Saturday of each month at the Schenectady Airport at the Empire State Aeroscience Museum at 7:30 p.m. The Annual Dinner Dance will be held May 3 at the Turf Tavern in the village of Scotia. The speaker will be retired AF B/G Marchisello.

New York Western Chapter. The chapter is working on a joint meeting with the other New York chapters at Niagara Falls Air Base during their Air Show in June. Gerry Miller, Program Director is working on plans for some kind of cruise similar to the one last summer. President Larry Paul and Paul Nosbisch are both busy on this project.

North Carolina Chapter. The Annual Chapter Reunion was held April 11 and 12 with Dusty Hoffman and Harold Wilkinson co-chairing the event. Mike Stenstrum noted their membership how stands at 167. The PX was closed down in April with just a few items left. President Jim Phillips is working on some group trips for the members. Oregon Chapter. Young crews dressed the way flight crews looked fifty years ago belong to the Northwest Historical Association are interested in preserving the history of the 8th AF. They have adopted Del Smith's B-17 and keep it polished in silvery condition.

Texas North Chapter. A delicious lunch was served Feb. 24 at the Fort Worth Petroleum Club. Col. Carroll Glines, Curator of the Doolittle Library in Dallas, spoke of the Doolittle mission to Tokyo. Col. Glines also autographed copies of books he has authored.

Texas Rio Grande Valley Chapter. The Annual Meeting was held with a noon luncheon Feb 5, 1997 at Harold's Kitchen. President Harry Thompson and his wife made the arrangements. John Houston, owner of the Texas Air Museum was the speaker. Virgil Roethler from Rockport was elected the new president with his wife elected Secy-Treas.

Utah Chapter. Serving three-year terms on the Board are Curtis Francon, Richard Sherwood, and Ralph Luttrell. Two year terms are Claude Sherwin, Robert McBride, William Littrell. One year terms will be Vincent Lopez, Samuel Ross, and Floyd Burraston. The chapter decided not to meet in December.

Virginia Chapter. The Spring Board Meeting will be held in the Charlottesville area on May 24 with an interesting program. Wing Commander Ed Ewen hosted a marvelous get-together of the Peninsula Wing in Williamsburg recently. The topic of fighter training then and now was opportune. The Chapter plans on a trip to Savannah in the future.

West Virginia Chapter. Jack Kings invited the Chapter to hold its reunion in Huntington on June 18 and 19, 1997. The Annual Meeting will be a banquet with election of officers. Jack will be in charge of the program plus city tours during the day. Pres. Al Davidson appointed Denver Guthrie to be the Nominating Chairman.

Wisconsin Chapter. The Chapter held its last meeting March 4, 1997 at the Sunset Bowl in Waukesha with President Don Kabitske presiding. Mr. and Mrs. Tony Laporte were in charge of luncheon reservations. There is a possibility of starting a Wing in the Oshkosh area, as there are several interested members

Major General Lucius Kahn Lacey

Editor's Note: We are pleased to offer the TAPS Column to let former Air Force acquaintances know vital information they might otherwise not have known. However, it is not an Obituary of Record. In reality, the percentage of "hits" in the 21,000 membership of the 8th AF News is very low for all but those who have a high profile throughout the 8th AF. The best place for most obituary information is in Group newsletters or in Chapter newsletters where most of the individual's contacts would have been made. As a service, we record all of the vital information that is given to us, whether or not the deceased was a member of the Society. It is distressing to this editor, however, not to be given sufficient information to enable readers to tell whether or not they knew the deceased. Please list name, Group/Squadron, aviation specialty, a/c name, crew, POW, chapter, 8AFHS service or other distinguishing info, and the place of residence at death. Please note that most printed obituaries do not include the latter. Please take a little additional time and trouble to do right by those we wish to remember. (JWH)

On July 20, 1996 a commemorative grave marker to Gen. Lacey was placed in the family cemetery near Johnson City, TN. Accompanying the marker was a casing from his burial salute at Fort Sam Houston, TX. He died in San Antonio, TX on July 5, 1992.

During WWII Gen. Lacey was Commanding Officer of the 384th Bombardment Group, CO 103rd Provisional Bombardment Wing, and CG 94th Combat Bomb Wing. He earned the B.S. in Engineering at the University of Tennessee in 1928 and joined the Army Air Corps in 1929. He aided in the founding and separation of the Weather Service from the Signal Corps and rose to the rank of Assistant Director for the Weather Service for the Army Air Force. He flew sixteen combat missions in B-17s and was the recipient of the Distinguished Service Medal with OLC, Silver Star with OLC, the Legion of Merit, the Distinguished Flying Cross with OLC, the Air Medal with 2OLC, and a number of foreign decorations. His post WWII service included Chief of Staff, 15th AF, Asst Chief of Staff, 5th AF, Senior Member UN Military Armistice Commission, Founder and Commander General Crew TAF, and Commanding General of the Air Force Institute of Technology. He retired from the Air Force in 1957.

★★★★★ TAPS ★★★★★

Edward B. Apperson, 351BG Pilot, POW, Korea, Vietnam, Wyethville, VA
James C. Beam, 44BG/506BS Lead Pilot, Ploesti
Gerald K. Beaman, Iowa Chapter, Cedar Rapids, IA
Walter C. Beckham, 353FG/351FS CO Pilot, POW, 18 enemy a/c
Neil D. Bollong, 381BG/535BS, BT Gunner, 29 m, Schweinfurt, Colton, CA (d.1975)
Jean Paul Bouliane, 34BG, also Korea, Houston, TX
R. G. Bowman, 452BG/731BS, Midway, TX
William L. Brackley, 457BG Lead Pilot, B-52, SAC, Houston, TX
Will T. Butts, 361FG/376FS Pilot
Robert F. Carlgren, 7PRG Pilot, POW, San Antonio, TX
Ben Carns, 401BG/612BS Pilot of "Heavenly Body", Mulberry, FL
Russell E. Carlson, Iowa Chapter, Des Moines, IA
Chester R. Casey, 8th AF Pilot, Houston, TX
Julius A. Chaky, 353FG, Floral City, FL
T. Robert Cook, Iowa Chapter, Creston, Iowa
Harvey L. Cox, 3PH, 4AM, DFC
William C. Crowley, 381BG Pilot, POW 21 mo., Sportscaster, Needham, MA
Haywood F. Deese, 493BGMA President, Charlotte, NC
Russell F. Fisher, 487BG/837BS Group CO
George L. Garret, 87th Depot Repair Sqdn, Huntsville, TX
Carl Gundersen, Gunner/Toggler, Manchester, CT
Billy J. Hancock, Iowa Chapter, Perry, Iowa
Norman C. Hansen, 93BG, 26 m., Needham, MA
Victor M. Harikian, 100BG/350BS, Ball Gunner on "Boss Lady", Fresno, CA
Joe G. Harris, Iowa Chapter, Marshalltown, IA
Marshall H. Hearn, 392BG Ground Crew, Watertown, MA
O. K. Hill, Iowa Chapter, Vinton, Iowa
Calvin Horn, 467BG Base Photographer, Albuquerque, NM
Berton (Ben) Hufsey, 100BG Navigator, 35m, Miami, FL
Helen P. Hutchinson, wife of John J. Hutchinson, deceased former Director of 8AFHS, Clinton, MA
Donald E. Janss, Iowa Chapter, Belle Plaine, Iowa
Tommy Jones, 96BG Bombardier, POW, Pasadena, TX
James R. Knaub, 91BG B-17 Radio/Waist Gunner, Richmond, VA
Matt Kotula, 401BG
Irving P. Krick, 8th AF Meteorologist, Pasadena, CA
Lentz M. Lackey, 457BG/749BS Pilot, B-29 instr., Statesville, NC
Vincent J. Lang, 305BG/366BS, Titus Village, FL
Henry L. Lilley, 91BG, MSgt, El Paso/Houston, TX
Robert E. Looney, USAC England, Tomball, TX
Jack L. McLaughlin, Associate, Washington Chapter, Puyallup, WA
Leslie W. Meyer, Iowa Chapter, Blue Grass, Iowa
James A. Moore, Iowa Chapter, Des Moines, IA
James E. Old, 445BG Radio Operator, Beaverton, OR
Roy B. Peters, 94BG Radio/Gunner on B-17 "Tutor Wolf", Mechanicsburg, PA
Frank Pukosz, 361FG/375FS Radioman
William W. Robinson, 96BG Weather Officer, Shalimar, FL
Val SL. Schoenthal, Iowa Chapter, Des Moines, IA
Herbert R. Scurlock, 8th AF Mechanic 1942-45, Houston, TX
Dr. M. C. Shwayder, 359FG Flight Surgeon, Denver, CO
Myron L. Sorden, Iowa Chapter, Indianola, Iowa
Charles E. Upright, 361FG/375FS Crew Chief
Anthony J. Valente, 453BG/732BS, B-24 Navigator, Gibbstown, NJ
Robert Van Buskirk, 381BG Bombardier/Navigator, POW, President of Colorado Chapter, Denver, CO
Bob Waltz, 390BG/568BS Pilot, Ret. B/G, 390 BGMA Leader and Editor
Leo J. Welder, Bombardier, Victoria, TX
Balsar R. Williams, Oldest Tail Gunner in 8th AF (41 in '44) Houston/Woodlands, TX
Gene L. Wood, 306BG/369BS Radio Operator, Manhattan Beach, CA
Dean Wesley Bohlen, 91BG Pilot, 25M, Evanston, IL
James F. Boylan, Jr., 466BG Radio Operator, Clinton, MA
Ralph S. Dew, 100BG Radio Operator, 35 years in AF, Pensacola, FL
Henry T. Jayne, Kingsport, TN
Robert W. Lampy, 34thBG, Aurora
Charles D. Martin, 392BG Gunner, POW S/L4, Lakewood, CO
Jack Rubenfeld, 401BG Radio Op. on "The Old Battleaxe", Clark Summit, PA

Book Reviews

Eyes of the Eighth: A Story of the 7th Photographic Reconnaissance Group, 1942-45, by Patricia Fussell Keen. CAVU Publishers L.L.C., 16810 Boswell Blvd, Sun City, AZ 85351-1270. ISBN 0-9649119-0-6, \$49.00 + \$5.00 S&H (1996). Hard bound, 378 pp 8-1/4 x 11", 325 photos, many previously unpublished. Ms. Keen has worked for Roger Freeman as a free lance researcher and has served as group historian for the 7th PRG, so she knows her craft well. This unit history is dynamite! It was nine years in the making and tells the full story of the Group's gathering of intelligence, flying P-38 Lightnings and Spitfires from the U.K. to Russia. Contains full details on the Group's 4700 operational sorties. (Review by Ed Kueppers)

Beyond the Wild Blue: A History of The U.S. Air Force, 1947-1997, by Walter J. Boyne. St. Martin's Press, 175 Fifth Ave., NY, NY 10010. ISBN 0-312-15474-7, \$29.95. (Should be available from any large book store.) The author has excellent credentials, as he is one of the leading authorities on the USAF. As a retired Colonel, he has 5000 hours of flying experience and is a former Director of the National Air and Space Museum. He has written several books, but I think this is his best. This book is a fascinating look at 50 years of Air Force history following its creation in 1947. While most of us know the WWII AAF, this book continues up to the modern day. The AAF has changed considerably since 1947, and this book tells how it has evolved politically, economically, and socially. (Review by Ed Kueppers)

Air Combat Paintings Volume III, by Artist Robert Taylor and Writer Charles Walker. Howell Press, 1147 River Road, Suite 2, Charlottesville, VA 22901. ISBN 1-55068-069-2, \$65.00 + \$6.00 S&H, 128 pp, 11 x 14", 128 full color reproductions, many pencil sketches, descriptions. This is more than a "beauty book." It is a skillfully woven exposition of how Artist Robert Taylor researches, conceives, and develops his paintings, including preliminary pencil sketches and the development of color detail. The descriptive writing and sketches contribute fully as much as the excellent reproductions of Taylor's paintings. Many hours of rich enjoyment lie within these pages for lovers of aviation and fine art alike.

New Video Release: Memories of the 91st Bomb Group at Bassingbourn. Aviacam Productions, Ambleside, Bourne End Road, Cranfield, Deds. MK43 OBD, U.K. (See advertisement, page 28). This 70-minute video gives the best overview I've seen of life on a heavy bombardment base. Much of it is based on personal memoirs, and it is illustrated with both archival and contemporary footage, some never seen before. It should be of interest to anyone who relates to life and combat operations on an American air base in England. (JWH)

The Cold Blue Sky: A B-17 Gunner in World War Two, by Jack Novey, Howell Press, 1147 River Road, Suite 2, Charlottesville, VA 22901, 1997. ISBN 1-57427-066-4, 232

pp, 6 X 9", Hardbound, B&W, \$24.95 + \$5.00 S&H. At first I thought this would be just another 8th AF memoir, but I was wrong—it is GREAT. It is a perfectly straightforward account of Jack's wartime experiences, but he exhibits total recall of even the most minute details of being a gunner in the 96th Bomb Group in 1943 when combat was particularly rough. He tells it in an unassuming and engaging manner that can't help but enthrall you if you were there. I couldn't put it down, and I don't see how any aerial gunner or combat veteran could do so. In addition to telling of his combat experiences, he gives an intimate reprise of his gunnery training and preparation for going overseas, his adventures in getting about wartime England, and some poignant experiences much later in life when he reacquaints himself with people and places from WWII. It really is a remarkable book! (JWH)

The Life and Death of the Luftwaffe, by Werner Baumbach, General of the Bombers, Ballantine Books, New York, 1949 (Gr), English Tr. 1960. (Don't try to find this in the bookstores, they won't have it. Try libraries or used bookstores.) LC 60-11283. Paperback, 4 X 7", B&W, photos. This is a fantastic book, written by one who was an active and highly placed participant in the air war from the beginning to the end. It was said to be the bomber counterpart of Adolph Galland's *The First and The Last*, but it has a much broader sweep. It was written shortly after the war while the facts were still fresh in his mind, and before the revisors of history had a chance to distort them. He was privy to and often opposed the top brass and their strategies, and he gives inside views of all the German air campaigns: Poland, Norway, Crete, North Africa, Russia, and Britain. He also gives a most comprehensive view of the German races for advanced technologies (V1, V2, jets) and their relationships to the course of the war. He provides startling facts and insights that suggest once again that the Allies were darned lucky to win the war. (JWH)

"Ted's Traveling Circus" by Carroll (Cal) Stewart (93rd BG History previously reviewed in 96-4). Contact information was incorrect. Please contact Carroll Stewart, 7150 Holmes Park Road, Apt 323, Lincoln, Nebraska, 68506. Cost \$63.00 incl. postage and handling. (JWH)

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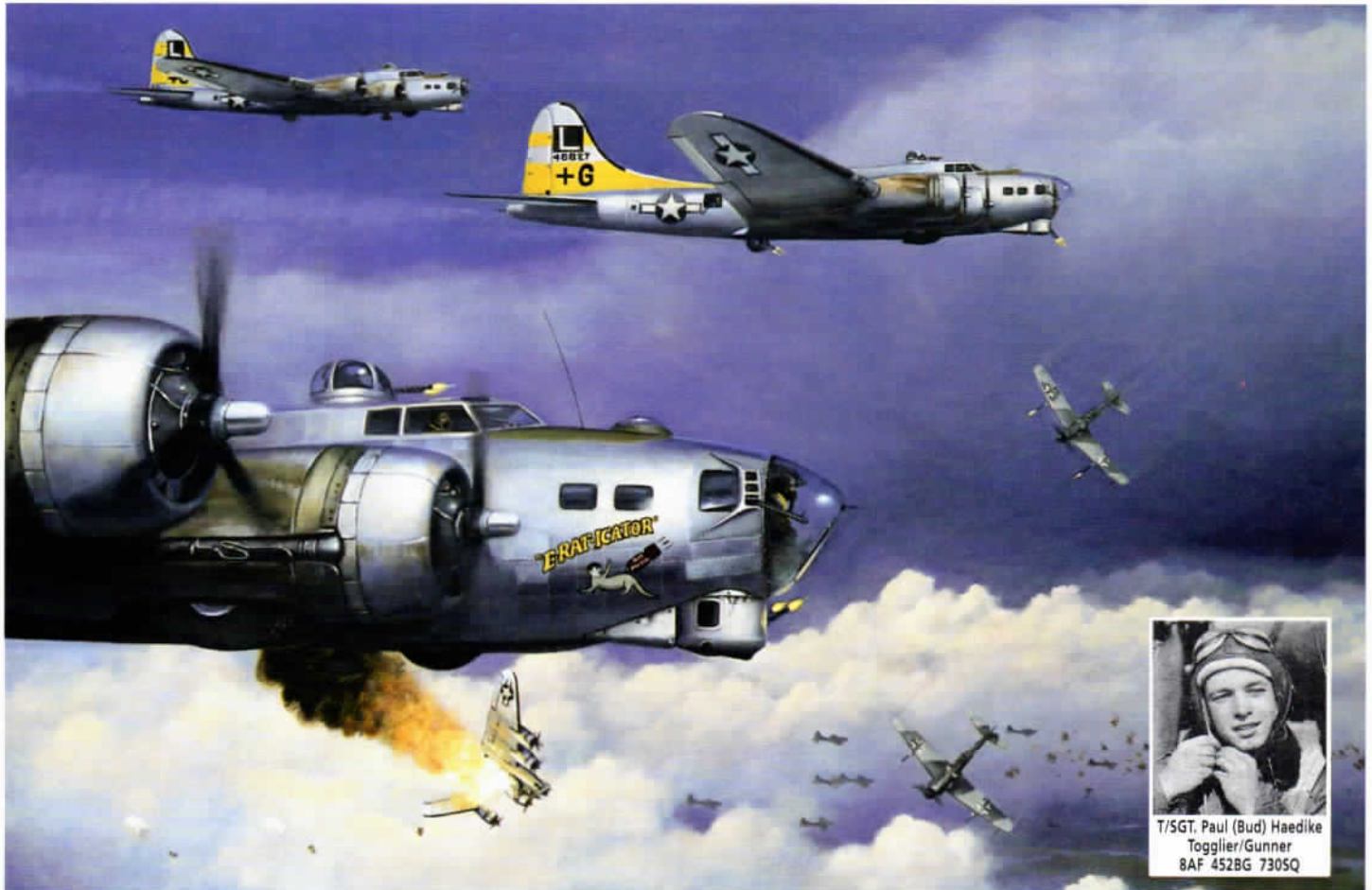
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