



th AF NEWS

VOLUME 98 NUMBER 3 Voice of

EIGHTH"

AUGUST 1998

**Brigadier General
Asa North
Duncan**

COL. LEON
JOHNSON

COL. C.L.
WILLIAMS

COL. C.A.
JONES

BRIG. GEN.
ASA N. DUNCAN

COL. CHAS.
L. BOOTH

COL. C.H.
WELCH

First Commander of the Eighth Air Force



8AF NEWS

Magazine of

The Eighth Air Force Historical Society

Walter E. Brown, Interim Editor

The Eighth Air Force News is dedicated to Lt. Col. John H. Woolnough, founder of the Eighth Air Force Historical Society and editor for sixteen years. It is published quarterly and is the official newsmagazine of the Society. Submissions of Eighth Air Force related material are welcome and encouraged, but we cannot be responsible for its return. All material will be permanently preserved in the 8th Air Force archives. The 8th AFHS does not endorse or guarantee the products of its advertisers.

Matters concerning membership, address changes, and copy distribution should be sent to the Membership Records office.

OFFICERS

President Norman C. Grant
7633 Thomas Ave. South
Richfield, MN 55423-3517
Home (612) 866-7974
Office (612) 934-3456
Fax (612) 934-3939

Vice President Thomas S. Parsons
2091 Black Fox Drive NE
Atlanta, GA 30345
Tel: (404) 634-5012

Secretary Richard C. Baynes
71 Nighthawk
Irvine, CA 92604-3683
Tel: (949) 552-3889
Fax: (949) 551-2151
e-mail: rcbaynes@hotmail.com

Treasurer N. Kenneth Nail
1211 Eugene Street
Tupelo, MS 38801
Tel: (601) 844-2488

STAFF

PX Manager Mark S. Copeland
16264 Goodview Trail
Lakeville, MN 55044
Tel: (612) 953-0121

Finance Manager John Hower
PO Box 1033
St. Joseph, MO 64502
Tel: (816) 233-9600

Information Manager Edward A. Kueppers
PO Box 7215
St. Paul, MN 55107
Tel: (800) 833-1942

Membership Records Manager Kathy McCurry
P.O. Box 1787
Savannah, GA 31402
Tel: (912) 748-8884

Chapter and Unit Development and Advisory Committee Jim Erskine
568 Colima Drive
Toledo, OH 43609
Tel: (419) 382-8595
Fax (419)-382-4242

BOARD OF DIRECTORS

Walter E. Brown, M.D.
2340 Sugar Ridge Road
Spring Hill, TN 37174
Tel: (931) 486-2968

Hubert M. Childress
48988 Sunny Summit Lane
Palm Desert, CA 92260-6768
Tel: (619) 341-5887

Charles E. Dye
4949 San Pedro NE #87
Albuquerque, NM 87109-2583
Tel: (505) 883-3107

Lawrence Goldstein
64-13 Madison Street
Ridgewood, NY 11385-4629
Tel: (718) 386-8635

Gene Person
2411 North Twin Lakes Road
Manson, IA 50563
Tel: (712) 297-7749

or
Box 63, Magnolia Park
Donna, TX 78537
Tel: (210) 464-7507

Harold C. Rutka
11 Artavia Street
Duluth, MN 55811-2330
Tel: (218) 724-1667

Sherman M. Small
26911 Wedgewood Drive
Bonita Springs, FL 33923
Tel: (941) 495-0800
(December thru Mid-May)

or
347 Wildwood Drive
Orange, CT 06477
Tel: (203) 795-3936
(Mid-May thru November)

Robert E. Vickers
10552 Montgomery NE
Albuquerque, NM 87111
Tel: (505) 299-3233

Mission Briefing



Our annual reunion is just a couple of months away and we are excited about seeing everyone there. It will be especially nice to see old friends and catch up on all the news. The reunion information is included in this issue of the NEWS in case you have not sent your application in as yet. The full agenda for the reunion is in

the May 98 issue.

Speaking of news, there is a lot of news about the Historical Society to catch up on. Your Board has had a busy and productive summer. The new Records Management office is in place at the Mighty Eighth Air Force Heritage Museum and will be full speed when this issue goes to press. Kathy McCurry will be a great addition to our staff and is in charge of that operation. The November annual dues statements and annual fund drive will be mailed from our new office. The Chapel Fund Drive is still underway and we are well on our way to its completion. Site selection for the reunions through the year 2000 is completed; our financial affairs are well in order and all Society accounts are continuing to be examined and tracked for accuracy and accountability; we have made solid contacts and are interacting with other several other 8th Air Force Associations; we are setting up a national data base for our members' records and artifactual memorabilia; and we have proclaimed a national Eighth Air Force Week for October 8 - 14, where our visibility and recognition will be in the media here, in Great Britain and in the European countries. This Eighth Air Force Week celebration will be an annual occurrence.

I have one request and it is an important one. The Society Officers must have the names and addresses of every Chapter President and Unit contact to function effectively. Jim Erskine only has about half of them. Please take five minutes to **write down your chapter and unit contact information, and newsletter editors if applicable, and mail them to Jim Erskine as soon as possible.** Jim's address is on this page at left. There is no way to function as a Society if we are not able to contact our State chapters and our Unit organizations.

You may notice that this issue of the 8AF NEWS is 35% larger than previous issues - now 44 pages. The expansion is because there is a lot going on and also because of the number of articles submitted by our Society members; we want to print as many as we can. Keep 'em coming!

See you all in October!

**Walt Brown, Interim Editor Ewell Farm
2340 Sugar Ridge Road Spring Hill, TN 37174**

The Eighth Air Force Memorial Museum Foundation 1998 Board Officers

President - Thomas L. Thomas, 1607 E. Willow Ave., Wheaton, IL 60187 (630-668-0215) **VP/Administration** - William C. Leasure, 124 Sandro, Indiana, PA 15701 (412-463-8718) **VP/Public Affairs** - Richard M. Scott, 144 N. Mulberry Street, Lancaster, PA 17603 (717-299-2484) **Chairman** - John E. Greenwood, 607 State Street, Alton, IL 62002 (H-618-462-6222) (O-618-462-7869) **Treasurer** - Arthur E. Swanson, 65 Beddington Lane, Strasburg, PA 17579 (717-687-6257) **Secretary** - Charles E. Dye, 4949 San Pedro NE #87, Albuquerque, NM 87109-2583 (505-883-3107)

Directors

Class of 2000: Roger A. Freeman, James W. Hill (deceased), Clifford L. Peterson, Herbert M. Childress. **Class of 2001:** Edward J. Creeden, James M. Hower. **Class of 2002:** Edward A. Kueppers, Robert E. Vickers.

BRIGADIER GENERAL ASA NORTH DUNCAN

The Forgotten Eighth Air Force Commander



The World War II Commanders of the Eighth Air Force are well-known to every airman who served with the Mighty Eighth and to most Americans who lived through those days of strife. Generals Ira Eaker, "Tooe" Spaatz, Jimmy Doolittle - all familiar names who served their country far beyond the call of duty.

Fewer people are aware that the first commander of the Eighth Air Force, from the date of its constitution on January 19, 1942, was an exceptional leader, Colonel Asa N. Duncan, who was commanding the 3rd Air Support Command based at the time in Savannah, Georgia.

The Eighth Air Force was first designated the Fifth Air Force, but a few days later the change to the Eighth designation was made because of plans to eventually establish a Fifth AF in the Far East. The Eighth Air Force was to be an air task force established for the purpose of supporting the invasion of northwest Africa (GYMNAST AND SUPER-GYMNAST). It consisted of a headquarters, bomber and interceptor commands, and a wing headquarters to be employed as a service command. It was activated on January 28, 1942 at the Chatham Armory on Bull Street in Savannah, and located at nearby Hunter Field. Colonel Duncan took charge of the Eighth AF on that date, and on February 26, 1942 he was promoted to the rank of Brigadier General. Most of the early personnel of the 8th were drawn from the headquarters of Duncan's 3rd Air Force base command. Initially 621 aircraft and 24,125 men were assigned to the

August 1998 (98-3)

command, but Duncan quickly saw that these numbers would be insufficient for their mission. That same month General Ira Eaker became Commander of the VIII Bomber command under Asa Duncan's 8th Air Force and moved his command to High Wycombe (code name Pinetree) in England. The VIII Bomber Command stayed under the 8th AF Headquarters command until new directives were established in 1944. Other commands under the 8th Air Force at that time were the Fighter Command of General Monk Hunter, the Service command of General Frank, the Support command of General Cauder, and the Composite command of General Chauncy.

Asa Duncan was born on March 30, 1892 in the small northern Alabama town of Leighton, just west of the General Joseph Wheeler State Park, Wheeler having served as a general in the War Between the States. Duncan attended the State Normal College at Florence,

Alabama and graduated from Alabama Polytechnic Institute in 1913. He served with the rank of corporal in the 2nd Infantry, Alabama National Guard in 1916 at the time of the Mexican border crisis and saw service in World War I after attending Air Service Observation School at Fort Field in Fort Sill, Oklahoma. He was commended in general orders for outstanding performance with the 91st Aero Squadron in the Meuse-Argonne operations. Duncan subsequently was promoted to 1st Lieutenant and joined the regular Army Air Service in 1920. There he met and served with many future leaders of the U. S. Army, including those of the future Mighty Eighth of World War II.

For the next twelve years Asa Duncan attended a succession of advanced military training schools, including the Air Service Pilot School at Carlstrom Field, Florida; the School For Bombardment Training at Kelly Field, Texas; the Air Corps Tactical School at Langley Field, Virginia; and the Command and General Staff School at Fort Leavenworth, Kansas. His career path eventually took him to

Washington where he served as Chief of Military Intelligence and then as head of the Personnel Division in the office of the Chief of the Air Corps. Duncan's appointment as commander of the 3rd Air Support Command in Savannah was made in August, 1941.

When the GYMNAST plan was abandoned in March, 1942 (Operation TORCH for the invasion of North Africa followed) General Carl Spaatz began to make plans for the expansion and transfer of the Eighth Air Force for its new mission and its assignment to England. The Eighth AF during this planning period was temporarily under the 3rd Air Force command which continued its role of supply and administration. Asa Duncan worked closely with General Spaatz in the planning stages to prepare the Eighth AF for its transfer overseas, his duties often taking him from Savannah to Bolling Field just outside Washington, D.C. He was instrumental in initiating many of the policies which would facilitate the Mighty Eighth's mission throughout the course of the war. The summer of '42 saw the establishment of the Eighth AF at WIDEWING, the 8th headquarters at Bushy Park near Hampton Court in England, where it would remain for two years until its final relocation at High Wycombe. Duncan became the Chief of Staff under Major General Tooe Spaatz, the newly appointed commander of the Eighth Air Force at

WIDEWING - a position Duncan retained until the time of his death.

On November 17, 1942 General Duncan and several of his staff

were lost off the coast of France on a flight from England to Gibraltar. The loss of their 97th Bomb Group B-17 was believed to be a result of enemy action, occurring just a few weeks before General Ira Eaker flew the same route on his way to the Casablanca Conferences. The search for Duncan's aircraft lasted for several days and was aided by the participation of the 409th squadron of the 93rd Bomb Group - "Ted's Travelling Circus"; no sign of his airplane was ever found.

Appreciation for suggestions and research material goes out to Dr. Eric V. "Whitey" Hawkinson, Vallejo CA of the 325th Reconnaissance Wing and 8th AFHS; and Mary Beth Barnard, Director of Archives at the Mighty Eighth Air Force Heritage Museum.

"Colonel Duncan took charge of the Eighth AF on January 28, 1942 at the Chatham Armory"

was not down en route to No Africa.

"The VIII Bomber Command stayed under the 8th AF Headquarters command until 1944."

FROM THE OFFICERS & STAFF

COMMITTEE REPORTS

SECOND AIR DIVISION LIAISON COMMITTEE

The Second Air Division Association celebrated their 50th anniversary reunion this May in Oak Brook Hills, IL. The President of the 8th Air Force Historical Society, Norman Grant, was invited as a guest for the final banquet of over 600 attendees. President Grant extended an invitation to the incoming President of the 2nd Air Division Association, Earl Wassom, to be a guest at our October reunion in Cherry Hill, NJ. Hopefully, this will be a continuing policy of both organizations.

Among the common interests of both organizations are the support of establishing an **ANNUAL EIGHTH AIR FORCE WEEK**, and the support of the **MIGHTY EIGHTH AIR FORCE HERITAGE MUSEUM**. Communication between the two organizations will continue to improve.

PUBLIC RELATIONS COMMITTEE

Every Member is a member of the Public Relations Committee, especially during our planned **ANNUAL EIGHTH AIR FORCE WEEK, October 8-14**. Please wear something that identifies you with the Mighty Eighth Air Force, especially during that week. If you can get your local city Mayor to officially proclaim this week as Eighth Air Force Week, please use the Proclamation printed elsewhere in the NEWS; then see if you can get it published in your paper, perhaps with a picture of you receiving the Proclamation from the Mayor. We will have an active public relations program for our 8th AFHS reunion in Cherry Hill, NJ this year. Gus Nathan, of the New York Southern Wing Chapter, who has had a career in radio and TV advertising, will spearhead this effort.

Dick Baynes,
Secretary



FROM THE INFORMATION MANAGER™

Its business as usual, with the calls averaging 4-5 per day and the letters about the same.

We have been getting most of our mail from overseas e.g. France, Germany, Holland, Belgium, and England.

Like many American authors, they want to write the Great Book on the 8th in WW II and look to us for help. We usually can offer something to them.

We are still deficient in knowledge about the 8th after WWII. Any help from post WWII members will be welcomed.

We recently went through our surplus of old HS newsletters and saved enough for the archives.

We do have a least one copy of all of our newsletters, dating back to 1975, the year of our founding.

We are starting to look into e-mail, as it will save us lots of time and effort. I will let you know when it is up and running.

Over the last eight years that this office has been open, we have occasionally received what we refer to as hate mail.

You know the kind; anti-military, anti-Semetic, anti-Christian and other such nonsense. As usual, the source cannot be identified. Be well assured that it ends up in the wastebasket.

Our poster supply is getting down from the original 30,000. The remaining copies are available in limited quantities for public relations material and similar usage.

That's all for now.
Ed Kueppers



TREASURER'S REPORT

When I was proposed for election to your Board of Directors, I promised to do all I could to see that your Society's business was conducted in an open manner, that those handling your Society's funds and records were held to strict accountability, and that the records would be subject to an annual audit by an independent certified public accountant. When I was, one year later, elected as your Treasurer, I felt that I would have greater ability to influence the accomplishment of those objectives.

I think we have moved on the first two of the above objectives to the best of our ability. We have proceeded toward openness and accountability. We have a long way to go. The nature of a wide-spread organization, long entrenched methods and practices; these have made change slower than we would have hoped. I shall continue to push toward these goals. I also shall continue to recommend strongly that the books be audited annually. I continue to hope for the accomplishment of all these worthy objectives and to see marked improvement before my term of office expires.

Another promise which I made to you when I was proposed for your Board of Directors was that I should support our Mighty Eighth Air Force Heritage Museum, wholeheartedly, and with all my strength. Along with other members of your Board, I have done everything I could possibly do to support that great institution which bears our name.

We have always referred to the Heritage Museum as the "Home of the Eighth." To my mind, that has always meant that it was to be the repository of all our records, all our memorabilia. In addition, I have always felt that the Museum should be the "home" of our membership records, our financial records, our PX and our information service.

At this writing, we are taking the first step in that direction. Our membership records are being transferred to our office now established at the Heritage Museum. At long last, we feel our membership records will have found a permanent home.

Let me urge you to support the movement of all the other functions to our Museum. When we are gone - no, when we are a few years older - we need to have all this worked out and permanently situated. We need to know that our records, all our assets, are in good hands, and we need to know that they are at home, our home!

Again, if I can answer any questions you may have about financial matters in our Society, please let me hear from you. Openness is the order of the day!

N. Kenneth Nail,
Treasurer



PRESIDENT'S MESSAGE

Our goals at the outset of this year were very basic, simple, and common sense. We wanted to eliminate the perceived negativism and divisiveness that seemed to permeate each reunion. Everyone, board, staff, and member, were asked to lay to rest the differences of the past and embrace a positive, progressive, and cooperative attitude.

We wanted to reach out to those groups and individuals who for whatever reason didn't want to join with us at our reunions or feel a strong identification with the 8th Air Force Historical Society. We also sought to find and recruit the many 8th Air Force Veterans who hadn't heard of our organization and to make sure that those who hadn't served but had a deep interest in the history of the Mighty Eighth were apprised of the opportunity to become associate members.

I now report to you that in some of these areas we have made great strides. Through the efforts of our secretary Dick Baynes an invitation was issued by Earl Wassom, President of the 2nd Air Division Association, for my wife, Margaret, and me to be his guests at the 50th Anniversary of their organization in Chicago. I was given the opportunity to address their large attendance and I invited the 2nd AD members to take more active part in the 8th AFHS both as an organization and as individuals. I leave it to others to attest to the success of this effort, but several assured me that they would reactivate their membership in the Society, and this they have done. At Cherry Hill, 2nd Air Division President Earl Wassom will be our guest and will give a short address to our attendees at the gala banquet on Saturday evening.

As I stated in previous columns we were pleased to hear from several groups who are anticipating the termination of their freestanding reunions and will encourage their members to take a more active part in the Historical Society and our reunions. They are assured they will still retain their identity as all of us retain our identity and relationship in other groups.

Just recently I received a call from Marvin Rosvold of the 9th Air Force Association, a P-47 little friend, extending me an invitation to join him at their meeting in San Diego the first part of October. I am looking forward to this occasion and the opportunity to bring them our greetings and thanks for their support when we of the heavy bombardment groups needed their protection so badly. I will share with you the details of this meeting at our Cherry Hill reunion in October. To reach out to all 8th Air Force veterans who may not know of our organization, and to establish a national identification for posterity of

the efforts and accomplishments of the Mighty Eighth, I am asking everyone, every member, to become involved and help us establish **October 8th - 13th as 8th Air Force Week**. Each Chapter President is asked to forward a copy of our Proclamation and letter requesting the endorsement of the Governor of their respective States. We also request that they and all our members contact their members of Congress to assist in getting the President to issue a National Proclamation. I will write to President Clinton requesting the establishment officials, yes, even the Mayors of our cities and towns and by getting this information to your local newspapers, radio and TV stations. Especially important is for all of us to wear some identification as an 8th Air Force Veteran - cap, jacket, shirt, as well as stickers on your car windows or bumpers. With your help this **8th Air Force Week** can be very successful.

Wouldn't hurt to carry an application in your pocket to sign up that 8th Air Force Vet or an interested individual, as I mentioned before. With all of this are we 100% successful in all our endeavors? No, there is much to be done but I believe we are going in the right direction. Your officers and Board of Directors, Committee Chairmen, the Committee members, and the Staff all deserve your congratulations, thanks, and support for the changes which they initiated to a more open and membership-directed organization.

This will be my last column as President of the 8th Air Force Historical Society and Margaret and I thank you for the honor we shared as we represented all of you at several functions this year. For this position and past endeavors we were honored to be Grand Marshall of the 4th of July parade and large celebrations in our city. The opportunity to bring the message of the Mighty Eighth through the media and evening gathering of close to 50,000 people was a memorable experience to be cherished for the balance of this lifetime. Thank you again for the many new friendships, your verbal and written support, and your encouragement.



By Norm C. Grant Sr.
President of the Eighth Air Force Historical Society

For a "Mighty Eighth"

Unit and Chapter Development and Advisory

TO ALL CHAPTER MEMBERS

The Committee is addressing this column to the members of the Chapters because the Chapter is yours!!!

It is up to each non-life member to send in their dues to the Society before Dec. 31, 1998 to get the rebate in 1999. Also if your Chapter is listed below get on your President to send his or her name, address and telephone number to this Committee or your Chapter will not receive your rebate.

Last February a questionnaire was sent to all last known Chapter Presidents. If the questionnaire was sent to a past President it was requested that it be forwarded to the current President. About one-half were returned. The Society cannot send checks to just anyone and hope they end up in the right hands. This Committee has been charged with compiling and maintaining a list of Chapter Presidents and this can only happen with cooperation from each Chapter.

The Committee has not heard from the following Chapters: Alaska, Arkansas, Delaware, Florida, Georgia, Hawaii, Idaho, Indiana, Kansas, Louisiana, Maine, Michigan, Missouri, Montana, Nevada, New Hampshire, North Dakota, Oklahoma, South Carolina, Texas Central, Vermont, West Virginia, Wyoming. PLEASE respond ASAP so we may have a complete list to publish in the next Eighth Air Force News!

TO ALL UNITS

The Committee is also missing the names, address and phone numbers of many of the Unit Contacts. There are too many to list at this time, so if you did not return the questionnaire please send the information to the Committee now.

The main reason the Society needs this information is because every day requests are made for information about some Unit. These people cannot be directed to that Unit if we do not have the information for them. Also, in order to keep the Units informed of anything important to them, we need someone who is responsible to receive and pass on this information.

Notices of reunions, either Chapter or Unit, may be sent to this Committee for publication in the Newsletter. It is recommended that we hear from you as soon as the place and dates are finalized so the information can be in the next Newsletter.

Jim Erskine, Chairman



Responses from our Historical Society Members

by Major General Lewis E. Lyle



The Mystery of Eighth Air Force Formation Flying. That was the challenge presented in the February 98 issue of the 8th AF NEWS.

The question proposed, you may recall, was that if close bomber formation was easier to fly and made enemy fighter attacks less effective, resulted in easier turns for the formation and produced a better bombing pattern, why was it not possible for every pilot to hold a tight formation? Dozens of replies from Society members were sent in and an interesting variety of opinions offered. Pilots and non-pilots from different bomb groups participated with their ideas, pro and con.

Ed Hooten, 467th Bomb Group, boils it all down to this: "Good formation flying resulted from two primary causes: one - the STANDARDS demanded by the group commander, and secondly, PRACTICE - in that order." He states that he trained under a "hard-ass Group Commanding Officer," Al Shower, who flew his airplane above the training formations and was constantly on the radio to "get it tucked in!" On combat missions the 467th BG flew for hours in close formation using just trim control to adjust speed. He also gives credit to the lead crews for their smoothness in turns and maneuvers to keep the formation from elongating. Dan Knight echoes these sentiments with the comment that Squadron Commander Col. Bill Sewell of the 401st Bomb Group, later Commandant of Cadets at the USAF Academy, let it be known that if you could not fly with your wings overlapping, you would not be in his squadron. Roger Stryker of the 493rd Bomb Group also states that a disciplined flight leader instills confidence in his crews and along with that comes a very close formation. His postwar leadership in fighters at Luke AFB influenced one of his wingmen to go on to become a member of the USAF Thunderbirds, the epitome of precision formation flying.

As a flight engineer/gunner in the 490th BG, Frank McKinley states that the reason his group had one of the lowest

loss rates was that they were known for excellent formation flying. He notes that there may have been more stress on the pilot and co-pilot because of constant jockeying of the throttles and controls. Wally Blackwell, pilot with the 398th BG, offers some interesting suggestions as to why close formation was not easier to fly. Concerns about prop wash and turbulence from preceding aircraft ("sometimes you wondered why the wings didn't snap off"); experience level - the fellow nearing the end of his combat tour sometimes did a better job; general fatigue - the need for continual attention alternating turns at the controls between the pilot and co-pilot every fifteen minutes or so - the pilot who did not have to fly across the cockpit on that day usually did the better job; the end-of-the-whip effect: many of the tail-end Charlies were newer crews who were assigned less-responsive war weary airplanes. Wally notes that the photo accompanying the original article shows just

"If you could not fly with your wings overlapping, you would not be in his squadron"

what the problem was. One contributor says that "Close was always a tenous thing. If the plane next to you got tumbled, you didn't want to be too close. We all needed our space."

There are other opinions offered. Marshall Rahn of the 306th BG notes that engine trouble, flak hits, and crew chatter could be a distraction when "tucked in." The outspoken Bill Heller, squadron commander in the 303rd BG writes to re-state that he stayed pissed throughout his career at pilots who could not stick their wingtip in the other guy's waist window! A sign he placed in his 360th squadron area stated: "When you see these B-17's, they will be in good formation!" In the 323rd squadron of the 91st Bomb Group flying close formation was indeed a top priority on missions. Milton Russum flew as a team with Dave Hetteema in his 91st BG B-17 "Super Mouse", nursing the four throttles with fingertip control working the four "power plants" with precision control. He is positive that this was the prime reason why his crew completed 35 missions without a scratch. Milton has studied many combat archival

"The fellow nearing the end of his combat tour sometimes did a better job"

films since the war and is amazed at the lack of precision formation flying shown in many of them. His squadron insisted on maintaining close formation until peeling off for landing at Bassingborn.

I would like to add one further consideration to the big picture of Heavy bomber formation flying; that is that it was known to be harder for the B-24 to hold close formation at higher altitudes, primarily because of the effect on lift factors by the unique design of the Davis wing on the

Liberator. Early on in the war group mixtures of the B-24 and B-17 on missions put a good bit of stress on the aircrews of the B-24's because of their faster airspeed.

The B-24 groups often had to throttle back to keep from overrunning the group ahead. In mission planning, it was quickly learned how to efficiently use the two airplanes on raids: not to have them flying in the same formation. Targeting was developed which used both heavy bombers more effectively.

My sincere thanks go out to all of you who wrote me your ideas and opinions in this forum, all of which could not be included in this space. Conclusions to be drawn center on the fact that precision close formation flying was the gold standard in the most successful squadron and groups, and seemed to be the best method with which to increase bombing effectiveness and decrease our aircraft losses to enemy defensive actions. In the next issue of the 8th AF NEWS, we will ask for your input on an interesting question concerning established fighter escort-bomber policies.

Lyle



By **Tech. Sgt. Rick DelaHaya** 8th Air Force Public Affairs

Lt. Gen. Phil Ford, Eighth Air Force Commander, visited Russia May 30 through June 7 as part of a tour of Russian long-range aviation bases.

While there, he met with senior military leaders, received orientation briefings and participated in a Tu-95 Bear bomber orientation flight.

During the week-long reciprocal visit, Ford, who is the first active 8th Air Force commander to ever visit Russia, was re-united with his Russian counterpart, Russian General-Lieutenant Mikhail Oparin, who commands Russia's long-range aviation forces. Oparin visited Barksdale in March as part of a U.S. Strategic Command-sponsored military-to-military exchange program.

"We showed them our Stratofortress, Lancers and Spirits earlier this spring," Ford said. "In return, they showed us their Bears, Backfires and Blackjacks. These are the early steps in building a more thorough understanding between our countries. After all, the better we know each other and the more cooperation we have between our armed forces, the greater the possibility of a solid relationship in the future."

On this most recent visit, Oparin escorted Ford's party on a tour of several long-range aviation bases, the cosmonaut training complex at Star City and throughout Moscow.

"This visit provided a great opportunity for the air warriors of both countries to see how the other ones live and work," Ford said. "This was my first visit to Russia, and I was very impressed by the professionalism of the Russian airmen. Their leadership is facing some difficult challenges right now, some of the same ones we're dealing with here. Quality of life issues, funding for spare parts, fuel and modernization are common concerns for all of us."

Ford's tour was part of a larger visit, sponsored by General-Colonel Vladimir Yakovlev, commander-in-chief of Russia's missile and space forces. Yakovlev escorted Gen. Eugene Habiger, commander-in-chief of U.S. Strategic Command; Navy Vice Adm. Richard Mies, Commander, Submarine Forces Atlantic; and Maj. Gen. Gerald Perryman Jr., 14th Air Force Commander, to visit Moscow and other strategic bases.

This visit, as with the past 15 military-to-military exchanges, was initiated under the Nunn-Lugar Cooperative Threat Reduction Program, and was developed to increase stability by fostering greater trust and understanding between the two country's strategic forces.



Ford pilots a Russian Tu-95 Bear bomber to the drogue for an aerial refueling.



Lt. Gen. Phil Ford, Eighth Air Force commander, and Russian General-Lieutenant Mikhail Oparin, right, answer Russian reporters' questions following Ford's Tu-95 orientation flight.



Ford, second from the left, and Oparin place a wreath at the Tomb of the Unknown near Moscow's Kremlin.



A Russian Air Force officer, left, describes current space technology as Ford examines a suit worn by cosmonauts to simulate microgravity while training under water at Star City.



Proclamation



Whereas: The Eighth Air Force was formed and dispatched to England in 1942 to become the largest military unit in World War II, and the largest bomber force of all time. Over 350,000 served in Europe and

Whereas: The Eighth Air Force has continued as an operational combat unit to this day with over one million serving the country in war and in peace and

Whereas: No Mighty Eighth mission was ever turned back due to enemy action. The cost was 26,000 killed in action, and over 28,000 prisoners of war. The number of missing in action and wounded have not been counted and

Whereas In a one week period of October 8 - 14, 1943, the Eighth Air Force lost over 100 Heavy Bombers to enemy action over the skies of Europe, and despite heavy losses, many feel that this was the turning point for daylight strategic bombing. Targets during this week were:

October 8, 1943	Bremen, Germany	14 Bombers lost, 3 Fighters
October 9, 1943	Anken, Germany	6 Bombers lost
October 10, 1943	Munster, Germany	30 Bombers lost 1 Fighter
October 14, 1943	Schweinfurt, Germany	60 Bombers lost 1 Fighter

Whereas: The Eighth Air Force Historical Society, the largest single military unit veterans group in history, holds its annual reunions in the month of October and

Whereas: Today 20,000 Eighth Air Force Historical Society members are seeking to inform later generations of the contribution and sacrifice made by our generation to perpetuate America's freedom and way of life and

Whereas: Every year during the week of October 8 - 14, we will ask every Eighth Air Force Veteran and friend of the Eighth to wear and display items identifying them with The Mighty Eighth to honor and remember our comrades and especially those who made the supreme sacrifice.

Norman C. Grant Sr. President

NOW , THEREFORE,

do hereby proclaim every October 8-14 to be

MIGHTY EIGHTH AIR FORCE WEEK

The First Schweinfurt Raid

"A Triumphant Vindication"

It was the most ambitious mission into the German heartland undertaken by the Eighth Air Force to that time. The two-pronged bombing raids to Regensburg-Schweinfurt were to strike at the Messerschmidt fighter factory and the ball-bearing production capability of the Nazi government and prove that 8th Air Force bombers could penetrate German defenses to get to their major industrial cities. It was a maximum effort with two bomber streams attacking the two target cities in sequence. The targets were bombed as planned, but with tremendous losses of men and aircraft on both sides. This month marks the fifty-fifth anniversary of those raids. A unique perspective by two participants that day, August 17, 1943, is told in the following stories.

The Schweinfurt raid on August 17, 1943 deep into Germany would prove to be the first real test of America's stirring World War II slogan "Victory Through Air Power." None of us in the Nissen hut at Molesworth Station in England that day were aware of this when the squadron duty corporal barged in at five in the morning, switched on the lights, and yelled "All crews up--there's a mission today!"

A few hours later, at a briefing for our 303rd Bomb Group crews, we were told that the target was a strategic complex of ball-bearing factories and that the war would be shortened by six months if we pulverized the target. The 8th Air Force was putting up 230 B-17's, including 29 from the 303rd BG, and each of our "Flying Fortresses" would carry ten 500-pound demolition bombs.

America was experimenting with daylight bombing, but often suffered unacceptable losses. Night bombings by Britain's Royal Air Force against targets such as aircraft plants, oil refineries, submarine bases and roller bearing factories had often been minimally effective. The U.S. goal was to destroy specific military targets in daylight with precision bombing using four-engine heavy bombers equipped with the Norden bombsight, while the RAF tar-

geted entire cities at night.

General Henry "Hap" Arnold, commander of the U.S. Army Air Force, desperately needed a major victory to silence critics at home and abroad opposed to the high risks of daylight bombing. In the last week of July 1943 alone, almost a hundred of the 400 B-17's in action with their crews of 10 men were lost to German fighter planes or flak. In human terms, more than 900 crew members were killed, wounded or missing.

My crew was lucky that week. On July 30, we crashed in the North Sea on the return to England from a mission to Kassel, Germany after we were chewed up by Messerschmitt 109's and Folke-Wulf 190's. As radio operator, I vividly recall sending a stream of SOS messages as we fell towards the water. We came down in a "pancake" landing midway between the British and Nazi-occupied Belgium coasts. Nine of us scrambled out of the doomed B-17 "Upstairs Maid" into two dinghies, lifting out the navigator who was the only crew member seriously injured in the crash. Less than an hour later, a British Air-Sea Rescue mosquito boat swept us off the rafts and sped us back to safe-haven in England.

The B-17 was called a "Flying Fortress" for good reason. It bristled with eleven-fifty caliber machine guns and normally flew in combat "box" formations of three 21-plane groups.

Although the firepower of the massed bombers was fearsome, German pilots when unopposed by Allied fighters were able to concentrate on penetrating the "boxes" and pick off stragglers knocked out of formation.

"We were told that the target was a strategic complex of ball-bearing factories"

On August 17, American P-47 "Thunderbolt" fighters would escort us in to the German border, then the limit

of their range. We took off at noon in the crew's favorite B-17 "Iza Vailable" after a delay of several hours due to heavy cloud cover over England. Visibility over Schweinfurt was reported as excellent. As we gained altitude, it was reassuring to see our little friends, the P-47's, tagging along in the distance. They would help protect us against enemy fighters based in France



T/Sgt Eddie Deerfield, 303rd Bomb Group radio operator/gunner, prepares for take-off in the B-17 "Iza Vailable" on August 17, 1943, for the first 8th Air Force mission against the ball-bearing works at Schweinfurt, Germany.



Eddie Deerfield

and Belgium on the way in.

We began drawing anti-aircraft fire at the coast. I heard a "whomp," and from my radio room window saw a jagged hole a few inches wide where a piece of flak had penetrated near the tip of the left wing. On intercom, I reported the damage to the pilot. It wasn't serious and we stayed on course. Near the border of Germany, the P-47 escort planes waggled their wings in a silent salute and peeled away for their return to England.

Within minutes, we were under attack by swarms of enemy fighters. There were the deadly ME-109's and FW-190's, joined by relatively cumbersome ME-110's and Junker 88's. The Germans were throwing everything at us. A .20 millimeter shell plowed through our right wing, missing the gas tank by inches. The bombardier called out what looked like .30 caliber holes in the cowling of the number two engine. We were still about an hour from the target.

The box formations to our far left and far right seemed to be drawing the brunt of the attack. Fortresses were falling everywhere. As they dropped out of the protective formations, enemy fighters roared in for the kills. Parachutes began peppering the sky as American airmen jumped from burning B-17's. At least they stood a chance of surviving in German POW camps. What sickened me to the point of tears

were the Fortresses that were exploding in the air with no hope of their crews' escape.

We bombed the ball-bearing works at Schweinfurt in excellent weather at 3:11 PM, and made the turn for the three-hour trip home. From the fires and pallor of smoke on the ground it looked like the bombers had devastated the target.

The FW-190's and ME-109's swooped in again. "Iza Vailable" suffered no hits on the return trip, but B-17's in other formations were being pounded unmercifully. It was a bloody reenactment of the inbound flight as American parachutes filled the air and B-17's plunged to earth in their death throes or exploded into fireballs.

The surviving aircraft, many with injured aboard, landed at bases throughout England about six o'clock in the evening. At the post-mission debriefing and in later reports we learned that of the 230 bombers scheduled for the mission 36 had aborted due to equipment failures even before leaving England. Of the 194 B-17's that crossed the enemy coast, another 36 were shot down with the loss of 360 crew members. The 8th Air Force's so-called "acceptable loss" rate was five per cent. The Schweinfurt mission loss rate was almost 20 per cent. The target was described as 40 per cent destroyed.

General "Hap" Arnold hailed the mission as a "triumphant vindication" of daylight precision bombing as a potent weapon against Nazi Germany.

"American bombers encountered the most intense fighter opposition so far met over Europe," said General Arnold, "but in a period of a few hours, we invaded Germany to a depth of 500 miles and crippled one of her most vital enterprises. We did it in daylight with the precision and accuracy of a marksman firing a rifle." Brigadier General Frederick Anderson, chief of Bomber Command, added, "We expected our losses to be

heavy and they were. But the damage done to the enemy was much greater."

Schweinfurt was my ninth mission. Six weeks later, while returning from the submarine pens at Nantes, France, an engine and wing on our B-17 "Lady Luck" burst into flame and we bailed out over the south coast of England, landing safely on rooftops, in trees, and in farmer's fields. On March 6, 1944, I was in the air over Germany again after the introduction of long range P-51 "Mustang" fighters enabled the 8th Air Force to make the first heavy daylight raid against targets in Berlin. I went on to complete my 30th and final mission on May 11, 1944, suffering a face wound from a flak burst on the flight back from an attack on railway complexes in Saarbrucken, Germany.

I was 19 when I flew the Schweinfurt mission. I'm crowding 75 now. When I think back to those 30 missions, the first vision is of burning and exploding American bombers and of B-17 crewmen dangling helplessly from falling parachutes. I don't know if the bombing of the Schweinfurt ball-bearing factories shortened the conflict by six months. In retrospect, however, with a war to win, I guess the Generals were right on target in their assessment of the first Schweinfurt raid as a "triumphant vindication" of daylight bombing.

This article by Eddie Deerfield, Past-President of the 303rd Bomb Group Association commemorates the fifty-fifth anniversary of the first Schweinfurt raid. Eddie and his wife, Mary Lee, reside in Palm Harbor, Florida.

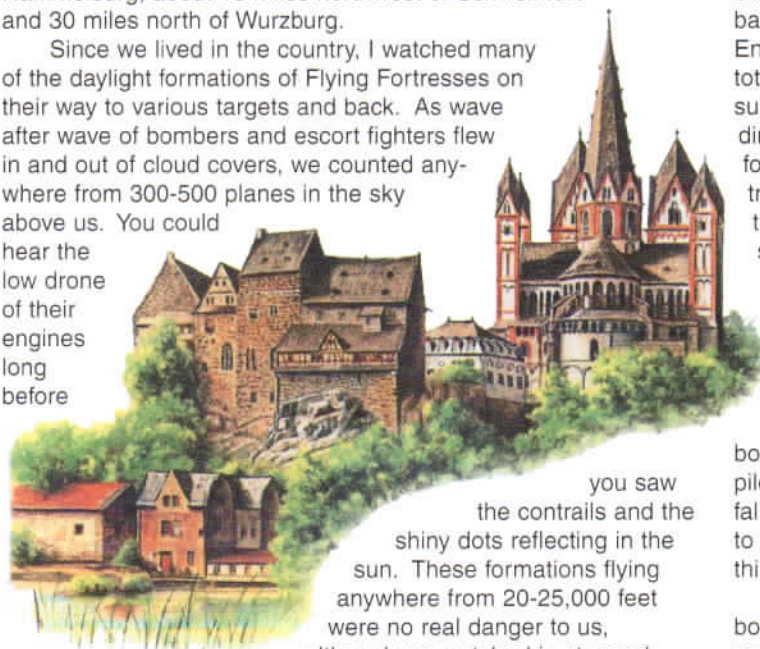


This scene of destruction is typical of the effects of 8th AF bombing missions. Nurnberg, May 1945.

Submitted by Carl B. Wolfram

I was born near Munich, but spent the war years in Hammelburg, about 15 miles northwest of Schweinfurt and 30 miles north of Wurzburg.

Since we lived in the country, I watched many of the daylight formations of Flying Fortresses on their way to various targets and back. As wave after wave of bombers and escort fighters flew in and out of cloud covers, we counted anywhere from 300-500 planes in the sky above us. You could hear the low drone of their engines long before



you saw the contrails and the shiny dots reflecting in the sun. These formations flying anywhere from 20-25,000 feet were no real danger to us, although we watched in stunned

silence, knowing that some city, was about to be hit—which one? We could only guess.

Different, and much closer, were bombing missions to Schweinfurt, a mere 15 miles away from our town. I have a mental picture of one such strike. I think it was 1943, I was 11 years old, when one of the fiercest aerial battles I can imagine happened directly over our small town. The formations seemed to be flying lower. I do not remember any US escort fighters, but recall many German ME 109's and FW 109's constantly attacking the Fortresses, as they were flying in tight formations, with puffs of flak grenades exploding everywhere. As kids, we had to sneak outside the air raid shelter to eyewitness this most spectacular and tragic event. It was more dangerous than we realized, as some planes that were hit released their bomb loads instantly, one of these impacting 1/2 mile from where we stood. The aerial spectacle did not last very long, only long enough for the seemingly endless formations to pass by. During this relatively short period, I saw at least three B-17's and two German Me-190's or FW-190's come down, some in flames, and breaking up above us. One B-17 broke into three parts, wings with engines still attached being the biggest part, gyrating and tumbling, getting closer and bigger every second. We ran for cover, because it looked as if it would come down on top of us. When we saw the wreckage, after the all clear sounded, it was still smoldering with wing, tail and fuselage widely separated on the ground. Not all the crew made it out. German guards kept us away from the scene. I will never forget this picture of an almost blue sky marked by white straight and curving contrails, full of hundreds of B-17's flying in tight formations through flak explosions and attacking the German fighters. There were dozens of parachutes floating down. Then it suddenly was over.

The sounds of aerial battle slowly diminished. We heard the rumbling of explosions as the bombs hit Schweinfurt and the ball-bearing factories. When the formations were heading back to England there were a number of stragglers flying low, alone and totally vulnerable, apparently hit by flak over Schweinfurt. One such B-17 made a perfect belly landing in a cow pasture, skidding between two telephone poles, coming to a stop 10 yards from a highway near the village of Elfershausen, right next to the train station. People were praising the skillful pilots. The rest of the crew apparently had bailed out in time. Why the pilots stayed with the plane, I don't know. Maybe they were trying to make it back to England. We were all amazed when we saw the size of that B-17 on the ground. When I got there the area was roped off and guarded, however we still could get within 20 yards of the plane. I heard the railroad station master say that he forced the pilots back into the plane at gun point when they emerged. He suspected there might be a time bomb set to go off later, destroying the plane. He wanted the pilots inside, to disarm any explosive charges to keep them from falling into enemy hands intact. There were many more missions to Schweinfurt, but for various reasons I never again saw anything like this one I just described.

A year later, my mother and I were in the center of a bombed-out Schweinfurt trying to get out of town quick, since a pre-air alert was in effect. We did not get very far before the sirens wailed their scary full alert signal. Seek immediate shelter!—Bomber formations are nearby, or heading towards Schweinfurt. Having seen what was about to approach, we froze in panic, not knowing where the shelters were. I was terrified!



Original target strike photo-Schweinfurt Raid

People started running and scattering in all directions. We followed a group for some distance. We made it to one of the huge aboveground concrete bunkers packed with people, like sardines, awaiting the inevitable. Nothing happened! After thirty minutes or so the all clear sounded. They told us that the formations bypassed Schweinfurt for another target. People also said that sometimes bomber formations were heading deliberately towards the wrong target as a diversionary measure to confuse the

German air defense systems. Whatever the reason was, we were most grateful!

After the war, I read up on the 8th Air Force, and particularly on the Schweinfurt missions, and I learned that two very bloody ones were the missions flown on 17 August 1943 (60 B-17's lost) and 14 October 1943 (65 B-17's and 35 German fighters lost). I surely watched one of the two, and I suspect it was the one in August since I remember the weather being quite warm.

I did not want to get carried away with this account, but thought you might be interested in an eyewitness account of an 11 year old, seeing the Mighty Eighth Air Force in action from the ground, looking up.

Now, 55 years later, this all seems like a bad dream. The memories, however, and the sufferings on both sides are unfortunately a tragic reality, never to be forgotten and hopefully never to be repeated.



THE CARL WOLFRAM STORY

Submitted by Lt. Gen. E.G. Shuler, Jr. (Retired)

The story you have just read is one that brings closure for a young German lad eleven years in age who witnessed one of the greatest air battles in history, the Schweinfurt- Regensburg mission of 17 August 1943. Carl Wolfram's interest in what he had witnessed lay dormant for many years residing only in his fearful memory of the battle that had placed him and his family in jeopardy during WWII. Later this young man would immigrate to serve as a civilian engineer for the United States Air Force. In 1973 he served as Chief Engineer for the 86th Civil Engineering Squadron at Ramstein AB, Germany and meet his new commander, then Lt. Col. Buck Shuler. A solid professional relationship and close personal friendship resulted over the years. At the time I was not aware of Carl's WWII experiences, although I was aware that he had been born in Germany. Neither of us would have guessed that I would later command the Eighth Air Force, the same organization that earlier mounted the Schweinfurt-Regensburg mission.

Now retired and living in Ogden, Utah, Carl Wolfram recently contacted me at my office in the Heritage Museum and related his WWII experiences, inquiring about the availability of details of the battle. With the information furnished by Carl, I proceeded to research information on downed aircraft in the Aircrew Reports; one of the downed B-17 aircrafts he saw crashland and secured the name and address of a crew survivor through Museum records. He is Mr. Johannes Johnson from Brooklyn, N.Y. and his crew included the following individuals:



(G) B-17 The Bolevich 42-30191 379thBG 525thBS
(Fighters, Flak) Crashed at Elferhausen MACR 1765

(P) 1st Lt. Donald W. Merchant	POW	Jamestown, ND
(CP) 2nd Lt. James E. Sullivan	POW	Minneapolis, MN
(N) 2nd Lt. Ernest K. Keith	POW	Houston, TX
(B) 2nd Lt. Leonard J. Roman	POW	Dunkirk, NY
(TT) T/Sgt. Gene R. Hecht	KIA	Plainview, NEB
(R) T/Sgt. Johannes H. Johnson	POW	Bronx, NY
(BT) S/Sgt. Robert T. Tonge	POW	Joliet, IL
(RW) S/Sgt. Harold B. Ridgley	POW	S. Ardmore, PA
(LW) S/Sgt. Edgar Van Valkenburg	POW	Syracuse, NY
(TG) S/Sgt. John L. Wierzbowski	POW	Chicago, IL

I wrote Mr. Johnson a letter to secure more information about his personal experience during the battle and subsequent incarceration as a POW, but to this date have not received a response. If anyone knows any of the survivors from the crew listing and can provide more details of the battle and aircraft that were downed in the vicinity of Elferhausen, I would appreciate your contacting me at the Heritage Museum. This interesting story is in part a reflection as to why The Eighth Air Force Heritage Museum was brought into existence.



Buck Shuler

THE FIX

Frank Beadle was listed in May 98 NEWS Taps as 34th Bomb Group. Frank was always proud of the fact that he served with the 340th Squadron, 97th Bomb Group - one of the 'Four Horsemen' bomb groups first deployed to England in 1942. Frank flew the first 8th AF raid as bombardier with Col. Paul Tibbets as pilot. A fine plaque exhibiting Frank's memorabilia and the pin from the first bomb dropped on the enemy in WWII is displayed in the 8th AF Heritage Museum in Savannah.

Parade Grand Marshall on Fourth of July

It's time for the greatest festival of the year. In Richfield, that means it is time for the Richfield Hometown Fourth of July Celebration. This year's button declares "It's A Magic Time" -and it most certainly is shaping up to be that way.

On Saturday, July 4th, the non-stop activities of the day begin with the Grand Parade at 1:00pm. This year we are proud to present as our Grand Marshall-Norman Grant. Norm is a veteran of WWII, serving as a navigator on B-24 heavy bombers, and attained the rank of Captain. He served with the 493rd 8th Air Force Bombardment Group, based in England. Grant was the lone survivor of a 10 man crew shot down over France in 1944.

He is currently serving as President of the 20,000 member 8th Air Force Historical Society, a group with the mission of perpetuating the history of the mighty 8th Air Force. Norm and his wife Margaret have resided in Richfield for 43 years.

The parade is scheduled to feature the most bands ever to appear in a



Richfield parade, and will include the appearance of mounted horesmen from the Northfield Defeat of

Jesse James Days. The Richfield High School Marching Spartans will again be the host band. With many floats, special units from area festivals, and an even dozen Miss Richfield Ambassador candidates, the day should start off in grand style.

As soon as darkness falls the spectacular fireworks will light up the skies to cap off a day of non-stop celebration of our nation's independence.



Margaret and Norm Grant



From Jon Power of Southport, Lancaster, England comes a beautiful photograph of the Palace Hotel in Southport. Many 8th AF airmen spent some memorable weeks at this and other similar resorts for some R & R after months of flying combat missions. Unofficially dubbed 'flak houses' by the troops, practically everything they could wish for was tendered them during their stay as guests. These windows have seen some things and these sculptured grounds could tell some stories!

*"When Friendship, Love and Truth
abound among a band of brothers.
The cup of joy goes gaily round.
Each shares the bliss of others.
Sweet roses grace the thorney way.
Along the wall of sorrow.
The flowers that shed their leaves to-day
shall bloom again tomorrow.
How grand in age, how fair in youth.
Are holy Friendship, Love and Truth."*

FROM AN ENGLISH JUG, CIRCA 1820

"HOW THAT PLANE GOT IT'S NAME"

This B-17 Flying Fortress #42-5885

was with the 96th BG 338th BS

"KIPLINGS ERROR the III"

SEND US THE STORY

It will be in the next issue of th 8th Air Force News, along with the names of those replying.

send to 8th AFHS P.O. Box 7215, St. Paul, MN 55107



PASSING OUR LEGACY...

Students Experience The Eighth Air Force

In January, 1998 a B-24 Liberator and a B-17 Flying Fortress flew into Boca Raton Airport. On the planes were a Major General of our present USAF, A Lt. Col. P-51 fighter pilot of the Tuskegee airmen, and a WWII B-24 Bombardier and former POW in Germany.

Greeting them were color guards from two veteran's posts, the VFW and the JWV, and many local dignitaries, and crew members of both of these planes in WWII. The following day about 300 students of the local schools were bussed in and we put on a History class. The General spoke of the current Air Force; The Tuskegee fighter pilot spoke of their

problems and experiences; a survivor of the Bataan Death March who was a three and a half year POW in Japan spoke of his experiences and told why it was imperative that we drop the Atomic Bomb. Pilots, Navigators, Bombardiers, other crewmen as well as ground crews spoke about what the war was like and why we had to fight. We split the students into 3 groups, one going through the B-24, one through the B-17 and the third listening to the speakers. Those going through the planes were escorted by the crewmen who explained the workings and their duties on the planes. Then we rotated the students. The students asked many interesting and intelligent questions. We stressed the fact that WWII was the only time our entire nation came together in a common cause. That we saved the world and preserved the freedom and life style we enjoy today. That 55 million people died in that war and that we fought two wars at one time, one against Japan in the Pacific and one against Germany and Italy in Europe.

The following day over 50 Boy Scouts and their leaders in full uniform joined us. Our veterans spoke to the group about the war and the role of the two bombers in winning World War II.

In our small way the World War II crew members are bringing back the history, the significance, the memo-

ries of WWII, but most importantly are conveying this to our younger generation, advising them to work toward keeping our nation strong and well prepared for any eventuality.

Those of us who have been to war, who know of the horrors, the death and destruction it brings about, through seeing and going through these planes, through relating our experiences and through the gracious efforts of the Collings Foundation hope to educate the generations that follow. There have been many newspaper stories published, many schools notified. All the veterans groups in the area had articles in their association publications relating to the Collings Foundation's bombers and the need to reach out to our youth.

Respectfully submitted, **A. Edward (Abe) Wilen, 453rd Bomb Group, 8th Air Force.**

School Students from Boca Raton, Florida January 23, 1998.



Standing L-R: Lt. Col. Leo Grey, P-51 Pilot (Tuskegee Airmen), Abe Wilen, 8th AF Navigator, Ex-Pow, Lt. Gen. John Van Blois, USAF; Sitting: Moe Mazer, survivor Bataan Death March, 3 1/2 year Pow in Japan.

LETTERS FROM STUDENTS

Dear Mr. Wilen,



Thank you very much for taking the time to come to the Boca Raton Airport to give me and many other kids the opportunity of a lifetime. I have been on field trips before, but never have I been on one like this.

It was a very neat experience to see the planes that flew in WWII. Before this experience, I never appreciated all of the people who risked their lives to save our country. Now, I really thank them every day.

Thanks again,
Sarah Hantman

Dear Mr. Wilen,

Thank you so very much for that opportunity of a lifetime. I am a person that is very interested in American History and especially the wars.

I feel very proud and honored that I got to listen and talk to these brave men. I really admire them. Hopefully I will be able to share this admirable experience with my children and grandchildren and tell them how lucky I really am.

I learned a great deal about WWII and how horrible it was. To me the bombers were a wonderful experience.

I wish I could have been there longer.

Thanks a bunch.
Laura Vargas

Dear Mr. Wilen,

Thank you very much for giving my classmates a once in a life time offer to enter and walk through a piece of history.

I would also like to thank you for the very interesting guest speakers. I loved to hear the veterans speak to us, because in a few years not everyone will have been able to meet real heroes.

Thanks again,
Lauren Lefler
A.D. Henderson school



Submitted by Kyle Stewart

...ON
&
ON

Dear Mr. Wilen,

Thank you for showing us the beautiful bomber planes. I enjoyed your presentation about the planes.

My favorite plane was the B-17 because it was a fast plane and because it dropped bombs like the B-24.

Thank you again for arranging the 6th grade to see the planes and I hope you fly safely through the air.

Sincerely,
Deval Cloveke

Dear Mr. Wilen,

Thank you so much for letting us come to see the bombers. I told all my friends, but they did not believe me.

Then when I showed them the bullets I purchased, they realized I was not lying! I think it is a truly outstanding thing what you did for our country and we will never forget it. You are heroes. I will tell my kids about the experience I had. It is a shame they will not get to see the things I did.

Thank you,
Andrew DiDonlone

Dear Mr. Wilen,

Thank you so much for showing us those airplanes. I have never had such an experience. Seeing those planes made me realize how cramped and hard it was to fight in that war.

I wonder how anyone could have survived it (I mean the war). I guess you had an angel with you. I just want to thank you again. What you did for this country was outstanding.

Yours Truly,
Billy Jome



KEEPING IN FOCUS



Earl Wassom (466 BG), President of Second Air Division Association



It is a distinctive honor to be your 43rd President of the Second Air Division Association. At the Memorial Service conducted on the last night of the conference, I realized in a deeper

way the honor that was given to me. As I sat on the platform and had front-row exposure to this ceremony, I was impressed by the traditional lighting of the eight candles of remembrance. The candles each represent a particular 8th Air Force military campaign and the men who gave their lives during these conflicts. Those assisting in this ceremony were Past Presidents of our Association and one, wife of a deceased president. There were twenty-four of them who in years past sat where I was now sitting, waiting to begin his tenure as President. In all, 42 men have served as President, ten served two years and thirty-two, one term. These men, in unity during the ceremony, also walked in unity through the fifty years of the Second Air Division Association. They were united and focused. Each one had an agenda, things which he wished to accomplish for the betterment of the organization.

During my brief tenure on the Executive Committee, I have observed and learned from each President as he assumed responsibility for the office to which he had been elected. Each had a vision, not only for his one year tenure, but a vision which reached into the future. His focus became an integral part of his vision.

All have maintained a focus on the Memorial Room in the Norwich Library. We have had some set-backs. The devastating fire which destroyed our Memorial has caused us to pause, plan, re-focus, and regroup. There have been changes in personnel in the governance and staffing of the facility. Even with these changes, we have maintained our focus. There are excellent and well qualified new and younger men and women on the Board of Governors, a new 2 ADA Governor was elected in Oak Brook; we have a new Fulbright Librarian beginning tenure this Fall; our revered "Roll of Honor" has been faithfully and carefully restored; our investments in the Memorial Trust and the Fulbright Fund are well managed. To further hone our focus, the EXCOM will be going to Norwich for our mid-year planning session and while there, we will meet with

the Board of Governors. We will participate in a symbolic laying of the corner stone for the new building which is underway and scheduled to open in early 2001. The initial focus of building and maintaining our Memorial Room is still paramount.

In 1983-84, the Second Air Division Association added another focus in its decision to create an organization called the Heritage League. The League members are the lineage, children, and grandchildren, of the war-time warriors of the Mighty Eighth Air Force, Second Air Division. Their primary purpose is to perpetuate the legacy begun by the Second Air Division Association. As time is taking its toll, we recognize the importance of their assuming leadership for the next generation of the 2 ADA. These "children" over the last eleven years have responded responsibly and enthusiastically. They will continue to promote the legacy created by our war experiences of 1943-1945. Under the authority of the EXCOM, it was my privilege to appoint twelve (12) of them to serve as Heritage League Observers on most of the standing committees of the Executive Committee. They are coming on board to understand and participate in the future governance of the organization. We are positioning them for leadership. I have great confidence that they will succeed in this new role.

The year 1999 is not only the last year of the millennium, but also a very special one for those of us who flew or were associated with a wonderful flying machine. During 1998-1999, we are going to focus on the theme, "The Year of the B-24, 60th Anniversary." A committee has been named (and the membership of it is still growing) to plan events in celebration of this wonderful occasion which will culminate in Austin, Texas for our May, 1999 Conference. Committee members spent three hours in Oak Brook discussing and planning for this great event. A logo was adopted (which you will see for the first time in this issue of the News). The Committee also liked the slogan "B-24 Liberator, the name says it all." Now, I am telling you this is in order that we can get off to a great start. May, 1999, will be here before we know it and

we want as many B-24 people involved as we can recruit! Part of the year-long celebration will be the dedication of the B-24 bronze model at the Air Force Academy on September 25, 1998. And although the wooden 1/6 scale model of the B-24 Witchcraft is already installed at the Heritage Museum, plans are underway to give recognition to both the B-17 and the B-24 in a special event. Future issues of the Journal will keep you informed as plans and events are finalized.

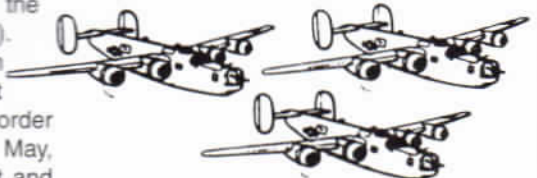
The fourth and final focus for the 1998-1999 year is to strengthen our support of our Mighty Eighth Heritage Museum at Savannah, Georgia. Our new committee for this focus is now accepting volunteers who will go to Savannah to work in the museum as resource people. The visitors who come to the Museum have high regard for the veterans of WWII. They want to hear our story, shake our hands, and share with us how their family members contributed to the war effort. We can help make our museum more alive through our participation. The museum now has a program for volunteers and museum docents, and through our 2 ADA Committee and the Group Vice Presidents we hope to channel "a couple a week" to Savannah to be living witnesses. This will enrich the atmosphere of the Museum for its visitors and strengthen our own focus upon this vital program. We are encouraging all 2 ADA Members and Heritage League Members to become associates of the Mighty

Eighth Heritage Museum...even life members. As we participate, we will become united with the other USAAF and USAF units. With the inevitable decrease of our numbers, this spirit of cooperation becomes necessary for survival.

As we focus on these four: the exciting new Memorial Library, the Heritage League's new role, the Year of the B-24, and the Mighty Eighth Heritage Museum, may our enthusiasm reach higher heights to carry us into the new millennium.



Earl Wassom's plaque honoring his crew in the Memorial Gardens at the 8th AF Heritage Museum



Bill Adams - An Englishman who has carved his way into 8th Air Force History

By Harry D. Gobrecht, Historian, 303rd Bomb Group (H) Association

During World War II Eighth Air Force aircraft were painted with a variety of nose art; nose art that depicted the loves, yearnings and combat goals of both combat crews and ground crews.

Stories abound on how Eighth Air Force bombers were named. War correspondents and Group Public Relations Officers took delight in telling stories about the named bombers and fighters. Youngsters throughout the world were able to relate to these stories and aircraft names in their own fantasies. One of these youngsters was Bill Adams who lived in the Plaistow region of London.

Bill Adams was a young lad during the Battle of Britain and still remains with memories of the German bombing of London and nights spent in air raid shelters. One memory still remains with him. Bill was taken out of bed one night by his mum and was told to hurry down to the shelter. Anti-aircraft guns were firing like mad. Lagging behind, watching the spectacle of searchlights, bombers and fighters in the sky, he was spanked by his mother in her effort to get him into the family beds on the shelter floor. A stranger in a U.S. Air Force uniform bent down to comfort Bill and tried to make him feel safe. The Air Force stranger left before the all-clear signal and gave Bill his Air Force wings to keep as a souvenir. Bill carried those wings everywhere. He refused to swap them even for a chocolate bar, which was a real sacrifice in those days. The man said that everything was going to be all right when he gave Bill his wings, and Bill trusted him. That was the faith of a small child, and it did not let him down.

Remembering the incident in later years led to a love affair with everything connected with the Mighty Eighth Air Force. Until a few years ago Bill Adams was happy with his life as a lorry driver. He enjoyed driving the long distances, sitting high up in his truck, feeling in control of his destination and his life. Then he was stricken with a vascular brain tumor. The inoperable tumor left him vulnerable to paralysis and convulsions and unfit to continue driving. The situation left Bill in a state of depression and left his family vulnerable to his episodes of irritability, belliger-

ence and irrationality. To Bill his life had come to an end.

An understanding, tough-minded social worker led a complaining and resisting Bill Adams to the Manor Park Greenhill Community

Center for the disabled where he was introduced to the art of wood carving. A hidden talent was discovered. Bill had found a new purpose for his life and soon transformed his garage at home into a woodwork workshop. At first wood carving was simply a task to keep Bill occupied. Then on one hot day he took a break from his carving to venture outdoors. As he was sitting on some pallet board, the wind blew a magazine page against his leg that he couldn't shake loose.

He reached down to grab it and discovered a small picture of a B-17—the Memphis Belle. Bill took the picture back to his carving seat and stuck the picture on his storage cabinet door and his memories of his bomb shelter experiences when an unknown airman gave him his wings. He decided to carve a wall plaque of the Memphis Belle. Thus began his wood carving career and his intense interest in depicting World War II themes. Since then his plaques, which he describes as "labours of love" grace the halls of museums across Europe and America and in the homes of a number of Americans.

In 1988 Bill's relatives and friends financed a trip to America where he and his wife Joyce visited Memphis, Tennessee, saw the Memphis Belle B-17 at Mud Island, met Margaret Polk, and later corresponded with and met the Memphis Belle Pilot Robert Morgan.

The 303rd BG(H) Association has invited Bill & Joyce to attend their August 1998 reunion in Savannah where he will be honored. Those who served with the Eighth Air Force, and their relatives and friends, are deeply indebted to this remarkable master wood carver who remembers and has helped preserve the heritage of the Mighty Eighth Air Force. His Eighth Air Force related carvings number in excess of 200. They can be viewed in over a dozen museums. Bill has done work for members of twenty bomb groups, two fighter groups, and many RAF Squadrons.



In the May issue "MAULIN' MALLARD"

This B-24, #42-109867, was with the 93rd BG, 330th BS.

On January 26, 1944 the George Bridson crew of which I was the co-pilot, went to Topeka, Kansas to pick up our plane for combat duty with the 392nd BG, 2nd Air Division, 8th AF. B-24 #42-109867 was assigned to us. The crew wanted some nose art painted prior to our departure for England but we couldn't come up with anything we all agreed to. It was then I suggested we have the Donald Duck pictured as it appears in the News. What isn't clearly seen is the head of Hitler about to be clobbered with the sledge hammer wielded by Donald. (It is just above the 'N' in Maulin'). Our Radio Operator, Sgt Umberto "Al" Paolucci did the art work, and a fine job it was. We were all very proud of the results. The shark's teeth were added later by the Navy for coastal patrol.

—Submitted by James A. Green



Nominees for 8th Air Force Board of Directors

Class of 2002

Three positions to be filled by the vote of duly certified members at the annual meeting in Cherry Hill, New Jersey, October 1998. These candidates are presented by the Nominating Committee, 8th AFHS - Sherman Small, Chairman.

Abraham "Hap" Galfunt

LM - 18908

- ~ 493rd Bomb Group; Debach
- ~ Pilot, B-24's and B-17's; 19 missions; POW Stalag Luft I
- ~ U. S. Air Force Reserve until 1951
- ~ formed Downwind Flying Corporation; active pilot commercial and multi-engine rating
- ~ currently flying Search and Rescue missions, Disaster Relief USAF
- ~ active in N.Y. State Chapter 8th AFHS and nine other 8th AF-related Associations

~ long-time supporter of veteran affairs and advocate of veterans rights

Nominated by Gus Nathan, V.P. NYS Chapter 8AFHS

C. Craig Harris

LM - 25456

- ~ 457th Bomb Group; Glatton
- ~ 32 combat missions
- ~ active as officer in 8th AF Associations; member North Carolina, Georgia, and Mississippi Chapters
- ~ electrical engineer Oak Ridge Laboratory
- ~ clinical faculty Duke University, Durham, N.C. since 1967
- ~ Associate Professor Emeritus Radiology
- ~ Major, USAF Reserve

Nominated by Leon Zimmerman, Pres. 457th BGA

Eugene D. Person

LM - 13262

- ~ 466th Bomb Group; Attlebridge
- ~ organizer and President Iowa Chapter 3 years; NW wing President 5 years
- ~ Chairman National HS Chapter Development Committee 6 years
- ~ organized 35 state chapters 8th AFHS
- ~ has served as National V.P. and Secretary
- ~ served on HS Unit Advisory committee

Nominated by Virgil Roethler, 445th BG

Stanley A. Peterson

LM - 9149

- ~ 96th Bomb Group; Snetterton Heath, 1943 - 1944
- ~ completed combat tour, Navigator
- ~ graduate St. Olaf College, Minnesota
- ~ Vice President Shearson, Lehman Brothers Investments
- ~ Director, 96th BG Association, active in many programs
- ~ active in HS national affairs; 17-year attendance national reunions

Nominated by Frank M. Berry, 96th BG

Neal E. Sorenson

LM - 9403

- ~ 489th Bomb Group; Navigator; Ret. AF Lt. Colonel
- ~ 23 bombing missions & 5 "flour sack" missions WW II; combat Viet Nam with MATS
- ~ graduate University of Minnesota
- ~ President & CEO Beddor Companies; WEB Printing Co.
- ~ President 2nd Air Division Association; Chairman Audit Committee 2nd AD
- ~ instrumental in fund drive to place bronze B-24 sculpture at USAF Academy
- ~ currently member 8th AFHS Audit Committee

Nominated by R.C. Dick Baynes

Lawrence A. Stebleton

HSM - 12012

- ~ SAC Bombardment & Reconnaissance Wings; Master navigator; Mission control officer
- ~ graduate U.S. Military Academy, West Point, NY; Lt Col. USAF retired
- ~ Viet Nam service; 5 campaign credits 1965-69
- ~ President New Mexico HS Chapter 4 years; BOD member 12 years
- ~ Master degrees, Business and Education
- ~ active in Red Cross 20 years; Performing Arts

Nominated by Billy D. Richardson, Scty/Treasurer New Mexico HS

HAGAR



1998 NATIONAL REUNION OCTOBER 13 - 18 CHERRY HILL, NEW JERSEY HILTON MAKE YOUR PLANS TO ATTEND - WE'LL SEE YOU THERE!

The gala banquet awaits you. Your table is ready! Join your friends in the 8th at the National Historical Society's annual reunion in October. There will be a lot of special added attractions to this year's meeting; every day will have a lot of "extras" to see, attend, and enjoy. Reunion chairman Harold Rutka and the entire Board of Directors are all taking part to make sure that your visit to Cherry Hill will be remembered as one of the best Eighth Air Force reunions ever. The Fall leaves will be in full color and the trip in is sure to be beautiful. Philadelphia has been extensively refurbished the past few years and is known as one of the top cities in the United States to visit. The tours planned for the 8th



veterans and families are superb. Visit the Amish Country or perhaps Valley Forge. There are two trips to Philadelphia, most appropriately named "The City of Brotherly Love", and other tours of choice head to the homes and gardens along the Brandywine River Valley and to the Peddler's Village in Buck's County. All to enjoy with old and new friends.

A large turnout is expected for this special reunion so don't delay in sending in your registration forms. Complete detailed information is presented in the May 1998 8th AF NEWS issue, or you may contact Donna Lee at Armed Forces Reunions, P.O. Box 11327, Norfolk VA 23517 or may call 205-864-0825.

SOCIETY ANNUAL REUNION TO FEATURE SPECIAL PRESENTATIONS

There will be several special attractions for attendees to enjoy at the annual Historical Society annual reunion in Cherry Hill, NJ this year. **Gil Cohen**, noted aviation artist from Doylestown, PA will offer a slide presentation and lecture featuring his artwork and techniques on Thursday, October 15th. His special artistic handling of aviation and war art, much of it related to the 8th Air Force, will be one of the highlights of our reunion. His original artworks will be featured in a six-month exhibition in the Art Gallery at the Heritage Museum in Savannah from November 1998 until the following May. Society members should plan to meet Gil at this very special seminar at the Cherry Hill Hilton in October.

Arlo Bartsch has spent the past decade working with computer database programs to preserve in archives information, artifacts, and war records of 8th Air Force veterans. A number of museums here and in England have his programs as part of their historical databases. Arlo has been very successful recording his "living monument" program for the 379th Bomb Group and is now expanding the concept to all 8th AF Groups and to the members of the Historical Society. His recording of data and histories of veterans will help perpetuate the history and heritage of the 8th Air Force. A presentation lecture outlining his methods will be a part of the special events at the annual reunion in October. In addition, Arlo will be set up the entire week for those individuals and units who want further information and demonstrations about this most

MEMBERSHIP CORNER

The Membership Records Office of the Historical Society has finished construction and is in place at its permanent home at the Mighty Eighth Heritage Museum in Savannah. It is a separate permanent location with its own computerized record system, a staff hired and salaried by the Historical Society, and an accounting and bookkeeping system which is delineated by and for the Society. Our mission is to continue to keep updated daily records and membership mailing lists of the Society as well as interact with information of Society fund drives and dues collections.

Kathy McCurry is our fulltime Membership Records Chairman and is on duty daily to keep everything current. She is experienced in these areas and will do a great job for the Society. Kathy says to tell the Society members to be in touch with her regarding membership questions or problems. New membership numbers are being processed now and membership cards will be mailed well before the annual reunion. The office address is on the inside front cover. Kathy will have office voice mail and e-mail in the system before our next report.

**Call Kathy McCurry with any questions or updates
Membership Records 912-748-8884**

Dear Walt,

Seeing the correspondence on *Delectable Doris* in the spring issue, you may be interested in the background of the selection of this identity. After the aircraft was acquired by Dave Tallichet in India it was flown to Duxford, England and there underwent overhaul and painting. The latter was the work of Gerald Collins who wanted to give the Lib a 389th Bomb Group scheme as he had spent his childhood near the group's base at Hethel. He asked me if I had any photographs showing good nose art from which he could select a suitable subject. I had long considered the girlie painting of the true *Delectable Doris* about the best to adorn an 8th Air Force bomber. It was going to be Gerry's choice but this villain decided to rig the selection by including a superb shot of *Delectable Doris* among about a dozen or so photos of indifferent 389th nose art. Given the photos, Gerry immediately picked out *Delectable Doris*; no question in his mind as to what was the best. (I told him of my subterfuge in later years and was forgiven.) Gerry's painting was certainly as good as that on the original aircraft and it is indeed sad that, presumably to appease the feminist body (no pun intended), a harmless piece of history had to go. There is another interesting aspect of the paintwork on *Delectable Doris* in that the aircraft had the radio call letter R-Roger and also carried the 566th Bomb Squadron code RR. Because of this it was also known among ground personnel as "Triple R".

All good wishes,

Roger A. Freeman

May's Barn

Deldham

Colchester, Essex C07 6EW

England, U.K.

Editor's note: Joseph Warth of the 44th Bomb Group, the "Flying Eightballs" and a Charter member of the Historical Society as well as a past - President, called to say that the B-24 "Delectable Doris" originally came from assignment to the Indian Air Force and was shown briefly at Duxford. He states that it was his honor to officially christen the aircraft "G.I. Joe" in special ceremonies at the 1991 Dayton Air Show. The name was chosen to commemorate all the enlisted crew members who flew in B-24's during World War II.

B-17's - B-24's

Dear Editor,

As a member of the 487th BG's Auxilliary (kids) I had to comment about the letter in May 98 Mail Call suggesting that the 8th AFHS is a B-17 or B-24 outfit.

I assume this was just in jest, for the veterans must remember that some groups like our Dad's group, and the neighboring 486th BG, flew both B-24's and B-17's!

History tells us Lavenham had the quickest turn-over from 24's to 17's and many of the men started their tour in 24's and finished in 17's. Except for the occasional jokes regarding these planes, these men love each other and whichever plane it was that brought them back to their families. B-24 or B-17— who cares?! We are very proud of the men of the 487th BG, and proud that they both serviced, repaired, and flew both of these wonderful war birds!

Sincerely,

Ann and Chick Kulp

487th BG Auxilliary

Lansdale, PA

http: ll bounce. to/487th

B-24's - B-17's

I read the poem "Boomerang" written by Roland McRae in the Feb issue with great interest and admiration, until I got to the last two lines... My stomach "looped." I have always felt that the 17's had much better "press" than the 24's mainly because they were there first and the "public relations" people (press agents) made the most of it. Few people are aware that B-24's flew faster, further, carried heavier bomb loads and served in every theater of the war. I will agree that the 17 was prettier. The German Panzer tank never won a beauty contest, but that didn't seem to bother the crewmen. The B-24 was relegated to the same fate as the British Hurricane vs the Spitfire and the P-47 vs the P-51. My B-24 sustained significant flak damage near Brussels, knocking out No. 3 and 4 engines Aug. 11, 1944. Some say the "Lib" cannot fly with only two engines on the same side. We made it to Woodbridge, England without being towed by Triple A or anybody else. Those remaining engines were spent during the crossing, causing a no-engine crash landing without forward visibility at the RAF base. No one got a scratch. I was co-pilot on that first mission, and B-24's carried me and my crews safely for 34 more missions after that one. You might say "I was a more than satisfied customer."

Sincerely,

David E. Cahill Jr.

466th Bomb Group

DEBRIEFING

Dear Sir,

In the May issue of the "News" on the bulletin board page is a story about the Grissom Air Museum. As Paul Harvey would say "here is the rest of the story." One of the reasons The Grissom Heritage

Museum was founded was to collect artifacts associated with the history of the 305th "Can Do" Bomb Group. The first plane procured by the museum was the B-17G "Miss Liberty Belle." This plane was piloted by Lt. Richard P. Wolff, 365th Squadron, 305th BG in 1944. I attended the dedication of The Air Museum on 27 September 1991 along with other 305th veterans and their wives. The museum was dedicated as the "Home of the 305th." At that time Grissom was the home of the 305th Air Refueling Wing; their motto was still: "Can Do", forty-six years after the 305th BG left Chelveston.

Sincerely,

Thomas L. Creekmore

365th Sqdn. 305th BG

Severna Park, MD

(410) 647-1555

OUR BABY

After 50 years, the family of 2nd Lt. Francis A. Gioffe 305th BG 366 BS has heard that his B-17 "Our Baby" was shot down near Wiek, May 29, 1944 on a mission to Germany. If there is anyone who has any additional information about these events, or knew my father, I would greatly appreciate hearing from you.

Sincerely,

Francine (Gioffe) Prato

580 Wiggins Lane

Greenport, New York 11944

(516) 477-2295

ADOLF GALLAND

Dear Editor Brown,

I am responding to Mail Call article "Time is Overdue" by James L. Vining, Captain USAF (Ret), February 1998 issue. Captain Vining stated in his article that "Adolf Galland was shot down by B-26's." I respectfully differ with the good Captain. General Adolph Galland was actually shot down by Lieutenant James Finnegan, a P-47 fighter pilot of the 9th Air Force. Lt. Finnegan was flying escort to the B-26's that day, when Galland's ME 262 cut in front of Finnegan and quickly shot down a B-26 from that formation. Finnegan went after the ME 262, fired at it and observed that he had scored hits. With smoke trailing from the ME - 262, it fell off into cloud cover. Finnegan was lucky to get a shot at the ME - 262 for as anybody knows a P-47 could never keep up with a jet fighter in a dog fight, especially one flown by a pilot with Gallards, experience. Upon returning to base Finnegan filed a claim of a probable downing of a ME - 262 and never knew that it was Galland in that particular jet.

Approximately 40 years later a student at San Francisco State University, having

Eighth Air Force Historical Society PX News

SUMMER 1998

Greetings to all! We really appreciated the tremendous response and the positive feedback we have been receiving regarding our Removable PX page insert. We are pleased you like this new format.

The following description lists all the new items that you will find new in this edition of the Journal. Did the Glenn Miller Orchestra ever visit your base in England? This wonderful book, **Glenn Miller in Britain - Then and Now** retraces the path of the Glenn Miller Orchestra as they toured through England in World War II. Each stop is examined in chronological order and the reader can reminisce with hundreds of wartime photos and compare them to present day, post-war pictures. A nostalgic and interesting book!

Attention B-24 lads! This is without a doubt one of the finest books to ever appear on the B-24 Liberator. **The Liberator Album(B14)**, by Mike Bailey and Tony North examines the use of the B-24's in the **Second Air Division** 1942-1945. The book is jam-packed with over 500 photos and is capped off with a wonderful collection of original color profile renderings by Mike Bailey. All in all, one of the best collections of 2AD Liberator info that has ever been available. Don't miss this one! Bailey and North are to be commended! Absolutely splendid...a must have book!

Another very welcome book to our catalog is the return of the new and expanded edition of **Gabby: A Fighter Pilot's Life (B17)**. Francis "Gabby" Gabreski was one of the premiere "Aces" of the 8th Air Force. With assistance from writer Carl Molesworth, this new edition includes over 200 b/w photographs, eight color profiles. This is one of the finest books of aerial combat ever written. "Gabby" has always been a true friend of the 8th AFHS and it is wonderful to see this fine story back in print.

We also have stocks remaining of the **Mighty Eighth War Diary (B3)**, **Mighty Eighth in Color B(1)** both by Roger Freeman, and **Over Here-The Americans in Norfolk during WWII (B33)**.

These books are all out of print, and we urge you get them now while they are in stock.

Lastly, we are proud to introduce a few new clothing items. First of all, we have a new line of golf caps (baseball caps). These quality hats are washable and come in three beautiful colors. The front of the cap has an *embroidered* emblem of the 8th AFHS. Order today and indicate whether you would like red, white or blue. Each hat is adjustable; therefore one size fits all.

Secondly, we have a new line of Golf Shirts. These excellent quality lightweight shirts are also embroidered with an emblem of the 8th AFHS. You can also choose from three colors; red, white or blue. Please indicate color and size with your order. These are terrific ways to show your pride.

Until next time, stay healthy and well! We look forward to hearing from you very soon! God Bless and we will see you in Cherry Hill! Cheers!

Mark and Monica Copeland
8th Air Force Historical Society PX
Managers



REMOVABLE PX
4 PAGE INSERT



Please use the latest PX page when ordering.

Prices listed are good through 1 December 1998.

QTY.			TOTAL
—	B7	Airfields of the Eighth, Then & Now , Roger Freeman, 1987. Hdbd. Each 8th AF base is presented in this 'must-have' book. The history of the base, and the 'then and now' photos illustrate this great work!	\$ 35.00
OTHER 8TH AIR FORCE BOOKS AVAILABLE FROM THE PX			
—	B8	Mustang Aces of the 8th Air Force , Jerry Scutts, 1994. Stbd., 7 1/4" x 10", 96 pp. 103 b/w photos, 66 color profile paintings. History of P-51 Mustang aces of the 8th AF. Covers all 8th AF Fighter Groups and respective aces.	\$ 15.95
—	B9	Fighter Command , Ethell & Sand, 1992. Hdbd, 10" x 10", 180 pp. American fighters of WWII in color. The story of the men, airplanes, bases, and countryside, plus excellent first-person accounts from WWII fighter pilots. Illustrated with over 200 original color photos! Terrific book!	\$ 29.95
—	B10	Bomber Command , Ethell, 1993. Hdbd, 10" x 10", 180pp. American bombers of WWII in color. Unique collection of USAAC bombers in original color photos. First hand accounts from bomber crewmen. Excellent book!	\$ 29.95
—	B11	Big Week: The Classic Story of the Crucial Air Battle of World War II , Infeld, 1992. 6 1/4" x 9 1/2", 125 pp. The most critical time of the 8th Air Force - February 1944. Complete and detailed history of the most decisive period in 8th Air Force history.	\$ 16.95
—	B12	Eighth Air Force Bomber Stories , McLahlan, 1993. Hdbd, 6 3/4" x 9 1/2", 208 pp., 150 photos. Gripping, graphic and honest first-hand accounts from 8th Air Force bomber crew experiences. Set against previously unpublished photos, this book paints a vivid picture of life as a bomber crewman in the 8th Air Force. Great reading!	\$ 37.95
—	B13	The Mighty Eighth: The Air War in Europe as Told by the Men who Fought It , Astor, 1997. Hdbd, 6" x 9", 464 pp., 16 b/w photos. New book that chronicles the first-hand accounts of 8th Air Force combat crewmen. Very nicely formatted. Super book!	\$ 26.95
—	B14	The Liberator Album , Bailey & North, 1998. Hdbd, 8 1/2" x 11". 500+ b/w photos. Superb collection of 2nd Air Division B-24 photos. Each 2nd AD Group is represented in this outstanding book. Fine collection of color profile paintings. A must have book!	\$ 39.95
—	B15	Bloody Skies , McGuire and Hadley, 1990. Hdbd, 448pp., 6" x 8 3/4", photos. An outstanding account of the air war over Europe and the 15th Air Force. Autographed by the authors!	\$ 22.95
—	B16	8th Air Force Yearbook (reprint); Hdbd., 224 pp. Pictorial. Superb photo book published especially for the 8th Air Force Historical Society members. Terrific book!	\$ 32.95
—	B17	Gabby: A Fighter Pilot's Life , Francis 'Gabby' Gabreski. 8 1/2" x 11", 200 b/w photos, color profiles. One of the finest fighter pilots ever to emerge from the 8th Air Force. This new expanded edition includes more photos, more text, and color aircraft profiles. Outstanding reading!	\$ 45.00
—	B18	Raiders of the Reich: Air Battle - Western Europe 1942-1945 , Bowman & Boiten, 1996. Hdbd, 6" x 9". 224 pp., 32 b&w photos. Superb book giving vivid accounts from not only Allied aircrews, but Luftwaffe fighter pilots. Interesting reading and captivating stories from both sides.	\$ 29.95
—	B19	Thunderbolt! R.S. Johnson. Stbd, 6" x 9", 307pp., 17 photos. The classic memoir of 56th FG ace Robert S. Johnson, the first American WWII fighter pilot to top Eddie Rickenbacker's WWI record of 26 aerial victories. <i>Col. Johnson has autographed these editions especially for us!</i>	\$ 19.95
—	B20	US 8th Air Force in Camera - Volume 1 - Pearl harbor to Big Week 1941-1944 , Bowman. Hdbd, 7 3/4" x 10 1/2", 192 pp., 220 b/w photos. Fully illustrated in black and white photos, author captures a pictorial aspect of the Mighty Eighth at war!	\$ 29.95
—	B21	The 8th Air Force Album , 1978, Hdbd, 9" x 12", 224 pp. Photo essay of the 8th Air Force in WWII. 1150 photos, including 250 nose art photos. Published by the 8th Air Force Historical Society. Excellent book!	\$ 29.95
—	B22	Air War Europa , Hammel, 1997. Strbd. This fine book gives a day-to-day account of the air war over Europe. A great book to guide you through the greatest air battles the world has ever seen!	\$ 19.95
—	B23	Eyes of the Eighth , Keen, 1997. Hdbd. Explore the heroic exploits of the 7th Photo Reconnaissance Group in this unique and exceptional unit history. Author Pat Keen gives the reader an insightful account of the 'Photo Joes' of the 8th AF.	\$ 49.95
—	B24	Fortresses of the Triangle First - Bishop , Hdbd, 320 pp., 251 ill. An extremely detailed history of the 1st Bombardment Wing from 1942-44. Covers each squadron with mission lists, missing in action, crashed and salvaged aircraft. Includes a complete listing of all serial numbers. Meticulously researched! Very highly recommended.	\$ 42.95
—	B25	B-17 Flying Fortress , Hess, 1994. Stbd., 9" x 10 1/2", 144pp., 107 b/w photos, 33 color, 1 map. This tribute to the B-17 is filled with design, manufacture and combat records. plus rare color photos from WWII showing aircraft, nose art, and crews. A very nice tribute to the 'Fort'.	\$ 24.95
—	B26	USAAF Fighter Stories: Dramatic Accounts of American Fighter Pilots in Training and Combat Over Europe in World War 2 , McLachlan, 1997. Hdbd, 6 1/2" x 9", 192 pp., 180 photos. Well illustrated accounts of training, combat, bail-out dramas, POW, and evadee adventures. Stories from the 4th, 20th, 55th, 78th, 339th, 352nd, 356th, 361st, and 364th FG personnel. Aircraft archeology stories. Great book!	\$ 39.95
—	B27	B-24 Liberator , Johnson, 1992. Stbd, 9" x 10 1/2", 144 pp., 106 b/w photos, 41 color, 7 diagrams. A tribute to the mighty 'Lib'. Series of design, manufacture, combat records, production facts, engines and armament. Nice book!	\$ 24.95
—	B28	Called to Command - The Life of General Gerald Johnson , Johnson, 1996. Hdbd., photos. Remarkable story of 56th FG ace Gerald Johnson. Courage, dedication to duty, commitment and luck describe this wonderful look at his incredible life.	\$ 29.95
—	B29	America's Aces in a Day , Hess, 6" x 9", 192pp., 50 photos. William Hess brilliantly chronicles the combat records of American pilots that achieved the status of 'Ace in a day'. Covers USAAF, Navy, Marines - 1941-45.	\$ 19.95



Please use the latest PX page when ordering.

Prices listed are good through 1 December 1998.

8TH AIR FORCE LOGO PATCHES

QTY.		TOTAL
___	P1 4" Jacket Patch (Blue/White with 8th AF emblem)	\$ 3.95
___	P2 Special Blazer patch (Gold Bouillon thread)	\$ 19.95
___	P3 8th AF Shoulder Patch (wartime patch reproduction)	\$ 2.95
___	P4 Deluxe 8th AF Shoulder Patch (Gold Bouillon thread)	\$ 17.95

JEWELRY

___	J1 3/4 inch 8th AFHS Lapel Pin	\$ 2.75
___	J2 3/4 inch 8th AFHS Life Member Lapel Pin	\$ 3.25
___	J3 1 1/4 inch 8th AFHS Lapel Pin	\$ 4.95
___	J4 8th AFHS Tie Tac (Regular)	\$ 3.95
___	J5 8th AFHS Tie Tac (Life Member)	\$ 4.50
___	J6 B-17 Belt Buckle, (Pewter finish)	\$ 13.95
___	J7 B-24 Belt Buckle, (Pewter finish)	\$ 13.95
___	J8 8th AF Bolo Tie	
___	___ Gold Medallion Clasp with Black Rope	\$ 17.95
___	___ Silver Medallion Clasp with Black Rope	\$ 17.95
___	___ Gold Medallion Clasp with Gold Rope	\$ 17.95
___	J9 Solid Pewter Tie Tacs @ \$6.95 each	\$ 6.95
	<i>please circle your choice(s)</i>	
	B-17 B-24 P-47 P-51 P-38	
___	J10 Key ring Tabs @ \$3.95 each	\$ 3.95
	<i>please circle your choice(s)</i>	
	B-17 B-24 P-47 P-51 P-38	
___	J11 8th AF Key Ring - Metal key ring with 8th AF emblem	\$ 3.95
___	J12 Gold Ladies 8th AF Bow Broach Pin	\$ 8.95
___	J13 Ladies Gold plated Earrings, 8th AF emblem (pierced ears only)	\$ 12.95
___	J14 Miniature Wings - lapel type	\$ 4.95
	<i>please circle your choice</i>	
	Crew Member Pilot	

AUTOMOTIVE ACCESSORIES

___	A1 8th AF Logo Metal Grille Ornament	\$ 12.95
___	A2 8th AF License Plate - 6"x12"	\$ 3.95
___	A3 8th AF License Plate Holder (one per order)	\$ 5.95
___	A4 8th AF Bumper Stickers @ .90 each	\$.90
	or 3 Bumper Stickers for \$2.00	\$ 2.00
___	A5 8th AF 4" Sticker @ .75 each	\$.75
	or 3 Stickers for \$2.00	\$ 2.00
___	A6 8th AF 3 1/4" Inside Decals @ .75 each	\$.75
	or 3 Inside Decals for \$2.00	\$ 2.00

CLOTHING

QTY.		TOTAL
___	C1 8th AF 'Better' Cap - Black w/embroidered emblem	\$ 16.95
___	C2 8th AF Golf Cap - Embroidered emblem, fits all sizes	\$ 11.95
	___ Red ___ White ___ Blue	
___	C3 T-Shirts - 8th AF logo in full color	
	<i>Please indicate size(s) wanted</i>	
	___ S ___ M ___ L ___ XL -----	\$ 9.95
	___ XXL -----	\$ 11.95
___	C4 Sweatshirts - 8th AF logo in full color	
	<i>Please indicate size(s) wanted</i>	
	___ S ___ M ___ L ___ XL -----	\$ 18.95
	___ XXL -----	\$ 21.95
___	C5 Golf Shirts - Embroidered 8th AF logo in full color	
	<i>Please indicate size(s) wanted</i>	
	___ S ___ M ___ L ___ XL -----	\$ 22.00
	___ XXL -----	\$ 24.00
	___ Red ___ White ___ Blue	
___	C6 A-2 Jacket, genuine goatskin	\$190.00
	<i>Order one size larger than your suit size</i>	
	Indicate ___ Regular ___ Long	

Please allow 4-6 weeks for delivery

MISCELLANEOUS ITEMS

___	M1 8th AF Wall Clock	\$ 19.95
___	M2 Grave Markers - 5 7/8" Diameter, with metal stake	
	___ Aluminum	\$ 15.00
	___ Bronze	\$ 80.00
	___ Please check here if you would prefer a flush mount for bronze marker.	
___	M3 Bronze Coin/Medallion, 2" diameter - WAS \$6.95, now	\$ 4.50
___	M4 8th AF Luggage Tags	\$ 4.25
	or 2 for \$7.95	\$ 7.95
___	M5 8th AF Zipper Letter Opener	\$ 2.00
	or 3 for \$4.95	\$ 4.95

8TH AIR FORCE BOOKS

QTY.		TOTAL
	ROGER FREEMAN BOOKS: THE FOLLOWING POPULAR HARDCOVER BOOKS WERE WRITTEN BY NOTED 8TH AF HISTORIAN ROGER FREEMAN	
___	B1 Mighty Eighth in Color , Roger Freeman, 1992. Hdbd, 8 1/2 x 11, 160pp, 426 color illustrations. Take a nostalgic trip back to England 1942-45 with this magnificent book of all color WW2 photos. Superb!	\$ 35.00
___	B2 Mighty Eighth Warpaint & Heraldry , Roger Freeman, 1997. Hdbd, 8 1/2 x 11, 160 pp, Color photos. The latest edition from 8th AF historian Freeman. Examines the colors, markings and heraldry of every 8th AF unit. <i>A must have book!</i>	\$ 34.95
___	B3 Mighty Eighth War Diary , Roger Freeman, 1990 (revised). Hdbd, 8 1/2 x 11, 300+ pages. 2nd book in the trilogy of Freeman 8th AF histories. Day-by-day accounts of 8th AF activities, missions and losses. <i>A great history!</i> Please note this book is now out of print- order now to avoid disappointment.	\$ 49.95
___	B4 Claims to Fame: The B-17 Flying Fortress , Freeman & Birdsall, 1993. Sftbd, 6 1/4 x 9 1/2. Study of the most famous B-17s of WW2 -- longest serving, most damaged, etc. All studies are meticulously researched. <i>Fascinating!</i>	\$ 16.95
___	B5 Mighty Eighth in Art , Roger Freeman, 1996. Hdbd, 11 1/4 x 9, 160pp. Remarkable collection of aviation art relating to the 8th AF. Beautiful book! Highly recommended!	\$ 39.95
___	B6 Raiding the Reich: The Allied Strategic Bombing Offensive in Europe , Roger Freeman, 1996. Hdbd, 8 3/4 x 11 1/4, 160 pp, 260 b/w photos. Study of the 'Round the Clock' bombing theory. Another Freeman classic!	\$ 29.95

8TH AIR FORCE



PX ORDER PAGE

Please use the latest PX page when ordering.

Prices listed are good through 1 December 1998.

QTY.		TOTAL
___	B30 B-17 Nose Art Directory , Forman, 1995. Stbd, 8 1/2" x 11", 96 pp., 32 photos. For the benefit of the aviation researcher and enthusiast, Forman has categorized over 8200 B-17 serial numbers and respective nose art names. \$ 15.95	___
___	B31 German Jets vs the US Army Air Force- Battle for the Skies Over Europe , Hess, 1996. In late summer 1944, an awesome new weapon took to the skies over Europe - the jet fighter. Superb book! \$ 19.95	___
___	B32 The Interrogator , The Story of Hanns Joachim Scharff, Master interrogator of the Luftwaffe. hdbd, 6" x 9", 352 pp., 150+ photos. The amazing story of the man who questioned captured 8th AF fighter and bomber crewmen during WWII. Long out of print! \$ 29.95	___
___	B33 Over Here- The Americans in Norfolk during WWII , Snelling, 1994. Hdbd. Well-illustrated. For a limited time only, we are offering this now out-of-print book. Mainly detailing the 2nd Air Division, this book chronicles the life of crewmen at bases around the Norwich area. \$ 34.95	___
___	B34 Glenn Miller in England, Then & Now- After the Battle Publications . All of us love his music... now learn about the travels of the Glenn Miller Orchestra as they travelled through England playing at 8th Air Force bases. Illustrated with "then & now" photographs. \$ 39.95	___
___	---- Squadron Signal's In Action series: Stbd. Excellent quick reference on specific aircraft. The perfect gift for a grandchild! Circle your choice. \$ 7.95	___
	___ B-17 ___ B-24 ___ P-51 ___ P-47 ___ P-38	

8TH AIR FORCE VIDEOS

QTY.		TOTAL
___	V1 Pistol Packin' Mama , 60 minutes. Story of the crew of the Pistol Packin' Mama B-17 crew from the 390th BG. Their story is heart-wrenching, emotional and extremely stimulating. Very highly recommended! \$ 24.95	___
___	V2 Wing and a Prayer: The Story of Utah Man , 58 minutes. August 1, 1943 - Target, Ploestl, Rumania. One of the most infamous missions in which the 8th AF participated. Emmy award winner. Absolutely wonderful! \$ 24.95	___
___	V3 Start Engines -- Plus 50 Years , 60 minutes. Excellent video covering all aspects of life in the 8th Air Force during WWII. Produced by the 8th AFHS. Highly recommended! \$ 24.95	___
___	V4 Behind the Wire , 80+ minutes. Superb documentary focusing on the German POW experience. Great first-person accounts. Don't miss this award-winning film. Produced by the 8th AFHS. \$ 24.95	___

Quantities are limited on Sale Items

SALE ITEMS!

Sale prices good through 1 December 1998

QTY.		TOTAL
___	S1 Bronze Coin Medallions - 2" diameter 50th Anniversary commemorative Medallion. 8th Air Force emblem embossed on front. Very nice gift item. Was \$6.95 -- now only \$4.50! \$ 4.50	___
___	S2 SALE BOOK The Weathermen Let Them Fly - Story of the 8th AF Weather Squadrons , Brown. Very interesting reading! Was \$13.95 -- now only \$9.50! \$ 9.50	___
___	S3 SALE BOOK The Friendly Invasion , Roger Freeman, 1992, Stbd. A fine book detailing life in war-time England. Well written. Superb reading. Was \$21.95, now only \$10.00 while supplies last! This book is now out-of-print! \$ 10.00	___
___	S4 SALE BOOK Fighter Aces of the Mighty Eighth , Hess and Ivie, 1990, 264 pp. Well illustrated, fascinating look at the Fighter Aces of the Eighth Air Force. Gripping accounts and well-researched facts. Great reading! Was \$39.95 -- now just \$19.95! \$ 19.95	___

ORDERING INFORMATION

DIRECTIONS: Fill in quantity ordered in first blank next to Item Number. Be sure to indicate choices (if applicable) and sizes (if applicable). Fill in the total cost of items in the last blank line next to the per-item price. Add the cost of all items ordered and write the total in the blank below. Add Postage & Handling charge, write in the grand total, and PRINT your name and address. When ordering, be sure to send all pages along with your check payable to 8AFPX to the address below.

Cost of Items ordered: _____
 Shipping & Handling Charge _____
 Under \$20.00, add \$3.00 _____
 Over \$20.00, add \$4.00 _____
 Overseas orders: add additional \$5.00 _____

Grand Total, payable to 8THAFPX \$ _____

Credit Card: (Minimum Purchase \$20.00)
 ___ Visa ___ MasterCard Exp. Date _____
 Card No. _____
 Signature _____

SHIP TO:	
Name: _____	
Address: _____	
City / State / Zip: _____	
Daytime Phone: () _____	8th AF Group: _____

Send Orders and Payment to:
 8th AFPX
 c/o M. Copeland
 P.O. Box 240837
 Apple valley, MN 55124
No Phone Orders Please

read about General Adolf Galland's career researched and found that Galland had crash landed in his crippled ME 262 and was injured. He was taken prisoner by allied forces and later was sent to a POW camp in the state of Arizona. After the war Galland returned to Germany. The student probed the records of the U.S. Army Air Force to find out who had filed a claim of a kill on a ME 262 on that particular day and in that sector. The records confirmed that Finnegan's claim was the only one filed. The student found Finnegan living in San Rafael, California, approximately 20 miles north of San Francisco. Finnegan remembered the incident well and agreed to meet with Galland and flew to Germany and met the former General. There is a mural on the wall of one of the galleries of The National Air and Space Museum, in Washington D.C. that depicts the action of that particular engagement. The mural notes Lieutenant James Finnegan as the pilot of the P-47 that shot Galland down.

I attended Roosevelt Junior High school and George Washington High school in San Francisco with Jim. We graduated in 1941. Jim still lives in San Rafael and I saw him yesterday. We meet every other month for lunch.

Submitted by,

Paul R. Wallace Former B-17 Gunner and Flight Engineer
2190 - 33rd Ave
San Francisco, California 94116

THANK YOU, 8TH VETERANS

Dear Sir,

Recently I joined the 8th AF Historical Society and through this organization I would like to express my thanks to the men who were stationed in England during World War II and of course to their families. I am British, and I worked at the Norwich Telephone Exchange at that time. Those of us who lived in England during those dark days will never forget the sacrifices made by so many gallant air men. Rest assured that we will always be grateful to all of you, and that you will always be in our hearts.

Sincerely,

Irene P. Moxley
Member # 33557
Ph: 407-275-9032
4917 Rabama Place
Orlando, FL 32812-8670

INFORMATION SOUGHT

Dear Sir,

I write to you this letter from France in the frame work of an historical research on the air war in central France. I am searching the identification and information about

the units which strafed and bombed the railstation of Chateauroux (central France) on 17 August 1944 (PM) and a road between Chateauroux, Issoudun and Bourges. It was probably a P-38 unit (?) which successfully destroyed elements of a German army (of General Elster) at the end of August and beginning of September 1944. These strafings, bombings, plus attacks from French resistance forced the German to surrender on 10 and 16 September 1944. It was the strongest German forces to surrender in the western front: 20,000 soldiers!!

Yours sincerely,

Philippe Canonne
2, rue Assolant
41 000 Blois
France

Ps: I am an 8th Air Force Associate member

ZODIACS

Dear Sir:

My father, Phil Brinkman was a soldier in the 486th Bomb Group, Sudbury England. He was an artist and during the war he created a series of nose art for his bomb group B-24s known as the Zodiacs. It is my understanding that some of his work is featured in an 8th Air Force Yearbook. I am also told that you have a newsletter dedicated to members of the 8th. Could you send me subscription information and if you know how I can order back issues of the Yearbook I would appreciate that as well. My dad is 82 and still painting. Thank you very much.

Phylis Brinkman Craig
20804 NE 132nd Ave.
Waldo, FL 32694
e-mail PhylBCraig@aol.com
Fax:(352) 378-6039

THE BOMBER WAR

Calling all USAAF veterans of World War II. Can you help an author? Robin Neillands, a military historian is currently writing a book on the Bombing Offensive over Germany and wants to hear from any USAAF veteran who served in that campaign. If you served in the ETO and have a tale to tell or a story to share about those times, Rob would like to hear from you. Gunners, navigators, pilots, bomb-aimers, toggliers - write to him now: Robin Neillands, 5 Silbury Court, Beckhampton, Marlborough, Wiltshire, SN8 1 QJ England Tel: 44-1672 539672 or E mail Rob@Neillands.demon.co.uk. -and help get the USAAF represented in this major book.

Many thanks for your attention,
Yours sincerely,
Robin Neillands

HISTORICAL SOCIETY - EARLY DAYS

Dear Sir:

Back in late 1974 I noticed an ad in the Miami Herald asking for the names of anyone connected with the 8th AF in WWII. I contacted the number shown. It was Col. John Woolnough. He told me, and this is a quote by John, "First join the Second Air Division Association. It is a going outfit and the 453rd (Bomb Group) is going with it." At that time our family was living in Pembroke Pines, Florida which was only a mile or two from Miramar, Florida where John lived, so we became well acquainted with each other. He told me of his intentions and asked me to help him out. John contacted several others in our area of Florida, then held meetings in various homes to get this new venture organized. During these meetings the following persons were elected to become the first officers of the 8th Air Force Historical Society. Arthur Selevan (398 BG) - President; Sheldon Berlow (352 FG) - Vice President; Aida Kaye (8th AF Hq.) - Secretary/Treasurer; Col. John Woolnough (466 BG) Executive Director, and the following on the first Executive Committee: Fred Brown (94 BG); Elmer Fessler (303 BG); John Hildebran (453 BG); and Stanley Warren (94 BG). Col. Woolnough issued the first 8th AF NEWS in January 1975 as issue number one, which I still have along with every issue since that time. The second issue contained the announcement of our first ever reunion for the Historical Society; it was a great success. There were 617 persons registered and some 550 at the banquet, from 62 units. I still have the original roster of those attendees and their units. Our speaker for the evening was General John C. Meyer of the 352nd FG. Only two months after this reunion it was sad to hear that General Meyer had passed away from an apparent heart attack. Our first Norwich Reunion was held in September 1976. That was my second time back to East Anglia since leaving in September 1944 after our 30 missions. I also remember being with Col. Woolnough's team when we formed the Florida Chapter of the 8th AFHS as well as the 8th AFMMF. Look where we have come in those twenty five years! John Woolnough would have been very proud.

Submitted by,

John Hildebran 453rd BG 732 Sq.

DILLINGEN ATTACK**Dear Sir:**

I'm researching into the WWII history of my hometown DILLINGEN/SAAR. On 27 August 1944 at 1255 some P-47s of the 356th Fighter Group (Lt. Col. Tukey leading) attacked within the framework of 8th AF Operations Nos. 534, 536 & 537 the station at DILLINGEN. One P-47 dropped a bomb and blew up an ammo train standing in the station. The explosion was so heavy that the station was destroyed. Most eye-witnesses reported that the P-47 itself had been destroyed in the explosion, too, but no parts of the aircraft were found afterwards. On the other hand the Statistical Summary of Operations stated that the 356th FG had no aircraft losses on that day.

To get more detailed information on that attack I sent two letters to the Unit Contact, Mr. Kenneth J. Male last year. I also got in touch with Mr. Peter Claydon, the Station Contact for the 356th FG, but unfortunately neither could provide me with any information on the attack. If at all possible I'd like to get in touch with either airmen of the 356th FG or someone else who can give me some information on the attack and the 356th FG. This would help my research immensely. Thank you very much and best wishes from Germany!

Sincerely,

Stefan Reuter**Untere Kaiserstrasse 30****D-66386 St. Ingbert****Germany****eMail: friendlysr@saarmail.de****SQUADRON COMMANDERS****Dear Editor:**

All of our 94th BG squadron commanders were shot down from 1 May 43 through 14 July 43. Three were POWs and the other was rescued after ditching in the North Sea. All are alive and three were present at our last reunion. The key question - were they the only such squadron commanders as a group to survive after being shot down and live through the next 50+ years? The 94th BG Memorial Association boasts of having all our original Squadron Commanders as active members. This may not be unique but the 94th doubts that other units can equal the following achievements: All arrived in the UK in April or May 1943. All four were shot down from 1 May 1943 through 14 July 1943 (approx 10 weeks). Three became POWs and one was rescued after ditching in the North Sea. Following are details concerning these officers.

SHOT DOWN RANK NAME SQDN STATUS

1 May 43 Capt Maurice S. (Rosie) Rosener 332 POW
13 Jun 43 1Lt Bolling H (Rod) Rawlinson 410 POW
13 Jun 43 Capt Louis G. (Gordon) Thorup 333 Ditched
14 Jul 43 Capt Ralph H. (Salty) Saltsman 331 POW

All the best,
Frank Halm**433 N.W. 33rd St.****Corvallis, OR 97330-5036****IN APPRECIATION****Dear Sir:**

My father Isie Buechner enjoyed reading the 8th AF News and often shared articles with family and friends. Often the rest of the family enjoyed the articles and the memories they brought back to Isie. The people of that generation were unique; their pride, determination, and values need to be remembered by future generations. Your publication and others like it help bring this about as well as giving these people a link to the people that shared these experiences with them. There will never be a group of people with the abilities and skills that this group developed; pride, determination, and values. I hoped they are remembered and honored for all future generations.

Thank you,

Holly Buechner**Cross Plains, Wi.****MEMBERSHIP**

The 801st/492nd Bomb Group Association has grown to approximately 600 since 1987 and we are holding our own searching for our former comrades. With the attrition rate as high as it is among our WWII veterans the future indeed looks bleak. However, we are encouraging our young people to become members, hoping they may take over after we are gone. The 8th AF Legacy must continue.

Sincerely,

"Pete" Petrenko**Secretary/Treasurer****BLACK FLAK****Dear Walt,**

I am writing a story for my grandchildren and need some help to jog my flagging memory. I look forward to each new issue of the 8th AF News and read it twice so I don't miss anything. I am looking for a photo of a really black flak cloud. The kind where the Group preceding you enters and disappears. I know it wasn't all my imagination. Please share with me. I also need to know the meaning behind these British acronyms and what they did during the war: NAAFI, WAAB, WAAF, WREN. I once knew but have forgotten and I am writing about it.

Charles R Bastien - 2174 Tower Court - Woodbury, MN - 55125-1670. 612-738-6018

WITH SPECIAL THANKS**Dear Norm,**

The Memorial wreath from the Eighth Air Force Historical Society was a moving tribute to Jim. The last issue of the 8AF NEWS has been a real blessing to me, our family and all of our friends. For all the cards, messages of love and hope, I **THANK YOU**. Your letters and phone calls were very special to me. Thank all of our friends of the MIGHTY EIGHTH; your kindness will never be forgotten.

Love & Prayers

Marjorie Hill

Editor's note: This letter was written to President Norman Grant following the funeral of Editor Emeritus Jim Hill.

THE RABBIT**Dear Sir:**

August 17, 1943 a B-17, part of the first raid on Schweinfurt, crashed near Boirs, Belgium. A lady in my city, who was the interpreter, has a picture of the rear gunner, Joseph Walters, 381st BG, being led away from the wreckage by members of the underground. She is sure he reached England because the code, "The rabbit is out of the hutch" was broadcast from England. She would like to give his picture to Walters or his survivors.

Sincerely,

Donald A. Hemphill, Box 663**Brookhaven, MS 39602-0663**

Several of your Board of Directors visiting the Chocolate Factory next door to the Cherry Hill, NJ Hilton: Ken Nail, Sherman Small, Norman Grant, Tom Parsons.

B-17 "BOOMTOWN" CREW



This photograph was taken December 30, 1942 with the 305th BG in England. The remainder of Captain Walker's crew of the B-17 named "Boomtown." From left to right: **Judkins**, Engineer; **Smith**, Navigator; **Capt. Walker**, Pilot; **Reed**, Co-Pilot; **Oscar Green**, Ball Turret; **Stroud**, Waist gunner; **Frishold**, Radio operator. Submitted by: **Oscar Green**

CAPTURED CREWS



I am a member of the 8th Air Force Historical Society. These photos of "captured crews", are being submitted for publication consideration that they can be identified for the benefit of survivors or descendants. I acquired them while serving as an intelligence officer in the 452nd bomb group station at Deopham Green from 1944 to 1945.

Submitted by: **Irwin Math**, 20550 University Blvd. #211, Shaker Heights, Ohio 44122 Phone 216-371-2275

The Music of A Generation

In the May 98 8th AF NEWS there was an advertisement by the Music Source depicting three big band CD's available for purchase. Doreen Kalcich of BMG Classics has made these albums available to me and I have played them several times. These are not your usual run of the mill WW II-era big band albums. I was very pleasantly surprised; included are a number of swell tunes which are excellent in quality and are not found on other re-releases. Some I have never heard before, and it was as if some musical pearls have been found and made available to us.

The Tommy Dorsey songs come on strong, as he did, the Salute to the Vets album has a variety of presentations by various popular bands and their singers and the Glenn Miller tunes will bring back memories and a smile or two. Try "Enlisted Men's Mess" or "Beat Me Daddy, Eight to the Bar" or "With My Head in the Clouds" or "Vict'ry Polka" for sounds like you haven't heard in fifty years or so! All three CD's are unique and available to you from

The Music Source at 1-800-396-5465.

LIBERATOR ALBUM

B-24 Liberators of the 2nd Air Division, USAAF

Liberator Album by Mike Bailey and Tony North is authored by two historians who spent their childhood days around the B-24 air bases at Norwich and have continued their interest in the B-24 story ever since. Both remain active in Second Air Division Association activities and in the library at Norwich. Their recent volume emphasizes the photographic and artistic side of the B-24 with almost two hundred pages of photographs and accompanying explanations and history of individual B-24 Liberators which flew from English airfields during World War II. Each page has interesting views of the aircrafts in flight and on the ground, with several dozen in color. A number of pages are devoted to photos and nose art of the B-24 with appropriate information accompanying each.

Also included in this book are a list of B-24 serial (tail) numbers and a listing of each of their names. Did you know that there was a B-24 named "Herk's Jerks" and another carried the name "Wham! Bam! Thank You Ma'm"? **Liberator Album** is a compilation for those who like to see lots of B-24 Bombers and learn something about each of them. You will find something you recognize in this volume and you will enjoy having read it; an excellent book to return to time after time.

Hardbound, 8 1/2 x 11, by Specialty Press, telephone 612 583-3239. FAX 612 583-2023.

BOYS AT WAR, MEN AT PEACE

Former Enemy Air Combatants Meet to Remember and Reconcile

E. D. McKenzie has written a fascinating volume with a premise not found in other books of World War II combat experiences. His B-17 *Toonerville Trolley*, based at Podington with the 92nd Bomb Group, was shot down near the Bavarian village of Bubach and he and some of his crew ended the war in a German Stalag. The author has spent years researching all aspects of the event and presents a most unusual story of the combatants of both sides who were involved. He includes descriptions and remembrances of many of the individuals in their own words as they recall those days. The German townspeople are included as well, and their reunions with the German Luftwaffe and American airmen depict a continuity of individual lives and what has transpired through the years as a result of the event.

Especially interesting are McKenzie's dialogue which describes the feelings and opinions of the airmen on his airbase in England and an historically accurate picture of life in a German prisoner of war camp. Unusual events occur throughout the book and are told in a vivid and thought-provoking style. The author's experience as a journalist, a life-long historian, and editor are evident in this volume; his writing is personal, accurate, and he presents his theme with the understated authority of "one who was there." Included are many photographs and drawings from the days of the event and also at the present time.

Hardback 313 pages; Vantage Press, 516 West 34th St., New York, N.Y. 10001.

DONALD'S STORY

by Sandra D. Merrill

Donald Emerson graduated from Karlstad High School in Minnesota in 1941. His first letter to his parents in **Donald's Story** is dated November 15, 1941. He follows this with a progression of letters to his family throughout his training programs in the Army Air Corps before joining the 4th Fighter Group of the Eighth Air Force in England. Decades after his death in his P-51 Mustang, his niece has written a compelling story of his career as a fighter pilot centered on his letters written to members of his family, letters with

which Donald himself draws the reader into his family and takes you through his training days and his combat tours with the 8th Air Force. Sandra Merrill welcomes you into the family through many personal observations and with chronological explanations of the course of the war, supplying terse details of specific events of the 4th Fighter Group during Donald's time with them.

Donald Emerson loved flying and worked diligently at it. He was very proud of his ability to progress through the stages of aviation schools, and was excited to be able to fly the P-51 Mustang. He was especially proud to be assigned to the 4th Fighter Group, the original Group spawned by the Eagle Squadron of American volunteer pilots flying with the Royal Air Force early in World War II. Donald became a squadron leader in the 4th FG, flying with their many distinguished pilots.

As the book progresses, the reader can see a noticeable change in his letters. As his combat experience widens - he flew over eighty combat sorties - one can see the growth of an eighteen year old youngster from the heart of America to a man mature beyond his years. His death occurred on Christmas Day, 1944 during a mission on which he shot down two German Me-109's. Author Merrill presents a finish to the book which is both surprising and uplifting for the family and for the reader, based on events honoring Donald and taking place 48 years after his death. She includes many pages of original family pictures and photographs taken more recently of Donald's relatives, his fiancée Elinor, as well as many of the pilots with whom he flew combat missions.

This volume gives you a vivid personal feeling of what it means to a large family to lose a loved one to war; the feeling persists with the reader long afterwards. The family remembers Donald with a feeling of loss but also a warmth which may well be multiplied by 28,000 other families who lost an airman in the 8th Air Force during the war. **Donald's Story** is much more than it seems to be; it is a unique story of experiences and feelings which are a special tribute to all families of those who served in the war. It is a personal story which is found in very few volumes written of wartime experiences.

Author: Sandra D. Merrill; Tebidine Publishing; 11431 Assateague Road; Berlin, Maryland 21811-2413. \$17.45 per copy to order. Maryland residents add 5% tax.

All reviews by the Editor

The Mighty 8AF Heritage Museum enjoyed a very nice turnout for the Second Anniversary celebration in mid-May. There were many special activities and new things to see in the museum for all of our visitors.

Sizeable groups were in attendance from Mississippi, Alabama and Georgia. We closed the Keith Hill art show after a year-long exhibit. The museum is indebted to Keith for placing on permanent loan the entire 63 piece collection of a painting of an aircraft scene from every bomber and fighter group that flew and fought with The Mighty Eighth in WWII. At the anniversary celebration we opened the new Keith Ferris art exhibit consisting of 70 original pieces of art on military and civil aviation. This is the largest Keith Ferris art exhibit ever assembled and will be on display until the end of November.

The Eighth Air Force Heritage Museum continues to grow and become a more dynamic institution. The first seven months of this calendar year has seen quite a change in the museum's personnel structure. Steve Mock, Chief Administrative Officer and Wayne Corbett, Director of Public Affairs both departed our team for new job opportunities. Their excellent work helped us sustain steady progress—they will be missed.

The museum team has recently been significantly strengthened with the arrival of Dr. Barry Buxton as the new Executive Director. Dr. Buxton was selected by the Board of Directors to lead the museum into the next century and brings a wealth of professional museum and education experience to the team. We were fortunate to spirit him away from The Museum of Health & Medical Science in Houston, Texas, where he served as Director. His



L-R: CEO Buck Shuler, Executive Director Dr. Barry Buxton, President Lew Lyle, and Secretary Judge Ben Smith.

previous museum leadership and fund raising experiences are extensive. Having received his Doctorate in History from the University of Nebraska, Dr. Buxton has taught at high school and college levels. One of his early challenges will be to expand and improve the museum's education program. In 1997 over 3400 students visited the museum and nearly 6000 students have visited since the first of this year. Please join me in extending a warm welcome to the museum family to Dr. Buxton, his wife Debbie, and sons Peter and Loren! The team has also been strengthened with the addition of Phillip Sellers who replaces Wayne Corbett in Public Affairs and Judy Walker who recently assumed her duties as Development Officer. Both of these new team members bring solid experience and energy that will help publicize and raise funds for the museum. Last, but certainly not least, is Jean Bruner, Executive Assistant to Dr. Buxton and me. Progress is being made on all fronts. The new exhibits, including Photo Recon, Special Ops, Second Schweinfurt, St. Naizaire, Berlin, the Polish Air Force and First Strategic Air Depot are all complete. The post WWII exhibits are in design, with

Korea completed and soon to be up for viewing. Our B-47 Stratojet bomber has been dismantled and the wings and fuselage will have been assembled and have already started working on the B-47 refurbishment. This aircraft in the memorial gardens will be a real signature for the Museum. The memorial gardens continue to grow and expand. New walls and walkways have been added along with several new unit and state

Historical Society monuments. Fund raising for the chapel project is well along and we are most appreciative of the direct contributions by the Eighth Air Force Historical Society and its membership. Final chapel planning and architectural drawings are underway.

The first six months of this year over 50,000 people visited the museum, with attendance up 33% over the same period in 1997. Over 350 special events, meetings, socials, dinners, receptions and 34 bomb group and fighter group reunions are scheduled in the museum through December 1999. The Heritage Museum is a dynamic and active entity. Come visit and patronize this unique facility. The annual fund raising campaign was kicked off in May and the generosity of museum members and supporters is very gratifying. We are continuing to develop an endowment that will permit us to satisfy the bond debt to Chatham County. Everyone needs to join with us to meet this obligation so that we might become masters of our own destiny. Your past support of your Eighth Air Force Heritage Museum is deeply appreciated.

—Lt. Gen. E. G. Shuler, Jr. CEO

The Board of Directors of the 8th AF Historical Society has confirmed the annual reunion sites for 1999 & 2000. Unit and Chapter meetings may be planned around these dates

1999 - Savannah, Georgia Marriott Riverfront Hotel October 26-31.

2000 - Salt Lake City Hilton Hotel, October 15-22

**The Mighty Eighth
Air Force Heritage Museum
Mailing Address: P. O. Box 1992
Savannah, Georgia 31402-1992
Address: 175 Bourne Ave. Pooler, GA
1-800-421-9428
website:
<http://www.mighty8thmuseum.com>**

MEMORIAL DAY PARTICIPATION BY NCAC AT ARLINGTON CEMETERY SERVICE



It's a small world. While attending Arlington National Cemetery, Memorial Day ceremonies on May 25th, 1998, with members of the National Capital Area Chapter of the 8th AF Historical Society, Whitmal W. Hill (WW), Sheet Metal Crew Chief for the 323rd Bomb Sq., 91st Bomb Gr., was pleasantly surprised to learn that the lady sitting next to him (above) was Blanche Wolk of the Army Nurses Corps who was an anesthesiologist at the Wimpole Hall WWII U.S. Military Hospital Group. The hospital was just down the Huntingdon road from the 323rd Bomb Sq. B-17 dispersal area. Thank you Blanche Wolk, for being there to tend our wounded.

It was a very pleasant day at Arlington Cemetery on Memorial Day Ceremonies at the "Tomb Of The Unknown Soldier." National Capital Area Chapter President Byron Schlag, and Board Member Albert Keeler presented the Colors on behalf of the Eighth Air Force Association and participated in the laying of the Wreath at the "Tomb Of The Unknown Soldier", in memory of those fellow 30,000 Combat Airmen who paid the supreme sacrifice for their country. There was an overwhelming crowd in attendance when President Clinton spoke of the contribution and sacrifice these lost soldiers of all wars paid for the freedom all of us enjoy today. One of the outstanding moments of the day was when we, the veterans, were personally greeted by Robert Dole as we entered the Amphitheater.



*NCAC members present colors at Arlington Memorial day service
L-R: Treasurer Bob Beatson, President Byron Schlag, Board Member Albert Keeler and Board Member George Hoidra prepare to present 8th Air Force Colors in the Amphitheater for Memorial Day Services at Arlington Cemetery.*



*NCAC Board Members place 8th Air Force wreath at the Tomb of The Unknown Soldier on Memorial day service
President Byron Schlag & Albert Keller escorted by VFW representative prepare to place 8th Air Force wreath at the Tomb.*

MADINGLY CEMETERY IN CAMBRIDGE ENGLAND

In solemn ceremonies held at Madingly Cemetery in Cambridge England on Armed Forces Day, those who served in the Eighth Air Force were honored with special presentations. With honor guard in attendance, the American and British flags were raised in unison.

Our 8th Air Force Historical Society Liaison in England, Connie Richards, laid a wreath in memory of all 8th veterans. General Hinson, Third Air Force Europe, awarded "Rudy" Rudolph, 306th Bomb Group, the purple heart medal earned in combat during World War II, and spoke to the assembly during the ceremonies. The occasion saw over one hundred special wreaths of honor laid in memory of lost comrades and units.



Connie Richards, representing the 8th AF Historical Society



Gen. Hinson Commander 3rd AF Europe awarding Purple Heart to "Rudy" Rudolph of 306th BG.



Raising of American and British flags on Armed Forces Day.

— THE 487TH BOMB GROUP —



Bob Jacobs wearing a 487th A-2 jacket and holding a Toby jug of the 918th Bomb Group, memorialized in the film "Twelve O'Clock High" which was written by the 487th's first group commander, Lt. Col. Bierne Lay, Jr.

The mission was on and Dr. Robert Jacobs was going to see that it was successful. In 1995, Bob attended the 487th Bomb Group Association's annual reunion, his father having been an original member of the bomb group since its inception. His dad's photo album contained pictures of his crew of the B-24 "Sleepless Knights" and he hoped to search out some of his crew members who flew the 18 missions with his father. One of the pictures found in the album was of bombardier Jimmy Williams who flew some of his missions with him and who is seen wearing a Group insignia patch with the motto "Gentlemen From Hell". Bob knew that the patches were scarce, only a few known to be in existence, and was determined to search out the origin of the patch and determine, if he could, how the unusual group slogan came to be.

In 1943, when the 487th was training at Alamogordo, New Mexico in preparation for the trip to England, it was summer and it was *hot*. The airmen were looking for an appropriate logo and slogan for their bomb group but were having trouble finding exactly the right com-



Air crew of B-17 #996 - top row: "Red" Schell, Jim Jacobs, Jim Williams, (wearing patch) Burt Robertson; bottom: Jim Scott, unknown, Charles Jenks, unknown.

ination. Assigned for training with the group were, as often happened, a detachment of Royal Air Force pilots who obviously were not accustomed to the scorching weather of the American southwest. Several of the Brits commented that "This place is hotter than Hell, and there's no place for a Gentleman here." To which the 487th replied: "Well, we must be the Gentlemen from Hell!" The group immediately saw the possibilities and they had their slogan! The Gentlemen From Hell were born.

Initially there were several versions of the patch, featuring a devil rising from the flames, with the slogan beneath. It was proposed that each of the four squadrons have a different color scheme; red, blue, yellow and green, but no final decision was ever reached because of some concern as to which squadron would be the "yellow devils". One version was made of leather and another had a light blue background. Jacobs contacted many of the bomb group members, but found only a few of the original patches still in existence. Bob's documentation of the history of the patch is now accepted as factual and is the official history of the 487th BG patch and slogan. In

his research efforts he enlisted the aid of Roger Freeman, 8th Air Force Historian, and eventually supplied Stephen Woolford at Duxford Museum in England the information in order to have the blank space at the 487th BG slot filled in with its group logo.

The 487th Bomb Group was stationed at Lavenham during the war and its 836th, 837th, and 839th Bombardment Squadrons flew their

first missions in B-24's, later being switched to B-17's for the remainder of the war, thus gaining experience in both of the Heavy bombers. The group led the largest 8th Air Force mission of the war on December 24, 1944 with

General Frederick Castle in the lead aircraft. General Castle was lost on that mission, electing to remain at the controls of his airplane in order to allow his crew time to bail out of the stricken aircraft. He received the Medal of Honor posthumously for his brave actions. The Group later distinguished itself by scoring the greatest bombing accuracy of any 3rd Air Division bomb group from January 1945 till the war's end in May.

The 487th Bomb Group Association is active today with reunions, newsletters, and support projects. Recently, under the direction of Henry Hughey and other 487th BGA leaders, the "Gentlemen - Supporters' From Hell" raised over \$28,000 for support of the Mighty Eighth Air Force Heritage Museum. There is also a fund drive to raise monies to fully restore the air control tower at the Lavenham airbase in England. A beautiful replica of the group patch is for sale with proceeds going

towards the control tower project: order from Bob Jacobs, P.O. Box 8895, New Fairfield CT 06812. The quality blue or the tan patch are \$10 dollars each.



The original patch and A-2 of H. L. Long. Below is a reproduction, which is used today.



"OUR BABY" A B-17 of the 487th Bomb Group. Photo from Roger Freeman's Volume, "The Mighty Eighth In Color"

The Historical Society Memorial Chapel Fund

We are nearing our goal to build the Memorial Chapel at the Mighty Eighth Air Force Heritage Museum in Savannah. Construction of the Chapel can begin when the Historical Society reaches its goal of \$300,000 and we are getting close. It will take all of us to make the Memorial Chapel a reality.

This edifice will be a very special location for memorials and remembrances to those who did not return from war and for others who have gone before. The Memorial Chapel will be a most special addition to our permanent home for the Eighth. It will stand in the northern portion of the Memorial Gardens of the Heritage Museum and will feature many special tributes, landscaping, and features to honor those who served in the 8th Air Force.

The time is *now* to complete the funding for this special Historical Society project so that chapel construction may begin this summer. All funds donated to construct the memorial chapel are being held in a special Historical

Society account to be used specifically for the completion of the building. Donations are considered to be charitable deductions for records purposes.

All those who contribute an amount to the Historical Society Chapel Memorial Fund Drive will be recorded in a special donor book to be placed on permanent display in the

**To date, we have received
\$238,000
on the way to our
goal of \$300,000!**

sanctuary. This volume will be presented during the opening dedication ceremony of the chapel.

Be one of those included and send your donation in to meet our fund drive goal. If we all take part, together we can make the 8th AF Historical Society Memorial Chapel a reality.



The Rev. Chris McGowan, Youth Minister at Rothwell Baptist Church, conducts the Memorial Day services in the Art Gallery at the Mighty Eighth Heritage Museum. A portion of the original paintings of the Keith Ferris art exhibition may be seen. Next year's services will be held in the Memorial Chapel, now being funded by the Historical Society.



AF HS MEMORIAL CHAPEL FUND DRIVE

NAME _____

AMOUNT
\$ _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

GROUP OR
UNIT _____

Please send this form & make check/money order payable to: 8AFHS Chapel Drive
Send your contribution to: Mr. Jack Hower H.S. Finance Manager P.O. Box 1033 St. Joseph, MO 64502

The B-24 Crews Leave Their Legacy

September 25, 1998 - The bronze "Liberator" will be dedicated on the Honor Court at the United States Air Force Academy in Colorado Springs, Colorado. Due to successful efforts of the B24 Groups Memorial Inc., of the Army Air Forces - spearheaded by B24 crew members Neal Sorensen, Ray Pytel, Al Asch and Jay Jeffries - this 1/6th scale warbird with a wingspan of 18' will proudly "fly" with the other bronze warbirds collectively known as "The Study Hall" - P51, P38, P47, P40 and B17. The formal ceremony will begin at 10:00 a.m. This memorial, funded by individuals, groups, loved ones, is a tribute to not only

that fine machine but to all of the men and women who were an integral part of that history. The sculptor of all those bronze memorials, Robert Henderson, assumes a very quiet place in history.

"The people who flew these warbirds are an endangered species. Once they are gone, the possibility that the future generations will forget, was the driving force. These outdoor sculpture gardens will guarantee that millions will be aware of that era," says Henderson.

The next "garden" will be housed at the National Air and Space Museum-Dulles Center by the end of 2000. Below each warbird, on bronze plaques, are etched the names of those who made that history. A B-24 bronze is planned for that exhibit.



Cheryl and sculptor Robert Henderson are seen with a mixed group of workers after successfully installing the detailed 1/6 size B-24 model "Witchcraft" in the 8th AF Heritage Museum in Savannah.



The bronze B-24 to be dedicated at the Study Hall of the U.S. Air Force Academy-Chapel in the background

REUNIONS

390th Bomb Group (H) Association September 2-6, 1998

The 390th Bomb Group (H) Veterans Association, WWII, 8th Air Force (Station 153-Framlingham, England) will hold its annual reunion in San Diego, CA. Contact: Ken Rowland, PO Box 28363, Spokane, WA 99228-2565

381st Bomb Group September 2-6, 1998

Marriott Hotel, Savannah, GA. David Shackley son of George Shackley, will be our host. Address correction: 381st Bomb Group Memorial Assn. P.O. Box 6064, Madison, WI. 53716-0064.

452nd Bomb Group September 3-6, 1998

24th annual reunion at the Marriott Hotel in Portland, OR. Contact: Hank North, 901 Poling Dr., Columbus, OH. 43224-1936. 1-800-452-9099.

361st Fighter Group September 10-12, 1998

Crown Plaza Hotel, Nashville, TN.

August 1998 (98-3)

Contact: Dave Landin, 8419 Michael Rd., Richmond, VA 23229
804-288-5889.

34th Bomb Group September 10-13, 1998

Boise, ID. Contact: Harold Rutka, 11 E. Artavia St., Duluth, MN 55811

364th FTR GP (WWII) Honington, 8th AF, & Support Units September 13-17, 1998

Amerstar Casino and Hotel, Council Bluff, IA. Contact: Dan Leftwich, 6630 Caldero Ct., Dayton, OH 45415
Ph. 937-890-3641.

386th Bomb Group and Associated Units, WWII 8th and 9th Air Forces September 13-16, 1998

Annual reunion, Radisson Hotel, Asheville, N.C. Contact: Harry Guinther, 262 Manor Brook Dr., Chagrin Falls, OH 44022.
Ph. and FAX 216-338-8372
e-mail: harry555@aol.com.

467th Bomb Group (H) September 17-22, 1998

Contact: Vincent La Russa, 85704 North Mulberry Dr., Tucson, AZ. 85704-3351.
Ph: 520-742-3609.

27th ATG Association (WWII) September 24-26, 1998

Seattle, WA, Raddison Hotel Contact: Fred Garcia, 1190N 77th Dr., Peoria, AZ., 85345 Ph. 602-878-7007

384th BG (H) AF September 24-27 1998

Hilton-Towers Harrisburg, PA
Contact: Ted Rothschild, 650 Snug Harbor Dr. Apt. G-402, Boynton Beach FL 33435-6140 Ph. 561-734-5052 or Fax 561-731-5420

2nd Air Division Regional Meeting September 27, 1998

Savannah, GA. Contact: Reggie Kitchens, PO Box 4887, Monroe, LA 71211. Ph: 1-800-467-2891.

ALABAMA CHAPTER



Charles Beard, Jr. during his dedication address to the attendees of the Alabama Monument which reads: "In honor of those who gave so much, that others might live free."

The Alabama Chapter turned out in force on Saturday, May 16 to pay respects to all 8th Air Force veterans who served and to those who were lost, with dedication of a memorial monument to them in the Memorial Gardens at the Heritage Museum in Savannah. The event had been a long time in the works and expectations were high. They were met by the emotional dedication ceremonies conducted by Charles Beard Jr.

and by the Chapter luncheon which followed. The event took place during the three-day weekend of the second anniversary celebration of the Heritage Museum. A donation of \$5,000 was presented to the Museum by members of the Alabama Chapter.

The monument of beautiful Alabama red granite stands out in its garden area near the planned entrance of the Memorial Chapel area. Chapter members enjoyed the other special activities of the second anniversary celebration during their trip for the dedication.



Some of the Alabama chapter members and news media attending the dedication ceremonies.

Kentucky Chapter members travelled south to Savannah to place the Chapter monument in the Heritage Museum Memorial Gardens on the morning of May 17, 1998. A formal indoor memorial ceremony was held in the morning with several chapter members speaking on the meaning of loyalty to their state and country and recognizing the service and sacrifices made by Kentucky members of the 8th Air Force. During the ceremonies award plaques were presented to several Heritage Museum officials from Kentucky governor Paul E. Patton declaring each of them to be official "Kentucky Colonels."

The Kentucky monument was funded by an intensive three-year fund drive which encompassed the entire state, seeking out private and corporate contributions and holding fund-raising events at airshows, fairs, and various meetings of civic and social groups. The dedication ceremonies were a very special part of the second anniversary celebration weekend at the Heritage Museum. Following the indoor ceremonies in the Museum Art Gallery, the Kentucky delegation convened in to the Memorial Gardens for the unveiling of the granite obelisk dedicated to all Kentucky 8th Air Force servicemen.



Incoming Kentucky Chapter President Ed Myles is presented by Past-president Wayne Tabor at the formal ceremonies in the Museum Art Gallery.



A beautiful Mighty Eighth wreath surrounded by members of the Kentucky delegation at the dedication of the Kentucky Chapter monument.

On June 17th following flag day, the Minnesota Chapter-sponsored flag pole/memorial was formally dedicated at Fort Snelling National Cemetery. A number of 8th Air Force veterans attended and Norman Grant presided at the ceremony. Norm delivered a moving message commemorating, "those who served,...those who survived...and those who did not." He also stressed the need for reminders like this memorial to ensure that future generations will never forget the contributions of the Mighty Eighth to preserve our freedoms. Norman Grant, President of the national 8th Air Force Historical Society, is the sole survivor of his B-24 crew. He has been chairman of the memorial services at several national 8th Air Force Historical Society reunions.



Minnesota Historical Society Chapter members gather at their monument and flagpole.

KENTUCKY CHAPTER

The Flying Fortress

First-Stop - The United States Air Force Academy

This time last year, those who flew and crewed the B17 were getting ready to travel to our United States Air Force Academy for a "fly-in" of sorts. A bronze B17 memorial sculpture-1/6th scale, with a wingspan of 17' - was dedicated on the Honor Court, amid the P51, P38, P47 and P40 bronze memorials. The entire "Study Hall" was created by Warbird sculptor Robert Henderson of Colorado. Mr. Henderson was requested by various B17 associations to create this memorial.

"I record history and I feel privileged to do this for those who fought for my freedom," states the sculptor. He continues, "It's sad, but true, that this era will only be remembered if those who

gained our peace leave behind their mark."

The B17 Groups Memorial Inc. of the Army Air Forces, a private non-profit corporation, has been formed to facilitate the next project - a B17 bronze replica amid the next outdoor warbird sculpture garden at the National Air and Space Museum-Dulles Center by the end of 2000. The plaque below each warbird will hold names of donors, loved ones and sponsors. To be assured that your mark, and that of those who have already "flown West" be left, contact your individual warbird association or Robert Henderson Studios - 1-800-305-1738.



The B-17 as displayed in the Academy Study Hall



Dedication ceremonies of the bronze B-17 August 1997 - USAF Academy - Colorado Springs



REUNIONS

436th Fighter Squadron - 479th Fighter Group September 24-29, 1998

Le Baron Hotel, Colorado Springs, CO (800-477-8610) Contact: Kenneth and Gladys Hansen, 1105 McDougall Drive, Lander, WY 82520-3534 307-332-5104.

1st Strategic Air Depot Assn., 8th Air Force Honington-Troston, England (1942-46) October 1-4, 1998

We invite those who were stationed at Honington-Troston England during World War II to attend. It will be held in Omaha, NE. Contact: Mr. Herb Kaster, 720 Society Hill, Cherry Hill, NJ 08003, Phone: 609-751-1763.

465th BG October 2, 1998

Savannah, GA. Contact: Ralph Sanson, 119 Chicago Ave., Point Pleasant Beach, NJ. 08742-2626. Ph: 732-892-9162.

401st Bomb Group October 1-4, 1998

Savannah, GA. Contact: George Menzel, PO Box 15356, Savannah, GA 31416

20th FTR GP Association October 8-10, 1998

Nassau Bay Hilton, Houston, TX. Contact:

Leo H. Kerns, 9908 Hammocks Blvd., Miami, FL. 33196
Ph. 305-380-1418.

8th Air Force Historical Society October 13-18, 1998

The reunion headquarters is the Cherry Hill Hilton in Cherry Hill, NJ. Contact: Donna P. Lee, 161 Rosecliff Dr., Harvest, AL 35749.
Ph: 205-864-0825 FAX 205-864-2238.

801st/492nd BG October 14-18, 1998

Savannah, GA. Holiday Inn-Midtown Banquet: Saturday October 17, at the Museum.
Contact: William Becker
619-287-7163

78th FTG October 15-18, 1998

Best Western Hotel, San Antonio, TX
Contact: Kathy Koll, 812 Penn St., P.O. Box 14686, Reading, PA 19612
1-800-223-3884

92nd BG (H) October 15-20, 1998

Norfolk, VA Contact: Irv Baum, 3935 Young Ave., Napa, Cal. 94558-2654
Ph. 707-258-8806

44th BG October 26, 1998

Savannah, GA. Contact: Roy Owen.
Ph: 707-538-4726.

455th Bomb Sqd/323rd Bomb Grp. October 28-November 1, 1998

St Louis Missouri, Holiday Inn St. Louis Westport Contact: Ollie Meyers, 3632 Rhode Island Ave. S, St. Louis Park, Minnesota, 55426

7th Photo Recon Group--- Eighth Air Force, October 29-31, 1998

Marriott Hotel, Savannah, GA. Includes 325th Wg., Mount Farm & Chalgrove people. Contact: George Lawson, 4390 14th St. NE., St. Petersburg, FL. 33703.
Ph: 813-526-8480.

486th BG November 4-7, 1998

Savannah, GA. Contact: Bob Bee, 2064 Tuckaway Ct., Columbus, OH 43228

490th BG Association November 4-9, 1998

Pensacola, FL Jack Dossett, Host, 8865 Burning Tree Rd. Pensacola, FL 32514
914-474-4800

Gen. James H. Doolittle Chapter

The Gen. James H. Doolittle Chapter of the 8AFHS elected new officers at its Board meeting of July 1, 1998. The new officers are: Robert W. Harrington, President 2257 Green Street San Francisco, CA 94123-4709 Belton C. Wolf, Vice President Campbell, CA Daniel D. Freitas, Secretary Eureka, CA William (Bill) Gaines, Treasurer Stockton, CA Dan Raymond Newsletter Editor 1841 Stewart Ave. Arcata, CA 95521-5022
Board of Directors: Gervais W. Ford, Albert M. Freitas, Richard H. (Dick) Lake, James H. Gray, Abel L. Dolim

UTAH CHAPTER NEWS

The Utah Chapter has obtained chapter patches for their members to wear on jackets and Capt. John Lusk Moore, Chapter President, says that this is a good visibility item for the 8th Air Force Historical Society and notes that the shape of Utah makes it easy to design the patch. Chapters may order their custom-designed patch from: Welsh Industries Ltd. 2201 Syacamore Road Dekalb, IL. 60115. (815) 756-1111.

ALABAMA CHAPTER NEWS

On May 15 a group of members and wives boarded a chartered bus in Birmingham for the trip to Savannah to dedicate the Alabama Monument in the Memorial Gardens on the 8th AF Heritage Museum. Our thanks to Henry and Amy Arnold for handling the details of the bus charter and due to last minute donations there was no cost to the Alabama Chapter. The events in Savannah were well organized and I thought the dedication ceremony went very well. The monument is beautiful! Charlie Beard's remarks were right on target and were very well received by all present. He pointed out that the monument honored the memory of those killed and also those who served willingly and courageously survived. Appreciation and thanks to all whose work and donations made this possible. The Alabama Chapter has a right to be extremely proud of this monument and its dedication that was held on Saturday morning May 16, 1998.

A total of 57 people attended the luncheon which followed the dedication. Several guests were present including, Lt Gen. Buck Shuler and his lovely wife, Annette. At the luncheon, the Alabama Chapter presented Gen. Shuler with a check for \$5,000 designated for the Memorial Gardens Chapel construction fund. The amount was made up of contributions from members plus an amount from the Chapter as authorized by the Board of Directors. Work will soon begin on a monument memento brochure for distribution to the membership. This project will be handled mainly by our capable PROPWASH editor C.B. (Red) Harper. In the meantime, Let's keep the formation tight!

WISCONSIN CHAPTER NEWS

Our Chapter roles increased by 35 new members at our last meeting, after a mailing program. We hope to increase this in the next few months with an advertising campaign. Many new members expressed surprise at just how much they were impressed by the various phases of our meetings. Friendship is the key. It makes me feel good to see how many relationships have developed among our Chapter members. Our Chapter Historian, Dave Brouchoud has set up a very impressive display for our meetings, taking hours to set up the material. There are hats, jackets, coats, maps, survival kits and all sorts of memorabilia to make it an almost complete history lesson in itself. Dave has started a program of using binders for the various squadrons of the 8th Air Force. Members have been generous in contributing to all of Dave's projects. The binder phase is one with lots of promise as it is an ideal depository for all of those no-longer-wanted items we keep finding in our attics. Donald J. Kabitzke

WASHINGTON CHAPTER

The Washington State Chapter held its annual meeting on Thursday, May 7, 1998. There were 30 members in attendance plus 12 wives and guests. After the meeting the entire group travelled from the Museum of Flight to Renton Field for a hands-on tour of the newly restored B-17. The following Saturday many of the members were on hand to witness the flight from Renton to Calvary Field. No flak was encountered. Joseph E Regan President, Washington Chapter

Southern California Chapter

The General Curtis E. LeMay (Southern California) Chapter of the 8th AFHS held a reorganization meeting on May 9, 1998. The following slate was elected: Murray Codman - President, David Litsinger - Vice President, K.D. (Dick) Hawes - Secretary-Treasurer, and the following directors: Ken Applegate, R.C. (Dick) Baynes, George Epperson, Robert Kerr and William Rawson. The meeting was held at the Golden Dragon Restaurant, Los Angeles and the speaker was Vi Cowden, President of the Women Air Force Service Pilots, WWII.

NATIONAL CAPITOL AREA CHAPTER NCAC MEMBERS CELEBRATE ARMED FORCES DAY WITH DINNER AT ANDREWS AIR FORCE BASE OFFICERS CLUB

It was the perfect ending of a perfect day for the members of the National Capital Area Chapter who had arrived earlier in the day at the VIP reserved seat section to view the Department of Defense Armed Forces Day Open House at Andrews Air Force Base. After the show the members moved to the Andrews Air Force Officers Club to a sellout dinner program. The program opened with the Air Force Honor Guard from Bolling Air Force Base pre-

senting and placing the Colors for the opening of the program. After dinner the members heard Colonel Robert Morgan, Pilot of the "Memphis Belle", who spoke of his experiences in training and combat. Colonel Morgan also reflected on his part in participating in the stateside tour as one of the first B-17's to complete 25 missions. Colonel Morgan was overwhelmed by the warm welcome and interest by his peers. President Byron Schlag presented on behalf of the Board of Directors and members a plaque to the Commanding Officer of the Base for their support of the war effort and their contribution to peace in today's world, as well as the support it has given to the members of this Chapter. A plaque was also presented to Colonel Robert Morgan for his contribution to, and working with, school children across the country, and, acquainting them with the Air Force in WWII.

PENNSYLVANIA CHAPTER

An outstanding reunion was held at Lebanon Quality Inn, Pennsylvania. With the exception of a disgruntled few, all the participants seemed to have a great time. Accommodations and food were terrific. Most everyone seemed to enjoy the tours at Ft. Indiantown Gap and the PA National Cemetery. These were laid out by the Mayor of Indiantown Gap, Frank Smoker. The annual state banquet was superb and one-of-a-kind. It had the greatest entertainment, The Quittapahilla Highlanders, an outstanding pipe band. Hands off to Frank Smoker and his committee. New officers were elected: President - Dick Scott, Vice-President - George Stiftinger, Frank Smoker, George Stiftinger, and Robert Yowan reelected to the Board. New Board member, Shirley Holmes.

ILLINOIS CHAPTER

The August meeting will depart a bit from our more normal military experiences presentation. Mr. A.S. Pate, Director of the VA in North Chicago is our guest speaker. He is going to give a presentation on the VA and I imagine will field quite a number of questions that a group like ours is very likely to have. The September meeting will have Bill Newman USN, who has a slide show and presentation on some places he has visited just after WWII such as Hiroshima, Pearl Harbor, Manila Bay etc. The Aurora Air Expo '98 was held on Sun 9 August, sponsored by the Air Classic Museum. There were static aircraft displays, a vintage car show, Stearman rides, presentations by area colleges, the EAA, area museums etc. Our Chapter, thanks to Nick Cardella, was given two tables in the hanger for a small display/recruiting booth and our PX.

NORTHWEST IOWA WING

The Northwest Iowa Wing held their July 8 meeting at the Cuellar Restraunt in Fort Dodge with 40 in attendance. Virgil and Donna Roethler former residents of Algona who now live in Rockport, Texas returned for a reunion

with the group. Maury Topf, chairman of the Mid-American Air Museum, who also is an associate member of the AFHS, was our speaker. The Museum is on part of the old B-17 Air Base and later B-24 Air Base south of Sioux City. It has outgrown its six large rooms with artifacts and recently received 19 acres from Sioux City to build a larger museum on this property. The U.S. Air Force Thunderbirds will have their Air Show in October at the airport.

CONNECTICUT CHAPTER

The annual picnic was held on June 27, 1998 in Branford. Attended by 53 members, and with great weather, all had an enjoyable time. Sherman Small brought us up to date on the activities and plans of the 8th AFHS, and also of the 8th AF Heritage Museum. The President of the Chapter, Art Ruggiero, is urging CT members to attend the coming reunion of the Historical Society in Cherry Hill, NJ. Call Art @ (203)488-8754 for further information.

SAVANNAH WING OF THE GEORGIA CHAPTER

The Lockheed trip to Dobbins Air Force Base was great experience. The Georgia 165th Air National Guard began with VIP treatment. Lockheed did the same, making it a super day! The Atlanta Chapter was there to welcome us and joined in the tour. We were able to meet some of their group which was good. Also had some interesting new faces along with us, which we were proud to meet. Our aircrew did a wonderful job. We had time to meet them before the flight...that was great! The weather was good and the flight was smooth. Thank you air crew! Just seeing all of the Dobbins area was a great experience, it is huge! The Lockheed people were well prepared and gave a nice presentation, with the tour. Forty-six acres under roof is hard to believe! But, that is where they make the planes we need for the military. I was proud to see the "AMERICAN FLAG" so much on display. Many thanks fellows! Everyone seemed very pleased with the trip. The statement, "that this pays me for all my volunteer work" sums up the overall appreciation.

KENTUCKY CHAPTER

On Sunday May 17, 1998 there were twenty members of the Kentucky Chapter and friends present to dedicate our Heritage Museum Chapter Memorial that honors all Kentuckians who served with the "Mighty Eighth" Air Force during WWII. Our dedication program included the awarding of Kentucky Colonel Commissions to Major Gen. Lew Lyle, Lt. Gen. Buck Schuler, Col. Wayne Corbett, Maj. Walter Brown, M.D. and Jack Burton by Past President Wayne Tabor and President Ed Myles. Kentucky Colonel Commissions were obtained by Chapter member Bob Carlsen so that we might honor these men. The museum is better each time we visit.

Join us at our August Luncheon Meeting which will be held Thursday Aug. 13, 1998, Frankfort, Kentucky, Kentucky National Guard Headquarters Building. Our Speaker will be Brig. General Verna D. Fairchild. Then we will tour the facilities, including maintenance shops and Emergency Center.

MISSISSIPPI CHAPTER

The Fall Reunion of the Mississippi Chapter this year will be held on board a chartered bus to and from Branson, Missouri and, of course, includes the interim days while we're there in Branson. The trip up to Branson is planned for November 10, 1998; we will return to Mississippi on November 13. We will be there on Veterans Day; this means we can expect this to be a very special occasion with parades and other events which will be in our honor, and in remembrance of our fallen comrades. In addition, tickets have been reserved for shows featuring Andy Williams, Shoji Tibuchi, Yakov Smirnoff, Dino and (especially for the delight of all the men-folks) the ROCKETTES! (Men bring your binoculars, in case we're not seated on the front row!)

Our Vice-President, John L. Walker, spoke at the May 22, Chapter Meeting in Tupelo. Among other things he told of the shuttle mission in which he participated with his 95th Bomb Group. The group flew a bombing mission to Germany, then flew on to Russia, landing in Poltava. After spending the night in Poltava, their B-17s were loaded with bombs for another mission to Germany from which they returned to Poltava for a second night. The Mississippi Chapter is also in the process of compiling an anthology of stories from Chapter members entitled: Mississippians In the Mighty Eighth

MINNESOTA CHAPTER

Minnesota Chapter recognized Polar Aviation, who hosted the recent visit of the Collings Foundation B-17 and B-24, and presented plaques of recognition to the Chapter for the contribution they made to the successful stop in the Twin City area. These efforts resulted in record setting passenger flights: 55 flights were made in the three day stay surpassing the previous record of 39. An estimated 7,000 persons visited the airfield during this period. Attendance at the weekly Wednesday lunch run around 35. This may be the only event of this kind that meets every week - rain...shine or snow.

TENNESSEE CHAPTER

The Tennessee Chapter held their annual chapter reunion in Lebanon, TN, May 12-14. Organized by James Bass and Clyde White of Carthage, a large turnout enjoyed the sights of Middle Tennessee in the spring. Many members and their wives took advantage of the many antique shops in the area and long sessions of story-swapping persisted throughout

the weekend. The annual meeting featured Myron King (491st BG) as guest speaker, covering his wartime experiences and flight on a mission to Russia. New officers were elected and plans for the upcoming year were set in place. Taking over the President's gavel from John Bacon of Memphis was incoming Chapter President James Bass. Other officers are: Vice-President, Clyde White; Secretary-Treasurer, John Harold Robinson; Directors-at-large Henry M. Barker, Norman Kratschmer, Harold G. Speer, Vernon Robb, Walter Brown. Chaplain: Earl E. Wassom. Legal Advisor: James L. Bass; Flyover Editor: Ray F. Zuker. The chapter banquet was held at the Lebanon Country Club, hosted by James Bass. A superb steak dinner and program followed. Plans to have a joint meeting with the Kentucky Chapter are in the works.

NEW MEXICO CHAPTER

The Board of Directors voted to appoint Bill Hill, 364th FG a permanent member of the Board as the Membership Chairman. The Fall meeting will be the evening of September 23, 1998. This is the meeting at which new Board members and Chapter officers are elected. Tickets will be on sale at the Spring and Fall meetings for the Special Raffle of a clock with a replica of the Vietnam Wall. This has been donated by a Chapter member and the proceeds will go into the Chapter's treasury.

WEST MICHIGAN WING CHAPTER NEWS

During our trip to Savannah, we voted to have a summer meeting and cookout. The meeting was held Saturday, July 11, 1998, from 11:00 a.m. to whenever at Suds Sumney's Farm, Schoolcraft, Michigan. A report at this meeting was given on our spectacular trip to the 8th Air Force Heritage Museum and tour of Savannah.

CENTRAL NEW YORK CHAPTER

Our June meeting was held and it was as usual very well attended. Our annual Dinner held in May was little disappointing for the number that attended. Those who did not attend missed a very interesting talk by Col. Pritchard, the Commander of the 109th Air Wing, who was the guest speaker. The Woodlin Club did a superb job preparing the food as usual.

MISSOURI CHAPTER

What a great turnout on March 10 for our trip to the Arabia Museum and Jennies Restraunt. We had 51 members and guests who all enjoyed the tour and lunch. Thanks to Joe Jameson for printing and mailing the invitations. A brief meeting was held after lunch and we discussed donating money to the Memorial Chapel project at 8th AF Heritage Museum in Savannah. It was decided to send \$500 which I am sure will be appreciated. If you haven't



Prominent aviation artist Keith Ferris opened an exhibition of his major art works at the Mighty Eighth Air Force Heritage Museum during the Second Anniversary celebration week in May. The exhibition of original art paintings is his largest ever assembled in one location, with works gathered from many private collections across the country, Air Force collections, and his personal paintings. Over seventy of his notable works are on display in the Museum Art Gallery until November 15th. This is Keith's 37th year in the United States Air Force Art Program and he has 52 major paintings in the Air Force Art Collection. Two of his best-known works are two 25-foot by 75-foot murals, "Fortress Under Fire" and "The Evolution of Jet Aviation" at the Smithsonian Air and Space Museum in Washington.

been down there yet, you should plan to do so-it's your museum and it is great! We also discussed a possible trip to the Air Force Museum at Offutt Field in Nebraska during the summer, traveling up and back by bus. We are also hoping to arrange a joint meeting in Columbia, Missouri, with our St. Louis buddies, too. Their planned trip to Dayton, Ohio, to visit the Air Force Museum sounds great and we wish it were possible for all of us to attend.

ST. LOUIS WING REPORT

We have already started to make plans to visit the Boeing Aircraft factory in St. Louis (previously McDonnell Aircraft Co.) in September 1998. Our board member, Ralph Covinsky, has contacted the public relations department. He was first advised the Boeing does not have tours available to the general public. However, when he explained to them that we were at one time associated with the 8th Air Force during the Second World War, and that we maintained and flew combat in Boeing Aircraft, they decided to make an exception. Board member John Belanger has already made tentative arrangements for us to have lunch after our tour at Yacovellis, a well-known restaurant since 1918. Al Villagran has recently spoken to me concerning new membership in the 8th AFHS (National) and the St. Louis Wing. We have on record an additional 606 names in the St. Louis area of men who were in the 8th Air Force during the

World War II who are not at present members of the 8th AFHS. We have contacted these men on several occasions with some success.

OREGON CHAPTER

Your third mission for 1998 is just around the corner in August at the Beaverton Elks club. We're shooting for a maximum effort on this one. One of the best things about it is that there will be nobody shooting at you and no flak to put up with. You don't even have to show up in flight gear so just wear whatever you want and be there at 11:30 am. That's the time of first call for the chow line. When you hit the entrance to the August meeting and pay for your chow...we just can't make it free like it used to be some 50 years ago, there will be another setup to sell raffle tickets. This lottery affair has a point in mind. Whatever turns out to be the pot, it'll be split 50-50. The winning number drawn will be sent off to Georgia as our contribution to the national organization supporting the Chapel fund. The touring bombers, B-17 909 and B-24 All American swooped down on Corvallis June 8, 9 & 10. Thanks Carl Gustafson, for the tremendous job he has done this year on sponsorship for these historic airframes during their brief stay in the Willamette Valley. Carl manned the nose turret in B-24s working with the 734th BS/453rd BG during the Great Patriotic War. Carl is a real champion every year for the Colling's Foundation.

ADVERTISING

We will only accept advertising that has to do with the 8th Air Force, 8th Air Force units or personnel, 8th Air Force memorabilia, or the Air War over Western Europe.

The 8th AF Historical Society does not endorse or guarantee products or services advertised in this journal, although all have been screened for content and relevancy.

OUR RATES ARE:

1 or 2/Color	4/Color
\$600.00....Full page....	\$960.00
\$295.00....1/2 page....	\$495.00
\$180.00....1/4 page....	\$260.00
\$100.00....1/8 page....	\$140.00

All copy must be camera ready.
The print run is 20,000 copies per issue

Mail to: Walt Brown 2340 Sugar Ridge Road
Spring Hill, TN 37174

CHAPTER NEWS

CONT'D

NORTH ALABAMA WING

The North Alabama Wing has another First! The newly elected Officers are: Wing Commander...Ann Vaughn, Vice Commander...Douglas Garner, Secretary...Bill Varnedoe. Ann is the niece of founding members Harry and Jean Vaughn and is as enthusiastic as they have been. Thanks to the new Officers for their willingness to carry on the good work of the Wing. This group has voted to have a Social Luncheon the first Friday of each month and the regular business meeting each quarter as usual.

OHIO CHAPTER

The Ohio Chapter held its Spring meeting at the Cincinnati Regal Hotel. There was a dinner followed by a cruise on the Argosy Casino boat. Saturday noon was a luncheon meeting with elections and a speaker. It was our privilege and honor to have Brig. General Paul Tibbets the pilot of "Enola Gay" that dropped the first atomic bomb but, he also led the first American B-17 raid on occupied Europe in the "Red Gremlin". His talk was preceded by a short video. After his opening remarks he answered questions from the audience. At the end of his talk he received a well deserved standing ovation. General Tibbets also signed memorabilia, and copies of his book "Flight of the Enola Gay." Ron Kaplan of "Warbird Aviation Art" had a display of nose art on aircraft metal.



The American flag at the Mighty Eighth Heritage Museum at half-staff to honor Jim Hill.

“A Touch of Wonder”

There is not enough darkness in all the world to put out the light of one small candle...

This inscription was found on a small, new gravestone after a devastating air raid on Britain in World War II. Some thought it must be a famous quotation, but it wasn't. The words were written by a lonely old lady whose pet had been killed by a Nazi bomb.

I have always remembered those words, not so much for their poetry and imagery as for the truth they contain. In moments of discouragement, defeat or even despair, there are always certain things to cling to. Little things usually: remembered laughter, the face of a sleeping child, a tree in the wind—in fact, any reminder of something deeply felt or dearly loved. No man has lived as not to have many of these small candles. When they are lighted, darkness goes away...and a touch of wonder remains.

—from “A Touch of Wonder” by Arthur Gordon

August 1998 (98-3)

James Wilson Hill

Born March 30, 1925 in Indiana, PA, passed away at his home May 11, 1998 in Pennsylvania Furnace, PA. He graduated from Carnegie Mellon University with a degree in Industrial Management. His career was centered on the defense industry as a management engineer, publications manager, and technical writer. He served in the 305th Bomb Group as a navigator, receiving numerous combat decorations. Active in community affairs, he served as pastor of his United Methodist Church and as chaplain of the 8th AF Historical Society. Jim was active in several 8th AF organizations and was Editor of the 8th AF NEWS, the national Historical Society magazine. His wife Marjorie and sons James and David and grandchildren survive.

Jim had a long fight with a serious illness and fought it all the way, amazing his physicians. Nearing the latter stages, Jim was in good spirits with a solid faith. He and Marjorie renewed their marriage vows “never to part” a short time before his death. Jim was aware that the 8th AF NEWS May 98 issue was to contain a special tribute to him, and did not say much about it, but felt that it was a deep honor; he continued to hold a special place for the Mighty 8th and his 305th bomb group. His death came just after 5:00 AM May 11th, the same hour that the tribute edition of the NEWS went to the publisher's presses. His wife and family were at his bedside, and Marjorie says with smile in her voice that Jim squeezed her hand and told her “I've had it”, followed by a smile and a soft “Bye-bye”. The name of Jim's B-17 in which he flew his missions was “You've Had It”.

Balcomb, Phillip E., St. Paul, MN 446th BG Armament Officer
 Bowman, Tom Dempsey, Houston, Texas WWII B-17 Pilot
 Bradley, Edmund L., Orange, CT 94th BG Radar Technician
 Brown, Ralph, Dearborn, Michigan
 Brewin, S. Lee, Savannah Wing
 Burciaga, Lorenzo, Santa Fe, NM 392nd BG New Mexico Chapter
 Caldwell, James L., Sardis, MS
 Cassell, Lars Eric, Shawnee, KS WWII Army Air Corps
 Colton, Marvin, 386th BG New Mexico Chapter
 Cochran, Frank H., Calhoun, GA 303rd BG
 Conway, Raymond, Frankfort, KY 457th BG Radio Operator
 Cronin, Thomas J., Dallas, TX B-17 Bomber Pilot (flew 30 missions over Germany)
 Culp, David H., Lumbiana, OH B-17 Pilot
 Darwin, Stoddard F. “Strut”, Harrisburg, MS 305th BG Aircraft Mechanic
 Eilling, Myron A., Tofte, MN
 Farington, Fred E. “Bud”, Auburn, Alabama Flew 8AF WWII
 Frey, Dr. Robert J., Houston, Texas Radar Navigator
 Fifield, Lester, Tucson, AZ 379th BG Tail Gunner “Taletha Ann”
 Falcone, Joseph T., Massachusetts Chapter, Board of Directors 457th BG
 Glauner, Richard J., Cleveland, OH 93rd BG
 Heavlin, Lt. Col. Vance E., Cadiz, AZ Navigator Bombardier WWII
 Hogentogler, Richard G., Hellam Township, Penn. 491st BG B-24 Pilot
 Hoeft, Lloyd B., King, WI
 Howell, Alfred R., Charemore, OK 96th BG Ball Turret Gunner
 Hulings, Thomas M., Atlanta, GA 92nd BG; 306th BG
 Keilman, Myron H., 392nd BG Sacramento, CA Command Pilot Squadron Commander
 McCall, William R. Jr., Naples, FL Brig/Gen, Ret.
 McMahan, Nurse Nell Russell, Indiana, Penn. BAD2, Chief Nurse base hospital
 Madison, Charles S., Kansas, MO Army Air Force Branch
 Morse, Harold L., “Red” Seminole, FL 94th BG
 Norman, Cyril, Founding member of Friends of the Eighth; England
 Peacock, Lawrence A., Coconut Grove, FL 303rd BG member of the “Hells Angels”
 Pedersen, John, St. Louis, Missouri 486th BG Engineer & Upper Turret Gunner
 Pendergist, Roy H., Missouri Chapter B-17 Pilot, 381st BG, POW
 Quiggle, Robert D., Bushnell, FL
 Richeson, George W., Alabama Chapter
 Roberts, James E., Jonesboro, GA
 Smith, Austin C., Riverview, FL 100th BG B-17 Pilot flew P-51 Mustangs in Korea
 Sanders, Charles W., 92nd BG Aircraft Maintenance
 Taylor, Grant S., Orlando, FL 388th BG
 Trovato, “Tony” Anthony V., Fresno, CA 100th BG Ball Turret Gunner
 Wages, Guy W., Georgia Chapter
 Wilson, Wade C., San Jose, CA 94th BG Bombardier

**Liaison Committee- Mighty Eighth
Air Force Heritage Museum**

Submitted by Tom Parsons, Chairman

Your Liaison Committee is very pleased with the progress made since the mid-term board meeting regarding the establishment of a permanent office for the Historical Society Membership Records functions at the Mighty Eighth AF Heritage Museum, that office being managed by a member of the Historical Society staff. The office is now open and is staffed by our Records Manager Kathy McCurry. Kathy is rapidly getting the computer records and communications of the Society into place and will be available to maintain our membership rolls, coordinate the annual dues and fund drives, and add new members to our mailing list as well as enter deletions on a daily basis. We feel fortunate to have her perform these most vital duties to solidify the core of the Society. All communications and all dues payments should be addressed to her at our office. A separate bank account is set up at Savannah Bank for all monies coming to the Society treasury from annual and lifetime membership dues. This account will be monitored by Society treasurer Kenneth Nail with input from Finance manager Jack Hower and the Board of Directors. Her e-mail address will be printed in the next issue of the NEWS. Membership Records Office; P.O. Box 1787; Savannah, GA 31402.

**Historical Society Planning
Committee Report
submitted by Tom Parsons, Vice-
President 8th AFHS and Committee
Chairman**

The Planning Committee report as printed on Page 31 of the May 98 8th AF NEWS elicited an unexpectedly heavy response from the members - more than three dozen calls and letters, only two of which were not supportive. Particular emphasis was on an input discussion regarding Item IV concerning the current functional and operating status of the 8th AF MMF. The Planning Committee accepted its charge of looking ahead to the future of your Historical Society, and as part of its responsibility as well as doing its part in making all financial operations of the Society accountable to the elected Board of Directors, the committee raised appropriate questions about the usage of funds supplied to the MMF by the Historical Society. In the past, funding for the MMF has been supplied from the annual dues payments and lifetime memberships of Society members on an annual basis, and in the past accountability for the use of these funds was not monitored by the HS Board, even though these same funds were allocated to the MMF by majority vote of the HS Board of Directors.

The Historical Society Planning Committee continues to examine the functions of the Memorial Museum Foundation in terms of its

use of Society funds, MMF current and future activities, and its functions in relationship to its very significant financial support of the Historical Society membership. One typical concern was received to suggest that "I believe the MMF presently represents a drain on the Society's operating funds.. They receive a large portion of the Society's dues payments and yet continue to state that they have no accountability to the Society. It's no secret that they oppose the permanent home for the Mighty Eighth at the Heritage Museum in Savannah - a prime goal for their original establishment, and they are attempting to set up a competing institution in a room at the Pennsylvania State University library." The next report of the Planning Committee will examine such concerns that you may have as well as other aspects of the distribution and use of Historical Society money and will develop long-range plans to ensure its financial, educational, and social programs. This full committee report and proposals will be made at the October Board of Directors meeting and the same report will also be presented to the General Membership annual meeting.



CAPT GLENN FIELDING 374 SQ 361 FG	MAJ CLYDE CARLSON 547 SQ 361 FG	MAJ CHARLES BONNER 374 SQ 361 FG	SSGT JAMES E PATE GROUND CREW 68 BG
--------------------------------------	------------------------------------	-------------------------------------	--

In the Heritage Museum Gardens in Savannah near the long reflecting pool, there is *The Wall of Valor*, much like the impressive Memorial Wall in the American Cemetery in Cambridge, England. It is constructed of stone with beautiful dark green inscription panels for each name. Eighth Air Force veterans may have permanent recogni-

tion inscribed on this Wall of Valor by contributing a **donation of \$100** to the continuing development of the beautiful Memorial Gardens. The museum staff is ready to assist you with your order.

You may order by phone:
1-800-544-8878 All donations are tax deductible.

THE WALL OF VALOR AT THE HERITAGE MUSEUM

Your Name _____
Address _____
City _____, State _____ Zip _____
Phone _____

8 AF Information

Rank _____, Station Name _____
Sqdn. _____ Bomb Gp. _____ Ftr. Gp. _____
Other _____ KIA [] POW []

"Makes a great Memorial gift"

TO MAKE A DONATION:

Enclose \$100, minimum for 4" x 12" panel.
Add \$1. per letter for each additional letter above 24.
Total number of letters _____



Please send donation and selection form with check or money order payable to:
Mighty 8AF "Wall of Valor"
P.O. Box 1992 • Savannah, Georgia 31402-1992

For Phone donations and information:

Local: 912-283-9966 or Toll Free: 1-800-544-8878
[] Mastercard [] Visa
Acct. No. _____
Exp. Date _____

Please fill out the following space as you would like for your Memorial Stone to be engraved.

Line 1. _____
Line 2. _____

Advertisement

SOCIETY CONTACTS IN ENGLAND

Dear Walt,

Please publish how very happy we were with the advice and help we received from Gordon and Connie Richards, Bedford England, when we visited Duxford. We only wish we could have met them in person, perhaps at one of the conventions. We have visited Duxford before (my wife Connie is from England); the Museum is especially great now with the American addition.

Yours sincerely,
Art and Connie Paul

FRIENDS OF THE EIGHTH(FOTE)

Our last meeting was conducted at the superb facility provided by the Eccles Hall School, Snetterton Heath when members and guests present numbered between 60 and 70. Among the latter was Phyllis Dubois who formerly was the Chief Librarian at the 2AD Library in Norwich and Bob Guthrie who as a navigator on 630 Sqdn Lancasters became a POW when his bomber was one of 94 lost on the infamous Nuremberg raid of 30/31 March 4.

NATIONAL AIR AND SPACE MUSEUM

The NASM photo collection has been moved from the Smithsonian Institution, National Air & Space Museum to the Still Pictures Branch (NNSP), National Archives at College Park, 8601 Adelphia

Road, College Park, MD 20740-6001.
-Submitted by Harry Gobrecht, 303rd BG Historian

BRONZE B-24, SCULPTURE DEDICATION

September 25, 1998 in the Honor Court of the Air Force Academy, Colorado Springs, Colorado. Following the dedication a reception and luncheon at the Air Force Academy and a banquet at the Radisson North is planned. For further information, contact Neal E. Sorensen, B-24 Groups Memorial, Inc. 132 Peninsula Drive, Medicine Lake, MN 55441-4112 612-545-2698 Registration \$45.00.

RETURN TO ENGLAND

Dick D'Amato of Tamarac Travel Agency recently escorted two 8th Air Force Bomb Group Associations on a memorable trip to England. The 34th BG at Mendlesham and the 100th BG at Thorpe-Abbotts toured their bases and sights of East Anglica and relived their experiences during the war years. The majority of the attendees were active members of the Historical Society. A highlight of the trip was the big band hanger dance for both groups held in cooperation with the JAC now stationed at and operating out of Molesworth, the wartime airbase of the 303rd Bomb Group. The dance was attended by over 1200 people. With the band playing 40's music and the Army Air Corps themesong, 56 veterans were hon-

ored marching into the hanger side by side. Dick says that there was not a dry eye in the house.

The trip was so enjoyable that a similar one is planned for 8th veterans, their families and friends, next July 7 - 15 and will include an extension to the Normandy beaches. Dick says to call him at Tamarac Travel (1-800-228-9690) if you would like to get the details.

MR. Jack Hower June 6, 1998
Finance Manager

Dear Jack:

Today I received both of your letters and the checks for \$80,000 and \$100,000 designated for the Memorial Chapel project. This generosity on the part of The Eighth Air Force Historical Society is genuinely appreciated. These funds have been placed in a separate account, which will earn interest as we move towards construction of the Chapel.

Just for your information the museum had received an additional \$13,750 in contributions for the same purpose, so we are almost two thirds of the way towards our requirement.

Your professional support is very much appreciated.

Sincerely yours,

Lt. Gen. E.G. Shuler, Jr., USAF, Ret.
Chairman and CEO
Mighty 8th AF Heritage Museum



BOMBS AWAY BY PATHFINDERS OF THE EIGHTH AIR FORCE

by Marshall J. Thixton,
George E. Moffat and
John J. O'Neil

This book tells the story of a B-17 crew in training in the United States and in combat in the Eighth Air Force in World War II. The combat phase covers missions to Germany in a regular heavy bombardment group (95th) and missions in the original pathfinder group (482nd). The story of the Eighth Pathfinders is unique, as it includes leading by radar multi-plane day missions to Germany, and later, flying special single-plane night missions to Europe. The first U.S. bombing mission to Berlin on March 4, 1944 which was led by the authors' pathfinder crew, and other Berlin missions are covered in a separate chapter.

This story relives the war experiences, including some of the most intense air battles over Germany, through the eyes of three B-17 crew members. Diaries and remembrances of fellow crew members add to these experiences.

Price: \$25.00 1998 182 Pages ISBN 0-917678-39-7 Hard Cover Illustrated

Order directly from: FNP Military Division, 6527 Main Street, POB 374, Trumbull, CT 06611. Tel. 203-261-8587; Fax 203-261-9724; E-mail: foodpress@worldnet.att.net

Visa, Master Card, American Express are accepted.

Please send Name on Card, Card Number, and Expiration Date
Connecticut residents please add 6% sales tax.

JOIN THE 8AF HISTORICAL SOCIETY

Your Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

8 AF Information

Rank _____ Station Name _____

Sqdn. _____ Bomb Gp. _____ Ftr.Gp. _____

Other _____ Associate _____

KIA [] POW []

MAIL TO: Kathy McCurry
Membership Records Manager P.O. Box 1787
Savannah, Ga. 31402 912-748-8884

Please use this form only for your first calendar year's dues
(\$10.00 U.S. and \$15.00 non-U.S.)

SAF MEMORIAL MUSEUM FOUNDATION (MMF) UPDATE

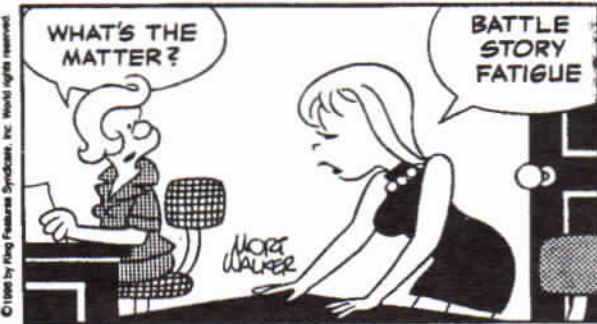
Submitted by Robert Vickers, 8th AF MMF Liaison Director

As promised in our May NEWS, this continuing update report is second in a series of such "howgozits" about the Foundation's past, present and future goal achievements on behalf of our Society. These milestones of accomplishments by your MMF, as a viably essential and "companion" adjunct of our organization and working with our governing 8AFHS board for over 22 years now as the Mighty Eighth's history preservation "arm" - stand clearly as hallmark recognitions in many key locations for all to see, reflect upon, and remember about the Mighty Eighth, and it's legions of World War II. It is our membership's legacy of a 'job, well done' which each 8AF-er can take great pride in. And they may see for themselves certainly as they enjoy nostalgic strolls through such major air museum complexes today as: USAF Dayton, EAA Oshkosh, American Air at Duxford U.K., Hqs 8AF Barksdale AFB, and Pueblo B-24 - all in which the Foundation has initiated and completed major project support to cite but few key institutions.

By brief note in passing and since 1976, these 8AF historical exhibitry undertakings have numbered over 50 plus major actions to date ranging from major to lesser, but essential ones, such as: organization of the annual reunion Air War Symposiums;

prime-mover on the Control Tower memorial at Dayton; the Oshkosh '8AF Base Locator' exhibits at key locations; the recent MACR 'Bits & Pieces' documentaries; numerous re-prints of 8AF historical works, and so on of many such. These past MMF milestones to name but few, and the nearly 35-40 significant 8AF history special projects now 'on the books' for future near-term funding and direct support to at least 8 accredited institutions shapes and accentuates the Foundation's future role on behalf of our Society. And none of the past and present works completed, or future ones now needed, could ever be attainable without the essential, umbilical funding sources for the MMF of long-standing fact which was approved by our membership at the outset - and subsequently by the Society BoD - by separate apportioning: one dollar per member of annual dues payments and two dollars per Life Member annually form the latter funds to sustain the Foundation's chartered mission. A sincere vote of 'thanks' and gratitude is owed to every member in their long and loyal continuing support given to the MMF's purpose in behalf of the entire 8AFHS. Specifies about many such support undertakings will come in later updates.

Beetle Bailey



First of World War II Fighting Ladys Series

Memphis Belle

Hand Painted Porcelain Collectors Decanters

Only 1500 made • Mold broken • #1 To #1500 • \$29.95 Plus \$4.95 S&H in USA

- Porcelain P-51 Mustang Jug made in Scotland
3 1/2" Tall by 2 1/4" Wide

- Porcelain 30th Anniversary
Reno Air Race

- P-51 Decanter with P-51 story on the back
4 1/4" Tall by 4 3/4" Wide

Get all 3
Decanters for
\$45.00 Plus
\$5.00 S&H in USA



- Memphis Belle Decanter
4 1/2" Tall by 6 1/2" Wide
Memphis Belle Story and 8th
Air Force Color Insignia on
back of Decanter

Call
702-299-2013
Visa or Mastercard or
Send Check or Money
Order To
Capt. Dug Picking
P.O. Box 30077
Laughlin, NV 89028
FAX 702-299-0214

HOW ABOUT IT?

The brave but undecorated airman was approached by St. Peter who asked him if he could be granted one wish, what would it be? The unassuming airman was totally amazed but after careful thought he said he would like to spend a brief time in Hell, an equal time in Heaven, and then return to earth to live out his life. With this unusual request, St. Peter went for the Father's approval. "Granted" he responded.

First was Hell. Large banquet tables were loaded with food of every description. But those seated at the tables were sad, glum, grumbling, unhappy. They were sallow-faced, gaunt, starving people. The young airman couldn't believe his eyes. "With all of these wonderful foods, why are they so unhappy and starving?" Then he noticed. Both arms on every individual had restrainers which kept them from bending their elbows. They could not lift the food to their mouths. As delectable as the food appeared, it was of no value. They were starving.

Then the visit to Heaven. The very same scene was present, except that those seated around the banquet table were happy and well-fed and the whole atmosphere was jovial. The guests had the same kind of restrainers as the folks in Hell. The difference? Although they could not flex their arms and feed themselves, they were joyfully feeding each other. The restrainers posed problems but through cooperation, they were surviving.

In war, airmen survived through cooperation. It was a team effort. There were pre-mission photo reconnaissance flights into enemy territory to gather information; intelligence units interpreted and commanders made decisions based on that information; ground personnel prepared and loaded the aircraft and briefing personnel forecasted what to expect on the mission; air crews manned the aircraft; scout pilots went ahead to direct the bomber formations through the weather; fighter pilots gave air cover; crewmen administered emergency in-flight first aid to the wounded; and ground controllers guided crippled aircraft safely home. Everyone worked together.

Cooperation is the difference between Heaven and Hell. This was learned in the crucible of war. It works in peace-time as well. The Father tells us how. "Be kind to each other, tender hearted, forgiving one another, just as God has forgiven you because you belong to Christ." (Ephesians 5:32)

Earl E. Wassom
Chaplain, Tennessee Chapter



"In Memory of Alabama 8th Air Force Veterans"

An editorial to the dedication of
Alabama Monument located at 8th Air Force
Heritage Museum, Savannah, Ga. USA

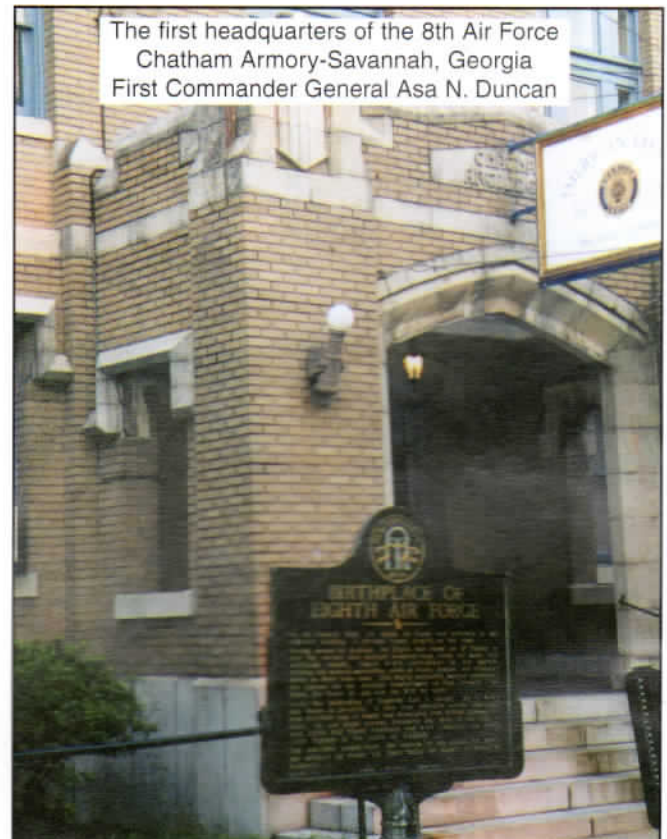
In the course of human events there is nothing greater or more significant than a person who lays down his life for a friend or for their beloved country. Following closely to that devoted action is the other person who by his voluntary commitment put his life on the line for the same course of liberty. We the citizens of the United States of America, born free, independent, and God fearing Alabamians, do herewith declare our gratitude to and for all Alabama Citizens who have served their country. In placing this monument in the 8th Air Force Heritage Museum Memorial Gardens all liberty loving persons of Alabama and other states, do declare their common bonds of fellowship and love. All armed forces who have fought for and who have dedicated themselves to freedom and peace are highly honored.

Many of us who survived the deadly combat of WWII acknowledge the blessings of our God. His will and family prayers brought many of us home safely. It is our obligation to stand firm and to preserve our heritage of freedom and liberty. God bless America and you.

Charles D. Beard, Jr.

**"Once the game is over, the king and pawn
go back into the same box."**

-Italian proverb



The first headquarters of the 8th Air Force
Chatham Armory-Savannah, Georgia
First Commander General Asa N. Duncan



8th AF News

The Eighth Air Force Historical Society

P.O. Box 7215, St. Paul, MN 55107

Address Service Requested

Non-Profit
Organization
U.S. Postage
PAID
Williamsport, PA
Permit #201

HISTORICAL SOCIETY AIR FORCE AWARDS CEREMONY

UNITED STATES AIR FORCE ACADEMY ANNUAL TRACK & FIELD AWARD PRESENTATION

Sunday, 25 May 98, the annual award presentation staged in the Cadet Field House at the Air Force Academy, Colorado Springs, Colorado and given to a selected Academy Cadet for an outstanding Track and Field achievement in the '97-'98 competition year - was made by Colonel Robert Vickers, USAF (Retired), currently serving on the Board of Directors and Chairman of the 8th AF Historical Society Awards Committee. This year's award was presented to Second Year Classman, Cadet Kevin Griswold for his stellar track performances over the past year in Western Athletic Conference (WAC) competitions and running in long distance relays events for the Academy. This 8AF Track & Field event Award has been sponsored by our Society for nearly fifteen years and the 8AFHS is represented through invitation each year during the annual Graduation Days celebration period, at the Air Force Academy.



**L-R: Colonel Robert Vickers USAF (Ret.), 8AFHS Board of Directors
Cadet Kevin Griswold 2nd year classman, Air Force Academy
Mr. Ralph Lindeman Track and Field Coach, Air Force Academy**

Restoring RHD 1938 Studebaker

My name is Chris Chandler and I am the 8thAFHS 379th BG Kimbolton contact in the UK. I have been restoring a RHD 1938 Studebaker State Commander for a year and to finish it I am after the help of fellow AFHS members. When I brought the vehicle I intended to paint it as a US Military vehicle but while stripping the layers of old paint off I found that it actually was an old Military vehicle!



There were signs of olive drab and some writing on the trunk possibly "for official use only". To complete the markings I am after any copies of photographs that people may have of this make of staff car in USAAF markings. It is RHD and I have been told that possibly the fighting scouts at Steeple Morden and High Wycombe command had 1938 Studebakers. It was sold new in London in 1938 and was possibly commandeered by the military. I would be grateful of any help to complete this project.

Regards

**Chris Chandler 16 Clover
Ave., Bedford, Beds MK41
OTZ United Kingdom**