



th 8th NEWS

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Gil Cohen
1999

THE CREWMAN
by Gil Cohen



AF NEWS

Magazine of The Eighth Air Force Historical Society

Walter E. Brown, 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.

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Mission Briefing

Elvis has been dead now for 22 years. It was on August 16th, 1977. When he and his entourage weren't watching television they were working on his shows. Elvis gave members of his band and workers rings labeled "TCB", which stood for "Taking Care of Business". This issue of the 8th AF NEWS presents the opportunity to print some of the business matters of general Society interest, in addition to more stories and tales of the Mighty Eighth. A list of Unit Contacts is included within, and some Chapter financial matters are also found. Nominees for the Board of Directors election in October fill one page.



You will notice that this issue is not quite as thick as the June 99 Summer Reading Issue. This is in part a result of the size of that special edition as well as the publishing and postage costs of that 72-page summer issue. So this issue will cut some expenses at this end of our fiscal year by being just a little bit smaller. Not flat as a fritter mind you, but the whole she-bang is a little skinnier than the previous one. Still all four-color, 8th Air Force.

I want to thank each of you who have sent in articles and photos. They are what makes the magazine. At least 90% of the material is usable and will find its way into future issues for the enjoyment of the membership. And thank you for your very kind and encouraging comments and suggestions. They are appreciated.

Our 8th AFHS Silver Anniversary Reunion Registration form is reproduced in this issue. It is time now to fill it out, send it on in, and register for this very special occasion. There are special events planned and also some nice surprises! See you in Savannah.

Walt Brown, Editor
Ewell Farm
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Spring Hill, TN 37174

The Eighth Air Force Memorial Museum Foundation 1999 Board Officers

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Class of 2000: Roger A. Freeman, Clifford L. Peterson, Hubert M. Childress. **Class of 2001:** Edward J. Creeden, James M. Hower. **Class of 2002:** Edward A. Kueppers, Robert E. Vickers.

The 25th anniversary of the Eighth AF Historical Society will be celebrated 26 to 31 October 1999 at the Savannah Marriott Hotel. Your Officers and Board of Directors and the reunion committee have been working to provide you with a memorable reunion. The one "Ingredient to make this a super reunion is you." Reservation and activity registration forms are included in this issue in case you may have misplaced yours. This will be my fourth and last issue of the President's Message as my term will expire on 31 October 1999, but it will not close the door on my attendance or activity at future reunions. Genevieve and I

will attend our 20th Air Force Historical Society Reunion when we attend the 25th anniversary reunion of the Eighth Air Force Historical Society. Throughout this past year, I have had stressed communication, co-operation, and dedication for all our membership. When communication between members of the society stops, we create a rift that we may not be able to join together. Co-operation is working together; we did it before and we can do it again. Dedication need not be defined as you know its meaning, dating back to when we were members of the Mighty Eighth in England.

I want to thank the Officers and the Board of Directors and membership for their support. I am honored to have served as the President of The Eighth Air Force Historical Society. Genevieve and I have made many new friends, and want to thank all of you for the opportunity to serve you.



Harold C. Rutka President

COVER STORY THE CREWMAN

Artist Gil Cohen

The Eighth Air Force air crewman was the final link in a complex chain that enabled the combat missions of the Mighty Eighth to be accomplished. All planning and preparation efforts of hundreds of personnel rested in the hands of the combat crew



as they went out to their respective aircraft hardstands to proceed to the Target for Today. Each flier handled his individual feelings and emotions in his own way. Our cover drawing depicts an American crewman preparing himself to fly another mission against enemy forces. "The Crewman" is a very special original charcoal and pastel rendering presented as a gift to the members of the Mighty Eighth Air Force Heritage Museum by

renowned artist Gil Cohen, following his successful six-month One-man art exhibition in the Museum's Colonial Oil Art Gallery in Savannah. Gil and his wife Alice live in Doylestown, Pennsylvania where his studio is located. He attended Philadelphia College of Art and taught figure anatomy and illustration there for twenty years. Gil has received numerous honors for his works, which are displayed in museums and galleries throughout the country. He has had several hundred paintings published by national magazines and publications. He is a member of the Board of Directors of the Society of Illustrators, and through that organization has sent artists around the world to depict the mission of the U. S. Air Force. His love, since childhood, is of aviation and especially the events of the World War II era. His specialty centers on the history of the 8th Air Force.

Gil emphasizes the personal aspect of his subject, putting the viewer in the scene: "Technical matters have to be correct in the painting, but the details of the scene, as in real life, blend into the background emphasizing the subject of the artwork and the sense and feeling of the material. It all is natural; easily perceived and interpreted by the viewer." These features are especially seen in the artist's generic depiction of an 8th Air Force crewman picking up his parachute on the way out to his airplane.

After putting on all his flying paraphernalia for the mission and leaving the pre-mission briefing, the combat crewman stops by the base parachute shop to pick up his parachute. It is his Last Stop, and in one way his most important one. Its importance has not to do with the flyer's ability to fly and fight, but is concerned solely with the possibilities of his safe return. The standard line to the shop parachute rigger from the crewman was "Is this the one that works?" with the expected reply: "If it doesn't work just bring it back and we'll give you another one." The parachute was, after everything possible was meticulously done to ensure a successful mission into enemy territory, the extra bit of hope for the airman that he might survive an unpredicted disaster in the air; that he may return home. His final security. In that regard, the riggers were careful with every shroud and every clasp in their quest to avoid any potential malfunction of their parachutes. At least one Bomb Group had their parachute shop riggers select a parachute once a month at random and go up themselves for a "training bailout" over the airbase.

Gil Cohen's paintings of the 8th Air Force are not just about Eighth aircraft. They are people-oriented works, and therein lies the interest to the viewer. Each of his paintings tells a story of the flyers, the crewmen, the emotions of young Americans at war. They are thought out in all details and the feelings of the subjects are effectively imparted to the observer. One does not tire of returning to view his artwork time and again. Many of his paintings are presently in private collections; limited print editions of many of them are available to collectors of fine war art. Gil states that "It is a privilege to contribute the original of "The Crewman" to the Heritage Museum where it will be at home in a place where I feel so very much at home myself."

—Editor's addendum: Those further interested in Gil Cohen's artwork may contact him for availability at his studio: 62 Creek Drive, Doylestown, PA 18901.



UNIT AND CHAPTER DEVELOPMENT AND ADVISORY COMMITTEE

We heard from a lady who looked through the last issue of the News three times for the list of Unit Contacts and couldn't find it - reason - it wasn't there. It will be in this issue. If there are any additions, deletions or corrections please let the Committee know so they can be put in the next edition. Also in this edition is the list of Chapters that received their rebates and how much they received. Don't forget that rebates are

figured on the number of life members and the members that pay their dues annually. The annual dues must be paid by Dec. 31 for the following year. The rebate is one dollar per member for those who fit this standard. **MAIL IN YOUR DUES AS SOON AS YOU RECEIVE THE NOTICE- IT MEANS MONEY FOR YOUR CHAPTER!!!** Again this year there will be a meeting of representatives from the Chapters and Units at the Reunion. The Committee would like to see an officer from all Chapters and Units at this meeting. Last year many good points were brought out and they were

presented to the Board of Directors. Some were acted upon favorably and some were not, but all were presented. This year we hope to do the same, but we need your help. If an officer cannot attend try to send someone to speak for you. Please keep us up to date concerning Chapter presidents and Unit Contacts.



Jim Erskine, Committee Chairman

VICE-PRESIDENT'S MESSAGE AND PLANNING COMMITTEE REPORT.

I.
Our report in the 8th Air Force News March issue (99-1) initiated the notion of an incentive grant program by which our Society might encourage artistic and literary efforts to memorialize our WWII efforts. Though we weren't exactly flooded with responses (like 4!) they were all positive, extremely enthusiastic; and one (Shirley Nu-Nu!) almost constituted a work of art in itself. Certainly they justified including discussion of an artistic memorialization program on the agenda of our Committee's up-coming October meeting - and perhaps that of the Society's Board of Directors.

II.
We continue to examine whether or how best to adopt a totally democratic every member mail election ballot instead of allowing the vote only to those able to travel to annual meetings. Adaptation of our excellent 8th Air Force News to this purpose seems the feasible key; and as our veteran membership becomes progressively less able to afford travel, this improvement appears more imperative. Bless y'all -- we can't wait to see you in Savannah.



Tom Parsons, Vice-President and Chairman, Planning Committee

INFORMATION MANAGER

This summer has been quite busy, compared to previous summers. After typical SNAFU'S from the phone carrier, the six-cent per minute 1-800-833-1942 telephone number is finally in place, which cuts the previous provider cost in half. I have also changed our postage meter company, which cuts that rental expense 40%. So I have to go to the post office to have it reloaded. No big deal! We have sent out a number of applications, old newsletters and Mighty 8th posters to State Chapters and some groups for promotional material for use at air shows museums, etc. Hopefully, this will increase our membership. Our application form has a line on it asking where you heard about us. I trust that the membership office is keeping track



of this and we'll be able to report the results in a future newsletter. Remember that all new applications sent in by Chapters and units retain \$5.00 of the annual \$10.00 membership cost. In the mail department, we receive 8-10 letters per month from people looking for clues as to the whereabouts of their biological father. While in some cases, (very few) I can provide that information, I have declined to do so. The reasons are: number one, we are a historical society with the main purpose of perpetuating the history of the Mighty 8th. Number two, we don't want to get into problems with "The Freedom of Privacy Act." A letter is sent explaining this. Remember you can communicate with us through E-Mail edkuepp8th@aol.com. Fax, 1-651-222-7781, Phone 1-800-833-1942 and the regular mail. Our office hours are 9-4 Mon thru Friday, central daylight time. See you in Savannah.

Ed Kueppers

FAX & E-MAIL ADDRESS ON INSIDE COVER

One younger generation politician on the busy campaign dinner circuit was guest speaker at the Tennessee Chapter Historical Society annual reunion meeting. During his speech, he remarked that "While I don't know much about B-17s or B-24s, I could probably benefit from a shot of B-12!".

TREASURER'S REPORT

The good news now is that our year is turning out slightly better than we expected. We still may need to increase the withdrawal from the Life Member Fund or, perhaps, increase members' dues. We will monitor the situation carefully, hold costs and expenses down as much as possible and postpone any increases in either, for as long as possible. We are proposing that our Membership Office mail dues notices earlier this year, more in line with mailing dates in most past years. Earlier receipt of dues will certainly help our cash crunch. Member contributions to the Heritage Museum for the construction of the Chapel of the Fallen Eagles has been most successful! The total amount which has been received has now topped \$400,000, practically

all of it from our Society and our members. Its completion is now assured, plans are nearing completion and it will be beautiful and a wonderful tribute to the beneficence of our members. It will be a place of inspiration and meditation and will stand for centuries as a memorial to the veterans of *The Mighty Eighth*. We can all look forward to a very meaningful dedication and cornerstone dedication ceremony when we meet for our reunion in Savannah this Fall.

I hope to see you in Savannah!
N. Kenneth Nail, Treasurer



NATIONAL MIGHTY EIGHTH AIR FORCE WEEK

OCTOBER 8th - 14th, 1999

Proclamations are being issued by cities and states across the country to honor the veterans of the Mighty Eighth and remember those who were lost in combat in all wars. The second week of October, 1943 has been called "Black Week" because of the many losses of members of the Eighth Air Force during the fierce combat engagements and missions over enemy territory.

Historical Society members are encouraged to wear Eighth insignia badges and pins, promote publicity in their communities and participate in special services to commemorate this special week. We should show our colors and let everyone learn of the story of the Mighty Eighth.

25th SILVER ANNIVERSARY - EIGHTH AIR FORCE HISTORICAL SOCIETY REUNION

**OCTOBER 26th - 31st, 1999
 SAVANNAH, GEORGIA**



It is time to send in your registrations and reservations to be part of our 25th Anniversary reunion at the birthplace of the Mighty Eighth in Savannah.

There will be numerous special activities and events during this annual gathering of the Historical Society - this will be one to be remembered! Your Board of Directors and Reunion Committee have spent the past several months working out the details and things are now in place. The Mighty Eighth Air Force Heritage Museum staff and 8th Volunteers are planning a big welcome for all of us on the two Museum Events days.

The necessary forms are included in this issue of the 8th AF NEWS. If you need assistance just call our Historical Society Central office at 912-748-8884. You will be glad to see all of your old buddies and their families, and enjoy the Fall days in beautiful Savannah.

“WELCOME HOME, WARRIORS!”

THE FIGHTING SCOUTS OF THE EIGHTH AIR FORCE

Did Something About The Weather

Weather was perhaps the major problem facing the Eighth Air Force flying out of England for combat over the European continent. In spite of the efforts of specialists in the weather units, forecasting even a few hours before a planned takeoff was risky at best. In the 303rd Bomb Group the weather officer would conclude his mission briefing forecast with "I think; maybe; I hope!"

A typical entry into a pilot's flight diary appears in the mission records kept by 1st Lt. Leslie B. Hull of the 486th Bomb Group. He wrote:

"Mission #26. Flak from IP to target, accurate and heavy. Had several large holes in tail surfaces. No trouble. Flew #3 of high flight in low squadron. Lead of high flight aborted, so flew #3 of lead low. Took off in snow storm; landed just before another snow storm hit the field. Assembled at 21,000 feet above lousy weather. Fair mission all in all."



1ST SCOUTING FORCE

Weather was a problem for the maintenance men, the combat crews for take off climbing out or detouring en route to the target, and it affected the ability to do visual bombing. Last but not least was the problem of finding a place where the weather would permit a landing on return. Although everyone was talking about the weather, nobody could do anything about it.

Colonel Budd J. Peaslee was the commander of the 384th Bomb Group and was the oldest Group Commander in the Eighth Air Force. Major General Lewis Lyle, 303rd Bomb Group, states that "He was a fine Commander and I had great respect for his experience and judgement." Peaslee set out to do something about the weather. He proposed setting up a separate organization within the 8th AF to become a weather scouting force. The idea was to have special fighter pilots fly out in advance of a mission checking the weather to give an accurate picture to all agencies of what the weather actually was from our bases to the targets and return. They not only gave up-to-date weather information, but reported anything they could observe about other problems the bombers and fighters might encounter.

Each of the three Air Divisions was assigned its own Scouting Force made up entirely of volunteers who had already completed a tour of duty with the 8th AF. A number of bomber pilots were anxious to get into fighters and continue flying missions as fighter pilots. In July 1944 Col. Peaslee launched the Scouting Force on its first mission from the Steeple Morden base. These pilots,

flying P-51 Mustangs, led every bombing mission from September 1944 until the end of the war. Their efforts undoubtedly saved many bomber crews during this period. They were engaged in

combat with the enemy on some of their flights and several Scouting Force pilots were lost in action. David Mullen of Oscada, Michigan states that one unusual and little known aspect of the Scouts was that a half dozen stripped down B-17 bombers were assigned to the Third Scouting and Weather Force. He was a pilot of one of those special four-engine Scouting aircrafts.



2ND SCOUTING FORCE

The Fighting Scouts' organization holds reunions regularly and members keep in close touch through their newsletter *The Scouting Report*. Dick and Marian Atkins have devoted years of time and effort in putting on great Reunions and publishing the magazine for the Fighting Scouts. Recently Scouting Force Commanders Al Brooks (1SF), John Brooks (2SF), and Vince Masters (3SF) led their troops on a mission to Savannah for the dedication of the permanent Scouting Force Exhibit in the Mighty Eighth Air Force Heritage Museum.

Low Lyle sums it up well. "My experience was that these pilots did an outstanding job and were a great asset to the Eighth Air Force. The men who flew these planes were not only highly experienced in combat, but brave and eager to serve their country. My hats off to Budd Peaslee and the others who followed him and to the pilots who did such an outstanding job."



3RD SCOUTING FORCE

-Information concerning the Fighting Scouts may be obtained from Richard Atkins, 1304 Cochise Drive, Arlington TX 76012 Tel 817-261-3007



FIGHTING SCOUTS PLAQUE DEDICATED AT GOATHILL LIBERTY RUN

Fifty-three years after the end of World War II, a special tribute to the Fighting Scouts who trained at Station 345 Goxhill Airbase was made in the form of ceremonies and placement of a plaque at the airfield. A number of original Scouts returned to their old training grounds and were escorted on a tour of the remaining buildings, hangars and runways.

At Goxhill, Scout crews were trained alongside other fighter pilots scheduled for duty in the ETO. The pilots, upon completion of their training were assigned to one of the three Scouting Force units: The Scouting Force (Experimental) and the 2nd Scouts were assigned Steeple Morden, the 1st Scouts to Honington and later to Bassingbourn, and the 3rd Scouts were located at Wormingford. The Fighting Scouts were vital to the success of 8th missions in their duties of flying ahead of the bomber stream and advising the High Command of weather conditions and often of enemy defenses on the mission route.

The memorial plaque honoring the

Fighting Scouts also honored two 8th Air Force pilots killed in training accidents, Robert Bennett and Charles Hess. Plaque ceremonies were led by Peter Cottam, the Rev. Colin Macdonald, Ex-Goxhill WAAF Nora Hanley, R. J. Neave, and William Schofield and his wife Marvaline. Arrangements and many ceremony details were accomplished by Lt. Col. and Mrs. Richard Atkins of The Fighting

Scouts Organization, and Ron Parker. A second bronze plaque in memory of the late Sep Neave, a Goxhill resident and craftsman commissioned to build the structure of the tribute was also dedicated during the services.



Some attendees of the ceremonies at Goxhill Airfield, North Lincolnshire



The Honor Guard



THE REUNION

by Rachel Firth



Autumn leaves, rustling together to the appointed place, the old warriors come.
Pilgrims, drifting across the land they fought to preserve.
Where they meet is not so important anymore...They meet and that's enough for now.
Greetings echo across a lobby.
Hands reach out and arms draw buddies close. Embraces, that as young men they were too uncomfortable to give, too shy to accept as lovingly,
But deep within these Indian Summer days they have reached a greater understanding of life and love.
The shells holding their souls are weaker now, but hearts and minds grow vigorous remembering.
On a table someone spreads old photographs; a test of recollection.
And friendly laughter echoes at shocks of hair gone gray or white, or merely gone.
The rugged, slender bodies lost forever,
Yet they no longer need to prove their strength.
Some are now sustained by one of "medicine's miracles,"
And even in this fact they manage to find humor.
The women, all those who waited, all those who love them, have watched the changes take place. Now, they observe and listen, and smile at each other; as glad to be together as the men.
Talk turns to war and planes and foreign lands. Stories are told and told again, reweaving the threadbare fabric of the past.
Mending one more time the banner of their youth.

They hear the vibrations, feel the shudder of metal as propellers whine and whirl, and planes come to life.

These birds with fractured wings can see beyond the mist of clouds,

and they are in the air again, chasing the wind, feeling the exhilaration of flight, close to the heavens, the wild and blue yonder of their anthem.

Dead comrades, hearing their names spoken, wanting to share in this time, if only in spirit, move silently among them.

Their presence is felt and smiles appear beneath misty eyes. Each, in his own way, may wonder who will be absent another year.

The room grows quiet for a time.

Suddenly an ember flames to life. Another memory burns.

The talk may turn to other wars, and other men, and of futility.

So this is how it goes. The past is so much the present.

In their ceremonies, the allegiances, the speeches, and the prayers, one cannot help but hear the deep eternal love of country they will forever share.

Finally, it is time to leave. Much too soon to set aside this little piece of yesterday, but the past cannot be held too long for it is fragile.

They say, "farewell...See you next year, God willing," breathing silent prayers for one another.

Each keeping a little of the others with him forever.

ANNUAL REUNION HIGHLIGHTS AND BYTES!

THE REUNION DAYS ARE UPON US - GET READY FOR OUR SILVER ANNIVERSARY!

The 25th Anniversary Annual Reunion will be here before you know it. The following pages have all the forms necessary to take part in this event. There is an excellent program of activities on our schedule and there will be a number of surprises in store for everyone!

There are some special notes from your Reunion Committee on this page for your interest. Be sure to mail your Registration forms in ASAP, and remember to make your hotel reservations too.

— Lt. General Ronald C. Marcotte, Eighth Air Force Commander, will be the featured speaker at the annual banquet of the Silver Anniversary Reunion October 30th, 1999. The 8th AFHS is honored to welcome him from 8th AF Headquarters at Barksdale AFB, Louisiana. General Marcotte, who took command of the 8th AF in 1998, recently commanded 8th activities in the Kosovo campaign.

— Roger A. Freeman, long-standing historian of the Mighty Eighth, will present a lecture on Fighters in World War II on Thursday, October 28 during activities at the Heritage Museum. The Airbase locator board will be presented at that time, and Roger will have some things to say about the English airbases then and now.

— Bruce Howerton, a financial and Charitable Trusts planner will give an entertaining and informative Seminar on October 28th prior to Roger Freeman's presentation.

— A tribute to Historical Society founder John H. Woolnough will be an important part of the reunion week activities. The history of the Historical Society pamphlet will be given to all attendees.

— A reminder that Registration with Donna Lee of Armed Forces Reunion will be at the Reunion hotel, the Savannah Marriott Riverfront. All participants in ticketed activities must be sure to check in with her.

— Those attendees who sign on for city tours of Savannah during the reunion will have an opportunity to visit the Chatham Armory, the location of the birthplace of the Mighty Eighth.

— As an aside, Donna Lee and your Reunion Committee have worked hard to get the lowest trans-

portation rates available for HS members during reunion week.

Our buses are the top of the line transportation vehicles, and - especially on days scheduled for Heritage Museum activities - the buses will be used in shuttle fashion and available for our use most of the day.

— Specially marked souvenir 8th AFHS 25th Silver Anniversary items will be available during the Reunion. Shirts, caps, patches, glasses, and the like will be great take-home items for family and friends.

— During reunion week, look for fellow HS members wearing marked ribbons on their name badges. The Georgia host Chapter, the Savannah Wing, your Board of Directors, and Donna Lee and her staff will be available to answer questions and help solve problems you may have.

— The Memorial Chapel cornerstone Dedication service will be held in the Lewis E. Lyle Rotunda of the Heritage Museum on Friday, October 29. The final Chapel of the Fallen Eagles renderings and Memorial Gardens drawings will be on display for all to see. The Historical Society was instrumental in contributing the large portion of these funds - this will be a special occasion for one of the most significant memorials in honor of 8th AFHS members.

— Remember to visit the Historical Society Office, meet our staff, and sign our Guest book when you visit the Heritage Museum.



EIGHTH AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION SAVANNAH MARRIOTT RIVERFRONT

Tuesday, 10/26/99

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

Wednesday, 10/27/99

8:00am - 10:00am Reunion Registration Open
9:00am - Meet your friends in the Hospitality/Gathering Room & Memorabilia Room open through the week

9:00am - 2:00pm (Option) Savannah City Tour
1:00pm - 5:00pm 8AFHS 'PX' open through Saturday (exact hours to be posted)
1:00pm - 5:00pm Reunion registration open
1:30pm - Board of Directors Meeting
6:00pm - 10:00pm (Option) Old Fort Jackson Dinner Outing

Thursday, 10/28/99

7:00am - 8:30am Extended Continental Breakfast
8:00am - 2:00pm Reunion Registration Open
9:00am - 12:00pm (Option) Low Country Tour
9:00am - 10:30am Unit Advisory and Chapter & Unit Development Meeting
10:30am - 11:30am Medical Advisory seminar, "Pearls," by Dr. Walt Brown
1:15pm - 9:30pm (Option) 8th AF Heritage Museum Events, BBQ Dinner, & Entertainment

Friday, 10/29/99

7:00am - 8:30am Extended Continental Breakfast
8:00am - 10:00am Reunion Registration Open
8:30am - 9:30am Individual Group Meetings
10:15am - 4:45pm (Option) 8th AF Heritage Museum Chapel Dedication, Special Events and Lunch
2:30pm - 5:30pm Reunion Registration Open
6:00pm - 7:00pm 8AFHS Reception
7:00pm - Rendezvous Dinner and 'Hangar Flying'

Saturday, 10/30/99

7:00am - 8:30am Full Breakfast Buffet
9:00am - 1:00am General Membership Meeting
11:00am - 2:00pm (Option) Lunch Cruise
2:00pm - 4:00pm Savannah Blue Light Jazz Band Performance in the hotel atrium
2:30pm - 5:00pm (Option) Savannah City Tour
5:30pm - 6:00pm Reunion Registration Open
6:00pm - 7:00pm 8AFHS Reception
7:00pm - 11:30pm 8AFHS Gala Banquet, Awards Ceremony, and entertainment

Sunday, 10/31/99

7:00am - 8:30am Extended Continental Breakfast
8:30am - 9:15am Worship Service, non-denominational
9:30am - 8th AFHS Annual Board Meeting

Until Next Year - in Salt Lake City

All meal functions/meetings are at the Savannah Marriott Riverfront, unless otherwise noted.

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

25TH ANNIVERSARY 8AFHS REUNION

ACTIVITY REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS in the form of check or money order (no credit cards or phone reservations accepted). Your cancelled check will serve as your confirmation. All registration forms and payments must be received by mail on or before **September 24, 1999**. After that date, reservations will be accepted on a space available basis.

Armed Forces Reunions, Inc.
P.O. Box 11327
Norfolk, VA 23517
ATTN: 8th AF

OFFICE USE ONLY

Check # _____ Date Received _____
 Inputted _____ Nametag Completed _____

Registration Fee

Mandatory Registration Fee includes Unit Rebates, memorial plans, commemorative program, postage, etc.

PRICE	NO. OF		
PER	x	PEOPLE	= AMOUNT
\$33	x	_____	= _____

Meal Packages

Choice #1 Total Package (6 meals) _____
 Choice #2 Partial Package (4 meals) _____
 Please note Banquet Choice (included in both packages);
 Carved Roast Beef #___ or Medallions of Salmon #___

\$126	x	_____	= _____
\$102	x	_____	= _____

Individual Meals (if not purchasing a package)

Friday Rendezvous Dinner (Chicken Marsala) _____
 Saturday Banquet _____
 Please note Banquet Choice (if purchasing separately):
 Carved Roast Beef #___ or Medallions of Salmon #___

\$32	x	_____	= _____
\$35	x	_____	= _____

Events Section (Options)

Wednesday

City Tour (maximum capacity 86 people)	\$31	x	_____	= _____
Old Fort Jackson	\$52	x	_____	= _____

Thursday

Low Country Tour	\$26	x	_____	= _____
8th AF Heritage Museum w/ transportation	\$45	x	_____	= _____
8th AF Heritage Museum w/out transportation	\$19	x	_____	= _____

Friday

8th AF Heritage Museum w/ transportation	\$43	x	_____	= _____
8th AF Heritage Museum w/out transportation	\$19	x	_____	= _____

Saturday

Lunch Cruise (maximum capacity 180 people)	\$34	x	_____	= _____
City Tour (maximum capacity 86 people)	\$25	x	_____	= _____

TOTAL AMOUNT PAYABLE TO ARMED FORCES REUNIONS, INC. \$ _____

PLEASE PRINT _____ Please do not staple or tape payment.

MEMBER NAME _____ 1st 8AFHS REUNION? yes or no

LIFE MEMBER? _____ 8AFHS MEMBERSHIP # _____ WWII GROUP _____

SPOUSE NAME _____ MEMBER # _____

GUEST NAMES _____

STREET ADDRESS _____

CITY, ST, ZIP _____ PH. NUMBER (_____) _____

DISABILITY/DIETARY RESTRICTIONS _____

Full refunds will be sent for the above mentioned activities if cancellation is received by 10/20/99 (less a \$3 processing fee). This includes the transportation fees to the museum. After that date, refund amount will depend on vendor policies. **CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9am-5pm eastern time (excluding holidays).** CALL (757) 625-6401 to obtain your cancellation code.

HOTEL INFORMATION

The Savannah Marriott Riverfront guest rooms feature in-room coffee makers, hair dryers, and irons & ironing boards. The group rate is \$109 plus tax. Please use the reservation form at the bottom of this page to make your reservations. Handicapped and non-smoking rooms are available upon request. Please mention any special needs when making your reservation. Parking for attendees of the reunion is \$5 per day. Hotel check in time is 4pm and check out is 11am.

Group rates have been negotiated for suites. The Junior Suite (\$159/night) is an over-sized room overlooking the city. In addition to a standard king bed, this suite has a sleeper sofa and a dining table. The Executive Suite (\$199/night) is similar to the Junior Suite, but it's a little larger, it overlooks the river, and the balcony overlooks the indoor atrium. The One-Bedroom Hospitality Suite (\$289/night) is two separate rooms. The bedroom is standard with two double beds. The parlor has a sofa, wet bar with refrigerator, dining table, and a balcony. The parlor is approximately 1.5 times the size of a standard room. The Two-Bedroom Hospitality Suite (\$398/night) is like the One-Bedroom, with the addition of a king-bedded room adjoining the parlor.

For your dining pleasure the following are on-site:

- River's Edge: Waterfront cafe overlooking the Savannah River. Hours are 6:30am-11am.
- TGI Friday's: A nationally known eatery serves lunch and dinner daily. Hours are: 11am-12midnight.
- The Atrium Lounge: Located in the hotel's soaring atrium lobby. Hours are: 3pm-10pm

For transportation to the hotel from Savannah International Airport, the following options are available.

You must call ahead for pickup for both companies. Fares are current and subject to change.

- Yellow Cab - (912) 236-1133. \$15 first person, \$3 each additional passenger, one way.
- Coastal Transportation - (912) 964-5999. \$10 per person one way.
- The Shuttle - (912) 352-3484. \$10 per person one way.

Directions to the hotel:

From the North and South: Take I-95 to I-16 East to Savannah. I-16 dead-ends into Montgomery Street. Follow Montgomery Street approximately 7 blocks. At Bay Street, after going around Franklin Square, take a right. Follow Bay Street for .08 miles; the Savannah Marriott Riverfront will be on your left.

From the West: I-75 South to I-16 East towards Savannah. I-16 dead-ends into Montgomery Street. Follow Montgomery Street approximately 7 blocks. At Bay Street after going around Franklin Square, take a right. Follow Bay Street for .08 miles; the Savannah Marriott Riverfront will be on your left.

Should you need full service hookup for your RV, Rivers End Campground located at 915 Polk Street is approximately 14 miles from the hotel. Call Rivers End Campground at 912-786-5518 for more information.

If you need to rent a wheelchair, American Home Patient at 912-353-7400 rents wheelchairs for \$35 per week and will deliver to the hotel for \$25. You should call 24 hours ahead to reserve your wheelchair.

***** CUT HERE AND MAIL TO THE HOTEL *****

8th AIR FORCE HOTEL RESERVATION FORM - OCT. 26-31, 1999

NAME _____ SHARING ROOM W/ _____

ADDRESS _____ ZIP _____

TEL. NUMBER (____) _____ MARRIOTT HONOR GUEST CARD# _____

ARRIVAL DATE _____ APPROX. TIME _____ DEP. DATE _____

____ # OF ROOMS NEEDED ____ # OF PEOPLE IN ROOM ____ HANDICAP ACCESS

____ SMOKING ____ NON-SMOKING ____ KING BED ____ 2 DOUBLE BEDS

In the event room type requested is not available, nearest room type will be assigned.

RATE: \$109 + tax (currently 12%).

CUT OFF DATE: 9/27/99. Late reservations will be processed on space & rate availability.

CANCELLATION POLICY: Deposit is refundable if reservation is canceled by 6pm on your arrival day. Call 912-233-7722.

All reservations must be guaranteed by credit card or first night's deposit, enclosed.

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

CREDIT CARD NUMBER _____ EXP. DATE _____

SIGNATURE (regardless of payment method) _____

MAIL TO: Savannah Marriott Riverfront / 100 General McIntosh Blvd. / Savannah, GA 31401 OR FAX TO: 912-233-4885

OGLEBAY PARK TRIBUTE

While my Air Force tenure was from November 1951 thru Sept 1954, I have long thought the 8th AF Group that flew out of England during WWII was THE GREATEST.

I have read many books on the 8th and have a few friends here in Wheeling that were in the 8th. Since Tom Brokaw in his book identified the generation from whence the 8th of that era was made up as "The Greatest Generation" I have sponsored with our local Oglebay Park & Resort "A Salute to The Greatest Generation." I firmly believe they were uniquely great, unselfish, sacrificing, and uncomplaining, having been denied much during their younger years by the Depression, WWII, and was the generation responsible for our 50+ years of prosperity since then. They deserve recognition that has been long neglected. The 8th Air Force personnel are extraordinary examples of that generation. The August Oglebay program will consist of a concert by the Glenn Miller Orchestra, a program honoring the Greatest Generation with some local emphasis, and several memorabilia displays. There will be a number of 8th Air Force veterans attending the event.

Sincerely, **Lee Kelvington**
Wheeling WV

SECRET WEAPON

Dear Sir:

I was given your name by the Mighty 8th AF Museum. I am attempting to identify the aircraft and pilot of the P-38 shown in the attached photo. The aircraft was shot down near Ludwigslust, Germany during 1944, and the pilot became a POW. These



photos were supplied by the German pilot who shot the P-38 down, Herr Sinnecker, who now lives in Berlin. He would like to contact the American pilot if he is still alive. I do not know for certain that this is an 8th AF aircraft but the markings seem to point toward 55th FG in the spring of 1944. Unfortunately Herr Sinnecker does not remember when he scored the victory. Any MACRs that I have checked do not identify "Secret Weapon". Any assistance which you could provide would be much appreciated.

Sincerely, **Delmar A Davis**
2037 Majestic Overlook Drive
Bethlehem, PA 18015-5506

HELLO,

I am a member of the Eighth Air Force Historical Society. I thought that you might be interested to see my web page and maybe you might like to show a listing of the URL in a future edition of the Air Force News. The URL is: <http://www.graphics.cornell.edu/~jaf/caf.htm>

Cheers, **C A Ferwerda**
8th AF Crew Chief

TOP GUN

In the June 1999 issue of 8th AF News, Volume 99, Number 2 at Page 22, I read with interest the item "Call for Missions" by Donald L. Nielson. He recounts that he flew the B-17 "Old 123" which had attained a total of 110 missions.



By happenstance, when I read this, as the Director of Research at the 390th Bomb Group Memorial Museum, I was researching the missions of 42-97093, a B-17G which flew 114 missions while assigned to the 390th Bombardment Group (H) at Framlingham, England, Station 153. Before me is a complete list of its 114 missions, the first on 23 March 1944 and its last on 19 March 1945. It was assigned to the 8th Air Force on 2 March 1944 returning to the U.S. 29 June 1945. The first mission was to Brunswick, Germany and the last mission was to Jena, Germany. This illustrious aircraft had various names during its career - "Doc's Flying Circus," "Girl of my Dreams," and "I'll Get by." As Mr. Nielsen indicated, we would be interested if any other B-17

in the 8th Air Force flew more than 114 missions.

Respectfully, **John S Warner** Director
of Research 390th Memorial Museum
Foundation Tucson, AZ

MUSEUM LOCATIONS

Dear Walt:

Just read your Airbase Museum March issue through again and like the job you are doing. I would like to make a suggestion since you have changed the format from what it used to be. Can you find space to include pictures and/or locations of the several private British museums that are credited to several of the groups of the 8th Air Force? With many now traveling to England knowing of them and their locations might be welcomed and itineraries changed to accommodate. I know the 801st/492nd Bomb Group Association "Carpetbaggers" have an excellent museum visited by over 4000 annually at Harrington, Northants. I'm sure several other groups have similar ones. You asked for ideas - this is one of mine. I did not shoot pheasants in England but did rabbits for our dog. Keep up the good work.

Sincerely, **Sebastian H Corriere**
801st/492nd BG Milwaukee, WI

Editor's Note: An excellent suggestion from Sebastian Corriere. Please send in the contacts and museum information and we will include them in future issues.

CLAY PIGEON SQUADRON

To the Editor,

On the back cover of the June '99 issue of the 8th AF News is a picture of a B-17 with triangle "H" and "O" markings. I flew most of my 34 combat missions with the 367 Squadron (The Clay Pigeon Sqd) of the 306th bomb group. It was in triangle "H" O-oboe, also called "Duration Plus." I was Captain Ben Peters' co-pilot. I can well remember identifying our aircraft on the radio several times as "Mousetrap O-oboe." On my first mission (2-22-44) all the B-17s in our group were olive drab. On my last mission (6-20-44) the only olive drab aircraft we could see was "Duration Plus." This spoke well for a great ground crew who patched countless holes and engines and kept this great B-17 in top condition.





The picture brought home many memories (some not pleasant), but it must be a different triangle "H" O-oboe than "Duration Plus," as the picture is of a shiny silver plane and ours was olive drab.
Sincerely, **Wm J Pitblado Roseau, MN**

APPRECIATION

Dear 8th AF Veterans:

I recently read the obituary on Robert Johnson, the 56th Fighter Group Ace, and was saddened to see that yet another great American has passed away. It prompted me to consider the fact that there are not as many WWII veterans around as there used to be and, of course, your numbers will continue to diminish as time marches on. With the end of this century fast approaching, I feel it appropriate to write to you on behalf of a grateful generation of grandchildren to express my sincere appreciation for the sacrifices that you in the mighty 8th made on my behalf. I am not a veteran of any war - I was born 22 years after Nagasaki. As such, I cannot fathom the personal losses you must have endured; every time a bomber or fighter crew went down it meant a comrade (and a good friend on occasion) lost to you forever. I do not know what it is to get ready for a mission knowing fully well that this could be my last morning alive. I will never experience what it is to fly in a buffeting, freezing cold airplane, five miles high, braving flak, Luftwaffe fighters, fatigue, mechanical failure, accidents and more, all the while knowing that it is statistically impossible to survive twenty-five missions. And yet, despite all the risks, you saw your duty, and in the face of dangers and outright terror that I cannot even begin to comprehend, you got the job done. I just want you all to know that, despite what you may hear, there are many of us "generation Xers" who realize that your supreme efforts many years ago - and those of all WWII soldiers, sailors, marines and airmen - are at the heart of why we live in such a peaceful and prosperous country today. My children are safe, because your parents' children stepped up to the plate and put themselves in harm's way. Please know that you will always be remembered.

Sincerely, **Bradley P. Schaeffer**
Westfield, NJ

B-17 VS B-24 COMBAT RECORD

Dear Sir:

Much has been written about the performance of the bombers flown in combat by the Mighty Eighth. As I recall, B-17's of the First and Third Air Divisions were capable of flying at higher altitude and were used on deep penetration targets together with B-24's of the 2nd Air Division. An effective force was created without any inference of superiority of either plane. It has been established that there were no stragglers in the Eighth Air Force. Various writers and historians have recorded the efforts of the Eighth AF during the years 1943-1945. Geoffrey Perret presents a historical account of the air war in his "Winged Victory". It is a masterpiece and should be recommended reading for all those who participated in the 8th AF. The autobiography "My War" by Andy Rooney is a story of his personal experiences in the ETO as a writer for Stars and Stripes. Is there any way to carefully analyze the facts to let it be known how the outcome should be presented? It is known that the B-24 was used in practically all theaters and was manufactured in great numbers.
Sincerely **George Risko 491st BG Troy, MI**

THE FLYING DECK

Dear Sir,

I have been actively seeking information regarding my uncle, S/SGT Alfred Orlando. The tail gunner with the Thaddeus Tedrowe crew shot down on 11 April 1944. Late in 1998 I spoke with two of the crew members. Making this connection was dual purpose. I was seeking information, photos, etc. regarding my uncle's military life. Secondly I had two crew photos taken during B-24 training that I wanted to pass on to the surviving crew members and their families. Both of my missions have been partially fulfilled. If there are any other crew members that would like to share any facts, stories, experiences or photos with me, I would greatly appreciate it. Through the urging of Louis Loevsky, I became an associate member of the 8th AF as well as of the 466th Bomb Group. This past April I had the opportunity to visit the 8th AF Heritage Museum while at the 466BG Reunion. Those members former and pre-

sent of the 8th AF should be extremely proud of this museum and dedicated facility. It is first class all the way. I have since, along with my 10 cousins, dedicated a memorial plaque to our uncle's memory which will be in the Memorial Garden later this year.

Another missing link is in trying to locate a COLOR patch for the 786th BS. On page 173 of the Attlebridge Diary, there is a black and white but I really want a colored version. Does anyone out there have an idea of where or even if it is available? It is the HEART suit of the FLYING DECK.

Sincerely, **Ralph A. Orlando**
466th BGA 4031 Oriole Ave.
Daytona Beach, FL 32127

DEAR JOHN CORNER

Dear Walt,

During WWII, the ground crewmen sent to England were there for the duration. For some it was a long time. For example the ground personnel with the 91st Bomb Group, Bassingbourn Air Base, were away from home from September 1942 to June 1945. While ground crewmen's wives may have waited around for their man to return, girl friends were a different story. Thus, as time passed many of the men received "Dear John" letters informing them the romance was over. In our particular Bassingbourn barracks the top of one wall locker, located in a dark corner, was set apart for the photos of the ladies who had sent "Dear John." These photos were displayed with their faces to the wall. The Squadron Officers on inspection continually complained that the photos and the top of the "Dear John" locker were never dusted, and they never were. Then there was the Armed Forces Radio Network (AFN) with a daily noon time request program called "Mail Call." One song, a tune by Tiny Bradshaw, "After You're Gone," set the request record. The last stanza was a real "heart grabber" as he spoke with a mournful tone, and the orchestra playing quietly in the back ground: "That first letter, it came from your heart. That second letter, it came from your pen and not from your heart. But, that last letter..., that's the Joker that comes with every deck." "And remember those long drawn out kisses Baby? I'm gonna miss them, but you're going to need them." I'll wager that every ground crew member of the 8th

AF remembers it, or would like to forget it. Of course, the other top hit was Lilly Ann Carol's "I'll Walk Alone." Sincerely, **Whit Hill 91st BG Alexandria, VA**

PHOTO REQUEST

Dear Sir:
I'm an Associate member of the 8th AFHS. A publisher will publish my book about fighter escort development in the ETO in WW2. The deadline for photos and manuscript is January 2000. I need help with photos of P-51s, P-38s and P-47s. I will pay for all copying and mailing. Please send photos or 8x10 glossies to: Paul A. Ludwig; PO Box 15670; Seattle, WA 98115-0670 or phone 206-526-9963. Thank you very much. Sincerely, **Paul A. Ludwig**

ANOTHER MISSION - IDENTIFIED

Dear Sir,
Your June issue of the Mighty 8th AF News arrived yesterday. Before I planned to go to bed last night I started reading the contents with great interest. When I turned to the page 25, I was ecstatic to see my crew in the back of the 6X6 truck. I cannot remember if we were returning from the mission, cannot recall the specific occasion. The crew was assigned to the 91st Bomb Group (H), 401st Squadron. Pilot Capt John D Davis on right side as you view the picture, I'm sitting next to him on the seat. We were assigned two planes we named *Buckeye Boomerang* and *Buckeye Boomerang II*. Both were destroyed and in April 1944 General Dwight D Eisenhower christened the next assigned B-17 we were to fly (one of the first non-painted planes that arrived in the ETO) with a bottle of Mississippi River water as our crew stood inspection for the ceremony. We finished many of our tour missions on the IKE. We arrived in England in October 1943, flew our first missions to Bremen in November and fin-



ished in September 1944 flying 31 actual and credited with 35. Capt. Davis was promoted to Sqd. Commander of the 401st and flew a second tour. The airmen on the left side of the tail gate was a replacement on our crew after loss of our bombardier with another crew while on a mission, I cannot recall his name at this time. The S/Sgt. sitting center on the tail gate is Joel L. Ziegler from NYC; Allan Morey, Copilot sits to the left; next with head down is Capt. Frank I. Varva, Navigator, and sitting next to me to my right is S/Sgt. R.O. Duncan, waist gunner, the other crew members are unseen and forward in the truck. While enroute to Florida in November 1998 my wife and I visited the Heritage Museum for a day and again this past May we visited with another couple while enroute to Florida. Both visits were a first class experience. The staff was very cordial and pleasant to talk with and made us feel very comfortable during the walk through tour, as was every one we met. Everything displayed is well done and it brings back many memories during the years 1942-1945 while serving with the Army Air Corps. Please continue your work to display to the current generation the history of the 8th.

With Best Wishes, **George A Parrish, Flight Engineer/Gunner Burlington, NC 27215**

DR. AND MRS. SUMMER JACKSON

Dear Sir,
I am a journalist living and working in Paris. I am presently engaged in writing a book about the family JACKSON who were resistance deportees. Joseph Manos (USAF/8th Airforce) has given me your name. I hope you can assist me in locating other 'downed' USAF crews who may have had contact with the American Hospital of Paris at Neuilly, France or Dr. Summer Waldron Jackson who was Chief of Medicine at the American Hospital 1940-1944. Dr. Jackson gave medical treatment to and hid downed aircrews either at the hospital or at his home on Avenue Foch in Paris. He and his wife Charlotte 'Toninette' Jackson and son Phillip were members of the French resistance and all three were arrested by the Gestapo and deported to concentration camps. Dr. Jackson died when the Nazi prison ship carrying prisoners from the camp at Neuengamme was sunk in 1945;

Mrs. Jackson survived Ravensbruck and died in 1965. Phillip survived Neuengamme but is now in a French military hospital suffering from trauma. I cannot talk to him about his resistance work because of his condition. I would be very grateful for your help. I am sure there are other USAF crews who were helped by the Jacksons and perhaps through your readers we could turn up cases.

Many Thanks, **Hal W. Vaughan 14, rue Chauveau-Lagarde 75008 Paris, France Tel./Fax: +33 1 40 17 05 78**

E-Mail: **HalVaughan@Compuserve.com**

VAL O'BRIEN

Dear Sir,
Val O'Brien and I flew with the Charles Harmon crew of the 34th Bomb Group. We flew our last mission Oct. 2, 1944 over Wiesbaden. Val immediately requested and was transferred to a P-47 Squadron. The rest of the crew went home except Val and I. I was assigned to run movies in the officers club. Val would stop in and visit a couple times a week. I was able to keep track of the rest of the crew, but none of us have found or heard of Val since the war. Can you help? Thank You, **Dale C. Cannon LM 36th BG 1010 Grand Ave. #206 Wausau, WI 54403**

SHIFTLESS SKUNK

Dear Sir,
I would appreciate it if you could print the following in your magazines 'mail call'. I am looking for photos of the crew and/or nose art of B-17F 41-24506 'The Shiftless Skunk'. The aircraft flew with the 324B.S. and was coded DF*C. The aircraft was on a mission to St. Nazaire on 23 Nov. 1942 and was returning to Basingbourn when it crashed in a field near my home. Many thanks. Yours Sincerely, **John Hepburn, H.S. Assoc. 9 First Ave Watford Herts WD2 6PY England**

M.P.

Dear Connie Metts,
Thank you so much for the Dec. 98 8th Air Force News. I enjoyed reading it. I was pleased to see an article in there in tribute to the ground personnel. In the past they always wrote about the air crews, and seemed to forget the ones that

worked on the ground. My husband was an M.P. He didn't much like it, but as he said, someone had to do it.

Thanks again, **Sylvia Ashby**

See article "The Military Police" this issue - Editor

HISTORICAL SOCIETY, EUROPE

Hi Dan,

I received my first issue of the 8th AF News this week and man was I surprised! I expected a magazine just like the General James H. Doolittle Chapter and not a full colored magazine. I just love it. A great and good lookin' magazine with very interesting stories etc in it. I also received a "Permanent Membership Card" and that's exactly what I am gonna be, a permanent member. I was thinking to write the story of the Sack-Time Sally (short version) for the 8th AF News magazine. If I would send some photos also do you think they'll place the article? Maybe there are members who knew these guys or have useful info for me. Well, that's all for now, thanks again for everything.

Best regards, **Siebe Overwijk**

This e-mail submitted by Dan Raymond, James H. Doolittle Chapter, from 8th AFHS overseas contingent! Siebe, your article will be most welcome! Editor

NEW MEMBERS

Dear Kathy,

I received my first issue of the 8th Air Force News and have never read a nicer magazine. I could not put it down after I started reading it. As you see from the above, we live part time in Canada, and part time in Florida. Since you are asking us to let you know our different summer and winter addresses, I am sending you this information. Thank you for welcoming me into membership of the Eighth Air Force Historical Society. Those WWII days just fascinate me since I watched the B-17s overhead come to bomb us. We jumped for joy, each time, and just so that you know a little of my experience, I am including "A View from the Ground". You certainly can print it, if you think it would be of interest to anyone. We plan to attend the Savannah reunion on Thursday and Friday. Hope I can meet you there. We are looking forward to it. Our very best wishes to you, and thank you for sending me the AF News. I can't

tell you how much I enjoy reading all those accounts of "survivors", and I am so thankful so many came home, after witnessing many planes being blown to bits by the German A.A. All this horror I witnessed will be with me for the rest of my life. Our very best wishes, and am looking forward to the next issue of the AF News.

Sincerely, **Dorice Lindsey Alberta, Canada**

Our central Historical Society office is doing a great job processing new HS members daily. John Murphy of the 381st BG sent in memberships for five members of his family after receiving a letter from the office. We will print Dorice Lindsey's interesting story in an upcoming issue. - Editor

ATCHAM

This Mail Call message concerns all you guys and gals of the 495th Hq Squadron and the 356th Service Squadron assigned to Atcham Station 342 in England during WWII. It's been 54 years since we turned RAF Station Atcham back to the British. We're not getting any younger...it's about time we got together once more! So...we are having our first ever combined reunion in Omaha, Nebraska September 9 thru 12, 1999. We will have a "Hospitality Room" with lots of goodies and fun things to do in town and a dinner scheduled for Saturday night. Call me for details.

Sincerely, **Earl Krieger 884 Ansley Dr St. Joseph, MI 49085 616-429-0278**

STONEWALL JACKSON'S GRANDSON

Dear Mr. Brown:

For the record, there were several mistakes made in the two articles pertaining to "LOU IV", the personal aircraft of Col. Thos. J.J. Christian, Jr. which appeared in the March 1999 issue on page 24. The first article by Harry Holmes states that Colonel Christian lost his life over Germany; the second article suggested by Hap Chandler states that the aircraft, named after his wife, was hit by flak in a strafing attack with his wingman Captain Urban Drew on the railyards at Metz, France on August 22, 1944. For historical accuracy, the article should be changed to read "Colonel Christian's airplane, named after his infant daughter whom he had never seen, crashed after a dive bombing

attack on the railyards at Arras, France on August 12, 1944 with his wingman, Lt. Robert Bain."

Sincerely, **B.J. Redden 361st FG Holyoke, MA**

GREEN HEARTS

Gentlemen,

Would you kindly insert this photo in your next issue of 8th AF NEWS. Perhaps some of your European members could help identify the personnel shown. I believe those were the "GREEN HEARTS" of JG-54 commanded by

Oborst Hannos Trautloft

Any assistance will be appreciated.

Thank You, **Kenneth J McPherson**

PO Box 7354 Ocean Park, ME 04063



MEMORABILIA ROOMS

Dear Walt:

In the June, 1999 issue, a letter from Tom Moore of Sandusky, Ohio spoke of his putting together a small museum in his home to preserve the Heritage of the mighty 8th. Your note that many Historical Society members have established their own memorabilia areas in their homes prompted me to send in a photograph of my memorabilia wall in my home. Included in the upper picture on the wall is a current view of what was our main runway, which is now being used as a drag racing strip, England's largest and most active. Also, to the right is a picture of our control tower, which was converted to a private residence, now occupied by





the current owner of the land on which our base was located. The lower picture frame contains the complete specifications, flight characteristics and armaments of both the B-17 and the P-51 - our little friends. The book shelf displays a variety of books relating to the 8th AF's and 92nd BG's accomplishments, as well as those of the B-17. I served in the operations office of the 325th Squadron of the 92nd Bombardment Group (triangle B) from October 1943 through November 1945. We were based at the Podington Airdrome in Northants, Midlands. Our annual reunions are held every other year in England, which are hosted by our British friends in England, the 92nd Bomb Group UK.

Respectfully submitted,
Eugene "Gene" Freund, 92nd BG
Lake Placid, FL

BILL GETZ AND THE 20TH F.G.

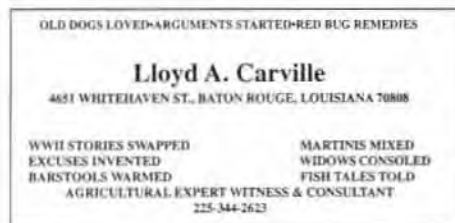
Dear Sir,
 The June '99 issue arrived and it is the best ever. Keep up the good work. The letter from my good friend, Bill Getz, needs a response. He quotes a Bomb Commander (unnamed) who gives the impression that the 8th Air Force provided no fighter escort for deep penetration missions into Germany for the first half of 1944. The 20th Fighter Group (P-38) went operational in December '43 precisely for this purpose. The 20th FG flew 133 missions in P-38s before switching in mid-'44 to P-51s. German aircraft destroyed by the 20th in this period: 89 air, 31 ground. I myself flew 64 P-38 missions and 10 in P-51s. There were also two other P-38 groups, as well as several P-51 and P-47 groups operating then. Bill, surely you remember the P-38s over Berlin, Munich, Kiel, Bremen, etc.! Didn't you see me wave at you as we went by? Come on, Bill, give us a break! Be nice to your little friends. Have you ever noticed at our reunions that for some it is getting harder to remember things that happened while others remember things that never happened at all the way they tell it?

Best regards, **Chester "Chet" Hallberg,**
20th FG Association Greenville, SC

OVER 100 MISSIONS

Dear Sir:
 Reference is made to Donald Nielson's letter in 8th AF NEWS vol 99, #2 page 24. Enclosed is a photo of "Ol Gappy" B-17 #240003. It had 50 missions & a few when our crew was assigned to it. Our first mission March 6th or 8th 1944 to Berlin. Total missions: 157 - Tops in the 8th Air Force - Pilot Steve Henrich. I was in the ball. The enclosed picture was taken during one of few moments she spent on the ground. I would like to know who flew the plane after I left in late June 1944.

Yours, **Lloyd A Carville 4651**
Whitehaven St Baton Rouge, LA
70808



"OLD GAPPY" 379TH BG

LUFTWAFFE B-17s

The briefing officer warned us at 4am to beware of the "Bogies". The Luftwaffe had restored captured or crashed B-17's and got them back to flying status. These German crews all spoke good English - most of these guys were educated in the U.S. They even knew baseball about the Bronx Yankees and the Brooklyn Dodgers. These "Bogies" were joining up with squadrons of B-17s as stragglers and shooting down many of our planes. I flew the ball turret position on "Shackjob" piloted by Gus "Skip" Lovan. We were in the tail end slot of our squadron. After we dropped our bombs on our target we were heading home when I spotted a single B-17 at 6 o'clock low climbing up to our squadron. I was immediately concerned since we were flying a new shiny B-17G. This guy was O.D. - (camouflage green and grey). I called "Skip" and told him to

get that plane identified pronto. He put me on hold. The intruder was getting closer and closer. No word from "Skip" yet. Pretty soon I had the fast approaching B-17 in my gun sights. I flipped off my gun safety switch. I was ready for action - my fingers were twitching on the triggers. My mind was jumping all over. Do I get to shoot down 10 Germans in a B-17? On the other hand would I be killing 10 American Airmen? Would the U.S. Govt jail me? Or charge me for the cost of a B-17? I was really sweating it out. Finally "Skip" got the I.D. and told me they were one of ours. Boy was I thankful! The crew of the straggler will never know how close they came to "buying the farm". Just wondering if anybody in the other plane was aware of any of this? Or is there anyone out there who can remember this? This mission was flown sometime in October, 1944 - I can't recall the target or the exact date.

Sincerely, **Bill Stewart 486th Bomb Group**

ASSOCIATE MEMBER

Dear Sir,
 I am writing you to request information about the 8th AF Historical Society Newsletter. I am interested in joining your organization to further my research of a Navigator Killed in Action with the 379th Bomb Group 527 Bomb Squadron. He is 2nd Lt. Gerard J. Gallagher, and was killed when the *Mairzy Doats* crashed into the North Sea on Aug. 26, 1944. This was the Group's 194th mission to Gelsenkirchen, Germany. Any information you can provide me would be helpful. Sincerely, **Gerard J. Gallagher Jr.**
14826 S. 13th Pl Phoenix, AZ 85048
408-283-8160

"Henceforth I shall accept what I am and what I am not. With my limitations and my gifts, I shall go on using life as long as I am in this world and afterwards. Not to use life--that alone is death."
 Author George Sand

A Daughter's Thoughts Following A 452nd Bomb Group Reunion

Hi Dad,

Our last day in Savannah has come to a close. Packing is finally finished for an early morning flight home. The few hours remaining to sleep before our wake-up call will be very welcome. Mom is already at rest. She did quite well this weekend but the tiredness from all the activities was evident tonight. I lay my head upon the pillow ready to surrender consciousness. Instead of the anticipated numbness of mind and body, tears begin to trickle down my cheeks. All that I have experienced these past three days seems to be crashing in on me. I am being bombarded with all I heard, saw, and felt. I can no longer breathe easily and try to restrain my sobbing. I am trying not to make any sound that will disturb mom's peace.

I am not quite sure why this sadness has come upon me so suddenly and unexpectedly. Tomorrow I return to my small secluded universe. There will be no more tales to awe me of a generation of brave men that survived a time of horror to plant the seeds of my generation. Perhaps the catalyst was our visit to the wonderful Mighty 8th Air Force Heritage Museum. Each exhibit drew me more deeply into events of years I never knew. I was overwhelmed with feelings for a war I could never fully comprehend. I listened intently to each presentation which led up to the coup-de-gras, the film about the combat mission. It featured the aircraft that you flew in, Dad; the Flying Fortress. The movie began with loud noises and bright lights. The focal point was from a top turret. That's where you flew from. I never really knew too much about your combat position until now. As the movie continued I was struck by how young the crew was. My son, your first grandchild, is older than those boys. They all entered the cavity of that cold metal giant with the unbridled courage of seasoned men. The top turret gunner stood on a platform that turned 360 degrees with only a plastic bubble to protect his head. What a terribly vulnerable position. How could he possibly defend himself, his crew members, and his aircraft from foreign aircraft attacking from all directions? I was mesmerized and tried not to blink for fear of missing something. The fighting contin-

ued on and on. There was constant chatter of warnings among the boys as each one manned his own station. I watched and listened in amazement, trying to catch a glimpse at each overhead screen. The noises grew louder and louder, almost deafening. Then came an illuminating red flash. I waited for the next tactic to occur. But there was nothing. I held my breath for what seemed an eternity. My brain finally registered what had happened. GONE! Everything was gone. The boys, the chatter, the B-17. Just gone. How could that be? That aircraft was supposed to be a 'fortress' protecting those within its walls. I mentally told myself to take a breath. I wanted to cry but I held back the tears. How dare I let even one of them loose. This was not my war, not my pain, not my grief, not my memories relived. That all belongs to the men sitting around me. I felt as though I intruded on something almost sacred.

Dad, that could have been you. Gone. How lucky I was you made it home from that nightmare. How unfortunate I never realized it until more than seventeen years after your death from your own private war with cancer. You died as you lived; quietly and without fanfare. I overheard one of the men at the reunion say that people called all of you who served in the war Heroes. He replied that you were all just men. At the time I didn't give too much thought to either statement. After seeing the film I strongly disagree with him. Most of you left home as boys, were forced into manhood and, if lucky, returned home as heroes. Some skipped the manhood portion of their short lives altogether and went from wide-eyed boys to fallen heroes.

The past few days have made me miss you terribly, Dad. I have been thinking back to the few months before you died. Life was a little simpler for me then and I was able to help mom take care of you. I didn't realize it at the time but that was one of the greatest blessings and privileges of my life. You were a man of few words but I knew you loved me. You would enjoy both of your grandchildren. They've grown to be very special people. Your legacy lives on through your grandson in his innate goodness and sense of humor, and in your granddaughter in her



aloofness and introspective demeanor. I hope someday they will have an awareness of what a gift their lives and freedom are, thanks to you and all the other heroes of previous generations. I also hope that someday they can experience and appreciate the museum and have their hearts touched as mine was.

The tears are still flowing as my thoughts turn to this evening's dinner dance. The band played 'Off We Go Into The Wild Blue Yonder' and everyone stood. I had goose bumps. I was surrounded by heroes from near and far. I was deeply moved by those who journeyed from England and France to share in this weekend. These wonderful people fought the war on their homelands and came to pay homage to the men of another nation because they remember and are grateful. All share a common brotherhood. I feel more bonded to my heritage thanks to being a part of all of this. Thank you, Dad. Thank you men. I hope you all realize how special you are. The many ways in which I have been touched while here will stay with me for a very long time. Calm is finally settling in and my mind and body are beginning to relax. I welcome the approaching state of restfulness. My final thought, Dad, is a prayer to embrace you sometime again. Until then, I shall borrow a line from Shakespeare and say "goodnight sweet prince".

With My Love,

Eileen

Eileen (Harrison) Luniewski - "In loving memory of my Dad, T/Sgt John S Harrison," 730th Bomb Sq 452nd Bomb Grp 8 AAF - WWII

Editors note: Thanks to several contributors who sent this letter in.

STEEPLE MORDEN STRAFERS 1943 - 1945

by Ken Wells

The *Steeple Morden Strafers* tells the story of the 355th Fighter Group, 8th Air Force, at station F-122 in England. The base was taken over from the Royal Air Force and eventually saw over 2,000 men and women assigned there. Over 17,000 sorties were flown by the 355th in P-47s and P-51s.

Author Wells is well familiar with the base history, having previously written about Steeple Morden during the RAF years. He begins with the "Second friendly invasion" and immediately incorporates a style which flows throughout the remainder of the book. Personal stories and small details are included alongside the storyline and the historical chronology of the volume, making the chapters most credible and entertaining to the reader. He covers it all, from the Squadron radio call signs (Sunshade, Haywood, Blowball, Trooptrain - then: Falcon, Chieftain, Custard, Moses, Bentley and Beehive) to the downing of two German 262 jet fighters on the same day by two 355th pilots. Period photos and descriptions of interactions with local British population add authenticity and a feeling of thoroughness to the story. The book has numerous category listings of all group commanders, the airplanes each pilot flew, stories of the fighter Aces, and a glossary. A special surprise is included inside the back cover - a beautifully detailed 18 x 24 foldout site map of the airbase with each feature detailed and every building drawn in and identified as to usage during the war.

Steeple Morden Strafers will let you be part of the inside story of a WW II fighter base with honesty and accuracy. A beautiful hardcover large format volume available from East Anglia Books, Station Road, Bishop's Stortford, Hertfordshire CM 22 6LG England. Price: 21.95 British pounds plus 2.10 pounds postage. 174pp Call 01279-813791 or Fax 01279-815919. A Video is also available for 14.99 pounds plus 2.10 pounds postage. Call 01234-751110.



effectiveness in the air. The mission to Munster was known to be one of the worst in terms of enemy defenses, losses of American airmen, and destruction of a German industrial city. Black Week, October 8 - 14 is now recognized throughout the United States as National Eighth Air Force Week.

The Munster Raid has received enthusiastic reviews from numerous separate sources; all journal reviewers agree that it succeeds in its remarkable telling of the mission preparation, the flight in and out of Munster, the air battles, and the subsequent stories of the participants who were taken as prisoners of war and of the return of those who made it back home. Hawkins uses factual stories of the airmen who flew the mission in his telling of the tale. This technique, from original sources, is utilized throughout the book with great authenticity and effect. The reader is there, taking part in the feelings and emotions of the men of the 8th on one of the bloodiest missions of the war.

The 390th's Bob Banta who flew in "Rose Marie" states, "Following the collision one of our gunners reported a crewman being hurled clear without his parachute. Another airman fell clear with his chute, but pulled the ripcord too soon. As it billowed out and arrested his fall, a large flame from an explosion licked the canopy and ignited it. He descended faster and faster, trailing a thin column of smoke as his parachute was consumed."

From 16 year-old German student and Luftwaffe Gunner Helper Heinz Hessling we hear, "In addition to the 8.8cm and 2cm flak batteries defending Munster, our Battery Commander told us that mobile 10.5cm batteries, mounted on railway flat wagons happened to be located nearby protecting the Dortmund-Ems Canal bridges."

The volume is complete with a chapter entitled "Where Are They Now?" which adds a realistic immediacy to the years passed since Munster. Profuse with photos from the mission preparation to the present time, Hawkins' book is precisely written with an emphasis on the people who were there. The reader finishes the volume feeling as if he were there.

Hardcover, 543pp, \$32 dollars US - no s&h charges if pre-paid. FNP Military Division, 6527 Main Street, PO Box 374, Trumbull CT 06611 Tel 203-261-8587 order#3502



THE MUNSTER RAID BEFORE AND AFTER

by Ian L. Hawkins

History is best written by using the facts of the case, in no area more so than the history of war. The Eighth Air Force story needs no additions, no embellishments. Ian Hawkins' telling of the war through the voices of those involved in one of the fiercest air raids of World War II is the way history, and especially that history of the Mighty Eighth, should be told.

This is Black Week. The week of October 8th, 1943. Over 180 8th Air Force aircraft were lost on these pivotal missions. It was after the losses of this week that the High Command seriously questioned the advisability of massive daylight bombing. Their decision to continue on led to the defeat of Luftwaffe

BOEING B-29 SUPERFORTRESS WARBIRD TECH SERIES

by Peter M. Bowers

The Boeing B-29 Superfortress is often thought of as a continuing development of the Heavy Bombers of World War II, the B-17 and B-24. The Superfortress was in fact the aircraft which closed out the war in the Pacific through its bombing raids on enemy island fortifications and



especially on the Japanese mainland. B-29s dropped the two nuclear weapons which forced the capitulation of the Japanese government and the Japanese citizenry. Several 8th Air Force Units were scheduled for the Pacific Theater and a number of pilots and crewmen flew missions in B-29s.

This volume by Peter M. Bowers from Speciality Press describes in detail the development and history of the B-29 Superfortress. Its design and development took place at a relatively rapid pace, mostly on the drawing boards, in contradiction to the design and development of the B-24 and B-17. *Boeing B-29 Superfortress* is profusely illustrated; the place of the B-29 in the history of the young US Air Force is evident. Of interest is the variety of modifications in which the B-29 was used in post-war years. The first bomber air to air refueling was done with several of these modifications. The B-50, the C-97, and the

Boeing C-97 Stratocruiser, extended the influence of Boeing's B-29 Superfortress into the late 1950's.

This volume makes a very nice addition to round out a collection of the legacy of propeller powered warbirds. 100pp, 160

photos, soft-cover with color, from Speciality Press. Call 1-800-895-4585 or 651-583-3239. \$16.95 & \$4.50 s&h per order (not per book).



"Fifi", The last flying B-29 SuperFortress Confederate Air Force

AN INCREDIBLE ENCOUNTER

54 Years Later

Recently my wife and I were on a vacation trip out West. Near the end of our driving trip through the Olympic Peninsula of Washington State, we made a decision to go to the coast. The weather in November there is usually rainy, cold and dreary, but Thursday, Nov. 5 seemed to hold some promise with large patches of sunshine between showers. By evening we found ourselves on a small peninsula along the coast and at the little village of Long Beach. Alive with tourists in Summer, the area was pretty deserted in November. After some debate over a location right on the beach or in town, we selected a motel a block off the beach, in town.

As we checked in, we commented to the clerk that the outdoor sign indicated a reunion of the 42nd Rainbow Division on the weekend. He replied that some had already arrived and had gathered in a meeting room adjacent. My wife, Marian, suggested that I drop in to say hello to this famous WWI and WWII group that fought on the ground in WWII through France and southern Germany, to end up liberating Dachau. Since I was an 8th Air Force navigator, not a foot soldier, I was somewhat reluctant to interfere with their conversations. However, I did enter the room and strangely approached one table of men, looking particularly at one man as I announced that I was an 8th Air Force man just dropping in.

The gentleman arose and came over to greet me. He then proceeded to tell me that he had a cousin in the 8th. The two of them grew up together and felt as close as two brothers. Then he

said that his cousin was shot down and killed in an air raid on the oil refinery at Merseburg. He added that all the men on the plane were reported killed except one who suffered a broken leg. Since Merseburg was deep penetration for the 8th Air Force in WWII, there were few raids to that town and my interest immediately heightened, since I had participated in one of the raids. I asked, "What day was the raid?". To which he replied, "November 30, 1944". I then asked the man's name and the response was "Duke Eberhart". In complete shock, I replied, "That was the name of our radio man and I was shot down on that day. I was the one who had the broken leg."

Further discussions throughout the evening with Dee Eberhart and his wife, Barbara, confirmed that we were indeed talking about the same incident and the same crew, headed by Pilot Lloyd Kersten. I confirmed to Dee that one other man parachuted, our bombardier, Lt. Warren Ritchhart. Through Dee Eberhart's help, I found out that our bombardier returned to the States and died on Oct. 18, 1981.

I prefer to leave it to the mathematical wizards to determine what the odds are of such an incredible encounter!

submitted by **James Hyland**

487th BG

Maumee, Ohio

James Hyland and his crew were shot down on their 30th mission. Pilot was 1st Lt Lloyd Kersten, Logan IA

NOMINEES FOR 8TH AIR FORCE BOARD OF DIRECTORS CLASS OF 2003

The Nominating Committee, 8th AFHS, R. C. Dick Baynes, Chairman presents the following candidates for the National Board of Directors. Voting will be at the Annual National meeting October 30th, 1999.

Robert W. Harrington, life member # 23579

466th Bomb Group, Attlebridge, Pilot, POW. Currently President of the General James H. Doolittle Chapter, 8th AFHS. BS Degree Iowa State Univ. President – Harrington Co. Inc., Construction Consultants. Expert in the field of construction problem solving, arbitration and settling of claims. Professional Engineer.
Nominated by Daniel D. Freitas

Henry Hughey, life member #14487

487th Bomb Group, Ball Turret Gunner, 32 missions. Served as President of the Georgia Chapter, past Board Member 8th AFHS (1987-91). Instrumental in setting up State Chapters in Tennessee, Alabama, South Carolina, and Mississippi. Served on Board of Directors and past Treasurer of The Mighty Eighth Air Force Heritage Center.
Nominated by Tom S. Parsons

Ivan L. McKinney, life member # 22014

Enlisted as private in 1949, distinguished graduate USAF OCS Class of 54-A, then to Navigator School, 8th AF Units – 4045th and 500th Air Refueling Wing, 397th Bomb Wing, 310th Strat. Wing, 8th AF HQ, Barksdale AFB – DCS/XP. Retired Lt. Col. Bach. Degree Eastern Michigan Univ., Masters Degrees at Univ. of Oklahoma and LA Tech. Past Chapter, State President of Air Force Association, plus AFA National Vice Pres. for South Central Region. Honored AFA “Member of the Year” 1998, Currently on National Executive Committee.
Nominated by Dick Baynes

James A. Myl, life member #18833

351st Bomb Group, Polebrook, Pilot. DFC and Air Medal. On his 29th mission he bailed his crew from the burning B-17 while over the North Sea, and became a member of the Caterpillar Club and the Goldfish Club. Awarded Honorary Membership in RAF Air Sea Rescue Services in 1994. Worked as Technical Advisor on film “Best Years of Our Lives.” Member of the General Curtis E. LeMay Chapter, 8th AFHS, Costa Mesa Historical Society, and The Professional Writers League of Long Beach.
Nominated by J. Fred Thomas

Thomas S. Parsons, life member #15192

44th Bomb Group, 31 Missions, DFC, Air Medal-3 O.L.C. Univ. of Michigan: AS – 1950, MS 1952, Ph.C. 1962. Retired 1967 (Emeritus), Assoc. Dean of Public Service and Director – The Center for Community Development, Calif. State University. Past President of United Way of Humboldt County, California, Vice Pres. American Lung Assoc. of Northwest California, Director of 8th AFHS for 4 years and Vice President for 2 years. Past President and Board Chairman of the Georgia Chapter 8th AFHS.
Nominated by Harold C. Rutka

John S. Pearson, life member # 20776

457th Bomb Squadron, Glatton, Navigator, 10 missions. U.S. Air Force Reserve until 1956. Charter member and current Secretary of the Virginia Chapter 8th AFHS. Retired Virginia State Police Deputy Superintendent. Executive Director – Virginia Association of Chiefs of Police.
Nominated by James E. Trask

Lawrence A. Stebleton, life member #12012

Master Navigator and Missile Control Officer. Graduate U.S. Military Academy, West Point. 8th AF Units – 91 Strategic Recon. Wing, 376th Bomb Wing. 8th AFHS National Nominating Committee Member 1997. 8th AFHS Chapter and Unit Development Advisory Committee 1998-99. Revitalized the New Mexico Chapter 8th AFHS as President 1994-98. Board Member for 13 years.
Nominated by Billy D. Richardson

THE FIX

Att: Editor:

Thanks for printing the article "A Fair comparison" by James R. Blackburn (June '99). This subject needed some clarification by such an experienced pilot and he should be complimented for doing such a good job. Following the article, there were pictures of a B-17 and a B-24. The caption under the B-24 mentioned a man and I was unable to find him on the picture. Maybe he was hiding behind the plane. Enjoyed my visit to the Museum last year and hope to return soon.

Sincerely yours,

Roy N Kallsrrand 100th BG Zephyrhills, FL

Roy, you are sharp-eyed. The Philip Brinkman painting was cropped too closely in the Jun 99 issue. Here is the full painting entitled: "New B-24 plus man taking a leak."



WHALE KILLER - Horace Watkins in the June 99 DEBRIEFING notes that the **B-18** was ugly on the ground and beautiful in the air. This attractive **B-18** does look rather unusual but is a fine restoration, located outside the 390th Bomb Group Museum at Pima Air and Space Museum in Tucson, Arizona.

HISTORICAL SOCIETY HONORS FOUNDER JOHN H. WOOLNOUGH

John H. Woolnough will be honored through the **2000 Charitable Endowment Fund Drive** by the members of the 8th AFHS. The Historical Society Board of Directors has announced that a special endowment to name the Library at the Mighty Eighth Air Force Heritage Museum after the Society's founder will be established from contributions by the membership and friends of the 8th AF Historical Society.

The Library will be named The John H. Woolnough Library in memorial ceremonies next year. Our Endowment goal is **\$250,000** and the opportunity for contributions will also be included in the member dues mailout in September 1999. A separate notice will be sent to all life members of the Historical Society. This year's fund drive is most special, centering on a permanent recognition from our Historical Society membership.

The Memorial Library is an appropriate tribute to Founder John Woolnough. He spent his post-war years preserving 8th

AF history, collecting thousands of documents and volumes of books directly related to the history of the 8th Air Force. His founding of our Historical Society provided a mechanism to establish a permanent home for the Eighth and the museum to house his personal archives to tell future generations the story of the Mighty Eighth.



Members and friends may send in their tax-deductible donations to the endowment with their dues statement return, or may use this form to participate in the Endowment Fund Drive. All donors will be listed in a Contributor's name book permanently placed in the Library. All contributors of \$500 or more will be recognized on a special plaque within the Memorial Library. We can make this year's Giving Drive a great success by supporting the 8th AFHS' **John Woolnough Memorial Library Endowment**. Please send in your check and the coupon form as soon as you can!



AF HS JOHN H. WOOLNOUGH MEMORIAL LIBRARY FUND DRIVE

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

AMOUNT
\$ _____

GROUP OR
UNIT _____

Please send this form & make check/money order payable to: 8AFHS John H. Woolnough Fund Drive
Send your contribution to: Historical Society John H. Woolnough Fund Drive P.O. Box 1787 Savannah, GA 31402

Remembrance of Our Efforts

by T/Sgt Ivan Finkle
Radio Op/Gunner, on "Blitzing Betsy"
388th BG 562nd Sqdn

On March 6, 1944, returning from the Eighth Air Force's first mass daylight raid on Berlin, approaching the borders of Germany and Holland our B-17 formation, with no fighter escort, was attacked by 30 to 40 ME 109s and FW 190s. Less than forty-five minutes from completing our mission we, the crew of the "Blitzing Betsy," were shot down. Of small consolation, we took two or three Jerry fighters with us, including Hugo Frey, a top Ace. Posthumously, Frey was credited with four heavy bombers that day. The tragedy is that Harold Brassfield, Tail Gunner, Robert Sweeney, Ball Gunner, Waist Gunners Raymond Hess and Donald Taylor, were killed. Along with Taylor and Brassfield, Lowell Watts, our Pilot and Emmett Murphy, our Navigator were on their twenty-fifth and last mission. The six survivors landed in their parachutes near the village of New Amsterdam in Holland. The four airmen killed, unknown to us, were buried in the military section of a local cemetery.

We, the survivors, received an invitation from the citizens of Schoonebeek, on May 5th, 1995 to participate in observance of a Memorial Day celebration of the Fiftieth Anniversary of their liberation from the Nazis. To state we were treated royally is to exalt royalty! We were referred to as the "Liberators". The magnitude of the gratitude expressed for our perceived

wartime efforts on their behalf cannot be described. Their warmth and gracious hospitality will be impossible to forget. All of this precipitated by the memories of the elders and their relating of the horrors of the war and of Nazi occupation to the younger generations.

At seven in the evening the entire country apparently shut down. All flags were lowered to half staff. All business and public places closed. We, along with an overflow crowd, attended a memorial service at the local church. Although we couldn't understand the Pastor's speech, delivered in Dutch, we sensed the emotion. It was almost tangible. More than a few cheeks were tear-stained.

Following the Pastor's deliverance we filed out of the church and the entire gathering followed a military band, beating on muffled drums, to the local cemetery.

There a monument was unveiled. It is a huge, polished boulder bearing a brass plate on which is inscribed the legend in English and Dutch:

"Dedicated to those men of the Allied Air Forces who served in WWII and those who gave their lives. Lest we forget"

The next day, Memorial Day, our hosts took us to another cemetery. This was a duplicate of the one we had seen the evening before. We entered through a gate in the front left corner of a wrought iron fence. To our immediate right was a

row of military graves. A straight row of identical, marble headstones in perfect line stretched approximately a hundred yards long. About two-thirds of the way up was a break in the line. We assumed this to be a walkway. Our hosts led us along the row of military graves until we reached the break in the row. Rather than a walkway we found a patch of well-tended grass. In the center was a tripod bearing a floral wreath. Bouquets of flowers were placed on the ground about the tripod. Then we were told, "This is where your four comrades had been buried." It was explained that after the American plot was exhumed the empty graves were filled in and it was proclaimed that they would never again be used as graves. "The young men who had lain here were killed fighting for our freedom. This is Hallowed Ground." We were informed that for the past fifty years, and for all the years to come, each Memorial Day these empty graves are, with respect and gratitude, decorated as we saw them that day. Until then it had been difficult to accept the death of our four comrades, our four brothers. One moment we had been together, flying, and fighting a common enemy. The next we were being told by our captors that our buddies were dead. Seeing those empty graves being cared for with great reverence by our Dutch friends finally brought a peaceful closure.

VIDEO DOCUMENTARIES DONATED TO HERITAGE MUSEUM

Ownership of two premier television documentaries have been given by Historical Society member Allen Zimmerman to the Mighty Eighth Air Force Heritage Museum. *The Eighth Air Force Start Engines Plus 50 Years* and *Behind The Wire* were written and produced by Al Zimmerman to tell the personal side of the Mighty Eighth and of the Prisoner of War experience by 8th veterans. The productions have been shown extensively on television during the past years and have been widely acclaimed by the industry. The two documentaries have received six prestigious National Telly Awards and have been recognized in numerous historical and media publications. *Behind The Wire* has been endorsed by the *Journal of American Ex-Prisoners of War*.

Historical Society Past-President Sherman Small has been instrumental in assisting Zimmerman with his desire to convey the rights to the videos to the Heritage Museum. Plans are in

progress to produce and market the videos and make them available internationally, promoting the history of the Mighty Eighth throughout the world, telling the story of those who served. Small says, "This gift by Al Zimmerman of these two superb video documentaries is a most generous offering towards the historical preservation of the Eighth Air Force. Al has spent years promoting exactly what our Historical Society stands for. His contributions will be used effectively to continue his efforts."

Both Zimmerman tapes are available through the 8th AFHS PX; see the PX tearout section in this issue of the 8th AF NEWS to order copies, or contact PX Manager Mark Copeland. Additional promotional materials will be available from the Public Relations Department of the Mighty Eighth Air Force Heritage Museum.

The Value of Strategic Bombing Against Germany During World War II

Harry H. Crosby

Now that, without the use of ground forces, NATO seems to have stopped Serb aggression in Kosovo, a new chapter has been added to the controversy among historians and military analysts about the effectiveness of air bombardment. As we read the opposed arguments, those of us



B-24 Bomber

who flew with the 8th Air Force or are knowledgeable about strategic and tactical air warfare during World War II remember that the same argument developed years ago. One pundit who shall remain nameless wrote, "If not one B-17 or B-24 ever took off from England or Italy, the war against Germany would not have been one day longer or one day shorter."

In contrast, Ian Hawkins is convincing in demonstrating the value of strategic bombing. Although he is an Englishman,

his book, [The Munster Raid: Bloody Skies Over Germany](#) demonstrates the cost and loss to the Americans but it also shows the damage done on the German war effort by just one raid. In another of his books, [Courage, Honor, Victory: A First Person History of the 95th Bomb Group](#), Mr. Hawkins lets individual members of an 8AF bomb group write on their perception of what their missions accomplished. In his "Anthologist's Note" at the beginning of the book, he says that the U.S. Air Forces and the British Royal Air Force deserve credit for their "outstanding and significant" contribution to "a great victory...and more significantly to a lasting peace in Europe, made possible primarily because of the strategic bombing campaign."

"Who said so?" asks Mr Hawkins.

To answer his own question, he writes and his remarks remind us of what is said about Kosovo today-- "Certainly not the cynical post-war arm-chair historians and journal-

ists on both sides of the Atlantic who find it so easy to criticize the Allied bombing campaign. Nor was it the devious British politicians who, with the war won, immediately condemned the bombing policy and the attacks on German cities and towns as if the

German attacks on British, Dutch, Belgian, Polish, and Russian towns and cities had never happened."

Describing them as in "an ideal position to make an unbiased, sound and proper judgment regarding the bombing offensive," he goes to the "top German Ministers and Military Commanders themselves who witnessed, often at first hand, the devastat-

ing and pulverizing effect of the Allied strategic bombing campaign."

He quotes Albert Speer, Hitler's

Minister for Armaments and Economics: "The strategic bombing of Germany was the greatest lost battle of the world war for Germany."

General Adolf Galland, Commander of the Luftwaffe's fighter groups had this to say, "The bombers

grounded our fighters by destroying our oil industry." Speaking to the German High Command in June, 1944, Field Marshall Erwin Rommel said: "If you cannot stop the bombing we cannot win."

When German Army General Sepp Dietrich was ordered by Hitler to continue his advance during the Battle of the Bulge, he responded, "Go on? Go on? How can we go on? We have no ammunition left and all our supply lines have been cut by air attack. People don't understand that not even the best troops can stand this mass bombing. One experience of it, and



B-17 Bomber

they lose all their fighting spirit." Luftwaffe Field Marshall Hugo Sperrle summed it up: "Allied air power was the chief factor in Germany's defeat."

Mr. Hawkins quotes two other individuals whose judgments must be respected.

General Dwight David Eisenhower stated, "The Allied Air Force achieved the impossible." Field Marshall Barnard Montgomery, British army commander in Africa and Europe, said, "The bombers did more than anyone towards winning the war."

The argument, about the relative merits of armies and air forces--and of navies, for that matter--will probably always continue but, as we read the remarks of the defeated German officers and the triumphant allied leaders, we have the feeling they would not be surprised at the success of air bombardment recently in the Balkans.

Author and Professor Harry Crosby, 100th Bomb Group, has written extensively on the 8th Air Force. He references two volumes by Ian Hawkins, one of which is recently expanded and is included in the Book Review Section of this issue of the 8th AF NEWS.--Editor



USAF B-52 H Bomber

Searching For Color Slides

Eighth Air Force Historian Roger A. Freeman requests that those veterans who have access to any color slides (transparencies) from their wartime service in the ETO, please get in touch with him. He will cover all costs for duplicating and shipping them. Roger will use many of them in upcoming books he plans to publish to tell and preserve the history of the Mighty Eighth Air Force. Contact him at:
 Roger A. Freeman, Mays Barn, Dedham Colchester Essex CO7 6EW England. (Postage for a letter to East Anglica is \$ 0.85)

PUEBLO WEISBORD MUSEUM

The Pueblo Aircraft and International B-24 Museum is compiling a list of ALL former Air Force B-24 Liberator, navy PB4Y-1 (Liberator) and PB4Y-2 Privateer air crew, living or deceased. If you know the names and addresses B-24 crewmen please have them contact us so we can add them to our DATA BASE. This DATA BASE will be used for historical and research projects. Please include your e-mail address, if you have such.

International B-24 Museum
 31001 Magnuson Ave
 Pueblo, CO 81001
 email address: pwam@usa.net
 phone: 719-948-9219
 fax the museum at: 719-948-3361
 URL: <http://www.co.pueblo.co.us/pwam/>



Robert Henderson Bronzes to be placed at Pearl Harbor

Two bronze 1/6 scale World War II warbirds, a P-40 and a B-17 will be installed at Hickham Field in Honolulu, Hawaii to commemorate the efforts of those who flew in the Pacific war. The B-17 will be entirely sponsored by those who flew and love them. Similar to six other bronze models which artist Henderson has placed in the "Study Hall" at the USAAF Academy in Colorado Springs, the B-17 Flying Fortress and the P-40 Warhawk will serve to tell future generation of the sacrifices made by airmen in WW II.



All 8th AF veterans are asked to help support this latest warbird project by sending in their contributions. A plaque recognizing contributions over \$500 will be part of the memorial. To take part, call 1-800-305-1738.

M. I. A.

In the June issue of the 8th AF NEWS a review of Phillip Causer's latest edition of his book *M. I. A. - Missing in Action* was presented. Several members have stated that they would like ordering information. You may call 1-800-430-0980 or write the author at 2932 Winterset, Las Cruces NM 88005. The price is \$14.95 plus \$2.50 s&h.

MEMPHIS BELLE REPLICA NOSE ART COMPLETED

Ron Kaplan, Development Director at the National Aviation Hall of Fame in Dayton, Ohio has taken his artwork to the air. Ron operates Warbird Aviation Art and among other things features nose art replicas. Recently he completed the re-creation painting of the original version of the Memphis Belle name and figure on Dave Tallichet's B-17. The authentic nose artwork has been written in Flight Journal and will be seen in the travels of the Tallichet Flying Fortress. Original Memphis Belle pilot Robert Morgan, 91st Bomb Group, has inspected and enthusiastically approves the final rendering from artist Kaplan.



91ST BOMB GROUP CONTROL TOWER

In response to Sebastian Corriere's letter in this issue's Mail Call, this entry: Steve Pena, Curator Tower Museum, Basingbourn, England.

Tower Museum Website <http://www.an6530/museum.htm>
 Contact address: Bramble Cottage Netherstones Stotfold Herts, England. SG5 4BX Tel/Fax: 011.44 (0)1462 835787

Eighth Air Force Historical Society PX News

Summer 1999

Greetings to all! We hope your summer is going well! In the Copeland house, the months of September, October and November are not referred to as Autumn or Fall. This time of year is called "Reunion Season!"

Many of you are going to be attending your own respective Group "stand alone" Reunion or hopefully will be joining us in Savannah for the National 8th AFHS meeting. Why not show your pride with a new clothing item? Throw that old 8th Air Force T-shirt or Sweatshirt away and replace it with a new one!

Here in Minnesota we have found a wonderful silk-screen printer and embroidery house. If you purchased a shirt from us in the past, replace it with our "new and improved" shirt line. The T-shirts and Sweatshirts are a higher quality than that which we had in the past. The best thing is that the price on the shirts has barely increased!

Our new style of Golf Shirts have become very popular. They come in three different colors: Red / White / or Royal Blue. An embroidered 8th AFHS emblem is sewn on the breast of this 100% pre-shrunk cotton shirt. Very classy and unassuming.

Our Golf Caps match the colors of the Golf Shirts and have a lighter style fit. Please indicate Color and size when ordering.

Buying a new shirt or cap this fall will be something you won't regret. National 8th Air Force Week will be here soon. Show your pride between October 8th through the 16th with a new shirt or cap!

Once in a while, you find a book which stands above all the rest. Item B25, *The Munster Raid: Before and After*, by Ian Hawkins is one of those books! This updated and expanded 543 page, hardbound book gives a detailed account of the famous Munster Mission of October 1943. This mission was flown during "Black Week" of October 1943 when the 8th Air Force lost over 100 Heavy Bombers in a week! Brilliantly researched and superbly written! Only \$32.00 plus P/II!

Also, we are very pleased to offer an exclusive item to our PX Inventory. We now have a limited number of signed copies of "Happy Jack's Go Buggy" (Item B24), by Jack Ilfrey. Jack has been kind enough to sign a limited number of books for us. This offer cannot be found anywhere else. Don't miss out on this

wonderful collector's item! This is a terrific story about an extraordinary man! Only \$35.00 - plus P/II.



We want to wish you safe travels during our "Reunion Season" and we hope to see you in Savannah at the National 8th Air Force Reunion. Thank you for your continued support and best wishes. We love to hear from you and look forward to serving you the best we can! Best wishes! Cheers!

**Mark and Monica
Copeland
8th Air Force PX
Managers**

**REMOVABLE PX
4 PAGE INSERT**



Please use the latest PX page when ordering.

Prices listed are good through 1 November 1999.

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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	\$ 2.95
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___	J4 8th AFHS Tie Tac (Regular)	\$ 3.95
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___	J6 B-17 Belt Buckle, (Pewter finish)	\$ 13.95
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___	___ Gold Medallion Clasp with Black Rope	\$ 17.95
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	<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
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	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 Brooch Pin	\$ 8.95
___	J13 Ladies Gold plated Earrings, 8th AF emblem	\$ 12.95
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___	J14 Miniature Wings - lapel type	\$ 4.95
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	Crew Member Pilot	

AUTOMOTIVE ACCESSORIES

___	A1 8th AF Logo Metal Grille Ornament	\$ 12.95
___	A2 8th AF License Plate - 6"x12"	\$ 3.95
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	or 3 Bumper Stickers for \$2.00	\$ 2.00
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___	C2 8th AF Golf Cap - Embroidered emblem, fits all	\$ 12.95
	sizes ___ Red ___ White ___ Blue	
___	C3 T-Shirts - 8th AF logo in full color	
	<i>Please indicate size(s) wanted</i>	
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	___ XXL	\$ 12.95
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	___ S ___ M ___ L ___ XL	\$ 19.95
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	___ XXL	\$ 24.00
	___ Red ___ White ___ Blue	
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	<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 (Flush mount only)	\$ 80.00
___	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 Zippy Letter Opener	\$ 2.00
	or 3 for \$4.95	\$ 4.95
___	M6 8th AF Golf Towel - Embroidered 8thAFHS logo, w/ grommet	\$ 13.50

8TH AIR FORCE BOOKS

QTY		TOTAL
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___	B1 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. A must have book!	\$ 34.95
___	B2 Fight for the Sky, Allied Fighter Aircraft in Europe and North Africa 1939-1945 , Roger Freeman, 1999. Hdbd. Companion volume to Raiding the Reich (B5). Comprehensive history of the Fighter airwar over Europe and North Africa. Well written and contains over 250 superb black and white photographs.	\$ 29.95
___	B3 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. Fascinating!	\$ 16.95
___	B4 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
___	B5 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
___	B6 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



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Prices listed are good through 1 November 1999.

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—	B7 The B-17 Flying Fortress Story - Design - Production - History , Freeman/Osborne, 1998. Hdbd. Chronicles evolution of the aircraft. Brief history on every B-17 that served in World War II...all 12,371 of them! A great testament to the mighty Fort.	\$ 45.00
OTHER 8TH AIR FORCE BOOKS AVAILABLE FROM THE PX		
—	B8 Thunderbolt Aces of the 8th Air Force , Jerry Scutts, 1996. S/bd., 7 1/4" x 10", 96 pp., 110 b/w photos, 65 color profile paintings. History of P-47 Thunderbolt aces of the 8th AF. Covers all 'Jug' units and respective aces. Heavy emphasis 56th Fighter Group.	\$ 15.95
—	B9 Mustang Aces of the 8th Air Force , Jerry Scutts, 1994. S/bd., 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
—	B10 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
—	B11 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
—	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 U.S. Eighth Air Force at Warton 1942-1945, The World's Greatest Air Depot , Holmes. Detailed history of Base Air Depot Number 2 where over 10,000 aircraft were modified, repaired and processed. Excellent account of this amazing airfield.	\$ 24.95
—	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 Pride of Seattle: The History of the First 300 B-17Fs , Birdsall, 1998. A brief history of the first 300 Boeing B-17Fs built. Detailed accounts of their respective involvement in the Pacific, Mediterranean and Europe. Aircraft of the 91st, 92nd, 303rd, 305th, and 306th BGs are examined. 8 1/2" x 11", 64 pp.	\$ 9.95
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—	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 The Legendary Norden Bombsight , Pardini. History of the famous Norden bombsight. This book covers the development and use of one of the most secret weapons of WWII. 6" x 9", 352 pp., 70 photos.	\$ 29.95
—	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 US 8th Air Force in Camera - Volume 2- 1944-45 , Bowman. Hdbd, 7 3/4" x 10 1/2", 192 pp., 200+ b/w photos. Companion Volume to item B20. Superbly illustrated and captioned!	\$ 29.95
—	B22 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
—	B23 Air War Europa , Hammel, 1997. S/bd. 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
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—	B25 The Münster Raid: Before and After - Hawkins, Hdbd, 543 pp., illustrated. Detailed account of 8th Air Force mission to Münster, Germany - October 10, 1943. Well researched! Includes numerous personal accounts from 8th AF air and ground crews. Superb updated edition!	\$ 32.00
—	B26 Mission 85 - The Milk Run that Turned Sour , De Jong, 1998. S/bd., Profusely illustrated. Superbly researched history of Mission 85 flown August 19, 1943 by the First Air Division. Excellently written and well illustrated. We really recommend this one!	\$ 22.95
—	B27 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
—	B28 Serenade to the Big Bird , Stiles, 1947. Hdbd. A true 8th Air Force classic! Back in print for the first time in many years. Stiles flew 35 missions in the 91st Bomb Group and wrote this fine book prior to his death in November 1944. A great read for a great price!	\$ 19.95
—	B29 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
—	B30 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



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Prices listed are good through 1 November 1999.

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—	B31 Bombs Away! Pathfinders of the 8th Air Force , Thixton/Moffat/O'Neil, 1998, hdbd., Photos. Remarkable story of the 8th Air Force Pathfinder Groups (95th and 482nd Bomb Groups). Well written and very interesting. \$ 25.00	_____
—	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	_____

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Children's T-Shirts - 100% washable Cotton with 8th AF Logo in full color. Kid's size versions of our Adult T-Shirts. All sizes measured in common Youth sizes.

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—	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, Ploesti, 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	_____
—	V5 Memories of the 91st BG at Bassingbourn , First person accounts and wartime footage make this brilliant film a superb addition to your 8th AF video library. \$ 24.95	_____

Quantities are limited on Sale Items

SALE ITEMS!

Sale prices good through 1 August 1999

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	_____

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B-24 INTERNATIONAL 60TH BIRTHDAY CELEBRATION

December 9-12, 1999 - Town and Country Resort Hotel, San Diego

Seminars - Tours - Displays - Memorabilia
For registration and more information contact:
B-24 Groups Memorial - San Diego
71 Nighthawk, Irvine, CA 92604
Tel. 949-552-3890, Fax 949-551-2151
e-mail rcbaynes@hotmail.com

It is estimated that more than 180,000 crew members and 500,000 ground personnel were involved in flying and servicing the B-24.

According to historian, Allan G Blue, "Depending upon when you listened, from 1941 to 1945, you could have heard that the Liberator was the great hope of the Allied Air Forces, a killer ship that the pilots were scared to death of, a superb and versatile weapon unmatched in the Allies' air arsenal, or a hard to handle, underpowered and overrated flying bomb. In reality and at times it was all of these and more."



Come to San Diego, December 9-12, 1999 and hear from the people who built it, flew it, crewed in it and serviced it. They will bring it alive. Bring your own stories.

FOUNDERS DAY CELEBRATION

The Yankee Air Museum at Willow Run Airport in Michigan is featuring a Dinner/Dance on Saturday September 25th with music by the 17 piece band "One Beat Back". Fly-in or Drive-in by 6:30pm. Price: \$30 dollars. Stay for the Pancake Breakfast Sunday morning at 9:00am on the 26th. Museum admission during these events is free to all. For information contact Yankee Air Museum, P.O. Box 590, Belleville MI 48112-0590 or call 734-483-4030



BOXTED AIRFIELD EXHIBITION

An Exhibition on the History of BOXTED AIRFIELD an important World War Two Airdrome

To be held at
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learn about
THE CRUSADERS (386th Bomb Group)
PIONEER MUSTANG GROUP (354th Fighter Group)
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the Daring Stories of the PILOTS & GROUNDCREW,
eye witness accounts & Memories of LOCAL PEOPLE
GREATLY ENLARGED FOR THIS SEASON

Exhibition is open on SUNDAY AFTERNOONS from 2:30 - 5:00pm, on the following dates in 1999/2000
OCT 10th, NOV 14th, JAN, 9th, FEB 13th, MAR 12th
ADMISSION FREE
REFRESHMENTS AVAILABLE
information telephone 01206 865275

390TH Bomb Group Museum and Web Site

The 390th Memorial Museum was established almost twenty years ago to preserve the heritage of the original cadre, the ground support personnel and the air-crews of the 390th Bombardment Group (H). Proudly displayed is a restored B-17G, numerous artifacts, and photographs. It houses detailed operational records of the Group's 301 World War II missions. For information, Phone: 520/574/0287, Fax: 520/574-3030, E-mail: The 390th@aol.com. Also, there is a 390th Memorial Museum Web Site. It contains information of the Museum, details of the aircraft, war stories by our veterans, records of the 390th B.G. and many other features. Visit at <http://www.390th.org>.



11TH ANNUAL B-17 GATHERING AND BIG BIRD FLY-IN SEPTEMBER 18-19-20, 1999

Once again, the radio-controlled big birds and bombers are migrating south to Bomber Field for their annual air show. This year, all WWII era multi-engine bombers will compete for the perpetual B-17 trophy as well as the other categories they represent. All big-bird aircraft are welcome to participate, including ducted fans and turbines. All aircraft must be radio-controlled, and scale replicas of real full scale aircraft. Transmitter impound controlled flying will be from 9am to 5pm Friday and Saturday, 9am to 2pm Sunday. Raffle drawing and awards on Sunday to conclude.

General admission: \$4.00 per person (includes parking)
For more information contact:
Weber-Balke Foundation Co.: 281-498-7935
BOMBER FIELD
MONAVILLE, TEXAS

AX-POW 52nd Annual National Convention

October 4th-10th, 1999 Evansville, Indiana AXPow Convention 401 SE Riverside Drive Evansville, Indiana 47713 1-800-433-3025

461ST BOMB WING ASSOCIATION

461st Bomb Wing, SAC B-52/KC-135 (formerly 4128th Strategic Wing, Amarillo Air Force Base) **October 14-17 1999**, Clarion Hotel, Abilene, Texas. Contact: James Browall, 41 Rue Maison Abilene, Texas 79605, 915-793-2995, E-Mail: JIMR461@JUNO.COM



1ST STRATEGIC AIR DEPOT ASSOCIATION

The 1st Strategic Air Depot Association will hold its 1999 reunion in Greater Cincinnati, Ohio, from **September 23-26, 1999**. We welcome 8th Air Force veterans who were stationed at Honington-Troston, England, from 1941-1946. For further information, contact: Mr. Herb Kaster; 720 Society Hill; Cherry Hill, NJ 08003; Telephone 609-751-1763

THE NINTH AIR FORCE ASSOCIATION

Ninth Air Force Association Convention and Unit Reunions, **September 16-18, 1999**, Best Western Hotel Central, Omaha, NE. Contact: Chairman, Bob Hogg, RR 2, Box 80; Mead, NE 68041-9652, (402-624-2755); Co-Chairman Charles S. Nefsky, 248 South McKenna Ave., Gretna, NE 68028-7804, (402-332-3143)



27TH AIR TRANSPORT GROUP

27th Air Transport Group Association (WWII) Consisting of the 310th 311th 312th & 325th Ferrying Sqds. 86th 87th 320th & 321st Transport Sqds. 519th & 520th Service Sqds. **September 23-25, 1999**; Minneapolis, MN; Sheraton Inn Airport; Contact: Fred Garcia, 11903N 77th Drive, Peoria, AZ 85345, (602-878-7007)



457TH BOMB GROUP

8th Airforce, & all attached units-station 130 in Glatton, England, near Peterborough, will have a reunion **Oct 10-14, 1999** in Gettysburg, PA. Contact: Homer L Briggs, 811 NW "B" Street, Bentonville, AR 72712; (1-501-273-3809) Fax:1-501-271-9147

436TH FIGHTER SQUADRON - 479TH FIGHTER GROUP

8th Air Force WWII will hold its annual reunion **22-24 October, 1999**; Days Inn Oceanfront - Cocoa Beach, FL (800-962-0028). For information contact - Jim Ward, 3610 Sawgrass Drive, Titusville, FL 32780, Phone: 407-383-1099.



390TH BOMB GROUP

(H) Veterans Association, WWII, 8th Air Force (Station 153, Framlingham, England) will hold its annual Reunion in Charleston, SC. **Tuesday, September 21st thru Sunday the 26th, 1999**. Contact. Ken Rowland, PO Box 28363, Spokane, WA 99228-8363, Phone 509-467-2565, Fax 509-467-2565 or eMail rowland@ior.com



390TH BOMB GROUP (H) VETERANS ASSOCIATION

303rd Bomb Group Association (Molesworth, England, WWII)

October 8-11, 1999, at the Marriott Hotel in Oklahoma City, OK. Contact: Ed Miller, 422 S. Walnut Ave., Temple, OK 73568-0219. Tel. 949-342-5119. (edmiller@pldi.net)REUNIONS



303rd BOMB GROUP (H) ASSOCIATION, INC.

305TH BOMB GROUP MEMORIAL ASSOCIATION

1999 Tacoma Reunion **Sept. 29 - Oct. 2** Sheraton Tacoma Hotel 1320 Broadway Plaza, Tacoma, WA 98402 213-572-3200 Contact: Ridge Kemp 1404 Patriot Colony Drive Williamsburg, VA 23188-1339

361ST FIGHTER GROUP (WWII)

October 28-31, 1999 Ramada Beach Resort Fort Walton Beach, Florida Contact: Gen. Joe Kruzel 850-244-0220

356TH FIGHTER GROUP

356th FTR GP (WWII) 359th, 360th, 361st, Hqtrs & Support Sqdns. **Sept. 11 - 15, 1999** Best Western Merry Manor Inn, Portland, ME Contact: Ken Male 8282 NW 47th St.; Ocala, FL 34482 352-622-9976 or P51Male@aol.com

BAD 2 ASSOCIATION

ALBUQUERQUE, NEW MEXICO - **SEPTEMBER 17-20**

Contact: Richard McClune, 527 Quarterfield Road; Newport News, VA 23602-6140

379TH BOMB GROUP

September 8 - 11, 1999 Tucson AZ Contact: Jan Rumberger 925 Hertzler Rd. Mechanicsburg PA 17055

801ST/492ND BOMBARDMENT GROUP ASSOCIATION

17th Reunion Las Vegas, **September 26-30, 1999**, Tropicana Hotel. Call Reservations Plus, 800-805-9528 or Bill Becker - 619-287-7163 or FAX 619-582-4323.

452ND BOMB GROUP ASSOCIATION

September 30 - October 1 & 2, 1999 Nashville, TN Contact: Tamarac Travel 1-800-228-9690

491ST BOMBARDMENT GROUP RINGMASTERS

1999 REUNION-WILLIAMSBURG Radison Fort Magruder Hotel

October 12-16 Contact: Benjamin J Napolitano 190 Thornridge Drive Stamford, CT 06903-5118



USAF ARMED FORCES DAY CELEBRATION

Former 91st Bomb Group members meet again at a recent dinner celebrating the USAF Armed Forces Day at Andrews AFB Maryland.

L to R Owen G Cooper & John R Parsons, 401st, Robert K Morgan, 324th and Whitmal W Hill (WW), 323rd Bomb Squadrons. Cooper, Parsons, and Hill are members of the National Capital Area Chapter of the 8th AF Historical Society.



1999 USAF Thunderbird Airshow Schedule

(www.nellis.af.mil/thunderbirds)

Sept. 4-6 Jackson, Miss.
 11-12 Smyrna, Tenn
 18-19 Reno, Nev
 25 Maxwell AFB, Ala
 26 Charleston AFB, S.C.

Oct. 2-3 Great Bend, Kans.
 9-10 Edwards AFB, Calif.
 16 Sheppard AFB, Tex.
 17 Dyess AFB, Tex
 23-24 Fort Huachuca, Ariz.
 29-31 NAS New Orleans, La.

Nov. 6-7 Fort Smith, Ark.
 13 Luke AFB, Ariz.

1999 USN Blue Angels Airshow Schedule

Oct. 2-3 Salinas, CA
 9-10 San Francisco, Calif.
 16-17 Kirtland AFB, NM
 23-24 Little Rock, AR
 30-31 Moody AFB, GA

Nov. 6-7 NAS Jacksonville, FL
 12-13 NAS Pensacola, FL

487th Bomb Group Journey to London

Thirty five members of the 487th Bomb Group Association met in London, England at the White House hotel for a trip to Lavenham, Suffolk, Station 137; their old base. On the way they stopped in Sudbury to visit the Thomas Gainsborough home and museum. They spent about a week in Lavenham at the Swan Hotel, renewed old friendships and made new ones. The plaques on the control tower and in the market square were dedicated and wreaths were placed. On the return trip to London the group stopped at the American Military Cemetery at Madingly and laid a wreath at the Airman Memorial. They also stopped at the American Air Museum at Duxford.

-Jim Erskine

CHAPTER DUES REBATES

The following chapters received rebate checks of \$1.00 for each 1999 paid member and life member:

CHAPTER	1999	LIFE	TOTAL
Alabama	\$113.00	60.00	173.00
Arizona	177.00	139.00	316.00
N. California (Doolittle)	260.00	282.00	542.00
S. California (LeMay)	426.00	421.00	847.00
Colorado	104.00	93.00	197.00
Connecticut	139.00	95.00	234.00
NCAC	187.00	163.00	350.00
Florida	701.00	586.00	1287.00
Georgia	233.00	172.00	405.00
Iowa	186.00	108.00	294.00
Idaho	32.00	23.00	55.00
Illinois	340.00	210.00	550.00
Kentucky	68.00	57.00	125.00
Massachusetts	290.00	171.00	461.00
Minnesota	263.00	153.00	416.00
Missouri	175.00	101.00	276.00
Mississippi	68.00	57.00	125.00
North Carolina	185.00	137.00	322.00
Nebraska	62.00	48.00	110.00
New Jersey	357.00	172.00	529.00
New Mexico	60.00	69.00	129.00
New York Central	75.00	51.00	126.00
New York West	136.00	67.00	203.00
New York South	225.00	123.00	348.00
Ohio	432.00	220.00	652.00
Oregon	105.00	78.00	183.00
Pennsylvania	486.00	258.00	744.00
Rhode Island	50.00	24.00	74.00
Tennessee	99.00	69.00	168.00
Texas North	189.00	143.00	332.00
Texas Rio Grand Valley	41.00	37.00	78.00
Utah	66.00	29.00	95.00
Virginia	103.00	78.00	181.00
Washington	121.00	152.00	273.00
Wisconsin	198.00	116.00	314.00
West Virginia	28.00	20.00	48.00
36 Chapters	\$6780.00	\$4782.00	\$11562.00

UNITNEWS

94th BGMA Web Site www.94thbombgroup.com



ALFRED LEA...

I really learned to appreciate Arnold Shumate's unselfish teamwork when I took over his Tail Gunner position for a half hour once. He never complained one single time in combat - sitting facing aft, squatting on a tiny bicycle seat, legs doubled up underneath constantly scanning the sky for "Bandits", for hours at a time in 40 to 50 degrees below zero temperature, unpressurized of course. The occasion of my ride in the tail was at the 452nd base at Deopham Green. We had been assigned to a real war-weary plane for an all out effort, as "Lovely Lady" was in for repairs from flak damage. This tired old bird, whose name is forgotten, wasn't up to the task and at 8,000 feet two engines started smoking and we couldn't keep up with the group. Orders to abort were given with a full load of bombs and nearly full fuel load. So we flew around trying to get rid of gasoline - the efforts to dump it had failed. Arnold invited me to trade places, quite an experience to say the least! Orbiting soon became nerve-wracking and it was decided to land - with no certainty as to the stalling point of an old heavily painted bird almost fully loaded. Always a master of the situation, Lou Hernandez decided to bring her in with plenty of airspeed, using all of the longest runway. When he put her down on the very end some loose gravel accumulated on the end of the concrete runway splashed up on the tail's underside - sounding like hail on a tin roof. Braking the heavily loaded old tires had resulted in many little handball-sized pieces of rubber. The ambulances and fire trucks raced to keep up with us until we rolled to a stop at the other end of the strip. That was the last time I rode in Arnold's "Office".

Al Lea 452nd BG Houston, TX

ROBERT BOYD...

I will not concede however that any combat crewman ever had greater fear than I, the greatest fear being that fear would win. I do not think that there was a pilot in the whole 8th that did not have that feeling of fear that would take over, disgracing himself before his crew. Who would or want to fly with a shaky pilot who could not take it and had disgraced himself before his peers. Like Enos with Charley Brown, not only myself but every one had their security blankets. I had many and they worked for controlling my fear for the moment at hand. Today as I look back I have to smile at how stupid they appear to me now, but they worked. I have asked a number of combat crewmen: "Has there ever been a day in your life that you have not recalled some facet of the 8th AF combat experience?" With out hesitation every one of them replied "Never" or "Not one day." I call it "My Longest Mission - Fifty Years Long".

Robert Boyd 465th BG Grand Junction, CO

HAL SUSSKIND...

We started the New Year with a mission to Kiel, Germany on Jan. 4, 1944. This time the flak took out part of the plexi-glass nose in front of our Bombardier. Lt. George Trawicki, of Milwaukee, WI. George who tipped the scales at more than 200 pounds, was as wide as he was tall and completely filled the nose cavity. He was my personal "flak stopper." On this mission, Sgt Cal Turkington was credited with destroying a JU-88 and our ball-turret gunner, Sgt Ken Holder was credited with probably destroying a JU-88. Our fourth mission on Jan. 11, 1944, started

out as routine but turned out to be one of the roughest missions of the war. The target was Oschersleben and the route to the target gave the appearance of a run on Berlin, which had never been bombed before by the 8th AF; so the Luftwaffe responded in force. It was probably one of the biggest and longest dog-fights of the war. The 303rd lost 11 aircraft and 110 crew members. Our ball-turret gunner was credited with destroying an FW-190. The close coordination of our crew, led by Sgt. Turkington, in calling our enemy fighters and their positions contributed greatly to our landing back at our home base. I can still hear Cal saying, "FW-190 coming in on our tail. Hold it. 'Bronco.'" which was a signal to our pilot to take evasive action. I also believe that our aircraft, *The Duchess* on its 50th mission, was determined to make it through the battle. It brought us home with an unexploded 20mm shell in its gas tank.

Harold Susskind 303rd BG Austin, TX

ARTHUR RIVKIN...

MISSION 19 SATURDAY, MARCH 31, 1945

Today we bombed a tank factory at Brunswick, Germany. Results were unobserved due to 10/10's overcast in target area. Bombs were dropped H2X methods and the run seemed to be satisfactory. Flak was moderate and inaccurate. Visual artificial some markers were seen. Three minutes after "bombs away" tail gunner observed a P-51 going down out of control burning from unknown cause (no chute seen - lost P-51 at 1,000 ft.). Right after, tail gunner picked up three jet ME 262's coming in at 5 o'clock. Tail gunner opened fire calling them out over interphone. They turned off and flew parallel going after squadron in front. We were flying lead off the hi-right in the 4th squadron. Tail gunner picked up each jet as it came in tracking him and firing until the turret-stop, then picking up another coming by. Right waist fired also. Top turret picked up jets at about 5 following them until 2 o'clock and firing until out of range. Nose gunner also got in some shots and jets broke away.

I picked up the jets at 3 o'clock, estimated range 200 yards. I saw tracers going toward jets and tracking was very good. As one jet passed, I saw puff of smoke and right-hand jet started to leave trail. Whether it was hit or pilot turned on a booster is unknown. However, he pulled off and did a diving turn into the clouds while others continued attack on forward squadron. Possible hit. About 1,500 rds were fired by gunners. The ship was vibrating from the guns and could hear the chatter of guns as they were being fired. I could easily see the "262" as it passed. Black cross on the side really chilled me. Clean and deadly looking - hi-tail - twin jets. Painted a dull brown. Could easily see the canopy but didn't see the pilot due to speed of enemy ship (about 350 mile per hour, it seemed). The gunners were on the alert and undoubtedly jets would have pressed the attack if gunners hadn't opened up. Tail gunner especially, as he picked them out. An exciting mission. The whole thing over in a minute. One B-24 missing, May have made Brussels. Couldn't see the "front" at all due to undercast. Bombing restrictions becoming more strict and only big industrial targets seem to be getting hit-

from the War Diary of:

Arthur Rivkin 466th BG Co-pilot La Jolla, CA



BILL EADY...

Bill is one of those farmers. He was 22 when Lavenham air base was built for the 487th Bomb Group, engulfing his family's Elms Farm. When the dust settled, he had 2,900 new neighbors who drove bombers instead of tractors. "Our house was 100 yards from where the nearest Flying Fortress was parked," he recalls. "It was named *Shoo Shoo Baby*. It flew 96 raids in all. I remember that it got shot up a lot. The planes were very loud, but we got used to them. Life went on." And so did death. Thirty thousand Americans were killed while serving from air bases in England. Eady stands on the roof of Lavenham's cube-shaped control tower and gazes out at the fields as if at a ghost town. He slowly turns in a circle and points to buildings, most of which are no longer there. "I can still see it all," he says. "That's where the bomb dump was. And over there was the shed where they ran in new aircraft engines. The barracks were over there. Back there was the PX. The main runway stretched from that stack of hay to over toward those cottages. And an anti-aircraft gun was over there. A bloke was stationed there 24 hours a day." As the wind sighs around the corner of the tower and swirls the wheat stubble, it is difficult not to hear the cough of B-17 engines as they cranked to life, the squeal of tires as Jeeps sped around the bases perimeter track, the jaunty banter of flyers who were invincible right up to the second they were shot out of the sky. Eady, like most East Anglians, remembers the Americans fondly. "You couldn't want to mix with a nicer bunch of fellows. The American became part of us."

from Mike Nichols with Bill Eady

BERT STILES...

Berlin - To the People Below

"Bomb bays coming open," the bombardier said. All the other bomb bays on the other '17s were swinging open, too. He could see the dull flashes and the shells burst....puffs here....in his lap....four puffs off the wing-tip....acres of flak and smoke....flak and more flak and more flak. He didn't breathe. Somebody kept calling off in a low voice, "one o'clock level....more at eleven o'clock....watch it babe....Godamighty....one o'clock...." Then his voice cracked and he stopped. Joe could hear the stuff clanking underneath and feel the plane shudder with the bursts. He kept one eye on the instruments, and one eye on the formation out to the left. A B-17 out at ten o'clock wrenched up, the left wing fell off, and it piled into another '17 just below. They locked in a death's embrace and fell off into a third. All three blew up into a great orange flame and sucked away under the nose. God---thirty men. Joe started talking then. He didn't say the words. He didn't even think them, they were just there in his mind, falling around loose. But all of them were for the people down below. "Okay, you poor bastards, sit down there and take it, like we do up here, only we'll be out of here in a minute. We came over here to blow your city out of the war, all the way, and when we finish with your town it will be simpler to start all over again in the fields somewhere and build a new one." The bombs fell out of the bomb bays of the planes up ahead, and the words fell away with the bombs. "Bomb doors closing," the radio man checked. Joe went on talking, inside his mind, watching the flak with his eyes, swinging back to check the instruments.

Bert Stiles, 1944 in *Serenade to the World from 30,000*
Editors Roland Dickinson and Robert Cooper

FRED CASTLE...

21st Sept. 1943

"...yesterday we had an awards formation for presentation of air medals and Purple Hearts. As I looked down the line of serious young faces there were many emotions in my heart...of admiration and comradeship and abiding faith in the history and destiny of our Country."

15th Oct. 1943

"I hardly knew that yesterday was my birthday. I don't feel that old -- haven't a gray hair on my head!"

25th Oct. 1943

"...you ask whether I might be coming home soon? Probably not, for quite a long while." "The air war is waxing very hot and heavy...I have been working 14 to 16 hours a day at times -- snatching a little sleep when I can."

He told his family that sometimes his work took a rather amusing form and he sent them an announcement of a Dog Show put on at the Enlisted Men's Red Cross Club. He wrote,

"I had to act as Judge, and it was just about the funniest experience ever! The "Most Motherly" class was won by "Scruffy," who wandered into the Club and had her pup on one of the big chairs there! ...they named her pup "Chairborne," and the latter little rascal won entered in the "Smallest Dog" class, winning hands down! Pfc Rosenbloom exhibited them. "Scruffy" was on a leash and was very concerned (for her pup), as Rosie towed "Chairborne" in a little cardboard box. The father, "Tuffy," won the "Toughest Dog" class and let out howls from a corner as all this went on!"

from General Fred Castle, Commander 94th BG in letters to his sister - Winifred. General Castle was killed on a combat mission over Germany.

FELTON SMITH...

I was assigned to the 896th Military Police Company. This was the headquarters company of the Eighth Air Force stationed at the now famous Wycombe Abbey, a woman's college at High Wycombe, England. Our officers informed us that General Doolittle, leader of the Tokyo raid, had taken command of the Eighth Air Force on January 5, 1944, and was now living on a large estate there. Our job was to guard this estate, Wycombe Abbey and the underground command post which consisted of a three story bunker having its own communications center and switchboard. The German Air Force tried to find this headquarters all during the war but never succeeded. We knew this because we heard their propaganda radio broadcasts from time to time. I remember seeing General Doolittle on his hands and knees looking at maps just before D-Day. The most danger we had was when the buzz bombs began to fall just after D-Day in June of 1944. We were told it was not necessary to take cover as long as you could hear the engine running. If the engine cut off, take cover because the buzz bomb could then fall anywhere. Another memory that I have is when King George VI and Queen Elizabeth inspected General Doolittle's home guard of which I was a member. This event was something a farm boy from Mississippi does not soon forget.

In December of 1944, during the Battle of the Bulge, all MPs were taken into the field and given an infantry training refresher course in case we were needed. Since I missed much of this basic training I learned quite a lot. Until the war in Europe was over, I saw hundreds of bombers coming back from missions each day, some with one or two engines out. I was greatly moved by the fine job these air crews did. After the war in Europe was over, thousands of ground personnel were given rides in the bombers to tour the European battlefield. This was quite a thrill for me. I expected to see a veteran air crew on my

tour, but was surprised to see that they looked almost as young as I was. We were allowed to occupy the gun stations which were not loaded, and I manned the tail gun as we flew over London. In August of 1945, we were getting ready to move to the new Eighth Air Force Headquarters on Okinawa when Japan surrendered. Our orders were then changed, and we stayed in England another six months.

from **Felton Smith, with son Roger Smith** in Mississippians in the Mighty Eighth

F. C. "HAP" CHANDLER ELECTED PRESIDENT OF SECOND AIR DIVISION ASSOCIATION



F. C. Chandler upon graduation from Aviation Cadets as with the Silver Wings of Navigator

The annual reunion of the 2nd ADA at Austin, Texas saw F. C. Chandler of Atlanta, Georgia sworn in as President for 1999. Continuing a family tradition of military service to the country in the Revolutionary War and in the War Between the States, Hap Chandler flew combat missions with the 489th Bomb Group and finished his tour with the 491st BG. He flew low-level missions in support of the 82nd Airborne during "Operation Market Garden after the Normandy invasion."

He has been active in numerous 8th Air Force activities since retiring from the Air Force. Hap was the founding President of the Georgia Chapter of the Historical Society and Vice-President of the 491st BG for six years. He successfully continued in several areas in the private business sector following his distinguished military

career.

He looks forward to continuing the ongoing programs of the 2nd ADA into the 21st century: The support of the Memorial Library in Norwich, the Mighty Eighth Air Force Heritage Museum in Savannah, and promoting the involvement of younger generations in 8th AF related activities such as the Heritage League are top priorities on his agenda.

Hap and his wife Caroline look forward to attending 2nd Air Division functions around the country this coming year. They will be present at the 445th BG reunion and Kassel Mission Memorial Association functions this October in Savannah. As President, Hap will also represent the Association on the Heritage Museum Board of Trustees this year.



Hap Chandler at Day of Remembrances, Madingly Cemetery, Cambridge

CAMBRIDGE AMERICAN MILITARY CEMETERY EIGHTH AIR FORCE VETERAN LAYS WREATH AT MEMORIAL DAY CEREMONY

Connie Richards, our 8th AFHS contact in England, reports that the Memorial Day ceremonies at Madingly Cemetery were as impressive this year as they have ever previously been. The extensive ceremonial features and the program presentations in honor of those fallen airmen of the Mighty Eighth Air Force combined to make the annual tribute a most special event. Many American and British dignitaries spoke and offered prayers of remembrance to the 8th AF servicemen. The principal address was given by Lt. General William J. Begert, Vice Commander of the United States Air Force in Europe.

Marvin Casady placed the 8th AF Historical Society wreath to pay the respects of comrades in the Eighth on both sides of the Atlantic. Marvin completed 25 missions while stationed at Horham Airbase during the war. A long-time friend of Gordon and Connie Richards, Marvin says he "was highly honored to represent the Historical Society at this special memorial ceremony." His trip for this event was the first time he has returned to the United Kingdom since his tour as an 8th AF waistgunner on combat missions over Germany.

A special article on Connie Richards and her experiences as a child in wartime East Anglica will appear in the next issue of 8th AF NEWS - Editor



Marvin Casady with The Historical Society Wreath at Madingly

THE HERITAGE OF VALUES

DR. NANCY A. WHITE PRESENTS WOMEN IN AVIATION SEMINAR

Dr. Nancy A. White, Chairman of the Department of History at Armstrong Atlantic State University, was the featured speaker of the Heritage of Values Series at the Mighty Eighth Air Force Heritage Museum. The series is sponsored by the 94th Bomb Group in honor of Cliff Hatcher and the bythe Chatham County Cultural Affairs Grant-in-Aid Program.

Dr. White's subject was "Women In Aviation". In her presentation she focused on the female pioneers in flight during the 1920's and 30's. "These were the women who, just like a man, communicated with the technology of the day – the Science of Aviation," Dr. White stated. Three women of early aviation were discussed as symbolizing those who possessed the spirit of the energy of the time and who broke the barriers of aviation.

Amelia Earhart, Anne Morrow Lindbergh, and Jacqueline Cochran were three aviators who were pioneers not merely in terms of their gender but each of whom defied the gravity of earth, broke the social spheres of their era, and conquered the technology of flight and in so doing, contributed to the "Golden Age of Aviation." Each shared a tenacity of commitment to succeed, and each was still able to be seen as a woman. "The public was enamoured of them, much as our present culture is enamoured of Hollywood film stars" says Dr. White.

In discussing the achievements of Amelia Earhart, often called the First Lady of the Air or sometimes just "A. E.", Dr. White notes that fate took her from a

rural childhood background in early 20th century Iowa and catapulted her into prominence during a time when emphasis was put on individual accomplishments. Newly emancipated women were fascinated by her modesty, conservative fashion, and by her abstinence from tobacco and alcohol. Amelia Earhart's global achievements in the air were uniquely her own. She became active in Aviation publications and was a founding member of the Ninety-Nines, an organization of women pilots.

Anne Morrow Lindbergh demonstrated that a woman flier could work closely with a man – her husband Charles Lindbergh, who was famous in his own right – and still establish her own identity in aviation, as recorded in the five published volumes of her fascinating diary memoirs. Jackie Cochran, from Pensacola, Florida, was recognized for her variety of achievements in the air. She was the first woman to break the sound barrier and later established the women's speed record in 1964. Earlier in her career she won the 1938 Bendix Trophy, and during World War II trained women pilots in England as women ferry pilots – the WASP – and opened the doors for women in aviation in the Armed Services.

Dr. White concludes that the respective lives of these three pioneer women aviators confirms the advances made by the collective contributions of men and women in the same field working together toward similar goals.

The Women in Aviation conference

was rounded out by an appearance of Juliette Gordon Lowe, a Savannah notable of the 1920's era and founder of the Girl Scouts, as depicted by Susan Steinhauser, Chairman of the Pooler, Georgia Chamber of Commerce. Dressed in an authentic 1920's aviator's outfit, complete with leather hat, flying goggles, red scarf, and looking every bit the part, Susan told of Juliette Gordon Lowe's place in history as that of a visionary. She was a "lover of flight" who encouraged girls to get out of their cloistered environment of the time and to consider a career in aviation. In that regard, she promoted women in aviation by establishing a Girl Scout merit badge for Aviation.



Susan Steinhauser as Juliette Gordon Lowe with Dr. Nancy White.

ANNUAL MEMORIAL DAY CEREMONIES – ARLINGTON NATIONAL CEMETERY

General James Farosky and Byron Schlag of the National Capital Area Chapter represented the Historical Society at the Memorial Day flag and wreath-laying ceremonies in our nation's capital this past May. The American and 8th Air Force Historical Society flags were carried in the amphitheater in Arlington National Cemetery. The wreath was emblazoned with the 8th AF Historical Society banner. Both members state that it was a privilege to represent the Society on this occasion. "The flags honor all 8th AF fallen heroes who gave up their lives in the defense of the country we all love," Jim says.



Proudly displaying the wreath and flags on Memorial Day are James Frankosky, left, and Byron Schlag, President NCAC.

ALABAMA CHAPTER

The Alabama Chapter Propwash presented a fine tribute to Alabama Chapter member Col. William R. Lawley, the last 8th AF recipient of the Medal of Honor, who passed away in May 1999. Bill was a good friend to the Chapter and members will miss his warm greetings and friendly smile.

The three Alabama Wings continue their busy schedules of activities with luncheons and programs ongoing; members are active in getting into school classrooms across the state and talking with the schoolchildren. Chapter leadership is outstanding under the direction of President Henry Arnold. 1st V.P. is Frank Brewer, and the officers are rounded out with Amy Arnold serving as Secty/Treasurer. Wing leaders are Ann Vaughn, North Alabama; Louis Kline, Central Alabama; and George Grau, South Alabama.

ARIZONA CHAPTER

The Arizona Chapter held its annual meeting and reunion April 28-29, 1999 in Laughlin, NV. A reception was held Wednesday night where everyone got re-acquainted in the Pavilion Room of the hotel which is loaded with things from World War II. The banquet Thursday night was a great success with excellent food. Gene Jensen, a long time member of the Arizona Chapter and a director, was selected president. Willis (Dink) Best, a new director from Illinois, was selected as a director to replace Gene. A great time was had by all and we are looking forward to an active new year.

GEORGIA CHAPTER

The summer of '99 has been a busy one for members of the Georgia Chapter. Memorial Day saw a contingent conduct a flag raising ceremony and entertainment activities at the Beverly Manor Convalescent Center. An outdoor celebration the Arbor Terrace Residence followed. In July and August luncheon gatherings were held at the Petite Auberge restaurant. In mid-September the Confederate Air Force Air Show arrives at Falcon Field, featuring the Flying Fortress Sentimental Journey. The members will man a Chapter booth at the show. Georgia Chapter will serve as host Chapter for the annual reunion of the 8th AFHS October 26 - 31, 1999. Members are looking forward to welcoming all attendees of the meeting to Savannah and to the events of the celebration.

ILLINOIS CHAPTER

Terry Carlson continues his monthly reports of chapter activities in the Illinois Chapter monthly newsletters. A series of excellent speakers attend Chapter meetings and speak on a wide variety of subjects. Recent talks have been presented by Major General William Levine who was an Intelligence officer in an Artillery Group in the ETO during World War II. In September, Wes Harrison will speak about his experiences on a WW II Navy LST.

KENTUCKY CHAPTER

The Kentucky Chapter still has its fund drive active to pay off the note on a customized Chapter cargo trailer they have purchased to take to air shows, Chapter meetings and other events. They have found a novel way to do just that. The Chapter is holding a

raffle of a ride in a P-51 Mustang for the winner! The drawing is to be held on September 6th, and the flight will take off from Sellersberg, Indiana. There has already been intense interest in this unusual raffle – the Kentucky Chapter continues its tradition of fund-raising for worthy causes!

MASSACHUSETTS CHAPTER DEDICATES MEMORIAL PLAQUE

On June 14, 1999 "Flag Day" the members of the Massachusetts Chapter of the 8th Air Force Historical Society and invited dignitaries were present at the dedication of a Plaque honoring all Massachusetts veterans of the Air Force.

Invited were Governor of Massachusetts Aergo Cellucci, Mayor of Boston Thomas Menino, State Treasurer Shannon O'Brien, District Representatives, Superintendent of State Buildings Dennis Smith, Assistant to the Commissioner of Veteran Services John F White and Art Collections Manager Susan Greendyke Lachevre.

Two busses were chartered leaving Hanscom Air Base at 11:00am for members to attend the ceremony at the Boston State House. A collation was served at noon and the dedication held at 1:00pm. The Rotunda was filled to capacity and a copy of the Plaque was made available as a souvenir. The ceremony lasted one hour and attendees were returned to Hanscom Air Base.

Albert E Audette
Mass. Chapter, Pres.
385th BG



Unveiling of the 8th Air Force Plaque at the Boston State House. At left: Dennis Smith of Veterans Services; Art Collections Manager Susan Greendyke; and Massachusetts Chapter President Albert Audette.

MISSISSIPPI CHAPTER

The big news around the Mississippi Chapter is the long-awaited fulfillment of what is known as The Mime Project – the publication of the Mississippians In the Mighty Eighth anthology. Years in the making, the volume has over ninety stories of those 8th veterans of the 8th Air Force. Chapter members are proud of their persistent efforts to make this book available to those interested in factual and fascinating true stories of 8th veterans' service to their country. The other source of excitement is the upcoming chartered bus trip for members to attend the National Historical Society Reunion in October. The Chapter will have a big turnout for this Silver Anniversary event. The Chapter will make a stop by the National Prisoner of War Museum in

Andersonville, Georgia for a visit to the War Between the States prison camp on the way to Savannah.

MISSISSIPPI CHAPTER PUBLISHES "MISSISSIPPIANS IN THE MIGHTY EIGHTH"

Anthology Ten-year Project Goes To Press

It began in 1990 at a small gathering of 8th AF members in Mississippi. The idea was to gather stories of the 8th Air Force experiences from residents of Mississippi and publish them in a volume to present a cross-section of remembrances from members of the Historical Society Chapter. The project grew and after a decade of collecting, editing and preparation, the extensive material is now available in an impressive hard cover book.

There are over ninety stories covering every aspect of service by Mississippians, most of which are centered on the World War II period. Sixty different veterans contributed their stories. Editor N. Kenneth Nail says that the tales are presented in the style of the veterans, with little alteration of their manuscripts and tapes. Each story is preceded by explanatory notes to place the experience in proper context and chronology. He states that the Chapter was brought closer together by the interactions of all of the members in preparing the book. Photographs of the period are included throughout and personal profiles of each author are featured. Chapter members are proud of the outcome of the efforts. They note that these stories are representative of the many untold stories of those 8th AF fliers who lost their lives in combat, and the book honors those servicemen in the telling. The Chapter is to be commended for their work in publishing this historical and very entertaining volume. It is the most extensive book ever published by a Chapter of the 8th AFHS, and is now available. The Mississippi Chapter plans to donate proceeds from the sale of the book to help preserve the history of the Mighty Eighth at the Heritage Museum in Savannah. Copies are beautifully cloth-bound and may be purchased for \$45 from Mississippi Chapter 8th AFHS, 214 North Madison, Tupelo MS 38801. The volume will also be available at the October 1999 Historical Society reunion.

NATIONAL CAPITAL AREA CHAPTER

The Wings of Freedom annual Air Show was held August 21 in Frederick, Maryland and was the occasion for the NCAC Chapter to get together for a luncheon and enjoy some flying. The family event featured an appearance of the B-17 Sentimental Journey.

NEW JERSEY CHAPTER

Chapter President Irv Pliskin is promoting the support of veterans organizations and veterans activities. His point is that with the success of recent books and movies pertaining to the World War II era, veterans of that generation should be willing to take part in the telling of this history and give the younger generations a sense of the loyalty and duty to country which prevailed in those desperate times. In a similar vein, the fascinating featured speaker for the summer Chapter gathering was Mary Previte, a child of Missionaries in China who were incarcerated by the Japanese for four years.

NORTH CAROLINA CHAPTER

Co-President Mike Senstrom conducted the recent meeting of the North Carolina Chapter announcing the Chapter support of the October annual Historical Society reunion in Savannah. A full update on reunion activities from member Craig Harris was read to the attendees. The East Carolina Wing held their usual "D-Day" meeting and heard safety tips for Seniors in a talk by Sergeant T. McNeill of the Raleigh Police Department. An interesting Question and Answer period followed. The Metrolina Wing held their meeting to coincide with a visit of the B-17 Aluminum Overcast, with several members having an opportunity to a PR flight. Guest speaker was Wallace Osborne, an attorney and a 15th Air Force B-24 pilot. The Chapter has voted to again subsidize an AF ROTC Cadet to attend a leadership conference in 1999.

OHIO CHAPTER

The Spring Meeting was held the weekend of May 21-23 at the Holiday Inn, Fremont, Ohio. Friday afternoon the group went to Poling Village, a collection of craft and antique shops. Saturday morning there was a tour of the Rutherford B. Hayes Presidential Center. Saturday afternoon was the luncheon and meeting with elections. Roger Laib was elected as Chapter President and Bill Alexis new Secretary. Five members of the Board of Directors were reelected. The speaker was Col. C Geoffrey Mangin, Staff Judge Advocate of the Eighth Air Force at Barksdale Air Force Base, Louisiana. His talk covered the Military vs. Civilian Justice Systems -Why the military is more fair, the Kelly Flinn Case, the Christa Davis case, the 1994 Blackhawk Shootdown over Northern Iraq, today's Air Force challenges (manning, readiness, etc.) and an Eighth Air Force update. Everyone agreed the Colonel was one of our better speakers. The next Chapter meeting will be Nov. 5, 6 & 7, 1999 in Dayton, OH. More details in the Chapter newsletter.

PENNSYLVANIA CHAPTER

The Chapter reunion in June was a big success. Held in conjunction with the Mid-Atlantic Air Museum WW II Commemorative Weekend and the Reading Air Show, a fine turnout of the members took part in many of the activities. A special feature was the re-enactor events which saw over 300 re-enactors create the sights and sounds of a World War II airfield. Warbird fly-bys and static displays added to the effect. The weekend activities closed with a Chapter banquet and 40's music by the "Guardsmen's Combo of the famous 553rd Air Force Band. The color guard was furnished in an impressive manner by Chapter members themselves. The Western Wing Spring luncheon featured a special program of a presentation of the Glenn Rojohn experience. Chapter member Rojohn was the pilot of one of two airplanes which were locked together in a mid-air collision, forcing him to crash land both aircrafts in Germany. The family of the other B-17 pilot, Bill Macnab, was present to take part in the ceremonies. 1st Lt. Macnab was killed in the incident, and a close bond was formed between them and Glenn Rojohn.

SAVANNAH WING OF GEORGIA CHAPTER

The Savannah Wing is heading up the big welcome awaiting the attendees of our Silver Anniversary National Reunion. You will

see wing members at all the hotels and during the events at the Heritage Museum. They are looking forward to seeing you! Wing Commander Paul Grasse is looking to the years ahead as well. He sees the makeup of the Wing members as including a larger percentage of the younger generations. With this in mind, he has proposed connecting with the ROTC programs in the state. Junior and Senior ROTC high school students will take part in educational programs, volunteer programs, and Chapter activities, will learn America's history from those who made it, and learn about the science of flight, getting course credit for their participation. Paul's program has been endorsed by the Executive Committee of the 8th AF Heritage Museum and plans for its implementation are in progress.

TENNESSEE CHAPTER

The Tennessee Chapter enjoyed the hospitality of the Kentucky Chapter at a Joint Meeting of the Chapters July 9-11 at Historic Bardstown. In addition to the many historic and scenic attractions of the area, the attendees had the opportunity to dine aboard a restored 1940's dinner train, to attend the Stephen Foster Musical, an outstanding outdoors production and to hear Major General Philip Ardery (Retired), a member of the Kentucky Chapter, recall his days with the 8th Air Force. At the business meeting the Chapters adopted a resolution of appreciation to Tom Brokaw for his authorship of "The Greatest Generation". Those attending the 25th Anniversary meeting of the Society plan to assemble during the meeting.

James Bass, President

RESOLUTION

WHEREAS, Tom Brokaw recently authored "The Greatest Generation", in which he recognized the World War II generation as the Greatest Generation, and
 WHEREAS, in addition to recognizing the contribution made in the war effort, he also recognized the contribution the Generation made in assuming responsibility in the post war era in the building of modern day America and his incisive writing has significantly contributed to renewed appreciation for the efforts of so many in defending, rebuilding and defining America's continued leadership in a global environment.
 THEREFORE, BE IT RESOLVED that the Tennessee and Kentucky Chapters of the Eighth Air Force Historical Society, in joint assembly, go on record in expressing appreciation to Tom Brokaw for authoring the superb book and the tribute paid to those he refers to as The Greatest Generation.

The Tennessee Chapter newsletter Summer Special Edition of the Tennessee Flyover presented a unique format for 1999. Edited by Ray Zuker with assistance from members Hank Barker and Norm Kratschmer, the issue was devoted to and written by a number of the ladies of the Chapter. Most of the authors wrote of their experiences during the war and their impressions at the time. Doris Tanner, a Women's Airforce Service Pilot, led off the authors with her history of her wartime experiences, these also related in a book she has written. Other writers are Elizabeth Robinson - wife of John Harold Robinson (445 BG); Cynthia Wassom - wife of Earl Wassom (466th BG); Eleanor Rooks - wife of Ned Rooks (379th BG); and Naomi Zuker -

wife of Ray Zuker (486th BG). The Chapter President James Bass' wife, Erma Bass, of course contributed the Wife of the President's message. The newsmagazine and its concept was widely approved and enjoyed by members of the Chapter, and will surely be continued as a Tennessee Flyover tradition.

VIRGINIA CHAPTER

President James Trask conducted the spring meeting of the Virginia Chapter which featured a talk by Steve Hicks, Operations Group Commander of the Virginia National Guard, on 8th AF fighter Ace George Preddy. The May meeting of the Peninsula Wing highlighted guest speaker Doris McKewan Lindler, an English War Bride, whose topic was A Trip Down Memory Lane. She was born in Manchester and lived through the air blitzes during the war. The hardships suffered by the British people during those years were told in realistic and authentic fashion. During the time of her husband's tour at Langley AFB, Mrs. Lindler was secretary to Col. Jim Trask.

WISCONSIN CHAPTER

Our last meeting was well attended in spite of being so close to a holiday. We have a loyal bunch who belong to the chapter. It makes one feel good to see the chairs filled. One thing they have developed over the years is a love for one another - that is what a chapter is all about. After the pledge of allegiance and the invocation we had a special trivia game to see how up to date we were on the Air Force - no one made a hundred. Then it was time for a dinner of chicken and ham, which was enjoyed by all. We have a wonderful caterer and have had no complaints about the food she has served at all our luncheons. Lorenzo Olsen, a P-38 pilot from the 13th Air Force, told us of the missions they were required to fly in support of the Pacific island landings and stopping the Japanese from resupplying their troops, bombing and strafing oil wells and refineries which supplied Japan with over 60% of their oil. One of the groups he joined later was the one that waylaid and shot down the famous Japanese Admiral Isoroku Yamamoto. The Allies had cracked the Japanese codes and had a complete itinerary he was taking to bolster the troops on Bougainville. Ren told of how they started from Guadalcanal island - hopping their way on the road to Tokyo. More airmen in the South Pacific earned the Congressional Medal of Honor than in any other area. The P-38 proved itself.

THE GENERAL JAMES H. DOOLITTLE CHAPTER

The excellent Chapter newsletter by Editor Dan Raymond is devoted to an in-depth examination of Chapter committee functions and policies as well as ways to make the chapter function more efficiently for its members and officers. President Bob Harrington is working closely with all committees in these considerations. A special tribute has been paid to William Gaines, Chapter Past-President and long-term Treasurer of the James H. Doolittle Chapter. He has rendered distinguished service to the Chapter since its formation in 1986. Ken Christensen will take over duties as Treasurer.

HERITAGE MUSEUM REPORT

Jack Burton, Chief Operating Officer, is the contact for groups planning to visit the Heritage Museum in Savannah. There are over 571 individual events scheduled to be held at the Heritage Museum during 1999, including 34 Group Reunions, several from Army, Navy, and Coast Guard units. These are busy times. Each event is special to the busy museum staff, many being catered by the Heroes Canteen kitchen and Chef W. W. Thomas. The superb menu is one of the prime reasons many organizations and businesses are holding their functions at the museum facility. If anyone is planning a trip to Savannah in the upcoming years, Jack will be pleased to help plan and event or a Day for your group at the museum.

Jefferson Reed, Museum Curator, states that there have been ongoing contributions to the Acquisition program. A large donation came from the estate of the fighter Ace Robert S. Johnson. His personal collection of aviation books are in the Special Collections section and 13 pieces of art work are part of Col. Johnson's contribution. George Ellis, 401st BG, donated his complete uniform and some archival material. Scott Pendergraft donated his father's SAC flight jacket and coveralls. Similar participation by veterans in the post-war artifactual collection is encouraged to develop the jet-age story of 8th Air Force history. Jeff says to call him at the museum and he will answer questions and assist in your contributions.

NIXON GALLOWAY ART EXHIBITION OPENS

The Mighty Eighth Air Force Heritage Museum is proud to announce the opening of its Aviation art exhibit by noted artist Nixon "Nick" Galloway. His artworks on display have been gathered from collections around the country as well as from the artist's personal studio. Nick and his wife Marilyn arrived from California for the opening ceremonies and reception at the Heritage Museum. The exhibition covers a variety of aviation subjects for viewers to enjoy.

Nick's interest in aviation began in his early years and has been reflected throughout his professional career as one of the most prominent aviation artists in America. His father and grandfather were pioneer aviators in the 1930's, and his childhood was spent flying with them in Waco's, Swallows, and Stearmans. He has been active in the Air Force Art Program – over thirty of his paintings are in the permanent collection. A number of museums across the country have featured his artwork.

The Nixon Galloway art exhibition will be on display at the Heritage Museum through January 2000, and will be available for attendees of the 8th AFHS annual reunion to enjoy in October.



Artist Nixon Galloway and wife Marilyn show one of his aviation paintings to Heritage Museum CEO Dr. Barry Buxton and wife Debbie.

Phil Sellers is the Heritage Museum Director of Marketing and Public Relations. He is editor and publisher of the Museum *Heritage* quarterly newsmagazine and works with media representatives to cover special events and writeups for museum activities.

Phil and his wife, Patricia, have lived in Savannah for 25 years. After attending Bryant College Phil entered the Navy as an Aviation Ground Control Officer and then operated an advertising agency in Savannah which emphasized unique marketing challenges and opportunities. Phil states, "Our biggest challenges will come from expanding our audience to women, children, and post-war veterans, while always maintaining our core mission. New tourism initiatives and web marketing will serve to increase our national awareness. With the help of our Heritage Museum staff and our supporters we will move into the millennium able to meet the challenges of the future."

Phil is aware that many Heritage Museum members have connections with publications and other media sources throughout the country; he is available to contact them and work with them to inform and promote the programs and goals of the Heritage Museum.



Phil Sellers

The Last Flight of the "Ruth Marie"

The 17th mission of the B-24 Bomber "Ruth Marie" on 17 February 1945. 1st Lt L. MacDonald Duncan pilot. Our group was the 453rd Bomb Group Squadron 733rd. The mission was Magdeburg. We were forming on Buncher 6 over the North Sea, climbing and circling through 10/10 cloud cover with our de-icer boots on. As the flight engineer, I was monitoring the de-icer from the flight deck and reporting to Lt Duncan whether we were icing up or not. We definitely were, and after reporting this, Mac hit the alarm button. The next thing I heard was "For Christ's sake, Charlie, get out of here!" -- Charlie being Lt Charles Frank, our copilot. The plane made a shallow slide left as if falling out of the air. I had my chest pack lying on the flight deck bench. I grabbed it and turned to Mac who was frantically trying to fly straight and level so we all could get out of the plane. I asked Mac if there was anything I could do and he said, "Harry, get out of here; I'm right behind you!" I snapped on my chest pack and climbed into the bomb bay. I took one last look back to the flight deck where it seemed Mac was getting ready to leave the ship, too. That was the last time I was to see Lt. Duncan. I dove head-first into the overcast and pulled the ripcord handle and nothing happened. I reached up to the zeus fasteners holding the chute pack closed and pulled up; the pilot chute came flying out, cracking me across the right eye but happily pulling the main chute after it. As my chute opened I came through the overcast happy and thankful that I had safely exited the plane. But my joy was short-lived as I looked below me to see the forbidding expanse of the North Sea offering the choice of freezing to death or perhaps drowning if the chute settled over my head upon hitting the water. Unfortunately we had not had time to send out even one "May Day," therefore no one was aware of our having gone down.

Luckily the wind was in my face as I hit the water, causing my chute to settle in back of me, enabling me to scramble out of the harness and to inflate my Mae West.

The next thing I did was to start swimming -- toward France? toward England? Norway? After about three or four strokes I realized even with my befuddled mind that I was not going to swim to safety from the middle of the North Sea, so I settled in the water with my Mae West holding my chin just above the waves, waiting for I really didn't know what. I do remember thinking, "My loss is going to kill my mother."

I had no sense of how much time had



453rd Bomb Group
-Old Buckenham-

passed, but it had to be less than a half hour as Capt. Pelham told me later the temperature of the water in the North Sea was eight degrees above freezing that day, and even with all the gear on, a human being could live less than half an hour in it.

Like something out of a lot of movies I had seen, a ship came over my limited horizon. I began waving frantically and yelling until I realized in all this vastness of water I was not going to be seen and I would be passed by. Then the miracle started happening. The ship was getting larger as it turned toward me. In a matter of minutes that seemed like an eternity, the ship stopped dead in the water and lowered a dinghy with four or five British seamen in it. Rowing furiously, they reached me quickly yelling for me to keep

moving and to keep talking to them. They pulled alongside me and tried to pull me into the dinghy. They were unable to do that, so two of the seamen removed their outer clothing and dove into the icy water to push me up into the boat, and then it was back to their ship.

The ship that rescued me was the British Minesweeper H.M.S. Dark Waters, commanded by Capt. Rodney S. Pelham. Capt. Pelham told me later that he had cut the sweep off the stern of the ship in order to be able to maneuver faster to get to me. He also told me that if it had been a British airman in the same circumstances, he would have had to maneuver his ship with the sweep on. His words were, "I had instructions to pick up American at all costs."

I offer here some imponderables, or at the very least, some ironies.

What are the odds of a lone human head being spotted in the very choppy North Sea on a grey, overcast day from the crow's nest of a 22,000 ton minesweeper? Further ironies are Capt. Pelham saying his squadron of three minesweepers were the only Allied ships in that area of the North Sea that day, and it was the first time in two years his squadron had been in those waters.

Of course, the biggest imponderable of all is: Why me? I truly believe the only answer is that God saved me so I could take care of my Mother as my Dad passed away ten days before I got home from overseas.

Footnote: Only four of our ten man crew were recovered. The survivors were Lt. Chas M. Frank, Lt. Harold E. Prout, Lt. Harry Stein, and myself T/Sgt Harry J. Fink. Those who lost their lives were 1st Lt L.M. Duncan, T/Sgt R.A. Beltz, S/Sgts L. Patsey and J.N. Redman and the identical twins S/Sgts Edward J. Henshey and Edwin J. Hensley.

submitted by, Harry J. Fink
Sun Lakes, AZ

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Remember to put The 8th AF NEWS on your Chapter's newsletter mailing lists - Address is on inside front cover -Editor

MILITARY POLICE - 8TH AIR FORCE - ENGLAND

Dear Editor:

After reading the article "A Tribute To The Ground Crews" by Capt. Pete Hardeman Vol.98 Dec. 1998 I thought: "Why not write an article describing the typical duties of an 8th Air Force, Fighter Base, Military Policeman?" The men who guarded the Airbase day and night. From June 6, 1943 till July 1944 our M.P. Co. consisted of 100 men. From July 1944 on it was reduced to 50 men. Our base consisted of one main entrance and three secondary entrances. One man was stationed at each entrance 24 hours per day. One man was stationed on the runway guarding the planes and hanger. In the daytime a guard was stationed on the intersection where vehicles crossed the runway. When a base airplane crashed or

landed off base we guarded the plane and area around the clock. We did not want youngsters picking up live ammunition or flares or adults smoking in the area. Sometimes, such as D-Day, we manned a .50 caliber machine gun that was located near the runway. We had three officers: a Commanding Officer, a Duty Officer and a Provost Marshal. The guards were on duty six hours and off duty 12 hours. If you were relieved at midnight you returned to duty at noon the next day. You had very little free time. All your off duty times were spent sleeping and eating. Many times as I walked to the mess hall in the dark I couldn't remember if I was eating breakfast or lunch. In addition to duty on the base we had duties off the base. About every six months we would have town duty. We would be stationed at the nearest large town about 30 days to patrol the streets, train station and dance hall. Sometimes all airbases would stop giving passes off the base for three days. No one

could leave the base. All soldiers seen walking the streets were potential A.W.O.L. They were stopped and their pass was checked. Sometimes we convoyed the Base Finance Officer to the local town Bank and escorted the monthly payroll to base. Every month we worked one day in the mess hall. I usually got the Bread Room or Pots and Pans. About June 1945 they selected out of four Fighter Bases one Fighter Base to be the Storage Base for the Fighter Planes and surplus equipment, such as plane cameras, sleeping bags, beds, blankets and clothing. They stored all this in hangars. The Military Police guarded these hangars until it was sold or disposed of. I sailed home on the U.S.S. Washington December 14, 1945 and was discharged January 7, 1946.

Sincerely,

Bill Burchard, M.P. 677
12530 Military Police Co.
Fresno, CA

Patrol Fails to Contact Main Body



MALE CALL

NOMENCLATURE OF WHISTLE, M1

By Pvt. Raymond Zauber

(Description of the simple air-cooled whistle, as done in GI hand-book terms)

The U.S. whistle, model M1, is a self-repeating, shoulder-strap model. It is lung-operated, air-cooled, reverberating-blast type. The whistle weighs an ounce and a half, and the chain another half ounce.

The whistle is divided into two parts--the whistle-cylinder blowing assembly, and the whistle-retaining chain assembly. At the blowing aperture there are two raised sections, one on each side, called the upper-teeth guard lug and the lower-teeth guard lug, respectively. The opening from the blowing end into the cylinder is known as the compressing-blow channel. The remainder of the whistle apparatus is known as the chamber-cylinder operating assembly. This consists of the opening-sound emission slot, the cylinder-butt lock onto which the whistle-retaining chain assembly is attached, and the cylinder-reverberating operating cork. The whistle-retaining chain consists of the shoulder-strap button-

hook catch which secures the whistle for carrying and operation. The shoulder-strap button-hook catch is locked by the upper-chain retaining ring. The chain is also fastened to the lower-chain retaining ring which is looped through the cylinder-butt lock of the whistle cylinder-blowing assembly.

The whistle is carried in the upper left pocket of the blouse or jacket. To use, unbutton or unstrap pocket with fingers of the right hand, remove whistle by raising directly up on retaining chain. When the whistle swings free of the pocket grasp the sides of the whistle-blowing assembly with the thumb and forefinger of the left hand and with the upper-teeth lug facing up and to the rear. Then place between the center of lips and clamp lips firmly so that no air can escape.

The sound is produced by taking a deep breath through the nostrils and exhaling it through the mouth into the air-compressing blow channel. After the blast return the whistle to the pocket by the reverse of the steps used for removal.

Disassembling of all parts, other than the shoulder-strap button-hook catch and the lower-chain retaining ring, is for ordnance only.



Kathy McCurry

widows of 8th veterans are a continuing and much-appreciated process. Our office staff also enjoys receiving your telephone calls and answering any questions you may have about Historical Society matters. Preparations to welcome the Annual Reunion attendees this October are being made – be sure to drop by the office during the reunion to visit Office Manager Kathy McCurry

There is a lot of activity at our office in Savannah. Several hundred new member applications have been processed these past few months. Next year's dues and Library fund drive cards are being prepared to mail out in September. Life member notices are being sent.

Complimentary news-magazine subscriptions for

and Connie Metts! Office hours are from 9am to 5pm Monday through Friday every week. Our 8th AFHS telephone number is 912-748-8884. The National Society fund drive this year will be to establish a sponsorship endowment fund to name the Heritage Museum library after Historical Society founder John Woolnough. The goal is \$250,000; information and forms may be found in this issue of the NEWS and notices will be included in the usual dues mailout statements from the Society's office. Donations are tax deductible and should be mailed in to the Historical Society's Savannah office address.



Connie Metts

FRANCES

I was greatly moved by "DAPHNE," who wrote about her life in England during World War II (your Volume May '99, #2). She spoke of escaping the drudgery of her war-work factory life by going to Covent Garden to dance. There she boogied with the look - and sound- alike of Clark Gable and Robert Taylor -- a Hollywood fantasy come true. At the end of her letter she wonders if anyone still remembers Covent Garden.

Yes, I remember it well. I then served in the ATS (The British Women's Army) and we were stationed at Bury St. Edmunds in Suffolk, right in the midst of all the great 8th Air Force bases. Like Daphne, we worked long, exhausting hours, but managed to escape to London when leave or furlough time came along. We dutifully "did" Buckingham Palace,

the Tate Gallery and the British Museum. But the high points of our visit were always a turn or two at Covent Garden. High above the ballroom floor a huge, glittering ball twisted round and round, casting multicolored shadows on the dancers below.

The lighting was dim, which was fine with us girls fresh from the messhalls and cook houses of Gibraltar Barracks, a huge training base for the Suffolk Regiment. We fed thousands of troops each day and when the prehistoric contraption of a dishwasher gave out, we washed thousands of dinner plates by hand. Our poor hands were in a sorry state, with skin peeling off in shreds. We had no wish to display them!

London at that time was filled with servicemen from all over the world. Colonial

troops from Australia, Canada, South Africa. The Free French. A sprinkling of Poles. British Tommies and the heroes of the London Blitz, the boys of the Royal Air Force. And, of course, the Yanks! It seemed as if the entire U.S. Air Force had congregated on the floating Battleship -- the British Isles. Truly, a World at War... It was just by a fluke of fate that I found myself in British Uniform, dancing the night away in Covent Garden. I had barely escaped the Nazi menace, just weeks before the outbreak of war. My family was left behind and perished in the Holocaust. My friends and I will always be grateful to the brave American boys who risked their lives to stamp out the Evil across the sea.

Sincerely,

Frances Nunnally Richmond, VA



Nose Art Then ...

Lt. Berkeley Hollister's P-51D
Pin Up Girl - 479th FG Wattisham
Artwork by Sgt Fred Hayner



Nose Art Now ...

Melissa Ingramm on P-51D at
100th BG Restaurant - Cleveland, Ohio
submitted by Syd Friedman

Earnest, John Everette "Honest John", crewchief - from nephew Scott Holmes

Becker, Marvin, 56th FG, Port Orange FL, fighter Ace - from Fred Story

Reiner, Max, Bayside NY

Register, David H., 339th FG, Orlando FL

Wayne, Marshall, CO 14th Photo Recon SQ, 7th PRG, Hendersonville NC, - Olympic Gold and Silver medals winner in diving, 1936 Berlin Games - from Marshall Williams 7th PRG

Flax, Herman, 390th BG, Denver CO, ball-turret gunner; BOD Colorado Chapter -from Mike Quering

Choate, Eddie Joe, 445th BG, Cooper TX; ball-turret gunner

Heinige, Fred, 445th BG, Jacksonville IL; radio operator - from Donald Pryor

Wagner, Arthur John, Albuquerque NM. Pilot; Dentist; Annual Christmas Parade Santa Claus; New Mexico Chapter

Price, Howard R., Oceanside CA

Koogle, William E., Glendora CA

Bales, James E., Corona, CA

Chavez, Henry, Montclair CA

Karutz, Walter E., El Segundo CA

Clemens, Robert E., Montgomery AL, 352nd FG -from Jim Ritchie

Parramore, William, Montgomery AL, 92nd BG - from Gordon Pickler

Morehead, Gordon, Elk Grove CA

Whorton, John R., Hurst TX

Bangs, Frank, Lexington IL

Gibbons, Arthur William, Orlando FL, 100th BG

deLancy, Lawrence M., Oakley CA

Berryhill, Earl J., 398th BG

Birk, Allen S.T., Bellevue NB

Parker, Edward B., Lehigh Acres FL

McGhee, Robert Mack, 385th BG, POW, Knoxville TN - from son Tim McGhee

Wilson, Henry W., Missouri Chapter, 100th BG, -from Joe Jameson

Piekietko, John W., Chicago IL, 457th BG

Forney, Byron P., Houston TX; bombardier, flew D-Day missions

Whitling, James L., 390th BG, POW, - from Charles Hodnicks

Karg, Donald H., Burgoon, OH 447 BG

Sanzenbacher, Charles W., Charlotte, NC 401 BG

Liddle; Dix, Mercer Island WA

Reinwald, Oliver F., St. Louis Co. MO; 447thBG, ballturret gunner on B-17 *Fuddy Duddy* - from Richard (Dick) Hilsinger

Demis, Andrew P. "Andy" Venice FL; bombardier, 1943 Chelveston England

Cope, Donald A., Connelsville PA; 350th FG

Moss, Donald C., 447th BG Rattlesden

Grindstaff, Howard D., Indianapolis IN; tail turret gunner 390th BG

Becker, Marvin H., Ann Arbor MD; pilot Ace, 56TH FG

Sullivan, Daniel C., Springville AL

Farnham, Dale E. A., Algona IA

Hamer, James S., Nashville TN; pilot

Barfield, James E. M.D., Vidalia GA; fighter pilot

West, James A., Solon OH; pilot 486th BG; developer of industrial vacuum systems

Pierson, Donald, Mayfield KY; Prisoner of War

Hass, Gerald, Wheat Ridge CO

Kaiser, Roger, Chillecothe IL; 447th BG co-pilot, original crew; - from crew member Ted Nurre: "We will all miss Roger on the radio check..."

Byrne, John J., Hampton VA; Virginia Chapter

McGarry, Clara Burgess, Richmond VA; member 1st WAAC Group in England WW II

Moore, William A., Richmond VA; Virginia Chapter

Wellford, Joan W., Richmond VA; Associate member Virginia Chapter

Kreusel, Louis John, San Antonio TX; 490th BG - from Charles Hawkins, 489th BG

Shaw, Ambrose. C., Colonel USAF Ret.; Arkadelphia, Arkansas; enlisted in the Army Air Force in 1942 and served in the 493rd Bomb Group as a pilot; flew a number of dangerous uncredited missions delivering much-needed gasoline supplies to the forward lines of General Patton's armored corps after the Normandy landings. A. C. flew artillery spotting missions in L-19s during the Korean war. He later became a helicopter pilot and an Instrument Instructor Pilot. He served for many years as Secty/Treasurer of the 493rd BG Association, revising the By-laws and computerizing Group records. A. C. and his wife, Ann, devoted years to the Association, organizing reunions and planning Group activities.



Gallegos, Leo L. "Chico"; Albuquerque NM, 306th BG B-17 waist gunner and Prisoner of War; assisted in the formation of the New Mexico Chapter - President for two terms. Active as officer in American Ex-Prisoners of War organization and also assisted in organizing and commanding the Stalag XVII-B Ex-POW organization.

Gaines, David, Stockton CA; Historical Society Associate member of the California Chapter, shot four times and killed while going to the aid of his father, 8th Air Force veteran William Gaines, during a tragic attempted robbery of Mr. Gaines.

XXIII

We went down to Devon,
 In a warm summer rain,
 Knowing that our happiness
 Might never come again;
 I, not forgetting,
 "Till death do us part,"
 Was outrageously happy
 With death in my heart.

Lovers in peacetime
 With fifty years to live,
 Have time to tease and quarrel
 And question what to give;
 But lovers in wartime
 Better understand
 The fullness of living,
 With death close at hand.
*-from The White Cliffs
 by Alice Duer Miller*



"Well, goodness gracious, dog, you must be so hungry!"

Yes, ma'am, I've been out on the perimeter every day for a week now waiting for my buddies. I counted 'em all in from 544, 545, 546 and 547 squadrons. Three missing Forts and Jessie and the boys is one of 'em - that's the Vertical Shaft, ma'am.

"A donut?"

No, ma'am, there wasn't a fort called Donut as far I can remember! Oh, a donut? Why, thank you ma'am - guess I'll struggle to get myself on the outside of one of those.

"Good boy, take it gently now...Well, really, I don't think that even touched the sides of your mouth!"

The Red Cross ladies have great hearts even if they don't talk American. And those donuts! Any other day this little ol' doggy would stand on his head for such donuts - if he wasn't feeling so mixed up. *"I bet if you could speak you would really be able to tell such a story..."*

Sure could ma'am, but, it wouldn't start here...amongst the fog, the rain and the mud of Grafton Underwood, England. It would begin in Wendover, Utah, ma'am, in the United States of America.

"Come on, boy, get out of the driver's seat and I'll take you home - would you like that? No, I didn't say you could help yourself to the donuts!"

Sure, ma'am, why not. Your place gotta be better than mooching around where my buddies left me and I don't see any future in going back to Wendover.

You know Wendover ain't like no other place on this planet, ma'am. Sure, it always seemed to be a beautiful sunny sky, but the wind was so strong and always carrying the stinging sand and snow white salt that makes a GI shut his eyes and a dog shut his tail onto his ten cent piece.

A MUTT'S TALE

My story started in April '43. I'd been hanging around the new army barracks for a day or two. You

just gotta go to Wendover to believe it, ma'am.

It's a small town on the edge of the Great Salt Lake flats of Utah where the Nevada Range spills out onto the desert. I made friends with a cook in the new army camp mess hall. He shook my paw and gave me a rug, a corner to lay in, outta the sand 'n stuff, and a plentiful supply of goodies to eat. Figured I'd made it to heaven in those few weeks. Then, along came the Health inspector and got me thrown outta the door. Would ya believe, ma'am, he even called me a mutt! Well, luck was my lady alright - hey, is that a song or what? That same lucky night I stumbled outta the stinging salt straight into a Squadron Orderly Room of the newly formed 384th Bomber Group. Okay, so I didn't know what a Bomber Group was then, but, the place smelled of donuts.

Gotta say the first reaction to this new venture was to get out of that room a lot quicker than these ol' legs were capable of, but, it was not to be. I was soon surrounded by young fly-boys and, ma'am, I've wandered over nearly every state of that beautiful country of ours.

I've strutted my stuff along Route 66 and whimpered a while in that old Death Valley and I've heard just about every American accent from Long Island to California and from Texas to Michigan but never, ever, altogether in one room like that. No siree, ma'am.

And those young fly-boys were really nice to me in 544 squadron, and it wasn't long before I'd gotten made up to sergeant with my own service record, a couple of dog tags - that's no laughing matter ma'am - and a place with Jesse Hausenfluck's crew. Training at Wendover was a pretty important time for the 384th crews. We'd fly higher than that old bald eagle and

we'd pinpoint just about any place to bomb in the state of Utah. Didn't stop there, of course.

"Would ya believe, ma'am, he even called me a mutt!"

Soon we were heading out over the Pacific to 'bomb' the imaginary enemy and on one occasion the boys 'bombed' San Francisco's Golden Gate. It was on one of those training missions that I experienced my first taste of high altitude flying and, would ya believe it, from the inside of a parachute bag. Some smart ass rigged up an oxygen line into the bag and there I was at 20,000 feet over Salt Lake City. You gotta understand, ma'am, that not being able to see the action ain't a lotta good for a dog of my personality - maybe that should be *dogality* - along with the fact that I was also desperately kinda interested in where to pee in a B-17. So while the boys were busy training, I climbed out and wandered around. Wasn't long before I felt as drunk as a skunk and the boys were all in hysterics 'til Jesse dropped the airplane from high altitude so's I could breathe okay... (to be continued)

by **Peter Hinson Bedford, England**

Dear Editor, 8th AF NEWS:

During my course of studying the Eighth USAAF Heavy Bombardment Groups based in England I was lucky enough to find two very good veterans who have befriended me and helped me beyond their call of duty. From Ralph Lavoie of NH came some very detailed first hand reports of his service and his POW experience. And from Clinton Orian of Arizona I was honored to receive a copy of the book "As Briefed" by Walter E. Owens, which is the accepted history of the 384th BG and the seed from which this story idea grew. One of the chapters in the book is devoted to a certain sergeant Delbert P McNasty, who was a dog, adopted by Jessie Hausenfluck's crew in Wendover, Utah and smuggled into the Grafton Underwood base in Northampton, England.

The chapter tells of the way the dog was affected by the fact that the crews he had grown attached to slowly decreased with mission losses and of his strange behavior which has since been considered to be a form of battle fatigue. I read the chapter, and, needless to say, the whole book and felt that I could write up the experiences of this dog as told in the first person... "A Mutt's Tale."

submitted by: **Peter Hinson**
Brogborough, Bedford England

THE 8AF MEMORIAL MUSEUM FOUNDATION UPDATE

This special "25th Reunion '99" update report in our NEWS series is presented for the Membership's continuing background information concerning on-going, key undertakings and special activities within the 8AFMMF. Since the July issue summary, through the manifest mission charged to the MMF (22) years ago, the following special projects have been completed in the Society's dedicated commitment to preserve the historical legacies of the MIGHTY EIGHTH - throughout educational exhibitry and research repository placements at highly accredited institutions. These most recent project milestones have been: (1) Final completion and readied to ship, eight (8) "Legends of the Liberator" major exhibit, bound and laminated books earmarked earlier for (6) major aerospace museums, the Command

Section Hqs 8AF (Barksdale AFB) and the 8AF Museum there; (2) preparation of an additional "Legends" book exhibit for permanent placement at the San Diego Aerospace Museum later this year in tribute to the 60th Anniversary of the B-24; (3) final construction of a new 8AF (WWII) Map Locator exhibit which will go to the Mighty Eighth Heritage Museum at Savannah very soon; (4) retrofit and remodification of an earlier 8AF Map Locator board display which will go ultimately to the Midland (TX) air museum (formerly of CAF affiliation); (5) a donation of (\$300) presented to International B-24 Museum at Pueblo (CO) for visitor walk-around audio devices; and (6) defrayal of cost (\$2500) to pack, crate and handle two major 8AF exhibits, (originally placed by the MMF at Duxford many

years ago and well prior to the new American Air Museum's realization). These latter exhibits are now on the way to a final 'home' at the 8AF Museum, Barksdale AFB (LA). At this summary time, a total of over (\$97,000) now remains "on the books" of the MMF for the Special Projects Objectives Plan of accredited needs in the above programs. Based on the availability of vital downstream funds sorely needed for the Foundation's future work, these plans will be carried out in the name of our Membership for the Mighty Eighth's richly deserved place in history.

By **Robert (Bob) Vickers, VP & Special Projects Director, 8AFMMF**

USAF ACADEMY AWARDS CEREMONY

The **Most Valuable Track Competitor Award (Men)** at the United States Air Force Academy is sponsored by the 8th Air Force Historical Society in memory of Mr. Arne U. Arnesen. The 1999 award was recently presented to Robert N. Mishev during the Individual Awards Ceremony at the Academy in Colorado Springs by Historical Society Board Emeritus member Col. Robert E. Vickers USAF Ret. of Albuquerque, New Mexico.



Award recipient Robert N. Mishev and Col. Robert Vickers



September 1999 (99-3)

World War II Wallpaper

Pictured is a wallpaper border featuring World War II warplanes.

The B-17 has the markings of the 447th Bomb Group. The paper is produced by United Wallcoverings, Cleveland, Ohio, 44122 as item BY2451 B, Lot 001202532 and should be available in 15 foot rolls from wallpaper stores for about \$9.00. from Frank Frison, 447th BG

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356FG Kenneth J. Male (Sept.-May) 8282 NW 47th St. Ocala, FL 34482 352-622-9976
357FG Joseph De Shay 465 NE 34th St. Boca Raton, FL 33431-6031
359FG Anthony Chardella 511 Chresthaven Dr. Pittsburg, PA 15239-3609 412-793-7619
361FG Arthur Trilli 906 Broad Av N Belle Vernon, PA 15012 412-929-5802
364FG Bruce Ward 19849 Road #244 Strathmore, CA 93267-9635 209-568-2000
479FG J. Ralph Helms 1103 Pinecroft Dr. West Columbia, SC 29170 803-796-6417
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466BG Louis Loevsky 16 Hamilton Dr East North Caldwell, NJ 07006 201-266-4624
467BG Walter J. Mundy 23020 Basin Harbor Ct. Tehachapi, CA 93561 805-821-5101
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492BG W.H. (Bill) Beasley 1525 South Garfield ST. Denver, CO 80210 FAX 303-759-3684 303-756-4766
493BG Jack D. Rude 2609 S. Bowie Amarillo, TX 79109 806-353-2486
801/492BG (Carpethbaggers) Sebastian Corriere 4939 N 89 St. Milwaukee, WI 414-464-8264 53225

America The Beautiful

O beautiful for spacious skies,

For amber waves of grain,
For purple mountain majesties,
Above the fruited plain!
America! America!
God shed His grace on thee
And crown thy good with brother-
hood
From sea to shining sea!

O beautiful for pilgrim feet,

Whose stern, impassioned
stress
A thoroughfare for freedom
beat
Across the wilderness!
America! America!
God mend thine every flaw,
Confirm thy soul in self-con-
trol,
Thy liberty in law!



O beautiful for heroes proved

In liberating strife,
Who more than self their country loved
And mercy more than life!
America! America!
May God thy gold refine
Till all success be nobleness
And every gain divine!

O beautiful for patriot dream

That sees beyond the years
Thine alabaster cities gleam
Undimmed by human tears!
America! America!
God shed His grace on thee
And crown thy good with brotherhood
From sea to shining sea!

This beautiful poem/song was written by Katharine Lee Bates in 1893 fifty years before World War II in Colorado Springs, the future home of the US Air Force Academy

FOOTNOTE TO 8TH AIR FORCE HISTORY

Many years after the war, I wrote a story about General Ira Eaker for Argosy magazine. He'd led the very first B-17 raid over Rouen on August 17, 1942. In Washington, I also interviewed General Carl Spaatz. They were long time close friends, beginning from the days when they were both junior officers. Spaatz was a handsome man with full moustache. Tall, slim and erect, he looked like a movie general. But I found him to be cold and cerebral. His answers were brief. I didn't get much out of him. After the interview was over, I asked him a question that had nothing to do with my story, but I'd always been very curious about the matter. We were walking together on a nice fall day down the steps of the Army-Navy Club at Farragut Square. I had the nerve to ask, "Did you ever concern yourself with all the men who died?" The implication, of course, was

that he was responsible for sending men to their death. He'd commanded the 8th from '42 to '45. We had 27,000 casualties. He stopped, and he gave me a sharp, reproving look. He said very slowly with a cold warning in his voice, "If you have to worry about that, then you can't be a leader." It sounded right to me. But I felt embarrassed, as though I'd been caught snooping into his private life. Yet, we're all human.

Spaatz died thirty years after the war at age 82. I wouldn't be surprised to learn that, as he grew to be an old man, it had crossed his mind from time to time. Indeed, Harry Truman in his last years would bring up "the bomb" every single day.

Stanley P. Friedman 493rd BG Yorktown Heights, NY

A man named Fantastic Brown was happily married to his wife for thirty years, but he always had a distaste for the first name given to him by his parents. He went through life being embarrassed to be called "Fantastic Brown". When he took gravely ill and knew he was soon to head to the great beyond, he made his wife promise that when he was buried she would not have his name "Fantastic" engraved on his tombstone. She agreed to this final request.

After his funeral was over, his wife placed his headstone on his grave with these words carved in the marble.

Here lies F. Brown
Married to the same woman for thirty years
and he never fooled around

Everyone who walked by his grave read those words and said: "Married thirty years and never fooled around. That's Fantastic!"

Larry Goldstein

AIRCRAFT OF THE EIGHTH: P-38 LIGHTNING

by: Rusty Bloxom Chief Historian - 8AF Heritage Museum

To 1940s eyes, it looked futuristic. In the air or on the ground, the P-38 Lightning's triple-pod fuselage, the twin engines, and the concentrated arsenal in the nose all conveyed a sense of barely constrained menace. Enemy pilots learned to hate the sinister silhouette. Its German adversaries christened it Der Gabelschwanz Teufel: The Fork-Tailed Devil.

Lockheed's P-38 Lightning first flew on January 27, 1939 and made an immediate impression on the Army Air Forces. The twin-engine fighter sported an unorthodox design, with its engines mounted in two outrigger booms that also formed the tail. The pilot sat in a central control pod that carried a lethal collection of four .50 caliber machine guns and a 20mm cannon. The armament fired in a devastating concentrated mass, and the aircraft's turbo-supercharged Allison engines could push its spare frame to 414 miles per hour. The P-38 could climb to over 40,000 feet and had a range of 350 miles with drop tanks carried under its wings. The Lightning was also an effective ground-attack aircraft when bombs were substituted for the extra fuel. In the hands of a skilled pilot, the P-38 was as deadly a weapon as any during World War II. In spite of its light, open-frame appearance, the Lightning was the heaviest day fighter flown by the USAAF during the War, and it could absorb a great deal of damage and bring its pilot home. Its two engines gave the pilot an extra safety advantage, since the plane could fly on one engine if the other was disabled. The Lightning was fast and nimble, and its tightly-packed guns delivered a massive amount of ordnance on a target. P-38 pilots were able to rack up an impressive kill record. In the Pacific, America's top-scoring ace of the War, Dick Bong, shot down 40 Japanese aircraft in his P-38 named "Marge."

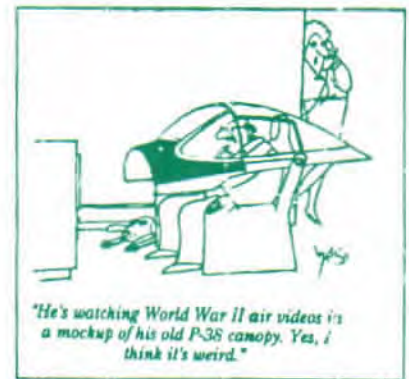


photo from DAEDALUS FLYER

In the Eighth Air Force, the 20th, 55th, 78th, 364th, and 479th Fighter Groups flew different models of the P-38 during their combat tours. Some of these were modified as fighter-bomber leaders called "Droop Snoots," with a cramped bombardier's position in the nose. The 7th Photographic Group (Reconnaissance) flew the unarmed F-5 camera version of the P-38 throughout the War on vital aerial pho-



tography missions. The fighter groups had great success in aerial combat and in ground strikes with the Fork-Tailed Devil until the P-38 were replaced with the longer-ranged North American P-51 Mustang in the summer of 1944. The P-38 soldiered on in other theaters and air forces until the surrender of Japan in September 1945. The first USAAF aircraft to land on



8TH AFHS MEMBERSHIP APPLICATION

Name _____

FIRST NAME MIDDLE INITIAL LAST NAME

Address _____

CITY STATE ZIP CODE

Where did you hear about us? _____ 8th AF Unit _____ Not in 8th - Sign Me Up _____

In service _____ Branch _____ Dates _____ to _____

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

Send application to: **8AFHS, P.O. Box 1787 Savannah, GA 31402.** Please use this form only for your initial application and for your first calendar year's dues (\$10 U.S. and \$15 non-U.S.). Your annual dues will be billed for subsequent years.

THE NAVY OF THE ROYAL AIR FORCE

by Raphael Nelson 1943

It seems paradoxical to speak of surface ships and crews as an integral part of the R.A.F.; but the servicing, maintenance and scope of the varying types of coastal aircraft in use today could hardly function without them. An organization which can boast of its own small shipyards, slipways, workshops, and the paraphernalia usually connected with ships and the sea is, in fact, operated by Coastal Command, and is known as the R.A.F. Marine Section.

The news bulletins of the B.B.C. and the Press generally have already made the public familiar with the fast R.A.F. launches which snort their way through the seas on the merciful errand of picking up survivors from our own as well as enemy aircraft; at times, too, from wrecked ships. But these racing rescue launches represent only a small part of the R.A.F. navy and its varied duties.

Little heard of are the many other craft in use, such as the large pinnaces, flying boat refuellers, trawler and drifter auxiliaries, pilot-cutters, bomb-scows, fast dinghies, mooring-boats, and armored target-boats.

By far the largest of the craft in use are the rescue launches, which are powered with Napier aero engines capable of developing a top speed of 40 miles per hour and a cruising speed of 32 miles per hour. They are 63 feet long. Often they have to stand up to raging seas and lashing winds, and the job, especially in the winter, is about as hazardous and onerous as only work of this nature can be. Such are the enduring qualities of these launches that, for twelve unbroken hours, if need be, giving them a range of something like 500 miles, they are able to plough the seas at their top speed. Until the merciless Nazi airmen made it their business to swoop down and attack the rescue launches, even

when out to save their own nationals, these craft were unarmed. Now they carry defensive machine guns, but use them only when directly threatened. It is usual for the rescue launches to work in cooperation with aircraft acting as "spotters." When these locate a crashed fighter or bomber or torpedoed ship, they make known its position to the launches by repeated dives over the spot. At other times the assistance of the rescue craft is sought by operational planes which may have shot down an opponent into the sea, or witnessed the loss of one of our own. On immediate receipt of such messages, away scorch the launches to pick up survivors and, where necessary, apply first aid; bunks and first-aid outfits are kept on board. On reaching the

scene of peril nets are thrown over the side to help survivors up. Accurate navigation is of paramount importance. Often the launches have to thread their way through tortuous lanes in mine-strewn areas or plot courses from information received; and unless the officer in charge were a qualified seaman (he must hold the Board of Trade's Masariner's Certificate) it would be impossible to operate the service. As a rule, the men in command of the launches are former Royal Naval Reserve officers. Each rescue launch carries a crew of ten. They comprise engineers, two wireless operators, two first class coxswains, and three deck hands.

THE SEA SHALL NOT HAVE THEM

The project to save and restore one of the few surviving "Spitfires of the Sea", High Speed Launch 142, is underway and asks for support in the restoration of this rare boat. The seacraft was instrumental in the rescue of downed airmen from the Channel and North Sea. The launch, known affectionately as "Whaleback" due to its design, was one of the crafts which saved over 13,000 lives from the cold seas, relying on high speed and communications with search aircraft to accomplish its missions. Every airman who flew from East Anglian bases were reassured by the presence of these reliable boats and the possibility of being rescued after bailing out or ditching into the sea.

HSL 142 will be on display telling the story of Air/Sea rescue units free of charge to visitors and veterans reunions in the United Kingdom. When completed, this will be a fitting memorial to those who, under all kinds of adverse conditions and often under enemy fire, upheld their famous motto: "The Sea Shall Not Have Them".

To take part in this unique undertaking please contact Michael J. Dent, 29 Orchard Square, Wormley Hertfordshire, EN 10 6JA, United Kingdom.

The motto of the Air-Sea Rescue Service



Your help is needed to save one of the few surviving "SPITFIRES OF THE SEA"

"Come then let us to the task, to the battle, to the toil--each to our part, each to our nation. Fill the armies, rule the air, pour out the munitions, strangle the U-boats, sweep the mines, plough the land, build the ships, guard the streets, succor the wounded, uplift the downcast, and honor the brave. Let us go forward together in all parts of the Empire, in all parts of the Island. There is not a week, nor a day, nor an hour to lose."

From an address by Winston Churchill in the dark days of January, 1940

NEWS FLASH

Item 1. Y2K problems may occur before year 2000.

Item 2. President Clinton used the massive military computer banks to call up reservists to bolster the Bosnia campaign. This is what he got.



Background - 55-year-old B-17 "Flying Fortress"

Front Row kneeling:

Roy McCaldin, A/C commander. I've done this before.

Bob Masterson, co-pilot. How do you start this thing?

Tom Benere, navigator. Where is Bosnia?

Marlin Brown, bombardier. Couldn't we drop food instead?

Second Row standing:

Bob Nelson, top gunner and flt engineer. Let's get organized.

Ducky Drake, radio operator. What are the Morse letters for HELP?

Chuck Osborne, ball turret. It's as tight as tourist class on the airlines.

T.C. Johnson, waist gunner. But I'm a dentist!

Dave Hopson, tail gunner. I think there has been a mistake.

The Mighty Eighth Air Force Heritage Museum

Mailing Address:

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JAMES A. VERINIS

FIRST 8TH AIR FORCE PILOT TO COMPLETE 25 MISSIONS

The original crew co-pilot of the 91st Bomb Group's Memphis Belle achieved recognition as being the first officer and pilot to fly 25 missions with the 8th Air Force. Jim Verinis flew his sixth mission as pilot in the Belle and then was given his own crew and aircraft which was named The Connecticut Yankee.

Jim's first mission was during the first raid over Germany on January 27, 1943. His 25th and final trip into combat was on the mission to Meaulte, 13 May, 1943, the day before Irl Baldwin, pilot of the 303rd BG's Hell's Angels, completed his 25th combat mission. That date was also four days before Jim's friend and former aircraft commander, Bob Morgan, finished his 25th.

Jim told it then in his war diary:

Thursday, 13 May 1943

"My last raid - Meaulte in France. The aircraft factory there not very large. Buildings completely destroyed - all that's left is a big hole in the ground. Fighter escort - did not do too well. Six FW's hit us head on going in - just underneath me - knocked down two of our boys - scared hell out of me. Didn't see them till their guns were blazing at us."

Jim Verinis left the Air Force as a Lt. Colonel and after a successful business career settled down for retirement with his family in Woodbridge, Connecticut where he is known to play a little golf from time to time.



September 1999 (99-3)

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HOW ABOUT IT?

HIS SOVEREIGNTY REIGNS OVER ALL

Death, there's only one per customer, so it must be a real bargain! The trouble is, we just don't know when we can cash in on it.

A fact that just about everyone considers at one time or another is that there are no guarantees regarding the length of life. Now, the Bible does mention a time-line in Psalms 90, "*the days of our years are threescore years and ten; and if by reason they be fourscore years....it is soon cut off and we fly away.*"

Newspaper obituaries are listed in alphabetical order but not in chronological order. The young and the very old are right there on the page side-by-side.

I have observed veterans in reunion, still wondering about the timing of the deaths in combat of their friends, while they were spared. At military cemeteries standing among all of the Crosses and Stars of David markers, eyes are moist and emotions are high when a Memorial Service is conducted. In life, a young person has a particular illness and dies while a much older person whose life is almost spent survives from the same illness. The age-old question arises, "Why does this happen?" Many address the Almighty, "Why me Lord?" These are tough questions to answer, yet a few feeble words of explanation might be helpful.

Whether we die young or old, our years on earth are nothing in comparison to eternity. In the lyrics of the rock and roll song "Kansas" we are spoken of as "dust and wind in the air"...all we are is dust. While our dust blows in the wind, we must make the moments count. Do we have so many items on our agenda that count for nothing? Does our dust in the air make people wonder who we really are? We ought to be amazing people, touching others with enough genuine love to make our "dust" count. Someone has said the art of aging is becoming more accepting and more grateful... "the incredible calculus of old age is: as more is taken, there is more love for what remains." The wise Psalmist continue "*so, teach us to number our days that we may apply our hearts unto wisdom...that we may rejoice and be glad ALL of our days.*"



Earl Wassom, 466th BG
Chaplain, Tennessee
Chapter

"Surely as I have thought, so shall it come to pass; and as I have purposed, so shall it stand...his hand is stretched out and who shall turn it back?"

Sometimes you earn more doing the jobs that pay nothing ...
- Todd Ruthman

One of our esteemed H. S. members says that since he's gotten a little older he lets his wife do every bit of the driving when they go on trips. He doesn't do "one dag-nab bit of it anymore." He just sits there and keeps holding on tightly to the steering wheel.

