



8th AF NEWS

VOLUME 01 NUMBER 4 Voice of "THE MIGHTY EIGHTH" December 2001



*Seasons
Greetings
from*

THE MIGHTY EIGHTH

THE MIGHTY EIGHTH



AF NEWS

Magazine of

The Eighth Air Force Historical Society

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. The 8th AF NEWS is sent to members of the Society and is not for public sale. The home office is at 175 Bourne St., Pooler GA. 31322 - P.O. Box 1787, Savannah, GA. 31402.



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Adam 'Whiskey' Wisniewsky and Intelligence Officer David Robinson, "The Silver Fox", with Walker Mahurin pointing to a map site at the 56th FG Halesworth.

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PRESIDENTS MESSAGE



Craig Harris, President

the 27th Annual Reunion in Irving, Texas was a great one, was one of the most pleasant yet, with friendship and fellowship in abundance. The reunion ran well thanks to the Reunion Committee chaired by Larry Goldstein, ably assisted by the North Texas Chapter of the 8AFHS. Armed Forces Reunions with Donna Lee at the helm, did their usual good job. The Sunday night banquet was one of the best in terms of food and service we have had, and the award ceremony honoring current outstanding blue-suit members of the 8th Air Force was impressive as always.

HEALTH OF THE SOCIETY

The Society is organizationally healthy, with an energetic and enthusiastic Board of Directors. It is also financially healthy, thanks to your generous response to the so-called "Tin-Cup" solicitation for funds. The Board is inferring from the response a mandate to continue to hold costs to a reasonable minimum, working within a carefully prepared budget, The Membership Records Office in Savannah has matured into a solid operation, managing the membership rolls, generating all necessary mailing label files, and managing your dues payments. The problem of declining membership continues to make membership management difficult, particularly in learning of deceased members. However, we have gained 762 new members so far this year.

PRESIDENT'S PRIORITIES

The new year begins with some exciting initiatives, particularly in education. You already are aware of our cooperative effort with the Heritage Museum in the development of a curriculum guide to enhance the classroom teaching of the values inherent in the experiences of the 8AF. We are striving also to identify and network all existing, ongoing classroom efforts by our members. President Bush has issued a call for veterans in the classroom and we intend to answer the call. We hope to escalate our efforts in recording the stories and oral histories of our members. We believe these efforts will enhance our mission of preserving and disseminating the history and heritage of the 8th Air Force.

CHAPTERS & UNITS

A priority this year will be to improve communication between the 8AFHS and the Chapters and Units. In particular, we will be urging Units to hold their annual reunions with the Historical Society. One situation I would like to see improved is that of some

Chapters totally ignoring the Eighth Air Force Historical Society and its reunions. Two Chapters to which I belong have never even mentioned 8AFHS ("National", they call it) activities of any kind in their newsletters in my years of membership, while proudly proclaiming themselves to be a part of the 8AFHS! On the other hand, one Bomb Group Association, holding its reunion with the 8AFHS at Irving, recently published in its newsletter the complete 8AFHS reunion program and registration material for the reunion. How refreshing! There are too few of us left for each Chapter and Unit to go its own way, so let's come together.

MEMBERSHIP

There is available a beautiful brochure that describes the 8AF Historical Society and its mission and which includes a membership application. You may order brochures from the Membership Records Office. Remember that anyone can join the 8AFHS and associates may vote after only two years of membership. The Ohio Chapter enrolled 78 new members this year! How many did your chapter enroll? Let's get to work.

60th ANNIVERSARY OF THE 8th AIR FORCE

You will find plans elsewhere in this issue of the 8AF NEWS about the celebration of our 60th birthday, sponsored by the 8AFHS, the Georgia Chapter and the Eighth Air Force Heritage Museum in Savannah, Jan. 25 - 28, 2002. Make your plans to join us for this outstanding event.

REUNION 2002

Plan now on joining us in Norfolk, Virginia, Oct. 10 - 13, 2002, at the Sheraton Waterfront Hotel. Come with your units and families and friends, and we will have a great time.

I am pleased, but humbled, to be named your president. I confess to initial feelings of angst, not unlike the fearful anxiety we felt when we saddled up for a mission. We were not so much afraid of harm to ourselves as we were that we would not measure up to the job, letting down our crew and the mission. But, thinking back on the Irving reunion and on the excellent Board with whom we will work, I regain my confidence and my conviction that we will have a good year. God bless you all.

Craig Harris, President

A handwritten signature in cursive script that reads "Craig".





MISSION EXPERIENCE

Find a comfortable chair and a warm fire – this edition of the 8th AF NEWS is our big Christmas Reading

Issue! A chance for your Society leadership to show their appreciation for the fantastic support of HS members in the recent Tin Cup funding drive. This big fat Christmas issue is also an opportunity to catch up on business matters of interest and for your editor to print a number of articles of all types and subjects which, for various reasons, would not get

printed in our normal quarterly publication. There certainly should be something for everyone in this issue!

The recent 8th AFHS annual reunion in Irving, Texas was one of the best in recent years. I am impressed with the overt show of support of the 8th veterans for America's reaction to the terrorist crisis. Of course one wouldn't expect anything other than that from this patriotic group. You will find this 8th AF spirit reflected in a number of articles appearing in this issue.

This year has passed quickly and I would like to express my appreciation for everyone who has contributed to the 8th AF NEWS during the year, and for their patience with

occasional problems which have reared their heads from time to time. It has been a great reward for me to have met many of you and to have developed friendships which have been both unexpected and a source of great joy to me.

May each of you have a great Holiday season and stay well for a Happy New Year!

Walter Brown, Editor
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The Board of Directors of the 8th Air Force Historical Society is pleased to announce the newly elected slate of officers for 2001 –2002

President: Craig Harris, Durham, NC
Vice-President : Kenneth Nail, Tupelo, MS
Secretary: John Pearson, Richmond, VA
Treasurer: Ivan McKinney, Bossier City, LA



Board of Directors 8th Air Force Historical Society 2001 – 2002



From left sitting: Larry Goldstein, Ken Hoddinott, Stan Peterson, Ivan McKinney. Standing from left: Walter Brown, Tom Parsons, Ken Nail, Craig Harris, Dick Baynes, John Pearson, Bill Rawson



Passing the gavel: President Richard Baynes, left, to incoming President Craig Harris

September 15, 2001

TO: President of the United States

FROM: THE EIGHTH AIR FORCE HISTORICAL SOCIETY

RESOLUTION

The 16,000 members of The Eighth Air Force Historical Society decry the cowardly acts of evil inflicted upon our country, September 11, 2001, and we mourn the precious loss of our many citizens as a result of these vicious attacks.

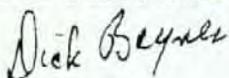
We stand behind your resolve to hunt down those who perpetrated these evil acts, and those who harbored them.

The Eighth Air Force was born in war and grew to become the largest military unit in history. It continues today as your bomber force and your key strategic weapon.

We are familiar with the sacrifices necessary to win tyranny. In World War II the Eighth Air Force lost 26,000 men and another 28,000 men became prisoners of war, but we were a key factor in our victory over Nazism.

Let this nation proceed with wisdom and determination to again make the world safe for democracy.
God bless you in your leadership and decisions.

GOD BLESS AMERICA.



Richard C. Baynes
President Eighth Air Force Historical Society



Newly elected members of the Board shown from left: Ken Nail, 457th BG lead navigator, Tupelo MS, had served a previous term on the Board and held the office of Treasurer. Ken Hoddinott, 487th BG pilot, Savannah GA, has been very active in Savannah Wing leadership and served as Wing newsletter editor. Bill Rawson, 493rd BG copilot and later test pilot, Flower Mound TX, has served as President and newsletter editor of the 493rd BG.

Board members Larry Goldstein, Ridgewood NJ and Walter Brown, Spring Hill TN, were also each re-elected for another four-year term.

DECEMBER 2001 (01-4)

Dear members of the 8th AF Historical Society

In the name of the American Memorial Association of Saint-Nazaire, we want to tell you, likewise the American people, our entire fellowship and our sympathy for the aggression suffered by the towns of New York City and Washington. We all think about you during these hard times. French people are with you.

Sincerely,
Michel LUGEZ
President, American Memorial Association
France

Wednesday Sept. 12, 2001

Dear People and Friends,

With this message I would like to present to you my deepest sympathy to your country and to the victims of the incredible tragedy which has happened yesterday in the USA. I truly regret not to be able to help your people. Today we are all concerned and I share your pain.

God bless your country.
Christian Meunier
Ivry sur Seine, France

To 8AFHS

Sept. 12, 2001

I don't know what channel(s) you are watching on TV, but CBS news just reported that for the first time in history, the changing of the guard at Buckingham Palace was not done to the strains of "God Save The Queen". They played The Star Spangled Banner!

Paul Neumann

Association pour la Memoire du Lieutenant Russell G. QUINN 20th F.G. 8th U.S.A.A.F.

Breal 12 September 2001

Dear Sir:

I am sad and shock by the tragedy who to hit the "UNITED STATES OF AMERICA". I sincerely hope of all my heart who your great Nation give a punishment at Murderer.

I realize that words can do little to ease the sorrow at this difficult time but, I want you to do know that you have all my sympathy.

To write that in a few lives, I to have tears in one's eyes.

Yours sincerely,
J.P. Faurais
Member 34238 LM.
Breal sous Montfort
France

Following the September 11th attacks, many stories and meaningful articles have appeared in print around the world and have reached my desk. This is one which I think is among the most memorable. -Editor

ROMANIAN NEWSPAPER EDITORIAL CELEBRATING AMERICA'S FREEDOM - TRUTH!

Why are Americans so united? They don't resemble one another even if you paint them! They speak all the languages of the world and form an astonishing mixture of civilizations. Some of them are nearly extinct, others are incompatible with one another, and in matters of religious beliefs, not even God can count how many they are.

Still, the American tragedy turned three hundred million people into a hand put on the heart. Nobody rushed to accuse the White House, the Army, the Secret Services that they are only a bunch of losers. Nobody rushed to empty their bank accounts. Nobody rushed on the streets nearby to gape about. The Americans volunteered to donate blood and to give a helping hand.

After the first moments of panic, they raised the flag on the smoking ruins, putting on T-shirts, caps and ties in the colors of the national flag. They placed flags on buildings and cars as if in every place and on every car a minister or the president was passing. On every occasion they started singing their traditional song: "God Bless America!"

Silent as a rock, I watched the charity concert broadcast once, twice, three times, on different TV channels. There were Clint Eastwood, Willie Nelson, Robert de Niro, Julia Roberts, Jack Nicholson, Bruce Springsteen, Silvester Stallone, James Wood, and many others whom no film or producers could ever bring together. The Americans' solidarity spirit turned them into a choir. Actually, choir is not

the word. What you could hear was the heavy artillery of the American soul. What neither George W. Bush, nor Colin Powell could say without facing the risk of stumbling over words and sounds, was being heard in a great and unmistakable way in this charity concert. I don't know how it happened that all this obsessive singing of America didn't sound croaky, nationalist, or ostentatious! It made you green with envy because you weren't able to sing for your country without running the risk of being considered chauvinist, ridiculous, or suspected of who-knows-what mean interests. I watched the live broadcast and the rerun for hours listening to the story of the guy who went down one hundred floors with a woman in a wheelchair without knowing who she was, or of the Californian hockey player who fought with the terrorists and prevented the airplane from hitting a target that would have killed other hundreds or thousands of people.

How on earth were they able to bow before a fellow human? Imperceptibly, with every word and musical note, the memory of some turned into a modern myth of tragic heroes. And with every phone call, millions and millions of dollars were put in a collection aimed at rewarding not a man or a family, but a spirit which nothing can buy. What on earth can unite the Americans in such a way? Their land? Their galloping history? Their economic power? Money?

I tried for hours to find an answer, humming songs and murmuring phrases which risk of sounding like common-places. I thought things over, but I reached only one conclusion.

Only freedom can work such miracles!

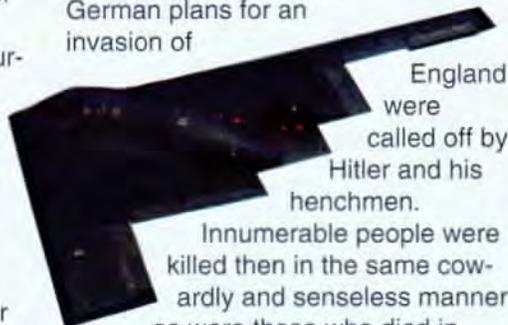
FROM THE EDITOR...

Terrorism is not new to the airmen of Mighty Eighth. Terrorism was existing world-wide when the 8th Air Force was activated in January, 1942 and was sent to England to do something about it.

Adolph Hitler and his hundreds of thousands of Nazis had been destroying European towns and murdering innocent civilians for years. The religious fanaticism referred to after the World Trade Center attacks was the same that existed in Germany during World War II. Goose-stepping Nazi troops, the Gestapo, and public gatherings of thousands of Nazis throughout their country revered Hitler as a god. "Heil Hitler!" was their religious call. His word was their moral law.

The bombings then were equally despicable - terrorism in every sense

of the word. London lived with the pulsating whine of German buzz-bombs, fired to fall indiscriminately into civilian populations of England. Night area bombings in England were aimed at innocent people rather than at military installations. These attacks continued long after German plans for an invasion of

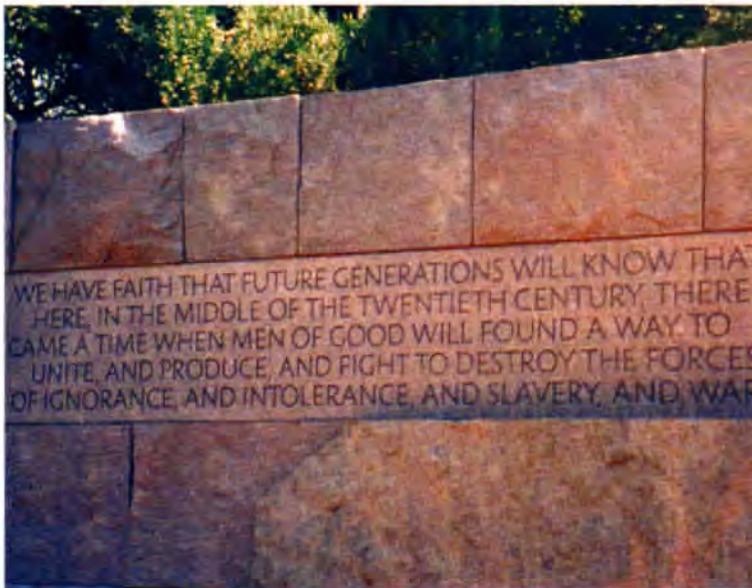


England were called off by Hitler and his henchmen. Innumerable people were killed then in the same cowardly and senseless manner as were those who died in America on September 11th. The Nazi's had the world's largest and most sophisticated war equipment to carry out their terrorism across

Europe; America's recent attack took place using only boxcutters and airline tickets. The effects on innocent lives are no different, and the answer is no different.

The Eighth Air Force took action in the 1940's to put a stop to terrorism then, and it is now the charge of the following generations of Americans to do the same. Without the total defeat of Nazism the World Trade Centers and other magnificent structures across our country would never have been built. The men and women of our 8th Air Force today will play a major role in putting an end to terrorism with which we now are confronted. They will carry on the proud traditions established by those who served sixty years ago.

Walter Brown
Editor, 8th AF NEWS



Franklin Delano Roosevelt

UNITY

"Our two countries, parted long ago by war, were brought together again by war in a unity and understanding such as we had never known.
 "Through long years of endeavour and endurance we shared all things, and though we lost so much we found a lasting friendship. We shall never forget those gallant American soldiers, sailors, and airmen who fought with us, some in our own ranks, countless others from our shores.
 "To those who did not return, the best memorial is the fellowship of our two countries, which by their valour they created and by their sacrifice they have preserved."
Winston Churchill

BE STRONG

Be strong!

We are not here to play, to dream, to drift;
 We have hard work to do, and loads to lift;
 Shun not the struggle - face it; tis' God's gift.

Be strong!

Say not, "The days are evil. Who's to blame?"
 And fold the hands and acquiesce - oh shame!
 Stand up, speak out, and bravely, in God's name.

Be strong!

It matters not how deep entrenched the wrong,
 How hard the battle goes, the day how long;
 Faint not - fight on! To-morrow comes the song.
Maltbie Davenport Babcock, 1920

Cover Photograph



B-2 Stealth Bomber
 Unit of the Eighth Air Force
 509th Bomb Wing
 Whiteman AFB, MO
 Knobnoster, Missouri

Shown on the cover are a total of 48 Iron bombs being released from the B-2's massive bomb bay. These aircraft and their crews are currently flying forty-hour non-stop missions from Whiteman AFB to enemy targets in Afghanistan.

The 509th Bomb Wing has its origins in the 509th Composite Group, notable for its participation as the Atomic Bomb Group on Tinian Island, North Field, Marianas Islands, from which command pilot Paul W. Tibbetts flew the B-29 Superfortress Enola Gay to Hiroshima, Japan at the end of World War II.

The world breaks us all, but we get stronger at the broken places.

Ernest Hemingway

The Present Crisis

by James Russell Lowell (1819-1891)

Once to every man and nation comes the moment to decide;
 In the strife of Truth with Falsehood, for the good or evil side;
 Some great cause, God's new Messiah, offering each bloom or blight,
 Parts the goats upon the left hand and the sheep upon the right,
 And the choice goes by forever 'twixt that darkness and that light.

Hast thou chosen, O my people, on whose party thou shalt stand,
 Ere the Doom from its worn sandals shakes the dust against our land?
 Though the cause of Evil prosper, yet tis Truth alone is strong,
 And, albeit she wander outcast now, I see around her throng
 Troops of beautiful, tall angels, to enshield her from all wrong.

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TO ALL UNITS AND CHAPTERS



Some things that came up at the reunion in Irving:

The Ohio Chapter received the 2001 Presidents Award for the most new members. The award was accepted by President Roger Laib. Ohio had 78, California South 38 and New York South 36.

The dates and cities for the 2002 and 2003 reunions have

been agreed upon. **2002** will be in **Norfolk, VA Oct. 10 through Oct. 13**. The **2003** reunion will be in Colorado Springs, CO Oct. 16 through Oct. 19. The final details will be in later issues of the 8th AF News, but now you know the dates so you may plan your own reunions so as to not conflict with the Historical Society. Also, some Units will want to have joint reunions with the Historical Society instead of stand alone reunions.

All items of interest from either the Chapter or the Unit for publication in the 8th AF News should be sent to Editor Walt Brown and should be in news release form. Walt does not have the time to go through your newsletter to find out what you did; you must tell him.

Please inform your members that the 60th anniversary of the formation of the "Mighty Eighth" is coming up in January 2002 and will be held at the Heritage Museum in Savannah. Everyone is invited to attend and a good time will be had by all. Details are in this News.

TO ALL UNITS

Stand alone reunions are falling off at an alarming rate. Do not let your Unit fall into oblivion just because you can no longer put on a reunion. Keep your Board of Directors and Executive Board together and come join the Historical Society at theirs and make it your reunion. I know some members will not come for their own reasons but the vast majority will. If you decide to do this, it would be best if your members were members of the Historical Society. Again, you will get all kinds of excuses for not joining but ask them to give it a try for one year. They will enjoy our magazine as well.

You can get recruiting information and applications from Connie Metts at the Savannah office. And don't forget: your Unit gets to keep \$5.00 for each new member you recruit or reinstate after not paying dues three years.

TO ALL CHAPTERS

We are closing in on the end of the year! DUES time is here. Please try to get your members to pay their 8AFHS dues early. If they do, it will save the Historical Society money by not sending out second notices and it will insure your Chapter of getting your \$1.00 rebate. Remember you only get the rebate for dues paid by December 31.

One more thought - the only way an organization will survive is through its members. This organization is losing members at an alarming rate, so **RECRUIT!!!!** And keep the \$5.00.

Jim Erskine

Jim Erskine

Chairman, The Unit and Chapter Committee



National Historical Society Board of Directors at work following the annual reunion in Irving, Texas. Others attending this day-long session were Ed Creeden and Connie Metts (shown), Frank DeCicco, Belton Wolf, and the Society's CPA Jeffrey Tucker.

TO MY FELLOW B-24 FRIENDS (AND GROUND TROOPS)



As President of the Society for the last two years, I have received mail, phone calls, etc. from my fellow B-24 crew members complaining that an issue of 8th AF NEWS did not give coverage to the B-24. (We B-24 types are a sensitive lot, thinking that the "Hollywood Bomber" gets all the credit, while the workhorse B-24 languishes in the shadow).

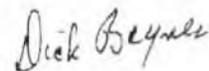
First of all, the articles you read are generally not about airplanes, B-24, B-17, P-38, P-40, P51; they are about people and their experiences. We can all share in those experiences. Many were about B-24 guys.

Next, the Editor does not write the articles. He selects the most newsworthy material he receives from you the members. I can vouch for the fact that our Editor is not biased toward any airplane or unit.

If you feel you are not properly covered in 8th AF NEWS, and this includes the Ground Troops, you should write an article about your experiences and send it to the Editor, instead of complaining. Also nudge your buddies to do the same.

In my recent correspondence, I have been a little more challenging. I have said, "Do you want to admit that our B-17 crew members are better writers, and more willing to share their experiences than we B-24 types?" We have no one to blame but ourselves.

Let's get with it and send our Editor some good B-24 experiences, so that he has a chance to give us the coverage you are looking for.



Dick Baynes
Past President, 8th AFHS

HERITAGE MUSEUM ACTIVITIES

YOUR ARTIFACTS CAN HELP US ACCOMPLISH OUR MISSION

You might be surprised to know that The Mighty Eighth Air Force Heritage Museum...YOUR MUSEUM...is constantly on the lookout for new acquisitions. While we are always eager to acquire rare and unique pieces that are relevant to our mission, it is not uncommon for us to find a "diamond in the rough." Items that many would consider "ordinary" at first glance can in fact become some of the most effective teaching tools available. The difference is in the stories that accompany these donations.

Our goal at the Museum is to educate younger generations, many of who know important events only as a chapter in their schoolbooks. In order to make a difference in the lives of these students, we must make history "real" for them. To accomplish this we need objects that can make a personal connection. Whether the stories involve humor, heroism, close calls, or personal loss, providing our visitors with the personal side of history can literally change how an individual perceives the world.

If you have objects with stories that you would be willing to donate to the Heritage Museum in Savannah, please call me at 912-748-8888 ext. 109.

Wade Scrogam
Curator Mighty Eighth Air Force Heritage Museum



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Tennessee	James L. Bass P.O.Box 500 Carthage, TN 37030
Texas (Central)	
Texas (Rio Grand)	Perry Kerr Box 576 Three Rivers, TX 68071
Texas (North)	Jack E Burroughs 631 E. Tripp Rd. Sunnydale, TX 75182
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Virginia	Edward C. Ewen 124 Hempstead Rd. Williamsburg, VA 23188-1575
Washington	Gregory S. Pierce 1600 28th Av. W Seattle, WA 98199
West Virginia	Clement Dowler 6 Riverview Acres Washington, WV 26181
Wisconsin	William Bergner 9632 W. Metcalf Pl. Milwaukee, WI 53222-2657



UNITS RECEIVING REBATES 2001 REUNION

Unit	Attendees	Amount
353rd FG	22	\$110.00
392nd BG	31	155.00
447th BG	12	60.00
466th BG	28	140.00
493rd BG	66	330.00
7th PG	15	75.00
96th BG	<u>71</u>	<u>355.00</u>
Totals	245	1225.00

The attendees were determined by Armed Forces Reunions, Inc.



Reginald J. Mitchell

He designed the *Spitfire*,
the most renowned fighter plane of World War II.

REUNION HIGHLIGHTS

Images From One of the Best 8th AFHS Reunions

The five days of our 2001 annual reunion in Irving, Texas went by too fast. A big Texas welcome from the Texas Chapter members awaited every attendee and the Texas mixer organized by Stan Peterson's Hospitality Committee kicked the activities off. Hotel facilities gave everyone plenty of room to relax and enjoy the week's programs and tours. A special Gala Banquet capped off a week to be remembered. For those members who could not attend, plan for next year's reunion in Norfolk, Virginia. Here are some snapshots of what went on in Irving.



The newly formed Finance Committee, L to R: Woody Woodson, 96th BG; Frank DeCicco, 303rd BG; Norman Grant 493rd BG; and Treasurer Ivan McKinney; not pictured John Pearson, Secretary



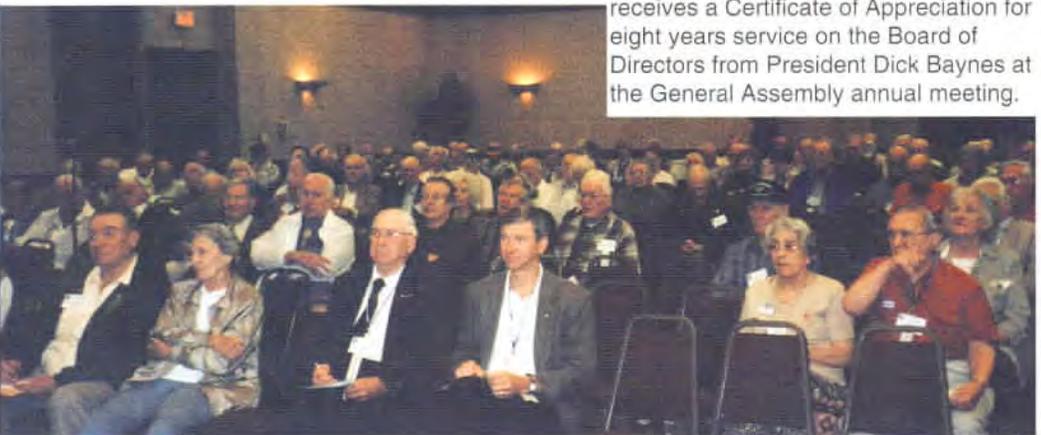
Molly Loevsky greeting late-nighters in the 466th BG Hospitality Room



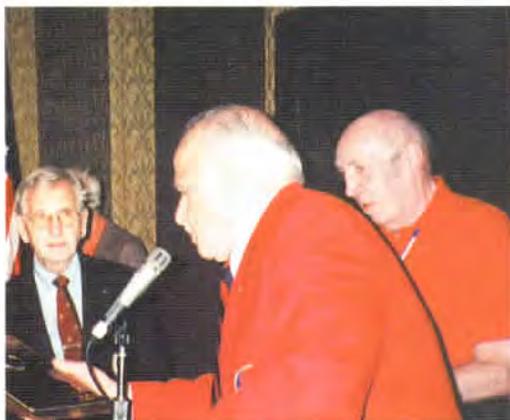
Past-President Norman Grant on left receives a Certificate of Appreciation for eight years service on the Board of Directors from President Dick Baynes at the General Assembly annual meeting.



Gen. Bobby Epperson from 8th AF Headquarters in Barksdale addresses the banquet audience at the Awards ceremony



The annual business meeting and election of officers



John Greenwood, left and Ed Creeden listen to Bob Vickers read an award plaque presented to Ed Creeden from the MMF for his years of service in that organization



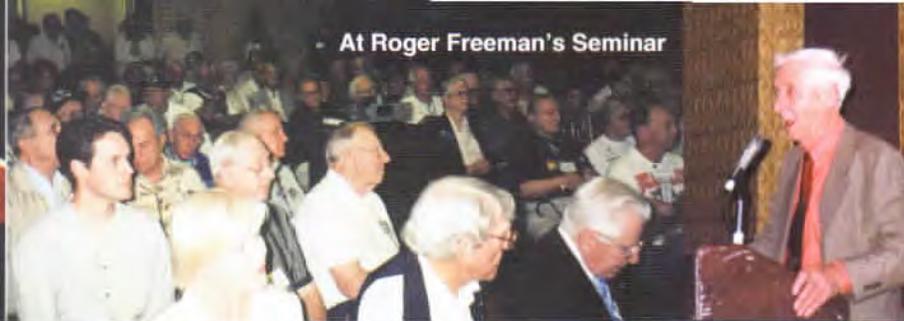
They haven't seen each other since they were kids. Dick Shaw, President 381st BG on left, and Dick Baynes, 8th AFHS President recalled the old days before the war. Dick Shaw knew many of Dick Baynes' relatives back in their little hometown and remembered young Baynes riding his bicycle around town. They had not crossed paths during their times flying with the 8th in England.



Connie Metts, Membership office Manager and incoming Society President Craig Harris solving problems on the computer



Mark Copeland spending long hours with the 8th AFHS PX



At Roger Freeman's Seminar

Roger Freeman, 8th AFHS Historian, from Dedham England giving his Seminar entitled "Around the Clock" to a large appreciative audience



President Baynes accepts the Welcome from the City of Irving from Mayoral office representative Debra Kerr, the first day of the reunion



It went something like this: Last Spring Treasurer Ivan McKinney and Craig Harris made a friendly wager regarding the response (in dollar amounts) that the Society would receive from the "Tin Cup" fund drive mailout to the HS membership. The members responded in overwhelming fashion contributing over twice the amount of the wager between the two. Mr. Harris lost his bet, that of a double Tanqueray martini to be presented at the annual reunion. The photos tell the rest of the story.



Ed Creeden, 8th AF Fighter Command, who was awarded a certificate of appreciation from the Historical Society for his decades of work on the Life membership committee, as Parliamentarian of the Society, and many other HS projects throughout the years.

THE TEX-MEX WELCOMING PARTY



Congratulations to the members of the newly designated Savannah Birthplace Chapter of the Historical Society! Several Chapter leaders attended the Board meeting to formally present their Chapter application.
L to R: Paul Grasse, Lew Lyle, Darrel Lowell, Ken Hoddinott, and Dennis Leadbetter



Taking a look around the party: Delores Myl and Margaret Baynes (seated)



The pre-banquet welcoming party for 8th AF Awardees



Western Swing music

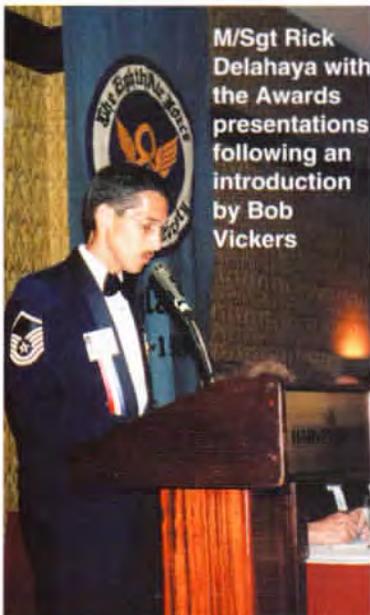
THE GALA BANQUET



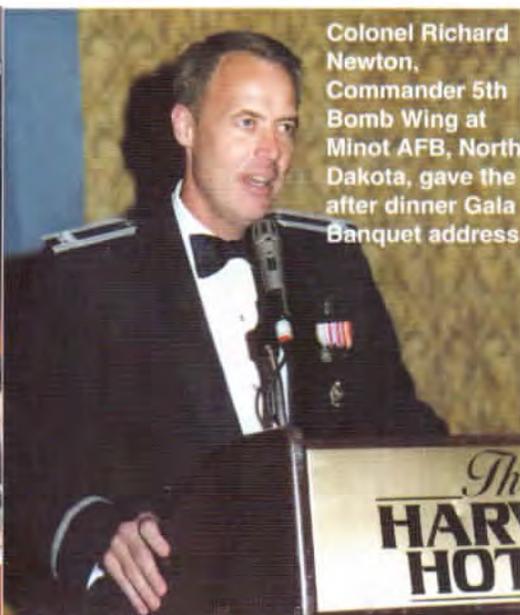
The Memorial Ceremony – Laying of Carnations - conducted by Norman Grant honoring each Group and Unit and those missing comrades of the 8th Air Force.



The NAS Honor Guard presents the colors



M/Sgt Rick Delahaya with the Awards presentations following an introduction by Bob Vickers



Colonel Richard Newton, Commander 5th Bomb Wing at Minot AFB, North Dakota, gave the after dinner Gala Banquet address.



96th BG Chaplain Walter Lohse with the Banquet Invocation



Receiving the Pursuit of Excellence Award is M/Sgt. David Myette, 509th Maintenance Squadron.



Dancing to the Hella Dixielanders band, who supplied great music before and after the banquet and programs



The General Ira C. Eaker Outstanding Airmanship Award is presented to a B-1 Bombardment aircrew of the 28th Bomb Wing, Ellsworth AFB.

Exchanging stories at the recent Mighty Eighth Air Force reunion in Irving are John O'Neil, 482nd BG Pathfinder Group, tail gunner and co-author of *BOMBS AWAY - Pathfinders of the Eighth Air Force*, and Radar bombardier Jerome 'Jed' Stedman, 93rd BG, on rights. Both John and Jed sharpened their skills at Alconbury in January, 1945.





Col. Richard Newton; Captain Todd Valentine, pilot, and Captain Brian Ogawa, Weapons Systems Officer with their Gen. Ira C. Eaker Outstanding Airmanship Award.



Al Zimmerman at the 466th Hospitality room. Al produced the excellent videos about the men of the Mighty Eighth: Start Engines – Plus Fifty Years and Behind the Wire, both now donated to the Mighty Eighth Air Force Heritage Museum in Savannah.



Jeff Converse wore his formal New York Firefighter's uniform to the Gala Banquet. He has worked 12-hour days on the World Trade Center disaster and arranged to work extra so he could attend the reunion. Jeff is an Associate member and has not missed an annual reunion in the last six years. He was introduced at the banquet and received a standing ovation from the 600 banquet attendees. Jeff, seen here with Lew Lyle, states that he has all of Lew's talks on tape and has always wanted to meet him.



Harry Gobrecht, 303rd Bomb Group, friend to many, gives "Poopsie" a great big Mighty Eighth welcome to our annual reunion



John Lindquist, 493rd BG, taking part in Lew Lyle's Hangar Flying seminar



Hangar Flying participants



The Mariachi band entertaining the troops at the Tex-Mex Dinner

LT. GEN GERALD JOHNSON RETURNS TO HALESWORTH U.S.A.A.F. STATION 365

by Buzz Took, Suffolk England

Lt. General Gerald Johnson recently made his first journey back to his old wartime airbase since he crash-landed on enemy soil whilst flying on a mission from here on March 27th 1944. The chairman of the Halesworth Airfield Memorial Association, Mr Harold Johnson, and I drove down to Ipswich station to pick up Gen. Johnson and then headed for Heveningham Hall, the large country residence of the Hon Venneck family during the war. It was here that the 56th Fighter Group officers were often invited on their days off to take part in pheasant shoots. Gen. Johnson remembered these days very well.

Eventually we reached Halesworth, and as it was lunch time we headed for the Triple Plea Public House situated about a quarter of a mile from the airfield and had lunch and a few drinks with some of the other members of our organization. After this short rest we drove along the airfield perimeter track before arriving at the Airfield Memorial Museum. Several people had turned up including the rest of our organization and after the introductions we all moved into the museum. This is when we sprung our big surprise on our famous visitor.

Some time ago we obtained a 5ft wingspan model of a P-47 Razorback. As the paintwork was not too good we asked an artist friend of ours, Mr. Steve Harvey, if he would paint the model in Lt. Gen. Johnson's war-time colours. This he readily agreed to do for us and the finished product was a piece of perfection that certainly made a centre piece for the many photographs that were taken of the P-47 and Lt. Gen. Johnson standing beside it.

After having a good look around the museum and signing many autographs and posing for dozens more photos we all walked over to the 56th Fighter Group Memorial that we erected just over two years ago. From here we had a quick drive around Halesworth, which I am sure had changed beyond recognition since the war years, and then returned to Ipswich Station to catch the train back to London.

This was a day that all of us connected with the

56th Fighter Group in England will cherish forever. Thank you so much Lt. Gen. Johnson. Please come again.
Buzz Took
Anglo American Contact for the Halesworth Association
Halesworth
Suffolk England

Jerry Johnson served as 8th Air Force Commander during the Vietnam War. -Editor



Jerry Johnson on the main runway at Halesworth.



Lt. Gen. Gerald Johnson with a model of his P-47 Thunderbolt at Halesworth Airfield Museum - home of the 56th Fighter Group.

During the war a high percentage of women went to work in factories to help the war effort and free up male employees for military duty. Smaller businesses often had a difficult time finding help. One restaurant had a sign prominently in their entrance hall. It read: Please Be Nice to our Waitresses – They are Harder to get than Customers.

THE EVOLUTION OF A KEITH FERRIS PAINTING

Keith Ferris has had a life-long love for the 8th Air Force and as one of the premier artists of aviation art has done a number of Eighth related paintings. These artworks include Schweinfurt Again; Rauhbautz, Marie, Special Delivery, Bonnie-B; and A Test of Courage; all vividly depicting missions of the airwar of the Mighty Eighth.

At a recent reunion of the 303rd BG Association in Baltimore, Keith presented his latest painting, Slow Timing Bonnie-B. Present were the pilot, crew chief and namesake of the 359th squadron airplane. At that reunion, he agreed to let the 8th AF NEWS present the story of his research on the aircraft and give Historical Society members an insight into how he develops the material and artist's perspectives for his aviation art. This presentation is a rare look at how a Keith Ferris painting comes to life.



The 25 foot high by 75 foot wide 1976 Keith Ferris mural "Fortresses Under Fire" covers the entire back wall of the World War II Gallery in the National Air and Space Museum in Washington. The mural depicts the 303rd Bomb Group's 15 August 1944 mission targeted on the Luftwaffe fighter field at Wiesbaden, Germany. Keith's fascination with detailed material on participants on both sides of the combat during that mission led to a further twenty-five years of study and accumulation of information about engaged units and the events of that day.

His paintings "Raubautz, Marie, Special Delivery and Bonnie-B", and "A Test of Courage" further document the 15 August 1944 mission's action.

He plans two new 15 August 1944 paintings. These will hang as a pair, and will depict the 359th Squadron's B-17s taxiing out of their hard stands onto the perimeter track to the runway at sunrise to begin the Weisbaden mission. The second painting will show the same moment as German crew chiefs, far to the east, uncover their Holtzkirchen based Fw190s to begin preflight and engine run-up in preparation for the day's work.

Keith had no idea that he would be moved to first document another facet of the 303rd Bomb Group story with his painting Slow Timing Bonnie-B.

Slow Timing Bonnie-B

Keith had visited the 303rd Bomb Group's Molesworth base in 1994 on the fiftieth anniversary of the Weisbaden mission and, with 303rd BG Historian Harry Gobrecht and his son Tom, had walked over the 359th Squadron area with his camera. During a visit to Germany in 1996 he was able to walk the fields and woods of sites of JG 300's WW II bases at Bad Worishofen, Schongau, and Holtzkirchen, south and west of Munich. "As I began planning for the pair of paintings described, I realized that I knew the sequence and take-off times for each B-17 on the 15 August mission. If I were to accurately place each aircraft in the procession to the runway I was going to have to know



***Line Chief MSgt Martin
"Mutt" Yaniga***



*The men of the 359th Squadron Engineering Section.
These buildings are seen in the painting.*

the assigned hardstand for each participating 359th Squadron B-17."

A call to a former 359th Squadron Engineering Officer brought the answer that he was unaware of a document showing assigned hardstands, but that Keith should contact former line chief Mutt Yaniga as the person most likely to be of help.

Keith's call to Mutt began a whole new Ferris adventure. Keith continues:

"Mutt offered names and addresses of former fellow 359th crew chiefs Buford Pafford, Fletcher Helton, Blaine Ruark, and Jim Thompson. A letter to Mutt and each of the others explained that I was looking for aircraft, crew chief and hardstand assignments and an idea of the wartime working environment around the 359th area. I asked to borrow, and promised to copy and return, any photos that showed activities and personnel and vehicles around their hardstands. Enclosing a base map and enlarged copies of the 359th area, along with a questionnaire, I asked each to match crew chief names, aircraft names and tail numbers with hardstand numbers.

"The response was terrific. Several recipients copied and forwarded the material to others. I soon began to receive treasured personal photographs, which I copied in slide form and returned. Before long I had heard from additional crew chiefs Lester Hanson, Joe Strange, Dick Vincent and Jim Hicks. Most crew chiefs could match several crew chiefs' hardstands and aircraft, all adding to the puzzle. Jim Hicks has a terrific memory and sent very detailed comments and memories, matching crew chiefs, aircraft names and hardstands. Jim included many other details of location of engineering buildings, line tents and billeting areas."

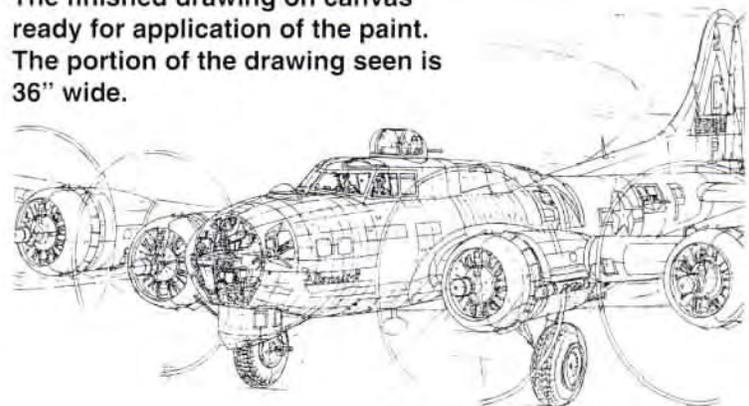
Comparing all of the responses and conferring back and forth with his new-found friends, Keith was to match photographs with hardstands and gradually develop a good understanding of 359th assigned aircraft, maintenance and billeting facilities.

The 1995 303rd Bomb Group Reunion in Colorado Springs was an opportunity to gather most of Keith's 359th crew chief correspondents and their wives in a mini-reunion. In addition to his after-dinner slide presentation for all 303rd BG attendees, Keith had convened an afternoon meeting of the 359th crew chiefs. He presented a three projector slide presentation, which included the area map in the center, with photos received from the crew chiefs and photos taken during Keith's visit to Molesworth to either side. Crew chiefs and Keith then discussed them all, revived memories and, as a group, confirmed locations and identified personnel in almost all of the photos.

Though he now had most of the necessary information needed for his planned pair of 15 August 1944 mission paintings, Keith began to realize that his first painting priority must be to honor these crew chiefs, maintenance crews, and the vital war-long contribution of the engineering sections.

With all of this information available, Keith's challenge was to design a painting having a foreground focus on a well known aircraft with its own story, while offering the viewer an overall view of the entire 359th Squadron complex and surrounding area as a background. Keith recalls:

The finished drawing on canvas ready for application of the paint. The portion of the drawing seen is 36" wide.





**Bonnie-B with failed number three engine.
Pilot 1 Lt G. Neil Bech is at bottom left.**

"The only viewing position which would allow the viewer to see a panorama of the 359th squadron area seemed to be out at the end of runway 27.

"I would place a B-17 in the foreground just as it was turning onto the runway for an engine maintenance test flight. For this aircraft I selected B-17G-20BO 42-31483 Bonnie-B which is one of the aircraft featured below Thunder Bird in my NASM mural. I first checked Harry Gobrecht's superb 303rd Bomb Group history MIGHT IN FLIGHT for references to Bonnie-B engine failures and found that she had engine failure or damage on 6 and 7 February, 23 May, 12 July and 4 September 1944 when she lost two engines and a propeller, landed in France and was salvaged."

It was the practice to "slow time" an engine after an engine change by an extended running flight prior to release for combat. The painting would show Bonnie-B beginning one of these slow timing missions. Keith decided to concentrate on the May time period in order to have the colors and foliage of Spring in the painting. He turned to the 303rd Bomb Group Association's CD for the listing of Bonnie-B's missions and found that the 23 May engine failure was on what would have been her 47th mission. It was the 303rd BG's mission #158. Bonnie-B then missed missions #159 on May 24 and #160 on May 25. No group mission was flown on May 26, and Bonnie-B flew her 47th mission on the group's mission #161 on the following day. This set the date for the painting as May 26, 1944, when Slow Timing of Bonnie-B could be in progress with all other aircraft in place on their hardstands.

It remained to determine the paint schemes and modifications to be expected on each of the aircraft in the painting. Having listed all aircraft involved by hardstand number, name, aircraft letter, and crew chief, Keith determined by

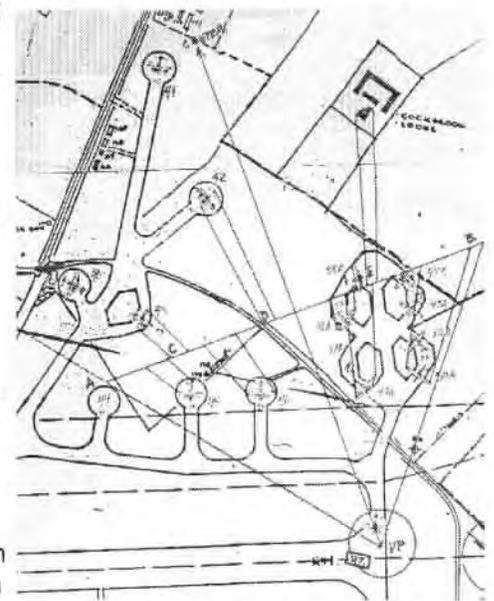
their serial numbers, the B-17G block number and manufacturer which allowed identification of modifications and color schemes (olive or aluminum) to be seen in the painting.

"The drawing for Bonnie-B, the size and placement of hardstands, buildings and parked aircraft were achieved using perspective projection by descriptive geometry. I use this method on all paintings. This assures that all elements are in the correct perspective, relative size and location within the painting. By determining the size of the canvas and the probable viewing distance of the viewer, a visual angle is established. One then locates the position at the end of the runway from which the predetermined viewing angle would encompass all of the hardstands, taxiways, roads, buildings and other elements required in the painting," Keith explains.

"Using an airfield plot plan and/or aerial photograph with the required details, including scaled B-17s on their hard-

stands, a scan left and right from the established viewing position of details of each element will give your azimuth, thus location and width of each element in the painting. Vertical size and elevation of details in the painting are determined by an elevation scan of the side view of the scene developed from the elevation details in the plot plan. The same visual angle and detailed top and side view station and general arrangement drawings of the B-17, the foreground aircraft is plotted point by point in both azimuth and elevation.

"This provided an accurate position for all of these details on the canvas. Much detailed drawing then was required directly on the canvas, using reference such as photographs of aircraft, engines,



The azimuth plot, emanating from the viewing position, which was used to determine location and relative sizes of hardstands, aircraft, buildings and other details in the painting. The red line A-B represents a top view of the canvas. Red lines to extremities of aircraft etc., determines their location and size on the canvas.

turrets, landing gear, etc. It also required careful examination of all of the crew chief's photos, photography made during Keith's visit to 1994 visit to Molesworth and landscaped photography from other visits to England during the proper season."

The painting was completed in July 2001 and published in September in time to be viewed by attendees of the 303rd Bomb Group 2001 Reunion in Baltimore.

When B-17G-20BO 42-31483 was delivered to Molesworth on 1 January 1944 she was assigned to crew chief MSgt Bill Zachar. The pilot of the first crew assigned to the aircraft was 1Lt G Neil Bech. On learning of the birth of Lt. and Mrs. Bech's new baby daughter Bonnie, Bill Zachar painted the name Bonnie-B on both sides of the nose. Lt. Bech and crew flew twenty missions in Bonnie-B: she was to safely carry many other crews in combat through her 93rd and final mission on 5 September 44.

A signing ceremony took place at the September 303rd Bomb Group Baltimore Reunion in which an edition of 450 signed and numbered limited

edition prints featuring "Slow Timing Bonnie-B" were signed by Keith and co-signed by namesake Bonnie Bech Ziegler, her father, pilot G. Neil Bech, and Bonnie-B's crew chief Bill Zachar. Copies of these prints are available to Eighth Air Force Historical Society members. Inquire by contacting Keith Ferris Galleries at 50 Moraine Road, Morris Plains, NJ 07950. Telephone: (973) 539-3363. Limited Edition of 450 Signed and Numbered Fine

Art Prints Artist's Message and Certificate of Authenticity Image Size: 28 1/2" w x 12 1/2" h

Be sure to check out the Ferris website at: keithferris-art.com for additional art and aviation history.



Signing of the limited edition of prints of the painting at the September 2001 303rd Bomb Group Reunion in Baltimore. Bonnie is flanked by her dad Neil Bech, crew chief Bill Zachar, and artist Keith Ferris as they sign the 450 prints in the edition.

Aircraft shown in Keith Ferris Painting : Slow Timing Bonnie-B

<u>Pad</u>	<u>Name</u>	<u>LTR Type</u>	<u>Tail No.</u>	<u>Crew Chief</u>	<u>Missions</u>
40	The 8 Ball Mk III	O G-30VE	42-97781	Sid Guthrie	57
41	Scorchy II	V G-40BO	42-97058	Morton Moon	37
42	Marie	N G-30BO	42-31830	Lester Hanson	78
43	Thunder Bird	U G-25DL	42-38050	Jim Thompson	112
44	Knockout Dropper	R F-BO (not Visible)	41-24605	Buford Pafford	75
45	Old Black Magic	R G-DL	42-107206	Blaine Ruark	129
46	Duchess' Daughter	T G-45BO	42-97272	Clyde Dewald	59
47A	Special Delivery	M G-50BO	42-102496	Chester Green	78
47B	Bonnie-B	P G-20BO	42-31483	Bill Zachar	93
48A	Heller's Angel	K G-50BO	42-102484	Jim Westmoreland	49
48B	Queen of Hearts	Q G-65BO	43-37537	Jim Hicks	78
49A	Ain't Miss Bea Haven	S G-45BO	42-97284	Harry Hofreiter	40
49B	Skyduster	W G-15BO	42-31386	Joe DeFresne	36
50A	Daddy's Delight	I G-40VE	42-97944	John Peterson	110
50B	Wallaroo II	X G-15BO	42-31405	Tiny Kenison	50



Photograph of, from left to right, Pilot G. Neil Bech, his daughter and namesake of "Bonnie-B", Bonnie Bech Ziegler, the painting "Slow Timing Bonnie-B", artist Keith Ferris and Bonnie-B Crew Chief Bill Zachar, together for the 303rd Bomb Group September 2001 reunion in Baltimore.

BUNGAY BUCKAROOS REUNITE

by Paul Grassey, 446th BG
Savannah, GA

Dear Editor:

During the past five years, I have had the privilege of being a volunteer at the Mighty Eighth Heritage Museum in Savannah. We are the survivors and it is our duty to meet the visitors and tell the stories of those real heroes who made the supreme sacrifice during World War II.

We have greeted and spoken to thousands of people while working at the museum. Many times we have heard from those who visit the Museum, many moving and exciting experiences that they were involved in during that period of history. About two years ago it was my turn to be involved in an experience that I will never forget. While presenting the "Mission Experience" one morning to about thirty people I noticed a man in the front row, accompanied by a lady and another gentleman. During the presentation, we kept looking at each other and I asked him if he had been in the service. He said, "Yes, The Eighth Air Force." A short time later I asked him, "Which Group?" He said, "The 446th." And then I asked "Which Squadron?" and he said "the 704th", and as fate would have it that was my Squadron and I introduced myself. I thought the visitor said that his name was "Bob Whiteman". About an hour later I was standing in The Lew Lyle Rotunda when Bob and the two people who were accompanying him left the exhibit area and then I realized that it was Bob Weideman, a B-24 pilot whose bunk was two away from me. We had lunch; it was a great reunion with Bob, his wife, and son. About ten days later this photo arrived from

Bob which was taken outside of our barracks where a few of the 'Bungay Buckaroos' hung out during WWII. Not exactly Buckingham Palace but it made for some great Friendships.

If any of you recognize your picture, send me a note at Paul Grassey, 5 Old Compton Ct. Savannah GA 31411 or pcgrassey@gateway.net

Regards,

Paul Grassey, 446th BG



MEN IN THE BARRACKS

Weideman's crew

Standing (l-r) Rybicki, Biltgen, Joondeph-co pilot, Gambone, Grassey, Faucher, Simonsen, Myers, ? **Bent Over** Greenberg **Kneeling** ?, Petri-navigator, Weideman, Petaros, Plum, Parker, Scott

memo: Weideman's crew: Joondeph-co pilot; Petri-navigator



DECEMBER 2001 (01-4)

THE WAR IS OVER

James Crow, Elmhurst IL, HS associate member contributes these photographs of the capture of Morris Anderson, left waist gunner 452nd BG shot down 28 March 44 over Chateaudun, France. Six of his crew were KIA; four went to POW Camps in Germany. The phrase "For you the war is over" was the standard statement directed to captured airmen by German soldiers.



21

CHAPEL CONSTRUCTION AHEAD OF SCHEDULE

The Chapel of the Fallen Eagles at the Heritage Museum Memorial Gardens is taking shape at a rapid pace. After a two-year funding program, the progress being made is impressive. A ground-breaking ceremony took place this past summer and the finished structure will be ready for use by the 6th Anniversary of the Museum May 17th, 2002.

Ken Spriggs, architect, of The Spriggs Group P.C. and Sandy Miller, construction engineer, are putting in many extra hours to stay ahead of schedule and complete the building in fine fashion.

A large percentage of the half-million dollar Memorial Chapel budget came from contributions of members of the 8th AF Historical Society. In addition, many 8th Groups and individuals have supported the chapel construction through purchases of stained glass windows and interior furnishings such as pews and altars, to honor individuals and groups. Some interior items are still needed before completion and are available now. Interested parties are asked to call Judy Walker at the museum (912) 748-8888 for details.

Society members are invited to visit the Heritage Museum and take a look at the old English style chapel for themselves – an 8th AFHS project to be justly proud of.

Chapel of the Fallen Eagles - Mighty Eighth Air Force Heritage Museum - F. C. "Hap" Chandler 491st BG and CEO C. J. Roberts.



The greatest use of life is to spend it for something that will outlast it.
William James

8th Air Force Paid a High Price to Ensure America's Freedom

War is not intrinsically a noble and honorable endeavor, it is those who rise to the challenge and engage in it for the greater good that make it so. When one of them dies or is missing, our resolve is strengthened by the loss equal to the degree that the lost airman is honored and remembered by we who remain alive and free today. My assessment of these pilots, bombardiers, navigators, gunners, radio operators and other crew members was formed many years ago and has never changed. Their name and fame are the birth right of every American citizen.
The men of the Eighth Air Force gave all that they could

give - their youth, strength and love of country. We are a free nation today because of such extraordinary sacrifices made by men such as these who answered the call to serve their country. They need no eulogy from me, or from any other men - they have written their own history upon the breast of the enemy. There are no words adequate to express our thanks. With every challenge, freedom's call was answered proudly and courageously by these young men.

John Bukalski,

P-38 VERSUS P-51 FIGHTER RANGE AND ENDURANCE

by John Mangan, 34th & 490th Bomb Groups, Gloucester, MA

Dear Editor,

The purpose of this letter is to answer statements made by Herman E. Hoversten, formerly with the 479th Fighter Group, in the 8th AF NEWS, Volume 00 Number 3 for September 2000 that the P-38 was probably faster than the P-51 and that the P-38 had better range and endurance than the P-51.

The only maximum airspeed quoted for both aircraft is that attained at MAXIMUM CONTINUOUS POWER, the P-38H with one Allison V-1710-89 right-hand rotating engine and one Allison V-1710-91, left-hand rotating engine. Each engine produced 1600 H.P. in WAR EMERGENCY POWER at 30,000 ft. Both engines were turbosupercharged with a G.E. B-33 turbosupercharger that maintained sea level power up to a turbo critical altitude of 38,000 ft. This critical altitude was obtained in MAXIMUM CRUISE. The supercharger allowed a service altitude of 44,000 ft. The engines drove a 12'6" dia. Curtiss Electric constant speed, fully feathering, three-bladed propeller. With this engine propeller combination the aircraft had an I.A.S. (indicated airspeed) of 238 mph giving a T.A.S. (true airspeed) of 396 mph. The P-51D was not the fastest aircraft of the P-51 series. The fastest P-51 was the P-51H with a normal gross weight of 10,500 lbs.

If the comparison between the P-38 and the P-51 is restricted to an operational variant that was operational and saw combat the P-51B of the P-51 series should be the next aircraft to consider. The P-51B had a Packard-built Rolls-Royce Merlin 61 series engine designated by Packard the V-1650-3. The V-1650-3 engine had power boost consisting of two, two-speed superchargers in series on the same shaft geared up from the crankshaft. Because compression of

the induction air raised its temperature to 401 degrees, an intercooler was inserted in the delivery duct to the engine. 100/130 octane fuel was used. The V-16503 engine drove a cuffed Hamilton hydromatic 11ft. 2in. diameter four-bladed, constant speed, fully feathering propeller. The P-51B reached a maximum speed of 449mph at 25,000 ft. with a take-off gross weight of 9,800 lbs. This maximum speed was obtained with a WAR EMERGENCY rating of 1275 H.P. at 30,000 ft. with a time duration of 5 min. allowable. The result is that the P-51B was 35mph faster than the P-38L.

The second portion of this discussion is to determine which aircraft had

3. Outer wing tanks
4. Main tanks
5. Reserve tanks

The total endurance for the P-38H aircraft with total fuel load of 1016 gals. for a 2200 mile range flight was 11.55 hrs.

The P-51B had internal fuel of 184 gallons in 2 wing tanks and an 85 gallon tank behind the pilot. With two 150 gallon drop tanks the total fuel load was 569 gallons for a range of 2900 statute miles at 244mph at 10,000 ft. with an all-up weight of 11,800 lbs. Based on these figures the P-38H endurance is greater by 1.39 hrs.

Although the P-51 series of fighters was faster than the P-38 series and

had greater range than the P-38 the Lightning was the fighter of choice in the Pacific theater. The P-38 was flown by Maj. Dick Bong, America's highest scoring ace of all



An F-5E P-38 of the 13th Photographic Squadron at Mount Farm

the better range and endurance. Referring again to the P-38 T.O., I picked the P-38H for the range and endurance comparison because it had a lower gross weight than the P-38J and L, resulting in better range and endurance. For a range of 2200 statute miles 840 gallons will be consumed, leaving a fuel reserve of 60 gallons. The combat radius will be 1100 statute miles. This range was obtained at 12,000 ft. Fuel consumption was 78 gals./hr. Endurance for this range was 10.77 hrs. The 60 gallon fuel reserve allowed an additional .77 hrs. or 46 minutes. Allowing 15 mins. for combat and 31 mins. for delays. Fuel would be used in the following sequence:

1. Reserve tanks for the first 15 mins.
2. 300 gal. drop tanks

time with 40 victories in the Pacific theater, followed by Capt. Tom McGuire, another P-38 ace, second to Bong as America's no. 2 all-time ace with 38 victories in the Pacific theater. I was stationed at Truax Field in Madison, Wisconsin from Nov. 1943 to early 1944 and while there saw Dick Bong put on an amazing exhibition of flying he was dogfighting a P-40 in an AT-6 and no matter what maneuver the pilot flying the P-40 did he couldn't get Bong off his tail. It was a fantastic exhibition of flying by Bong.

To finish up this discussion I thought it might be interesting to compare Goering's vaunted twin-engined, long-range fighter, the Messerschmitt Bf110G-4c/R3 model, with the Lightning. The following is the particulars: it was powered by two

Daimler-Benz 605 B-1 12-cylinder inverted-vee liquid-cooled, super-charged engines each rated at 1,475 H.P. for take-off and 1,355 H.P. at 18,700 ft. driving a VDM 11ft. 1-7/8 in. dia. 3-bladed, constant-speed, fully-feathering propeller; the aircraft had a maximum speed of 342 mph at 22,900 ft. with a normal loaded weight of 20,700 lbs.; maximum range attained was 1,305 statute miles with two 238 gallon drop tanks at a maximum continuous cruising speed of 317 mph at 19,685 ft. with a weight a weight of 20,700 lbs. The comparison is as follows: the P-38L is 72 mph faster than the Me110; the P-38L has a range that is 895 statute miles greater than the Me110 and the P-38L had a maximum ceiling that was 7,910 ft. higher than the Me110G-4c/R3. So you can see that the German twin-engined long-range fighter wasn't even close performance-wise to the P-38.

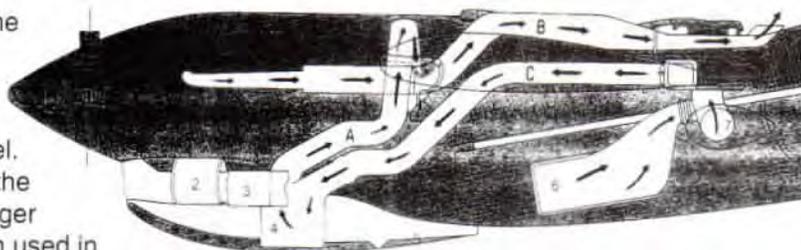
Hope that this discussion provides you with some of the information you were looking for, Herman. Best regards, John G. Mangan formerly 34th Bomb Gp. (H) and 490th Bomb Gp. (H) Gloucester, MA

EPILOGUE

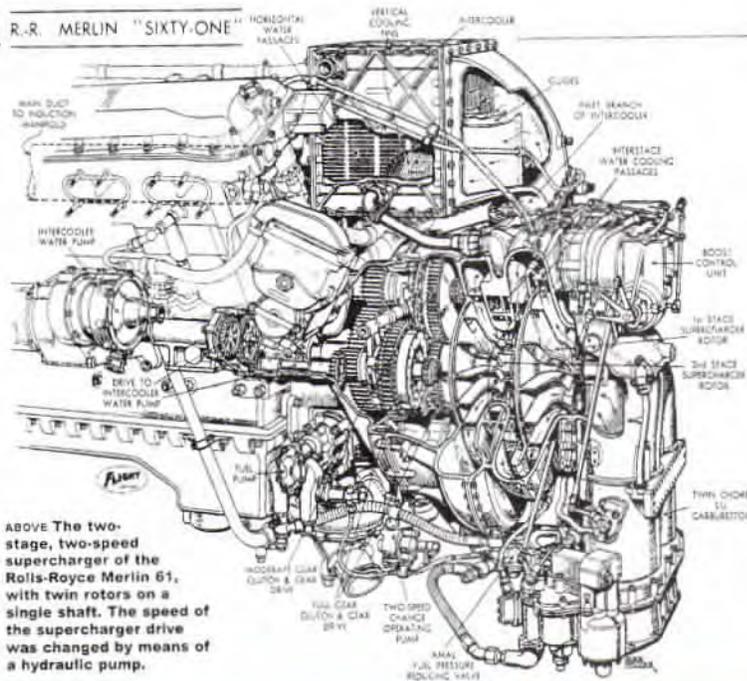
Why did I mention the engine-propeller combination for each of the aircraft models considered? Because they were the biggest determining

factor in the performance of each aircraft model. I showed the supercharger installation used in the P-38 J and L aircraft and that used in the P-51B and D aircraft because of the differences in the supercharger philosophy used. The Americans were the only ones in the E.T.O. to use turbo-supercharging on their fighter aircraft.

My qualifications to make a comparison of this kind? An aeronautical engineering degree plus a minor in electronic engineering. Also graduate study at M.I.T. in the aeronautical and astro-nautical department. A pilot's license with flying experience over most of the United States and the Caribbean area. Six years operational experience



with the following U.S.A.F. commands: Strategic Air Command; Air Proving Ground command and the Far East Air Force. Worked as a design engineer at two a/c companies.



ABOVE The two-stage, two-speed supercharger of the Rolls-Royce Merlin 61, with twin rotors on a single shaft. The speed of the supercharger drive was changed by means of a hydraulic pump.



P-51Ds at the 364th Fighter Group's new runway at Honington. Note drop tanks under wings.

STATEMENT OF THE SECRETARY OF DEFENSE

Secretary of Defense Donald H. Rumsfeld has released the following statement:

Good afternoon. I have reflected on some of the questions posed at the last briefing: questions about the 'speed of progress' in the campaign - questions about the "patience" of the American people - if something does not happen immediately. I have a sense that the public understands the following facts: On September 11th terrorists attacked New York and Washington, DC, murdering thousands of innocent people -- Americans and people from dozens of countries and all races and religions --in cold blood. On October 7th, less than a month later, we had positioned coalition forces in the region, and we began military operations against Taliban and al-Qaeda targets throughout Afghanistan. Since that time coalition forces have flown over 3,000 sorties, broadcast 400-plus hours of radio transmissions, delivered an amazing 1,030,000 humanitarian rations to starving Afghan people.

Today is November 1, and smoke -- at this very moment -- is still rising from the ruins of the World Trade Center.

With the ruins still smoldering and the smoke not yet cleared, it seems to me that Americans understand well that -- despite the urgency in the press questions -- we are still in the very, very early stages of this war. The ruins are still smoking!

Consider some historical perspective: -- After the December 1941 attack on Pearl Harbor, it took four months before the United States responded to that attack with the Doolittle raid of April 1942.

It took eight months after Pearl Harbor before the U.S. began a land campaign against the Japanese -- with the invasion of Guadalcanal in August of 1942.

The U.S. bombed Japan for three-and-a-half years -- until August 1945 -- before we accomplished our objectives in the Pacific.

On the European front, the allies bombed Germany continually for nearly five years -- from September of 1940 until May of 1945.

It took 11 months to start the land campaign against the Germans -- with the invasion of North Africa in November of 1942.

It took the United States two years and six months after Hitler declared war on us before we landed in France on June 6, 1944. We are now fighting a new kind of war. It

is unlike any America has ever fought before. Many things about this war are different from wars past - but, as I have said, one of those differences is not the possibility of instant victory.

Our initial goals were: To make clear to the Taliban that harboring terrorists carries a price; To acquire intelligence to facilitate future operations against al-Qaeda and the Taliban; To develop useful relationships with groups in Afghanistan that oppose the Taliban and al-Qaeda; To make it increasingly difficult for the terrorists to use Afghanistan freely as a base of operation; To alter the military balance over time by denying to the Taliban the offensive systems that hamper the progress of the various opposition forces; and To provide humanitarian relief to Afghans suffering oppressive living conditions under the Taliban regime. That was 24 days ago -- three weeks and three days -- not three months or three years, but three weeks and three days. We have made measurable progress on each of these goals. The attacks of September 11 were not days or weeks but years in the making. The terrorists were painstaking and deliberate, and it appears they may have spent years planning their activities.

There is no doubt in my mind but that the American people know that it's going to take more than 24 days. I also stated that our task is much broader than simply defeating the Taliban or al-Qaeda -- it is to root out global terrorist networks, not just in Afghanistan, but wherever they are, to ensure that they cannot threaten the American people or our way of life. This is a task that will take time to accomplish. Victory will require that every element of American influence and power be engaged.

Americans have seen tougher adversaries than this before - and they have had the staying power to defeat them. Underestimating the American people is a bad bet.

In the end, war is not about statistics, deadlines, short attention spans, or 24-hour news cycles. It is about will --the projection of will, the clear, unambiguous determination of the President and the American people to see this through to certain victory.

In other American wars, enemy commanders have come to doubt the wisdom of taking on the strength and power of this nation and the resolve of her people. I expect that somewhere, in a cave in Afghanistan, there is a terrorist leader who is, at this moment, considering precisely the same thing.

– submitted by Wiley Crosby/Sharon Egan

A news reporter was interviewing an 8th Air Force veteran about his experiences during the war.

“How high do you have to be to parachute out of an airplane?” The reporter asked.

The veteran replied, “Oh, about three or four drinks ought to be enough.”

BRIEFING ROOM REPLICA

The members of The North Alabama Wing continue to be involved in several ongoing endeavors to promote the legacy of The Mighty Eighth.

In early spring NAW member Col. Randy Withrow invited the Wing to design and build a replica of a briefing room in the museum that he and others were creating in Huntsville, AL. Col. Withrow is President of the museum, The Alabama Center of Military History, locally known as the Veterans Museum.

Willingness was in big supply; money was not. However, true to the characteristic that identifies The Greatest Generation, the "roll up your sleeves and get to work" attitude prevailed. Replica, Briefing Room Chairman Harold McMurrin put his toolbox in his truck and made sure his wallet was in his pocket. Fellow Wing member and good friend Bill Varnedoe did the same and the Replica, Briefing Room (BR) was on its way. The two of them designed and built this re-creation of a momentous part of WWII. Work on the BR became a family affair. Ruth McMurrin made the heavy curtain on the stage. Louise Varnedoe painted walls, doors and floors.

All of the work was done without air conditioning, usually in 90-degree heat and high humidity. Apparently extreme temperatures don't bother Bill Varnedoe, neither when he was a navigator with the 385th Bomb Group, nor when he climbs mountains (for which he is a National Geographic award-winning climber) or enjoys his hobby, speleology. One day Bill was busy hammering and sawing in the BR. He was asked, "What about a mural on the south wall?" "Oh, that'd be fine," Bill replied. "What would you like to see there?" Within the space of a breath, Bill answered, "A squadron of planes with flak bursts." Wing member and sketch artist Scott Alcorn agreed to give his time and talent. Kim Vaughn worked as his assistant. They worked in the evenings after Scott closed his gallery for the day. On the evening before the second sneak preview the mural was close to completion. Kim, the mother of four young children went home. Scott was all alone in

the museum; it was quiet and cool. This is what Scott relates about those post-midnight hours. "I felt invisible eyes watching me paint. I seemed to be painting as the hands and spirit of the Wing today in tribute to those who did not come back." And so it was that a rendering so dramatic that people stand silently before it, was completed just before dawn, about the time WWII airmen would be on their way to the Briefing Room.

Ann Vaughn

North Alabama Wing 8th AFHS



Briefing Room Mural at the Alabama Center Military History, Huntsville, Al.

The mural depicts planes of 385th Bomb Group with their distinctive checkerboard tail.

Shown in inset are:

Front Row: William Varnedoe, Navigator, 385th Bomb Group; Harold McMurrin, Chairman, Replica, Briefing Room. Harold served with the 546th Heavy Maint. CO., in England; on Utah Beach and the Continent.

Back Row: Kim Vaughn, Assistant artist on the mural. Scott Alcorn, Chief artist.

THE CENTURY CLUB-PART III

390th Bomb Group Historian John Warner's listing of many of the B-17 Flying Fortresses that flew 100+ combat missions with the 8th Air Force. Historical Society members have responded in fine fashion. From James Jarvis comes several 447th BG aircraft and their missions to make the list: Swanee Pride - 104; Haybag Annie - 104; Mona Marauders - 110; and Dead Man Hand which was shot down on its 111th mission, the last 8th a/c to be lost to the Me 262 jet fighter group JG 7-3. Jim's brother Hobart Jarvis was the radio operator on that crew.

Frank Markut writes to say that his 351st BG aircraft My Gal II was erroneously listed as My Gal Sal. Mike Hart adds several notable 379th airplanes to the Century Club: Carol Dawn - 125; Screwball Express - 124;

London Avenger -121; Lost Angel - 116; and Swamp Fire -100 missions. George Carmack makes a correction regarding the 452's Flat Bush Floogie. He flew 31 missions in that airplane and correctly states that it belonged to the 731st BS of the 452nd BG.

There are other B-17s with one hundred missions or more, many recorded in Group histories, each a tribute to the hard work and many hours put in by ground crews and engineering staffs. Send them in to the 8th AF NEWS and help complete the list.

Dave Hanst is the original pilot of the 91st omb Group's "Hikin for Home" another Century Club 100+ mission Flying Fortress. "Hikin" had a post-war career as well. It's exploits will be related in an upcoming issue of the 8th AF NEWS.



**The front yard
of 8th AFHS member
#1 Anthony Chardella,
359th FG, Pittsburgh, PA.**

POEM BY AUGUST MCKEE

(World War II Anthology)

He said he'd be damn glad to keep his feet on the ground to stay where he was born to be...

The thrill of flight was lost to him in the whine of slugs and flash of flak. He knew the game is lost to those who play it long enough. That's why he met his chance to quit with such apparent joy. War's end had brought him back to earth where he could feel secure.

His dreams of flaming to death would stop. The fury of engines' roar would din his ears no more. Nor would he sit behind those whirling blades of steel again.

His flight back home, he swore would be the last he'd see but how was he to know a curse belongs to men who fly.

At first, they feel secure and safe when flying days are done. Their nerves unwind and minds relax forgetting all that's gone before. At least so it appears.

Then thoughts begin to wander back to days of comradeship. The gleam of sun shines once again on silver wings and clouds banked high. The flyer can't forget his love, the love he thought was dead. He finds earth dull and lacks the thrill and joy he knew when soaring in the sky.

He can't forget and never will.

submitted by

Bill Eisenhart 303rd BG

THE BRINK OF HELL

We're living on the brink of hell. Each day
We see men starting on their trip into
That other world of fire and death. They may
Return at night and tell what they've been thru,
Not so much with their voices as their eyes.

But often some remain behind, mere bits
Of fuel within the fires they stoked. The wise
Can laugh it off and seek the benefits
Of aircorps life. And yet, behind their smiles
We feel the fears of hell so near, for time
And distance are commensurate and miles
Are moments in their lives.

from "My Hands"
Charles Hughes

NO CONTROL OVER PILOTS FROM TOWER

Lt. Henry Sibley was flying control officer on 8 Aug 44, and it might have been better for the 306th Bomb Group if he had been on leave, not that anything was his fault. He was the FCO of the moment, which the tower log notes was 1606 hrs.

"Last ops a/c landed. A/C 611 landed at Tangmere with gas leak. A/C 669, Lt. Andrew Kata, pilot, MIA. R/W 30 was used for landing. (note: R/W 24 under repair) but was changed to 36 when a/c 301 had a flat tire, blocking R/W. At 1437 hrs a/c 969 had ground looped to the right about 400 yards from end of R/W, knocking over two tents but injuring no one. At 1513 hrs, a/c 017 collided with a/c 619 which was stuck at the end of R/W 36. Previous to this, R/W changed to 18. A/C 017 had hydraulic failure. Pilot had been told to land short, but he did not. When a/c hit the runway his brakes failed and he ground looped the a/c to the right into a/c 619. Nobody was injured. Remaining a/c landed on 24 over obstructions. Division informed."

OLD BOLD PILOTS

In spite of the old axiom that there are no "old bold pilots around, there are still some Old Bold Pilots in California and they meet for breakfast every week near Oceanside in north San Diego county. Ray Toliver found four P-47 pilots in 1989 and the group has been expanding ever since. Gene Anderson, associate 8th AFHS member from Escondido, is documenting their individual histories in an upcoming volume he is currently writing about the group. Several hundred pilots are his subject material

Bill Ryherd. Bill flew lead pilot on B-26's with the 9th AF when he was shot down near Chartres, France on his 38th mission, just days before Patton's 3rd Army liberated that area. Bill was in his canopy as he watched his plane explode. He contacted the underground and was safely housed in Paris... until compromised by a traitor, who was later tried and executed. Bill was interrogated in Paris and later evacuated en masse with other nationalities to Buchenwald. Somehow he survived and made the transition to Stalag III where he was housed in the same room where the tunnel 'Harry' of "Great Escape" fame was dug.



Bill Ryherd

Jay Walker. Jay still is a B-17 pilot, flying the "Nine-O-Nine" for air shows and exhibits. Jay completed 30+ combat missions as aircraft commander for the 384th BG out of Grafton-Underwood. In 1946 Jay built and opened Bellflower Airport.



Jay Walker

and are combat veterans from WW II, Korea and Vietnam.

Gene, a USAF veteran of the Vietnam era and a pilot himself states, "Getting to know this group of distinguished pilots is like a dream come true for me. This is a cross-section of men who flew combat and are the core of what is known as the Greatest Generation."

For this edition of the 8th AF NEWS, here are a couple of profiles from the Old Bold Pilot's Club of California:

Leslie Jantz. Leslie flew 35 missions with the 389th BG out of Hethel, England. Later during Korea he flew B-29's. He was the first jet pilot to land Wichita Municipal Airport in 1946.

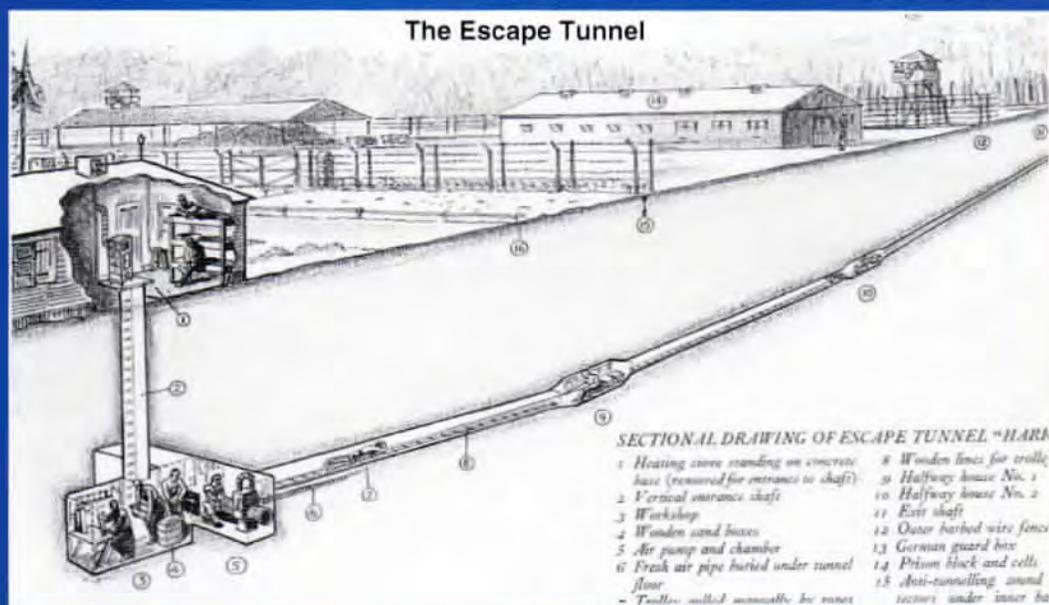


Leslie Jantz

Kurt Schulze. Kurt is the featured pilot in a new print this year from Robert Bailey, entitled "Norway Patrol". Kurt became an American in 1953, but before that he flew ME-109s. His unit scrambled five minutes too late to save the German battleship Terpitz, sunk by the RAF 617 squadron in November, 1944 in Norway. Kurt is a lifeline to the pilots and historians in Europe, maintaining close contact on people, places and events. Kurt helped translate the article on the German pilot who aided a downed American flier, which was featured in Mar 01 8th AF NEWS.



Kurt Schultze



WWII PILOT, DO YOU KNOW WHAT A CNS MAN DID IN THE ARMY AIR FORCE?

by Ollie Joiner, 364th Fighter Group, Monroe IA

Probably not. However, if you just came off a fight and couldn't find your flight. You didn't know which direction to fly to get back to your base; or maybe your base was fogged in and you were looking for a base you could land at; or you were a pilot of a bomber, and your plane was damaged, maybe you had wounded men who needed quick medical service; or you were about out of fuel and you wanted to get down quickly; then you might have talked to a CNS man. Probably, though, when you called for a steer and someone told you to count up to five and back down, you thought you were talking to the tower. Maybe the conversation went something like this: "Outshine Control. This is Escort three five calling for a homing."

"Roger, Escort three five, start your count."

"1--2--3--4--5--5--4--3--2--1"

"Escort three five, your steer is 270 degrees. Do you read me?"

"Roger, Outshine, over and out."

You were not talking to the tower.

You were talking to a D/F (Direction Finder) station, while a man at the receiver station and another at the transmitter station were writing down

everything that was said. If you had had an argument with the tower these notes would probably have been used to tell who said what.

The three CNS stations were set out away from the base proper, each one being a mile away from the other two. Both the transmitter station and the receiver station had fixed antennas while the D/F station had a shorter antenna coming out of the roof, which could be, and had to be, rotated. In the station the antenna pole was controlled by a steering wheel with a metal plate just above it. This plate was the device that told you whether you giving the right steer to the reciprocal. If you gave the reciprocal you would send a plane away from your base. Above the metal plate was a calibrated disc which you read as you made the rotation, to give the pilot his steer.

At Honington our equipment was in large van trucks until permanent buildings were erected. The receiver station and the transmitter building were made out of cement with very thick walls. The D/F station was made out of wood. The two transmitters were about six feet tall. While both were usually tuned to our frequency, one was more-or-less a standby, which was rapidly retuned when planes from other bases were going to land at our base. The receiver



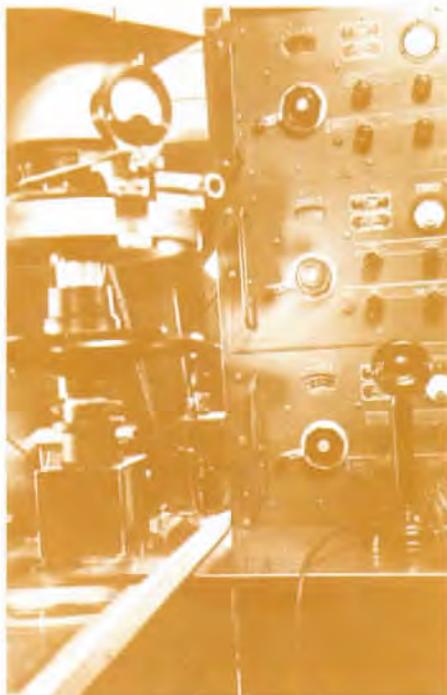
John Caramella (sitting), Ollie Joiner inside the transmitter station.



The receiver station
Jim McGann and Johnny Hollins



The D/F station



Inside the D/F station

station also had two units. All three stations were open 24 hours a day whether our planes were flying or not. Each 24 hour period was divided into three shifts. The CNS crew from each squadron worked a shift. Every piece of equipment was checked, radios retuned, two outside generators, one American, one British were serviced and started. Each log book was signed at the end of a shift. Keeping this log was difficult when you had to write down the conversations in the air when the pilots were excited. People tend to talk fast when they are in danger or angry. No matter how fast you wrote, the text had to be readable.

So if you were ever lost and called for a homing, the voice that answered your call and gave you a steer to a fighter base, was a CNS man. He might have saved your life.

Ollie Joiner Compiled the Excellent Volume "The History of the 364th Fighter Group."

He adds:

Regarding what a CNS man was, it is not wonder that it is such a secret. When we were attending CNS school in Tomah, Wisconsin, we could take

notes in class but had to turn them in before we left the classroom. Then if we wanted to study them we had to go to the library. There you received permission to check out your notes but couldn't take them out of the building. In fact, you could not get out of the building until you turned your notes in and got a card to that effect. You presented the card and you were allowed to leave. When we graduated we received a small certificate to that effect, but not our notes. I imagine they were destroyed.



WORLD WAR I MEMORIAL DEDICATED

A memorial to World War I veterans was dedicated at the Fort Snelling National Cemetery (Minneapolis/St. Paul) on September 9, 2001. This is believed to be the only such memorial in any National Cemetery.

Prime movers were the Military Museum of Minnesota and the Jewish War Veterans Memorial Foundation. The United Veterans Legislative Council of Minnesota, composed of 42 veterans associations, approved the project.

It also had the whole-hearted support of Robert McCollum, the cemetery director, who accepted the monument for the cemetery. He stated "we will care for it as an honored trust from the American people." General Lyle Doerr, President of the Military Museum, conducted the program and observed, "After World War I, monuments were not common. Therefore, after all these years it is appropriate that we look back at this oversight. Today we recognize and pay tribute to those forgotten servicemen and women who fought the war to end all wars. Freedom is not free; 1430 Minnesotans lost their lives and another 2175 were wounded."

Sid Schmuckler, President of the Jewish War Veterans Memorial Foundation, echoed that "It is time that we brought closure to all those who served by finally honoring them with recognition and appropriate monument.



Pictured is General Lyle Doerr, President of the Minnesota Military Museum; General Doyle Larson, former head of Air Force Intelligence, and past President of the Air Force Association and 8th AFHS member; Robert McCollum cemetery director; Sid Schmuckler, President Jewish War Veterans Foundation and Pat Schon, past President of the WW I National Ladies Auxiliary.

EXTENDING THE RANGE

A Personal Story About Air Refuelling
by Ivan L. McKinney, 8AFHS National Treasurer

The ability to refuel in the air is one of the greatest aviation developments of all time. Air refuelling extends the range and the duration of bomber and fighter aircraft for contingency or wartime missions, and it provides a time-extending safety valve for wartime or peacetime emergencies. Many aircraft with landing gear or other technical problems have been saved by a tap of fuel, and many returning aircraft have been saved in peacetime and in wartime by an airborne tanker, allowing the receiving aircraft to hold for better weather or to make a safe diversion base. Having a tanker airborne that you could hit after takeoff allows many a fighter, fighter-bomber or bomber aircraft to safely takeoff with less fuel and more ordinance that would otherwise be the case. This was especially valuable during the Vietnam War.

I spent almost my whole 27 year career either taking care of or flying aerial tankers. When I came into the Air Force in 1949 and became trained, first as a control tower operator

and later as a ground controlled approach (GCA) operator, the first KB-29's were just being used, and they were rapidly followed by the KB-50's. Both of these aircraft were converted bombers, used by the Air Force as tankers before the aircraft designed for tanker duty came out. At first, the "hard boom" that was "flyable" through the manipulation of "ruddevators" was classified, and they didn't want anyone taking pictures of it. But in 1951, during a big bomber/tanker movement to Europe, I was GCA operator at Ernest Harmon AFB, Newfoundland, and I was determined to get a picture of the tanker's refuelling device. Our GCA standby shack was out in the middle of the airfield, and we used a weapons carrier to cross the runway back and forth to the shack, looking for a light from the control tower each time. But there was also a dirt road that went around the end of the runway to the shack, and I positioned my 1948 Studebaker alongside the runway, on the dirt road, at about the point where I thought liftoff would occur. I shot a beautiful color picture of a KB-29, just as she lifted off!

After getting a commission via OCS, I became a navigator and was assigned to the first of the "real" aerial tankers, the KC-97, for my initial airborne duties. The Strategic Air Command (SAC) owned all heavy bombers

and all aerial tankers in those days, and like so many others, I became "sacumcized." For the rest of my career I never got out of SAC.

The nation's defense posture rather rapidly became one of Mutually Assured Destruction (MAD), with the adversary being the USSR and with nuclear weapons as the weapons of choice. SAC was at first entrusted with the safekeeping, management and use of America's nuclear arsenal. Super-safe and secure procedures for handling these weapons

were developed and used by all SAC ground and aircrews, while in the same time frame we had to deploy on contingency missions in several places around the globe, and we had to develop a continually-increased posture of readiness. In those days, the surest way to lose an Air Force career was to compromise SAC's "2-man policy" in the handling of nuclear weapons, or to compromise the "2-officer policy" as an aircrew member in the

handling of "Top Secret, Extra-Sensitive Information" launch and execution documents. Crew members called these "tickets."

But back to refueling. Gradually, SAC went first to a 33% alert posture in its bomber force, meaning that 1/3 of its B-52's, B-47's and B-58's were on ground alert all the time - ready night or day, 366 days a year, for an instant response to an alert horn, ending a heavyweight takeoff in 15 minutes or less. Since almost all of the bombers, with the exception of a very few B-52's, had to have at least one airborne refueling enroute to the target, this meant that the "mated" tankers also had to be on similar ground alert. But the difference was that the tankers had to pull their alert as far north as possible, so that the bombers could get their fuel at the last possible time before streaking towards the target. SAC's first tanker, the KC-97, pulled its alert at what we used to call "the garden spots of the north" - Namao AB, Cold Lake, Churchill, Frobisher Bay, Earnest Harmon AFB and Goose AB in Canada, Sondrestrom and Thule in Greenland, Eielson AFB, Alaska and the Azores Islands.

Later on, as tense conditions increased between the US and the USSR, SAC went to a 50% alert posture, meaning of course that one-half of its bomber and tanker fleet was



Refueling a B-52, as seen from the Boom Operator's position in a KC-135



Squadron of F-4's on Guam, enroute from the "States" to Vietnam, during the Vietnam war

on ground alert. Proficiency flying had to be wedged into the equation for both bomber and tanker crews somehow. And we had other commitments - the tankers had to fly enough refueling missions to not only satisfy the training and proficiency requirements for the bomber force; they had to also train and keep current all of the Tactical Air Command (TAC) fighters and fighter-bombers. Then there were periodic flareups like Cuba and Lebanon, when SAC would be ordered to "generate the force." On these occasions, SAC would bring up to ground alert status every bomber and tanker in its inventory. Each bomber had pre-assigned targets which the crew had studied in detail and at great length, and each tanker and bomber "pair" had a pre-assigned rendezvous point where air refueling was to begin. Bomber onloads of fuel were pre-computed and during a "real" launch, the tanker was obligated to offload all his fuel except just enough to clear the refueling track if the bomber requested it.

Ground alert aircraft were thought by some to be vulnerable to enemy missile attack, so SAC implemented an airborne alert concept - B-52's already airborne in combat configuration, guns loaded and nuclear weapons in the bay. We of the tanker force had to jump up and refuel these bombers on a constant basis, to keep them not only in the air, but at all times with enough fuel in their tanks for them to receive a "go code" and make their targets. It was thought that airborne alert would provide the absolute guarantee that this nation could destroy its adversary, 366 days a year, without fail. And the USSR leaders knew and believed that. Since the bombers on airborne alert had to fly anyway, SAC gave them missions to watch important assets by radar and by visual means - assets which our country depended on for early warning of an adversarial attack, etc. For instance, we "watched" the Ballistic Missile Early Warning System (BMEWS) radar emplacement at Thule, Greenland, for over 20 years without missing a minute. The bomber on station watched it, and if something happened to him to cause an early abort, the tanker took his place. We tanker guys would cheer when the bomber got his fuel and headed north from the refueling! We KC-135 crew members hated the thought

of flying almost to the pole, then doing figure-eights for hours while waiting for SAC's test messages, called "Frosty Window" messages. These had to be decoded in seconds and the correct response given. Woe to a crew that didn't meet the time limit, or worse, responded in error! The crew departed as soon as they landed for a personal "career enhancement discussion" by the 3-star general at Numbered Air Force (2nd, 8th or 15th). And then Vietnam heated up. The propeller-driven KC-97 was gone from the inventory by now, replaced by the sleek jet KC-135. Just in time, too, because unlike WWII or Korea, the Air Force flew its total fighter and bomber force across the ocean to the action areas. Although the value of air refueling was academically proven with SAC's bombers, we had never gone to war and had not proven its value in day-to-day realistic terms. We had not "flown it." But as we began building up our fighter force in Vietnam and its environs, new procedures had to be developed to safely escort and refuel large numbers of fighters across the world's widest ocean. SAC owned all the KC-135 tankers, and so SAC became the "tanker manager" responsible for ensuring that TAC's fighters would arrive in the forward area safely and ready for combat. "Tanker Task Forces" of various sizes would be formed up for the task. Fighters from the single-engine F-100 all the way up to the big twin-engine F-4, and bombers from the big F-105 (Thud) to the B-66 were escorted across the wide Pacific to Vietnam.

Ivan McKinney describes in detail a typical Tanker Mission in the next March 2002 issue, 8th AF NEWS.



KC - 135 refueling B52G



KB-29, taking off at Ernest Harmon AFB, Newfoundland, enroute to England, 1951

WAR TRAVELS

Malcolm Lawrence, 94th Bomb Group
Chevy Chase, MD

Malcolm Lawrence, 94th Bomb Group, flew out of Bury St. Edmunds. He relates a typical training and travel agenda for 8th airmen during the war. His post war career included Foreign service with the U.S. Government and extensive community development projects.

Like many others, I was invited by my local draft board to help win World War II. I reported to the Induction Center on October 25, 1943. Travelling is broadening, but that was ridiculous. In two years and 17 days in the Air Force, I was sent to the following places:

Camp Lee, Virginia -- Induction center
Fort George Meade, Maryland -- Placement center
Miami Beach, Florida -- Basic training center
Sioux Falls, South Dakota -- Radio school
Yuma, Arizona -- Gunnery school
Washington, D.C. -- Furlough
Tampa, Florida -- Processing center
Gulfport, Mississippi -- Flight training center
Fort Dix, New York -- Flight demonstration assignment
Savannah, Georgia -- Staging area
Manchester, New Hampshire -- Port of embarkation
Goose Bay, Labrador -- Overseas departure outpost
Belfast, Northern Ireland -- Arrival center
Valley, Wales -- Processing center
Stone, England -- Assignment center
Bury St. Edmunds, England -- Base of operations
Secret location, England -- Rest Home
Chorley, England -- Replacement depot
Stone, England -- Redeployment depot
Tidworth, England -- Port of embarkation
Brooklyn, New York -- Return staging area
Fort George Meade, Maryland -- Discharge center

I was no odd-ball. These were, in fact, the places one had to go to be a Radio-Operator-Gunner on a B-17 bomber and conclude a tour of missions over Europe, which is what I did.

Of course, I wanted to be an officer, but I didn't make it. At Fort Meade I had passed the exams for both Officers Candidate School and Air Cadet Training, and chose the latter. Several weeks later at Miami Beach, our class of 500 was "washed out" because the Air Force already had too many pilots, navigators, and bombardiers. It was naturally our consensus that all who made officer before us were morons and illiterates. This wasn't entirely true, but it made us feel better.

Target: Plauen, Germany

It's seven-thirty a.m. and we're at five thousand feet. Never have I seen such a beautiful sunrise. The solid white clouds lie just as even as water.

Here comes the sun peeping out of the east. In the distance I can see tiny white and black specks: heavy

bombers forming for today's mission.

Our ship, which is just behind the lead, is surrounded by planes of our group. The tails of our planes are yellow with the letter A in a white square.

The sun is a little higher now, making the clouds more beautiful than before. On the left, a quarter moon is barely visible. Nothing but clear sky above the sea of clouds.

If only I could step out and walk on the surface of these clouds. It looks possible -- even easy.

A flock of B-24's is now passing over our formation. The lead plane is dropping the usual flares for recognition. About seventy or eighty other ships are following him.

Well, we crossed the English Channel and are now over Belgium. Little towns and communities are spaced here and there. Seems as though we left the clouds over England because there isn't a trace of one here. Even though we're at six thousand feet, I can still make out some of the particulars below.

10:30 am Below is the Moselle River -- many extreme turns -- resembles a huge snake.

10:45 am Entered enemy territory. Passing over some fairly large cities. We're now at eleven thousand feet and climbing to fifteen thousand feet, which is our bombing altitude. If the weather is this good at the target, we can't possibly miss.

On the bomb run, which is about ten to fifteen minutes before the target, I began throwing chaff.

12:40 pm Dropped the bombs -- pretty good too. Just as I was checking to see if all the bombs had been released from our ship, a huge burst of flak under the bomb-bay section shook the whole ship.

12:50 pm Well, I'll be damned! The rest of the bomb groups have gone back toward Belgium, and our ships are circling around over Germany. From what I've heard, the jet-jobs like to attack lone formations -- sure hope they don't get any ideas.



Malcolm Lawrence
Radio Operator, 94th BG

That's not the only reason I'm griping. If we hang around much longer, there might not be any cocoa and sandwiches in the briefing room -- forget the cognac. The ones that land first hog all the food. Oh well, worse things could happen.

Apparently, some of the ships in our group didn't drop all of their bombs, and there was talk of the group making a second run over the target. But it didn't happen.

A batch of P-51s, our fighter escort, circled our group and helped us depart enemy territory. Those guys fly as if they owned the sky -- and they do.

3:00 pm Now we're over the Channel. Should be landing in about forty minutes.

Land ho! At this time I shall rid myself of my flying clothes and stuff them in the barracks bag, so I won't have to waste so much time in the locker room. Just have to get to those refreshments.

Not a bad landing.
Signing off, Malcolm Lawrence, R.O.G., Crew 35.



A 94th Bomb Group B-17

CREW 35 - 94TH BOMB GROUP

Top row, L-R: Bill Edmisson, tail; Malcolm Lawrence, radio; Randall Bennett, waist; James Elliott, engineer; Howard Wallace, toggler. Bottom row: Max Gianelloni, ball; James Benson, co-pilot; James Shipman, navigator; Noel Cheatham, pilot.



THE INTREPID AIRMAN LESLEY B. HULL AND THE WONDROUS B17

Early in the fall of 1944 on a day when our squadron was standing down, our crew was called on to slow time a plane. Every time an engine was replaced on a B-17 it had to be flown for four hours in a designated area before the plane was combat ready. A skeleton crew was necessary:

Leslie B. Hull: pilot, William Roberts: co-pilot, Murray Hunter: navigator, Vernon Hatler: flight engineer.

Shortly after take off Les Hull was on the intercom and requested a heading to Boxted, a P-47 fighter base within 40 miles of ours. It turns out that Les had a good friend, whose name escapes me, who he was in training with and was now a P-47 pilot. Les had called him and arranged to pick him up with out landing and take off being logged in at the control tower. The take off went well although from my position in the nose, I thought the trees at the end of the runway were perilously close.

Les and his friend had a ball for the next two hours, a great treat for a P-47 pilot to have the controls of a B-17.

About this time, as fate would have it, I saw oil pouring out of the #2 engine right in front of my window. So much in fact, that Les had just enough pressure left to feather the engine. Our intrepid airman and pilot did not see this as a problem and to avoid landing at our base with unauthorized personnel aboard and suffering the consequences, he asked for a heading

to Boxted. The landing and deplaning of our guest was no problem, however, when we taxied out to take off again the people in the control tower seemed to think Les was unaware of a feathered #2 engine. Some of their voices were nearly as high pitched as our three remaining engines were as they were revved up for take off.

My memory doesn't include the length of a fighter strip versus a B-17 runway but I vividly recall the almost painfully slow roll down the runway, the almost imperceptible lift off and the looming trees at the end of the runway. I distinctly remember lifting my feet up from the deck in the nose because I perceived they would be hit by those same trees. Slowly gaining altitude over the next five miles, we landed at our base without a problem and with the "Brass" none the wiser.

Moral: A B-17 is able to take off from a fighter strip on three engines!

Submitted by Murray H. Hunter, MD 486th BG
Emily, MN



Top : L. Hull, W. Roberts, M. Hunter, J. Hardy

Bottom: B. Addington, R. Stevenson, V. Hatler, W. Thelander, unknown, I. Lowe



Eighth Air Force Historical Society Financial Report, Year Ended 31 Aug 01

ASSETS AND LIABILITIES

	31 Aug 01	31 Aug 00
ASSETS		
Cash in Banks & Money Mkt Funds	\$171,300	\$19,217
Life Member Funds	271,366	249,616
PX Inventory	34,612	29,288
Furniture & Equipment	2,913	0
Total Assets	\$480,191	298,121
LIABILITIES		
Life Member Fund	\$271,366	\$249,616
General Fund	207,475	47,819
Other	1,350	686
Total Liabilities	\$480,191	\$298,121

REVENUES AND EXPENSES

REVENUES		
Annual Member Dues	\$193,902	\$108,756
Life Member Dues	14,190	23,185
Foreign Dues	2,232	2,336
Reunion Revenue	15,688	10,840
Tin Cup Revenue	196,040	0
Interest	15,758	18,797
Other	4,856	3,287
Total Revenues	\$442,666\$	167,201
EXPENSES		
PX (Expenses minus Sales)	\$9,063	\$4,714
Board of Directors	6,148	15,193
Finance Manager & Audit	8,750	18,449
Information Manager	0	4,500
Computer Services	9,986	2,266
Chapter Rebate & New Office Expense	11,437	12,864
Liability Insurance	4,891	3,471
Office Supplies, Renovations, Repairs & Maint	8,086	3,387
Postage & Printing, Including Dues Postage	17,018	19,462
All Membership Office Labor	33,011	28,314
Telephone	4,888	2,617
Tin Cup Plea	7,049	0
Reunion Expense	5,949	2,928
Rent Total	11,167	5,823
Employer's FICA	2,207	1,743
Magazine Expenses Total	125,513	116,938
Other	5,067	4,544
Total Expenses	\$ 270,230	\$ 247,213

A CASUALTY OF WAR

by Stan Friedman, 493rd BG Yorktown Heights, NY

John, our navigator, was never cut out for flying in a war. Today you have to pass all kinds of psychological tests and interviews to become a flyer. We didn't have that in World War II. But if we did, he would never have passed those tests. Five eight, slim, smiling, literate and never relaxed, he constantly shifted from foot to foot. A follower, not a leader, today one would say he seemed to have no center. But he was an engaging guy. You couldn't help liking him. On our third mission we had to bail out. You can find the story in books.

It first appeared in the London papers. "Ten Men Bail Out, And Thereby Hang Ten Tales." But the true story about John is not in them.

We had gone to France to bomb a railhead. Flying Tail-end Charlie, we had the pictures. The Army wanted them at once. So we broke away and came straight back.

Over England, while we were gone the weather socked in down to the ground four thousand feet deep. We were up there all alone. The rest of the 8th had been diverted to Wales. We tried for over a half hour to get down. But we just couldn't find our own or any other field.

John came down into the nose of the B-24. I was the bombardier. He went for the G Box, fiddled wildly and declared that it didn't work. We'll never know if that was true. But if it wasn't true, we had missed our chance. We could have beamed to London, then picked up a beam home. Finally, the number one engine was gone. Number three was coughing, and we were just about out of gas. Bob, the pilot, ordered everybody to jump. I didn't see what followed. I went out in the back.

In the front there was Bob, and Gene the co-pilot, Herb the radio man, and John.

John was in tears. He was pleading for Bob to get the plane on the ground. Finally Herb said, "Bob, John won't go."

Bob said, "Throw him out!"

And Herb, who was stronger than John, did just that. The plane crashed in the woods not far from a torpedo factory.

On our sixth mission we had to abort not far from the field. We were leaking gas.

Our ninth mission was also a pisser. Over Brussels this Twenty-four was chewed up. Turned into Swiss cheese, it never flew another mission. We hit the ground and started veering off to the left.

Bob says, "Gene, get off the brakes."



493rd B-24 Leo with its Zodiac nose art, a holdover from it's service with the 486th BG.

Gene says, "I'm not on the brakes." Bob says, "Gene, get off the damn brakes."

Gene says, "I'm not on the damn brakes."

We'd taken a hit in the left tire. We're now heading directly at the tower doing about eighty.

I didn't see it, but Thelbert, our engineer said men were running out the door. They were also jumping out second story windows.

We pulled up right at the door. Like Avon calling.

Helton, our colonel, had this dry sense of humor. He comes over to Bob and says, "Nice going Millhollin. That was smart getting it off the runway so others could land behind you."

Since we'd had bad luck every third mission so far, they decided to send us on R&R for a week to Blackpool. After we came back the doctor made another decision. It was time to ground John.

It wasn't just for John's sake. It was ours, too. We couldn't trust John any longer. I took over the navigation for the rest of the tour.

Being grounded broke his heart. He wanted desperately to fly. His brother was a pilot. John would go out at night to the hardstand, get in a plane, and sit there hoping to get his nerve back.

I came out of the hut one night. John

was a chain smoker. I saw him light a cigarette with one of those British utility lighters that are closely milled. He tried for a full minute to get the top back on. Finally he just threw the lighter away.

He remained on the base for two more weeks, then he was transferred. It was truly sad. We all felt sympathy for John. He seemed so helpless, trying to be cheerful about it all. Though he wasn't present, in a way John flew the next twenty-seven missions with us in spirit.

He'd served a purpose. He was a warning: Don't become what John became. As if we had control over such things! Thelbert, our engineer, a tough fast moving little guy used to vomit before every mission.

When I came back I was a mess inside, but it didn't show. I became what I am today, a writer. But I couldn't write about war for fifteen years. But one day I considered doing a book about our missions and following up with what became of our crew stories.

All I knew about John was he'd visited Gene in the midwest, who was in college studying to be an aeronautical engineer. Five years after the war. And he had become an alcoholic. I asked a friend in the Veterans Administration to find John. He said he'd died in 1958. Buried in his home town in Pennsylvania. He was only thirty-six. I couldn't help wondering if his end was an alcoholic's. Car accident, cirrhosis of the liver, suicide, whatever?

We all came together for the first time in twenty-five years for a three day reunion at Gene's house in Maryland. On the first night we went out to a restaurant. We had wives with us. Before we started eating, Bill Bass, ex-waist gunner stood up and raised his glass. "Here's to those who aren't with us. Here's to John," he said. And we all raised our glasses and drank to John, a casualty of war.

**Stanley P. Friedman 493rd BG
Yorktown Heights, N.Y. email
Stanpf@aol.com**

1944 BOMBING MISSION

by Lead Bombardier Steve Kulik

Steve Kulik flew 29 missions of which 26 were lead with the 487th Bomb Group/838 Squadron. His first five were in B-24s and the remainder in B17Fs, all based at Lavenham, England. His tour of overseas duty lasted from February 1944 through October of 1944. Steve graduated in the second bombardier class to complete training at Childress, Texas. His class, 43-8, received their wings and commissions on 3 June 1943. Steve and wife Lucy currently reside in San Antonio, Texas. His following memories of a bomb run depicts details not found in all who write of their mission memories.

Recently I met a fellow 8th AF crew member at the Fort Sam Houston Cardiac Clinic. While waiting for our appointment times we exchanged a few war stories. When I told him I was a lead bombardier, I apparently said the magic words. In one big rush of breath, he wanted to know why our bomb runs were fifteen minutes long! I was stunned; I didn't have an answer. In 1944 it didn't occur to me to even think about it. I finally asked him what he did on these fifteen minute bomb runs. He said he was a co-pilot and he fixed his eyes on the instrument panel -- and didn't look up until the bomb run was over. Fifteen minutes of flak will stick in your memory a long long time.

THE MISSIONS

What he said has been bugging me ever since. I almost wished we hadn't had our little chat. I've been jogging my memory ever since -- nearly six months now. I finally decided to put in writing what I can remember of a typical bomb run that we made 50 years ago. After all this time I still have a very vivid picture of those events.

Almost all of our missions were of 8-10 hours duration and deep into Germany. Our bomb load was usually 5,000 lbs., altitude was 28,500', and our air speed was 150 mph! As lead crew, we carried

two navigators. All the missions were daylight visual bombing -- straight and level bomb runs all the way. No zigging or zagging on this crew.

Back in those days bombardiers took a lot of good-natured kidding; I know, because we didn't seem to have too much work to do! As lead crew, we were up a couple of hours earlier than the rest of the crews. We had to study photographs and maps of the target area, and we received briefing on items that would not concern other crews. So -- an 8-10 hour mission would now turn into 10-12 or more hours a day. This is a long time to live with elevated anxiety and blood pressure.

At pre-flight, there was nothing much for me to do -- check the bomb pins and fuse wires and see if the bombsight would run. All I had to do at take-off and climb-out was worry a lot. To me, going down a runway with a full load of gas and bombs was when combat started. Climb-out in clouds among all other bomb groups doing the same thing only a few miles away was added excitement.

We are out over the English Channel now and climbing out over the Dutch coast. There are a few anti-aircraft guns below us and they never fail to remind us of where we are going. After a few bursts of flak we usually have one of our aircraft returning to home base.

We're still climbing out on course and I am staring into the eastern sun. I've got the best seat in the house; I'm getting sunburned and frozen at the same time. It's very cold -- I've turned on the bombsight to keep the gyros warm. A glance behind me, and I see two navigators just busy as bees. Nothing to worry about here --



View from the -- bombardier's station -- on taxiway at Lavenham. Notice covered bomb sight.

they're the best -- and we are always where we are supposed to be and at the right time. Nothing too much for me to do except keep a visual lookout and refresh my memory of the target area.

Sitting up front in the plexiglass nose there are times when I have feelings of isolation, as though I were not part of anything. Just floating along through the clear blue sky, listening to the drone of engines. To reassure myself, I lean forward and look back at the aircraft engines. Occasionally the navigators ask me to verify and/or locate some landmark for them. This, of course, breaks the monotony for me. I imagine that at times the ball turret and tail gunners have the same feeling.

THE BOMB RUN

It won't be long now and the navigator will tell the pilot that in X minutes we will be at the I.P. (Initial Point) and to turn on X heading for the bomb run. This is the thought, I guess, that gives me the isolated and lonesome feeling. Very soon I will have the bomb run all to myself. No time -- no one I can consult with on the quick decisions I have to make. It seems that the weight of the world is suddenly thrust upon me. In these few minutes before we turn on the bomb run, I sense that I can feel the anxiety of the entire crew on the intercom.

I can tell by the sound of the voice of our pilot when he informs me that the P.D.I.

(Pilot Directional Indicator) is centered and I now have control of flight through the bombsight/auto pilot.

I can't praise our navigators enough. The heading on the bomb run is very very good. And from my first observation of the target area, I need a good heading to start with. There is nothing but a solid dark brown haze over the whole area. There also appears to be several rivers of white clouds running across my line of sight. These white clouds, I guess, are smoke generators at work; and like us, the German must have their problems, too, because the ground surface winds are such that I am able to see the target in bites of a few seconds often enough to keep my crosshairs stable on the target.

All of the above good fortune is now complicated, seemingly by magic. My clear blue sky has turned to a dark black sky. The flak batteries have found us. The black puffs of smoke from the flak are so numerous now that they also obscure my vision of the target. Having only brief glimpses of the target, I now have to use several referenced landmarks around the target to keep my crosshairs as near to the target as possible. The anti-aircraft batteries must know our bomb release point because the flak is constant and remains about one step ahead of us all the way.

While all of the above is going on, I try to remember not to open the bomb bay doors too early. In the B17F, the waist gunners have open hatches for their gun positions. It must be unbearably cold with the additional draft of open bomb bay doors. Also at this time, I set the intervalometer for the bomb release spacing; the spacing I set depends on the target and my confidence concerning my bombing accuracy. This spacing will also give the air crews behind us a few seconds to see the bomb release -- all the bombs should be dropped on the lead crew release.

As the run progresses, I'm still trying to remember to open the bomb bay doors and make the final intervalometer setting. As my visibility permits, things are going pretty well. I know I have the moral support from the crew in the aft section of the aircraft. I keep hearing, in progressively higher octaves, words like: "Flak is sure getting closer," "let's get out of here", "how much longer?", "drop the bombs," and so on. At this time our pilot tells the crew to calm down because it might interfere with my concentration. In a short while, the chatter starts again.

When I finally turn to the left to open the bomb bay doors and set the bomb spac-



Bomb revetment with crane at the 490th BG's airbase at Eye.

ing I want, I get a glimpse of our two navigators behind me. They are tucked in as close behind me as they can get. I would do the same thing in their place. Self-preservation is a wonderful gift of nature, and I see nothing wrong with this. What is going on around us is awesome and ugly. I wouldn't look either if I had another choice.

Back to bombsighting -- I can only see the target for brief time intervals. My course direction is good, but I worry about the rate (horizontal crosshair). Just when I have a reasonable stable crosshair setting, something always happens. This time a close burst of flak causes the aircraft to pitch upwards and tilt. This causes my gyros to tumble and tilt and I lose sight of the target.

All I can do now (besides throw up my hands or bite my tongue) is just to wait until the autopilot stabilizes the aircraft. In the meantime, my time is running

short. We are getting close to the bomb release point and all I can do is sit and wait! These close bursts of flak seem to cover the entire aircraft with metal fragments. Like everyone else, I pray that nothing vital is damaged. It sounds like hailstones hitting a tin roof, but on aluminum it makes a dull soft sound. The aircraft has settled and now I can go back to bombsighting. Our course is still good and I believe I'll get one or two more brief views of the target. I think I'll have time to make a few more corrections. I must remember, with the time to bomb-release point so close, not to panic if the crosshairs on the target are not completely stable. It's awfully easy to panic at this time, so whatever corrections I decide to make must be very slight.

In a few seconds I'll tell the pilot that bombs are away -- and I'll lean as far forward as I can to see if I can pick up the results. I can't see this time, but the camera we carry may do so.

After "bombs away" I always receive a pat on the shoulder from our navigators. I look up and see an arm and hand clutching a folded map and am told, "Steve, get us to here," as he points to some landmark on the map. I then tell the pilot to make a slow turn right or left until I advise him to level off.

This is how I remember a bombing mission. The flak barrage was awesome and ugly. Our two navigators didn't choose to view this sight any more than my cardiac acquaintance in the clinic did. As for the 15 minute bomb run: as I think about it now, it could have been eternal. All we did was fly them one at a time and wish for the best.

I'm still wondering how three second lieutenants managed to secure such lofty positions. I guess we were rewarded with prestige and the honor of being the first over the target.

— Ann Burch, of Knoxville Tennessee (Lt. Steve Kulik's daughter), contributed this fascinating article for the readers of the 8th AF News.

EIGHTH AIR FORCE SIXTIETH ANNIVERSARY CELEBRATION January 25 - 28, 2002

A weekend of celebration will be held in Savannah, Georgia to commemorate the activation of the 8th Air Force on January 28th, 1942. Events sponsored by the 8th AF Historical Society and Mighty Eighth Air Force Heritage Museum along with the Georgia Chapter will highlight activities taking place that weekend of January 25-28, 2002.

The 8th AFHS and the Heritage Museum have joined forces to present a day of educational seminars on **Saturday, January 26th** as part of the ongoing Hap Arnold lecture series at the museum - free to everyone. Opening ceremonies will be at 8:45 AM. A Memorial Service will be held in the Memorial Gardens at 10:00 AM on **Sunday morning, January 27th**.

Seminar speakers for the Saturday program at the Heritage Museum include:

- Roger Freeman, 8th AF Historian and author
- Allen Jones, photographer of Return to Normandy exhibition
- Lt. Gen. Tom Keck, Commander, Eighth Air Force
- Don Miller, PhD, WWII historian and author, Lafayette College
- Brig. Gen. Paul W. Tibbetts, pilot of the B-29 Superfortress Enola Gay

These lectures will cover a variety of significant 8th Air Force related subjects. This day of seminars at the museum is open to the public and there is no admission charge for the Hap Arnold Seminar or for the Sunday morning memorial service. The Heritage Museum is located at 175 Bourne Ave, Pooler GA at I-95 and Hwy 80.

Other events offered for attendees for the celebration are

a Welcome reception with hors d'oeuvres and music **Friday evening, January 25th**, sponsored by the new Savannah Birthplace Chapter. Call (912)354-6880 for information and advance registration for this reception.

Georgia Chapter events program for the weekend include:

Saturday - January 26th, 8:00 pm - 11:00pm: Hangar Dance at 165th Airlift Wing, 40's music by the Velvetones

Sunday - Jan. 27th, Noon to 5:00pm: Static displays of vintage and contemporary aircraft at 165th Airlift Wing ; Music by 3rd Infantry Division Band
Sunday evening 7:00 - 10:00pm at Comfort Inn Pooler, Speaker Major Pat Blassie will tell her family's story of her brother 1st Lt Michael Blassie, USAF pilot shot down in Vietnam, buried in the Tomb of the Unknown Soldiers in Arlington Cemetery. Karaoke entertainment and dancing to follow.

Monday Jan. 28th - 10:00 AM: 60th anniversary Commemorative ceremonies at the old Chatham County Armory. Music by 3rd Infantry Division band; warplane flyover.

Bus transportation to and from motels available for all events.

For registration and information call the Georgia Chapter (770)939-2462 or (770)448-8513.



The 60th anniversary of the founding of the Mighty Eighth will be a celebration to remember. Attendees will be able to take part in special events and enjoy the companionship of 8th Air Force members from across the country. The 8th AF Historical Society is proud to be a sponsor of the Educational Seminars for this special commemoration.

Join the 8th Air Force Historical Society!
Enjoy Chapter activities; reunite with old buddies; meet new friends; receive the quarterly 8th AF NEWS. Be part of the 8th AF heritage!

8TH AFHS MEMBERSHIP APPLICATION

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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.



Please use the latest PX page when ordering.

Prices listed are good through 1 March 2002.

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—	B31	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
—	B32	The Mighty Eighth in World War II , Bng. Gen. J. Kemp McLaughlin, 2000. Hdbd. Memoir of famed leader of the 92nd BG and Lead Command Pilot of the second Schweinfurt mission, Oct. 14, 1943. Brilliant account of his flying days in the infancy of the 8th AF. Superb!	\$ 22.00
—	B33	Castles in the Air - The Story of the B-17 Crews of the 8th Air Force. Bowman, 2001. Stbd, 216 pp, 175 photos. First hand accounts of 1st and 3rd Division B-17 crew members. A fantastic read! "One of the most revealing books ever written on aerial warfare" - John Toland.	\$ 27.95
		Forgotten Fields of America - Volumes 1 and 2. Thole. Stbd., 158 pp., photos. A terrific pair of books detailing US training airfields in the United States.	
—	B34	Volume 1 - Lockbourne Field, Fairmont Field, Hendricks Field, Smyrna Field, Chanute Field, Ephrata Field.	\$ 14.95
—	B35	Volume 2 - Carlstrom Field, Buckingham Field, San Angelo Field, Hondo Field, Pyote Field, Pratt Field, Craig Field, Sioux City Army Air Base	\$ 14.95
—		B36 Plane Names and Bloody Noses - Aircraft of the 100th Bomb Group. Bowden, 2000. Hdbd., 370 b/w photos. Each B-17 that flew with the 100th BG is detailed by name and accompanied with the story of its wartime record. This is a beautiful book and difficult to find here in the US.	\$ 53.95

8TH AIR FORCE ART

QTY			TOTAL
—	P1	The Crewman , by Gil Cohen. Limited Edition print by aviation artist Gil Cohen, as shown on the front cover of the Fall 1999 edition of the 8th AFHS Journal cover. Open edition.	\$ 75.00
—	P2	Rosie's Crew/Thorpe Abbots - 1943 , by Gil Cohen. Limited Edition print by aviation artist Gil Cohen of 100th BG pilot Robert Rosenthal and crew. Featured on the Summer 2001 issue of the 8th AFHS Journal. Signed by Rosenthal and the artist. 900 s/n Limited Edition prints. <i>If you wish to have your print personalized, please include your request on a separate piece of paper and enclose it with your order.</i>	\$ 145.00

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8TH AIR FORCE VIDEOS

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— V1	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	_____
— V2	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	_____

SALE ITEMS!

QTY.	Quantities are limited on Sale Items	Sale prices good through 1 March 2002	TOTAL
— S1	The Sky Was Never Still - Numerous authors. A compilation book of poetry and reflections from members of the Mighty Eighth. A powerful collection that should be read by everyone who served in the 8th Air Force. Was \$14.95, now just \$9.95. \$ 9.95		_____
— S2	8th Air Force Yearbook , Reprint, Hdbd., 224 pages. Superb photo book published exclusively for 8th AFHS members. Terrific! Was \$32.95 - now only \$26.95! \$ 26.95		_____
— S3	Eyes of the Eighth , Keen, 1996. Excellent history of the 7th Photographic Reconnaissance Group. This is a monumental study and a truly amazing book. One of the best 8th AF histories ever published. Was \$49.95, now just \$32.95! \$ 32.95		_____

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PRESERVE YOUR 8th AF STORY FOR FUTURE GENERATIONS

Oral History Project at The Mighty Eighth Air Force Heritage Museum

I attended my first Eighth Air Force Reunion in Irving this past October, and I will always remember the welcome and the friendship the Society members and wives extended. As the Oral History Project Coordinator at The Mighty Eighth Air Force Heritage Museum, I attended your reunion to represent the Museum and to interview as many of you as time permitted. As I listened to your stories, I felt truly honored to have that privilege. As a professional historian, I felt tremendous satisfaction that I

was actively helping the Museum preserve your story for future generations.

General Lewis E. Lyle has pioneered recording your stories, and now all of us associated with The Mighty Eighth Air Force Heritage Museum hope that each of you will participate in the Museum's Oral History Project. The Museum has become an official partner of the Veterans History Project at The Library of Congress. To ensure that your story is preserved for future generations, the Museum encourages you to record on audio tape or video tape, your World War II experiences. You may do this in several ways. You may make an appointment with me to record your oral history

when you visit the Museum. Please contact me at 912-748-8888 ext. 108. The Museum also encourages you to record your World War II experiences on tape using the following suggestions. Then send your oral history tape to the Museum. We will send you a copy and preserve the original in the Museum Archives for research. We are interested in hearing about what was important to you at the time. We would like to know about your childhood, your family, where you grew up, and where you went to school. Tell us how you felt about the Japanese attack on Pearl Harbor. When did you enlist or were you drafted? Then discuss your training. Why did you volunteer to join the Army Air Corps? What became your specialty? When and how did you ship overseas and where did you go? Don't get too concerned with names and dates; we can find those. Tell us what no one else can: about your emotions, about the taste, touch, and smell of daily life. Tell us all about the people you knew, your buddies, your crew.

As you relate to what happened, remember that we are not simply interested in tales of combat. Tell us about your leaves, your living quarters, your recreation, your promotions, about all the days you spent in transit or simply waiting at a base. Tell us about the residents you met. Tell us what you thought was significant. Tell us about the equipment you used. Was the enemy's equipment better? If you were a POW or an evader, tell us about your treatment and your attitude toward the people you met. Tell us about your individual experience. Is there some item or object that you kept, that has special meaning to you?

If you were in combat, we want to know. What happened on your first mission? What happened in the missions that followed? What were conditions like? After you've done that, go on to the next mission and so forth. Don't forget to add a bit about what you have done since the war and how you feel about all of this now. Have you attended any military reunions?

How did you feel about V-E Day? Tell us about how you learned about the Nazi concentration camps? How did you feel when the United States dropped the two atomic bombs on Japan during World War II? How did you view World War II while you were involved? Take your time. When you are finished, send your tape to The Mighty Eighth Air Force Heritage Museum, Attn: Dr. Vivian Rogers-Price (P.O. Box 1992; Savannah, GA 31402;



Artist Al Vetromile, 401st BG, and Heritage Museum Historian Vivian Rogers-Price both were attending their first annual HS reunion

phone 912-748-8888 ext. 108). If possible please include a photograph of yourself from World War II as well as a current one. Also, if you have any artifacts that you would like to donate, please contact us. Your contributions were vital to the Allied victory in World War II, but unless we have a record of your experiences, generations to come will never realize the enormous sacrifices you endured.

Your oral history combined with your then and now photographs will add the essential personal element to our expanding collections as will any other artifacts you donate. Thank you for allowing us to document your personal story and sacrifices made in defense of freedom. Sincerely,

Vivian Rogers-Price
Director
Oral History Archives
8th Air Force Heritage Museum

EIGHTH VETERAN GOES TO SCHOOL

Pete Petrillo Visits Elementary School Classroom

The fifth grade class students of teacher Kathi Mileti were prepared. Their curriculum at Windsor Elementary school in Elyria, Ohio included a visit from 447th Bomb Group and 8th AFHS member Pete Petrillo and Kathi had spent a number of hours getting the students informed and ready.

Pete spent a memorable day with the fifth-graders. This is the story of his visit.

KATHI MELETI...

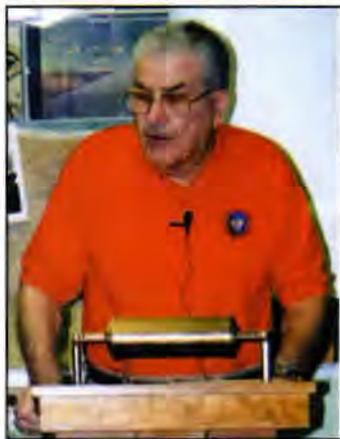
Teaching American History to fifth grade students is my job...making this abstract, one dimensional subject exciting and inviting is my quest.

"How can these young people know where they are going without understanding where they have been?" I search for ways to make history personal for my students...to experience...to feel...to understand.

I grew up hearing WWII Veterans talk about "The War". I visited Germany, Austria, Italy, France, Pearl Harbor...I found an understanding, a personal connection that my young students did not have.

Then they met Orlando "Pete" Petrillo...

Seventy fifth graders trickled into their seats expecting to



Pete Petrillo

daydream, talk, and/or sleep through this elderly gentleman's speech. After polite introductions, "Sgt." Petrillo took off his proper blue blazer - 8th Air Force Crest on the pocket, medals proudly displayed - and putting on his flight jacket and hat, he bellowed, "How would you guys like to go on a bombing mission to Merseberg, Germany, with me?" There would be no daydreaming, talking or sleeping...they were headed

for an adventure, pulled in by the magic of reality!

Pete told his story against a backdrop of old photos, maps etc., that had been scanned by computer and projected on a big screen. Actual artifacts were passed from student to student as the journey unfolded... told through the eyes of Dave and Fred Leel, boys of the same age, in 1944, as these students in 2000. The Lee Farm was part of Rattlesden air field, where brave American men of the 8th Air Force made their contribution to the preservation of the freedom we live each day. "Pied Piper Petrillo" took his captive audience back in time to November 2, 1944.

As crew members, they were awakened before dawn, briefed, dressed, fed, led the formation in the B-17 "Bit-o-Lace", took fire, repaired the radio operator's flack-severed air hose, studied the radar, dropped bombs, and returned to Rattlesden with the men of the 447th. That evening, waiting for the B-17s to return, the Lee boys stood on the damp English ground...searching the sky, counting planes returning from the mission...hoping none

were lost. With all aircraft safely on the ground, the young "Lee" boys ran to greet their American friends. Dave and Fred Lee proudly carried gear for the flight-weary men, anxiously asking questions, eager to hear every detail. Exactly 56 years later, to the very day and time, my students were entranced as they too became part of Sgt. Petrillo's story...The vivid pictures created in their minds allowed the students a chance to experience the past as participants. They asked powerful questions, searching to deepen their experience.

The light of knowledge and understanding had been kindled in a two-hour visit. For the next three weeks, we eagerly studied WWII. Using reference books, videos, photos, the internet, we explored the who, what, when, where, why, and how of World War II.

BUT...the homework assignment was the glue that pulled it all together - the breeze that helped the flame grow and glow.

Assignment: Interview a World War II Veteran

After discussing the interview process, students were given an instructional packet with specific guidelines and direction. The first step was to find a WWII veteran in their family, neighborhood, church or circle of friends. This did require parent participation and support. Pete Petrillo contacted the Elyria American Legion Post 12 asking for interview volunteers for those students unable to find a veteran. Parents became involved with these interviews and thus also became part of the experience. After making personal contact with their veteran, students established a meeting date, time, and place. Written reports were due at the end of the unit.

Each day in class students eagerly participated, sharing interviews specifics and stories. Students couldn't wait for class to come and the one hour daily classes flew by in a flurry of finding and sharing their own personal connection.

The unit ended as it began, with a veteran speaking to the entire group of students. James Prusa, 8th Air Force B-17 ball turret gunner, was persuaded by Pete Petrillo to share his views of WWII as a German prisoner of war. To his pleasure, he found a warm reception of true interest, appreciation, and honor. Student questions revealed a deep understanding and a true appreciation of not only the sacrifice, but of freedom earned for us by another "young generation".

How to evaluate and share the impact of this journey? We compiled a book of our hero stories and placed it in our school library for all to use.

Students created a "Wall of Veterans" in our gym: an

American Flag of red, white and blue stars each bearing the name of a veteran from the "Windsor Elementary" Family. Monies collected were donated to the WWII National Memorial in Washington, D.C. The most profound reward for me was watching the whole process unfold...watching my quest become reality. Remembering and sharing war experiences can be very difficult. Some say it is easier to allow the memories to remain buried than to risk the pain of feeling them again. The heroes who were interviewed by these students found that sharing their experiences, though difficult at times, brought a sense of peace and validation. Returning the memories to their hiding place provided a new peace, knowing their legacy would be shared by future generations.

EPILOGUE

Pete Petrillo spoke to my students for the first time November 2, 1999. Spending hours searching through memorabilia, Pete fretted over how to present the information. Then the idea came...to tell the story by reliving the days' activities, chronologically, as told through the eyes of Fred and Dave Lee, who were the same age in 1944 as my fifth graders today. Students hung on every word, and left with a new interest and motivation. The students who interviewed WWII veterans, gained knowledge, insight, and personal understanding through the interview / reflection / and synthesis of information shared.

The interview reflections were lovingly prepared. Some contained pictures of students with their veterans, their medals, artifacts, etc. Veterans willingly allowed the students to borrow mementos to show the others at school...even giving some to the students to keep. The unit ended with James Prusa, WWII, 8th Air Force, POW sharing his journey with the children. The experiences this project created have caused me to change the entire way I approach teaching social studies.

Memorizing information is nothing more than repeating facts to place them in long term memory. To recall these facts, is just to repeat, verbatim, data from a printed source. "In one ear, out the other..." The only way to make the information stop between "enter and exit", and travel through the realms of understanding, application and synthesis, is to find a personal connection...This singular experience with WWII veterans has provided the insight needed to provide the incentive for students to continue to explore.

Kathi Meleti

FROM THE KIDS...

"He fought for the right to be free...for peace."

"When he came home there were many parades and he was thankful to be alive. Being in one war is enough."

"I am very happy that I was not in the war and that I could interview someone that saved our world by fighting for freedom. Thanks a lot."

"The hardest part of being involved in World War II was seeing people die."



"The hardest part about being in World War II was jumping out of airplanes. The easiest part was getting in the line for dinner."

"The mess hall could hold up to two thousand people. Gees, think of that...sitting in a room, eating lunch with two thousand sweaty men."



Pete Petrillo left and Jim Prusa with Kathi Meleti's Windsor Elementary class.

GOXHILL TRIBUTE

Dear Mr. Brown,
Please find enclosed photo of our Airfield Memorial, the flags were in sympathy of the New York and Washington disaster, on the 14th, 15th and 16th of September 01. We flew them for these 3 days.

The Goxhill Airfield was operated by the Eighth Air Force from June 42 to Feb 45, as a fighter training Base when the units first arrived in the UK, before moving to East Anglia on the combat bases.

Yours sincerely,
Ron Parker



Spirit of Goxhill



**The Bungalow
Goxhill
North Lincolnshire England**

MICKY FINN

Gentlemen,
Can someone 'out there' please help to solve this mystery of possibly fifty-eight years ago?
So to the saga of 'Micky Finn'.
Approaching from the east almost overhead at 1000 ft, was a formation of twelve B-17 Forts and heading due west one of the twelve was lagging behind with one motor idle. Beneath the wings of the Forts could plainly be seen the letters U.S. Army, so early days indeed and the aircraft of course were all olive drab finish. As to the day, a Sunday, midday in fact, the year of 1942. Or help, you tell me! Rapidly, via the usual local grapevine came the news that a B-17 had crash landed at nearby Hepworth, Suffolk. The formation had over flown my own village of Rickingham, Suffolk two miles to the

east. My father and myself then cycled to the crash scene - I had never been near a real live aircraft before.

BUT, here was an amazing sight, the pilot of the B-17 had made a full flaps, wheels down landing totally unscathed in a bean field of less than three acres, a complete impossibility! But with the beans in full flower and height, the crop offering a braking effect had brought the aircraft to a halt within feet of the main road, the B-17 having mown a swath through the beans. The pilot even managed to turn his aircraft almost at right angles to the roadside ditch.

So to the mystery. Since it was early days no symbol or group letter was carried on the fin, yet I plainly recall the name on it's nose as 'Micky Finn'. So from which group and who were pilot and crew? Despite my searching it still remains unknown to this day. Some years ago I met the widow of a local Home Guard who was placed on guard over 'Mickey Finn' (who was going to steal it anyway?). This lady told

of an American officer which had conducted her over the B-17, believing he came from the nearby airfield at Honington, Suffolk. Also that American personnel later spirited the aircraft away.

I have contacted the former 1st S.A.D. at Honington, who have no knowledge of the incident. I'm positive the loss of a B-17 at that time would have been a serious blow to the Eighth. So did the 'Micky Finn' live to fly again and just who was the man in a million who managed to put his aircraft down on a plot of land the size of a postage?

Surely someone somewhere knows the answer, it's possible the B-17 belonged to one of the early 1st Air Divisions.
So, O.K., over to you and should we ever meet that incredible pilot, I along with him, will be full of beans!

Yours sincerely,
**George Stebbings
U.K. 388th B.G. Historian
Little Patches • The Street •
Rickingham**

**Diss • Norfolk IP22 1EG • England
Tel: +44 1739 898662**

STAGE DOOR CANTEEN

Dear Sir:
I received my copy of September 8th Air Force News last week. It is a beautiful magazine. On page 16 is a listing of planes that flew 100 or more missions. I looked further and there was a picture of Stage Door Canteen. The picture was nice but some of the facts were wrong.

I was the pilot on the first crew to fly the Stage Door. The reason for the name was that they were opening a Stage Door Canteen in London and wanted some publicity. I had lost my original plane when it was flown by another crew and was shot down a few days earlier.

We had a big show and Viven Leigh and Lawrence Olivier were the headliners. Mary Churchill was there and it was she who actually broke a bottle of coke on the prop. General Gross was there as well as several others whose names I can't recall now (senior moments). There were several eager publicity types who had big plans for publicity. I flew the planes on most of my remaining missions. I had 12 missions before I got Stage Door, and completed my tour with 31 missions. D DAY was my 25th mission and number 31 was June 15, 1944.

**George Wilson
381st BG
Shreveport, La.**

THE WASH

Dear Sir:
In the 8TH AF NEWS, Vol 1 #3 issue just received, page 18, is quoted a letter to Sherm Small from Sonia Gipkins in England, asking for information about the B-17 that crashed on the Wash in late 1943. I spoke with Sherm today, and he has asked me to relay the following information to you.

When we were assigned to the 96th, Matthew Vinson, 339th Sq, 96th BG was a member and co pilot on the "Black Attaway", crew that was involved in the episode this English

correspondent is asking about. The plane had developed problems resulting in the in the entire crew bailing out, except Vinson, the last one to exit the aircraft. Because his parachute had caught fire, or something, and was unusable, Vinson, alone in the plane, had to fly the aircraft down and crash land it at the Wash. He ran and crawled away from the plane as it exploded.

I last heard from Matt Vinson about five years ago. I had difficulty visiting with Vinson on the phone, because he had throat surgery and had to speak through a throat microphone. The 96th BG Membership roster, year 2000, lists Vinson address as Waco TX. I have not attempted to contact him by phone. I will be writing him a personal letter about this English correspondent's request for information and ask him to contact you or possibly the English Correspondent direct.

There was a detailed writeup about that aircraft accident on the front page of a 96th Newsletter a few years back.

Sincerely, **Lee Bennett**
96th BG

SEPTEMBER 11, 2001

Dear Mr. Brown,

I thought you would like a picture taken in London at lunch time on 12 Sept. 01. My very humble bunch is on the right hand side of the Roosevelt monument.

After a few days it is estimated the total was about 20,000 bunches of flowers and this was being repeated at war memorials all over England. It has been said in the magazine many times I know, but I feel I must say how grateful I was in 1942-45 (and still am) when your young men volunteered their all, to come over here and help us when we needed it so much.

We, in this small island, especially in London where I lived were being bombed night after night for months, and really there seemed no end to what appeared to be a hopeless situation.

When I saw you Yanks in London,



you brought a breath of fresh air into England with your youthful enthusiasm. To a 14 year old boy this was wonderful!

I know America is feeling under pressure at the moment but feel reassured, dawn will come to even the darkest night.

In the June issue of the magazine you were kind enough to quote on the Debriefing page a sentence I found on a wreath sent from America which had been placed on a bomb site near my home.

In the present circumstances I feel it would be very appropriate to rephrase these same words, this time, from this country to yours.

"From your friends in England we are also suffering with you."

Good luck and God Bless America.

Leonard Alford
London, England

MEDICAL CORPS IN ENGLAND

Dear Walt:

Congratulations on a splendid September Issue. Is there any possibility of obtaining more copies for hospital nurses and corpmen who are not currently members of the 8th AFHS? Since our year 2000 reunion

at the Heritage Museum I have been urging all surviving 65th General Hospital alumni to join the Historical Society.

I am sure they would gladly cover the cost of additional printing if necessary. Again, my congratulations.

Sincerely,
**Ivan Brown, 65th General Hospital
Lakeland, FL**

Many thanks to Dr. Ivan Brown for his fine lead article on USAAC Medicine in WW II England in Sept 01 8th AF NEWS. Fifty copies have been forwarded to him for distribution to the Medical Corps troops. -Editor

SPIRIT OF CLEVELAND

Dear Mr. Brown:

I am in the process of researching the history of a B-17F Flying Fortress. The plane was christened the "Spirit of Cleveland" on July 4, 1942, in Cleveland, Ohio.

Unfortunately, this is the only information I have regarding the aircraft. In the event the plane was assigned to the "Mighty Eighth," there may be members of your historical society who could provide me with information about the bomber - and notably the serial number of the aircraft.

Sincerely,

Thomas E. Lyon
3363 Warrensville Center Rd.
Apt. 110
Shaker Heights, Ohio 44122

MEMORIAL DAY MARGRATEN CEMETERY

Was it last year only storm and rain-showers, on May 27, 2001 the Memorial Ceremony took place in a way as was it a summer day. Already from 1400 hours the both tribunes were full of waiting people. And at exact 1500 hours the Ceremony started with many many guests and about a total of 4,000 people from "all over the world" were attending the Memorial Service. Among the speakers were Mrs. Cynthia P. Schneider (Ambassadrice of the United States) and Major General Kenneth R. Bowra. There were about 75 wreathlayers and all that was announced Mr. Frenk



2nd Air Division Memorial Wreath Margraten Cemetery

Lahaye, as ceremony-master. He did his work with a warm voice.

And of course I was very proud that I was asked by Mr. Bill Beasley, to do the wreathlaying for the whole 2nd Air Division Association. All together it was an emotional Memorial Day at Margraten. A Fly-over by jets of the United States Air Force and The Netherlands Air Force was at 16:45 hours at the end of a day to remember. To remember the place where still 8,302 young Americans found their last resting place. Far from their own homes they fought for freedom to let us live.

If we do not forget this, then we are from year to year on a good way to think and say that the Memorial Day at Margraten is much more than just a day in May...!

The photographs were made by 8th Air Force Association member Bert Kloots.

Henny Kwik
A. Dubcekplaats 7
2332 HX Leiden
Holland

GLATTON RUNWAYS

Dear Sir:

As an avid reader of your 8 AF News magazine, can I just say how very

much I enjoy reading it from cover to cover!

May I please point out that on page 49 Book Review (March 2001) it states under the title "Fait Accompli III The Fireball Outfit" that the original runways are now agricultural. This is not so however, as the main runway (28/10) is used and owned by a firm named Klinair Ltd. Light aircraft operate quite extensively from Glatton (now named Conington) I am a current member of F.O.T.E., and also a member of the 401st BG Historical Society. This group operated out of Deenthorpe during WWII with B-17's and in my childhood days I often visited the base to watch the planes on their return after missions. This is the one thing that I shall never forget!

By the time you receive this letter I will have laid a wreath at Madingley Cemetery on behalf of the 401st Bomb Group in the U.S.A. I always feel very privileged to do this each year. It is very emotional for me.

Sincerely,
Paul F. Knight ex R.A.F.
Kettering
Northants England

DR. CAPLAN

Dear Sir:

Upon reading the debriefing section of the September issue of the Eighth Air Force News, I was struck by the familiar sound of the article about Dr. Leslie Caplan concerning the march through a large portion of Germany in the winter and early spring of 1945. I was personally involved in the events he discussed in his letter. I have his name as Chaplan, but I am sure he is the same man.

The POW's left Fallingbostal on 11 April 1945, on the march again, this time because the British and Americans were getting close. It was a great relief to leave that place. I developed a very sore throat the first day out. I had some aspirin I had gotten from one of the other marchers and when I ran out of those, I just left the group and lay down by the side of the road. The guards just went on without paying

any attention to me. After I had lain there for about three hours, an American doctor passing by with the rest of the troops, seeing me, stopped and asked me what was the matter with me. I told him that I had a very sore throat and also thought I had a fever. He looked in my throat and told me I had diphtheria. I told him this couldn't be as I had been inoculated for that. He told me that in spite of this, I definitely had the disease. He stopped one of the guards and told him that I had to be hospitalized. The guard stopped one of the horse drawn wagons and I was loaded on. I must have passed out because the next thing I knew, I was at German army hospital.

After a shower I was taken to a ward which was occupied by several German soldiers, all apparently very sick. Shortly, a medic came in and gave me a shot in the rear. The needle felt as large as my finger and it actually was about the biggest hypodermic needle I had ever seen. I often wondered that if I had been a German, the needle wouldn't have been so big. Shortly after receiving the shot, I passed out and didn't fully awaken until late the next day.

Yours truly,

William L. Boger
Sault Ste Marie MI

P.S. I have no doubt that doctor's intervention saved my life. I'm sure that I would have been dead within a very short time. I and my wife, children, grand and great grand-children should also be grateful.

THE NEXT GENERATIONS

Dear Editor,

We are looking forward to the December Issue. I hope that the articles jog the memory of many "War Babies", like my wife and me, to honor those of you who sacrificed so much for us. We do not have a clue of what you went through during World War III! I have been in the military for 38 years and am getting ready to retire. Just after I completed U.S. Army Flight school in 1965, I was fortunate to be able to fly with some of the greatest men and avia-

tors I have ever known. These were World War II veterans. They were in their last years as Army National Guard fixed wing pilots and many even learned to fly helicopters. They taught me how to stay alive.

Most of these great men are gone now, but their memory will remain with me for the rest of my life. I have done my utmost to pass their experiences down to the younger pilots in my unit. My youngest son is a helicopter pilot in our unit and hopefully he will keep the spirit of those World War II aviators alive. In my many years of flying, one of my greatest thrills and honors was to say, "I flew with B-17, P-51, P-38, P-47, and B-24 pilots. They were truly the Aviation Wing of The Greatest Generation.

We have begun to send Memorials to the Heritage Museum to honor those friends and relatives who have died. I cannot think of a better, more appropriate place to send Memorials.

Sincerely,

Robert Caldwell

CW5

Mississippi National Guard

LOOKING FOR SAM BAIN

Dear 8th Air Force News:

My father, Lieutenant Jess H. Edwards of Tulia, Texas, flew 27 missions as a B-24 co-pilot with the 93rd Bomb Group during WWII out of North Africa and Hardwick, England between 1943-44. He died in 1978 and I had little history of his military

service. I received a call and letter from a very helpful gentleman, Mr. Sam Bain of Henderson, NV, who had flown with my dad as



Jess Edwards
93rd BG 27th ATG

radioman/gunner. I met with him in Nevada while I was living in Salt Lake City. In 1997, I moved to Homer, Alaska and lost touch with this gentleman. I am wondering if any of your readers would know what has become of Sam Bain? I regret that. If anyone knows of his whereabouts, I would really appreciate hearing from you.

Also, if anyone else recognizes my father's picture and flew with him, worked as ground crew, or was acquainted with him in England, I would appreciate hearing from you. My father served with some of the following crew members: Pilot: Truett K. Bullock of Mississippi (deceased), bombardier Robert W. King, navigator Thomas B. Morris, engineer Thayer B. Robinson, H.J. Hoover, C.N. Galassi, J. Hermanowski, J.E. Semler and replacement bombardier Boyd and replacement navigator Robert Roten.

My father's last bombing mission was

June 3, 1944 over Pas De Calais, France. After that date, his service record shows that on June 6, 1944, he was with the 310 Ferrying Sq. 27 ATG as pilot, transporting P-51, P-47, P-38, and B-24 aircraft.

Thank you in advance for all your help and fine publication.

Sincerely,

Ginger Van Wagoner

P.O. Box 294

Homer, Alaska 99603

907-235-1424

email:

virginia.vanwagoner@acalaska.net

Ginger Van Wagoner recently flew in the Collings Foundation B-24 The Dragon and Its Tail when it visited Homer, Alaska. She took with her a photo of her dad, for one last flight.

-Ed.

8TH AIR FORCE FLAG

This past Christmas my son, Brian, gave me one of the beautiful new 3' by 5' 8th Air Force flags. I have flown it and the stars and stripes every day (weather permitting) since then. Recently my grandson Scott dropped by on his way to law school in Pennsylvania and commented "Grampy, I know how proud you are of the 8th AF flag, but did you know you have it upside down on the pole?" Sure enough he was right. I've corrected the situation and now both the 8th AF flag and I are FLYING RIGHT SIDE UP.

Sincerely

Ed Corker, 447th BG

This striking photo was taken by Earl Wassom at the recent 8th AF Historical Society 2001 annual reunion held at the Harvey Hotel, Irving Texas. The graphic message is that Americans will continue to lead fearless lives of freedom in our country which was founded for liberty and opportunity for everyone. Meeting inside the 14-story hotel at the time this jet airliner flew overhead, were 500 attendees of the 8th Air Force Historical Society, many of whom fought for freedom from tyranny and Nazi terrorism during World War II. The spirit of America perfused the days of the reunion. There were no known cancellations of attendees - no one turned back - because of the terrorist threats.



BY-LAWS CHANGE PROPOSAL

The following proposed amendments to the By-Laws of the 8th Air Force Historical Society were approved by the Board of Directors on March 17, 2001, for submission to the membership for approval or disapproval.

(Removed wording is ~~lined through~~, proposed wording is **underlined and bold**.)

ARTICLE XII - COMMITTEES

~~B.5. The Life Membership Committee, to be made up of at least five Life Members (including at least one serving Director and two Past Presidents), will oversee investments of the Life Membership Fund.~~

The Finance Committee will provide oversight of all assets of the Society. The elected 8AFHS Treasurer will be Chairman of the Committee, which will be composed of the Treasurer and four other 8AFHS members in good standing. The Committee will segregate Life Membership funds from other assets of the Society, and the Committee will manage these funds under policies and directives established by the Board of Directors.

ARTICLE IX - OFFICERS

G. The Treasurer shall provide for the care and custody of all monies consigned to him belonging to the organization and shall be solely responsible for such monies or securities of the organization. The Treasurer shall render a written account of the finances of the Society, at times and in the manner prescribed by the Board of Directors. A copy of this written account shall be physically affixed to the record copy (kept by the Secretary) of the minutes of the Board of Directors meetings in which the report was submitted. The Treasurer shall exercise all duties incidental to the Office of Treasurer. The Treasurer will be bonded to an amount equal to the highest assets of the Society. **Additionally, the Treasurer shall act as Chairman of the Finance Committee.**

ARTICLE II - PURPOSE

C. The purpose is also carried out by the support of the ~~8th Air Force Memorial Museum Foundation, Inc. and by the support of the~~ Mighty Eighth Air Force Heritage Museum.

BALLOT

**Mail Ballot Before
March 1, 2002**

Please vote for or against each change, as you wish:

ARTICLE XII (B-5) - COMMITTEES: For change ____ Against change ____

ARTICLE IX (G) - OFFICERS For change ____ Against change ____

ARTICLE II - PURPOSE For change ____ Against change ____

NAME _____ MEMBERSHIP NO. _____

(Ballots without name and correctly matching membership number will not be counted)

Clip and mail to Secretary, 8AFHS, Membership Records Office, PO Box 1787, Savannah, GA 31402

CHRISTMAS TALES AT OAKLEY

The Story of Anona Moeser
by Shela Porter



Anona Moeser

It was early in March 1943 and Britain had been at war for over three years when a slim, young, American woman stood in stockings

feet on the heaving deck of a ship which was part of a 73 ship convoy crossing the U-Boat infested waters of the North Atlantic from New York to Liverpool.

"I was scared to death," said Anona Moeser. "For 19 days we couldn't wear shoes or speak above a whisper because we were on top of a pack of enemy subs."

At 35, Anona had volunteered for Red Cross duties in Washington when America entered the war and within a few short weeks found herself bound for England as part of the "morale and recreation" program set up for the young, homesick Yanks who were now stationed all over this country.

"I arrived at Midland Road Railway Station in Bedford with a tin hat, a pack on my back and orders to set up for the first American Red Cross G.I. Club in England. And when I first set eyes on the premises I just didn't know where to start!" After booking in at The Swan Hotel near Bedford town bridge, where from her bedroom window she could look down at the statue of an old soldier from an earlier conflict, Anona set about recruiting local women to help her clean up the dilapidated premises in Bromham Road. Once the club had been cleaned up and furnished, Anona advertised in one of the local newspapers, 'The Bedfordshire Times', for 'dancing girls' to visit the premises to partner

'her boys' at the dances. Bedford's mayor at the time, Ald. Canvin, who was convinced that the Yanks came to England only to dance and woo the women, severely criticised ANona for her bad taste in trying to encourage 'women of ill-repute' into the club and it was only after Lady Michael Bowes-Lyon, who was part of the volunteer kitchen-crew at the club, told her sister-in-law the Queen about all the fuss, that her Majesty herself paid the questionable club a visit and decided that the dancing-girl request was well justified.

Even the Queen, however, could not help Anona when it came to flying the American flag above the club door. "The first time I ran up the Stars and Stripes, two elderly bobbies, much too old for fighting, rushed over and told me in no uncertain terms, "Well, you had just better take that thing down again, madam. You haven't bloody well conquered us that fast!" "I guess it was just that old British sense of humour," said Anona with a wide grin.

It was here, that Anona welcomed Glenn Miller, Bob Hope, Bing Crosby, Johnny Desmond, Francis Langford, Jerry Colona, James Cagney, Larry Hagman, and Eddie Fisher among many others as they arrived

in England to prepare for their entertainment tours of the U.S. bases on lonely airfields throughout the country.

Generals Dwight D. Eisenhower, George Patton and Omar Bradley all dropped in at Anona's clubs and she says, "were all real people, as down-to-earth as they come. They were like any other G.I." she said of the generals. "Just a bit homesick at times. They would pat me on the

back, ask how things were going and thank me for the coffee."

She tells the story of how lovely American ice-cream powder was mixed out at Thurleigh Airfield then taken up to 35,000 feet to be frozen and brought down again to be shipped out to bases in East Anglia. "But some was always put by for those little English kids - they'd not seen any since before the war." Anona celebrated her 37th birthday in Cherbourg on January 19th 1945 and V.E. Day later that year found her in Marseilles. After that it was Heidelberg and then Yokota in Japan where she set up clubs for 'her boys' and organized dances and tours of the country for them and eventually for their families who joined them there in later years.

Anona's own ability to project goodwill has taken her to countless places and earned her countless friends. Although she remained in London and her busy life continued happily in her thriving antique business, Anona always found time to visit old friends

like those at R.A.F. Chicksands Air Base where she was greeted as an honoured guest. She also regularly visited Connie and Gordon Richards at their home in Oakley and it was always



Anona Moeser at R.A.F. Chicksands Air Base with Sir Stanley O'Dell and C.O. of the base 1995

"Christmas at Connie's" for her after she first contacted them through the pages of 'The American' magazine where Connie had placed a letter asking for any Yanks in the area during the war to get in touch. Connie, who is an official Glenn Miller Historian and her husband Gordon, who is the U.K. contact for the American 8th Air Force Historical Society, welcomed Anona every year until she finally returned to Green

Bay, Wisconsin at the ripe old age of 89. Every Christmas, Anona always wanted to visit the places she'd known during the war years and after and she really enjoyed our English Christmas dinners with turkey and all the trimmings and then the pudding where she would hunt for hidden six-pences just as eagerly as our grandchildren did. Connie says, "we always found time to go to the midnight service at All Saints Church in Milton Ernest and even in her 90th year she insisted on helping with Christmas dinner."

Anona always wore a very striking gold ring set with a beautiful green gemstone. "One day at the G.I. Club in Bedford," explained Anona, "a young flyer due to fly out on a mission the next day, asked me for a loan of five pounds so he could go out on the town with his buddies that evening. He was so persuasive and I had such a strange feeling about this boy that against my better judgement and firm principles, I finally agreed and handed him the money. He left a small, green marble with me as security on the loan explaining that he had nothing else of any value in his possession. The next day he went down in his B-17 and the little green marble was left at the back of my desk drawer for the next few months. It was only when I was clearing my desk, ready for the move to Cherbourg, that a friend told me that the 'marble' was actually a rare piece of jade and was quite valuable. So I had it made up into a ring and I have worn it ever since in memory of that young boy and the thousands like him who lived for the day, for there might well be another one for them."

"One Christmas Eve," recalls Connie with a grin, "Anona bumped into Vince Carbone from the old Glenn Miller Orchestra, at Midland Road Station in Bedford and they had not

met since 1944 - over forty years ago! There was a big re-union that night I can tell you." But always just before midnight she would phone her sister, Lois in the States to wish her a happy Christmas.

Many times were sad, like the countless times she drove over at dawn to the big, American Cemetery in Cambridge, where some of her boys are buried, to be at the graveside of another young man who had lost his life in the Flying Fortresses that crossed and re-crossed the English Channel and the North Sea during those long-ago war years. "I had to be there early with his buddies, because they

were all flying again later that day," Anona would recall with a sigh, "But it was all part of my job and I always tried to be counsellor, cook, chauffeur, confidante, chum and chief mourner to them all." Anona Moeser has been all these things and more to the thousands of young men disgorged by the 'Two Queens' - the Queen Mary and Queen Elizabeth on

England's shores so long ago. But it all started at that dilapidated, old garage in Bedford which became the first of Anona's many American Red Cross Clubs across the world. And the flag-pole on which she ran up that first controversial Stars and Stripes now flies another one on every Memorial Day when Connie and Gordon stand with some of Anona's 'old boys' at the American Memorial to the young men of the U.S. 8th Air Force near their old base at Thurleigh in Bedfordshire.

- from the Bedfordshire County Life magazine

A CHRISTMAS POEM

"Tis the month before Christmas and I'm going mad,
 All my cards should be mailed but there's none to be had.
 I've searched the whole neighborhood: I've really worked hard.
 But if there's one thing they ain't got, it's a Christmas card.
 So if I have no alternative, what should be worse
 I'll sit in my foxhole and write my own verse.

No tinsel, no garland, no ribbon so bright
 Not a chance in a million that Christmas will be white.
 No tree in the window, no wreath on the door
 No last-minute shopping - we don't have a store.

As for Donder and Blitzen and the rest of the crew,
 There's no place for reindeer; they simply won't do.
 Oh, dear Santa, remain on the ball
 For camel or donkey, (any) replacement at all.
 Or better, St. Nick, so as not to get stuck
 Requisition a jeep or a good GI truck.

But whatever is lacking, the spirit is here
 We'll celebrate Christmas with plenty of cheer.
 And what I'm sending with this rhythmi-
 cal tripe
 Is the same old greeting to
 smoke in your pipe.
 May your Christmas
 be merry and your
 New Year gay
 (And may I be home
 by the end of May!!)"

-1944
 George Falcetti
 Belleville, IL

ALWAYS THERE

The Lord's goodness surrounds us at every moment. I walk through it almost with difficulty, as though through thick grass and flowers.

R. W. Barbour



THE TANNOY



Howard Richardson, 385th BG, of Brandon MS, had his story of the harrowing midair collision told on The History Channel's "Lost Bombs" feature November 12th. Howard was then flying B-47 Stratojets with the Strategic Air Command and was accidentally hit by an F-86 Sabrejet during simulated attack training missions.

The documentary which was centered on nuclear aircraft mishaps during the Cold War described the crew's dropping of an unarmed nuclear bomb off the coast of Savannah, enabling him to bring his badly damaged bomber and crew safely home. Howard and his crew were presented the Distinguished Flying Cross for their ability to handle the potentially disastrous inflight emergency and have a good outcome. This incident was reported in the Jun 01 8th AF NEWS.

James Myl, author of "Attaboy Jimmy", will head up the newly formed Classroom Experience Committee for the Historical Society. This committee will work in conjunction with our other educational programs and with the Veterans in Schools project to get the 8th Air Force's history into school classrooms throughout the country. He will also connect with the "Lessons Learned in the Eighth Air Force"

educational curriculum underway at the Mighty Eighth Air Force Heritage Museum.

The Board of Directors will hold its midterm meeting at the Heritage Museum on January 23rd and 24th, just prior to the 60th Anniversary Celebration of the Eighth Air Force.

Business to be brought to the Board should be submitted to the proper HS committee or Board member in advance of those dates.

George Hood, 95th BG, founder of the the North Carolina Chapter in 1984, plans a get-together of the Navigation Class 44-6 at Hondo. If you were in that class or have a roster, contact George at 700 Mills St., Raleigh NC 27608. Email: gchood@mindspring.com

Hal Weekley, 398th BG, flew a B-17 Flying Fortress for his last time as a pilot at the EAA annual show in Oshkosh, Wisconsin this past July. At age 80, Hal was America's last WW II veteran approved by the FAA to pilot a B-17, according to a release in the 398th's FLAK NEWS, edited by Allen Ostrom. The Experimental Aircraft Association's Aluminum Overcast was restored with Hal's

guidance and flies the Triangle W markings of the 398th along with his 601st squadron number 30. Concerning his retirement, Hal states, "I wanted to get out at the peak of my game."

If you bought \$1000 of Nortel stock last year it would be worth about \$49 now. If you bought \$1000 of Budweiser beer at the same time, drank the beer and recycled the aluminum cans, you would have \$79.

Craig Harris, 457th BG and President of the Historical Society is mailing out 2500 letters with information about the 60th Anniversary Celebration of the founding of the 8th Air Force in Savannah. Further details of the event may be obtained from the Historical Society office (912) 748-8884.

Ralph Lynn, 466th Bomb Group, Canton, Ohio, has contributed to the 8th AF NEWS a couple of dozen photos taken at the annual reunion. Many thanks to Ralph for his great photography and for making this reunion report issue very special.

THE DAY OF THE U.S.O. PARTY....

by Wally

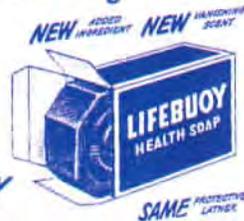


Lifebuoy Stands Guard Against "B.O."

• No man in uniform wants to be guilty of "B.O." That's why Lifebuoy's the biggest-selling soap with our armed forces. For Lifebuoy, with its special purifying ingredient, stops "B.O." And boy, is Lifebuoy refreshing when you're hot, sweaty and grimy! Get Lifebuoy today at your PX.

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FROM HEAD TO TOE - IT STOPS "B.O."



Titles reviewed are for informational purposes and enjoyment of members of the Historical Society. Further information may be obtained from the contacts listed for your convenience. All books are reviewed by the editor 8th AF NEWS.

LILI MARLENE

By Major M. A. McCartney

The 306th Bomb Group at Thurlleigh was author Marcel McCartney's home for his tour as a bombardier with the 8th Air Force. Released in October 2001, this huge two volume set was decades in its preparation. McCartney's story is not just about his missions in the B-17 Lili Marlene and his crew members who did not return. His views and understanding as presented in these books are absolutely fascinating. This is material from world wide sources. Its content, covering the war, his personal combat tour and political battles of the period, is presented by sources which make these volumes a historical record of aspects of American government and American life in the past six decades.

There are thousands of individual veterans and political authors quoted and recorded in these 9x12 high quality volumes. The double-column Table of Contents alone is thirty pages in length. Some article entries run for several pages and some are just a paragraph or so. All articles are factual and stand alone in their interest. Each entry makes a point, with the first volume beginning in 1936, going on through the war period. Wartime text material tells the author's personal story and addresses both military and political events of the war. Volume II turns to American politics and society with many eye-openers about US Presidents and political leaders.

Author McCartney has done a fine job in his selection of subjects presented. His post-war career was in computer engineering and writing. The volumes will never grow old for the reader and will be a source returned to many times. Accompanying photographs are of the period. Readers may question some of the material and may agree or disagree with it, but you will find that each article is thought-provoking and informative, many telling aspects of our country's history which are timely today. These beautiful books are a pleasure to read. Volumes I & II total 912 pages, large format. For further information call 1-888-263-4702 or the author at (805)527-1807.



AN EIGHTH AIR FORCE COMBAT DIARY Combat Missions Flown with the 100th Bomb Group, England 1944 - 1945

By John A. Clark, 1st Lieutenant, USAAF

His wartime combat log is the basis for this factual account of an 8th Air Force veteran's experiences. John Clark was a copilot flying with the 100th Bomb Group at Thorpe Abbots. After 60 years he has written his experiences and published them in a 320-page volume just released. The combat stories expand and accompany reproductions of the author's actual diary pages. Clark's insight into flying missions is especially interesting, reaffirming the old point that war is 95% boredom and 5% terror.

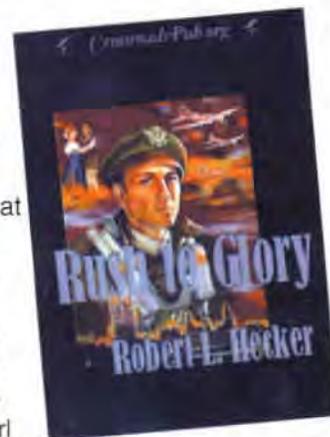
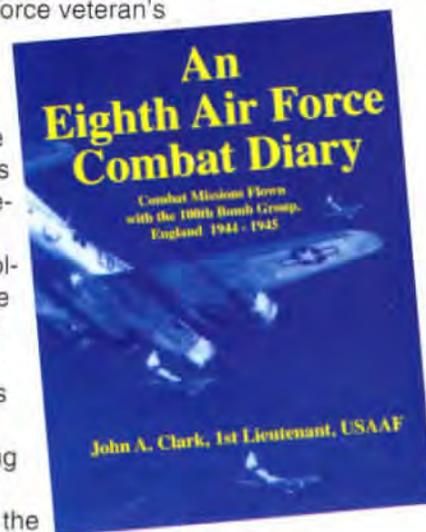
There are a number of personal combat books depicting practically every aspect of the 8th Air Force war experience. Many tales have been told. Author Clark's story is a delight to read. As the reader turns the pages there is a surprise on each one, some predictable and others not. He includes personal information about his meeting and marrying his wife Marie, a WASP during the war. Clark's post-war experiences and return to his old airbase with his family brings the story up-to-date.

Lots of photos, info about B-17s, and a very unusual and interesting presentation make this volume stand out. To find out further information about the volume and the author, call 1-800-343-3034 in Ann Arbor or connect at www.proctorpublications.com

We are in receipt of two war novels authored by 8th Air Force veterans. Brief reviews follow.

RUSH TO GLORY By Robert L. Hecker

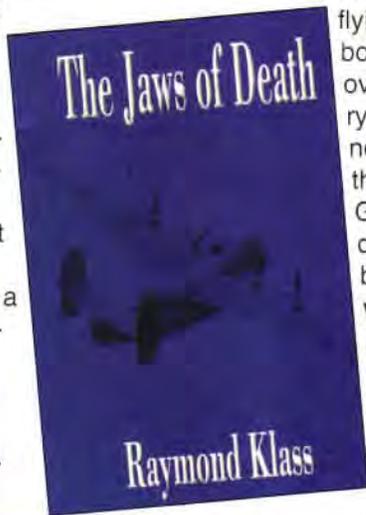
The premise is this: The principle character, Lt. Hal Bailey, is dismayed to find that he has been assigned to a bomb group commanded by his ambitious older brother, Luke, who has doubts about Hal's courage under fire and abilities to effectively accomplish his missions. Luke's girl



has eyes for Hal, who is dating a young British BBC reporter. The story proceeds to a fateful mission to Berlin.

Throughout the volume there is much interactive dialogue, very well written and alive with personal feeling and reactions of the storyline characters. The combat period descriptions of life on the base and flying missions are authentic, often gripping.

Robert Hecker has put a lot of thought and work into his 358-page novel and has done a masterful job holding the reader's interest throughout. Information is easily obtained from <http://www.crossroadspub.org>.



THE JAWS OF DEATH By Raymond Klass

The 466th Bomb Group at Attlebridge was Raymond Klass' combat tour home flying B-24s on bombing missions over enemy territory in 1944. The novel centers on the fact that the Germans had developed a toxic biological weapon, coincidentally and timely, a virulent strain of anthrax they intended to use when ground forces

invaded across the Rhine. The allies needed to get a sampling of this toxin and make air strikes on the manufacturing plant in Berlin.

1st Lt. Fred Klager flew as a navigator on a B-24 on missions into the Jaws of Death – the anti-aircraft box of flak sent up by German flak batteries near sites targeted by the 8th Air Force. His involvement, intentional capture, and interactions with the underground bring the story to an exciting finish.

Author Klass' 280-page softback volume will be of interest to those who flew into the Jaws of Death over Germany, as well as to all of us who are concerned observers of today's serious worrisome worldwide events. The easiest way to inquire about the book is to hit www.publishamerica.com.

UNIT NEWS

351ST BOMB GROUP ASSOCIATION MEETS IN SAN DIEGO

This past June, more than 350 registrants of the 351st Bomb Group Association gathered at the Quality Resort, Mission Valley San Diego. For the first time, large numbers of second and third generation new Associate Members were on hand. At the gala banquet Saturday night, one table was set up for 26 family members and another seated 18 from one family. My guesstimate is that more than 50 children and grandchildren of 351st Bomb Group original members attended.

The weather was just perfect for golf outings, a visit to the John C. Stennis Aircraft Carrier and a delightful harbor dinner/dance cruise. Highlights of the Banquet was a moving presentation by David W. Gingery, Colonel U.S. Air Force, Retired. David is now the Director of Unmanned Aerial Vehicles for Ryan Aeronautics in San Diego, a division of Northrop-Grmman. He is a Vietnam War veteran having flown more than 100 missions over North Vietnam during two tours. Another main event that night was the presentation of a plaque to the group's outstanding reunion last year at Polebrook/Oundle/Peterborough. Sincerely,

Lee Gingery, 351st BG



David W. Gingery, Colonel United States Air Force, Retired gave the keynote speech at the annual reunion of the 351st Bomb Group Association in San Diego, California. Gingery talked about his youth growing up in a small town in Missouri where his love for flying first took root and ultimately led to a commission in the Air Force early in the nineteen sixties. His presentation included a description of a typical mission over North Vietnam, one of over 100 such sorties he flew as electronic combat officer as well as command positions.



The unique plaque shown here was presented by 351st Bomb Group Association President, Clint Hammond, in absentia to English 351st associate member, David Gower at the unit's 26th annual reunion in San Diego in June, 2001. The walnut plaque contains sentiment of appreciation for Gower's years of making sure the Group's memorial and grounds at Polebrook in East Anglia is cared for. The tribute also cited his outstanding efforts in arranging a superb program during Reunion 2000 in England. Highlighting the brass/bronze copy and outline of the memorial, are miniatures of the United States Flag and the British Union Jack. Both small ceramic tiles were painted by a noted artist whose specialty is hand painted porcelain. Lee Gingery, the 351st Association Relations Officer designed the plaque.

**SCRIPT
OF THE
AMERICAN
FOLDING
CEREMONY AT RAF
MOLESWORTH**

The flag folding ceremony is an uplifting way to honor the flag and remember what it stands for. The portion of the flag denoting honor is the canton of blue containing the stars, representing the states from which our veterans have come. The canton field of blue dresses from left to right and is inverted only when draped as a pall on a casket of a veteran who has served our country honorably. In the Armed Forces of the United States, at the ceremony of retreat, the flag is lowered, folded in a triangle, and kept under watch throughout the night as a tribute to our nation's honored dead. The next morning it is brought out and, at the ceremony of reveille, it's run aloft as a symbol of our belief in the resurrection of the body.

The **first fold** of our flag is a symbol of life.
The **second fold** is a symbol of our belief in the eternal life.
The **third fold** is made in honor and remembrance of the veteran departing our ranks who gave a portion of his life for the defense of our country to attain peace throughout the world.
The **fourth fold** represents our

weaker nature: for, as American citizens trusting in God, it is in Him we turn to in

times in peace, as well as in times of war for His divine guidance.

The **fifth fold** is a tribute to our country, for in the words of Stephen Decatur, our country, in dealing with other countries, may she always be right; but is still our country, right or wrong.

The **sixth fold** is where our hearts lie. It is with our heart that **we pledge allegiance to the flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible with liberty and justice for all.**

The **seventh fold** is a tribute to our armed forces. For it is through them that we protect our country and flag against all her enemies, whether they be found within or without the borders of our republic.

The **eighth fold** is a tribute to the one who entered into the valley of the shadow of death, that we might see the light of day.

The **ninth fold** is a tribute to womanhood: For it

has been through their faith, love, loyalty, and devotion that

the character of men and women who have made this country great, have been molded.

The **tenth fold** is a tribute to father. For he too, has given his sons and daughters for the defense of our country since he or she was first born.

The **eleventh fold**, in the eyes of Hebrew citizens, represents the lower portion of the seal of King David and King Solomon, and glorifies in their eyes the God of Abraham, Isaac, and Jacob.

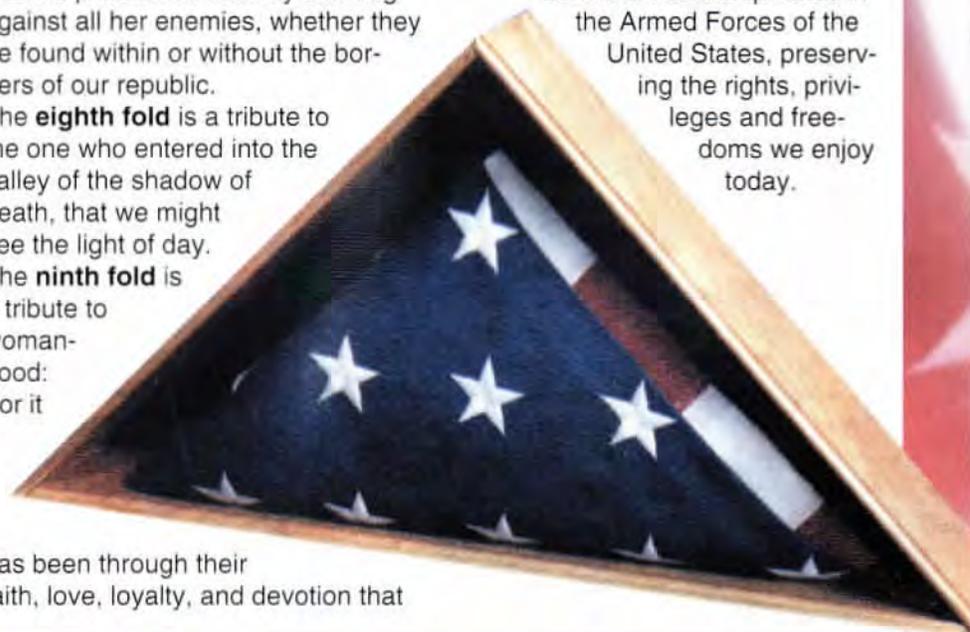
The **twelfth fold**, in the eyes of Christian citizens, represents an emblem of eternity and glorifies in their eyes God the father the Son and Holy Ghost.

With the **thirteenth fold**, the flag is encased: readying it to be secured and displayed in honor of those who have earned that right.

We fold the flag from the stripes to the stars, for whereas the stripes represent the thirteen original colonies that founded our Republic, they are now embodied in the fifty sovereign states represented by the stars which cover the stripes.

When the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who have served under General George Washington and the sailors and Marines who served under Captain John Paul Jones who were followed by their

comrades and shipmates in the Armed Forces of the United States, preserving the rights, privileges and freedoms we enjoy today.



FRENCH DEDICATE 447TH BOMB GROUP MEMORIAL

by Byron Schlag, 447th Bomb Group Pittsburgh, PA

Historical connections abounded 9 June 2001 as representatives from headquarters U.S. Air Forces in Europe joined spectators, American and French veterans, former members of the French Resistance Escape Network and military and civic leaders on a field to dedicate a monument in honor of a B-17 aircrew of the 447th BG shot down during the war.

It was 30 December 1943, the second mission for the group and the first mission for the crew of "Maid to Please", which was shot down returning from a raid on Ludwigshafen. After being hit and straggling back, the B-17 was hit by a German fighter exploding in mid air, with the fragments landing on the Le Coudray farm at the feet of Michel Doutreleau and Robert De Grez. Out of the 10 crew members, four were killed in the crash, one escaped through the French Resistance Network and returned to England, and five were taken prisoner by the Germans, including S/Sgt. John Bitzer, a guest of honor at the dedication ceremony.

Monsieur Michel Doutreleau, who was 10 years old at the time, witnessed the explosion that rained aircraft parts and parachutes over the Le Coudray farm, his family home. From that day on he was dedicated to commemorate what had happened that day in 1943.

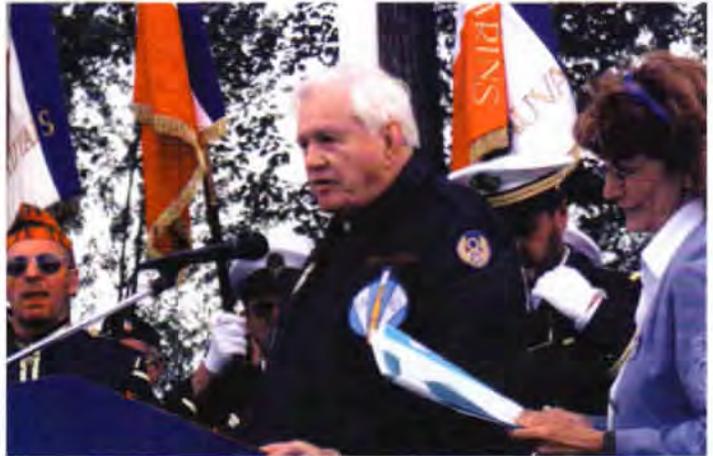
After collecting information from the air force archives, the internet yielded him details of the 447th BG and put him in contact with Byron Schlag - President 447thBG - who offered his assistance in planning for the dedication of the monument. People were interested from all over France, said Michelene Spiguelaire, Secretary and Interpreter of the Maid to Please Association: this was evident on the day of the ceremony. People turned out in droves, assembling on the field, and spilling onto the road. Chaplain (Lt. Col.) M. Thomas Harned from HQ USAFE, who delivered the invocation, estimates 2,000 people attended.

Doutreleau and Bitzer unveiled the monument in front of a large crowd and spectators, which included mayors from surrounding villages, the commander of a French air base, and veterans from the 447th BG.

In his remarks Doutreleau recognized how "undying is the memory of liberation" and the role America played in that. "We (the French) have not forgotten the exceptional courage and the sacrifice of your boys"...We the people of France are your best friends."

Bitzer, the guest of honor, was visibly moved and could hardly control his emotions upon receiving numerous awards such as a Medal from the French Consul, and a rare bottle of wine vintage 1943. It was Bitzer's first time back since the crash 58 years ago and his first time back at the crash scene. Bitzer parachuted out of "Maid to Please" as it exploded behind him. The last thing he remembers is pulling the ripchord as the aircraft fell behind him in three or four pieces. When Bitzer landed on the Le Coudray farm, Monsieur Robert Degrez, a farm employee, dragged him unconscious to the barn. They

were reunited Saturday. Bitzer became a POW in Stalag IV. He was liberated by the 2nd Army April 1945 at Bitterfield, Germany.



Byron Schlag-President of 447th BG addresses attendees (Micheline Spiguelaire-Interpreter)

"We are here to honor those who paid the supreme sacrifice and did not return as we also recognize and honor. The cooperation of the French people and the French resistance whose efforts made it possible to free the world of the Nazi tyranny and enable us to enjoy the freedom we have today!"



The Memorial to the crew of "Maid to Please" designed and built by Michelle Doutreleau at the crash site of the B-17 at Henonville, France.



Michelle Doutreleau addressing the attendees. "We, the French, have not forgotten the exceptional sacrifice of your boys. How undying is the memory of Liberation."

UNIT ACTIVITIES

447th Bomb Group Association Returns to Rattlesden

The 447th Reunion was an exceptionally successful return for the members who attended numerous functions at the Cemetery at Madingly, Duxford Air Base and museum, Air Force Lakenheath, and the greatest thrill of all: the Hanger Dance at Molesworth.

When we arrived at an immense hanger at Molesworth we were lined up in Column of fours and led in by a Scotch Piper to the cheering, whistling, and applause of more than 1,200 Brits and American service men. This reception was unexpected and unbelievable. After a great night of exceptional hospitality we were again lined up and led out of the hangar amid cheers and applause with one English gentleman, a few years younger, taking the hand of our Chaplain, Norm Bussel, and said, "Thank you! Thank you!" as he burst into tears and walked away.

447th Bomb Group Honors Group Congressional Medal of Honor Recipient



On 2 June the members of the 447th Bomb Group honored 2nd Lt. Robert Femoyer - 711th Bomb Squadron - at a special Dedication Ceremony at their Airbase Operations Tower at Rattlesden, England, during their

reunion there.

Femoyer, a Navigator, for the 447th BG, was severely Wounded by anti-aircraft fire over Mesburg Germany. Lt. Femoyer refused painkillers, keeping his mind clear to guide his plane out of danger and save his comrades. Despite extreme pain and loss of blood, he navigated his lone bomber for 2 1/2 hours, clinging to the last slender Thread of life until his plane had arrived over the English Channel. Lt. Femoyer died of his wounds shortly After landing. The heroism and self sacrifice of Lt. Femoyer were in keeping with the highest traditions Of the 447th Bomb Group and the U.S. Army Air Corps.

The dedicated plaque was designed, produced, and delivered by Arthur Durante, a member of the Legacy and Heritage Committee which consists of 1st, 2nd, and 3rd generation members of our 447th BG members. The Dedication was well attended by a large number of British, American veterans, and American servicemen based in England, along with an exceptionally large complement of media. The USAFE Honor Guard and the British Legion Honor Guard also took part in the special ceremonies.



American Airmen (United States Air Force Europe) stands at attention during Dedication of Femoyer Plaque at WW II Operations Tower of 447th BG - Rattlesden.

"That strange feeling we had in the war. Have you found anything in your lives to equal it in strength? A sort of splendid carelessness it was, holding us together."
 Noel Coward



"Our Gal Sal" flew over 100 missions with the 351st Bomb Group. Note markings for two enemy fighter kills

REUNIONS

351st Bomb Group Association

June 27 - 30, 2002
 Cincinnati Airport Marriott Hotel
 Contact: Clint Hammond
 P.O. Box 281 Mechanicsburg PA 17055
 Tel (717)766-1489
 email: bombgroup351st@aol.com



"The Uninvited" B-24 of the 36th Bomb Squadron at Cheddington, lost in weather on 5 February 1945

"JUST A SNAPPIN"

Most of the license plates I have seen in The 8th AF NEWS name a unit or crew position, or aircraft type. I decided to take a different approach by having the "tail number" used. My choice of 23393 pays homage to the 100th Bomb Group's B-17F-50-DL "Just A Snappin", that flew many lead missions.

This aircraft was built by Douglas Aircraft Company in May 1943. It arrived in England in early July 1943, and was assigned to the 100th Bomb Group. It was further assigned to the 418th Squadron and to then Captain Everett E. Blakely. He was the first flying officer assigned when the group was formed in 1942, and had distinguished himself during the past year the 100th was operational. This aircraft was a bit faster than the other assigned B-17s, and his crew was detailed to begin secret training, and hence was removed from operational status. For the next month, Captain Blakely and his crew practiced various maneuvers and trained hard for a then unknown mission.

Finally, they were told that "393" would lead the 100th BG on the 17 August 1943 mission to Regensburg, Germany, and then on to Africa.

The aircraft performed flawlessly during her maiden mission, receiving minor flak and fighter damage but no wounded. She continued flying an additional 22 missions until 8 October 1943. On this date, she was designated Group lead to Bremen, Germany. Upon releasing her bombs, she was struck by accurate flak, and plunged 3000 feet before Captain Blakely, Squadron Commander Lieutenant Colonel Jack Kidd could recover her. He flew her back to England with just the number 1 and 2 engines, as the other engines had been damaged and seized during additional flak and fighter attacks. They made a belly landing at an abandoned RAF Base at Ludham and skidded to the end of the field being stopped by a fully mature oak tree. The plane hit the tree between the #2 engine and the pilot's area at about 50 knots, spin-



ning her 180 degrees according to Blakely. All the crew survived, however the right waist gunner died of wounds a week later. Two other crewmembers received serious enough wounds to be evacuated to the States. The ground crew counted over 800 holes and stopped counting, declaring her salvage only.

I am an associate member of the 100th BG, and the 8th AFHS, and have visited with the surviving crew, who to this day speak very respectfully of "393". I felt that the best way to honor the crew and airplane was to have the "tail number" stamped on my license plates.

Very sincerely yours,
Ralph M. Larson
100th BG Associate
Disputanta, VA

Everette Blakely's plane got its name after a particularly rough mission in 1943. German fighters were after him attacking on the way back to Thorpe Abbots. On the intercom with another 100th BG B-17, his situation was compared with hunting trips back home, with hunting dogs "Just A Snappin" at the heels of their prey. -Editor

"What did the fish say when he swam into a concrete wall?"
"Dam!"

Jack Huston 379th BG



EAST ANGLIA

EAST ANGLIA

Norman Wells sends in this interesting comparison, depicting how small the World War II operational base of the 8th AF actually was.



FLORIDA

A-2 JACKET RETURNS HOME

The wartime leather jacket worn by Capt. Marlen Reber will be a feature presentation in a museum now underway near his old Bedfordshire airbase at Thurleigh. The museum will highlight a tribute to American bandleader Glenn Miller and is planned for the old control tower at Twinwood airfield. Connie and Gordon Richards say the A-2 jacket is in fine condition and will be a perfect addition to the Glenn Miller archival material they have collected since the war. Miller flew from Twinwood on his fateful final journey during the war.

Reber, 306th Bomb Group, was the first 8th Air Force pilot to complete 25 missions without an abort. The jacket, with his name, Group patches, and aircraft name Eager Beaver, was sold by Reber after he completed his 25 mission tour. Recently discovered in England, the jacket was purchased by the Richardses for the museum exhibit. On a recent call to him at his Florida home, Marlen was "overwhelmed" by the discovery and is pleased to hear that his jacket will be cared for and is in good hands.



Connie Richards with the flying jacket.

SAVANNAH, GEORGIA HONORED BY DOD DESIGNATION

The Convention and Visitors Bureau has released information that Savannah has been named one of three cities in the United States that will receive Department of Defense designation as an official city for commemorating the end of the Korean War. The nationwide memorial event will take place in 2003.

CALL FOR ARTICLES

Frederick "Dusty" Worthen, 93rd BG, author of the successful *Monty's Folly - Operation Market Garden*, and *Against All Odds - Surviving World War II*, is editing a new anthology of stories from veterans of the Mighty Eighth. His own story is entitled "Bailing Out - January 28, 1945" and runs about 30 pages long.

He is looking for several others who have a story to tell to contact him for inclusion in the book. He needs about a dozen or so articles for the volume, now in progress. If you have a story to write for submission contact Dusty at 1211 N. Fairview St., Burbank CA 91505-2330. His telephone number is 818-842-2315.

MUSEUM TO GET RARE PIN

A lapel pin honoring the Willow Run bomber plant will be displayed at the Yankee Air Museum in Belleville, Michigan. The Ford Motor Company manufactured thousands of B-24 Liberator bombers, many of which were flown in combat by airmen of the 8th Air Force. The Spirit of Ypsilanti pins were given to buyers of war bonds during WW II. Polly Poling recently contacted the museum offering her pin for their exhibit.

The rare pins were designed in 1942 by Jean Ohlingere, then a 17 year-old high school student.

379TH BOMB GROUP FUNDS EXHIBITRY

The 379th Bomb Group Association, at its annual reunion in Harrisburg, PA, voted to fund an ongoing exhibit program in the amount of \$5000 to the Heritage Museum in Savannah. The exhibitry will feature the role of the current 8th Air Force in the war on terrorism and of the bombing mission against the enemy in Afghanistan. Plans include having weekly update and live television feeds into a prominent museum display to tell museum visitors about the events and progress in this war as they occur.

The 379th BG invites other Groups and Units to join them in this public informational exhibit program.

8TH AFHS ANNUAL REUNION 2002

The annual reunion of the 8th Air Force Historical Society will be held **October 10 - 13, 2002** at the Sheraton Norfolk, Virginia. Further information will be released in early Spring 2002.

THE DUTCH UNCLÉS

The Dutch Uncle Project is one of those notable programs that typifies the American spirit and makes you proud to live in this country.

A group of retired NYC policemen got together following the New York City Disaster to help families who were affected by the World Trade Center bombings. These volunteers' goal is to be a support group for the families, not financially but practically. They are ready to help families with the more routine things of life. Turning on a furnace pilot light, repair jobs around the house, driving families to obtain federal benefits, help with the kids – just being available for advice - is their sole purpose. They offer support and encouragement along the way.

Phil Kissel was with the 4th Fighter Group during the war. He also is a retired NYC policeman and attended the recent 8th AFHS reunion in Irving. He states that the Dutch Uncles have been donated office space on Amboy Road in Great Kills, NY and have clerical workers helping them get brochures out to publicize their services. Calling a "Dutch uncle" has already been a blessing for many New Yorkers since September 11th. Phil notes that having an experienced person with gray hair available is a valuable resource for helping the families get back on their feet and start a new life.

Phil was recognized with a standing ovation at the 8th AFHS General Assembly meeting for embodying the proud traditions of both the New York Police Department and the Mighty Eighth. He says that the Dutch Uncle group does not ask for monetary contributions. They support a program of letters to certain of the families and assistance with their relatives around the country. The organization may be reached at tel. 718-948-9726 or 9727.

Phil Kissel



PLANS BEING MADE FOR 2003 REUNION

For Group and Unit planning purposes, please be advised that the 8th AFHS Board of Directors has chosen Colorado Springs, Oct 16-19, 2003 for the annual reunion site in 2003.

"Twelve O'Clock High"

Gene Anderson Associate member, is looking for individuals who have connections with the Bierne Lay/Sy Bartlett movie and book, "Twelve O'Clock High", produced after the war in the 1940's. Gene is working on a book about the development of the classical movie about a fictional 8th Air Force Bomb Group. Contact him at: gwa@huc.com or tel: 858-799-3619 office.

FOOD DROPS – 2001 B-17 Bomber Flies One More Humanitarian Mission

Just after V-E Day, from May 1 – 7, 1945 nine 8th Air Force Bomb Groups filled their bomb bays with food and supplies and flew the Chowhound/Manna missions from England over the European continent releasing their cargo over what had been enemy occupied countries. The inhabitants vividly recall the heavy bombers of the 8th on their low-level "bomb runs" dropping thousands of large packets of food to them. Some carved huge "Thank You" notes to the airmen in their fields of Spring crops below. A vintage B-17 recently made another humanitarian bomb run.

One of the Confederate Air Force B-17s had flown in to Smyrna Airfield – wartime Sewart training airbase – to participate in the Tennessee Aviation Days airshow the week of September 11th, the airshow just having been cancelled because of the World Trade Center disaster. CAF member Ray Evans arranged for the Flying Fortress to be loaded with intravenous solutions and other medical supplies to deliver to the Naval Air Station in Norfolk, Virginia for use by the medical teams and hospitals.

Ray states, "We got the idea to do something patriotic for all the guys in the Veterans Administration Hospitals and Nursing Facilities who want to do something but can't."

SAC 2002 REUNION SET FOR MAY

The Strategic Air Command Society is making plans for its 2002 reunion to be held in Pooler, Georgia May 16 – 18, 2002. The hosts for the event are the Mighty Eighth Air Force Heritage Museum and the Savannah Birthplace Chapter of the Eighth Air Force Historical Society.

Activities will be held in conjunction with the 6th anniversary celebration of the Heritage Museum. Events and full plans will be released early in 2002 and information can be obtained by calling the museum at (912)748-8888; www.mightyeighth.org; or Tommy Harrison at TGHarrison@aol.com or (407)886-1922.

BROTHERS IN THE EIGHTH

Both the June 1st and September 1st issues of 8th Air Force News feature articles about brothers on combat crews in World War II. I like to relate the story of two brothers who served on my B-24 crew.

Fred and Alec Hurley served on the Egan crew in the 577th Bomb Squadron of the 392nd Bomb Group. They attended engineering and gunnery school together before joining our crew, Fred as our engineer and Alec as assistant engineer and waist gunner. They must have chosen to serve on the same crew since each was qualified as an engineer and gunner. Both were tall and slender with distinguishing gray hair and were considerably older than the average crew member. I don't remember the exact town they came from, but they lived on the Georgia -- Florida border, just west of Jacksonville, Florida near the Okefenokee swamp.

Alec finished his 25 combat missions on March 21, 1944, along with most others of the crew. Fred, who had experienced respiratory problems during the winter of, 1943 - 1944, missed a couple of missions. On April 11, 1944 Fred flew a mission with the Tom McNichol crew to bomb

an airfield outside Bernburg. McNichol's plane was observed falling out of formation and turning back towards England. It was never seen again.

It was a double tragedy for my crew. Not only did we lose a crew member, but the Egan and McNichol crews shared Nissen huts and were all close friends. Tom and I took transition training together, went to North Africa as replacement crews for the 93rd Bomb Group together and were both briefly assigned to the 389th bomb group before our final reassignment to the 392nd Bomb Group in early September of 1943.

In later years at national conventions and 392nd stand alone gatherings, people would recall the two tall gray-haired flight crew members and I'm proud to say I was their pilot.

Alec passed away a few years ago and at the time was living in northern Florida. He left no dependents.

Bob Egan
392nd BG
Minnetonka, Minnesota 55305



The full Bob Egan crew is pictured in front of Poco Loco. **Standing from left are** Warren Harris, Navigator; Frank Basham, co-pilot; Bob Egan, pilot; Bill Gray, Bombardier. **Kneeling, from left,** John Salisbury, ball turret; Frank Pope, radio; Bill Kennedy, tail turret; Alec Hurley, waist gunner; Fred Hurley, engineer; Olson Stogner, waist gunner.

EIGHTH AIR FORCE

at the world's end,
knowing the stars
from north to south

at the world's end,
knowing the moon
to disappear

boys rising from
sleep
brooding upon maps

ten thousand worlds
before them in
the dark

boys rising in the air,
between the titans and
the gods

took off for Germany,
took off for Berlin
at the world's end

the black summit full
of fighters and
flak

at the world's end,
who is it sustains you
in the sky and the earth?

who is it that asks
you to save the world,
at the world's end?

the following morning,
staring down the centuries
staring down the sea

going again from sleep,
the third and fourth time,
at the world's end

**Marvin Silbersher, 447th BG
Lake Hopatcong, NJ**



Wise men talk because they have something to say; fools,
because they have to say something.

Plato

FRED HOXEY...

The winter in England was cold because of the dampness. We had a British brick lined stove about 12 inches in diameter and stood about 3 ft. high. It burned coal, but it just didn't put out any heat! The only one that got any warmth was the person next to the stove. There was, I think, one stove per barracks. There were 10-12 people to each barracks. We finally took out the English stoves and put in an USA-made stove. It was made of pressed steel with no lining. It was a "pot belly" stove. It was about 15 inches in diameter and stood about 18 inches high. Boy, it really put out the heat! We were using coal at first, but we found a better fuel. We used pressed wax bomb rings. It put out a very hot heat. The fellow who slept next to it got rather warm, but it heated the barracks. We got the wax rings from a B-17 base about 20 miles from us. It was the 91st BG at Bassingborn. I went on a trip there once or twice. We filled a large state truck with high sides. The rings were put around bombs to keep them from damage during transport. The rings were 4 inches square and made into a circle.

During the "Battle of the Bulge" orders came down to recruit certain job titles (clerks, cooks, etc.) to be sent to the front lines to help in the battle. Our base was one of those chosen. I don't remember the total number of names to choose from, but it came down about 11 names left to draw from. I escaped being chosen. I know I prayed about that matter!

Every Christmas about every base saved their monthly rations of candy, cookies, hot chocolate packets and nuts for a party for the British kids in their area. The children just didn't have any of these food items at Christmas time. I was in the hospital with pneumonia. While I was there troops were coming from the "Battle of the Bulge" with trench foot. Their feet were swollen and turned dark because they couldn't keep their feet dry and warm.

December 24, 1944

Christmas Eve was the largest maximum effort with a record of 2,046 bombers escorted by 853 fighters to attack supply routes, troop movements, airfields and communications centers in western Germany. This effort proved to be the biggest air strike operation of the war.

-Fred Hoxey, 442nd Air Service Group
Ann Arbor, MI

EDWARD MUELLER...

Lt. Edward Mueller was serving in Kimbolton. He was at Kimbolton Air field in the 379th Bomb Group.

The family never knew much about what happened to him — we do know that he went over there about November and "disappeared into the clouds" on 12/23/43 in "Little Minnie" --on a return flight from the Osnabruck Germany Aircraft target.

At any rate -- on the message boards after 50+ years an

eyewitness to the account wrote me — again, the family never knew if he was a POW or KIA for sure. The records are not all correct on him. The records never said what happened to Uncle Eddie.

-Cathy Scheidegger

Dear Cathy,

I've sent items and letters to 8th AF News re: Lt. Mueller. I was a tail-gunner on Lt. Eaton's plane on the raid to Osnabruck 12/23/43--after we 'Deacon's Sinners' dropped our bombs and headed back to Kimbolton I noticed a German Heinkle bomber on our tail--we were flying in the 'Tail End Charlie' position and the Heinkle was sitting off about 1500 yards and was following us with its nose raised at about 30 degrees - I mentioned the plane's position to the pilot and crew. I didn't like the plane sitting there and told the pilot that I was going to fire a short blast and maybe the tracers would scare him off. Just as I did I saw an explosion on the right side of the Heinkle. I knew I couldn't hit him at that long a distance and said so on the intercom when, as I was saying this, I noticed what appeared to be ball-shaped mass heading at us. The projectile looped past us and Eaton exclaimed "It hit Mueller's plane."

At the same time a 2nd blast appeared on the left side of the Heinkle and I saw this mass coming at our position. My first instinct was to duck. Then I realized if it hit, it wouldn't make much difference. I followed the mass as it looped away from the formation, in all the excitement I didn't see any chutes and did not know what happened to Mueller's crew. We reported it at Debriefing and that was the last I heard of the incident. I do not know if this helps you in any way, but I'm hoping it does. In the 379th mission report (Field Order # 251 -raid #57) it listed Mueller's crew as MIA.

Cathy, I was WIA on 12/31/43 and was medically discharged 22 mos. later. My crew tried to see me 3 days later but I was unconscious for about 10 days and my crew of 'Deacon's Sinners' was shot down 1/5/44 (8-KIA-2 POWs) and I never heard from them again until I wrote a letter to the 379th, which appeared in 1988 "Contrails" which resulted in my being contacted by the dead Navigator's sister with info about my TT gunner Ray Matheny. We have had many reunions since. I made a vow if I could supply any info to anyone I would.

--Bob Lamoureux
379th Bomb Group

BERT CONNER...

I was leading Green Flight with Harry Howard flying element lead and Ken Biggs and Hal Burch on our wings. We were strafing aircraft parked in a field alongside the autobahn from Berlin to Magdeburg. We already had several German aircraft burning when the Germans started to shoot back, hitting Lt. Howard and me. He crashed right away, but I made it to the nearby airfield and crash-landed alongside the runway.

It seems the one question people have asked me most was this: After you got hit and then belly landed on that German airfield, were you scared? The answer to that is, "Hell yes I was scared!" Here you are at the mercy of people, who a few minutes earlier you were trying to kill -- and they were trying to kill you -- and now you are asking them to forgive and forget and help you survive. Boy, that is NERVEY!

The second question most frequently asked was: What do you think about and talk about when you are detained in a German Prisoner of War Camp? I think Larry Powell answered that quite well two reunions ago. It sure as hell was not SEX. We talked more about food and how to cook it than anything else. The first three weeks our hospital food consisted of carrot soup once a day -- and then we ran out of carrots. The fellows who could walk then picked grass and made soup out of it. Our compound

chief, Captain Gottlieb, a British doctor who had been captured at Dunkirk five years earlier, told us that if cows could live on it, so could we.

Every now and then you could get lucky. One day a squadron of P-47s worked over a small tank repair depot next to the camp, and they killed a few mules. The prison guards took the best meat and gave the rest to us. Boy! did I hit the jackpot! I got a big eyeball in my bowl of soup. I suppose I hadn't been there long enough. I just couldn't eat it and traded it off for a little more soup.

I guess the next thing that I thought about most was when it would be my turn on the little pot which was shared with about fifteen other wounded prisoners in my ward.

Bert Conner

339th FG

submitted by Jim Starnes, 339th FG



WILLIAM PATTON 3RD SCOUTS by Dick Atkins

With my wife Marian, it was my honor to attend the funeral and military honors service on 9 November 2001 for Lt. William Wyatt Patton Jr. The funeral was held in Neosho, Missouri and the military honors at the Springfield National Cemetery in Springfield, Missouri.

After a moving funeral to a full house, preached by Patton's brother-in-law, Norman Jackson, we started for the Springfield National Cemetery in a 40 car caravan with police escort all the way. Over 200 attended this

spectacular service with an honor guard, flag ceremony, 21 gun salute, taps and military aircraft flyover. Among the attendees were about 50 Patton family members, 3rd Scouts Lt. Col. Cliff Manlove USAF (Ret) and family, 3rd Scout Colonel Ivan Calton USAF (Ret), Jim Shawhan, Patton flight training classmate and close friend who also had his family present and Scouting Force Historian Lt. Col. Dick Atkins USAF (Ret) with wife Marian.

It was, at last, closure for the Patton family after a wait of 56 years 10 months and 25 days. Junior is home!

William Patton was missing in action 17 January 1945. His P-51 was discovered in a farm pond in France on 28 February 2001. -Editor

THE FIX

Jim Starnes, fighter Ace with the 339th FG, states that the 339th archives show no fighter pilot shooting down five enemy aircraft and one probable on a single mission, as reported in Lt. Walley's tale in Debriefing Sept 01 8th AF NEWS. Jim states that one pilot halfway through his tour did claim five shot down but had no camera film to confirm it. He also forwards a fine copy of the December 1990 339th FGA Newsletter which contains several interesting stories of pilots wounded in combat, and which will be included in future issues of the 8th AF NEWS.

"I stopped believing in Santa Claus when my mother took me to see him in a department store, and he asked for my autograph."

Shirley Temple

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

MY SENTIMENTAL JOURNEY

by Adrian Leist Caldwell



Adrian and Dad

Someone once said, "A coincidence is God's way of staying anonymous." I also like the saying, "Some things are just beyond coincidence!" Both of these have affected my life since the day my life was changed by a conversation in a small French cafe in Charleston, South Carolina. My father was S/Sgt. Leroy E. Leist. He was a tail gunner on a B-17 assigned to the 418th Squadron, 100th Bomb Group, 8th Air Force. He and his entire crew of B-17G, 42-37975 were lost in action on February 4, 1944, thus becoming one of the members of Americans who gave their lives in defense of freedom and liberty. His plane was returning from a bombing mission over Frankfurt, Germany when it was hit by flak and disappeared into the Grevelingen, a coastal bay southwest of Rotterdam. I was only 20 months old when my dad was lost. I grew up knowing his picture, his existence, and his parents in Ohio. My mother kept a scrapbook of letters from friends, wives, and parents of the crew as well as the form letters from the War Department. The most moving piece of paper is "the telegram" which my mother received stating, "We regret to inform you....." I never asked questions about my father. I, as a child, accepted the fact

that my father was killed in the war. It was not until mid-life that my need to know was suddenly awakened through the kindness of a Dutch gentleman I happened to meet in Charleston, - and this was only the first of many "beyond coincidence" experiences.

My husband and I were standing on a street corner when a young woman, a total stranger, walked up to us and asked us if we were looking for a place to eat, recommending a nearby restaurant, "Gaulart and Maliclet French Cafe."

The little cafe was long and narrow with two-seat tables and a long counter. We could find room only at the counter. I happened to sit next to a gentleman and his son. I noticed his foreign accent and in the course of conversation I learned that he was from Holland but now lives in Charleston. His name was Nico Van Vliet and he was with his son, Nicolaas. I told him my husband and I had visited Holland in 1996. He asked what part and when I told him Margraten, he very softly asked, "Oh, do you have someone there?" I told him that my dad's name was inscribed on the Wall of Missing in the American National Cemetery there. He asked if would mind telling him what had happened to my dad and he told his son, to listen carefully. I found myself pouring out my story to this gentle, kind man and his son.

I told him how I had first seen my father's name in 1996 and of how emotionally touched I was to view the 8,301 white crosses on the graves of these young men and the 1,723 names inscribed in marble. We exchanged names and addresses and

parted ways.

Months later, Nico Van Vliet called to tell me he had returned from Holland and had made pictures for me of the cemetery and my dad's inscription. He told me that he and Nicolaas would like to do a collage of these pictures and asked if I had a picture of my father that I could send him. I said, "Oh, Mr. Van Vliet, that is not necessary." He replied, "Oh, but it is for the sacrifice your father made for my country." I was speechless. A week before Veterans Day I received a large beautifully framed collage. It included pictures of inscriptions from the cemetery, the crosses of the graves, the statue and, my favorite, Nicolaas saluting my



8301 crosses



Adrian Leist Caldwell at the crash site of her father's 100th Bomb Group B-17.

father's name on the Wall of Missing. I was moved beyond description with this thoughtfulness from a total stranger.

That day began an incredible "Sentimental Journey." We planned a trip to Margraten for Memorial Day, 2001.

My husband and I had been in contact with two Dutch gentlemen via messages we had posted on the 100th Bomb Group Association message board searching for information about my dad. These men were Ivo deJong and Paul Patist of the Dutch Air War Study Group.

A week before leaving for Holland, Ivo deJong emailed me asking if we had any free time, as his father-in-law had a sail boat in Brouwershaven and they would love to take me out to the location of my dad's plane. I was so excited and amazed with yet another coincidence since Brouwershaven is in the Grevelingen!

The day was not just nice, but was absolutely perfect with not a cloud in the sky. Ivo's father-in-law, Jan Willem Hekkelman, met us on his boat. He prepared coffee and dessert for us before setting sail. We sailed for about four hours, and Ivo came to me, put his arm across my shoulders and said, "Adrian, this is as close as I can get you to your dad, this is the place." They located the spot, dropped the sails and allowed me to place my bouquet of flowers in the water in honor and memory of my dad. It was a very moving, emotional experience for me. It was an unbelievable opportunity.

Then came another special event for me, Memorial Day at Margraten, Holland. When we arrived at the cemetery, we found two flower arrangements at the Wall honoring my dad. One was from Anneke and Leon Segers, the others from Adry Weijnberg. Both families have adopted the graves of American servicemen through an organization called American War Orphans Network. The Segers and the Weijnbergs had placed the flowers for my dad. They knew we would be there for the Memorial Day ceremony. We also placed our wreath at the Wall beneath my dad's name.

It was now time for the Memorial ceremony to begin. There were hundreds of Dutch families gathered for this occasion. After a 21 gun salute and national anthems played by the Dutch Army Band and the U.S. Army Bands, there were speeches by the U.S. Ambassador, Cynthia Schneider, the representatives from the Queen of the Netherlands and the Queen of England. Two citizens came forward with escorts by the Dutch Army and a member of the U.S. Armed Services. They laid wreaths in honor of certain units, bomb groups, and those sent by towns or provinces in Holland and Europe.

After seventy beautiful wreaths were placed, the Men's Choir from Margraten sang. During the benediction there was a Missing Man Formation fly-over by F-16s of the Dutch Air Force and another by the U.S. Air Force. Taps was played with an echo in the distance to conclude a movingly tender and honorable ceremony.

We then drove into the little town of Margraten to the Town Hall for a reception held in our honor. We spoke with veterans from the Dutch Army and also met Jan Jansen, the Mayor of Margraten. It was a lovely reception in the beautiful old Town Hall of the little village. We had a great visit with all these wonderful Dutch people who definitely have not forgotten what the American servicemen did for their country.

The next day, we went back to the cemetery for one more visit before leaving the country. We placed one of the buttons that had my dad's picture on it on our wreath with his name so that people there could identify with the name on the Wall. We witnessed many elderly Dutch men and women as well as young families visiting the cemetery with flowers and placing them on the graves of soldiers resting there. As

we were about to leave, an older couple, Mr. and Mrs. P.L. Leiffers approached us asking about the wreath and my dad. He indicated that he would visit my dad's name as well.

On the airplane home, I thought of our visit to the graves of my dad's fellow crew members, John Joyce, John Hamilton and Richard Anderegg at the Ardennes National American Cemetery on this trip as well as taking special notice of the names of the six missing crew on the Wall at Margraten. The only crewman left to visit was Harry Waskewicz whose body was returned to Michigan. Two weeks after returning home, Paul Patist emailed me from Holland that I should check the 100th Bomb Group message board of Harry Waskewicz's nephew had posted a message searching for information about his uncle! Another coincidence? I contacted Tom Waskewicz who gave me the location of his uncle Harry J. Waskewicz's final resting place in Michigan.

This story is not over by any means. My husband and I plan to visit Harry Waskewicz's grave to complete this portion of our journey. We then plan to visit Thorpe Abbots Airfield, England, where these brave men of the 100th Bomb Group were stationed. We are actively pursuing the recovery of my dad's B-17G. We are trying very hard to locate family members of all of the crew who were lost that cold, dreary day in February so long ago.

I hope you will all wish us luck as our Sentimental Journey continues.



Margraten Cemetery

IOWA CHAPTER

The Iowa Chapter held its annual reunion at Ames Iowa at the Starlite Motel and Convention Center.

Attending lunch were 77 people and 128 attended the Banquet. Our guest speaker followed entertainment by four Harmony singers called "Identity Crisis." The Guest speaker was Robert Cardin, Director of "The Lost Squadron Restoration Project", the story of a P-38 fighter that crashed landed in Greenland in July 1942.

New Chapter Officers are:

Charles Taylor remains as President

Wayne Zeigler remains as Vice President

Leon G. Mehring remains as Treasurer

Barry Johnson remains as Secretary

Other board members are: R. Dean Airy, Robert Suchow, Delmar Corderman, Roy Picht and new board member James D. Mairs.

Sunday morning we held a memorial service conducted by Robert Suchow and his wife Shirley.

Our P.X. did well, put on by Duff Coleman and his 11 year old son Joel.

This year James Zigrang of Eagle Grove, Iowa donated a beautiful model of a B-17 for our raffle. For many years he has given us a painting for our raffle.

Many thanks to James for his support of our Iowa chapter.

Leon G. Mehring, Treasurer

OREGON CHAPTER

On the hottest day of the summer so far in Portland, 84 Members, Associate members and guests showed up for the August quarterly meeting. The Beaverton Elks Lodge where our meetings are held was pleasantly cool, and the company as always was most enjoyable. Ah, the wonderful Pacific Northwest!

The business portion of the meeting was quickly taken care of, including the Treasurer's report by Virginia Knight, and the Secretary's report by Don Keller.

The Nominating Committee reported a slate of officer's recommended for election in the coming year, and the Membership endorsed the Committee's report. The new President will be John Horne, 467th BG; Vice President, Stan Greer, 389th BG; Secretary, Don Keller, Associate Member; Treasurer, Al Campbell, 389th and 453rd BG; Board Members elected are Andy Brown, 457th BG; Eldon Bevins, 390th BG and Tom Philo, Associate Member.

After lunch, the speaker for the days was Ken Buckles, the originator and guiding spirit behind the hugely successful "Living History Day" at Milwaukie, OR high school. In the nine years since its beginning, this annual salute to veterans has outgrown its original venue, and last year was held in Portland's Veterans Memorial Coliseum where it filled the vast floor of the basketball arena with over 3,000 veterans. More than a thousand volunteer high school students staged a "USO Show", reminiscent of those we saw way back in WW2. Buckles showed a

videotape of last year's show, and promised another great program this coming November, to be titled "Veterans - A Week of Honor". The idea of "Living History" has spread to several other high schools in the Oregon and Washington, and has even spread to other States. It is a marvelous educational program for students as well as the general public, and important to the goal of honoring and remembering those who fought to preserve our freedoms. Anyone interested in more information about this great program, perhaps as an idea for a high school in their area, could write to Ken Buckles, Living History Day, Milwaukie High School, 11300 SE 23rd, Milwaukie OR 97222.

The winter meeting of the Oregon Chapter is scheduled for 11:30 AM on Feb. 7 at the Beaverton Elks Lodge. President Joe Conroy encourages attendance as early as 10:30 AM, just for viewing exhibits brought in for the meeting and, of course, trading war stories. For information call Joe Conroy 503-246-2912 or Clint Gruber 503-645-2145.

Clint Gruber Vice President

COLORADO CHAPTER

8TH AIR FORCE HISTORICAL SOCIETY

Our Chapter had a very busy year.

January, 2001:

Several Chapter and 487th Bomb Group members were instrumental in setting up a WW11 display, featured in the Dayton Memorial Library, Regis University. This display focused on the 487th Bomb Group and the Air Force Escape and Evasion Society with its European Underground Helpers. This was part of Regis University's Seminars on Remembering WW11, Stories from Wartime, January 16 to April 24, 2001. These seminars were open to the public.

May 30, 2001

Memorial Day, Chapter members attended Memorial Day services at Ft. Logan National Cemetery and their thoughts and comments were televised on Ch. 4 TV Station, Denver, Colorado. It was a beautiful day and the attendance was enormous.

June 28, 2001

Our annual trek to the US Air Force Academy to pay our respects to our comrades buried in the Academy Cemetery, then to the Academy Club for our luncheon. Col. Harry F. Davis, Director of Plans & Academy Programs, was our guest speaker. Col. H.F. Davis, was a Group Leader before his current assignment. Prior service was in Germany, Desert Storm and Kosovo, as a Group Leader. During his presentation he was able to show gun camera videos of his air strikes in the battles and missions he and his Squadrons participated in. The event at the Academy is one of the best activities of our Chapter and always has a great response.

June 29, 2001

Six chapter members had the tables switched on them this day. They availed themselves to the opportunity of

flying in the B-17 "Aluminum Overcast", only this time, they all had to pay; the last time they flew, they were receiving combat pay. Brought back many memories good and bad, one was a POW another wounded. Great flying and just looking.

September 26, 2001

Chapter members attended the signing of the proclamation for "Mighty Eighth Air Force Week" by our Colorado Governor Bill Owens. He considered it an honor and pleased to sign the proclamation. We gave him the Eighth Air Force map of England showing and denoting all the bomber and fighter bases. We sent the original proclamation to Norm Grant, with a photo of the signing.

November 11, 2001

Chapter members had a contingent honoring our fallen comrades at the Ft. Logan National Cemetery. After the ceremony we visited the graves of family, friends and comrades.

December 3, 2001

Final luncheon meeting of the chapter year will be held at the River Pointe, Littleton, CO. Guest speaker will be Mr. Rick Crandall of radio station KEZW. Mr. Crandall is a true public friend of Veterans. Mr. Crandall has lead tours to the D-Day beaches, with a live broadcast, and will also live broadcast from Pearl Harbor on December 7th, 60th anniversary of the "Day in Infamy".

Our Chapter continues to recruit, speak when and wherever and attend programs honoring veterans, especially, WWII.

Reported by
Mike Quering, President

NORTH EAST IOWA WING

Fifty two members of the North East Wing, Iowa Chapter, met at the Elks Lodge in Waterloo on Friday Oct. 19, 2001 for a noon luncheon.

After signing in and getting seated, the program began with the singing of "America", followed by the pledge of allegiance and the invocation under the very able leadership Rudy Nelson. Bob Reeves played piano for the opening ceremonies.

Board members present at the meeting were Pres. Charles Taylor, Vice Pres. Wayne Zeigler, Treasurer Leon Mehring, Jim Mairs, Bob Sukow, and N.E. Iowa Wing Commander Bob Reeves.

One of our young associate members, Greg Piper, from Iowa City, came dressed in World War II class A Army Air Corps Officer's uniform. He really looked good! It's good to see our young associates taking such an active and enthusiastic part in history of the Mighty Eighth!

Harold Brock, of Waterloo, was our featured speaker. Harold spoke about "The Fords in My Past". He went to work for Henry Ford, part time, while still in high school. Upon graduation from high school, Harold became a full-time employee of the Ford Motor Co., where he worked with Thomas Edison and Harvey Firestone. He told many interesting stories about these famous men that he knew personally. He told about the Ford Motor Co. building the

Ford Jeep, the Sherman tank, and thousands of B-24 bombers that were built at Ford's Willow Run plant during World War II. He gave a fine presentation which held everyone's interest and answered a number of questions from the audience.

Robert C. Reeves N.E. Iowa Wing Commander

NEW MEXICO CHAPTER

The New Mexico Chapter of the 8th AFHS held its annual Fall General Membership Meeting and Luncheon on Saturday, 13 OCT 01. The members and guests in attendance totalled 152. Current Chapter membership stands at 210 with 10 new members having joined since the Spring meeting.

In commemoration of "Mighty 8th Air Force Week", those members present who were either on active-duty stationed in England or incarcerated in POW camps during the week of October 8th through 14th, 1943 were introduced and recognized.



Lt. Bruce Hall, Kirkland AFB, reading the 8th AF Week Proclamation.

Those members were:

- | | |
|-------------------------|-------------------------|
| Robert Hall (401BG) | John Kirkpatrick (96BG) |
| Van White (303BG) | Warren Wylie (95BG) |
| Albert Martin (507FG) | Charles Dye (392BG) |
| Bernie Swinburne (91BG) | Bernie Fallquist (95BG) |
| Dean Hall (95BG) | William Bell (482BG) |
| Paul Peloquin (93BG) | |

Lt. Bruce Hall, Jr. of Kirtland AFB read the Proclamation designating Oct. 8 through 14 as "Mighty 8th Air Force Week".

Lt. Hill also gave the record of missions during that week in 1943 and the numbers of airmen who made the supreme sacrifice.

President Hal Goetsch informed the membership of the introduction, made by New Mexico Congresswoman Heather Wilson, of "Mighty 8th Air Force Week" into the Congressional Record as a testimonial. Copies of the Record



Three members of the cast "Swingtime Canteen" who entertained members and guests with songs of the '40s. They are L-R Diana Hughes, Samantha Blaukamp (303BG) and Jillian Foster.

were made available to the members and guests. Nominations for vacating positions on the Board of Directors were made, seconded and approved. The following retiring members received plaques in appreciation for their service:

Homer Piper (493BG)	Bob Furry (448BG)
Carl Albright (446BG)	Ed Kastanek (493BG)
Loren Klar (390BG)	
Ray Dehmer Scty/Publicity	

WISCONSIN CHAPTER

Effects of the terrorist attack on the World Trade Center at New York on September 11 were felt immediately by the Wisconsin Chapter of 8AFHS. Our quarterly mini-reunion scheduled for that day at the 440th Airlift Wing, General Billy Mitchell Airfield, Milwaukee, had to be quickly transferred to a different location. Members arriving early were soon told they would have to depart the base. Later arrivals were directed to proceed to Racine, Wis., where suitable facilities had been arranged on short



Mayor David Kieck with Wisconsin Chapter 8th AFHS members signing the 8th Air Force Week



Wisconsin Chapter Patriotic display

notice. There was no luncheon, but the program was not hindered. We heard an interesting discussion by Ms. Kathryn Saldinger, of Weston, Connecticut, about her research concerning USAF personnel who were interned in Switzerland during WWII.

October brought the growing tradition of 8AF WEEK, and Mayor David Kieck, of South Milwaukee, Wis., presented the fourth of his annual proclamations for this event. Eight members of the Wis. Chapter 8AFHS gathered at the South Milwaukee City Hall on Oct. 2, just prior to the City Council session. As they were introduced, each one expressed appreciation for the mayor's steadfast recognition of the purpose and importance of 8th AF WEEK. Chapter President Bill Bergner, in his remarks emphasized the efforts of our group to attract further interest in

the Society and to keep people aware of our history, sacrifices, and accomplishments in WWII. When a special picture of an eagle's head appeared on Internet after September 11, a member of the staff at South Milwaukee City Hall made an enlargement and used it as centerpiece of a patriotic display in the lobby. This striking picture showed a "grieving eagle" with teardrop apparent. It remained as centerpiece for another display prepared by Don Almon for 8th AF WEEK in October. Also highlighted was an array of metallic model B17s and B24s, each decorated to represent a specific bombardment group that served in England. Donald W. Almon

SAVANNAH BIRTHPLACE CHAPTER

During the October Reunion of the Eighth Air Force Historical Society in Dallas, Texas the National Board approved the petition by the Savannah Wing to have their status upgraded from Wing to Chapter. This action resulted in the creation of the newest Chapter in the Historical Society. Appropriately this Chapter will be named The Birthplace Chapter of the Eighth Air Force Historical Society, Inc. This name is fitting due to the fact that on January 25th - 28th the Heritage Museum along with the Georgia Chapter and the Birthplace Chapter will celebrate the 60th anniversary of the birth of the Mighty Eighth Air Force here in Savannah. We are proud to be so honored by the National Board and the Officers, Board members and membership pledge to renew our efforts to support the important mission of National, along with the Heritage Museum, to honor our fallen comrades and to educate the public on the colorful history of the Mighty Eighth.

Our recent third annual Glenn Miller fund-raiser dance was a terrific success with approximately 250 loyal supporters in attendance. The event raised over \$2700 for our treasurer, 25% of which will be donated to assist victims of the September 11th terrorist attack on New York and Washington DC. We also are enthusiastic about taking on the completion of the B-47 Stratojet restoration in the Museum's Memorial Gardens.

The Chapter members invite all HS members to attend their welcome reception Friday evening, January 25th during the 60th anniversary celebration of the founding of the 8th Air Force.

Darrel Lowell President

LOUISIANA CHAPTER

The Louisiana Chapter held its fall meeting and banquet at the Holiday Inn in Bossier City, LA., home of the Eighth Air Force at Barksdale Air Force Base. Over fifty members were in attendance. The banquet was opened with the posting of the colors by the airline high school Air Force R.O.T.C. cadets. A buffet style dinner was served. President Harry Tanner welcomed everyone along with several guests and conducted a short business meeting. Some of the items covered were membership and

Chapter dues. Special guest speaker was (Ret) Col. Steve dePyssler, Retiree Activity Officer for Barksdale Air Force Base. Col. dePyssler spent forty years on active duty.

Also attending the meeting was Mississippi Chapter President and Mississippi Secretary, Bart and Kathrine MacNeil. Bart gave a short talk on their Chapter book entitled "Mississippians in the Mighty Eighth". It was suggested that Louisiana members should try and do a similar type book by its members.

The next morning featured a trip to Barksdale Air Base Museum. Members were shown a short film on the history of the air base by Museum Curator Buck Riggs, followed by a tour of the museum and the many planes outside. Cindy Goodman from Bismark Arkansas, Editor and Publisher of the "Splasher Six" Newsletter from the 100th Bomb Group Association, was elected to serve as the new Louisiana Chapter Secretary. Members went to the Officers Club for lunch. Speaker for this event was Col. Micheal Reese, Chief of Staff of the Eighth Air Force. Col. Reese gave an talk on the performance on the 8th Air Force B-52 Bomber. A question and answer session followed.

The Chapter's next meeting will be in Alexandria, Louisiana on March 1 & 2, 2002, Best Western Motel. The Louisiana Chapter had its first newsletter printed this year. Newsletter Editors Wiley & Earline Noble put out an excellent Publication.

A special thanks to (Ret.) Lt. Col. Ivan McKinney for planning the meeting in Bossier City.
Harry Tanner

MISSOURI CHAPTER

The Missouri Chapter met 30 October 2001 at the DAV Club in Kansas City. There were about 40 members & guests in attendance. President Frank Siler opened the meeting with the Pledge of Allegiance to the flag followed by a moment of silence for our fallen comrades. Doctor Hemant Thaker, Lt. Col. U.S. Army, a psychiatrist with V.A. Hospital in Kansas City, was present giving an interesting on Post Traumatic Stress Disorder.

Ed Burnham, chairman of the Nominating Committee presented the slate of Officers and Directors for election for coming year and introduced a motion for the acceptance of the report and the election of the officers as recommended.

Respectfully submitted,
Joe James

ILLINOIS CHAPTER

The Illinois Chapter continues its string of interesting guest speakers for its monthly meetings, one of which will not be held in December – it's the Holiday season! The Chapter will host a special holiday luncheon instead.

In September Dominic Rossi, 492nd BG, spoke about his experiences as a member of the renowned "Carpetbaggers." This group was involved with night

operations during the war, parachuting OSS agents into occupied territory along with other clandestine supply and nighttime logistical operations. For the Veterans Day meeting, Chapter member Willard Seyb told of his wartime experiences as a radio operator.

GENERAL JAMES H. DOOLITTLE CHAPTER

Belton Wolf, 305th BG, President of the Chapter, attended the recent 8th AFHS annual reunion as well as the meetings of the Board of Directors. Belton is especially interested in educational programs to tell younger generations the history and values of the veterans of the 8th Air Force. A special effort is underway to expand the Veterans in Schools programs in California.

Along those lines, newsletter editor Dan Raymond is encouraging Chapter members to write their stories for publication and preservation in the Chapter quarterly journal. A number of members have taken the opportunity to mail him their memorable experiences. Dan also notes an exceptionally good book written by Chapter Vice Pres. Abel Dolim called "Yesterday's Dragons" – one that he and his wife Janett "couldn't put down."

MISSOURI CHAPTER/St. Louis Wing

In the same fashion as the General James H. Doolittle Chapter, Kevin Pearson published the Missouri Chapter's Fall edition of The Rally Point with 16 pages of news and contributions from the membership. Over a dozen members wrote in to have the stories of their wartime experiences printed in the newsletter. The individual stories covered a wide range of subjects relating to the 8th AF in WWII.

RHODE ISLAND CHAPTER

The Chapter journal Now And Then, states on its masthead: "An Occasional Publication of the Rhode Island Chapter" and a fine one it is. The Chapter recently celebrated its tenth anniversary and is proud of the fact that the original format of the Chapter has not changed since its inception. The history of the organization is described in the October issue, with an enthusiastic outlook to continue monthly meetings and two special luncheons each year.

A mixture of subject material of WWII and 8th conflicts thereafter fill the newsletter with interesting food for thought. Kenneth Lundberg serves as editor and receives assistance from President Eric Spurrier and other officers of the Chapter.

NATIONAL CAPITAL AREA CHAPTER

The NCAC enjoyed guest speaker Lt. Gen. Stu Cranston's tales of his experiences as a test pilot at the October luncheon meeting. The meeting was held at the 94th Aero Squadron restaurant in College Park, Maryland. A copy of the Gregg Thompson painting "The

Piggyback Flight", signed by B-17 pilot Glenn Rojohn was raffled off at the meeting.

KENTUCKY CHAPTER

Members of the Kentucky Chapter set up their exhibit tent at the Bluegrass Field in Lexington for the annual airshow. The Collings Foundation B-24 and B-17 aircraft were on hand for the large crowd that attended. The Chapter also set up at the Frankfort Airshow the next week.

Charles Everson, 384th BG, spoke to the November luncheon meeting about POWs in World War II.

NORTH TEXAS CHAPTER

The members of the North Texas Chapter were honored to be part of the annual reunion of the 8th AFHS at Irving, Texas. The group had a welcome table decorated with banners and floral arrangements and Chapter members rotated duty to greet and assist attendees to the meeting. The welcome area remained busy all day long, especially the first few days of the reunion. A number of members attended the entire meeting. The Chapter was pleased to learn that Bill Rawson has been elected to the Society's national Board of Directors.

A recent meeting at the Fort Worth Petroleum Club featured Sydney McClain speaking on his 8th Air Force experiences during the war.

NEW YORK SOUTHERN WING CHAPTER

The Chapter celebrated its tenth year anniversary with a number of great events. Involvement of placing plaques and exhibitry in NY State buildings and in Museums have kept the Chapter members busy.

Larry Goldstein, Chapter President, has a call out for personal wartime stories from the members to be presented to noted author Martin Bowman for possible inclusion in an upcoming volume. They can be written down or recorded on tape. Larry was re-elected to another four-year term on the national Society Board of Directors at the 2001 annual reunion.

NORTH CAROLINA CHAPTER

The three North Carolina Wings are active. George Hood is leading the Eastern NC Wing into the upcoming years, looking into activities and programs for the members. Plans are in the works for a trip to the D-Day Memorial in Bedford VA.

The Metrolina Wing recently met through arrangements by Rev. Bob Arnold, with a great luncheon provided by the Ladies of the church. The speaker was B-29 pilot Sam Parks, and guests included 15th Air Force member Lt. Col. Dayton Scarnes.

Western NC Wing members met at Mill River restaurant with Les Warren continuing his story as an Air Force Cadet in 1942. Plans are underway for a big Christmas Wing party in Hendersonville.

ALABAMA CHAPTER

A lot of things are happening in Alabama. Southern Wing member George Grau spent a day at Daphne high school meeting with a total of 401 students to present half-hour talks about the story of the Mighty Eighth and his personal experiences. George also met with a troop of Cub Scouts in Daphne AL. The reactions and interest of these younger generations was overwhelming. Other Southern Wing members involved with the Veterans in Schools program are Paul Hogan, Wright Lee, and Vern Whatley.

The Birmingham area heard Belton Cooper speak on the breakout at St. Lo after the Normandy invasion and the Battle of the Bulge. Howard Polin's son produced and presented a video of Howard's 352nd Fighter Group reunion, to the North Alabama Wing. The Central Alabama Wing heard a fascinating slide show presentation from historian Miston McPherson on George Washington's brilliant leadership in the final stages of the War for Independence, 1776.

Samford University historian Professor Don Wilson has requested speakers for his classes in November. Henry Arnold and Bill Massey have volunteered.

MASSACHUSETTS CHAPTER

The Massachusetts Chapter has been very active despite the effects of the ghastly World Trade attack. Your Society was enjoying a pleasant Spring and Summer season when word of the villainous attack reached us. It was a clue to all that one cannot be complacent and expect everything to be always just the way one wants to be. We had already participated in our annual and long anticipated Veterans Boat ride. Thanks to The Boston Lobstermen's Association and Quincy organizations and yacht clubs we enjoyed a sail around Boston Harbor and a fine feed along with other veterans. We were due to tour the great Air Force installation at Westover on Sept. 13th. The terror attack was on the 11th and effectively cancelled that trip. Our participation in the Chinese Independence Day Parade and the reception for dignitaries from Taiwan also went by the boards. Stringent



Waiting to board lobster boats for Boston Harbor Cruise. Massachusetts members take to the sea.



Massachusetts Chapter "Sailors" look for blue skies! P.S. they got them!

security went into operation at Hanscom Air Base where we meet once a month. Our Fall Fling luncheon was threatened for a time.

Massachusetts vets have no intention of letting a bunch of rag-tag terrorists dismay us. We meet each month within a couple of miles of Concord Bridge. We drive down part of the Lexington Battle Road to our meetings. We are already planning new activities for the winter months. New members are joining. God bless America. Remember The Mighty Eighth! Jack Brennan "Vapor Trails" Editor

PENNSYLVANIA CHAPTER

A hundred Eighth Air Force veterans and their spouses attended the tenth annual reunion of the Pennsylvania Chapter from 28 September to 1 October at the Ramada Inn, Lancaster. The attendees enjoyed several but tours including visits to the Amish country side of southern Lancaster, County, the National Watch and Clock Museum in Columbia, and a local dinner theater presenting Camelot.

The main event was the Sunday evening banquet when Arthur and Carolyn Swanson were surprised by several presentations which recognized their valuable contribu-



Carolyn Swanson, President Frank Smoker, Arthur Swanson. Frank is reading the Resolution.

tions to the Chapter and the Society. The Swansons were the founders of the Pennsylvania Chapter in 1991 and have been instrumental in organizing and conducting each reunion during the past ten years. Art and Carolyn have promoted the missions of the 8th Air Force Historical Society by honoring the memory of those air-men and support personnel of the 8th Air Force who paid the ultimate price to protect our freedom. Lancaster was chosen as the site for this tenth reunion because that's where the Pennsylvania Chapter originated.

At the annual general membership meeting, Board members elected for a new three year term were Frank Smoker, George Stiftinger, Shirley Holmes and Robert Willis.

During the annual Board of Directors meeting, Frank Smoker, who has been president for the past three years, announced his desire to step down as president and a new president was elected. The newly elected officers are: Arthur Swanson, President and Treasurer; George Stiftinger, Vice-President; and Carolyn Swanson, Secretary.

MICHIGAN CHAPTER

Our annual meeting of the Michigan Chapter, Western Michigan Wing was held November 11, 2001 at the Comstock VFW Post 6252, Kalamazoo. We joined those from the Post in their ceremonies honoring veterans, past and present. Our president, Suds Sumney, participated in reading the names of the Michigan 8th Air Force members who have passed on this year.

Suds Sumney announced that the gathering in Cadillac on November 9th for the unveiling of a plaque honoring 8th AF veterans was attended by about 35 veterans. We donated a copy of "An Eighth Air Force Diary" by John A. Clark of the 100th Bomb Group to the Kalamazoo Public Library, the Portage and Western Michigan libraries. A copy was given to the Chapter for circulating amongst our members. We will also prepare a list of books and videos available to our members.

December 12, 2001 - VFW Post 6252 will hold their annual Christmas party for the Battle Creek Veterans Hospital. Group will also be guests of a basketball game at WMU. Contact Suds if interested in going.

Bill Hart also told us of meetings of the "Hoosier Warbirds" on the second Monday night of each month at the Dekalb County Airport in Auburn, Indiana. They have about twelve planes on display. We are invited to join them at any time.

We plan to meet in Lansing next Fall to receive a proclamation by Governor Engler for the annual Eighth AF Week. Bruce Helmer will coordinate. Our annual gift of \$300.00 to the Ladies Auxiliary of the Post was presented to them for the Veteran's Christmas Party.

Meeting was adjourned and we enjoyed another fine lunch prepared by the ladies.

Dick Giesing Secretary/Treasurer

8TH AIR FORCE LICENSE PLATES



Bill Stewart, 486th BG, Palm Desert CA, flew in B-17s as a ball turret gunner. Bill states, " This license plate is recognized by many airmen, who want to know which bomb group I flew with. I get lots of horn-honking and they say 'Thank You!' with a thumbs up!"



Texas doesn't charge extra for WWII Veterans tags, but does charge for personalization. Gerald Robins 381st BG, Kingsville TX, tried numerous combinations for his plate until he realized "the ole B-17 came through – as always."



Art Belkowski, 92nd BG, Hamilton Square NJ, filled up every space on his tag which he has proudly flown for the past 8 years.



From Richard "Luke" L'Ecuyer, 487th BG, Hicksville NY, flew 35 missions as a pilot April 15 – October 4, 1944.



"We've been followed in different states in our travels, some curious as to what our tag means – others know of the Eighth. Teachers from our local high school have followed us home to inquire and some students saw the plate and told their teachers and friends about the 8th and the service." Paul Steele, 306th BG, Mechanicsville VA.



Conrad Zemke, 447th BG, Racine WI, has had his license plate since 1989 and continues to receive compliments on it. Conrad flew 30 missions as a tailgunner and spent his offtime playing alto sax with the "Block Buster Band."



Tom Daniel now lives in Minnesota and was with the 384th BG at Grafton Underwood, flying 35 missions. He writes, "I've had a number of comments about my license plate over the years and what it means. I think it is important to tell about the 8th AF and its record, especially to younger people who weren't even alive during WW II."

A LONG AND MEMORABLE CIRCUITOUS ROUTE

by John Wranesh, 457th Bomb Group
Ann Arbor, MI

Following aerial gunnery school in Harlingen, Texas I was assigned to the 2nd Air Force Training Command, Lincoln Army Air Force Base. At this time I was assigned to an air crew to train at Sioux City Army Air Force Base on B-17 Bombers.

There was day and nighttime training conducted by seasoned veterans who had already been in overseas combat. The crew had an excellent opportunity to know each other and develop the team concept, and there was always interaction among the various crews in training. Following our training we were assigned to Herington, Kansas which was a staging area for overseas assignment. From there it was a train ride to Camp Kilmer, New Jersey and a boat ride (in a convoy which took two weeks) to England. Upon arrival in England there was additional training at Stone and The Wash and ultimate assignment to the 457th Bomb Group, Station 130, Glatton (near Peterborough) England. Many of the crews who had trained together in Sioux City were still together in the 457th Bomb Group.

On a mission to bomb Magdeburg, Germany in September, 1944, our aircraft was shot down by a formation of German fighter planes; seven of our crew became prisoners of war. Two of the crew were killed--Harry I. Jacobson, the radio operator and Joseph Jirik the co-pilot. Following return of the remaining bombers to the base in England, Louis Reinhart, a neighboring crewman, retrieved some of the personal effects of Harry (Jake) Jacobson with the intention of sending them back to the family, but he had no address so he held onto them for 57 years!

Jake Jacobson was our only married crewman with a child - Dee Dee, who was two years old at the time. Doris, Jake's wife, corresponded with various families of crewmen trying to determine what had happened to Jake. Her last correspondence to my parents was in July 1945 and she, Doris, had received final word from the army as to

what had happened to Jake. I had not reached home yet following my liberation from the German Prison Camp. I did not follow up on any correspondence following my release and pursued a rather loose life-style for a time, but Jake and Joe (the co-pilot) have been and will forever remain in my memory system.

In December 2000, I received the quarterly newsletter from the 457th Bomb Group Association and noticed the name Louis Reinhart, Enid, Oklahoma. I called him that evening and during the course of conversation he mentioned that he had some personal effects that belonged to Jake and had kept them all these years not knowing what to do with them. I said, "We will have to try to find an address, but it won't be easy."

Working through the internet, I noticed there was a possibility in Louisville, Kentucky, the last known address for Doris. In contacting Harry Jacobson, I discovered "the needle in the haystack!"

Harry was a cousin of Jake's daughters, Dee Dee. He supplied information as to what had transpired over the years. Doris had remarried and Dee Dee had been adopted by her "new" dad (the adoption papers were signed by former president Gerald Ford who was an attorney at the time). She had gone on to school and recently retired after teaching at Eastern Michigan University for 29 years! There was an immediate interest on the part of the cousins, Dee Dee and Harry. Later Dee Dee phoned me and set up a dinner date in Ann Arbor where I gave her additional items of interest such as letters her Mom had written to my parents about Jake; a crew picture; a history of the 457th Bomb Group; a layout of the airfield at Glatton; and a marked up B-17 aircraft drawing with crew positions. I tried to answer the many questions as to what her Dad was like and things he did in England. She is a most grateful person.

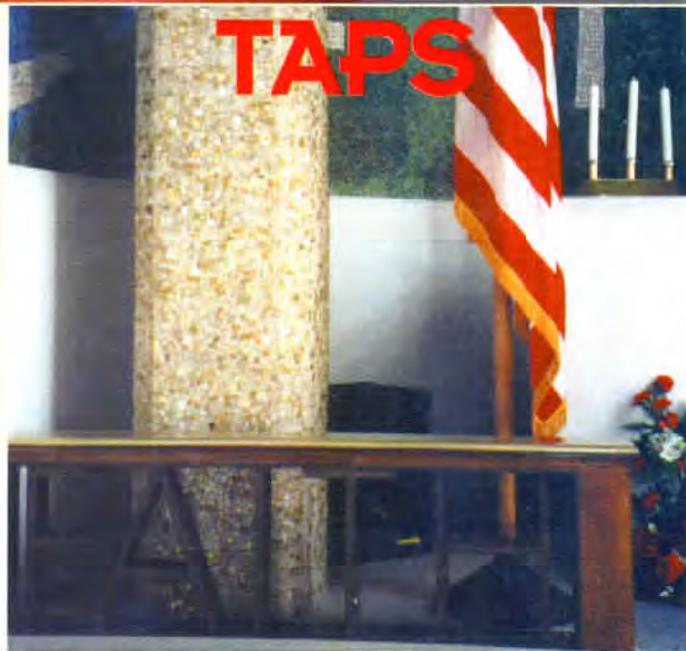
It is indeed a small world when Dee Dee and I have unknowingly lived within 20 miles of each other for many years and to be drawn together by a gentleman in Oklahoma, by a chance listing in a Bomb Group bulletin. Louis Reinhart had just joined the 457th BGA and was listed under the heading "New Members, New Found 457th Buddies, Relatives and Interested Persons." We were, indeed, newly found "old buddies."



Crew identity back row left to right, then front row left to right as follows:

Fred Lockwald, pilot, Joe Jirik, co-pilot (killed in action), Jim Rawls, navigator, Seymour Salganick, bombardier, Carlton Killgo, engineer gunner, top turret, Phil Williams, tail gunner, Karl Lambertson, waist gunner, Drew Sheffield, engineer gunner, waist and lower ball turret, John Wranesh, armorer gunner, waist and lower ball turret, Harry Jacobson, radio operator (killed in action while flying as right waist gunner)

On the mission of September 28, 1944 to Magdeberg we were flying a nine-man crew with Karl Lambertson being left at the base. It was common to fly nine-man crews at that time. The radio gunner served as the right waist gunner which was the case with Harry Jacobson as we were undergoing German fighter attack at the IP. Harry was killed in action on that mission.



Kelling, Henry, Leander TX; 306th BG; 1939 graduate of Texas A&M

Burgess, Glen, Guilford ME; 391st BG tailgunner

Gordon, Norman W., M.D., Encino CA; Flight Surgeon for two years with the 8th AF in England; active in civic and medical community affairs; On President's Advisory Board of Cal State for 23 years.

Moore, Joe, Lexington KY; 357th FG; Kentucky Chapter

Kaplen, Theodore, Houston TX; 390th BG

Morrison, Frank, Cannon Falls MN; 95th BG navigator, hit and bailed out over Russia on his 30th mission and made his way back to England

Callahan, Major General Daniel, Nashville TN; He received his pilot wings in 1932, after graduating from West Point. Flew "the Hump" in Burma during the war and had a distinguished and lengthy career in commands and positions in the Defense department in the Pentagon. As Director of Logistics, J-4, during the Cuban missile crisis he oversaw movement of US personnel to handle the day-to-day situation. Joined NASA teams after retiring and worked with the moon programs. Received many awards and decorations including the Distinguished Service Medal. Active in founding and leading Chapters of the AFA, of which a Tennessee Chapter is named after him.

Clark, Martin Pete, Carrollton TX; 303rd BG; also decorated veteran of Korean War - just "Dad" to his devoted family - from daughter Tina Clark

Adams, C. B., Worth MO; Missouri Chapter; 8th AF Composite Command; also stationed in Europe four years; driver for Gen. George Patton; witnessed the horror of concentration camps; helped transport Nazi war criminals to prison - from his daughter Christine Bishop, who also expresses her deep appreciation for each member of the Eighth Air Force for their service to God and country.

Enloe, Lyman, Kansas City MO; gunner

Dye, Howard, Jamison PA; pilot 467th BG; 35 missions including two on D-Day; 42 years of military and Federal

civil service; - from his wife, Anne

Stalnaker, Harold, Tupelo MS; 458th BG; MS Chapter, POW; related to friends jokingly many years later that when the pilot gave his crew the bailout order, he sat in his tailgunner hatch thinking about it. Finally threw out his GI shoes and jumped.

Leimuehler, Elmer, Florissant, MO; Missouri Chapter, from his wife Edna

Boyer, Peter, and wife, killed in their California home; Navigator, 412th Sq 95th BG on Robert Newman crew; 30 year career after later going through pilot training as fighter pilot

Gregg, Robert "Rusty", Kansas City MO; 44th BG; Budget analyst for Bendix/Allied Signal

Chassaing, Joseph, Portland OR; 390th BG, R/O on Robert McGuire crew; POW, shot down 1943 on Munster raid

Reed, August "Del", Beaverton OR; 306th BG ball turret gunner; career USAF Graphic artist - from Joe Conroy

Sorensen, Robert and wife Shirley, Missouri City TX in automobile accident; married May 2000, caringly and devotedly in love; 303rd BG, waistgunner, thrown from exploding B-17 over England without his parachute, landing with severe injuries in a tree near Wenlock Home.

Barras, Clarence, Fulshear TX; 2nd AD pilot; engineer with Dow Chemical - from Alfred Lea

Kay, Clayton "Smiling", 490th BG; distinguished career in Funeral Home business in Texas

Woolford, William, Tigard OR; 34th BG

St. Clair, Rodman, Alton IL; pilot 801st BG/492nd BG Carpetbaggers at Harrington; awarded Distinguished Citizen, State of Illinois - from John Greenwood

Angus, Harry, Belleville IL; R/O gunner 96th BG; POW, shot down during the Big Week campaign in Spring 1944 - from his son Bruce Angus

Bittenbring, Terry; loyal HS associate member whose father, Albert, was with the 8th AF in WWII - from sister Dianne Hughey

Sandifer, Ewing, Wesser MS; Mississippi Chapter

Talley, Martin, Houston TX; 492nd BG

Berry, James, Montgomery AL; Alabama Chapter; USAF career on anti-submarine patrol in WWII, Berlin Airlift, Korea, and Vietnam

Pesler, George, Cleveland OH; ball turret gunner 100th BG

Lackey, Lacy; 390th BG, founding member and past-President Pennsylvania Chapter; died Veterans Day 11 November after complex and lengthy illness - from devoted friends Carolyn and Art Swanson.

Beard, Charles Jr., Birmingham AL; 96th BG pilot; shot down and fought alongside of French Resistance before returning home; successful career in Health Care industry in Alabama; BOD and supporter of Eighth AF Heritage Museum; personal pilot for Paul "Bear" Bryant.

Goldstein, Dorothy, Ridgewood NJ; beloved wife of AFHS Board member and 8th AFHS Reunion Chairman Larry Goldstein

The American War Cemetery

Precise formation of cross and star
ever washed by English rain,
safe beneath the Cambridge sky,
beyond all earthly pain.

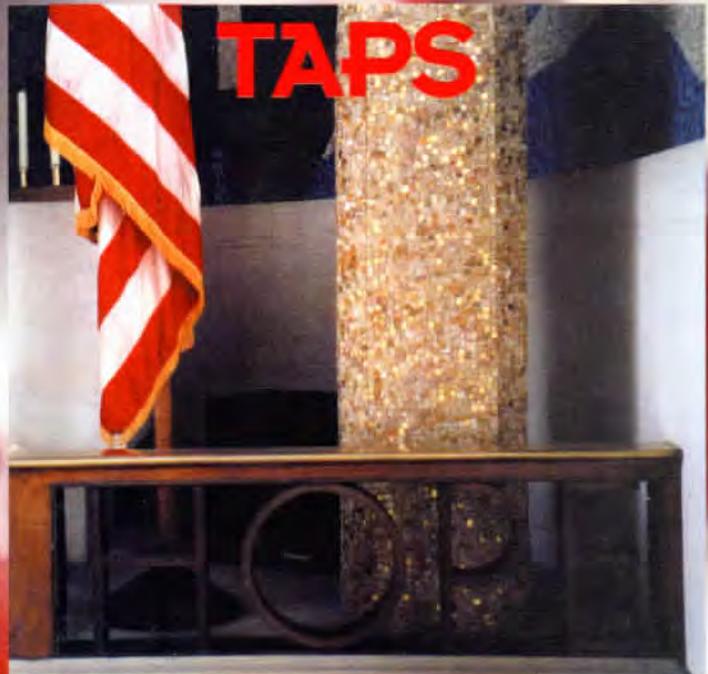
A tranquil end to turbulent times
and I transfixed reflect
on summer days in Forty-two,
and stand in quiet respect.

They'd known the local English pubs,
they'd danced with English girls,
and some were given photographs
and treasured them like pearls.

Eternally etched on a long straight wall
is every soldier's name,
in Madingley in memoriam
ever kindling Freedom's Flame.

They'd filled our skies with Fortresses,
our lanes with G.I.s. in jeeps,
now this former English meadow
is the U.S.A., for keeps.

Michael Milburn



BRIGADIER GENERAL JOHN A. BROOKS III

John Brooks was a graduate of West Point who had a distinguished career military career. Well-known throughout the 8th Air Force during the war, He was a Group Deputy Commander on the 1 August 1943 raid on Ploesti oil refinery in Romania. Assigned to the 389th Bomb Group. He flew a tour of twenty-five missions before helping organize and becoming Commander of the 2nd Scouting Force, with which he flew numerous missions as a fighter pilot. He received the Distinguished Service Cross for his action in defending bombers on a 9 Feb 45 mission over Germany.

He later commanded the 20th and 36th USAF jet fighter Wings, retiring in 1969 after a notable career of distinguished commands and service to his country. At his side at his death were his wife of 60 years, Jane Brooks, as well as close friends Dick and Marian Atkins.



Donald Keohane, Angola NY – 390th Bomb Group
Donald Keohane was an engineer/top turret gunner flying 32 missions with the 390th Bomb Group at Framlingham. He authored two stories of his war experiences for the 390th Bomb Group Anthology. After a life-long career with Sears Roebuck Co. he remained active in community

affairs and especially with the Lake Erie Beach Volunteer Fire Company, which he helped found. He is survived by his wife of 53 years, Joan, five daughters and a son.





Grace McDonnell

was a registered nurse with the Army 65th General Hospital in Redgrave, England, a major facility taking care of wounded 8th Air Force fliers. The 65th was featured in the cover story by Dr. Ivan Brown, Lakeland Florida, September 01 8th AF NEWS

1st Lt. Grace McDonnell, ANC, Jan.1943



Four nurses, a medical officer, and some 8th troops on a tour of Glasgow University, Grace McDonnell smiling in foreground

Grace writes, " I dug down deeply in my photo box and came up with a few photos. Living near the airbase at Dover, I recall the large airplanes flying over my house before I transferred to my duty station at the 65th General in England."



Airmen from the 65th General Hospital ready to go back to duty. Hosts were local gentry who invited groups for tea and croquet. The hospital "supplied" the tea, sugar and crumpets. Identifications of the 8th airmen unavailable.

After the D-Day invasion, what did the army ground troops get every time they tossed a handgrenade into a kitchen in France?
Linoleum Blownpart.

After several trips to London, I realized that they speak English with a very unusual accent. It's almost like they were another country.

Clyde White, 390th BG

MADINGLEY - 2001

by Norman Bussel
Chaplain, 447th Bomb Group Association

We give thanks today, for the privilege of coming together once again, to honor our comrades who are interred on this bit of U.S. soil. U.S.

soil, cradled within the land of England, a land which is to us a second home. It is from these shores that we launched our combined armadas, by air and by sea, to defeat those evil forces who sought to enslave the free world. Finally, though our victory was sweet, it did not come without cost. The price of victory was the loss of thousands of lives - American, British and other allies. Today, we stand in the midst of some of our American comrades who made that supreme sacrifice.



Why do we journey so far? Why do we keep coming back to eulogize the young heroes buried here? It has been more than half a century since they laid down their lives so that the world would remain free. We are here, today, because we are among the few now alive who remember those times of **turmoil**; of **valor**; of **sacrifice**.

That is why it is so important for us to repeat this story - over and over again. To our children. And to our grandchildren. It is our duty, our charge, to perpetuate this story, so that their bravery will never be forgotten by future generations.

Sleep, dear comrades. Sleep in eternal peace. And know that whenever the word **COURAGE** is uttered on these hallowed grounds it will be spoken in YOUR honor.

Amen.

BLUENOSER BOUNCE

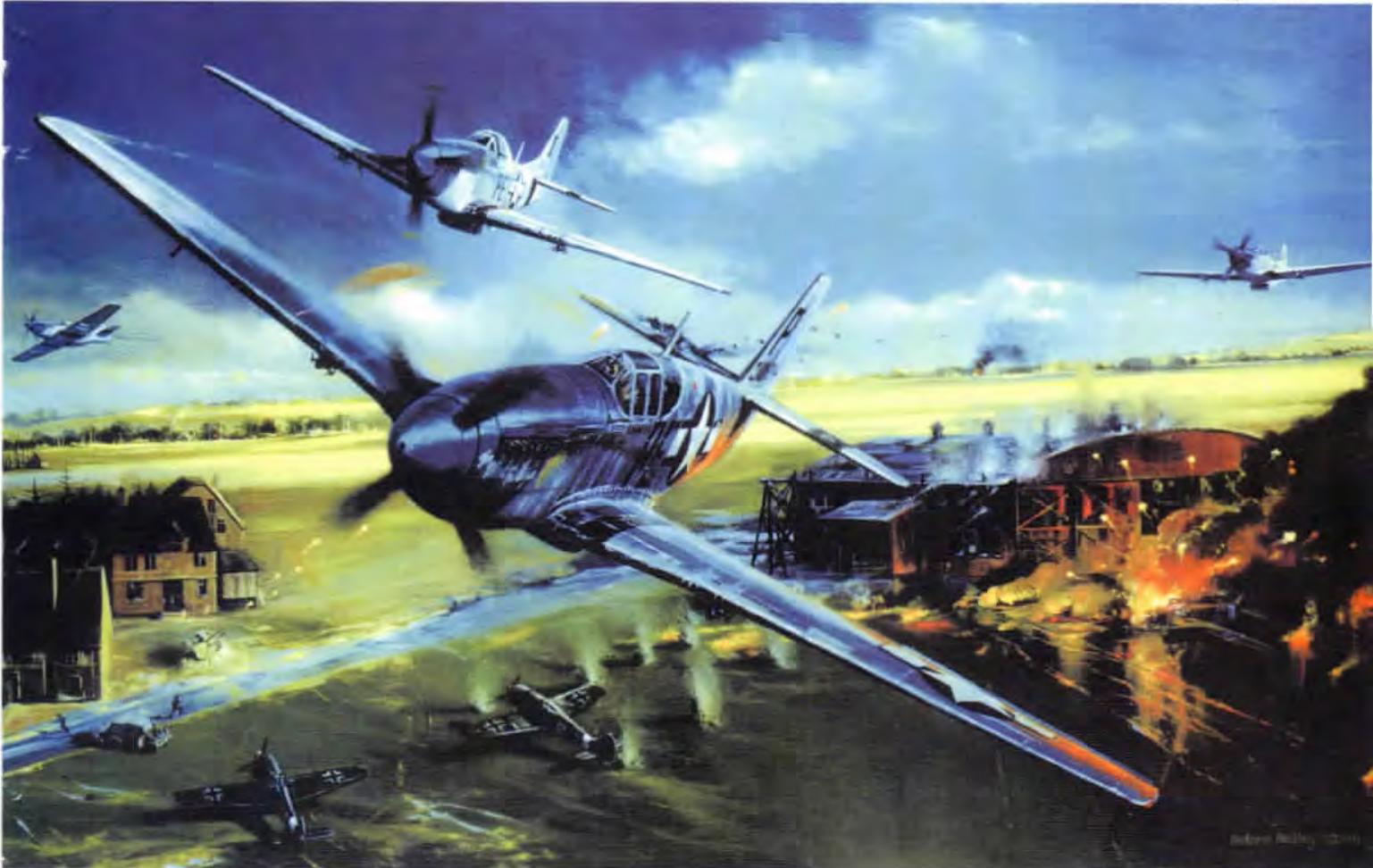
Canadian aviation artist Robert Bailey has recently released a painting depicting a low-level strafing attack on a German airfield in France on April 28, 1944, the painting featuring four bluenosed Mustangs of the 352nd Fighter Group out of Bodney, England.

Running the gauntlet of intense and accurate enemy

hands. Powell prepared to bailout, just waiting for his plane to reach enough altitude, but as his speed diminished he found it easier to control the plane and decided to try to bring it home.

Right behind him, Lt. Jamie Laing took a hit in his radiator and rapidly lost his coolant. When his engine "froze" some 15 miles from the field, Laing bailed out. He was later captured and spent the rest of the war as a POW.

With Sharp and Furr escorting him, Powell managed to get his ship back across the North Sea to Bodney. Col.



gunfire, these Bluenosers destroyed or damaged several German Ju-88s and Fw-190s to carry out Gen. Jimmy Doolittle's orders to "Destroy the enemy; in the air and on the ground."

Returning from a bomber escort mission after being relieved by another fighter group, the airfield at Herbeville, France became a tempting target for the four Mustangs flown by Capt. Robert Sharp and Lieutenants Robert Powell, William Furr and Jamie Laing. Diving down at 350 miles an hour a few miles from their target, the four P-51s hit the field at treetop level, finding targets and shooting them up.

Foremost in the painting is Powell's "West 'by Gawd' Virginian," taking an explosive shell in his right horizontal stabilizer as he zoomed up off of a hangar where he left a Ju-88 burning. Calling out that he was hit, he fought the Mustang as it zoomed upward, the bent up metal of the tail making it necessary to force the stick forward with both

Joe L. Mason, Group Commander radioed Powell to ask him if he was going to land the plane or bailout. When Powell told him he wanted to land it, Mason told him to hold at 5,000 feet until he could get all the other incoming planes on the ground. While holding, Powell checked the damaged Mustang to see how it reacted in a near stall both with wheels up and wheels down. When he found he could keep it stable at the lower speeds, he left his wheels down and made a "hotter than usual" landing. He later said that attack reminded him of the Tennyson's famous poem, "The Charge of the Light Brigade" with ". . . cannon to the left of them, cannon to the right of them, cannon in front of them. . ." Most fighter pilots of WWII agree that strafing airfields was the most hazardous thing they did, far more dangerous than air to air combat and with a greater casualty rate.

BLUENOSER BOUNCE continued

Early this year Mr. Bailey's agent contacted Powell, who is editor/historian of the 352nd FG Association, to tell him that Artist Bailey wanted to do a "Bluenoser" combat action and asked for Powell's help. Bob told him he could provide good descriptions of some of the more dramatic exploits of the 352nd aces, but Bailey didn't want to do any of the aces, he just wanted to do an action of one of the 352nd's "ordinary" pilots. Powell told him that he was "about as ordinary as they get." So, at their request, Powell sent them detailed descriptions of some several combat encounters and Bailey chose the strafing action.

All through the development of the painting, Bailey sent Powell photo attachments of his work in progress via e-mail. Powell would review these and suggest slight changes, and Bailey would send a revised photos.

As the painting neared completion, Bailey asked Powell if he could arrange for some 352nd veterans to sign the prints for him. Scanning his computer list for the highest concentration of 352nd veterans, Powell arranged a signing session in Tampa, Florida where six pilots and three airmen of the Group met for an all-day signing session. These 352s included Major General Luther Richmond, C.O. of the 486th FS before he was shot down and made

a POW; Major General Bill Pattillo, who was a member of the first Air Force Thunderbird team; L/Col. Don Bryan, the 352nd's leading living ace; Lts Charles Price and James White and Capt Robert Powell.

Like a woman's right to change her mind, artists are granted artistic license to deviate from facts a little. In a clever ploy to pay tribute to Jamie Laing, who was listed as missing in action on this mission, Artist Bailey changed the personal identification letters on the tails of the three planes behind Lt. Powell to read, from left to right, MIA. Few, if any, who see this painting, would make this observation, but Mr. Bailey gave his painting this almost hidden meaning as a salute to all those who did not come back from combat missions.

The original painting, which was priced at \$10,000, was sold to an aviation art collector. Signed prints of "Bluenoser Bounce" are available from several studios. Anyone interested in more information or obtaining a copy can contact Robert Bailey via e-mail using (bailart@home.com) or Bob Powell at (bluenoserbob2@juno.com) or by going online using (www.brooksart.com) and clicking on New Releases.



HOW ABOUT IT?

WHY FEAR?

Earl Wassom, 466th Bomb Group

World War I, the war that was supposed to "end all wars," left the world more fearful than before. Chaos and unrest were still present. The war solved no problems, it only created more. The struggle among nations created more fear and there was little leadership with integrity. Men with greed and controlling spirits arose as political firebrands. Their sole purpose was to conquer. The tired, fearful and hungry people turned to the available leadership. In China there was Mao; Franco pronounced himself as leader in Spain; Lenin controlled Russia; Benito Mussolini saw himself as a saviour who would rescue his country from chaos. Adolf Hitler transformed Germany into a militant camp. These radical leaders slowly gathered support and formed partnerships for disaster.

As the world became increasingly infected with conflict, the United States attempted to stay neutral, but war knows no bounds. Soon there was Pearl Harbor. The aggressive military moves of Japan thrust America into war. Soon after, the U.S. declared war on Germany. With losses in the Pacific, Africa, Europe, there was no good news anywhere. People were becoming demoralized and fearful. The President of the United States in one of his radio addresses said, "We have nothing to fear but fear itself." This challenge to the people of the nation was very timely. Fear is a deadly thing; it is contagious and can spread like a plague. None of us are immune to fear. It touches everyone and must be dealt with individually. How to do this? In the Chinese language, the word for

crisis is a combination of two other words, *danger* and *opportunity*. The crises of life create danger with the response being fear. Fear must be acknowledged and then determination made as to what opportunities are available to overcome it. Air crew members faced a crisis every time a combat mission was flown. I have to yet find an individual who did not experience fear. He might not always admit it, but it existed. A squadron commander, who outranked most of the men on base and who had more flying and combat experience than they, confessed long after the war his true feeling regarding fear. All alone at night in his hut, he would hear an aircraft engine in the distance sputter to life, then increase to a mighty roar, then die out. The maintenance crew was making last minute adjustments, tuning the engine. Fear gripped him as he thought of the next day's mission, his responsibilities for the men of his squadron and for himself. He also recognized that fear is an insidious and deadly thing which can warp judgment and reduce effectiveness. He thought of all of the dangers he would face, he reviewed in his mind all of the emergency procedures and felt security but that alone did not assure him of a safe return. He might die.

His father, a veteran himself, shared earlier with his son a comforting scripture that he read once again, the 91st Psalm.

"His faithful promises are your armor and protection. Do not be afraid of the terrors of the night nor fear the dangers of the day, nor dread the plague that stalks in darkness, nor the disaster that

strikes at mid-day..... If you make the Lord your refuge, if you make the most High your shelter, no evil will conquer you....I will rescue those who love me. I will protect those who trust in my name. When they call me, I will answer, I will be with them in trouble. I will rescue them and honor them. I will satisfy them with a long life and give them my salvation."

(NLT)

The commander knew very well what might happen on the upcoming mission. He knew fear would ride with him but he could live with it. In its proper place, fear would be an asset, sharpening his skills, keeping him alert and effective. He did all he knew to do, he handed it over to God, and no matter what happened, he knew God would be with him, in this world or the next!

As human beings, on our last mission, we face certain death. It will come to all of us. The certainties of death can be met with confidence. God will be with us in this world and the next as well. God declares, "Fear not" and with faith in Him, we need not fear.



Earl Wassom



If you live on the brink of death yourself, it is as if those who have gone have merely caught an earlier train to the same destination, and whatever that destination is, you will be sharing it soon, since you will almost certainly be catching the next one.

F/Lt Denis Hornsey, 76 Squadron, 1943



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