



# th AF NEWS

VOLUME 01 NUMBER 3 Voice of "THE MIGHTY EIGHTH" September 2001

• Hospitals  
That Served  
The 8th Air Force

• Mighty Eighth  
Air Force Week  
October 8th-14th

• Reunion 2001  
October 25-28  
Irving, Texas

**Eighth Air Force  
Medicine in England**



# 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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## PRESIDENTS REPORT

**REUNION 2001** – Hope to see you in Irving, Texas, October 25-28, 2001, and look forward to some great Texas hospitality. Complete reunion information is in the June issue.

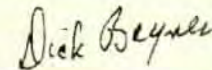
**OUR SINCERE THANKS** – The response to our special appeal was overwhelming and puts us in excellent shape to carry out our mission. Thanks to the outpouring of support we are sound financially and our life membership fund will continue to cover all life members into the future. We are establishing a budget system that will project our needs versus our expected income to keep us sound into the future. We have also stopped carrying delinquent members on our roles. More information will be in the Treasurer's report, and details will be included in our November issue.

**TO PERPETUATE OUR HISTORY** – We have established an **EDUCATION COMMITTEE**, with a number of sub-committees to cover the various areas of outreach. Craig Harris has been appointed Chairman, with Lt. Gen. Buck Shuler as advisor. Sub-committees formed or being formed include: 8th Air Force Curriculum Guide, Oral History (both of these tie into The Mighty Eighth Air Force Heritage Museum.), Internet Exposure, and Interface with

Schools. We are not only interested in telling our story, but we must interest newer generations in our history and programs.

**60TH ANNIVERSARY OF THE EIGHTH AIR FORCE** – Mark it on your calendar now. We will celebrate the 60th anniversary of the founding of the Mighty Eighth Air Force, where it all started – Savannah, Georgia on the weekend of January 26, 2002. The Society's Board of Directors is planning to hold their mid-year meeting there and participate in the anniversary celebration.

**MY LAST PRESIDENT'S REPORT** – I am humbled and privileged to have served as your President for two terms (ending at the Board Meeting following the reunion). Thanks to the many who have supported our programs, and a special thanks to the dedicated members of the Board of Directors that you have elected. In this period of austerity, they have not only donated their service, but much of their expenses. As for the future, our Society is in good shape to carry out our mission.



Dick Baynes, President



## MISSION BRIEFING

### WANNABES

Every few issues of the Eighth Air Force NEWS I receive some correspondence questioning the accuracy of some of the articles contributed or reprinted. As editor I try to keep the facts spot on with what goes into the magazine, but fallacious articles on occasion will creep in. It happened in the June 01 issue, being brought to my attention one day in the Heritage Museum library by Bill Lyons and shortly thereafter corroborated by old friend Bob Kuhnert, both of the 355th Fighter Group. Bob sent me a long track record he had compiled on this particular contributor, pointing out fallacies in his article.

I guess we've all run across them at one time or another. People who need to take credit for deeds they didn't do and by their actions dishonor those who sacrificed. I am not, of course, referring to our loyal 8th AF


re-enactors who support us in many ways, participating in our ceremonies, parades, and reunions. The re-enactors are special members who have the deepest respect for what those who served in the Mighty Eighth have done. They are always appreciated and most welcome. Across the country, a national program is carried out by groups of Civil War battle re-enactors, teaching younger generations what it means to fight for their country and freedom.

Wannabes come out of the shadows at any time and any place. I once had an employee who had his medals and commendations from his Vietnam exploits framed and hung on the wall for everyone to see. It turned out that this fellow had never heard the call of Reveille or tasted the taste of Spam. He had never worn the proud uniform of our country's Armed Services; had never served. I haven't seen him since.

I will continue to screen 8th AF NEWS articles as best I can, but

occasionally one of these bogus items will slip into the magazine. I appreciate Bob and others letting me know when that happens. We need to know who the enemy is.

With their sad insufficiencies and in their pathetic manner, Wannabes will always be around, claiming to have been part of the 8th Air Force's distinguished history – something they could never be.



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## MISSION: TODAY, TOMORROW AND BEYOND

A Report of the Education  
Committee

The Long Range Goals Committee has not exactly morphed into the Education Committee, but their respective missions overlap to a large degree. In the President's Report, Dick Baynes describes our formation of various task groups to develop our educational objectives, all quite consistent with our long range mission, and perhaps one of our most important long range objectives. We expect that the Education Committee will be continued in the next administration of the Historical Society.

In our last report, we mentioned the development of a

curriculum guide. Later planning calls for "A Curriculum Guide -- The Lessons of the Eighth Air Force Experience" to be developed by the Eighth Air Force Heritage Museum staff, with the collaboration of an 8AFHS Education sub-committee or advisory task group. This advisory group has been organized and is ready to work.

We are seeking to network the ongoing, individual efforts in classroom visits, speakers bureaus and oral history contacts. In the long range, this network may be the means by which the curriculum guide is distributed to working classroom groups. This initiative could be greatly facilitated by the development of an 8AFHS presence on the Internet. There are a couple of leads which may be promising in this area.

We will keep you informed as these exciting initiatives develop.

**Craig Harris, Chairman**  
**Education/Long Range Goal Committee**

## POST OFFICE HOLDUP

After about two thousand copies of the **June 01** issue of the **8th AF NEWS** had been mailed, the US Postal Service stopped further mailouts on the loading dock of our mailing service. A Postal inspector had taken note of our reunion information in that issue and declared that: because forms were included which in effect raised money for profit-making businesses – Armed Forces Reunions receiving registration fees and the reunion hotel in Irving getting room reservations – we were ineligible to mail the magazines out with our pre-printed indentia on the back cover as a Non-Profit organization, which of course we certainly are. We do not charge a fee for our news organ. The post office imposed a higher mailing fee for that June issue. We have been having our reunions for twenty-seven years and have promoted them in the magazine many times, without any difficulty.

Our publishers, Ambrose Printing Company in Nashville, met with the postal authorities on our behalf to

discuss these postal regulations. The post office representatives know who the Mighty Eighth is and its history, but even though they realize many 8th Units and HS Chapters use a similar Non-Profit mailing stamp, they declared that we had to stop our advertising and reunion promotions if we were going to use the Non-Profit lower-rate mailing indentia. The national Historical Society officers and the newsmagazine staff are still attempting to work this out and have hopes that the problem will be resolved post haste. We are in close touch with Armed Forces Reunions and with our advertisers in this matter and will have a full report at the reunion in Irving.

As a result of the unexpected Postal decree, a portion of June 01 issue magazine mailouts were delayed a couple of weeks, causing some noticeable concern among many members, for which we offer our apologies. All copies of the 8th AF NEWS were in the mail by the first of July.

## REUNION REGISTRATION FORM SNAFU

### Annual Reunion - October 25-28, 2001

Your June issue of the 8th AF NEWS contains all the information about our annual 2001 reunion coming up this October in Irving, Texas. That information and the accompanying Registration form was printed, as it is each year, just as it arrived to me for the magazine from our reunion coordinators at Armed Forces Reunions. That Registration form turned out to be somewhat confusing, and some members received a followup form in the mail the following week.

Consult your June issue for the Reunion info. If you would like to receive another Registration form in the mail, call Connie or JaNae at our Historical Society office: **912-748-8884**. Our reunion hotel is the Harvey Hotel, 4545 West John Carpenter Freeway, Irving, Texas 75063. Telephone: (972) 929-4500. Cut off date for special room rates is September 24th.

This year's meeting will be a very special gathering, with lots of new Historical Society programs to discuss and become part of. See you in Irving!

Walt Brown, Editor



## FROM THE EDITOR **MEDICS**

**D**octors early in World War II had their own war to fight. The evolving specialty of air medicine was not widely accepted by traditionalists in American medicine. Flight surgeons, like flight crews, had to learn about war and war injuries by experiencing the unique and yet unknown conditions airmen faced in a bombing war. Medical policies and treatment techniques themselves had to be established rapidly and effectively.

In 1941 Major General David N. W. Grant was designated Air Surgeon of the newly formed Army Air Forces. For the first two and a half years of the war, all combat by American Army soldiers was fought in the air – a new strange and hostile environment not previously known in warfare. Injuries of combat crewmen were diverse, a challenge to the flight surgeons, medical technicians, and nurses of the medical dispensaries at air stations in East Anglia. Regional hospitals, initially established by the British forces, quickly filled with injured American fliers. Frigid temperatures of high altitudes during missions over German territory caused half of the casualties suffered by the 8th Air Force during the first two years of the war. Anoxia from damage to oxygen systems in the bombers and fighters were yet another silent danger.

Doctors and medics at each airbase were fixtures on the runways during their airmen's return from combat

missions. Aircraft with injured aboard would signal with flares to those waiting by ambulances marked with their big red crosses on a white background – known to all as the "meatwagons." These airplanes would drop out of formation landing with their wounded crewmen before the rest of the Group came in. Plasma would frequently be given on the scene to replace blood losses to those fliers in shock; analgesics were a source of comfort to the wounded. The badly injured were taken to area hospitals as rapidly as possible where surgical teams working around the clock awaited their arrival.

The existence of effective medical services were vital to the fighting men of the 8th air war. Group and squadron commanders worked closely



with flight surgeons to keep the crews in the air. Sick call reports indicated how many men would be ready to fly the next day's mission. Emotional effects from the strain of combat also confronted the medical teams at every base. Some Group commanders directed their flight surgeons to fly at least one combat mission in order to acquaint them with the effects of a mission on his airmen. One commander states that he "worked closely every day with his Group doctors. These dedicated men were among the most important factors in our ability to put up aircraft to fly combat missions day after day."

Nurses were primarily stationed at the larger area hospitals. They were all volunteers who went through rigorous training programs such as that at Camp White in Medford, Oregon, before going overseas. Their duty hours were





unending; their work was essential in the recovery of post-surgical and injured airmen. Col. Florence Blanchfield, Superintendent of the Army Nurse Corps, stated that "Our nurses are actuated by the ideal of service. They want to help others and are willing to make sacrifices to accomplish that." Army nurses were the quintessential morale-builders for the 8th Air Force troops away from home.

Medics, technicians, and supply units were equally important. Establishing and setting up area hospitals had to be done rapidly during the early war years. Herbert Moon of Americus, Georgia states that he helped set up and supply five initial area hospitals for the Eighth. After finishing one, he would move on to another to help get it into action. Moon, at age 23 one of the "old men" in the Army, wound up volunteering to

become a medic. He spent six months in southern England being trained by an experienced British Commando Unit, before landing on Omaha Beach in the first wave on June 6th, 1944. He says that of the forty medics in his outfit landing with him on the beaches of D-Day, only five survived the war.

Injuries in the air were a different matter. Air crews wounded by flak or fighters knew that they may have as long as six to eight hours before receiving medical care. Wounds could not be adequately examined by their fellow crewmen because of their layers of heavy clothing and the cold atmosphere present in the unheated bombers. Treatment in the air consisted primarily of using the morphine analgesic ampules issued to each crewman, along with an occasional tourniquet to stop blood loss. On not a few occasions, seriously wounded airmen bailed out or were bailed out over enemy territory by their buddies, with hopes of receiving medical care on the ground. There was, however, some comfort to the fliers in knowing that good medical care awaited them if they could make it back to their base. These feelings reached all the way back to the home front. General Malcolm Grow, Air Surgeon Commander of the 8th AF, was an early advocate of



effective professional medical care of wounded airmen. Grow extended his range to that of establishing a first rate air/sea rescue service. Pilots of damaged aircraft became aware of the fact that their chances of being picked up after ditching in the cold waters of the North Sea and English Channel rose from 1.9% in the first year of the war to 49% in 1944.

Many wounded 8th AF fliers owe their lives to those who manned the base dispensaries and area hospitals during the war. Empty bunks in the barracks were made easier to face by those returning from missions knowing that their crewmembers and buddies were under the competent care of these professional medical personnel. They remember with appreciation the men and women who were often unrecognized for their courageous efforts and their devotion to those who faced injury and death on every combat mission. These dedicated men and women are a distinguished part of the legacy of those who fought for our country's freedom, and peace.



## COVER STORY

# HOSPITALS THAT SERVED THE 8TH AIR FORCE

Ivan W. Brown, Jr., M.D. and Christopher B. Pluck

**T**he 8th Air Force lost over 26,000 men killed in World War II. In addition, over 7,000 flying personnel were wounded in aerial combat. Thousands of other air crewmen and non-flying personnel were injured in crashes and accidents or suffered severe illnesses. Perhaps not all remember that during WW II the U.S. Air Force was the Army Air Force (AAF) and not the separate branch of the U.S. Armed Forces that it is today. Thus, 8th Air Force casualties cared for by U.S. Army hospitals located throughout East Anglia.

However, because of the special medical problems associated with flight, the Air Force did have its own, but limited, medical division. In addition to aerophysiologicals, this division had specially trained flight surgeons who acted as

general physicians at each Air Force base, responsible for the health and medical problems of the air crews as well as the base ground force personnel. The flight surgeons operated small dispensaries of up to 25 beds where patients could be treated with minor illnesses or injuries that required only short-term care. The head of the Air Force Medical Division was Air Surgeon Major General David N.W. Grant. His subordinate and

Chief Air Surgeon of the 8th Air Force was the feisty, aggressive, and innovative Brigadier General Malcolm C. Grow.

When the 8th Air Force began operations on August 17, 1942, no U.S. Army hospitals were then ready in East Anglia, and the first 8th Air Force casualties were cared for by British EMS (Emergency Medical Service) hospitals.

**The first U.S. hospital site to be turned over to American forces was at Diddington in Huntingdonshire...**

behind schedule due to the shortage of skilled workers and materials. The first U.S. hospital site in East Anglia to be turned over to the American forces was at Diddington in Huntingdonshire in what was previously a public park. It was opened for patients on

In spite of the high priority given by the British Ministry of Works to the construction of hospital plants in East Anglia, their completion fell far

December 26, 1942, staffed in its first months of operation by the U.S. 2nd Evacuation Hospital, supplemented with Auxiliary Surgical Team personnel.

In the late spring of 1943, another East Anglian U.S. hospital site was completed at White Court, Braintree, Essex, and operated initially by the U.S. 12th Evacuation Hospital.

Finally, in the summer and early fall of 1943, all but one of the remaining hospital plants scheduled for East Anglia were completed. These sites were soon occupied by U.S. Army Station Hospitals immediately upon



Destroyed and damaged surgical wards at 121st Station Hospital, Braintree, Essex after bombing by the Luftwaffe April 19, 1944.



View of the 231st Station Hospital near Wymundham, Norfolk on the grounds of what was previously the Mid-Norfolk Golf Course.

their arrival in the U.K. In July 1943, the 121st Station Hospital took over the hospital site at White Court, Braintree, Essex from the 12th Evacuation Hospital. The following month, the 2nd Evacuation Hospital turned over its 317 patients at Diddington, Hunts to the 49th Station Hospital which before its transfer to England had been stationed in Iceland.

During September 1943, the 136th Station Hospital opened the hospital plant at Acton Place, an estate 3 miles north of Sudbury, Suffolk. In the same month, the 303rd Station Hospital took over the hospital site at Lilford Hall, Thorpe, Northants in the midst of the 8th Air Force 1st Division, and the 77th Station Hospital occupied the new hospital site at Morley Hall near Wymondham, Norfolk, in the area of the 2nd and 3rd division.

In October 1943, the 12th Evacuation Hospital turned over its 250 patients at the hospital site at Redgrave Park, an estate outside of Botesdale, Suffolk, to the newly arrived 231st Station Hospital. This was in the center of the 2nd and 3rd Divisions of the 8th Air Force.

The last of the East Anglican Hospitals to become operational was the 163rd General Hospital. It opened for patients in October 1944, at Wimpole Hall near Meldreth, Cambridgeshire. Later, it became an assembly center for patients from other hospitals being sent back to the states (Z of I).

### **A Small War Within A War**

From the time the medical division of the Air Force was established in 1941, Air Surgeon Grant began agitating for complete autonomy of the Air Force Medical Service with its own Air Force hospitals and Medical Supply Service. This was strongly opposed by the Army Surgeon General's office as well as later by Major General Paul R. Hawley, the newly appointed Army Surgeon General of the European



**President Roosevelt's star studded investigation team arrives at 65th General Hospital, Botesdale, Suffolk, March 11, 1944.**

**Front L-R: Maj. Gen. Hawley, Maj. Gen. Kirk, Maj. Gen. Grant, Dr. Strecker, Brig. Gen. Grow.**

**Back L-R: Lt. Col. Stevens (65th), Lt. Col. Persons (65th), Col. Clapp (65th), Lt. Col. Whittington (65th), Col. Thompson, (AF) Maj. Manning (65th), Maj. Upchurch (65th), Lt. Col. Erickson (65th), Brig. Gen. Cutler (A Hdq), Maj. Alexander (65th), Lt. Col. Gardner (65th), Lt. Col. Olson (AF), Lt. Col. Murphy (65th), Col. Wright (AF).**

Theater. With the establishment of the 8th Air Force in England in June 1942 and with Gen. Grow as the 8th Air Force Surgeon, both Gen. Grant and especially Gen. Grow stepped up their persistent campaign for separate hospital facilities and medical supply.

General Grow had considerable prestige and was highly respected. He was one of the pioneers in aviation medicine with a brilliant mind and a daring nature, making him an advocate not easily denied. Surgeon General Hawley frequently leaned over backwards to appease Grow's complaints about medical supply shortages and delays in hospital construction. However, Hawley's deputy, Col. Spruitt, known to be abrasive, so angered Grow's staff that they tried unsuccessfully to have him replaced.

This continuing feud between the Army and Air Force over hospital and medical supply came to a head in early February 1944 at a time when

the 8th Air Force was sustaining a marked increase in combat casualties.

In Washington, word reached President Roosevelt, whose son Elliott was in the Air Force, that the Royal Air Force casualties were getting better care in

their British hospitals than the casualties of the 8th Air Force were getting in the American hospitals. When

**On maps recovered from downed German planes, The locations of the allied hospitals in East Anglia were clearly noted.**

Roosevelt heard this he "hit the ceiling" and immediately phoned the Army Surgeon General, Major General Norman T. Kirk and Air Surgeon Major General David Grant, ordering them to go to England and investigate these allegations. He ordered them to take with them as a neutral observer, Dr. Edward A. Strecker, a noted civilian medical consultant to the Armed Forces.

Word of this coming investigation quickly reached Hawley's office in London. To improve the image of care the 8th Air Force was receiving,



Hawley immediately ordered the 65th General Hospital to move from Malvern, Worcestershire to the hospital site at Redgrave Park near Botesdale, Suffolk. They were to replace the 231st Station Hospital and convert the site to a general hospital. The 231st Station Hospital was moved to Morley Park, Wymondham replacing the 77th Station Hospital.

The 65th General Hospital was an affiliated reserve hospital of the Duke University Medical School and Hospital. Comparatively, it had an abundance of skilled medical talent. Its medical and surgical staffs were composed largely of specialists from the Duke

Medical School faculty and other specialists who had recently completed their residency training at Duke University Hospital.

An advanced party of the 65th General Hospital arrived at Redgrave Park on 10 February 1944 and the remainder of the hospital followed on March 4.

The Redgrave hospital census at the time was over 500 patients, many convalescing from severe wounds. The 65th General Hospital arrived the day of the 8th Air Force's first air raid on Berlin. The hospital received 23 freshly wounded airmen that night. At daybreak the next morning, two bombers crashed on take-off at a nearby air base and their severely injured survivors were received before the previous night's work had been completed.

It was only one week later on March 11 that Roosevelt's star-studded inspection team arrived from Washington, accompanied by General Hawley and his consulting staff.

Their inspection with ward rounds throughout the hospital was rigorous.

As it turned out, the investigating team was very pleased with the functioning of the hospital and impressed with the fine care the patients were receiving. In their report, they noted that here, as well

as in the surrounding Station Hospitals, the 8th Air Force casualties were receiving superior care. This was a ringing vindication for Gen. Hawley's stand, and it ended for the rest of the war the Air Force-Army feud over control of these hospitals.

#### Activities 1944-45

Throughout 1943 and well into 1944, there were frequent night

air raids by the Luftwaffe on the surrounding East Anglian airfields.

During these raids each medical officer and nurse went to their respective wards to be with the patients. With two or three raids occurring on some nights, a lot of needed rest was sometimes lost by the medical staff's repeated arousal and rushing to their posts.

None of the British or American hospitals were marked as such. On maps recovered from downed German planes, the locations of the allied hospitals in East Anglia were clearly noted. In spite of this, the 121st Station Hospital at Braintree, Essex, was struck with three incendiary bombs and one high explosive bomb about 1 a.m. during a Luftwaffe raid on April 19, 1944. The incendiaries fell in an open area. The high explosive bomb leveled two surgical wards and severely



**The average time from wounding to arrival at one of the hospitals was five and a half hours.**

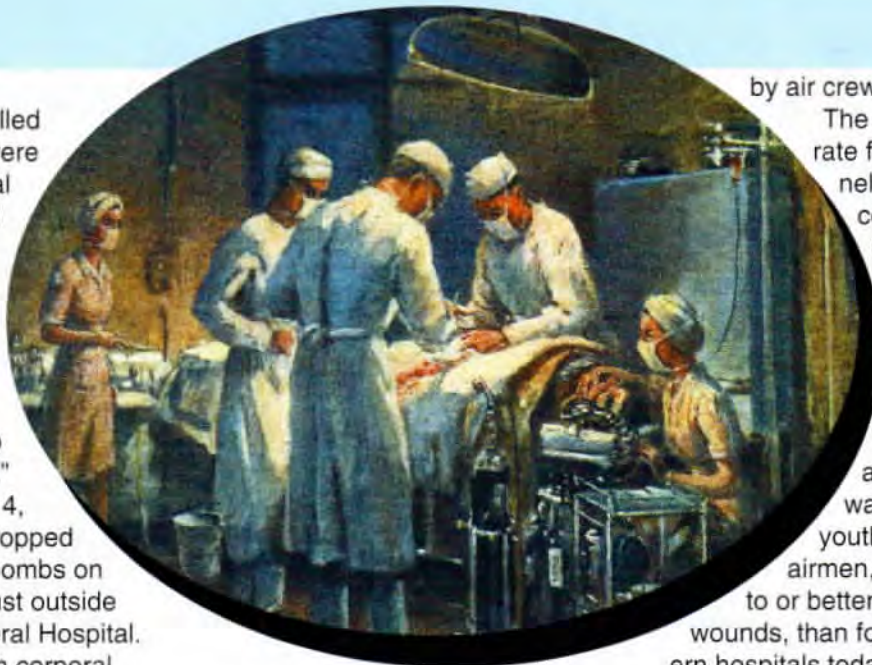


**Just before start of an operation (craniotomy) to remove "flak" fragment from the brain, that had entered thru head wound seen exposed in surgical field. Left, Capt. W. H. Bridgers and Lt. Josephine Johnson (later Mrs. Bridgers); Right, Capt I. W. Brown (co-author).**

damaged many others. Amazingly, no one was killed and most of the injuries were minor. Two of the hospital personnel, one nurse and one corpsman, received minor wounds. Another bombing incident close to a hospital occurred near the end of the war when the strict blackout had been partially lifted to the so-called "Brown-Out." About midnight on March 4, 1945, a German JU88, dropped over 500 anti-personnel bombs on the village of Botesdale just outside the gate of the 65th General Hospital. One tipsy and AWOL 65th corporal seeing his girlfriend home, received a minor bomb fragment wound.

Because of its many senior medical specialists, the 65th General Hospital became a referral center for the surrounding hospitals for complicated cases in general and thoracic surgery, neurosurgery, orthopaedics, plastic surgery, burns, and hand injuries. Like some of the surrounding station hospitals, the 65th supplied several medical officers and enlisted corpsmen on detached service to the marshalling yards and aboard landing crafts for the D-Day invasion of Normandy.

Army nurse officers from all the American East Anglian hospitals were very popular with the young Air Force officers. A number of Army nurses married Air Force officers before the war ended. Living conditions for these young



women were sometimes far from ideal. Their quarters were often crowded with no privacy, sometimes eight nurses to a tar-paper hut, and their ablution facilities frequently ran out of hot water. In spite of all this, with their duty of twelve hour shifts, they were some of the hardest working and most devoted of all the medical personnel. They were eagerly sought after and invited to the 8th Air Force base parties and dances.

### Combat Wounds

Of the wounds sustained during aerial combat by the 8th Air Force flying personnel, 64 percent were due to flak, 6 percent due to 20-mm cannon shells, and 2 percent due to machine gun bullets. The average time from wounding to arrival at one of the hospitals was 5-1/2 hours. The largest number of wounds were of the extremities, and many of these involved severe fractures or other bone injury.

Twenty percent involved the head or neck, and only eleven percent the trunk. The relatively lower percentage involving the chest and abdomen is attributed to the body armor (flak vests) designed by General Grow and worn

by air crews during combat. The hospital mortality rate for Air Force personnel wounded in aerial combat was only 0.4%. Put another way, if the wounded airman reached the hospital alive, he stood a 99.6% chance of surviving. While this remarkably low mortality rate was partially due to the youth and vigor of most airmen, it still remains equal to or better, for comparable wounds, than for many of the modern hospitals today.

After D-Day each hospital received its share of wounded patients from the continent from frequent hospital trains bringing 200-400 patients at a time. As example, the 231st Station Hospital at Wymondham in Norfolk received 3,250 wounded by hospital train between July 12, 1944, and its closing in June 1945. During 1944 and early 1945, many of the hospitals, like the 65th General, operated at full capacity of 1,450 beds. By the end of the war and during its 20 months of operation, the 65th General Hospital had handled over 17,250 bed patients and over



30,000 in its outpatient clinics.

During the war, a number of medical advances and surgical firsts were established by the American Army hospitals stationed in England. Some of these were:

A lifesaving emergency treatment for meningococcus meningitis.

Recognition of the limitations of plasma treatment of shock and its hazard of hepatitis.

The importance of penicillin in the treatment of wound and venereal infections.

The successful removal of shell fragments from within the beating heart. This, years before the invention of the heart/lung machine

and open heart surgery. Three such successful intraheart operations were performed at the 65th General.

The freeing and complete re-expansion of the nonfunctional compressed lung from scarring entrapment after chest wounds and infection (empyema).

After VE day and the re-deployment of the American hospital units, the East Anglian hospital sites reverted back to the British. The site near Wymondham, Norfolk, eventually became Wymondham College where some of the 231st Station Hospital buildings are still in use. The hospital site at White Court, Braintree, Essex is now a housing development.

For a time after the war, the hospital site at Botesdale, Suffolk, became a British Prisoner-of-War hospital. Among those hospitalized there were a number of the ailing German High Command. Now cleared farmland, the site's only reminder of its WW II role is the historical marker at its entrance. Most of the East Anglian hospital sites were on the grounds of requisitioned English estates. Only two of the manor houses of these estates remain today; Lilford Hall in Northamptonshire and Diddington Place in Huntingdonshire.



**Manor House, Acton Place, Sudbury, Suffolk used as a part of the 136th Station Hospital.**



**Diddington Place, Hunts used as part of 49th Station Hospital.**

The camaraderie that developed among the personnel of many of these hospitals has endured. For example, the surviving 65th General Hospital veterans, including some of their former patients, have continued to hold an annual reunion for the last 54 years. Now in their late seventies and eighties, they plan their final reunion next year in Durham, North Carolina. At this final reunion Duke University will dedicate a memorial monument to the 65th General Hospital on the Duke University Medical Center Campus.

Dr. Ivan Brown is a retired cardiovascular surgeon and former James B.

Duke Professor of Surgery at Duke University. During WW II he was a Captain on the neurosurgical service of the 65th General Hospital. He remains the 65th General Hospital historian.

Mr. Christopher Pluck is a native of Braintree, England, the site of the 121st Station Hospital. He has been a historian and collector of information about the hospitals that served the 8th Air Force. He resides in Lakeland, Florida.

**Period artwork by noted artist  
Lawrence Beall Smith**

## WAR WOUNDS

My mind turns back to our days in the interrogation room after combat. We sit here waiting. The place gets empty after a while. You look for faces and they are not here. They did not come back. The men who return that day talk about the mission. You look at the plane; you see the hole in the plane as big as a dinner plate right next to where a man stood in the B-17. Or, a big hole next to the cockpit. It missed the pilot by a hair. You see where the jagged shrapnel grazed his shoulder; struck the instrument panel. Then you see the ugly hole right next to the co-pilot, the bullet that hit him and cut off his head. You helped our buddies remove your fallen comrade from the plane. The atmosphere in the interrogation room is sad beyond words. I have actually seen the members of the crew crying. I see men's faces when they walk off alone. I walk over and stand by a man's side. Perhaps I do not say a word. I just walk out of the building with him. And we sit at his side in the truck. We go back to his barracks. And sometimes we just sit there on the bed, without saying a word. There are moments when silence, prolonged and unbroken, is more expressive than any words that may have been spoken. The sad day ends. I walk back to the room in the chapel. I don't feel like eating supper.

**J. Good Brown, Chaplain  
381st Bomb Group  
Ridgewell**



**One of several orthopedic wards at 65th General Hospital. Note the small coke stove in foreground, the only source of heat. Ward floors were asphalt, kept waxed.**



**Orthopedic patients with extremity wounds in casts, 65th General Hospital Botesdale, Suffolk taking advantage of an infrequent sunny warm day.**

## "IT WOULD HAPPEN EVERY MISSION EVERY DAY"

### ABOUT THE ARTIST

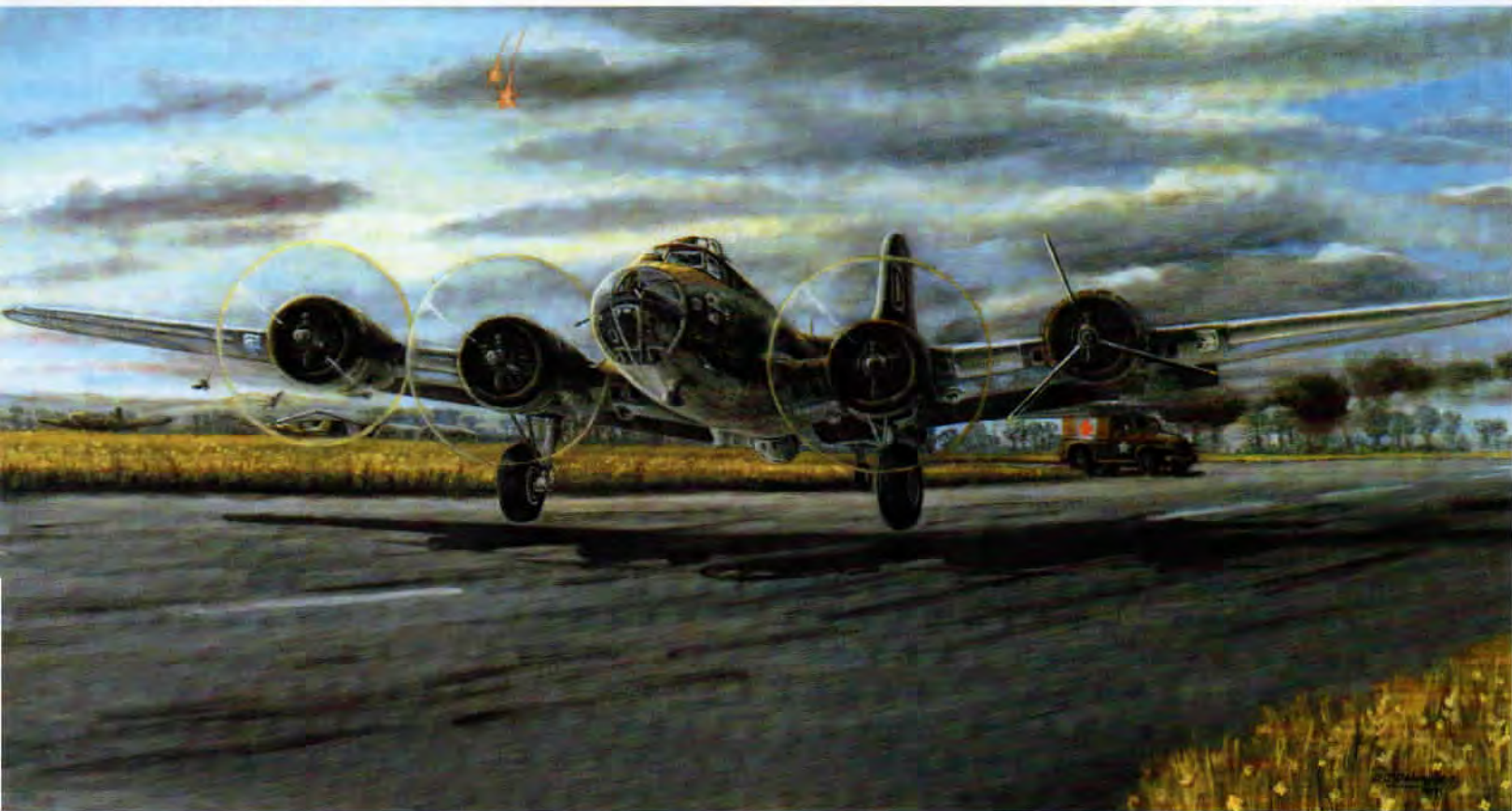
An ambulance races out onto the runway to chase down a returning bomber after seeing the flares from *Piccadilly Lily*. "It would happen every mission every day" is a quote from an 8th Air Force veteran that I felt was the perfect title for this painting. The painting is not of a specific day or mission, but a depiction of what was seen all throughout the bases of the 8th many, many times. The 100th Bomb Group's *Piccadilly Lily* was lost over Bremen October 8th 1943 on her 25th mission.

Artist Don Doheny

Don Doheny's aviation art celebrates the people who serviced and flew aircraft in combat. After completing school at the School of Visual Art, Don enrolled in The Art Students Colleges of New York City. He is a member of the 8th AFHS, The American Society of Aviation Artists and a member of the Coast Guard Art Program. His works have been selected for a number of Art Exhibitions and Shows.

Prints of "It would happen every mission every day" (18"x24") are available. For info contact:  
**Donald J. Doheny**  
266 Woolston Dr.  
Morrisville Pa 19067-5002  
(215)295-7306

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## SICK CALL

Dear Sir:

I was a radio op in the 100th BG; 418 sqdn. working at the HFDF (high frequency - direction finding) station when I first met Mike Boccuzzi, the radio op on Rosie Rosenthal's crew (See June 2001 issue of the 8th Air Force News) and therein lies a hilarious tale, although probably not so funny at the time.

One morning, feeling ill, I hustled down to sick call, where I came upon Mike sitting on the bench, awaiting his turn. There he was, all bruised up, black eye, cuts and scratches all over, just generally looking bad.

"Geez Mike, you look terrible, what happened?" I asked.  
"Yeah, well, ya know how it goes" He reluctantly replied.  
"My gawd, do you know how bad you look? I can't imagine how you could have done this" I answered.  
"Yeah, well, I think I'm suffering from the 3 "B's" --- BLACKOUT, BITTERS, AND BICYCLE" He said sadly.  
"Nuf said".

**Dave Weinke, 100th BG St. Paul, Minnesota**

## THE COLONEL HAD WHO-DAT TROUBLE

The Flying Fortresses were winging high over France, heading for the Channel and their bases in Britain. They had successfully bombed a certain bridge in the Vosges Mountains and it had been a milk run; sporadic flak, no fighter opposition. Now that they were out of enemy territory, it was time for the pilots to engage in a little banter over the radio to break the monotony and lighten the fatigue of the long run home. But all they expected to hear this trip was the monotonous droning of their engines and an occasional crisp command from the old man in the lead plane, because that morning at briefing, the order had come down that there would be stricter radio discipline in the future and that violators would be punished.

Finally, however, one bored pilot could stand the silence

no longer. Depressing his mike button, he whispered softly into his mask, "Who dat?"

Almost immediately another pilot inquired in a muffled voice, "Who dat say who dat?"

Then a third cut in, "Who dat say who dat say who dat?"

And a fourth came back with, "Who dat say who dat say who dat say who dat?"

Undoubtedly this would have gone on until all thirty-six planes had checked in, if the command pilot had not barked exasperatedly into his microphone, "The next man who speaks extraneously will be court martialed!"

The Colonel's warning was followed by a moment of dutiful silence. But then a low and obviously disguised voice firmly demanded, "Who dat say dat?"

-Irving L. Uttal, 1st Lt., AC AUS.

submitted by **Thomas Ferguson**

**457th BG**

**Merion Station, PA**

## LAST SUPPER

A B-17 tail gunner, Ed Seabourn of El Paso served under Curtis LeMay in the 305th Bomb Group. Shot down over Lorient, France on May 17, 1943, he observed a German FW 190 fighter following him down, saluting him in his descent. After being captured, Ed, his pilot and his copilot were escorted by the two German pilots who had shot their aircraft down, to an elegant room where drinks

and dinner were served to them in the company of an English-speaking German General. The dinner conversation was on general subjects and all in English. Ed asked why they did this for them and was told, "Respect for those who put up a good battle."

Following dinner, Ed and his crewmates were escorted to Stalag 17B where they remained as prisoners of war for the next two years.

## LEGENDS OF LeMAY

by James Renton Hind

I had the privilege of working with General Curtis E. LeMay when he was commander of the Third Air Division in the 8th Air Force in 1943.

Our headquarters was at Elveden Hall and our War Room was a big former bedroom on the first floor. I was a brand new 2nd Lieutenant fresh out of Miami OCS, Kelly Field, and the RAF Intelligence School. My title was Combat Intelligence Staff Officer. It was one foggy morning absolutely unfit for flying that I thought General LeMay would lose his job.

Our planes were taking off on an assigned mission...one B-17 crashed into another while climbing through the soup. Then it happened again. LeMay ordered Lt. Col Bob Nolan to bring our division down with the recall sign. I took a quick look at LeMay and said, "Sir, you could be court martialed for not carrying out orders." He looked at me and picked up the War Room scrambler phone, called Pinetree and said, "LeMay here. I don't know what you folks are going to do...We've lost four planes on

takeoff...I've given the recall to our division." He looked at me and said, "They can reduce me to my permanent rank as Captain. I had more fun when I had that rank." In less than five minutes the teletype came in ordering all divisions and fighters to cancel the mission.

One evening at dinner in the Officer's Dining Hall at Elveden we noted the General was sporting a second star. We got up and applauded. All he said was, "I think that this will increase my income tax!"

submitted by

**Jimmy Hind**

**Maplewood, NJ**



**Curtis LeMay**

## ANTHEM FOR SAVED YOUTH

The earth-shaking roar of thousands of planes in the morning;  
Watched by those below, as the pilots shape their formations;  
And we, hoping and praying for another safe mission and return.  
The noise slowly diminishes as they move off toward the east  
On another journey, from which many may never return.

Somehow, for those who wait, the day never seems to end.  
Despite our knowing that it will be late afternoon or evening  
Before we will hear the less organized rumble of B-17s and 24s  
Gradually getting louder as they come home to East Anglia.  
Varied-colored flares shooting, indicating so many things.

Eyes search for the plane that aren't there,  
Those with holes and large pieces missing that even we,  
Down on the ground, can see; waiting and hoping  
That the pilots can land safely where we on the ground can help  
Once again, to heal the wounded and patch the planes.

To the 65th General come the ambulances; inside, the youth,  
Whose haunted eyes reveal the horrors they have seen;  
And at the same time, relief and hope that they are here now,  
In the healing hands of doctors, nurses and medics,  
Who can and will put their broken bones back together.

The medical teams work, using their skills to mend the spirits  
As well as the bodies of these young and suffering warriors.  
Days, weeks, months later, nearly all of them will leave us behind  
To pursue their work wherever it may be, back in the air or at home,  
Strong in spirit and body, but forever different, never forgetting.

No, never forgetting those who didn't return to attend  
The reunions of former comrades, but whose young spirits  
Still haunt us and bring tears to our now tired old eyes  
As we celebrate the living, and the luck that has brought us here,  
For these brief moments before we join the young in eternal life.

William P. Keim, 65th General Hospital  
Medic, Redgrave Park and Botesdale  
Huntingdon, PA

*-The 65th General Hospital was the main unit that served the 8th Air Force in East Anglia. In May 2000 the 65th held their reunion at the Heritage Museum in Savannah.*

## TREASURER'S REPORT

I am totally overwhelmed by your generous and timely response to our "Tin Cup" request. Our hope was that we would receive a contribution from half our members, and all that hope came true. But our dreams as to the average dollar amount per member contributor are already far exceeded, and even though return envelopes are still trickling in, the average is almost 200% greater than which we had hoped to achieve.



Ivan L. McKinney  
Your Treasurer

You truly are "the greatest" of "the greatest generation." You willingly answered your nation's call in 1942 and you willingly answered your Society's call just four months ago. It is a privilege to be associated with such great men and women!

The Treasurer's Report that will be published in our December magazine will be a complete report, outlining your Society's financial status in complete detail. We will have paid back our borrowings from the Life Member Fund by that time, insuring its continuing solvency. And our budgeting going forward will be self-sustaining. We will, once again, be able to perform our Mission - the Mission that you have a right to expect will be accomplished on an ongoing basis. Thank You! Thank You! Thank You!



## Annual Reunion 2001 - Gala Banquet Speaker

General Curtis M. Bedke, Commander of the 2nd Bomb Wing, Barksdale AFB, LA will be the speaker for Sunday night's Banquet in Irving, Texas. The 2nd Bomb Wing has most of the nation's B-52H's, and Barksdale is headquarters for the 8th AF. The B-52H is the nation's most versatile bomber, with service in Vietnam, Desert Storm, 2 or 3 other missile-shooting sagas in the mideast (Iraq), and Bosnia. We look forward to hearing General Bedke's address.

# THE CENTURY CLUB

## PART II

by John S. Warner, 390th Bomb Group Historian  
Tucson, AZ

### B-17S IN THE BOMB GROUPS OF THE 8TH AIR FORCE WITH 100 OR MORE MISSIONS

Bomb Group	Number of Missions	A/C Number	Name	Squadron	
91st	143 Missions	42-32095	Ack Ack Anne	322nd	
	140 Missions	42-31909	"909"	323rd	
	139 Missions	42-31636	Outhouse Mouse	323rd	
	130 Missions	42-32116	Hi Ho Silver	323rd	
	128 Missions	42-31333	Wee Willie	322nd	
	125 Missions	42-107027	Hikin' for Home	322nd	
95th	121 Missions	42-106993	Pretty Baby	336th	
	121 Missions	42-107201	Worry Bird	334th	
	114 Missions	42-97194	none	336th	
	111 Missions	42-97257	Knock-Out Baby	412th	
	109 Missions	42-107154	Puddles	334th	
	106 Missions	42-102447	El's Bells	334th	
	104 Missions	42-38140	Dolly's Daughter	335th	
	103 Missions	42-31462	Big Casino	335th	
	100th	125 Missions	42-38047	Fever Beaver	351st
	102 Missions	42-32090	Silver Dollar	418t	
	100 or More Missions	42-31767	Our Gal Sal	351st	
	ditto	42-31708	Skipper II	351st	
	ditto	42-97126	The Latest Rumor	351st	
	ditto	42-37972	Gold Brick	349th	
	ditto	42-30152	Messie Bessie	418th	
303rd	134 Missions	42-39885	Sweet Rose O'Grady	427th	
	127 Missions	43-37590	Neva-The Silver Lady	358th	
	122 Missions	42-107206	Old Black Magic	359th	
	118 Missions	42-97944	Daddy's Delight	359th	
	116 Missions	42-38050	Thunderbird	359th	
	110 Missions	42-102544	Sack Time	360th	
	107 Missions	42-97311	Shoo Shoo Baby	427th	
	104 Missions	42-97546	Idalize	360th	
	102 Missions	42-97298	The Floose	358t	
305th	100 Missions	42-39875	Buzz Blonde	427th	
	140 Missions	42-31501	Ole Miss Destry	366th	
	110 Missions	42-39948	Leading Lady	364th	
306th	139 Missions	42-97181	Steady Hedy	369th	
	100 Missions	42-97505	The Dingleberry Kids	423rd	
	100 or More Missions	42-97133	Pretty Baby	367th	
	ditto	42-102578	We Promised	367th	
	ditto	42-97129	Skipper	367th	
	ditto	42-97323	Begin the Beguine	368th	
	ditto	42-102512	She Has To	368th	
	ditto	42-31143	Satan's Lady	369th	
	ditto	42-37619	Flak Shack	369t	
	ditto	42-37616	Solid Sender	423rd	
	ditto	42-31418	none	423rd	
	ditto	42-97397	Unavailable Mabel	423rd	
	351st	121 Missions	42-97349	Silver Dollar	508th
		115 Missions	43-37512	Tradewinds	510th
		113 Missions	42-38038	April Girl	510th
109 Missions		42-97169	My Gal Sal	509th	
107 Missions		42-31384	Buckeye Babe	509th	
105 Missions		43-37696	Transit Bell	509t	
379th	157 Missions	42-40003	Ol' Gappy	524th	
	127 Missions	42-97678	The Birmingham Jewel	526th	

384th	100 or More Missions	42-102518	Damn Yankee	545th
	ditto	42-32106	Snuffy	545th
	ditto	42-39888	Hot Nuts	544th
385th	106 Missions	42-31378	none	546th
	114 Missions	42-97093	Rum Dum	550th
	103 Missions	42-38048	I'll Get By	568th
390th	101 Missions	44-6134	Dorothy Dee	571st
	101 Missions	42-31932	I'll Be Seeing You	568th
	101 Missions	42-31932	Sister Kate	571st
	134 Missions	42-31662	Fancy Nancy IV	612th
	118 Missions	42-39993	Hell's Angels Out of Chute	13 615th
	112 Missions	42-31730	Morning Star	615th
401st	111 Missions	42-97395	Chute the Works	614th
	111 Missions	42-102393	Diana Queen of the Chase	612th
	106 Missions	42-102468	Unknown	614th
	129 Missions	43-37756	Milk Wagon	708th
	126 Missions	42-31225	Scheherazade	709th
	120 Missions	42-102668	Cock o' the Sky	710th
447th	128 Missions	42-39970	E-RAT-ICATOR	730th
	110 Missions	42-37- - -	Angel Mine	- - - -
	100 Missions	42-39973	Inside Curve	730th
452nd	100 Missions	42-32083	Flatbush Floogie	751st
	113 Missions	42-32101	El Lobo II	748th
	110 Missions	42-97123	Old 123	751st
	110 Missions	42-32083	Flatbush Floogie	751st

*Appreciation for The Century Club contribution from John Warner. Other names may be added to this list as they are uncovered. The 8th AF NEWS will publish similar contributions of B-24 Liberator and fighter aircraft in future issues. -Ed.*



*Stage Door Canteen was christened as a 381st Bomb Group aircraft by actress Vivian Leigh and actor Lawrence Olivier in tribute to the famous New York nightclub of the same name – a nightspot whose volunteer waiters and waitresses were famous Hollywood stars. - 125 missions - shown at Kingman, Arizona*



*Some of the air and ground crews who flew and maintained Ol Gappy, the 379th Bomb Group B-17 that flew the most missions - 157 - of any 8th AF airplane during the war. Note name written on chin turret in background.*



## MEMORIAL CHAPEL CONSTRUCTION IS UNDERWAY!



**Pete Petrillo flew in for the ceremonies.**

Groundbreaking ceremonies were held July 25 to usher in construction of the mighty Eighth Air Force Heritage Museum Memorial Chapel. Speakers for the event were President/CEO C.J. Roberts, Board of Trustees Chairman Buck Shuler, and Historical Society Past-president Ben Smith. Local supporters, members of the Board of Trustees, and many out of town 8th veterans attended the ground-breaking. Two years of plans and development have resulted in

a most impressive edifice – one which every member of the Historical Society may be proud of. Most of the funding for the Chapel came from Society members and supporters, a two-year endeavor.

The Chapel of The Fallen Eagles will be in the style of those familiar to 8th Air Force veterans who served in East Anglia during the war. It will be situated in the Memorial Gardens at the north end of the Heritage Museum. Many members have taken part in placing tributes to individuals and Units, to help make the Chapel uniquely outstanding.

Construction will take place during the next ten months with completion scheduled to coincide with the Museum's sixth anniversary celebration next May. We will follow the Chapel's progress with updates and photos in each issue of the 8th AF NEWS. Another great 8th AF mission accomplished!



**The first bite of dirt is taken at the Memorial Chapel site.**

### MISS AMERICA FORUM AT HERITAGE MUSEUM

A forum on Education in America featured the current Miss America, Angela Perez Baraquo, as its principal speaker on August 15th at the Heritage Museum in Savannah. In attendance were area school officials and community dignitaries in addition to a number of local and media guests.

Miss Baraquo addressed her platform of Education in America and promoted educational endeavors such as those being presented on a daily basis at the Museum. She was given a demonstration of the education curriculum being presented to all Chatham County grade school children by the Education Department staff of the Heritage Museum. Following the conference and a tour of the Museum, the Superintendent of schools escorted her to a nearby county school where she was enthusiastically received by the schoolchildren.

### VICTORY CAMPAIGN MOVING FORWARD



The Heritage Museum's 9 million dollar Victory Campaign is off to a good start. This campaign, directed by Board of Trustees member and Chairman Curtis Tarr, has received more than 2.4 million dollars in contributions the first six months. The extensive planning by the Museum Board and staff is paying off. Corporate support has been brisk and Foundations have already pledged their assistance in reaching the 9 million dollar goal – one which will propel the Heritage Museum on its path to financial independence.

Support is needed by all 8th Air Force veterans to take part in this Victory Campaign – materials and information can be obtained from Director of Development Judy Walker at the Museum: Call her at **1-912-748-8888**.

### COME TO THE 8th AIR FORCE'S SIXTIETH ANNIVERSARY CELEBRATION

**January 25, 2002 Weekend**

A day of Seminars is to be presented on Saturday January 26th, 2002 at the Heritage Museum. Starting at ten o'clock in the morning, subjects relating to the 8th Air Force will be presented by a succession of featured speakers. Program development is still underway by the Museum's staff; distinguished speakers already scheduled for the conference include Lt. General Thomas Keck, Commander of the 8th Air Force, Barksdale Air Force

Base, and Mr. Roger Freeman of Dedham England, 8th Air Force Historical Society Historian and author.

The evening prior to the Seminar program, the Savannah Wing joins the Heritage Museum in hosting a reception for visitors and guests. A Memorial Program will be held on the Sunday morning after the conference. Further information of these events will be forthcoming. The Heritage Museum Board and Staff join in welcoming all to this commemoration of the founding of the Mighty Eighth Air Force in Savannah on 28th January, 1942. Call the Museum for additional information on the programs and for motel reservation assistance.

# THE WASH

To Mr. Sherman Small - 96th Bomb Group

Dear Mr. Small,

I receive the 8th A.F. News on a regular basis and read with great interest your article "The View Out Back" in the Sept/Dec Issues (2000).

The interest was sparked when you stated that you attended the 'Wash' Gunnery School for a while in 1943. We have been researching the I.C.C.G.S for several years, having discovered the row of concrete gunmounts and a number of other relics of the U.S. presence, pertaining to WWII. I and a colleague were walking the coastline at the time. If you have any recollections/photos/impressions of STN 172 that would add to our research we would be extremely grateful to hear of them. Many of the local people are unaware of the U.S. activities down at the beach between 1942-45. We are hoping to put this right with a short history which will be made available in King's Lynn and other local libraries.

On Aug 19th 1943 - just prior to the commencement of your missions - a B17 from the 96th BG (Blackheart Junior) made a crashlanding on the beach near Snettisham. None of the crew was lost on this occasion. They parachuted to safety and the pilot escaped before the plane blew up. The plane was left on the beach and has since sunk well beneath the mud.

We read about this in your 96th BG History but so far have been unable to obtain a first-hand eyewitness account.

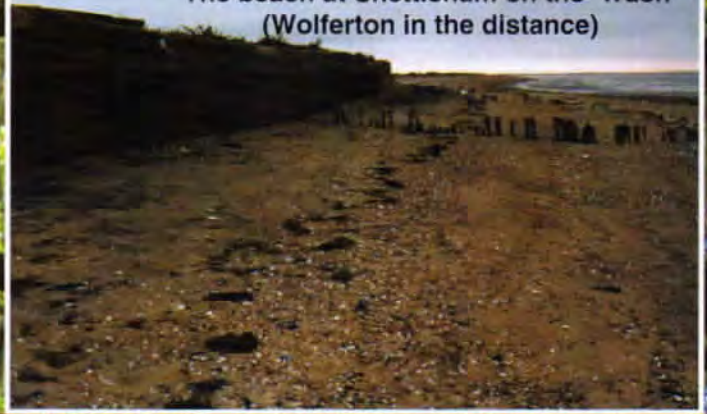
Our thanks for all those missions you accomplished on our behalf.

If anyone can add to our research in any way also, we shall be 'over the moon'!

Sincerely,

**Sonia Gipkins and Colleagues**  
1 Pond Cottages Pond Lane  
Knapton North Walsham, Nflk.  
NR 28 OSE  
U.K.

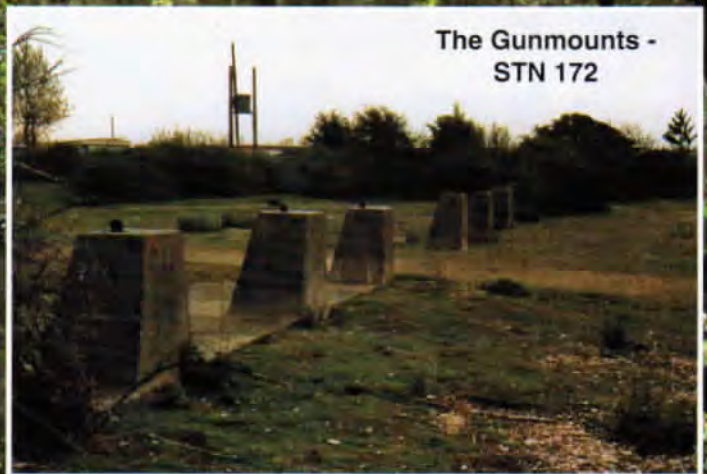
The beach at Snettisham on the 'Wash' (Wolferton in the distance)



Tide's out at the 'Wash'



The Gunmounts - STN 172



## TO THE CREW OF THE FLYING FORTRESS THAT CRASHED ON THE SUMMIT OF ARENIG FAWR

The loss of the 303rd BG(H) B-17 #42-3124 on 4 August 1943 was a real tragedy. The crew of eight was on a night-time cross country training flight when the B-17 piloted by 1st Lt. J.N. Pratt crashed on the summit of Arenig Fahr, a 2,800 ft mountain in Snowdonia, Wales. Little is known as to why the B-17 hit the mountain.

On the next Day Captain Quentin Hargrove, 427th BS Engineering Officer and Capt. Louis A. Lame, Medical Officer were dispatched to the crash site to investigate and recover the eight bodies.

In 1994, Quentin and his wife visited Bala Wales and had a wonderful visit with Ian Evans, his wife and father recounting that tragic day many years ago.

We are very grateful for the monument that wonderful people erected at the crash site in memory of our lost airmen and for the plaque on the Bala Village Hall. Derek Thorp climbs the mountain often to visit the crash site and sit by the memorial. We remember Bala as the "City that cares".

**Harry D. Gobrecht, Historian**  
303rd BG  
San Clemente, CA

War brought them - mist caught them.  
Capsuled within fogged panes, we see them,  
hunched over dials and wavering needles,  
tapping the treacherous glass, gloved fingers  
rapping the altimeter, sensing danger.  
Shock splinters their fear - a burst  
of rock where no rock should of been,  
fisting his way through flass, flesh, metal.

And now the same mist shrouds them, a mesh  
of droplets, beading pale foreheads, hands,  
grass and hard Welsh slate, clammy on leather,  
cold on the creaking fuselage; a gray wind  
lifting torn shreads of aluminum, shards  
scattered among the ancient mountain crags.

Eight crewmen, lost to Illinois, Kentucky,  
Ohio, California, New York, Michigan, Idaho and  
Pennsylvania. We read their names, carved  
on this slate and wonder who they were, or who  
they might have been, had not their Fortress  
fallen from that grim August sky - how far  
they might have gone, how high have flown.

**Derek Thorp**  
Bala Wales

## THE FIX

If things can get fouled up, they will. A few members noted that the American flag hanging behind the B-17 *I'll Be Around* photo (Century Club – June 01) is hung incorrectly. Tom Drugan, Manager of the 390th Bomb Group Association Museum in Tucson, says that the flag had been taken down for cleaning and was back up for only 24 hours before it was re-hung in proper fashion. During that time period, the photo for the 390th Museum brochure was snapped and printed.

## HORN HONKING

Dear Sir:

A few years back the family was pondering, "What shall we get dad for his birthday?" My son Joe came up with the best idea, a vanity license plate. I've met a lot of nice people asking about the plate. Also a lot of horn honking, I never know if its the plate or my driving.

Does anyone know or remember Carmen Root? Root was our radio operator, Tarvid's crew on *Old Black Magic* - late 1944-45. He is our missing link. Six of us are in contact with each other and meet at reunions.

Sincerely,

**Lou Grandwilliams**

Co-pilot - *Old Black Magic* Rory50@webtv.net



## EIGHTH PLATES

J. J. "Jess" Wingard was a B-24 pilot in the 445th BG at Tibenham. He now resides in the "First In Flight" state in Denver NC.



# LET'S LOOK TO THE FUTURE

by William C. Rawson, 493rd Bomb Group, Flower Mound, TX

The response of the members of the 8AFHS to the leadership's call for voluntary financial support is most heartening, to say the least. The rapid response and great generosity demonstrated by the Society's membership is testimony to the value they place on the organization, and indeed, the affection all have for the Society. One can conclude from this dramatic action that members want this Historical Society to continue well into the future pursuing the goals of the Society - "To perpetuate the history of the 8<sup>th</sup> Air Force and the memory of lost comrades." It is obvious, too, that the membership treasures the camaraderie they share with their comrades in arms, at Chapter meetings, within their Groups and Units, and in Reunion every autumn. But what is the future?

In reflecting on this outpouring of support and affection for the Society that brings us old timers back together again and again, one wonders "What is our future?" As I contemplate this question of the future, I'm reminded of an experience I had when I was 13. When I was growing up in Washington, D.C. during the depression, my parents, natives of upstate New York, would drive to Syracuse in the spring, usually over Decoration Day (Memorial Day) or the Fourth of July holiday, to visit the relatives "up home." The drive took us through Gettysburg, Pennsylvania, and on those trips north for the Forth of July, we marveled at the sight of Civil War veterans gathering each July for a reunion encampment, honoring the great battle that took place at Gettysburg July 1-3, 1863.

On July 1, 1938, we traveled through Gettysburg and witnessed the huge crowds gathered for the 75<sup>th</sup> encampment of the veterans of 1863, their final encampment. A few days later, while watching a movie in Syracuse, I saw newsreel shots of the encampment and felt a certain pride, perhaps I should say, awe, that I had seen men who actually participated in that ancient war. Later that month Life magazine ran a brief photo story on the encampment and the story is inspiring.

The U.S. Army had built a tent city at Gettysburg to house the veterans who would be attending. 3800 tents were installed, including 10 miles of plumbing, 20 miles of electric wiring, 50,000 yards of mosquito netting, and five cases of whiskey. 1800 men, 1300 veterans from the North, 500 from the South did attend. 160,000 men participated in that epic three-day battle at Gettysburg, 90,000 Union soldiers under General George Meade, 70,000 Confederates under Robert E. Lee. In 1938 each veteran had his own tent complete with running water and electricity. A freight car load of wheel chairs was brought in and a field medical facility manned by Army doctors stood by for



the length of the encampment. At the close of the first day the whiskey had been consumed amid complaints from the old timers, forcing the Army to fly (remember this was 1938) in another 22 cases for the next two days. During the days of the encampment doctors marveled at the good health of these crusty old veterans whose average age was 94. During the course of the encampment, 40 veterans had to be sent home, most for homesickness. On July 4<sup>th</sup>, after a strenuous day of fireworks, oratory and army maneuvers, only 32 hospital beds were occupied. One veteran, 104 years old, suffered from alcoholism. At the close, the wheel chairs seem to have had little use.

This was a truly historic event and the efforts of the U.S. Army and the many visitors to Gettysburg demonstrated the great affection and respect our nation still held for these brave survivors. I still respond emotionally when I recall having seen this final encampment 75 years after that historic battle. And this brings me back to our great Historical Society and the 360,000 veterans of the Mighty Eighty Air Force of WWII. If the veterans of the Civil War could continue to reunite periodically for 75 years, shouldn't we strive to keep our Society viable for a like time?

Today, the 8AFHS has caught its second wind, thanks to the generosity of a loving membership. This confirms in my mind, at least, that we should think to a future that will carry this Society to its 50<sup>th</sup> reunion. May I suggest we meet in reunion at the Air Force Museum in Dayton, Ohio on VE Day 2020, the 75<sup>th</sup> anniversary of the German surrender. If the crusty veterans of 1863 can make 75 years, we of the Mighty Eighth can do no less.

With a goal of "Reunion 2020," our leaders have a noble challenge to guide us through years of declining membership by our WWII veterans and possibly, new financial hurdles. Accordingly, the Society needs to recruit Associate Members to add to our roster and for future leadership. Our 8<sup>th</sup> Air Force News is a wonderful recruitment incentive, and our association with the Mighty Eighth Heritage Museum offers us broad visibility with the traveling public, but more needs to be done. Let's recruit the thousands of aviation and history buffs who study the air wars of WWII. To begin such a vast recruitment effort, I believe our Society should capitalize on today's high tech environment by implementing a Web Page on the Internet, a Page that is second to none in telling our story. Many of our current veterans are on the Web, but many don't have this access. Yet the generations behind us are avid participants in the Web. This should give the 8AFHS world wide recognition, and I believe, find us the recruits to maintain the viability of the Society.

The goal of "Reunion 2020" and the implementation of a Web Site are merely the suggestions of one member. Think about these ideas and let your leaders know your thoughts for the future. Regardless of the course we take in the coming years, I do believe we can find a way to sustain a healthy Society for many years to come. For starters, come to Irving, Texas next October, celebrate the Society's 27th reunion. Enjoy the camaraderie for five

days with your comrades in arms, and participate in the planning for our future.

*Bill Rawson has captured the essence of annual reunions in this fine discourse on the future of the 8th Air Force Historical Society. Bill is among those of the North Texas Chapter welcoming our arrival to the 2001 reunion in Irving, Texas October 24-29. -Ed.*



## REPORT OF THE 8TH AFHS MEMBERSHIP OFFICE

Your membership office is busy, keeping two people busy, working very productively. Development of our new database program is almost complete. We enjoy new, added program power but with great ease of use. Since the first of the year, we have added **496** new members, sending all new members a packet containing a welcoming letter, membership card and latest issue of the 8AF NEWS. We have added 21 Life Members, entered 108 notices of deceased members, 340 changes of address, an average of about 10 per week. We furnish the files for mailing labels for the 8AF NEWS, and labels for press releases.

We are very grateful for your generosity, but it has kept us very busy in the aftermath of the recent fund solicitation! We have recorded 5,356 donations, manually entering credit card donations, issued financial reports, and have sent acknowledgement cards and letters to donors of over \$100 and over \$250. During the peak of returns, we made daily trips to the bank with deposits. We still make several bank trips each week to ensure timely negotiation of your checks.

Time expended for research to answer a wide range of members' inquiries has now reached the point that it comes at the expense of the expected function of the Membership Office. Accordingly the 800 telephone number has been canceled.

Please send us your changes of address, preferably in writing by mail or e-mail at [eafhs@hotmail.com](mailto:eafhs@hotmail.com). We want to keep your membership information up to date so you will continue to receive the 8AF NEWS.

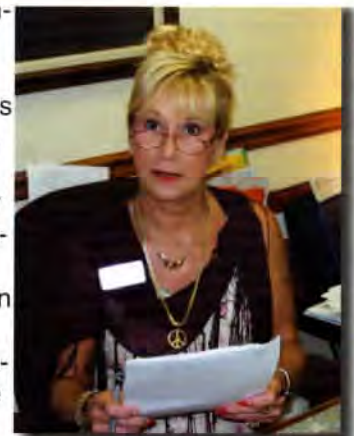
**Connie Metts, Membership Records Manager**

From Connie's new companion in the office:

My name is JeNae Frank, and I work with Connie Metts in the Membership Records Office in Savannah. I am new, only having worked for 8AFHS since June. My husband and I are from mid-Missouri and were married in May. He is a lieutenant at Ft. Stewart and is a tank platoon leader. Both of us love history (his degree from West Point is in military history), so this is my ideal job!

The Tin Cup fund drive was getting into full swing when I started here, so I had a great chance to plunge right in. I was impressed with the overwhelming response. I processed several thousands of dollars in donations each week.

I have truly enjoyed working for the Society. The stories I've heard from the many veterans I've talked to are amazing. I've learned so much and I've loved every minute of it. I look forward to meeting as many members as I can.



**Connie Metts**



**JeNae Frank and Connie Metts**

## LETTER OF THANKS

Dear Larry Goldstein,

Your Dec 2000 New York State Southern Wing Chapter bulletin was excellent. It was filled with a great deal of information of use to all members.

The report about The Mighty 8th Heritage Museum in Savannah was most timely. We the members of Lt. Walter "Jack" Bullen's crew had our reunion there after 55 years! Art Scaramuzzo, Joe Trycen, Chuck Patnesy, Dallas Thocker and I met for three days for a very heart warming and memorable gathering. We stayed at the Jamison Hotel which is a short, short walk from the Museum. While we originally intended to sight see Savannah we became engrossed in our reminiscing and with the Museum we had little time for anything else.

The Museum held a great deal of exhibits and visual displays. The simulated Bomb Run in the theatre was realistic. Three cameras projected the interior of a B-17 on the screen while realistic sound effects added to the effect. They even added a rush of cool air when the bombay doors opened. Very realistic. We all agreed it was something that all people should see to educate them to the cold, cramped, and hazardous experiences of Bomber crews. I noticed my hands were a little sweaty at the end

of the film. The Wall of Valor is remarkable and we recognized crews names from the 467th. Incidentally there is a large model of the B-24 - *Witchcraft* which flew 100 plus (don't remember the exact number) missions without an abort, displayed in the Museum.

We agreed that we would have our crews' names inscribed on a monument in the "Wall of Valor" and we're taking steps now to do it.

Larry, I wish all of our members and their supporters, family, etc. could see the Museum. It's a great tribute to the Mighty 8th and those who flew in those dark days of WWII. Perhaps the Museum could provide brochures for the edification of our members. We are so enthused about the Museum, we plan to meet there next year.

Congratulations on the fine work you're doing in publishing the Chapter Newsletter. I realize how much work you do to print and distribute it.

"Keep 'em flyin!"

Thanks

Joe Huben, 467th BG  
Carmel, NY

P.S. enclosed check to aid in Chapter work.

P.P.S. Larry, I read of your history in Gerald Astor's book. Glad you're here today to do this great work!

*Larry Goldstein is Chairman of The National Historical Society Annual Reunion Committee.*

### AERIAL GUNNER IS LOST AFTER 108TH MISSION

#### New York Flyer was Two Raids Short of His Own Goal

Guam, Aug. 6. - Tail Gunner Kurt J. Hermann, who fought over two oceans and all three enemy capitals, was missing in action just two trips short of his self-set 110 mission retirement goal.

The 26-year-old technical sergeant from Babylon, N.Y., passed up at least two chances to go home to stay. He wanted to complete 110 combat missions. On the 108th, over Kochi, Japan, on July 4, his B-29 Superfort was lost.

The 20th Air Force disclosed his amazing record, topping the 107-mission record of Tech. Sgt. Lewis L. Coburn, Niagara Falls, N.Y. Serving first in the merchant marine, Hermann survived a torpedoing, spent twenty-six days on a life raft, was

recued, and enlisted in the air forces in August 1942.

He bagged his first German Messerschmitt as a waist gunner aboard a Twelfth Air Force Flying Fortress based in north Africa. Transferring to a Marauder force, he knocked down three more enemy fighters. Parachuting from a badly damaged B-26 after a strike at Sardinia, he landed unhurt beside an American field hospital.

In July, 1943, he participated in the first bombing of Rome. Furloughed, he hitchhiked home by air, was called to Washington by Gen. Henry H. Arnold, the Air Forces chief, and got his requested transfer to the Eighth Air Force in England. He participated in the first bombardment of Berlin - and on his nights off, used to fly with the R.A.F.

After seventy-five missions - a record at that time - he was due to return home. He sought an interview with General Spaatz and from it came his assignment to Superfort training.

On his first raid on Japan he added a Nipponese fighter to his Axis bag and from his tail gunner's position he watched thirty-two demolition or fire raids on the enemy homeland before he set forth for his 108th mission on July 4, 1945.

He could have gone home when the army inaugurated its point system. Despite his insistence upon combat, Hermann wasn't reckless. "Relax," he cautioned his buddies. "If you are tense and excited all the time you will soon be washed up as a combat flyer."



**Kurt Hermann**

# Eighth Air Force Historical Society PX Insert

## Fall 2001

**G**reetings to one and all!!! We hope you have had an enjoyable summer. We have some terrific items to offer for this edition of the Journal. The first item is an exclusive offer to the 8th AFHS PX!! Probably one of the most recognizable aircraft that flew in the 8th Air Force during World War II was the famous 91st Bomb Group - Boeing B-17F - "*Memphis Belle*." A host of documentaries, articles, books and even a full length Hollywood feature film have graphically told the story of this famous Fortress and her crew. However, through the years, the story of this famous aircraft has been embellished with myths and incorrect facts. Colonel Robert Morgan, pilot of the "*Memphis Belle*" has now written a fantastic account of his World War II experiences to set the record straight. Not only did Colonel Morgan serve in the 8th Air Force, but he later flew a complete tour with the 20th Air Force as a aircraft commander on B-29 Superfortresses. Colonel Morgan, along with noted author Ron Powers, have written this powerful story, "*THE MAN WHO FLEW THE MEMPHIS BELLE*" (Item B28). This superb hardcover book is a wonderful encapsulation of Colonel Morgan's days of flying the famous bomber and subsequent service in the Pacific. He has graciously agreed to autograph this fine book especially for the 8th AFHS PX. We are offering the book at the normal cover price of \$29.95 plus postage. This is truly a great collector's item and a wonderful addition to any 8th Air Force

library. If you have a son, a daughter or perhaps a grandchild interested in the 8th Air Force, this certainly would make an ideal gift for Christmas. We can only offer these autographed copies for a short time because of limited availability, so don't delay. Monica and I would like to personally thank Colonel Robert and Linda Morgan for their kindness and assistance in making this offer possible.

If you are planning on attending your individual Group Reunion or the 8th AFHS National Reunion, why not pick up a new hat or shirt from our wonderful selection of clothing items. Remember, October 8th through October 14th is National Eighth Air Force Week. This is a perfect time to wear a new 8th AFHS shirt or cap. We are well stocked with our two respective 8th Air Force flags (indoor and outdoor). What a perfect way to identify yourself as a veteran or member of the "Mighty Eighth." Come on!! Show your pride during this very special week.

Lastly, we would like to extend a personal note to all the veterans of the 8th Air Force. Monica and I are expecting the birth of our first child in late November. The past few months have been particularly difficult due to the fact that Monica has been placed on complete bed rest until the baby is born. But so far....so good. Mother and child are doing just fine.

Our message goes out to all the veterans of the "Mighty Eighth." It is simply this. Thank you. We thank you for the peace and liberty you have provided for all of us.

We thank you for the sacrifices you made so long ago, so our child may breathe the sweet air of freedom. It is truly a debt that shall never be repaid, but a right that shall never be forgotten. For all that you have sacrificed, for all that you have given to us, Monica and I, as well as our nation, thank you.

I look forward to seeing all of you at the Reunion in Irving. Until then, safe travels. Take care and may God bless all of you. It is always a pleasure and an honor to serve you and we hope to hear from you very soon.

**Cheers!!!**

**Mark and Monica Copeland**

**8th Air Force Historical Society  
PX Managers**





Please use the latest PX page when ordering.

Prices listed are good through 1 November 2001.

## 8TH AIR FORCE LOGO PATCHES

QTY.		TOTAL
___	P1 4" Jacket Patch (Blue/White with 8th AF emblem)	\$ 3.95
___	P2 Special Blazer patch (Gold Bouillon thread)	\$ 22.95
___	P3 8th AF Shoulder Patch (wartime patch reproduction)	\$ 2.95
___	P4 Deluxe 8th AF Shoulder Patch (Gold Bouillon thread)	\$ 19.95

## JEWELRY

___	J1 3/4 inch 8th AFHS Lapel Pin	\$ 2.95
___	J2 3/4 inch 8th AFHS Life Member Lapel Pin	\$ 3.50
___	J3 8th AFHS Tie Tac (Regular)	\$ 3.95
___	J4 8th AFHS Tie Tac (Life Member)	\$ 4.50
___	J5 B-17 Belt Buckle, (Pewter finish)	\$ 13.95
___	J6 B-24 Belt Buckle, (Pewter finish)	\$ 13.95
___	J7 8th AF Bolo Tie	
___	___ Gold Medallion Clasp with Gold Rope	\$ 17.95
___	J8 Solid Pewter Tie Tacs @ \$6.95 each	\$ 6.95
	<i>please circle your choice(s)</i>	
	B-17 B-24 P-47 P-51 P-38	
___	J9 Key ring Tabs @ \$3.95 each	\$ 3.95
	<i>please circle your choice(s)</i>	
	B-17 B-24 P-47 P-51 P-38	
___	J10 Gold Ladies 8th AF Bow Broach Pin	\$ 8.95
___	J11 Ladies Gold plated Earrings, 8th AF emblem	\$ 12.95
	(pierced ears only)	
___	J12 Miniature Wings - lapel type	\$ 4.95
	<i>please circle your choice</i>	
	Crew Member Pilot	
___	J13 8th AF Key Chain - 8th AF emblem laser	\$ 5.95
	engraved on a solid Cherry wood disc.	

## AUTOMOTIVE ACCESSORIES

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

## 8TH AIR FORCE BOOKS

QTY.		TOTAL
	ROGER FREEMAN BOOKS: THE FOLLOWING POPULAR HARDCOVER BOOKS WERE WRITTEN BY NOTED 8TH AF HISTORIAN ROGER FREEMAN	
___	B1 <b>Mighty Eighth Warpaint &amp; Heraldry</b> , Roger Freeman, 1997. Hdbd, 8 1/2 x 11, 160 pp, Color photos. The latest edition from 8th AF historian Freeman. Examines the colors, markings and heraldry of every 8th AF unit. A must have book!	\$ 34.95
___	B2 <b>Fight for the Sky</b> , Allied Fighter Aircraft in Europe and North Africa 1939-1945, Roger Freeman, 1999. Hdbd. Comprehensive history of the fighter airwar over Europe and North Africa. Well written and contains over 250 superb black and white photos.	\$ 29.95
___	B3 <b>Airfields of the Eighth, Then &amp; Now</b> , Roger Freeman, 1987. Hdbd. Each 8th AF base is presented in this 'must-have' book. The history of the base, and the 'then and now' photos illustrate this great work!	\$ 49.95
___	B4 <b>The Mighty Eighth - The Colour Record</b> , Roger Freeman, 2001. Hdbd, 224pp. A new expanded edition of this 8th AF classic. Over 600 full color photos (200+ more than 1991 edition) illustrate this new 'must have' book. One of Freeman's finest! Not to be missed!	\$ 39.95
___	B5 <b>56th Fighter Group</b> , Roger Freeman, 2000. Stbd. 128 pages, numerous photos, 58 color profiles. Superb history of the 56th Fighter Group known as 'Zemke's Wolfpack'. Brilliantly researched and skillfully written. A very enjoyable book - another Freeman classic!	\$ 19.95
___	B6 <b>The Mighty Eighth - A History of the Units, Men and Machines of the US 8th Air Force</b> , Roger Freeman, 1970/2000. A must for every member of the 8th Air Force, now in a revised softbound edition. The cornerstone in every 8th AF library. A great book to pass along to the next generation at an affordable price.	\$ 24.95

## CLOTHING

QTY.		TOTAL
___	C1 8th AF 'Better' Cap - Black w/embroidered emblem	\$ 17.95
___	C2 8th AF Golf Cap - Embroidered emblem, fits all sizes	\$ 12.95
	Red ___ White ___ Blue ___	
___	C3 T-Shirts - 8th AF logo in full color	\$ 12.95
	<i>Please indicate size(s) wanted</i>	
	___ S ___ M ___ L ___ XL	\$ 10.95
	___ XXL	\$ 12.95
___	C4 Sweatshirts - 8th AF logo in full color	
	<i>Please indicate size(s) wanted</i>	
	___ S ___ M ___ L ___ XL	\$ 19.95
	___ XXL	\$ 22.95
___	C5 Golf Shirts - Embroidered 8th AF logo in full color	
	<i>Please indicate size(s) and color(s) wanted</i>	
	___ S ___ M ___ L ___ XL	\$ 22.00
	___ XXL	\$ 24.00
	___ Red ___ White ___ Blue	
___	C6 A-2 Jacket, genuine goatskin <i>Order one size larger than your suit size</i>	
	Indicate ___ Regular ___ Long	
	<b>Please allow 4-6 weeks for delivery</b>	\$190.00

## MISCELLANEOUS ITEMS

___	M1 8th AF Wall Clock	\$ 19.95
___	M2 8th AF Luggage Tags	\$ 4.25
	or 2 for \$7.95	\$ 7.95
___	M3 8th AF Zippy Letter Opener	\$ 2.00
	or 3 for \$4.95	\$ 4.95
___	M4 8th AF Golf Towel - Embroidered 8thAFHS logo, w/ grommet	\$ 13.50
___	M5 8th AF Tea Towel - Full color English style tea towel	\$ 10.95
___	M6 8th AF Flag - 3'x5' white nylon flag with full color 8th AF logo.	
	Indoor (with gold fringe)	\$ 59.95
	Outdoor	\$ 49.95

## THE 'KIDS' HANGAR

	<b>Children's T-Shirts</b> - 100% washable Cotton with 8th AF Logo in full color. Kid's size versions of our Adult T-Shirts. All sizes measured in common Youth sizes.	TOTAL
___	XS (2-4) ___ S (6-8) ___ M (10-12) ___ L (14-16)	\$ 8.95





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Prices listed are good through 1 November 2001.

QTY.			TOTAL
—	<b>B7 B-24 Units of the 8th Air Force</b> , Robert S. Dorr, 1999. Stbd. 7 1/4" x 10", 96 pages, 100-plus photos, 30 color profile paintings. History of the 2nd Air Division of the 8th AF. Each 2nd AD group is covered in this nicely formatted book.	\$ 18.95	_____
—	<b>B8 B-17 Units of the 8th Air Force, Part 1</b> , Martin Bowman, 2000. Stbd. 7 1/4" x 10", 112 pages, 100-plus photos, 39 color profile paintings. History of the 1st Air Division of the 8th AF. Heavy emphasis on the 91st, 92nd, 303rd, 305th, 306th BGs. A great read!	\$ 18.95	_____
—	<b>B9 Thunderbolt Aces of the 8th Air Force</b> , Jerry Scutts, 1998. Stbd., 7 1/4" x 10", 96 pp., 110 b/w photos, 65 color profile paintings. History of P-47 Thunderbolt aces of the 8th AF. Covers all 'Jug' units and respective aces. Heavy emphasis 56th Fighter Group.	\$ 18.95	_____
—	<b>B10 Mustang Aces of the 8th Air Force</b> , Jerry Scutts, 1994. Stbd., 7 1/4" x 10", 96 pp., 103 b/w photos, 66 color profile paintings. History of P-51 Mustang aces of the 8th AF. Covers all 8th AF Fighter Groups and respective aces.	\$ 18.95	_____
—	<b>B11 Valor at Polebrook - The Last Flight of Ten Horsepower</b> , School/Rogers, 2000. Hdbd, 152 pp. Story of 351st BG Medal of Honor recipients Mathies and Truemper. Well researched and skillfully written.	\$ 24.95	_____
—	<b>B12 The Bluenosed Bastards of Bodney</b> , Ivie/Powell, 2000. Hdbd, 292pp. Superb unit history of the 352nd Fighter Group. One of the best 8th AF fighter group histories ever written! Long out of print and available on a limited basis!	\$ 49.95	_____
—	<b>B13 Eighth Air Force Bomber Stories</b> , McLachlan, 1993. Hdbd, 6 3/4" x 9 1/2", 208 pp., 150 photos. Gripping, graphic and honest first-hand accounts from 8th Air Force bomber crew experiences. Set against previously unpublished photos, this book paints a vivid picture of life as a bomber crewman in the 8th Air Force. Great reading!	\$ 37.95	_____
—	<b>B14 8th Fighter Command at War - 'The Long Reach'</b> , O'Leary, 2001. Stbd, 144 pages, 100+ photos, 52 color profiles. Official training document compiled from the experiences of some of the 8th AF's best fighter pilots. A superb historical account of 8th AF Fighter Command tactics.	\$ 22.95	_____
—	<b>B15 The Liberator Album</b> , Bailey & North, 1998. Hdbd, 8 1/2" x 11". 500+ b/w photos. Superb collection of 2nd Air Division B-24 photos. Each 2nd AD Group is represented in this outstanding book. Fine collection of color profile paintings. A must have book!	\$ 39.95	_____
—	<b>B16 Pride of Seattle: The History of the First 300 B-17Fs</b> , Birdsall, 1998. A brief history of the first 300 Boeing B-17Fs built. Detailed accounts of their respective involvement in the Pacific, Mediterranean and Europe. Aircraft of the 91st, 92nd, 303rd, 305th, and 306th BGs are examined. 8 1/2" x 11", 64 pp.	\$ 9.95	_____
—	<b>B17 Ridgewell's Flying Fortresses - 381st BG (H) in World War II</b> , Mackay, 2000. Hdbd, 255 pages, 200+ photos. Fabulous new history of the 381st BG. Impeccably researched and skillfully written. One of the finest 8th AF unit histories ever written!	\$ 59.95	_____
—	<b>B18 The Legendary Norden Bombsight</b> , Pardini. History of the famous Norden bombsight. This book covers the development and use of one of the most secret weapons of WWII. 6" x 9", 352 pp., 70 photos.	\$ 29.95	_____
—	<b>B19 Luck of the Draw</b> , Murphy, 2001. Hdbd, 447 pp., photos. Thrill to this amazing story about the exploits of this 100th BG navigator and Stalag Luft III POW. Very emotional and very highly recommended. You won't put this one down once you start reading it!	\$ 35.00	_____
—	<b>B20 Aces &amp; Wingmen II - Volume 2</b> , Hess, 1999. Hdbd, 8.5" x 11", 256 pp., 1049 b/w & 176 color photos. Photo journal of the 8th AF Fighter Command. Excellent book detailing every 8th AF Fighter Group by world renowned author William Hess. Well researched & brilliantly written!	\$ 49.95	_____
—	<b>B21 Squadrons of Deception - The 36th Bomb Squadron in WWII</b> , Hutton, 8 1/2" x 11". Superb unit history of the 36th BS Radar Countermeasures Squadron assigned to the 8TH AF. Terrific book about a subject few know about. Highly recommended!	\$ 34.95	_____
—	<b>B22 Happy Jack's Go Buggy</b> , Ilfrey/Copeland, 1998. Hdbd., 8 1/2" x 11", 125 pp., 200+ photos. Story of eight victory fighter pilot Jack Ilfrey of the 20th Fighter group. One of the finest tales of aerial combat ever written. Hard to put down! Signed by Jack Ilfrey - a great collector's item!	\$ 35.00	_____
—	<b>B23 The Münster Raid: Before and After</b> , Hawkins, Hdbd., 543 pp., illustrated. Detailed account of 8th Air Force mission to Münster, Germany - October 10, 1943. Well researched! Includes numerous personal accounts from 8th AF air and ground crews. Superb updated edition!	\$ 32.00	_____
—	<b>B24 Mississippians of the Mighty Eighth</b> , Nail, 1999. Hdbd., 8 1/2" x 11". Compilation of 8th AF veterans from the state of Mississippi. Excellent reading and superbly edited by Ken Nail. A great anthology of veterans' accounts.	\$ 44.95	_____
—	<b>B25 USAAF Fighter Stories: Dramatic Accounts of American Fighter Pilots in Training and Combat Over Europe in World War 2</b> , McLachlan, 1997. Hdbd., 6 1/2" x 9", 192 pp., 180 photos. Well illustrated accounts of training, combat, bail-out dramas, POW, and evadée adventures. Stories from the 4th, 20th, 55th, 78th, 339th, 352nd, 356th, 361st, and 364th FG personnel. Aircraft archeology stories. Great book!	\$ 39.95	_____
—	<b>B26 Serenade to the Big Bird</b> , Stiles, 1947. Hdbd. A true 8th Air Force classic! Back in print for the first time in many years. Stiles flew 35 missions in the 91st Bomb Group and wrote this fine book prior to his death in November 1944. A great read for a great price!	\$ 19.95	_____
—	<b>B27 Hell in the Heavens - Ill-fated 8th AF Bomb Group Missions</b> , Hess, 2000. 6" x 9" Stbd., 144 pages, 29 photos. Terrific book documenting the worst bombing raid losses of the 8th AF. Schweinfurt, Ploesti, Kassel, Berlin are just some of the missions outlined in this brilliant book.	\$ 16.95	_____
—	<b>B28 The Man Who Flew the Memphis Belle</b> , Col. Robert Morgan USAF Ret. and Ron Powers, Hdbd., 320 pages, 15 pages of B/W photos. Read the amazing story of Col. Robert Morgan, pilot of the famous 91st BG B-17F 'Memphis Belle'. Col. Morgan has autographed a limited edition of this fantastic book. This is an exclusive offer to 8th AFHS members. Get them while they last!	\$ 29.95	_____
—	<b>B29 Sunrise Serenade - A World War II Bomber Crew Story</b> , Jerry Penry, 2000. Stbd; 162 pages, photos. Well researched book about the crew of the 'Sunrise Serenade', a B-17 from the 452nd BG, 3rd Air Division. Well researched and superbly written by Jerry Penry. A great story - highly recommended!	\$ 19.95	_____
—	<b>B30 Bombs Away! Pathfinders of the 8th Air Force</b> , Thixton/Moffat/O'Neil, 1998. Hdbd., Photos. Remarkable story of the 8th Air Force Pathfinder Groups (95th and 482nd Bomb Groups). Well written and very interesting.	\$ 25.00	_____



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—	<b>P1 The Crewman,</b> 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	_____
—	<b>P2 Rosie's Crew/Thorpe Abbots - 1943,</b> 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. \$145.00	_____

*If you wish to have your print personalized, please include your request on a separate piece of paper and enclose it with your order.*

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—	<b>S5 Eyes of the Eighth,</b> 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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# MEMORIAL SERVICE CAMBRIDGE MILITARY CEMETERY

On May 28, 2001 a Memorial Service was held at the Cambridge American Cemetery in tribute to those who rest in peace in this solemn piece of America. Connie Richards, our contact in the United Kingdom, represented the Historical Society and placed a wreath to in memory of those of the 8th Air Force.

The impressive ceremony featured an Honor Guard from the Joint Analysis Center at RAF Molesworth, the United States Air Forces in Europe Band, and fly-bys of F-15E Strike Eagles of the 494<sup>th</sup> Fighter Squadron at RAF Lakenheath. A special fly-over tribute was made by the B-17 *Sally B*

based at Duxford.

Speakers at the event were Chaplain Mark Campbell of the 48<sup>th</sup> Fighter Wing at Lakenheath; Mr. James Growden, Her Majesty's Lord-Lieutenant of Cambridgeshire; Mr. Glyn Davies of the U.S. Embassy in London. General Gregory Martin, Commander of the United States Air Forces in Europe gave the principal address. Chaplain Lt. Col. Leon Page of RAF Lakenheath gave the Benediction following a Firing of Volleys and Flag-raising ceremonies.

All Units and Groups of the Eighth Air Force were recognized during the Memorial Service and were listed in the program.



**The Honor Guard at Memorial Services**



**Connie Richards with our 8th Air Force Historical Society wreath - Madingly Cemetery.**

**OFFICE OF THE SURGEON  
544th BOMBARDMENT SQUADRON  
384th BOMBARDMENT GROUP (H)  
AAF 106                      APO 557**

**22 Feb, 1945  
CERTIFICATE**

This is to certify that T/Sgt. Frank J. Fitzpatrick, ASN 32382780, was hospitalized at 303rd Station Hospital for : WIA- Cold injury, high altitude type, all toes, both feet, med, Sv., from 29 Nov., 1943 to 23 Dec., 1943. Was returned to flying on 24 Dec., 1943.

He was again grounded 3 Feb., 1944 for: WIA- Cold injury, high altitude type, left cheek, mild. Returned to flying on 5 Feb., 1944.

**WILLIAM R. CROSBY  
Capt., M.C.  
Squadron Surgeon**

**William E. Boeing**  
Founder of the Boeing Company, his name is almost synonymous with air transport.

*DKS*

## PARSON'S CHARIOT

Dear Sir:

I am the son of Joseph Nemanik, formerly of the 466th Bomb Group at Attlebridge. I am 46 yrs old and grew up knowing little of my father's experiences in WW II. I knew that he was a nose gunner/bombardier in a B-24. Five years ago I returned to the home that I grew up in and got to know my dad in ways that I never thought possible. I learned of some of his war experiences and the effect these had on him and thus my life. One of the experiences he told me was when he received his issue of the 8th Air Force Newsletter. He told me, when seeing the column "Parson's Chariot" that he was a member of its last crew. He proceeded to very calmly say that they just happened to have a wing on fire and the aircraft was destroyed. Upon further inquiry he told me that they had other mishaps including a mid air collision.

If it had not been for your newsletter and "Parson's Chariot" I would never have known of these experiences and for that I am very grateful. In the past few years my dad and I had the chance to grow closer than I ever imagined possible. We travelled the country in his convertible he won at age 78. Dad passed last year but each issue of the Mighty Eighth "Parson's Chariot" reminds me of him and the sacrifices the WWII generations made for my generation and those that follow. Keep up the good work and thanks for helping me understand my father a little better.

Sincerely,  
**Richard Nemanik**

## DEAR WALT:

The NEWS issues, they only get better - primarily because you are reviving significant stories of the WWII 8th. Rosie of the 100th is a legend of



whom I first heard from his adjutant Hank Ramsay in 1948. These are a couple of the stories Hank told me:

The Berlin mission - February 3, 1945 - Rosenthal and his plane were badly damaged but managed to crash land behind the Russian lines. The Russians, mistaking their green flight suits for Luftwaffe, were in the process of lining the crew up for execution. Rosie shouted out to the Russians, "Americanski! Churchill! Stalin! Coca-Cola! Lucky Strike! Yankees!" It worked. This established the fact that he and his crew were Americans and the firing squad reluctantly lowered their guns.

The crew travelled by rail to Moscow, where Rosenthal was a guest of Averell Harriman, then the American ambassador, at an embassy dinner. I would suppose the entire crew attended. They subsequently made their way back to England in time for VE Day festivities.

Ramsay told me that a full dress parade after his return was held and Rosie had a problem. He had no idea how many decorations he was entitled to wear and Ramsay had to check the records to advise him of appropriate "fruit salad."

Hank also told me that Rosenthal never told his mother that he was flying as it would have upset her considerably.

Final reminisce - When Second Lt. Rosenthal returned from the Munster raid (Oct 10, 1943) He was overheard asking the interrogator (probably the intelligence officer) "If that was a rough mission?"

Sincerely,  
**F.C. 'Hap' Chandler 491st BG  
Atlanta, GA**

## FROM THE TOP

Dear Walt,  
Another Grand-Slam issue!!! Will work to get those "younger" views for future articles. Keep up the pre-eminent work!  
Sincerely,  
**Tom**



**Lt. General Thomas Keck  
Headquarters Eighth Air Force  
Office of the Commander  
245 Davis Ave E Rm 200  
Barksdale Air Force Base  
Louisiana 71110-2279**

*Lt. Gen Thomas Keck is Commander of the Eighth Air Force at Barksdale AFB. As a direct result of Gen. Keck's initiatives, the 8th AF NEWS is already receiving contributions of articles from active duty 8th AF men and women. You will see these in future issues. -Editor*

## DECEMBER COVER

Dear Dr. Brown:

I was trying to locate Col Jay Davis, of Duncanville, Tx and Jim Erskine helped me find his address. Unfortunately I did not get to talk to Jay as he passed away about



1 1/2 years ago. I did talk to his widow however. Jay was a hero of mine when I was about 14 and he was 19 and in cadet training at University of Tulsa. We kept in touch all during his flying a B-24 in Europe and I lost contact later. I started looking for him after I was told about the 8th Air Force association by a widow at my church.

I am trying to find out if anyone knows the identity of the two officers in the center of the cover of the December 2000 issue. I would swear that it is Jay and his co-pilot. I had some pictures that Jay had sent me of him, his crew and his plane, but unfortunately I had given some pictures to my daughter and she has misplaced them. If this is Jay on the cover, I plan to have it reproduced for Col. Davis widow. If you could identify these men or tell me anyone that could I would be grateful.

Sincerely,  
**James W Pumpelly  
Tulsa, Oklahoma  
email pump@geotec.net**

## COMPLIMENTARY SUBSCRIPTION

To: Connie Metts  
Membership Records

Yes, I would like very much to have the right to continue to receive the membership of the 8th Air Force Historical Society.

Thank you for your letter and your kindness to write to me.

**Mable Butchino Portland, OR**

P.S. My husband was with the 100th Bomb Group. His plane was "Hard Luck".

*The spouse of a deceased 8th AFHS member may receive, upon request a complimentary one year subscription to the 8th AF NEWS. -Ed.*

## 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 the serial number of the aircraft.

Sincerely,

**Thomas Lyon**

**3363 Warrensville Center Rd.  
Apt. 110  
Shaker Heights, Ohio 44122**

## PARACHUTES

Dear Sir:

Just picked up the Sept 2000 issue of the 8th Air Force News. While thumbing through it I saw the article about the simulated bombing mission at the Eighth Air Force Heritage Museum, by Fred Becchetti. This was a very real simulation. It brought back my experience there two years ago. I became so engrossed that when the parachutes popped out I thought I was back in combat and counted the chutes aloud. It startled the other people in the theater at the time - none of them had been in combat.

This conducted simulation of a combat mission is very good and does a

great job showing people that have not experienced the air war what it was like. Everyone should fly The Mission Experience in Savannah. Sincerely,  
**Charles Wheelwright  
Seabrook, TX**

## THE ROXY'S SPECIAL

Dear Mr. Brown:

As a historian and member of your Society, I should like to ask you for a favor. Could you, please, put out the following note in the 8th AF News: -

"Richard Braun, WW2 air war historian of Pinienstr. 53, 67065 Ludwigshafen, Germany, wants to complete his documentation about the crash of "The Roxy's Special" B-17G, 322 B.Squ., 91 B.G., at Ludwigshafen on the Rhine on Sept. 8, 1944. For this purpose, he needs a photo of S/Sgt. Charles Beebe, 19142099, waist-gunner on that aircraft. Therefore, everybody who knew this airman and/or holds a photo of him is kindly invited to contact Richard Braun at his above address."

I should be very grateful if you could meet this request of mine. In case you are interested in having a copy of my documentation, I shall gladly send you one. From it you would see that I was an eye-witness of the crash.

Sincerely yours,

**R. Braun**

**Pinienstr. 53  
67065 Ludwigshafen  
Germany  
(Phone 621-573415)**

## EIGHTH BROTHERS

Dear Walt:

On page 45 of the June 01 issue you wrote of "8th Brothers" and invited other unusual stories of 8th Air Force brothers. I don't think there are many brothers that flew on the same crew. My last 11 of the 35 missions I flew was as the navigator on the crew of Herbert W. James of the 614th Squadron. The copilot on that crew



**Victor Parker, copilot on the left with his engineer brother Robert Parker.**

was Victor E. Parker. The engineer was his brother, Robert S. Parker. I have enclosed a photograph of the Parker boys.

They had flown nine missions when I joined the crew when their navigator left the crew to attend "Mickey" training as best I can recall. After I finished my tour they continued on to fly a total of twenty-eight, the last being on April 20, 1945. The crew flew home to the US as apart of "Operation Homerun."

After their service they returned to their home in Dayton Ohio. Robert is deceased but his wife Nancy is a member of our Association as is Victor. It was always my understanding that the military preferred that brothers not serve together in combat. I have never heard what circumstances brought them together on the same crew.

Sincerely,

**George H. Menzel, 401st BG  
Savannah, GA**

*George Menzel is author of a fine book of his wartime experiences "Portrait of a Flying Lady." -Ed.*

## DEAR SIR,

As an avid reader of your 8AF 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 401 BG Historical Society. This group operated out of Deenethorpe during WWII with B-17s and in my childhood days of ten visited the base to watch the fat ones 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 Madingly Cemetery on behalf of the 401st Bomb Group (H) 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 RAF Kettering Northants England**

## MID AIR COLLISION

Dear Walter,

I read with interest the June 01 article about Howard Richardson and his crew's close call/excellent airmanship involving the B-47/F-86 midair collision.

I was an aircraft maintenance officer at Homestead AFB/19th Bomb Wing during 1958-1962. I remember Howard and his crew. What surprised me is to learn that he is from Louisville, Mississippi, some 25 miles from my old hometown, McCool (pop. 450 then). I graduated from high school in April 1942 and enlisted in the USAAF 3 weeks later. I was not yet 17. I flew 16 missions with the 386th Bomb Group (Martin B-26s) as engineer-gunner in the 8th AF Support Command. Then we were transferred to the 9th AF in October 1943. I flew 34 missions with the 9th. I flew my 50th on 12 April 1944.

I would like to talk to Howard Richardson, but according to the Long Distance Assistance Operator, there is no listing for a 'Howard Richardson' in the Louisville, Mississippi directory. Could you perhaps steer me to where I might get his number? I would appreciate any effort toward this.

Keep up the good work, Editor! I love the magazine.

Sincerely,

**Billie Boyd 386th BG Rutledge TN**

*My error and apologies, Billie, Howard lives in Brandon, MS. -Ed.*

## ENGINES

Hi Walter Brown,

After reading the June 2001 Issue of the 8th A.F. News, I just had to write about the article "Belly Landings" on page 31 by Richard Scroton, Apalachin, NY. I flew 35 combat missions with the 44th BG, 68th sqdn as a flight engineer gunner on a B24 Liberator. He said we did not feather an engine that was vibrating very badly, because this reduced the odds of the prop tearing the engine loose. If you have an engine out the first thing you do is shut down the engine and feather the prop. This stops the prop from windmilling and stops the vibration, therefore keeping the engine from being torn from the wing. Enough said.

Well, this is a great magazine and I am sure the crew of "Rosie's Riveter's" will be very proud of this issue and I will keep it as it is very special.

About the wheels up landing, I figure this pilot did so because of the freshly plowed field. He said he was a navigator on a B-17 and I am certain he was a good one.

I left England Sept. 1944 after completing my missions, that was 57 years ago so maybe its time I was cracking up.

Heres wishing you all the best,

**Herbert Russell**

**44th BG, Annapolis, MD**

## POLTOVA

Dear Sir,

The article in Mail Call by Richard Scroton was interesting to me because he and I were probably in Poltova at the same time.

Another crew showed up at Poltova while we were there. A name I remember from that crew was Marty Bezon.

We were shot down over Berlin March 18, 1945. While descending in our chutes East of the Oder River, we were strafed by a Russian fighter pilot and Leonard Marino and John Sunberg were killed while descending.

Enroute to Poltova we were joined by a P51 pilot named Page who parachuted in the same area.

We also flew the Feb 3 mission to Berlin. Does anybody else remember April in Poltova?

Sincerely,

**Ralph Moore 487th BG Downingtown, PA**

## AVIATION MUSEUM

Dear Dr. Brown:

The interesting June 2001 issue of 8th AF News was waiting for me on return earlier this month from a lengthy vacation.

Of unusual interest was Kentucky Chapter's comments on page 38 about the Aviation Museum of Kentucky. Just two weeks prior, my traveling companions and I had been given a personal tour of the Museum by Don Schobel, editor of the Museum's Newsletter and former colleague and long-time friend of one of my companions. Being a life member of 8th AFHS it was a pleasure to see a display of our organization among the many interesting exhibits.

Sincerely,

**Patricia Levor San Francisco, CA**

## ATOMIC BOMB

Dear Walter,

I knew of a meeting on Thursday Feb. 15th, 2001 in the Tybee Island Mayor Walter Parker's office. The History Channel Producer had asked me not to have contact with any one on the mid-air collision 43 years ago while they were completing their work on the documentary. They have finished and will show the two hour program on all Nuclear accidents this fall on the History Channel. So I felt like I was free to call and talk to the Mayor of Tybee Island.

I called him this week and had a good talk. I informed him that President Eisenhower had not authorized SAC to fly with complete nuclear weapons when we had our accident in Feb. 1958. Also I told him that I had a copy of the receipt signed on 4 Feb. 1958 by me and the receipt stated that I was not to allow any capsule to be inserted into the MK-15 at any time. I believe that he does not fully

agree that the weapon dropped off shore is a weapon with no capsule inserted.

Hope that this story is of interest to you.

Sincerely,

**Howard Richardson 385th BG  
Brandon, MS**

*Howard Richardson's unique story was featured in the June 01 issue, 8th AF News. -Ed.*

## WILLIAM PATTON

*The story of the recovery of William Patton's P-51 recently found in a farm pond in France was reported by Dick Atkins in our June 01 issue. Margaret Patton is "Junior" Patton's sister-in-law.*

Dear Margaret,

This note probably comes as a shock but I'm one of the remaining pilots of

the five mother ships involved in 'Aphrodite'.

"Pat" as we knew him was one of the 'jump' pilots who by mere circumstance buddied around with my co-pilot Don Crete and Bombardier James Lacy, both of whom are deceased. This trio of happy-go lucky guys were the joy of the entire cadre who were involved in the primitive project.

I say primitive because of being compared to guided - smart - remote control and what arms we now have in our arsenal. But Pat has a tremendous help in working with other 'jumpers' - was a whale of a help to men and Lacy in setting things up to successfully bail out of the zones. His good nature helped a lot during times of stress and his ability to teach certain bail-out techniques undoubtedly saved some lives and certainly some scrapes, burns and fractures. He was

great help and a really wonderful friend.

After he jumped he decided he wanted to fly a P-51. I think he could have gone home but he was the consummate patriot - and his contribution to Aphrodite went a long way toward making 'smart' bombs and careful piloting. The county owes him and his memory a great deal.

Sincerely,

**John Y. Lansing, Wilsonville, OR**

An after thought-

We had heard that Pat had gone down several months after he left Fersfield - but knew no details.

I came across the story in the June 2001 8th Air Force News - a sad story - but maybe my memories of who I thought so much of might help some .



## THE TANNOY

--You never know where you hear of the 8th's exploits. One of our members met a group of Brits high up on an Alpine trail in Switzerland. Talk turned to the war. Clive Sanders and Ron Grey recall vividly their childhood days when they helped out farmer Jackson on the Sandy Hill Farm

at the end of the main runway of the 491st Bomb Group at North Pickenham. The old farmer would exchange his eggs for the garbage from the 491st Mess Hall, to be used to feed the livestock. They had great fun looking through the refuse for treasures such as forks, knives and plates thrown away by the Yanks.

--Editor Bob Bee of the 486th BGA's O & W Newsletter features a nice depiction of the new Chapel being constructed at the Mighty Eighth Air Force Heritage Museum in Savannah. The accompanying story gives the details of this significant Memorial Chapel honoring those who served in the Eighth.

Word has come from 303rd BG representative in the UK Brian McGuire that the annual Hangar Dance will be held at the Molesworth airbase facility J-2 Hangar on June 8th, 2002. Many Groups and individuals planning to return to England then may want to include that incredible function in its travel plans.

Author Stephen Ambrose, principal speaker at the annual reunion banquet in Salt Lake City last year, has his new book ready for release - check your local book store or online. Entitled *The Wild Blue - The Men and Boys who Flew the B-24s over Germany*.

The United States 8th Air Force shot down 6,098 enemy fighter airplanes - one for every 12,700 shots fired. Another interesting website of note: Check in on the WWII Pilots Group, Santa Rosa CA - <http://www.worldwar2pilots.com/homestart.html>

"Well, they make good razor blades." - Hermann Goring on American production capabilities.

Seventeen miles west of Detroit at its Willow Run assembly line, Henry Ford's wartime workers could turn out, at its peak, one B-24 Liberator every sixty-three seconds.

# COURTSHIP BY BIKE AND BOMBER 1940'S STYLE

By George Stebbings 388th Bomb Group Historian  
Rickingham, Diss, England

## "Good Night Yanks!"

These two "GI'S", after spending an enjoyable evening at the local pub, are now embarking on a hazardous mission - "Flying on instruments" back to the air base in a "Pea Soup" fog! - Frank McKinley Stoneham, MA



We had a chance meeting with a former B-17 Flying Fortress pilot, Tom Dennis, hailing from Norco, California. Also, Tom having in fact had served at Knettishall completing the then obligatory twenty-five missions over enemy territory well before the end of the conflict in Europe.

It was only whilst engaged in light-hearted conversation over the hotel breakfast table that George Stebbings of Rickingham, Diss, the group's English Co-Ordinator over a number of years, discovered that his California friend had in fact both met and married an American nurse while serving in England. There then followed further questioning as to just where the nurse had been stationed. Tom then confessed to being somewhat at a loss as to recalling the exact name and location but recollected in his own words, "Well it was only a few miles from my base at Knettishall, near enough that I could bike over there. Also, it had a big lake fronting this large Hospital, but I can easi-

ly recall the most important factor of all!! There was one heck of a pretty nurse! The address I do know, it was near Diss, Norfolk!"

George is also the local contact and co-ordinator for the former 65th General Hospital at Redgrave Park. Recognizing Tom's rather vague description immediately, the actual location long since returned to farmland, only a handful of local residents now able to recall numerous ambulances all speeding in the direction of this one time large wartime Hospital, mainly carrying the various wounded American airmen from the vast number of surrounding bomber airfields, mostly victims of the air battles fought over enemy occupied territory.

To the 'pretty nurse' who proved to be none other than that 1st/Lt. Patricia Loechne, destined to be Tom's wife, then related to the English guests that her stay at Redgrave had only been seen for a short period of time, probably only three months or so. From there came a



posting to Wymondham, yet another U.S. Army Hospital. Her final location was to be much further afield - not England at all, but Wales.

Tom, by then Captain Dennis, once more took up the story outlining in brief some of his exploits while in the our midst. "Sure I biked regularly from Knettishall to the 65th Hospital just to see Pat, who in turn attended various dances held at our base the 388th BG at Knettishall. But our courtship was interrupted on the completion of my twenty-five missions. My term of duty as a Flying Fortress pilot was at an end. But with promotion as Squadron Operations Officer, I remained at the airfield until mid-1944 having arrived at the Suffolk base early in August 1943. I was returned to the USA but decided to then volunteer for a further tour of duty in England just to be near Pat. With my reappearance at Knettishall our courtship was resumed once again but by now Pat was in Wales. There was only one sensible way left for me to visit her - this was to take my Flying Fortress, load up my bike aboard, head for Wales landing at a nearby RAF Glider airfield, unload my bike and then pedal off to meet Pat. I really did carry out my courting by "Bike and Bomber".

The finale of this wartime romance culminating in their eventual marriage also proved how useful a bomber could become, especially in the hands of some one as astute as Tom Dennis, who on his return to our shores had brought back an engagement ring purchased back in the USA, plus the fact that along with promotion to Wing Leader, he had also become the Squadron Flight Test Maintenance Officer. Once again, quoting Tom's words, "Flight testing allowed me to fly almost anywhere including Wales, where of course Pat accepted the ring. As I recall, I flew over the day before the wedding to pick up Pat and all her nursing friends, ferrying all back to the base at Knettishall in time

for our marriage. This was held at the Roman Catholic Church at Thetford.

I also carried out seventeen more missions with the 388th BG as Command Pilot before victory in Europe and was returned back home to train for further service in the far East against Japan. But their surrender proved this to be unnecessary, so my war-time exploits were over. Pat and myself have now been married 46-years with three children, nine grandchildren, and one great-grandchild. One of my ambitions is to return to England in 1992 for maybe just one more nostalgic look."

Returning to Pat's original posting in England, Redgrave Park in 1943, a few other facts concerning the 65th General Hospital's short but hectic two-years operational career in the midst of the Suffolk countryside has also sprung to light. From the hospital records it was discovered that British troops wounded in the ill-fated Battle of Arnhem, were accepted for emergency treatment. Various other casualties were given aid, even to the extent of German Prisoners-of-War. All part of everyday life for the hospital's buddy staff.

To the present day and the fact that former hospital members stationed at Redgrave Park still have reunions 'back home' along with a regular newsletter, "The 65th Pulsebeat."

Tom Dennis really has to admit that this former method of transport will have to be forsaken if a Trans-Atlantic crossing is to be undertaken in the near future, travel by means of a modern passenger Jet-Airliner being the obvious choice, yet still claiming above all that he truly carried out his courtship with Pat almost 50-years ago "By Bike and by Bomber".

- George Stebbings

## NUCLEAR BOMB TO REST IN PEACE

### Air Force Decides to Let Sleeping Bomb Lie

*Editor's Note: Howard Richardson, 352nd BG - 8th Air Force pilot, of Branston MS was involved in a mid-air collision on a training mission in 1958. His Strategic Air Command B-47 Stratojet was accidentally hit by an F-86 Saberjet and Howard was forced to jettison his nuclear bomb off the Georgia coast near Tybee Island prior to landing his aircraft at Hunter AFB near Savannah. The nuclear warhead explosive device was not in place at the time, but the bomb was never recovered. Some authorities now want to recover the*

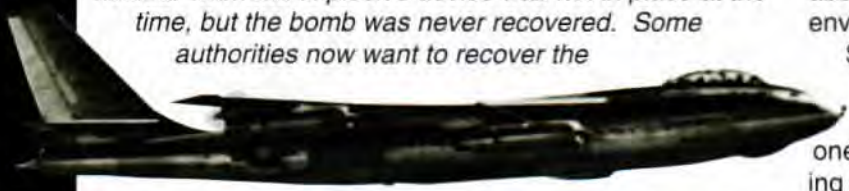
*After a number of meetings between civilian and military leaders a decision was recently made.*

On July 11, 2001 U. S. Air Force officials announced a recommendation to not attempt a recovery expedition of the nuclear weapon which has been underwater in 15 feet of ocean bottom a mile off the Georgia coast. Several government agencies studied the situation and were consulted on their findings. The 400 pounds of explosives still present in the bomb will remain undisturbed; they represent a potential danger to recovery teams if such an attempt is made. The Air Force states that there is absolutely no chance of nuclear contamination of the local environment.

Some local officials still feel that the bomb's threat is real and further consideration should be given to finding the bomb and removing it. The Tybee bomb is one of several still unrecovered nuclear weapons lost during the decades of the Cold War.

*atomic weapon and avoid any dangerous consequences that may exist. The story was reported in the 8th AF NEWS, June 01 issue.*

### B-47 Stratojet



# REUNIONS

## **379TH BOMB GROUP ASSOCIATION**

October 3 - 6, 2001  
Harrisburg PA contact: Armed Forces Reunions 1-800-562-7226

## **303rd BOMB GROUP ASSOCIATION**

September 5 - 9, 2001  
BWI Marriott Baltimore MD  
contact: Walter Ferrari, 207 Lake Circle, Hampstead NC 28443-2519  
or: Dick Johnson, 5901 Joe Road Deale MD 20757-9739

## **34TH BOMB GROUP(H) ASSOCIATION**

September 5 - 9, 2001, Hilton De Soto Hotel, Savannah, GA. Contact: Harold C. Rutka, 11 East Artavia St. Duluth, MN 55811-2330. Tel: (218) 724-1667

## **487TH BOMB GROUP ASSOCIATION**

487th Bomb Group (H) Eighth Air Force AF Station 137, Lavenham, England (WWII) October 3 - 7, 2001 Sheraton West Port Lakeside Chalet, St. Louis, MO. Contact: Howard C. Todt, 13502 Featherstone Drive, Town & Country, MO. 63131. 314-821-5449, Hctodt@aol.com

## **7TH PHOTO RECON GROUP**

The 7th PRG will hold their 2001 annual reunion with the 8AFHS, Harvey Hotel, Irving, TX Oct. 24-29, 2001. Contact: George Lawson, 4390 14th St. NE, St Petersburg, FL 33783 Tel: 727-526-8480

## **457TH BOMB GROUP ASSOCIATION**

457th Bomb Group Association  
September 23 - 26, 2001 Colorado Springs, CO, Sheraton Hotel on Circle Drive. Contact: Joe Toth, 449 Sunset Lane Pueblo, CO 81005 (719)566-1714 or Nancy Henrich FAX: (719)564-6458  
email: mylittledarlings@yahoo.com

## **398TH BOMB GROUP**

18th Annual Reunion  
October 3 - 6, 2001  
Radisson Inn  
St. Paul, Minnesota

Contact wally398th@worldnet.att.net or phone 301-762-2213 Wally Blackwell or George R. Hilliard grhilliard@usa.net

## **356TH FTR GP. (WWII) ASSN.**

359th, 360th, 361st, Hqtrs. & Support Sqdns.  
October 8 - 11, 2001 Drawbridge Inn, Cincinnati, OH. Contact: Kenneth J. Male 8282 NW 47th Street, Ocala, FL 34482. Tel: 352-622-9976

## **364TH FIGHTER GROUP ASSOCIATION**

364th FTR GP (WWII, Honington, Eng, 8th AF) & Support units reunion, 15 - 25 Sept 2001. Peoria, IL, Holiday Inn City Center. Contact: Dan Leftwich, 6630 Caldero Ct., Dayton, Ohio 45415. Ph: 937-890-3641

## **100TH BOMB GROUP ASSOCIATION**

100th Bomb Group, Supporting Units, and Friends of the "Bloody Hundreth" Oct 2001, Omaha, Nebraska. Contact Don Bradley, 1310 Hansen Ave., Bellevue, NE 68005-3016 or email duckbl@msn.com

## **1ST STRATEGIC AIR DEPOT ASSOCIATION**

1st Strategic Air Depot Association (Honington-Troston, England) Branson, Missouri. October 27 thru October 30, 2001. Contact: Warren L. Stanley, Secretary 390 N. Winchester 5-1-G Santa Clara, California 95050

## **361ST FIGHTER GROUP WWII**

Doubletree Hotel Tucson, Arizona  
October 14-17, 2001  
Contact: David C. Landin 8419 Michael Road Richmond, VA. 23229 (804) 288-5889

## **44TH BOMB GROUP ASSOCIATION**

Annual B Wing reunion Oct. 15-18, 2001 Isle of Capri Casino & Hotel, Bossier City, LA & Barksdale Field. Contact: Mike Yuspeh, 7214 Sardonyx Street, New Orleans, LA 70124-3509 Phone: (504) 283-3424

Fax: (504) 283-3425  
email: Mikeyuspeh@worldnet.att.net

## **ANNUAL REUNION**

The 455th Bomb Sqd./323rd Bomb Grp. (M), "White Tailed Marauders" 9th Air Force, WWII, September 29-October 2, 2001 The Ramada Hotel, Natchez, Mississippi.  
Host: Robert Mims, 615 State Street, Natchez, MS. 39120  
Email: mimsr.101@bkbank.com

## **452nd BOMB GROUP ASSOCIATION**

27th Reunion  
October 11-14, 2001 Sheraton North Charleston Hotel, Charleston, South Carolina. Contact: Hank North, 901 Poling Dr., Columbus, OH. 43224 phone 1-800-452-9099

## **479th FIGHTER GROUP**

The 436th Fighter Squadron - 479th Fighter Group October 3-7, 2001 Four Points by Sheraton Hotel, Niagara Falls, NY. Reservations call (800) 325-3535. Information contact Al Massey, 485 Fries Road, Tonawanda, NY 14150 (716) 832-5760

## **381ST BOMB GROUP ASSOCIATION**

Oct. 3-7, Hampton, VA. Contact: J. Waddell, PO Box 6064, Madison WI 53716-0064, (608)222-4591, e-mail jkwadd@aol.com

## **27th AIR TRANSPORT GROUP**

27th Air Transport Group Association (WWII) consisting of the 310th, 311th, 312th, & 325th Ferrying Sqds. 86th, 87th, 320th & 321st Transport Sqds/ 519th & 520th Service Sqdns. October 18-20, 2001 Savannah, Georgia  
Contact: Donald Diehm 246 Laurelwood Lane Horseshoe, NC 28742 828-891-5422

## **78TH FIGHTER GROUP ASSOCIATION**

September 27 - 30, 2001  
Sands Ocean Resort  
Myrtle Beach SC

# REUNIONS

Contact: Chuck Behrens 1021 Parakeet Trail, Lakeland FL 33809

## 493RD BOMB GROUP MEMORIAL ASSOCIATION

The 493rd BGA will hold its 2001 annual reunion with the 8th AFHS, Harvey Hotel, Irving, TX October 24-29, 2001. Contact: Bill Rawson

## 486TH BOMB GROUP ASSOCIATION

17th thru 21st of Oct. 2001, Clarion Hotel, Worthington, OH. Contact: Bob Bee, 2064 Tuckaway Ct., Columbus, OH 43228. (614) 272-5289.

## 357TH FIGHTER GROUP ASSOCIATION

September 5-10, 2001, Dayton Marriott, Dayton, OH. Contact: Joe DeShay, 465 NE 34th St., Boca Raton, FL 33431 Tel: (561) 392-4864

## 353RD FIGHTER GROUP ASSOCIATION

Irving, Texas, October 24-29, Harvey Hotel. Contact: Bob Brackstone, (517) 627-9819

## NATIONAL EIGHTH AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION

OCTOBER 24 - 29, 2001 HARVEY HOTEL IRVING, TEXAS

Complete details in June 01 8th AF NEWS

## 2nd AIR DIVISION ASSOCIATION

November 1 - 9, 2001 Norwich, England

## THE MIGHTY EIGHTH AIR FORCE WEEK OCTOBER 8TH-14TH

Dear Friends:

For three years we have been putting forth a heroic effort to establish the week of October 8th to 14th as National "Mighty Eighth Air Force Week" and I am tremendously happy with the support received from so many. The many proclamations from elected officials from all levels of government are evidence of your desire and dedication to make this a successful, permanent remembrance and a memorial to all who served in the "Mighty Eighth".

As we approach our 4th anniversary of "Mighty Eighth Air Force Week" we appeal to every member to expend some effort in promoting this week of recognition. Proclamations are available. Take them to your local newspapers, radio stations, TV stations and any media that may be willing to participate in our request. To give this a personal and hometown flavor tell them about your experiences and suggest that the elected official, newspaper editor, radio or TV personality have a picture taken with you. If there are a few 8th Air Force veterans in the area go as a delegation and make it a fun experience. Invite these people to lunch with you; it may surprise you how readily they will accept, and what do you discuss? Your experiences and the history of our Mighty Eighth!



our Mighty Eighth!

We had planned to have Bumper stickers or other advertising items

**PROCLAMATION - Wilbur Richardson and Chino Hills, California Mayor Joe Graham with the 8th Air Force Week Official Proclamation. Wilbur flew 30 missions as a ball turret gunner with the 94th BG.**

this year, but we have to delay that to our fifth anniversary until we can include it in our budget. So for the present we go with what we have and most important is your making contact with those who can offer support and will benefit by associating with us. It enhances the position of these people to be associated with members of the "Greatest Generation", and it helps preserve the legacy of the "Disappearing Generation". Friends, the clock is ticking, time is running out, so I am hoping that every member can say, "I had a part in preserving the legacy of the "Mighty Eighth" by participating and promoting our "MIGHTY EIGHTH AIR FORCE WEEK" OCTOBER 8th to 14th.



Good luck and God Bless Norm Grant

\*\*\*\*\*

As I complete my eight years on your Board of Directors I thank you for the support, courtesies and good wishes you extended over those years. I have saved and will treasure the many cards, notes, and letters you have written to me, and periodically I will read through them to recall the memorable times and friendships made. Thank you for the privilege of adding to my biography, President of the Eighth Air Force Historical Society.

Your new Board of Directors will be selecting someone else to continue the promotion of the "Mighty Eighth Air Force Week". I know you will continue to give your support to help toward the day when it may be recognized as an important day for our entire Nation's remembrance. My thanks to all of you. You are wonderful and important for just being who you are.

Margaret and I will continue to be in attendance at the reunions of our Society and our 493rd Bomb Group as long as possible, and hopefully we can share a hug or a handshake. Our prayers and best wishes go out to those who are feeling the pangs of age and the ravages of disease.

In Friendship, Norm Grant

# CHAPTER NEWS

## WISCONSIN CHAPTER

The Wisconsin Chapter was busy over the Memorial Day Holiday participating in Milwaukee parades. In the parade President of the Chapter Donald J. Kabitzke rode in a 1958 Excalibur hand crafted sports car used in major parades in the Milwaukee area. It has been one of our best public relations efforts.

Rob is quite a character while driving his car. He has a loudspeaker to which is attached a harmonica. As he moves down the parade route he taunts the crowds with a variety of musical numbers, stopping in front of one group encouraging them to clap hands to the rhythm, at the next it may be to stomp their feet and others he gets to jump up and down. The crowds love it and we got a lot of applause as we progressed along the parade route.

In the evening on the Milwaukee Public Television Station a chapter member, Erv Nowicki was involved in a three hour presentation involving veterans of World War II and their wives. He was a B-17 Fortress pilot and was asked to relate stories of his experiences.

Besides our attending the parade in Delafield, Wisconsin others set up displays at an air show at West Bend, Wisconsin. The climax to the Delafield parade was the complete cadet corps and band of St. Johns, Northwestern military academy of 365 men and officers. Donald J. Kabitzke

## OREGON CHAPTER

The May quarterly meeting of the Oregon Chapter, 8th AFHS was held at the Beaverton Elks Lodge, with 84 veterans and associate members and guests in attendance. President Joe Conroy announced that the total membership now numbers 158, with 115 Veteran members and 43 Associates. The emphasis on recruiting Associates has resulted in a good prognosis for the Oregon Chapter in the long-term.

It was announced that the Collings Foundation B24 and B17 will be visiting Corvallis in June.

The Evergreen Aviation Museum in McMinnville OR will be opened to the public on June 6th, with the grand opening set for November 11th. The famous *Spruce Goose* will, of course, be the prime attraction, but there are also more than 200 flyable aircraft including antiques, warbirds, and modern planes in the Museum collection as well.

Following the fine buffet luncheon provided by the Elks, the meeting was turned over to the speaker for the day, Jerry Nudelman. Mr. Nudelman has a very distinguished WW2 combat record as a forward observer for artillery in the 104th "Timberwolves" Division. He served throughout the fighting in France, Belgium, Holland and Germany, earning three Purple Hearts in addition to other medals, and spent a year in hospital on return to the U.S.

Guests, prospective new Veteran Members or Associates are always welcome at our meetings. Anyone interested in attending should contact President Joe Conroy at 503-246-2912.

**Clint Gruber. Vice President, Oregon Chapter**

## MISSOURI CHAPTER

The Missouri Chapter met April 21 at the DAV Club in Kansas City, Mo with 37 members and guests present. President Siler began the meeting with a Pledge of Allegiance and the observance minute of silence for our fallen comrades. Our speaker was Mr. Bob Sniezek, an attorney and a Navy veteran of WWII. Business was discussed, approved. Meeting adjourned. Joe Jamison, Membership Chairman

## ALABAMA CHAPTER

The Birmingham Area is now meeting monthly and meeting new members each month. Recently Vance Swindle, 306th BG, reported that the movie "Twelve O'Clock High," which was filmed at his base, is being shown to all new classes at West Point today.

The North Alabama Wing is building a replica of a Briefing Room at one of the military museums in Huntsville. All items familiar to those on WW II bases will be included in the room, which will be used for school group instruction as well as for Wing meetings. The assignments and mission route are those of the 2 March 45 mission of the 385th Bomb Group.

## ILLINOIS CHAPTER

Guest speaker for the July chapter meeting was Konrad Hack. Trained in artillery before his tour in Vietnam, Konrad wound up in a Combat Artist unit to do wartime artwork. He remains active in government artwork programs. Terry Carlson continues his active participation organizing the monthly meetings and getting the Chapter newsletter out.

## NATIONAL CAPITAL AREA CHAPTER

The NCAC met August 18th for a luncheon at the Frederick MD American Legion Post #11. Afterwards they attended the Annual Frederick Maryland Airshow, enjoying flyovers and static displays of vintage warbirds. Col. Bob Morgan, 91st BG, attended and signed copies of his newly published autobiography.

## SAVANNAH WING

Come be part of the Salute to Glenn Miller. A special evening of swingtime music from Fred Nimmer's Swingtime Band. This annual Wing fundraiser will be held in the Heritage Museum Lewis E. Lyle Rotunda – a bargain for just \$25! The Savannah Wing is also planning to host a reception on Friday evening January 25, 2002 for attendees at the 8th AF 60th Anniversary weekend.

## GENERAL JAMES H. DOOLITTLE CHAPTER

Belton Wolf makes a call for renewed interest in Chapter programs, which are being structured not only for original 8th AF members but are directed at the younger generation Associate chapter members also. He states that an emphasis on educational programs and institutional support will be a top priority for the upcoming year. The Chapter will continue its active meetings and also increase

# CHAPTER NEWS

its membership rolls with recruitment drives attracting all generations.

The Board of Directors has elected the following officers for the upcoming terms of office: Belton Wolf, 305th BG, President; Abe Dolim, 94th BG, V. P.; Janett Raymond, Scty; and Kenneth Christensen, 457th BG, Treasurer. Dan Raymond, 389th BG, stays on as Editor of the very fine Chapter newsletter *Air Power*.

## KENTUCKY CHAPTER

It has been a busy August for the Kentucky Chapter. Chapter members had a tight schedule. The Kentucky Air Museum at Bluegrass Field in Lexington saw the arrival of the Collings Foundation's B-24 and B-17 for a weekend show. Members were out in force. They also had an exhibit set up at the Frankfort Air Show the same weekend. They returned to the Museum the following weekend for their August Luncheon Business meeting. The remainder of the month was not less busy; Chapter members are full speed going into the Fall "Reunion season."

## MICHIGAN CHAPTER

The Western Michigan Wing hosted a chapter meeting at the Kalamazoo Aviation History Museum on August 11th. A tour of the museum was given including a ride in the simulated Corsair for those wishing to do so. Lunch was served in the Observation Lounge after which we toured the flight and restoration center.

Our next Chapter meeting is planned for October 6th in Ann Arbor, 11:00 am at Weber's Inn, 3050 Jackson Road, just off I-94 at exit 172. Lunch will be served and we will have a program by John A. Clark, pilot with the 100th Bomb Group and his wife Marie, who served as a WASP. Our annual meeting is again planned for November 11th at the Comstock VFW Post 6252. An 11:00 am memorial service will be observed, followed by lunch and Chapter meeting.

Dick Giesing  
Secretary/Treasurer

## MISSISSIPPI CHAPTER

In the Mississippi Chapter, we don't think we all suffer with one-track minds; however, we do try our best to stay on just a few tracks:

We emphasize fellowship. By George, we had some good times together and some bad times together as youngsters. We still do; we still encounter times of pleasure and we still encounter times of pain and sadness. It has been our privilege to encounter these together, and because of that and our common roots, we have a great deal of affection for each other.

Our purpose is to preserve the history of The Mighty Eighth Air Force and the memory of our fallen comrades. We emphasize that. That is our reason for being an organization and everything we do as an organization is pointed toward that purpose - our Memorial Services, our Candlelighting Ceremonies, the preservation of memora-

bilias and stories and pictures.

To accomplish our purpose: We support the Mighty Eighth Air Force Heritage Museum, the best and the ultimate vehicle through which our history may be preserved and made available for those who come after us. We also support the educational efforts of the Eighth Air Force Historical Society, including its new program of outreach in collaboration with the Heritage Museum. We support 8th AF News, the fine organ of our Society which articulates our purpose so beautifully and helps so magnificently in bonding all our comrades together.

We know that there are larger Chapters in our Society; we know many of the other Chapters have a very illustrious history. We do hope all the Chapters will continue to have the great fellowship which we in the Mississippi Chapter enjoy and we hope they enjoy getting together just as much as we do. We hope all the Chapters will join us in support of the fine institutions which we feel are carrying out our purpose and that we will all continue to have a good time doing so.

Incidentally, our Chapter is chartering a bus for a Fall Reunion Trip, in October. We are going to New Orleans to see the D-Day Museum and some engage in some honky-tonking, then on to Cajun Country to eat some catfish pie, jambalaya and file gumbo. We also hope to hear and dance to quite a bit of zydeco music from those Cajuns. Our motto for the trip: *Laissez les bon temps rouler!* That is, LET THE GOOD TIMES ROLL! Come go with us; we don't plan to *not* have a good time!

N. Kenneth Nail, Executive Secretary

## GEORGIA CHAPTER

The members of the Georgia Chapter are actively working on their plans for the 60th Anniversary of the 8th Air Force celebration weekend January 25-28, 2002 to be held in Savannah GA. Events scheduled by the Chapter include a Hangar Dance with music of the 40's at the 165th Air Lift Wing hangar on Saturday January 26th. Sunday afternoon events feature a static display of WWII warbirds and music by the 3rd Infantry Division Band. Bus transportation from motels will be provided. That evening's entertainment will be held at the Comfort Inn in Pooler with dancing, Karaoke singing, and fun.

Monday, January 28th - the anniversary of the activation of the Eighth Air Force in 1942, the Chapter will have a special ceremonial program at 10 AM in front of the American Legion building - the old Armory - where the 8th was born. Music by the 3rd Infantry Division Band and guest speakers will be the highlights.

Headquarters hotel will be the Comfort Inn in Pooler GA, telephone number 912-748-6464. For registration information and particulars for the events sponsored by the Georgia Chapter call Chapter officers at 770-939-2462 or 770-448-8513.

## WASHINGTON STATE CHAPTER

What a great and eventful summer for our chapter members. We wrapped up the 2001 school year by speaking to the history classes at Bellevue High School. B-17 pilot Hank Hendrickson & ball turret gunner Joe Regan gave insights to those young students about WWII, the B-17, it's combat role and in Joe's case what it was like to be a POW.

Last June several of our D-Day veterans were invited to take a flight in EAA's B-17 "Aluminum Overcast" Col. (ret) Mel Schulstad, Vaughn Erickson and Walter Bergstrom all went up and later spoke with local TV & News reporters about their flights on June 6, 1944.

Bombardier Warren Beecroft and his wife were featured on a local PBS broadcast "WWII Revisited". It included interviews with Warren while flying in the Collings Foundations B-17 "909."

Our Chapter attended a number of airshows in July including the McCord AFB show, Olympic Flight Museum & Arlington (EAA) shows.

The month of August found our members being treated to a guided tour of the eight-engine B-52 (G) bomber located in Everett WA. General (Ret) Guy Townsend who with "Tex" Johnson test flew the first B-52 on April 15, 1952 lead the tour. The General earned his wings in 1942 and flew B-17's and B-29's in the Pacific Theater during WWII. He shared his memories and insights of the B-52 while we were in the bomber. Gen. Townsend was the first military pilot to fly the B-47 Stratojet, B-50 Super Fortress, B-52 Stratofortress and the 367-80 prototype of the KC-135 Stratotanker. He also test flew the B-36, B-45, B-46, B-48, and B-51 aircraft. To date, he has logged more than 5,000

hours in experimental flight testing. At 81 years of age the General still flies today.

The Washington Air National Guard has generously given us the use of their meeting facility for our Chapter meetings. We have full use of coffee machines, TV and VCR's, podium and microphones, overhead projectors, comfortable chairs; all we are lacking are full scale P-51's & B-17's in the parking lot!

All in all I think I have the greatest 8th AF members from the "Greatest Generation".

God Bless you all.

Greg Pierce, President



**8th AF Fliers!**

From left: Mel Schulstad, Ralph McClaren, Art Henio, Walter Bergstrom, Vaughn Erickson

## 8TH AFHS AWARD PRESENTED AT AIR FORCE ACADEMY

On May 30th during the Air Force Academy's graduation ceremonies, the Historical Society's Most Valuable Men's Track Competitor award was presented by Bob Vickers, Awards Committee Chairman, to Cadet First Class Shane D. Rogers in the Class of 2001.

This annual award is sponsored by the 8AFHS in memory of Mr. Arne U. Amesen who was an accomplished track coach and associate professor of physical education for twenty-eight years at the Academy. Cadet Rogers received his Bachelor of Science degree and commission as an Air Force Second Lieutenant during this 43rd graduation exercise, and along with his classmates represent more than 33,800 men and women who have graduated and served throughout the USAF.

Director Emeritus of the Board of Directors Bob Vickers has represented The 8th Air Force Historical Society at this special United States Air Force Academy presentation ceremony for a number of years.



**Cadet First Class Shane Rogers and Bob Vickers**

# T A P S



**Peterson, Theodore "Ted"**, Bountiful UT; B-17 pilot; active in the Escape and Evasion Society

**Tinker, Ama "Joe"**, Oklahoma City OK; 452nd BG; worked 38 yrs at Tinker AFB OK; an unpretentious generous man of deep integrity; mission work in Guatemala; - from one of his daughters: "He was a man with the hands of a skilled craftsman; with hands that knew how to hold a little girl's hand or her dreams."

**Djernes, Carl**, Phillips Nebraska

**Hartschorn, John**, Savannah GA - from daughter Laura Elliott

**Sikora, Anthony**, Connelsville PA; B-24 pilot; musician and lover of Irish songs

**Pruett, Joseph**, Kansas City; 20th FG, Missouri Chapter

**Abbott, M.H.**, Jacksonville IL; 379th BG, MO chapter

**Sherman, Charles**, St. Louis MO; Missouri Chapter

**Lynn, William**, Franklin TN; Army Air Corps Air/Sea Rescue

**Leimuehler, Elmer**, Florissant MO;

**Corder, Walter**, 490th BG; engineer on Raymond Rosenbaum crew of *Old Doc Stork* - from Tim Bivens

**Roach, Ross**, member of the Missouri Chapter

**Winslett, John**, Calera AL; 94th BG; Alabama Chapter

**Prescott, Jack**, Savannah, GA; B-26 Marauders; valued supporter and Director of Volunteers at Mighty Eighth Air Force Heritage Museum

**Talley, Martin**, Houston TX; 801st/492nd BG

**Purcell, Vincent**, Houston TX; Group navigator 92nd BG, Podington; 43 missions; Led last mission of the war to Skoda Arms Works in Czechoslovakia. Avid student of the Arts, world history and astronomy. - from Alfred Lea

**Schofield, William "Bill"**, Harrisonville MO; 379th BG; Missouri Chapter P-51 pilot after tour in bombers; in Korea, Vietnam; with his wife, close BBQ friends of Ken and Glenda Wilson

**Seidel, Edwin**, Tomball TX; 100th BG; Air Attache office, Stockholm Sweden

**Cross, Gordon**, Houston TX; 357th FG

**Knorre, Frederick**, Los Altos CA; 446th BG; Command pilot, flew the forming B-24 "Fearless Freddie" during the D-Day invasion. His wife Evelyn distributed his ashes on a recent flight from Montana in the B-24 *All American*.

**McGibbon, Waldron**, East Fallowfield PA; 457th BG original crew -from William McKelvey

**Ash, William**, Cassville MO; 52nd Fighter Control Squadron; active in community services and American Red Cross - from daughter Kathy Ash Meyer

**Jamison, Montgomery**, 96th BG; tailgunner of *Ole Puss* - from daughter Julia Jamison Cochran

**Kutylowski, Edmund**, Cleveland OH; 94th BG

**Pruett, Joseph**, Kansas City MO; charge of Engineering office 20th FG King's Cliffe

**Haun, James**, Nashville TN; flew RAF Spitfires in the Eagle Squadron; instructor pilot at Smyrna (Sewart) airport; accomplished air show aerobatics pilot; autobiography: *Who Says There Are No Old, Bold Pilots?*

**Hurley, John**, New Haven CT; 491st BG, flight engineer on *The Airborne Angel*; avid fisherman and Boston Red Sox fan -from son John Hurley

**Shy, William**, Hendersonville TN; 8th AF ETO; Vietnam; 7000 flying hours; Commander of two Strategic Air Command Wings

**Smith, Glenn**, Helena MT; active in affairs of his community and the Western United States

**Berman, Henry**, B-17 pilot 305th BG; POW, shot down on 16 Feb 43 - from his family

**Mendel, Charles**, Sarasota FL; 91<sup>st</sup> BG co-pilot. Shot down on Romilly mission 20 Dec 42; POW; belly-landed his B-17 after his pilot had been killed, saving lives of three crewmen who were too wounded to bail out.

**Balliet, Loren**, Fort Collins CO; 96th BG waist gunner; flew Poltava Frantic II mission 21 June 44.

**Edwards, Joseph**, Gainesville TX; navigator; Born in England; American citizen who loved America.

**Myers, George**, Upland IN; HQ Squadron ADG

**Canfield, Elmer**, Nampa ID; 447th BG, 413th Pathfinder Sqdn; POW - from Bud Esterline

**Conta, Albert**, Salt Lake City UT; 388th BG pilot; QB; Daedaliens; Civil Air Patrol pilot for 50 years.

**Burke, Ray and Schmidt, John**; 486th BG; crew members with Judge John George, Louisville Ky, in the 832nd Sqdn;

**Djernes, Carl**, Phillips NE; 401st BG pilot

**Chapman, Cyrus and Barber, Alan**; 392nd BG of Capt. Prooper's crew.

**Angus, Harry**, Belleville IL; 96th BG

**Vandertill, Donald**, Isle of Palms SC; pilot; crew member with "Hap" Galfunt; POW - from his brother Jim Vandertill

## TOM LAWLER



Tom Lawler of Austin Texas, died on June 15th, 2001. Tom was a member of the 351st Bomb Group. He had as many friends in the 8th Air Force Historical Society as any member could have. He was ever-present with his camera and friendly coercion to "Let me get just one more shot of all of you together." Tom spent his days, into the early morning hours, at every annual reunion as the Official Photographer of the Historical Society. He was generous with his cameras and gener-

ous with his photographs. Invariably, for many weeks after a reunion, members who had their pictures taken by Tom would receive several photos in the mail, with full identifications on the back.

He was a much-appreciated contributor of photographs for use by the Editors of the 8th AF NEWS, always insisting that there was no cost. After each reunion, he would contact the editorial staff numerous times to be sure his photographs were received just right. The newsmagazine, as was all of our lives, was made much brighter and richer because of Tom Lawler. Our October annual reunion and our December edition 8th AF NEWS will feel the loss of his presence.

## WORLD WAR II VETERANS NEEDED FOR HISTORY OF BARKSDALE FIELD

A Historian for Barksdale Air Force Base is currently seeking information about Barksdale Field from veterans who were stationed there during WWII.

The period of time that is crucial is from 1940 to 1946. Any information pertaining to Barksdale Field will be welcome. The main areas of concern where the historical record is lacking include: information of the AAC Bombardier school that was there from 1940 to 1941; any personnel who did any type of field training on the base as well as information from B-26 and B-29 pilots.

The information needed will help to fill the historical time line and add to the existing museum located at Barksdale Air Force Base. If any veteran would like to donate their color slides, color photographs or black and white film from the 1930s thru the 1960s it would be greatly appreciated.

If you are able to help please contact Jennifer Buckman, toll free, at 1-877-485-6376 or e-mail [nj1299@aol.com](mailto:nj1299@aol.com). Ms. Buckman is a historical researcher and is assisting The 8th Air Force Museum director Buck Riggs, at Barksdale Air Force Base.

## FAMILY LIFE CENTER DEDICATED

General David H. Baker served as Executive of the Plans Section of the 8th Air Force and later became Deputy Commander of the Ninth Air Force.

On July 22, at Moorings Presbyterian Church in Naples Florida, the new Baker Family Life Center was dedicated to David Baker and his wife, Shirley.

- Herb Roy, 34th BG; Naples FL

## LIFE IN AMERICA INDIAN STYLE

When white man found this land, Indians were running it. No Taxes...No Indians Debt...Plenty Buffalo! Plenty Beaver! Women did most of the work. Medicine Man free! Indian men hunted and fished all the time. White man dumb enough to think he could improve system like that!

-from *The Checkerboard* of 78th FGA

## 2002 REUNION DATES SET

The national 8th AF Historical Society's annual reunion will be held in Norfolk VA at the Sheraton Waterfront. The dates are October 1st - 6th, 2002. Units and Chapters should try to make plans around these dates if possible, so as not to miss all the activities going on reunion week.

## EIGHTH AIR FORCE HISTORICAL SOCIETY



## "The Mighty Eighth"

### 8th AF Historical Society Brochure

Did you know that membership recruitment and application brochures are now available? Your Chapter can use them at meetings, shows, and as mailouts. Full color, with text covering the history of the 8th AF and of the 8th AF Historical Society. Join - up info and application forms included. Call Connie or JaNae at our central office: 1-912-748-8884 and they will mail you a supply for your Chapter's use.



Yankee Air Force Fly-in schedule for the Yankee Air Force is as follows:

B17!	Sep 07-09	Indianapolis Airshow 2001	Mt Comfort, IN
B17! C-47!	Sep 23	YAF Founder's Day Open House-FLEX	Willow Run, MI
B17! C-47!	Oct 06-07	Airport Open House -FLEX	Delaware, OH

## MILITARY SPACE

The Air Force is stepping out to implement decisions from the Secretary of Defense to transform the way military space is managed and organized. As one element of the Air Force's overall implementation, the Space and Missile Systems Center, currently under Air Force Material Command, will transfer to Air Force Space Command by Oct. 1, Air Force officials said. "This is a tremendous opportunity for the Air Force," Eberhart said. "We're excited about what this will mean for all aspects of our space program, and especially what it will mean for America's security. Gen. Michael E. Ryan, Air Force chief of staff, described the changes ahead in the DOD and Air Force space program as comprehensive and far-reaching, a true watershed event. "These changes to our space program are necessary, and truly profound. It's an exciting time to be on the leading edge of the transformation of our military space capabilities."

## REUNION 2001

The telephone number of the Harvey Hotel is (972) 929-4500. Address: 4545 West John Carpenter Freeway, Irving, TX 75063. Cut off date for special reunion room rates (\$80 + tax) September 24, 2001.

"This year will go down in history. For the first time, a civilized nation has full gun registration. Our streets will be safer, our police more efficient, and the world will follow our lead into the future."

-Adolph Hitler

## 8th AF Historical Society

**Life Member Fee (U.S.A. only) - others add 50%**

15 times annual	60 or under	\$300.00
10 times annual	61-70	\$200.00
6.75 times annual	71-80	\$135.00
4.5 times annual	81 or over	\$90.00
Spouse of Life Member:		\$40 less than applicable fee, based on LM's age.



## JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

Name

FIRST

MIDDLE INITIAL

LAST

Address

CITY

STATE

ZIP

Telephone

Email

8th AF Unit \_\_\_\_\_ Not in 8th \_\_\_\_\_ Include me as a full Associate Member \_\_\_\_\_

In service \_\_\_\_\_ Branch \_\_\_\_\_ Dates \_\_\_\_\_ to \_\_\_\_\_

Were you a former member? \_\_\_\_\_ Member # if available \_\_\_\_\_

MEMBERSHIP CATEGORY: LIFE MEMBER  ANNUAL DUES \$20

PAYMENT: CHECK  MASTERCARD  VISA  CARD # \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

SEND APPLICATION AND PAYMENT TO 8TH AFHS P.O. BOX 1787, SAVANNAH, GA 31402  
\$20 MEMBERS DUES NOTICES ARE MAILED ANNUALLY

# NOMINEES FOR 8TH AIR FORCE BOARD OF DIRECTORS CLASS OF 2005

The Eighth Air Force Historical Society Nominating Committee presents the following candidates for the Board of Directors. Four positions are to be filled by voting at the Annual Reunion, October 2001.

## **Walter E. Brown, Life Member #25233**

USAF Hospital Wiesbaden, Germany Medical Doctor 1998 to present. Member Board of Directors 8AFHS since 1977. Editor *8th AF NEWS* since 1998. Officer/Board member Tennessee Chapter since 1992. Editor *Tennessee Flyover* 1992-96. Vice Chairman, Board of Trustees Mighty Eighth Air Force Heritage Museum since 1992. Medical Advisor 8AFHS since 1993. Board of Directors, Medical College of Georgia Foundation. Founder and President Middle Tennessee Emergency Physicians. Practice of Emergency Medicine Nashville, Tennessee, since 1971. Nominated by James Bass.

## **Larry Goldstein, Life Member #18590**

388th Bomb Group, 25 missions, radio/gunner. Radio instructor in B-29 program. Recalled to active duty in 1951, 16 months in Japan as Communications Supervisor. Member 8AFHS Board of Directors since 1997. Organized New York State Southern Wing Chapter in 1990. Through personal efforts, New York State Senate recognized the 8th with a plaque in State Capitol, with two additional grants to recognize POW's, and the 8th at American Airpower Museum, Farmingdale, NY. Fifty year career in life insurance industry. Nominated by Gustave Nathan.

## **Reginald K. (Ken) Hoddinott, Jr., Member #17172**

487th Bomb Group, Lavenham, pilot. Over 5,000 hours as pilot. A Life Scout. BS in Engineering from University of Maryland. Retired Vice President of marketing for international corporation listed on NYSE. Editor and publisher of Savannah Wing CON TRAILS. A volunteer at Mighty Eighth Air Force Heritage Museum since May 1996. Volunteer work in 8AFHS membership office. Nominated by G. Dennis Leadbetter.

## **Edward Kueppers, Member #9496**

Under age for service in WW II Eighth Air Force. Active duty, Fort Leonard Wood; reserve duty with Minnesota National Guard, rank of Mess Sergeant. BA in history from College of St. Thomas. 8AFHS work includes Director of Mighty Eighth Theater 1981-98; Membership Manager 1990-92; Information Manager 1993-1999. President of Minnesota Chapter 1988-90; member of Board of Directors of 8th AF Memorial Museum Foundation since 1991. Owner/operator of Kueppers Insurance Agency. Has attended every reunion of the Historical Society since 1981. Nominated by Hank North.

## **N. Kenneth Nail, Life Member #12916**

457th Bomb Group, Glatton: 30 missions, 17 as lead navigator. Graduate of Ole Miss with degree in Accountancy. A practicing CPA for 40 years in Tupelo, Mississippi. Served on 8AFHS Board of Directors 1996-2000, three years as Treasurer. Past President and currently Executive Secretary of Mississippi Chapter. Past member of Board of Directors, 457th Bomb Group Association. Nominated by Sherman Small.

## **Bernard Thomas Nolan, Member #29958**

487th Bomb Group, Lavenham: pilot, 33 missions. Retired USAF with Command Pilot rating and rank of Lieutenant Colonel. Recipient of Distinguished Flying Cross and four Air Medals. Graduate cum laude from University of Maryland with Military Science degree. A docent with National Air and Space Museum, Washington, 1976-1985. Has written book (unpublished) covering history of 8th Bomber Command. Member of Georgia and National Capitol Area Chapters and 487th Bomb Group Association. Nominated by Henry Hughey.

## **William C. Rawson, Life Member #8622**

493rd Bomb Group: 30 missions, copilot. Test pilot, bomber flight test, Wright Field, Ohio. Electronics Officer, 7th Bomb Wing (B-36), 8th Air Force. Retired Lieutenant Colonel, USAF. Since 1994, Editor of 493rd Bomb Group Memorial Association's quarterly newsletter, President of the Association since 1999. Nominated by R.C. Dick Baynes.

## **Arthur E. Swanson, Life Member #229**

357th Fighter Group, Staff Sergeant. BBA from Northwestern University School of Business; MBA from Temple University; CPA from State of Illinois. An original founder of 8AFHS: Director 1980-84; PX Manager 1985-97; Finance Manager 1989-1998; Membership Manager 1992-98; attended every 8AFHS Annual Reunion since 1980. Founder and Past President of Pennsylvania Chapter and 357th FG. Retired as Financial Manager from McKesson Corporation. Sponsored by Thomas L. Thomas.

## READER GUEST EDITORIAL

### Is It Economics or Patriotism?

by Maj. Gerald Goodfellow  
28th Bomb Wing Executive Officer  
Ellsworth AFB, SD

I recently came across an interesting article entitled "Patriotism: Miniscule Motive for Joining the Military." The article cited a survey of people between the ages of 16 and 21. It found that only 12 percent of males and 9 percent of females would join the armed forces out of a sense of duty for their country. The article also said, "Economics (funds for college, training, job experience and money) would be the motive for 70 percent of the respondents." If this is true, something changes after people join the military, because I believe most service members view their service as patriotic both during and after their tour of duty. However, I know many go through periods when they begin to make statements such as, "I can't believe I'm getting deployed over Christmas again" or "How come the promotion system is so screwed up?" or "Why am I in the Air Force?"

For most service members, the answer to at least the last question can be given in one word -- patriotism. Don't get me wrong: I have a bachelor's degree in economics and have believed Alan Greenspan, the chairman of the Federal Reserve Board, to be a deity or a devil depending on the effect his interest-rate changes have on my savings. Nevertheless, I know economics isn't the reason people stay in the military. During my career, I've had several occasions in which it has become clear to me why I serve. One example was during my first operational assignment.

It was a bitterly cold winter day and I was in the middle of a nuclear operational readiness exercise. If you stepped outside, it was just a matter of seconds before your whole body turned to ice. My crew spent most of the night trying to perform a preflight check on a jet that was riddled with maintenance problems. We had been

working on the jet for about four hours trying to complete what was normally a 45-minute pre-flight. The cockpit was freezing, but after the first hour, our crew chief found us a flightline heater. He ran the heater hose into the cockpit, and it wasn't long before we started to get hot. Crewmembers are master complainers. Many consider complaining an art form protected as a First Amendment right, and my crew was no exception. We had a couple of pretty comical guys on the crew, and the height of humor was complaining about the injustices of the Air Force. We went from complaining about the cold to complaining about how hot the heaters made the plane. What was the Air Force thinking when it made us do this exercise in the middle of winter? We deserved better than



this. Our recruiters didn't tell us about these kinds of injustices. All in all, we were having a pretty good time.

Finally, when the jet was fixed, we were ordered to report to the alert facility. We bundled into our winter attire and made a break for the facility. By the time we arrived, we were once again freezing. We quickly headed for the chow line and joined a table of eight other guys to eat a piping hot meal. Instantly, the conversation turned to how bitterly cold it was and what in the world was the Air Force thinking, when all of a sudden we looked out the window and noticed a lone security policeman guarding the jets. The poor guy was out in the



**Lt. Col. Gary Backes, Lt. Col. Benjamin Leitzel, Major Gerald Goodfellow and Capt. Tom McKenna.**

freezing cold, marching a patrol around the jets. At that instant, twelve crewmembers realized the security policeman was a real patriot. We all gained a better understanding of why we serve.

Another example occurred two years ago when I was deployed to Operation ALLIED FORCE during the Kosovo Campaign. It was my crew's first combat sortie in the B-1, and we were all nervous. Of the four crewmembers, we were all married and between us had 13 children. We all had thoughts of our personal safety, and one never stops thinking about their families in these types of situations. It was about a two-hour flight to the skies over Kosovo. In retrospect, the feeling on the airplane was a bit surreal. We had just penetrated enemy airspace when one of the guys on the jet asked me if we were supposed to be flying over a town. I quickly checked my navigation chart and said, "No, all that's down there are some mountains." We all looked out of the jet. Sure enough, the mountains were lighted like a small city. All of a sudden we realized that the lights were not from a town but were from campfires. For months, we had seen the images on CNN of the refugees forced from their homes at Serbian gunpoint. We heard about the atrocities committed

by the Serbian Army, but it wasn't until that moment that it all hit home.

Before we began the mission, we received an intelligence briefing on what we could expect if we were shot down. We were flying over some of the most rugged terrain in the world, and it was all blanketed in snow. We were warned that if we were to go down it would be a miserable time. However, the reality was that we were currently in our multimillion dollar jet, a cozy 72 degrees, with thousands of dollars worth of survival equipment strapped to our bodies in case we had to eject. These poor people had been forced from their homes, some with just the clothes on their backs, and were living in horrifying conditions. At that moment, every crewmember on the jet

knew why he served.

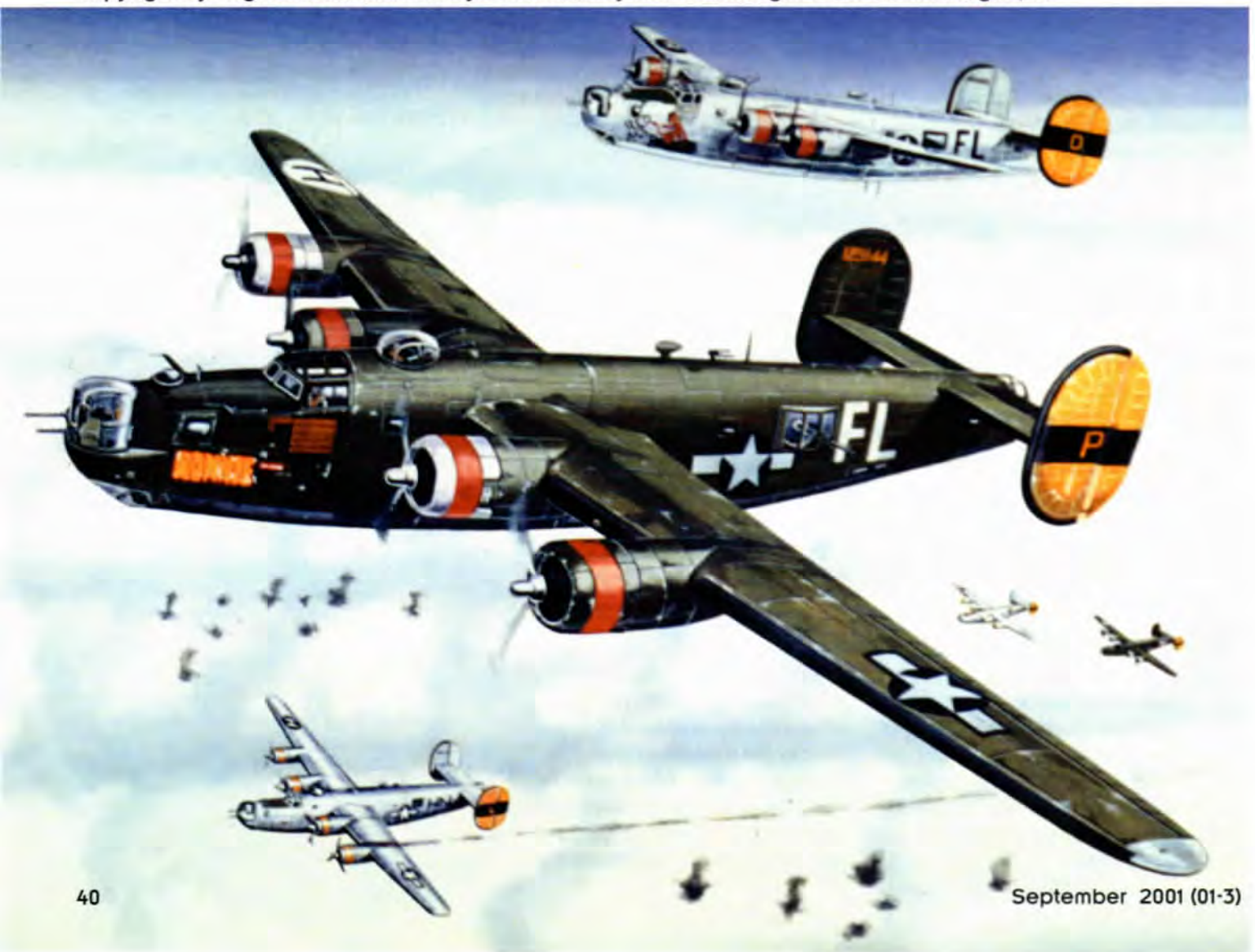
While I was still a captain, my crew had the opportunity to attend the 8th Air Force's Historical Society annual reunion in Salt Lake City, Utah. Although we were getting an award, it turned out to be one of the most humbling experiences of my life. During the reunion, we sat amidst some of the great B-17 and B-24 crewmembers from World War II. These guys had flown through hell, and in some cases survived 70-plus missions, been shot up, shot down and even taken prisoner of war. These men have been my heroes since I was a kid. I was honored to be in their presence. It was awkward getting an award from these great men. I felt like we should be honoring them. When I told one of the B-

24 pilots that we were just doing our job and felt they were the real heroes, he responded, "Captain Goodfellow, we were just doing our jobs too." At that moment, I again understood why we serve and why thousands have served: Patriotism.

Respectfully,  
**Major Gerald "Krusty" Goodfellow**  
Ellsworth AFB 4124 Prairie View  
Drive Rapid City, SD 57701-2112

*Gerald 'Krusty' Goodfellow was a recipient of the 1999 Ira C. Eaker Award for outstanding airmanship presented at the 2000 8th AFHS annual reunion. - Ed.*

Two famous B-24's of the 446th Bomb Group. The closest, *Ronnie*, was an original 446th Liberator that flew 119 missions and survived the war. *Ronnie* was named after S/Sgt. Ronald Gannon who contracted a fatal illness while in training. This painting depicts the raid on Swinemunde 12 Mar 45. Flying above *Ronnie* is *Red Ass*, the aircraft that led the 8th AF over the French Coast on D. Day flown by Group Commander Jacob Brogger. Artwork copyright by English artist Mike Bailey. Submitted by Fred Breuninger 446th BG Muskegon, MI



## "DEVIL'S BALL" - 351st BOMB GROUP...

Dearest Mom,

You have wanted to hear what happened, so here goes. We (the crew) were forming one morning in September, and I won't tell you the target or the bomb load, but we had climbed by instrument through fog from 200ft to 14,000ft. Red McGlohan called for an oxygen check. I spoke for Roy Morrison and Ray McCloskey and myself, that we were 14,000ft. All of a sudden, the ship started to shake. I was sitting across from Roy and Ray looking out of a waist window.

The ship went into a snap roll and threw me right at the waist door next to my 'chute. Roy and Ray didn't have theirs on. It wouldn't have done any good anyway. The ship was in a spin and they couldn't move. I managed to get the escape door open and finally got my legs out, but got stuck in the door. Finally the slip stream carried me out into space, but I think I hit the tail with my arm anyway.

I got the chute open just in time. The ship beat me down and it exploded when it hit. I bailed out at about 200 or 250ft as I was only in the air about five or six seconds. Anyway, I hit pretty hard and my hand was bleeding and there was blood all over everything. I couldn't move while I was on the ground, but finally some farmers came over and picked me up. Just as they were carrying me away from the burning wreck, the bombs went off and threw us to the ground. We didn't get hit, but we were pretty scared.

They put me in the hospital and then to a rest camp. The rest of the guys didn't have a chance. I saw the burial at the Amercian Cemetery at Cambridge. I am OK now, so please don't worry any more. Love from Don.

### from Iris Falcone Walpole, MA

*Donald Holigan, tailgunner of the B-17 Devil's Ball was the only survivor of this crash which occurred during forming up for the crew's fourth mission. He died at his home in Michigan in 1989.*

### ROBERT LAWLER...

We got fished out of the North Sea after more than 40 hours at sea. I came back with the nine other men from our Fort, "Roger's Raiders." We figure a whole squadron of guardian angels must be on our side. They sure got us out of a hellish spot.

We decided to stick it out, and ditch in the sea. You get a chance of getting back to England that way. "Hold on," said the skipper, it's down there."

We hit the water and all climbed out in a hurry, and our dinghies were bobbing around in the water. It was choppy, but not too rough. We had to act fast. It wasn't more than 45 seconds or a minute after we hit the water that our bomber broke in two and sank. By that time we were all paddling around in the water.

There were four P-38's circling overhead. We thought they were taking a fix on us, and everything would be

okay. They waved and left.

You get a queer feeling, out there in the sea. The spray comes up, and wets your face and clothes, and there's nothing you can do about it. You get awfully wet, and pretty soon you feel like a fish.

We lashed our two dinghies together, and kept dipping out the water. It makes you feel better to know there are others around. I couldn't stand it to be out there alone.

### Cigarettes Wet

All our cigarettes got wet except two, and we passed them around, taking drags like fiends. Our ball turret man - Sergeant Russell E. Gately, of Needham, Mass. - had a bright idea. He salvaged the wet tobacco, and made new cigarettes with gum wrappers. We swore he was the smartest man alive.

We threw out our sea anchors, because we thought help would be there any minute. But time kept dragging on, and they didn't come. It got dark and we pulled the rubberized blanket over us. We shivered all night. That North Sea breeze is awfully cold at night. I couldn't sleep at all. That night, with bailing out the dinghies and pumping in the air every every now and then, we didn't sleep much. We must have looked miserable too. Saturday night, late, some B-17's came over and spotted us and they dropped us a lifeboat. It had motors on it and we lost no time heading out for home. It seemed to be just creeping along. Later an English speed launch came up. We were so glad to see it we could have cried. In fact, one of our men, one of the best gunners you ever saw, Staff Sergeant D.L. Kendall, of Fredericksburg, Va. did.

**Robert Lawler, 100th BG  
from nephew Dave Hanson  
Jacksonville, FL**

### W.W. WALLEY...

We had a young replacement pilot going on his first mission. He was just as jolly as he could be, eager to go on his first mission. When he returned that day and landed, I don't think I've ever seen anybody as distraught as this man was. He was as near shock as anybody I've ever seen, not to be in total shock. I've wondered many times how he managed to land a plane like a P-51 on that fighter strip and survive!

It was my custom to help the returning pilots, get them out of the cockpits and get them back to base. We had whiskey available to give those who wanted it. On this particular occasion, this man was just too "shook-up" to undo his harness; I had to help him out of it. I then took him back to my office where he told his story. Since he was flying on his first mission he said "I really didn't want to shoot anybody, but everywhere I turned somebody got right in front of me." When it was all over, he had shot down five German fighter craft, and one almost certain "probable." He had become an ACE on his very first mission. He was a big part of the reason our Group was awarded a Presidential Unit Citation.

**W.W. Walley, 339th FG in Fighter Doc**

## LESLIE CAPLAN, M.D...

At first the medics did all the work at the barn "hospitals". That was pretty tough on the medics for they marched all day often working during rest periods, and on rest days they walked extra miles to cover sick call for the scattering units of our column. They operated a carrying service from "sick wagon" to "hospital" for those patients with infected feet who could not stand and for those who were too weak to walk. Since many of these fellows also had dysentery, they had to be carried to and from the latrine all night. On several occasions when the Germans could not or would not get us horses to pull the "sick wagon", the nonmedics alternated teams of twelve men each to haul the wagon by manpower.

Other members of the "hospital" staff were the two Sergeants Wagner. Both of these gunners spoke perfect German so they were made the "hospital traders", and they were to secure extra food for the sick. Although we were starving, there was plenty of food in the rural areas we marched through. We had small supplies of coffee, soap, chocolate, and cigarettes given to us by the Red Cross, and these luxury items were wanted badly by the Germans. The guards were ordered however to shoot anyone trading with German civilians. The trick in black marketing was to

trade through a friendly guard or induce him to allow you to contact civilians. The Wagner boys often came back with eggs and bread which they bartered for coffee and soap. Some frauleins would give anything - and that means anything - for a chocolate bar. All we wanted however was eggs.

On several occasions we received some unexpected help from our flying comrades. The last weeks of the war, Allied planes were frequently attacking the Jerries. Sometimes the strafing attacks would kill horses near us. That was manna from heaven! Willing gunners cut up those horses fast, and to our hungry columns, no meat ever tasted better than that of a strafed horse furnished through the courtesy of the "Flying Quartermaster Corps" (P-47s, '51s, and Hurricanes).

As Allied forces drew closer, German treatment became better. On May 2, two British Sergeants in a recon car reached our column. At this beautiful sight, the Germans began throwing down their arms. One of the Sergeants addressed the Germans and us. "For you the war is over", he said. This time it was.

**Leslie Caplan M.D., Flight Surgeon; Stalag IV**

How can I live among this gentle  
Obsolescent breed of heroes, and not weep?  
Unicorns, almost,  
For they are fading into two legends  
In which their stupidity and chivalry  
Are celebrated. Each, fool and hero, will be an immortal.  
**-Keith Douglas, 1943**

**Viagra's Contents Released!**  
They finally released the ingredients in Viagra:  
3% Vitamin E  
2% Aspirin  
2% Ibuprofen  
1% Vitamin C  
92% Fix-A-Flat  
**Jim Erskine 487th BG**

## DAY OFF

Bicycle to the Hart for the Hour  
for an hour and then beyond  
with bottles clinking in the bag.  
Thatched roofs along a quiet country lane,  
a horse-pulled plow and windmills for the grain.  
Then overhead a Fortress roars  
and then another and some more  
(you count them out of habit).  
Forty-seven ships take off and  
sweep across the ancient hills and homes.  
But I ride on and leave the war behind.  
But I ride on with creamy ale, dark  
walnut brown in clear glass pints  
with ancient stoppers made of stone.  
They clink inside the bag.

**-Charles Hughes  
Ottsville, PA 1944**



Memorial Plaque to a 392nd Bomb Group crew - Cambridge American Cemetery - Maddingly

## HOW ABOUT IT?

The competition is always keen among airlines. I heard this story which verifies the fact that airlines will go out-of-the-way to keep passenger business. At mid-point in a flight, passengers and baggage were being transferred to another aircraft. Working at a feverish pace the ground crew was sorting baggage and other items when one worker noticed an animal crate, but something was amiss. Inside, the dog. . . the dog was motionless. . . it was dead!! The chief in charge of operations saw it and summoned a supervisor. Soon the "company brass" was on the scene. Something like this was unthinkable. A solution had to be found.

Frantic calls were made ahead to the destination of the owner and the animal. The arrival time was over three hours away. There was time to work and work they did! Animal shelters and pet shops in the next city were contacted until a dog exactly like the deceased animal was found. The markings, sex, size, age were perfect. When the aircraft landed, the replacement animal was rushed to the incoming aircraft, the swapping of the new critter with the old was quickly accomplished and the animal's cage moved nicely along to the baggage claim

area. Baggage handlers, flight attendants, pilots, supervisors, were in on the ploy and secretly were very proud of their accomplishments. But, when the female owner appeared to retrieve her baggage and dog, she took one look at the cage and exclaimed to the claims attendant, "That's not my dog." How could she have known? The surprised attendant asked her to repeat her statement. "That is not my dog" she emphatically declared. The attendant in his most political, diplomatic and polished manner said, "You say this is not your dog? . . . how can you be sure?" The owner replied instantly . . . "That is not my dog, my dog was dead!"

Life's journey presents us with many challenges. When life begins, we have no choice over our race, family background, our sex, or what our opportunities will be. We are packaged for life. Of course, we have choices and challenges but there are influencing factors throughout life, many over which we have no control. We have our "take-off" and in the span of a few short decades, we reach our final destination. There are many people who are in our lives, those who wish us well to help us improve our situation and others who meddle with our affairs, but we deter-

mine our destination by the choices we make, the flight plan we follow. Nothing happens by accident. We take no baggage, so we don't have that hassle, but the Master of our eternal life will show up at the "claim area". Two questions surface in my mind: (1) in what kind of condition will He find us at the end of our journey, and (2) will our Master recognize us as His own? The Scripture is emphatic and gives us certainty. "But God's truth stands firm like a foundation stone with this inscription, 'The Lord knows those who are his'". 2Timothy 2:19 NLT



Earl Wassom

**Earl Wassom**  
466th Bomb Group  
Chaplain,  
Tennessee  
Chapter



## EIGHTH AIR FORCE WEEK

OCTOBER 8-14, 2001

Show your colors and pass the word!

Honor the heritage of the Mighty Eighth during this annual national celebration.

Never attribute to malice what can adequately be explained by stupidity.

Nick Diamos

### THE DEATH OF PRIVATE JONES

Let's say that Private Jones died quietly.  
That when the first wave stormed ashore  
A single shot went through his heart,  
And he slipped lifelessly to the sand.

Not one man saw him die,  
So busy they with lying hid, and crawling on.  
Yet all men felt the leaden wings come close,  
And when they did,  
it made his passing seem a public death.  
--So much for Jones.

He died as one of scores, and on a distant beach.  
But when they bring the news to those  
Who count the costs of wars,  
The private's death becomes a private thing.

How strange that war's arithmetic  
discounts the spread of sorrow,  
as the sorrow mounts.

Sgt. Harold Applebaum, 1945



Dated Material Inside

8th AF News

The Eighth Air Force Historical Society

P.O. Box 1787, Savannah, GA 31402

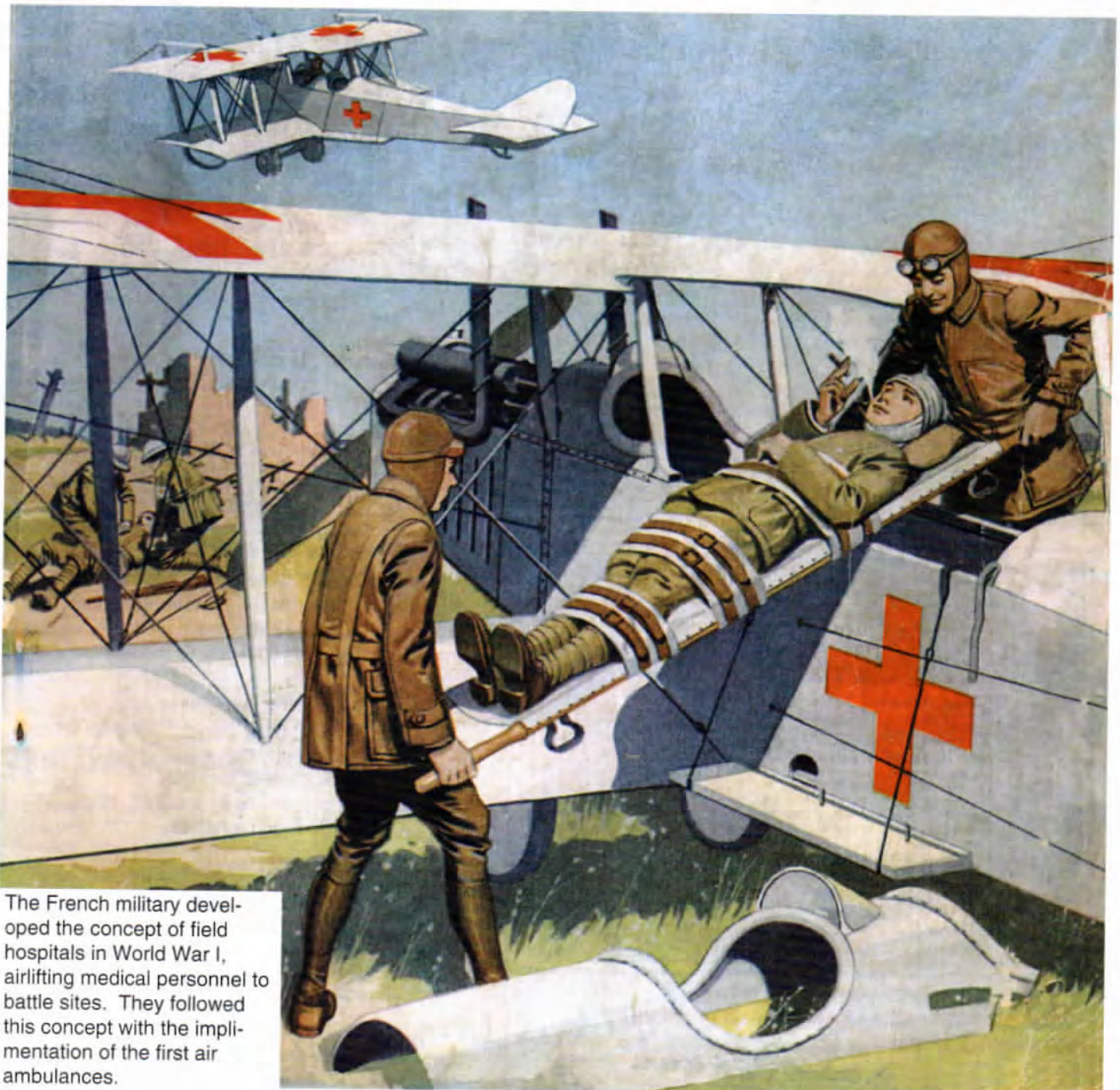
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The French military developed the concept of field hospitals in World War I, airlifting medical personnel to battle sites. They followed this concept with the implementation of the first air ambulances.