



# th AF NEW

VOLUME 02 NUMBER 1 "Voice of THE MIGHTY EIGHTH" MARCH 2002



## *The Pin-up Girl*



**Inside this March 2002 issue:**

- 60th Anniversary of the Mighty Eighth
- The Pin-up Girl Centerfold
- Strategic Air Command Reunion



# 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.

### OFFICERS

- President** C. Craig Harris  
2701 Pickett Road Apt. 2035  
Durham, NC 27705-5649  
Tel. (919)489-5685  
FAX (919)419-1705  
charris4@nc.rr.com
- Vice President** N. Kenneth Nail (Ethelda)  
1211 Eugene Street  
Tupelo MS 38804  
(662)844-1553 (662)844-2488  
Fax (662)842-4531  
cotbooks@netbci.com
- Secretary** John S. Pearson  
11308 Blendon Lane  
Richmond, VA 23233  
Tel. (804)740-2635  
jonpearson@worldnet.att.net
- Treasurer** Ivan L. McKinney (Mary)  
331 Greenacres Blvd.  
Bossier City, LA 71111  
Tel. (318)742-0895  
ivanmckinney@prodigy.net
- STAFF**
- PX Manager** Mark S. Copeland (Monica)  
16264 Goodview Trail  
Lakeville, MN 55044  
Tel. (952)953-0121  
moke388@isd.net
- Finance Manager** Jeffrey R. Tucker, CPA  
400 Mall Blvd, Suite K  
Savannah, GA 31406  
Tel. (912)354-6321  
FAX (912)351-0226  
jeff@jrtuckercpa.com

### 8TH AFHS NATIONAL OFFICE

- Membership Records Manager** Connie Metts  
PO Box 1787  
Savannah, GA 31402  
Tel. (912)748-8884

### 8TH AFHS UNITED KINGDOM CONTACTS

Gordon & Connie Richards  
U.K. Office 14 Pavenham Road  
Oakley, Bedford  
MK43 7SY, England  
01234 823357

### 8th AFHS HISTORIAN

Roger A. Freeman  
Mays Barn  
Dedham Colchester  
Essex CO76EW England

### BOARD OF DIRECTORS

- R.C. Dick Baynes (Margaret)  
71 Nighthawk  
Irvine, CA 92604-3693  
Tel. (949)552-3889  
FAX (949)551-2151  
rcbaynes@hotmail.com
- Walter E. Brown, MD (Alice)  
**EDITOR 8AF NEWS**  
Ewell Farm, 2340 Sugar Ridge Road  
Spring Hill, TN 37174  
Tel. (931)486-2968  
FAX (931)486-9974  
olddocbrown@msn.com
- Lawrence Goldstein  
64-13 Madison St.  
Ridgewood, NY 11385-4629  
Tel. (718)386-8635

R. Ken Hoddinott, Jr. (Melba)  
2 White Horse Lane  
Savannah GA 31411-2527  
Tel (912)598-7771  
Cell (912)507-7771  
Email rkhmrh@hotmail.com

Henry Hughey (Jean)  
1529 Delia Drive  
Decatur, GA 30033  
Tel. (770)939-2462  
FAX (678)206-0254

Thomas S. Parsons (Sara)  
2091 Black Fox Drive, NE  
Atlanta, GA 30345  
Tel. (404)634-5012  
FAX (404)634-9594

Stanley A. Peterson (Lois)  
1644 12th Fairway  
Wellington, FL 33414-5934  
Tel. (561)793-8231  
peters19@msn.com

William C. Rawson (Ellen)  
1417 Currant Way  
Flower Mound, TX 75028-5108  
Tel: (214) 513-1788  
FAX: (214) 513-1688  
wcrawson@aol.com

### DIRECTORS EMERITUS

Aida Kaye Sherman Small  
Norman C. Grant Robert Vickers

### CHAPTER/UNIT DEVELOPMENT COMMITTEE

Jim Erskine (Joe Ann)  
568 Colima Drive  
Toledo, OH 43609  
Tel. (419)382-8595  
Fax (419)382-4242  
jimjake2@juno.com

### OPERATIONS



457th Bomb Group, Glatton, status board

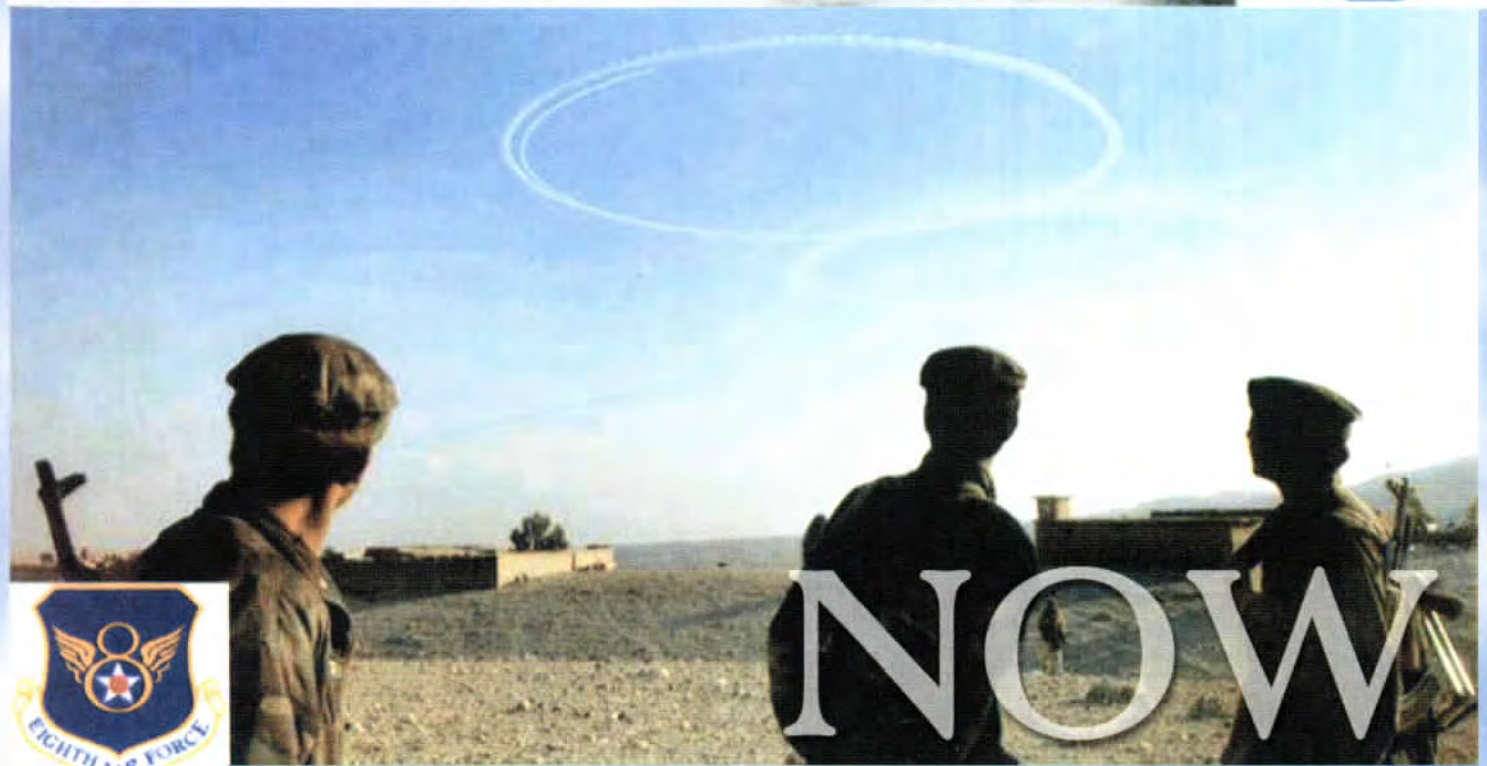
### INSIDE THIS ISSUE

Mission Briefing	4
Presidents Message	5
The Girl Back Home	6-11
Extending the Range Part II	12-13
Tannoy	15
The Pin-up Girl	28-29
Mail Call	33-38
Book Reviews	39-40
Bulletin Board	42-43
Debriefing	44-45
Chapter News	46-48
Taps	50-52
How About It?	55



490th Bomb Group

# THEN



# NOW

Contrails are very familiar to those who fly combat. The above photo depicts the perfect figure 8 made by contrails of an 8th Air Force B-52 bomber over mountainous terrain of Northern Afghanistan. Northern Alliance troops are watching the configuration. The pilot of the B-52 Stratofortress states that as he flew his course and then turned on the corresponding reverse course, the contrails “just happened” to form the logo of the 8th Air Force.

The top photo shows a similar perfect 8 made by bombers of the 490th Bomb Group, 8th Air Force, during World War II. These striking images were forwarded to the 8th AF NEWS by Headquarters 8th Air Force, Barksdale AFB, Louisiana with appreciation for publishing permission to Getty Images; Fabiana Santana.

## MISSION BRIEFING

This time of year, not too many Unit reunions are being held, few if any airshows are around, and most Chapter annual reunions are later in the spring.

Taking a lead from a prominent sports magazine, your editorial staff has concocted an issue to offer a bit of relief from the annual recurrence of winter doldrums.

A good bit of news reporting of current Historical Society activities involves events at the Heritage Museum, leading off with a feature on the 60th Anniversary celebration of the 8th Air Force held in Savannah this past January. Upcoming events include the

Museum's Sixth Anniversary to be held May 17-19. A much-anticipated reunion of the Strategic Air Command Association will be hosted at the Museum that weekend. This is SAC's first reunion at the facility and will serve to bring the origins and history of the Mighty Eighth to many younger 8th veterans. The Heritage Museum's expanded post-World War II exhibit plans now being developed will be unveiled and the SAC B-47 Stratojet bomber plaza will be dedicated in the Memorial Gardens. The big weekend will also see the grand opening of the Memorial Chapel of the Fallen Eagles and dedication of the Charles

Beard Chapel Gardens.

One important reminder: Look for the Society's annual reunion plans for our week in Norfolk, Virginia October 1-6, 2002. They will be printed in the June issue of the 8th AF NEWS.

Have a nice Winter, and Spring, when it comes!



Walter Brown, Editor  
Ewell Farm  
2340 Sugar Ridge Road  
Spring Hill, TN 37174

*Walter Brown*

## TO ALL MEMBERS FROM THE UNIT AND CHAPTER COMMITTEE - COMPLAINTS WE HAVE HEARD -



Jim Erskine

"I don't go to the reunion because only the bomber groups are there."

Granted there are more bomber people there. The reason is the bombers flight crews out numbered the fighter crews about 10 to 1. The ground crews were out numbered about 4 to 1. As a bomber gunner the greatest sight I could see was a flight of "little friends." After all these years I still appreciate the fighters and I would like to thank everyone who sent those fighters up there.

"I don't go to the reunions because you had to be in a combat group".

This goes back to the very inception of the Historical Society. That was changed early on because the founders saw the errors of their ways. The Basic Air Depots, the Strategic Air Depots, the Headquarters Units, the General Hospitals and all of the other support units were important in keeping the combat crews in the air.

"I'm not important I was a "ground pounder" so I don't go to reunions."

Wrong!! Everyone over there was important or they would not have been there. And everyone who was there is important now. Those planes didn't heal themselves, it took ground crews. The supplies didn't get to the right place by themselves; it took truck drivers, it took clerks to tell the drivers where to go, it took many hands to unload those trucks. Those bombs and .50 caliber ammunition didn't get in the planes without help from the armorers. No one was fed with Manna from heaven, it took cooks, bakers, butchers and the like and all of the KP's to feed everyone. Those ground personnel were not envied by the flight crews. The flight crews wanted no part of the long, weird and often very cold hours put in by the people on the ground.

"I can't drive at night so I don't go to chapter, unit or society reunions."

Go early and stay overnight. Chapters and units should have weekend reunions at least once a year. Friday afternoon until Sunday afternoon with a hospitality room makes for a lot of great times and

hanger flying. Get a reasonable room rate at a hotel that can also accommodate a luncheon meeting and furnish a hospitality room. Yes, it can be done - Jim did it for the Ohio Chapter for 16 reunions. It is up to the chapters and units to accommodate ALL of their members. Not only the guys who were over there but DO NOT forget the younger, associate members. Have your reunions when they can attend. Most of them still have regular jobs and can only get away on weekends.

"I never read anything in the 8th AF News about the after WWII people."

Walt Brown, the Editor, can only print the stories he has been sent. If you don't tell, he don't know. He knows there are a lot of stories out there but you have to send them to him. All of the information as to where to send your stories is on the inside of the front cover of the 8th AF News. All of the Historical Society members would be interested in knowing what you did with "The Mighty 8th."

*Jim Erskine*

Jim Erskine, 487th BG  
Chairman

The Unit and Chapter Committee

# PRESIDENTS MESSAGE



**Craig Harris,  
President**

were enjoyed by large numbers of participants.

**FINANCE COMMITTEE** The proposed changes in the 8AFHS bylaws were approved by the membership in mail balloting. Accordingly, henceforth, the Finance Committee will provide oversight of all assets of the Society. I introduce to you the members of the Finance Committee: Ivan McKinney, Treasurer and Chairman, N. Kenneth Nail, Norman D. Grant, Sr., Frank DeCicco and R. Peyton "Woody" Woodson, III. I have great confidence that these individuals, with outstanding backgrounds in financial matters, including investments, will oversee the assets of the Society in exemplary manner.

**DUES** In the Membership Chairman's report is an appeal to those of you who have not paid your 2002 dues to do so, and I add my encouragement to you to renew your membership. To put as plainly as I know how, we need the revenue from annual-dues-payers to continue to serve you with this fine quarterly publication in the manner to which you have become accustomed. It's just that simple.

**T**he **60th ANNIVERSARY** celebrations of the activation of the 8th Air Force at the 8th Air Force Heritage Museum Heritage in Pooler, GA, and in Savannah, GA, were truly memorable. Outstanding programs were organized by the Georgia Chapter, the Birthplace Chapter and the Eighth Air Force Heritage Museum (with additional support from your Society) and

**WEBSITE** Elsewhere in this issue of the 8AF NEWS you will see a Help Wanted ad. The 8AFHS website, established by the gracious efforts of those who man the 392nd BGMA website, is up and running at [www.8thafhs.org](http://www.8thafhs.org). However, it needs a webmaster to take it over and develop it. Somewhere out there, we hope there is someone who will hear the call and answer.

**REUNION 2002** OOPS! WE GOOFED. For some reason unknown, we announced the dates of the 8AFHS Reunion as Oct. 10 - 13, 2002. **WRONG!** The **correct dates are Oct. 1 - 6, 2002**. The location will be the Sheraton Norfolk Waterside Hotel in Norfolk, Virginia.

**REUNION 2003** For all the Units and Chapters that have been urging the 8AFHS to announce its reunions farther ahead of time, now hear this! The **2003 8AFHS Reunion** will take place **Oct. 14 - 19**, at the Sheraton Colorado Springs, in Colorado Springs, CO. We invite all units and chapters to join us, and benefit from the arrangements made for all of us.

**FINALLY** Your Board of Directors met at the Heritage Museum in January and is off and running on all of our announced projects. We'll report on them when we have something to tell. I send you best regards and wishes for God's blessings on you.

**Craig Harris, President**



## ELECTION NOTICE



Nominations for candidates for election to the Board of Directors of the Eighth Air Force Historical Society must be in the hands of the Secretary no later than **May 15, 2002**. The following information must be included with the nomination:

- \*Full name and address of person being nominated
- \*Nominee's 8th AFHS membership number
- \*8th Air Force unit in which nominee served
- \*Short resume of nominee
- \*Nominating individual's full name and address
- \*Nominator's 8th AFHS membership number and unit, if applicable

The Secretary will send all nominations to the Nominating Committee. Nominations received by the Secretary after May 15, 2002 or any nomination without complete information will not be considered.

**Send all nominations to:** John S. Pearson, 8AFHS Secretary  
11308 Blendon Lane  
Richmond, VA 23233



4th Fighter Group - Debden

- COVER STORY -  
FROM THE EDITOR

# The Girl Back Home

England during World War II was a long way from home. England during the war was a long way from the comforts of home. Mom, apple pie, and the girl he left behind were the missing realities of life on Eighth Air Force airbases across East Anglia. Some of the 8th airmen married their sweethearts prior to going overseas into combat; some broke up with their steady girls in case they didn't come back from the war. Almost all of them missed someone back home.

The advent of the Pin-Up Girl began with servicemen in the army and the air corps. From magazines, some published for the troops, such



Angela Greene

MARCH 2002 (02-1)



as *Yank* and *Stars and Stripes*, cheesecake shots of movie starlets were posted on the walls of barracks and Quonset huts to brighten the decor and keep alive memories of home; a small reminder of what the war was being fought for. Some of the favorites were Betty Grable, Lana Turner, Rita Hayworth, Frances Langford, Deanna Durbin and Hedy Lamarr. Hollywood stars visited the airbases appearing in USO shows and as singers in the Swing bands. Frequently the beauties autographed and personalized their photographs for a few of the luckier airmen.

Pin-ups proliferated with the availability of artwork by magazine artists Alfredo Vargas, George Petty, and Gil Elvgren. Milton Caniff's *Miss Lace* illustrations achieved world-wide popularity and were featured in *Life* magazine. The artists' works appeared primarily in monthly magazines such as *Esquire*, but pin-ups in *Life* and *Saturday Evening Post* were regularly clipped out by the troops. Calendar girls were also much sought-after, usually an even dozen. Pin-up girls became commonplace features in base barber-shops, crew huts, and in clubs. They were service-wide; every theater of operations and all branches of services had their favorites. They could be expected to be seen in the island jungles of the Pacific and in the desert of North Africa. In a letter to *Yank* magazine, the boys in tent 106 of the Eastern Command in Russia wrote their rather forthright objection to the photo of pin-up sweater girl Angela Greene:

"We think the photo of Angela Greene becomes her. No doubt she is a very pretty girl, but we



Rita Hayworth



would appreciate it no end if you would refer Miss Greene and her photographer to the popular song hit, "All or Nothing at All."

## ALFREDO VARGAS

Perhaps the most popular artist with 8th Air Force fliers and ground crews was Joaquin Alfredo Vargas y Chavez. He arrived in America in 1916 from Peru, where his father was a prominent photographer.

Settling in New York,

## Chili Williams



Alfredo Vargas fell in love with the excitement of the city and with the beauty of American women. *Esquire* magazine liked his work with which he had been scratching out a living during the 1930s, and hired him as a staff artist. Taking some leads from the Petty Girl style, Vargas' artwork became an eagerly anticipated feature in the monthly magazine. He signed his paintings "Varga", dropping the last letter of his name. After his first painting appeared in *Esquire*, a legend was created. Vargas' beautiful wife from Tennessee, Anna Mae Clift Vargas, was always his favorite model for his paintings, and a young lady named Jeanne Dean, accompanied to each session by her mother, also served for poses. Early in his career, Vargas painted an image of American women which presented a taller, slimmer and stronger image than the view held by the public at the time. The Vargas girl had a height of 5' 7", a weight of 124 pounds, and measurements of 36-24-36, figures which are still considered to be ideal today. Vargas developed the unique flesh tint seen in his paintings after many years of experimentation with flesh tones, utilizing

sanguine chalk sticks and three shades of burnt sienna heavily diluted with water, occasionally adding a touch of yellow. He stated, "The flesh is always my first concern, since it is the single most important factor in my work."

Alfredo Vargas received many requests for special artworks to be commissioned for various military combat units, and he fulfilled every one. Two of his most popular 8th Air Force paintings appeared as aircraft nose art on the 490th B-17 *Love 'Em All* and on Fred Hollister's 479th FG P-51 *Pin Up Girl*.

Pin-up girls were common at air station facilities all over East Anglia, but rarely in Operations. In the Eighth Air Force, the most attractive artworks accompanied aircrews into combat, displayed as nose art on heavy bombers and fighter planes. Occasionally a crewman would even post a favorite pin-up at his station in the aircraft. Eighth AF Historian Roger Freeman states that upward of 70% of aircraft nose art featured the female form.

The pin-up girls from home would sometimes offer solace to servicemen who received Dear John letters of goodbye from their sweethearts. Some squadron barracks reserved a special darkened corner table for letters and framed photos from girlfriends who penned the Dear Johns. Their pictures were replaced by the artwork of the Pin-Up Girl.

John Harold Robinson, 445th Bomb Group, was not a recipient of a Dear John letter during his tour in the early days of the war. He completed his tour and returned home to marry Elizabeth, his girl who awaited his return. Harold recalls, "When I was in England I never heard anything about the Varga pin-ups, maybe the come later crews had them. But I can still see the black and white polka dots on the shorts and halter. It may have been Rita Hayworth. Every one in the hut had a copy of that pin-up on the wall!"

## CHAPLAIN BROWN

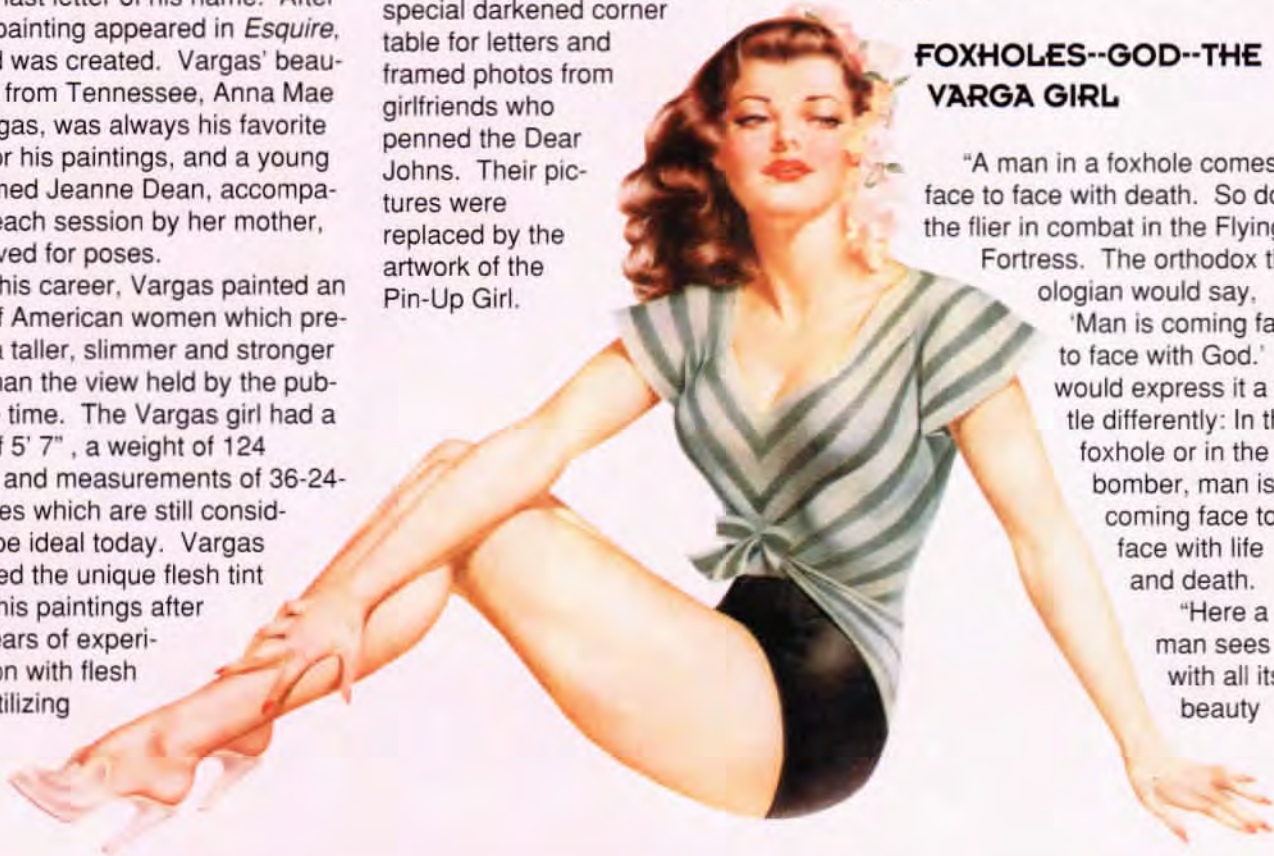
James Good Brown was unusual in his role as Chaplain of the 381st Bomb Group at Ridgewell. He was perhaps the only 8th Air Force Chaplain to serve the entire war with his bomb group. He went over with the original crews and stayed till the war ended. Chaplain Brown was widely respected by the airmen of the 381st and even sneaked on board Flying Fortresses for several missions over enemy territory. In his popular book, *The Mighty Men of the 381st: Heroes All*, Chaplain Brown addresses the Pin-up Girl in a chapter entitled, *Foxholes -- God -- The Varga Girl*.

## FOXHOLES--GOD--THE VARGA GIRL

"A man in a foxhole comes face to face with death. So does the flier in combat in the Flying Fortress. The orthodox theologian would say,

'Man is coming face to face with God.' I would express it a little differently: In the foxhole or in the bomber, man is coming face to face with life and death.

"Here a man sees life with all its beauty







87-14

**Pin-up Cheesecake**  
by Jim White, 352nd Bomb Group

staring him in the face. That is, he does not want to die because he has had such a good time living. He loves life. All this goes for the men in the bombers as well as for the men in the foxholes. My men face enemy planes which are shooting fire at them. All of the past seems to sweep before them. They see the beauties they enjoyed, and they want more of those beauties. I doubt if they see the bad things they did. The repentant attitude is not the prevailing thought when the enemy attacks. I do not believe that they think: 'Oh, I am sorry for the wrong deeds I once did way way back in my boyhood. I wish I had not done it. Forgive me.'

"It is my thought that when my men face a gun or see flak, or realize their plane is tumbling down, they are not thinking of repenting. Rather, they are hoping that the pilot will level off the plane so that they can bail out. Thus when the plane is righted, they say, 'I want to get out of this damn thing. I want to live.' And on the ground, they want to kiss the pilot for leveling off the plane so that they could bail out.

"I think that we must be careful how we bring God into the picture. The men are not trying to avoid eternity or hell or the devil. They are not trying to escape judgement. I think it is very simple: they just want to live. Living, then, is synonymous with God. They are not thinking of God in

the theological sense. But if we mean gratitude to God for life, then I would agree that it is gratitude to the creator of the universe. This is the crux of the whole matter: They love the universe of which they are a part, and they want all of it they can get.

"Yes, the man in the foxhole becomes thoughtful. But this does not mean that he is being repentant, that he is returning to God. I suspect, rather, that he never thought of himself as being away from God. He thinks of God in terms of life; in terms of living, and that is far from theological dogma. My men are thinking in combat of the universality of God, not of a denominational God.

"Where does this tie up with the Varga Girl? The tie-up is close.

"The pinup Varga Girl in the foxhole or in the barracks represents life. She represents the very thing I was saying about God. She pictures to the men all that is beautiful in life. The Varga Girl tells him that there is this beauty back there in the world, the world to which he wants to return when the war is over. The Varga Girl represents his girl, his home, his family. This thought is not far-fetched. His girl back home may not be as pretty as the picture of the Varga Girl, but this does not matter. She is a symbol of his girl. If he does not have a girl of his own back home, then he thinks of the Varga Girl as his hope of finding a pretty girl.

"But the Varga Girl is not wholly a 'girl.' It is more than that. It is, as I was pointing out above, 'God,' the symbol of life. That is the point. The Varga Girl represents a million good things: a street, a house, a restaurant, a movie, a park, a beach, a lake, a mountain, a tennis court, a football game, a home, children -- anything that has value. All these things he clings to, and he does not want to die by someone sticking a bayonet in his stomach, in the trench or foxhole; neither does he want to go down in a burning bomber.

"Therefore in the foxhole, he places the Varga Girl alongside God. In short, the two are one and the same thing. This may

seem inconceivable, but it is not. It tells how a man thinks. When in the foxhole the mortar shells are bursting overhead, the man says, 'Oh God, save me!' The next day when the enemy fire ceases, he looks up at the Varga Girl hanging in the foxhole and says, 'Oh Varga Girl, save me!' One minute he is looking to Heaven for help; the next minute he is looking to life's enjoyment which will come to him when he gets back home.

"If anyone thinks that the man in the foxhole is a penitent sinner on his knees asking forgiveness for all his past sins, that is a false picture of the men's minds. Rather is man crying to God for Life."

James Good Brown  
Chaplain, 381st BG

**THE YEARS AFTER THE WAR**

After V-E day, many airmen carefully packed away their favorite pin-up girls for the trip home. As decades have passed, times have changed. The freedom which accompanies television and computers has seen the decline of the pin-up girls, but paradoxically original pin-ups, especially those that adorned the barracks walls during the war, have become sought after by collectors and historians. They have become a valued art form in themselves, one which tracks its origins back to the airmen on the



63rd Fighter Squadron  
Operations Status Board

airbases of World War II.

A few airmen who served in the Mighty Eighth are keeping pin-up girls alive. Artist Jim White, 352nd Fighter Group, paints pin-ups reminiscent of original art but with a modern touch, at his home in Florida. His work has been featured in various veterans meeting halls, and Jim sends these special paintings out over email to his buddies from the war. Through the years, he has acquired a large collection of the pin-up art form.

Jim states, "Glamour and cheesecake as we think of it today began to gain popularity in the 1930's, but during the war America's fascination with the pin-up took off like a rocket. In many cases, the pin-up girl was the soldier's only link back home. Movies were made about pin-up girls and artists. Classically trained illustrators created some of the most memorable, technically exquisite Americana ever produced! In the 60s, the public's fascination turned away from the creativity and beauty exhibited in pin-up art, but now we seem to have come full circle. The appreciation of the art style has returned; pin-up art is being re-discovered. Sale prices of original pin-up art is up into tens of thousands of dollars. New artists are appearing on the scene. The revitalization of this wonderfully, unique and specialized art form brings attention to the pin-up girl to a degree not seen since the war."

Nose art still proudly adorns the bombers and fighters of some combat groups today; the pin-up girls are still going into battle. Many commercial airliners have reminders of wartime artworks on their fuselages. The American spirit, always individual and often very special, lives on in these illustrations and paintings, works of art which bring back warm reminiscences from troubled, exciting and memorable times.

Walter Brown, Editor



VARGA Nose Art



### SOMETHING FOR THE BOYS

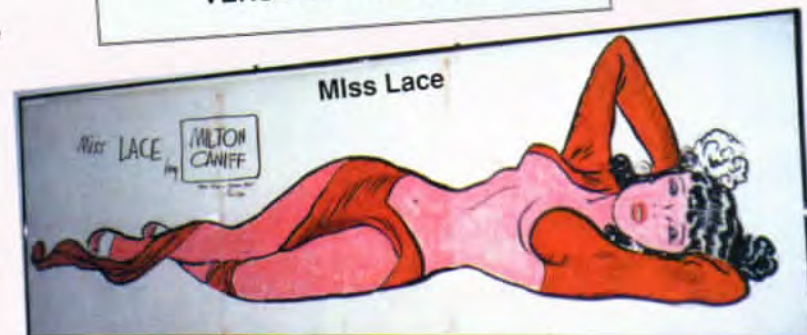
Your life as a young ballerina  
Is devoted entirely to art;  
These constant rehearsals  
Mean constant dispersals  
Of lads who might tug at the heart.

But though you're a slave to the ballet  
You've a million admirers on tap,  
So, just keep your chin up  
You'll soon be a pin-up  
In barracks all over the map!

PAINTING BY VARGA  
VERSE BY PHIL STACK



Original artwork in  
Mighty Eighth  
Air Force Heritage  
Museum  
- gifts from  
Ben Smith



## SONG FOR A SOLDIER

Bob, there's an hour I set aside for you. . .  
A reverie for all that we have shared. . .  
Those shining joys before a bugle blew,  
Those days that made me sure how much I cared.  
Remember how you'd call for me at seven?  
The stolen kiss that always seemed more sweet?  
And then, the Inn we called our private heaven. . .  
And, suddenly, the way our eyes would meet?

These will come back when peace comes back again,  
For, after all, we did not want so much  
The candlelight. . . the melody of rain. . .  
Those seconds when our hearts and hands would touch.  
And, Bob, I'll wait as girls have done before  
Till you and all these things come back once more!

**PAINTING BY VARGA  
VERSE BY PHIL STACK**



21<sup>st</sup> Century Archives



21<sup>st</sup> Century Archives

**MARCH 2002 (02-1)**

## SECTION EIGHT

Her lips, as red as rare Italian wine,  
Invite a fire-kiss; her star-hot, white,  
Pulsating body trembles with delight.  
Her legs, encased in hose of rare design,  
Stretch coolly the entire length of mine;  
And I respond, in rather common fashion,  
With ardent, fervent, zealous, burning passion;  
The moment is ecstatic and divine.

My eager hands will always strive to clutch  
Her taunting body garbed in flimsy crepes,  
For while the sexy night winds gaily touch  
The flaunting squad-room window-curtain drapes  
This GI mattress seems to take on such  
Bizarre, fantastic and exotic shapes!  
-Stars and Stripes

## MISS AMERICA

This lovely creation has earned a vacation  
For she is a symbol, today,  
Of all the career girls, those deadly sincere girls  
Who fight for the old U.S.A.  
She's taken dictation with speed and elation  
From men who are running the show,  
And gotten out orders that stream from our borders  
To cover poor Adolph with woe.

She's not out romancing or dining or dancing. . .  
Her heart has already been won,  
And her recreation throughout the duration  
Is writing a lad-with-a-gun  
So join in the cheer for a hard-working dear  
As she turns from her toil and relaxes,  
She's shown we're a nation that will take dictation  
But not if it comes from the Axis!

**PAINTING BY VARGA  
VERSE BY PHIL STACK**

## POW'S POEM

The life we share as prisoners, is drab and often grim.  
Existing on such scanty fare as Reich bread, spuds and klim.  
Beds and books and little else to fill Time's flapping sails,  
She makes or loses headway all, depending on the mail.  
Oh, drab the days and slow to pass, within this barbed wire fence,  
When all the joys of living are still in the future tense.  
So here's to happy days ahead, when you and I are free,  
To look back on this interlude, and call it history.

By Dan Williams, Jr., 398th BG October/1943

## EXTENDING THE RANGE PART II

### A Personal Story about Air Refueling

by Ivan L. McKinney, 8AFHS

I will describe a typical Tanker Task Force mission: TAC would tell SAC when they would need tanker support to take a squadron or a few spares across the Pacific. SAC would lay on the requirement to one of its subsidiary Numbered Air Forces - either 2nd, headquartered at Barksdale, 8th at Westover, or 15th at March. The Numbered Air Force receiving the tasking order would swiftly put together a task force of required size by tasking subsidiary bomb wings for "so many" KC-135's. The smallest task forces usually consisted of three tankers, and the largest ones had 13 tankers - 12 "refuelers" and one logistic (log) tanker, which had spares of all kinds aboard, as well as many maintenance technicians. Our example will be the 13-tanker task force, and I will describe it in "parable" form, but is an example of one on which I was the chief planner, or the "Tanker Task Force Navigator." TAC wanted a whole squadron of newly combat-ready F-4's and crews from Eglin AFB, Florida, escorted to the forward area, or Vietnam. They departed Eglin AFB, landed at George AFB, California and remained over night (RON). We (KC-135's) departed our various bases and RON'ed at March AFB, California. The Task Force Commander is a Colonel, current in the KC-135 if at all possible, and if one could be found. The Task Force Navigator is a senior and seasoned navigator/performance officer/planner. The Cell Leaders or Element Leaders are all seasoned and if possible, senior also. There are four cells, four Cell Leaders occupying the #1 cell position, three cells of three KC-135's and one cell of four KC-135's, counting the LOG tanker. Twelve will refuel the big F-4's on a 2/1 ratio (two F-4's behind each KC-135), and the LOG tanker doesn't refuel except in an emergency or extreme need, since he's "heavy" with spare engines, air carts, start carts, parts and maintenance troops. He has only a small offload that he can afford to give if absolutely necessary.

The fighters brief at George, we brief at March, with telephonic contact between the briefing rooms for questions or discussion. As Task Force

Navigator, I have prepared flight plans and handed one out to each crew. These flight plans include maps with the route finalized, but they also have fuel usage figures including offload and predicted fuel-in-tanks at points along the way. My KC-135 is the Command Tanker, and it is usually the #2 tanker in the first or second cell. It is configured with a large worktable in the cargo bay, and the Task Force Commander and I have radio headsets on for communication with the whole task force.

We take off, join up with our fighters at a pre-designated spot over the Pacific and begin "topping them off" almost immediately. If something happens that one of them can't get the refueling, the tanker escorts the aborting fighter back to George AFB and the other two fighters ("chicks") who were with the tanker hop up to another cell. We refuel twice enroute to Hickam AFB, Hawaii, where both tankers and "chicks" RON.

With big, fuel-hungry receivers like the F-4 to refuel, I can feel some apprehension the next morning at 4AM, computing the "critical wind factor" for the flight - that amount of headwind which results in an unsafe "no-go" decision. Hawaii to Guam is a very long way, eight hours and 50 minutes at 490 knots true airspeed (KTAS). Normal winds across the Pacific at this time of the year are 10-14 knots headwind, and my critical wind factor computes at 18! Four to eight knots to spare! My brow breaks out in a sweat. I file the information with all the command and staff agencies that would have reason to need it and proceed to the briefing room with all the crew packages.

The KC-135's take off first again, the F-4's takeoff, and we join up for their "topoff." Everything is fine until we near the second air refueling point, and I query all tankers for their remaining fuel on board. I notice that it is quite a bit less on average from that which was predicted, so I immediately consult with the Task Force Commander, who was usually on his first assignment as a Task Force Commander. He asks me if I have a recommended solution to our

impending problem, and I reply that we should change the scheduled air refueling tactics, before we begin refueling. I recommend to him that we have one tanker in each 3-ship cell offload "heavy," and the other two tankers would offload "light." Then we'd send the tankers that had accomplished the heaviest offloads to Wake Island, which was closer than Guam, and which was the only landing spot we could use at that point in the middle of the Pacific. Then the tankers could refuel on the ground at Wake and join us later that evening in Guam. The Task Force Commander "bought it," of course - I never had one turn me down or even suggest a change, as I remember. At any rate, I had to very rapidly compute everyone's offload and quickly relay it to each tanker, because we were almost to the refueling point. Of course, I never sent "myself" to Wake! In fact, as many times as I've crossed the Pacific, I have never seen Wake (RHIP)! You might ask, "Why did the fighters burn more fuel than predicted?" I really don't know, but over time it was noticed that if there was "temperature deviation" of a few degrees on the plus side at cruising altitude, they'd burn more fuel than predicted. One had to stay flexible at all times in this business - nothing, absolutely nothing, that is written in concrete remains that way in practice!

So we recovered at Guam, RON'ed and did the same thing the next morning, only this time we planned to say "sayonara" to the fighters near the Vietnam shore. We'd then fly south to Clark AB, Philippines and break up the

**"Business as usual at Edwards" - Boom operator's view of a McDonnell-Douglas F-15 fighter**



copyright Gregg Thompson

task force. Many of the tankers would just fly back across the Pacific to home, but others would get "stuck" with escorting and refueling a repatriating "wardog" fighter back for depot overhaul in the contiguous 48. How we hated that duty, because if the fighter broke down, we'd have to stay with him for several days, somewhere in the Pacific, while he was being repaired.

Of course, it was our job to escort the fighters around weather - including typhoons. The thunderstorms in these things were very high, and we couldn't fly over them, so flew around them if possible or through them if necessary, by using airborne radar - picking the "voids." When we were doing this, the "chicks," believe me, would tuck up under our wings and say nothing - they surely didn't want to suddenly look up and see "mother" gone!

Once, when it was good VFR weather and the last refueling had gone off without a hitch, one of the feisty F-100 pilots that we were escorting said, braggardly, "Look here, tanker - I can do something you can't do." He did a quick 360-degree roll and said, "Don't

you wish you could do that?" Our tanker pilot said, "Watch me - I'll do something you can't do!" The F-100 guy looked, kept looking but saw nothing. After about five minutes he said, "Hey tank, I didn't see you do anything." Our tanker pilot replied, "I got up out of my seat, stretched, walked back to the john and relieved myself. Don't you wish you could do that?"

SAC's KC-135's did an absolutely remarkable job in refueling everybody back and forth across the Pacific during the Vietnam conflagration. I believe I am correct when I say that in all those thousands of crossings, escorting and refueling fighters and fighter-bombers, only one aircraft was lost. He was a B-66 that had hooked up to a KC-135, but his system malfunctioned and he couldn't take on any fuel from the tanker. He splashed in the Pacific, but the tanker flew "CAP" for him until a search and rescue airplane arrived overhead from Hickam AFB. As I recall, neither of the crewman perished - we only lost the aircraft. What a remarkable safety record - during wartime, under pressure on every

flight, around weather, over the widest ocean in the world! This remarkable safety success record has never been talked about, never been written about, except by those of us who know from experience.

The Air Force now regards air refueling as an absolute first-priority necessity. All their planning takes into account the use of aerial tankers. They now fly bomber strike missions from Barksdale or Whiteman AFB's halfway around the world and return without landing - because they receive five air refuelings on the 35-hour missions. Since retiring, I have been fortunate to have been able to keep up somewhat with the art of air refueling by being lucky enough to fly as a passenger on KC-10 refueling missions with my #2 son, Blaine, before he retired as a major a couple of years ago from the Air Force Reserve. So air refueling has "grown up", and I'm privileged to say that I saw it all happen - from the early KB-29's to the newest KC-10's!

Ivan McKinney

## HIGH ALTITUDE REFUELING



Lew Lyle

"The groups in the 13th Air Division I had at Lincoln - they had a pretty good group. All about the B-47 and tankers. We had the first refuelers when I had the B-45 unit there. I never had trouble refueling - in the clouds or whatever. I could do it because I could fly formation. I was oriented - it's strange cause you're on the end of a damn boom, and you're looking at a bunch of lights up there telling you to come left or right or whatever... so if you really can focus on something and nothing else is involved with what you're doing and you're completely oblivious to

everything, you can get the job done.

"Sometimes we would get off from Lincoln about dark and go the southern route - it was a long ways to get there to Saragossa at Madrid, and couldn't go the northern route because of commercial air traffic. They were reflexing over there - I had a Wing over there and we had to get refueled over the Atlantic at midnight or one o'clock in the morning. The tankers would come out of Bermuda and meet us regardless of the weather. You would rendezvous - we had a meeting point, we'd just meet. Most of the time you were in a cloud. What you'd do - you'd know where the tanker was - he's got a beacon. You'd come up behind him and what you'd do is - say he's 2-300 feet higher than you were and you'd come up gradually until you see the lights on the

boom. Can't see the airplane - just see the lights. You'd get up there and see the outline of the airplane and see the lights on the boom.

You'd just fly up there till you were in the green and they'd plug you with it. On a B-47 you could see the connector - it was right in front of you - right in front of the windshield. In the first place, St. Elmo's fire was just everywhere. It's just like the airplane's on fire. At altitude it won't do anything to the airplane. Then when you've taken all the fuel you need and you disconnect, all the fuel splashes and comes back and hits you in the windshield. You could smell it, it must be a gallon or two but you're through then. There's still fire everywhere. It's interesting to say the least.

They could get up to 20 some-odd thousand. We'd transfer up to a hundred thousand pounds of fuel, in order for us to stay airborne with the gross weight going up, they would gradually go down and we'd keep the speed up to 200 mph so we'd have enough lift. They used KC-97s. The boom operator locked the nozzle into the airplane. We got in there and it would automatically lock. He could break loose. I could too, but I never did. It could also automatically break loose. It was a good test of your proficiency and skill. I did that at Lincoln for two years.

Fighters can refuel 5 or 6 times on one mission. In the Cold War, we had tankers scattered all over the world. I worked on some of the early programs, but Boeing was the one that developed it. The B-36 didn't need to refuel, except when it was on the ground - they kept pouring gas into it!

Lew Lyle, 303rd BG, 379th BG Hot Springs, AR

## THE MIGHTY EIGHTH AIR FORCE HERITAGE MUSEUM TO HOST SAC 2002 REUNION

After World War II, the 8th Air Force became part of the Strategic Air Command (SAC) in the United States Air Force. In this role, the 8th Air Force played a vital part in the country's defense during the Cold War period and in every conflict during those years.

In Vietnam, 8th AF crews flew bombing missions flying B-52 Stratofortress bombers in and near Hanoi, effectively ending that war. In Operations Desert Shield and Desert Storm, the 8th played a role in the build-up of US forces in Saudi Arabia and flew bombing raids from bases in England, Spain, Diego Garcia, and from 8th AF Headquarters at Barksdale Air Base. The Mighty Eighth has continued to be an important part of the United States strike forces, and is currently flying missions into terrorist territory in Afghanistan. The Strategic Air Command was officially deactivated in 1992, and the 8th AF became part of the Air Combat Command.

The SAC Association has chosen Savannah for its 2002 reunion, with its headquarters at The Mighty Eighth Air Force Heritage Museum. Signs of a big turnout are already evident, with the reunion being held in conjunction with the Museum's Sixth Anniversary celebration to be held on the same weekend, May 15 – 19, 2002.

A condensed schedule of activities is included below and complete programs may be obtained by calling the museum at (912) 748-8888 or clicking on website [www.mightyeighth.org](http://www.mightyeighth.org). The Heritage Museum plans a big welcome for this special Strategic Air Command reunion, the first ever held in Savannah. Everyone is invited to join in the week's program at the Heritage Museum – you don't have to be an Association member to take part in the festivities.

Make your plans and hotel reservations ASAP, and attend a weekend to remember.

SAC Reunion Schedule of events includes:

Registration on Wednesday May 15, 2002 at the Heritage Museum. On Thursday the 16th registration continues. The Museum will be open to all and a golf tournament and tours of the city are offered. An evening mixer with heavy hors d'oeuvres will be held at the

Museum.

May 17th, Friday, is highlighted by a memorial service in the Memorial Gardens at the Museum and a Buffet Dinner that evening.

On Saturday, May 18th the Memorial Chapel will be formally opened in ceremonies at 10 AM, and the Museum will be open all day, free to attendees. A cocktail reception and Banquet is planned for the evening.

Additional programming will be presented and Oral Histories of veterans will be recorded on each day of the reunion. To schedule your history to be included in the permanent archives, call Dr. Vivian Price at (912) 748-8888. There is no fee for these histories.

### STRATEGIC AIR COMMAND B-36 B 1946-1959

**Total built** 383

Consolidated Vultee Aircraft Co. Ft. Worth, Texas

**Engines** : 6-4, 360 cubic inch, 28 cylinders, 5,200 #thrust each, 3,500 HP.

**Crew** : 15

**Dimensions** : Wing span 230', Length 162', Height 46', Wing area 4,772 sq. ft. Maximum 410,000 pounds.

**Fuel** : 33,010 gallons, 108/135 octane, Aviation gasoline

**Top Speed** : 411 MPH at 36,400 feet

**Top Ceiling** : 42,500 feet

**Armament** : 12 20mm cannons

**Bomb Load** : Maximum 86,000 pounds

**Climb** : 1,500 per minute

**Range** : 10,000 bomb load 8,175 miles Empty 8,770 miles

Two General Electric J47 Jets were installed on each outer wing section adding 24,000 pounds thrust overall, using JP-4 jet fuel. The B-29 was replaced by the B-36 and the B-36 was replaced by the B-52 which is the main-stay of the United States Air Force to-day.

submitted by **Theodore Hood, 306th BG Little Rock, AR**



B-36 Peacemaker - Carswell AFB - 7 BW - 8th AF

# THE TANNOY



The only time an aircraft has too much fuel on board is when it is on fire.

Sir Charles Kingsford Smith

You've never been lost until you've been lost at Mach 3.

Paul Crickmore

Never fly the "A" model of anything.

Ed Thompson

There is no reason to fly through a thunderstorm in peacetime.

– Sign over Squadron Ops desk at Davis-Monthan AFB

When a flight is proceeding incredibly well, something was forgotten.

Robert Livingston

*Above Flight Rules submitted by Harry Gobrecht, 303rd BG Historian*

More than 11,000 total force airmen, mostly Guard and Reserve, have generated more than 7,500 sorties to patrol American skies around the clock since the September terrorist attacks. This is the first time NATO forces have been deployed to this side of the Atlantic to help protect America.

*Air Force Perspectives*

C. B. "Red" Harper says that while traveling in Italy he ran across an out-of-the-way bar on the Isle of Capri which went by the name of *Luigi's*. He went in and found the proprietor, Luigi, who greeted the 100th Bomb Group pilot and his wife, Camilla, with a big smile on his face, which was covered with an extensive growth of mustache and beard.

Luigi proudly boasted of his wide selection of drinks the bar offered to his clientele. The drinks were named after famous airplanes – the P-51 Mustang, the P-38 Lightning, the P-47 Thunderbolt, the B-24 Liberator, the B-17 Flying Fortress, the Lancaster, The RAF Spitfire, and a number of others.

Red says, "Every one of those special drinks consisted of cognac and grapefruit juice."

In 1943, an American 1,000 pound general purpose bomb cost \$299.00.  
Chester Klier 386th BG

Oregon Chapter associate member Don Bourgeois is a World War II historian who has researched articles which note the 60th anniversaries of significant events of the war. These will be published as a textbook to educate junior readers. You can see these articles on the web at website [www.pbrla.com](http://www.pbrla.com) and then click on "Our World at War 60 Years Ago."

Another website of interest to 8th veterans is that of Lee Gnatzig, who is associated with the 381st Bomb Group. Lee can enhance your original pictures of WW II vintage, making them clearer and "like new." Find him at website <http://paradiseadventures.net/b-17/index.htm>

Flashback Television in London is making a documentary about the B-52 Stratofortress, with emphasis on the development of the B-52 and its use in the Cold War and in Vietnam. The television crew will be in the country

talking with 8th veterans who have had experience with the bomber in these campaigns. This story about the B-52, now being deployed by the 8th Air Force in the war on terrorism, will air on The History Channel as part of the "Battle Stations" series.

Dr. Ivan Brown, Lakeland FL, who co-authored the Medicine In England lead article in the Sept 01 issue 8th AF NEWS is involved in planning a monument and statuary depicting the medical teams treating an injured 8th Air Force airman, honoring the work of the 65th General Hospital from Duke University in Durham, North Carolina. Ivan was a surgeon with the 65th medical unit during the war. The memorial will be located prominently on the Duke University campus; unveiling ceremonies are planned for the final 65th General Hospital reunion in October 2002.

In a recent interview, General Norman Schwarzkopf was asked if he thought there was room for forgiveness toward the people who have harbored and abetted the terrorists who perpetrated the 9/11 attacks on America.

His answer was classic Schwarzkopf ...He said, "I believe that forgiving them is God's function. Our job is simply to arrange the meeting."

from Norm Grant



**Chapel of The Fallen Eagles neaving completion in the Memorial Gardens at The Heritage Museum. Stained glass windows presently being installed**



**8th AFHS  
MEMBERSHIP COMMITTEE  
William Rawson, 493rd BG,**

My first impulse as I examine the task of Chairman of the Membership Committee is to declare all members of the 8 AFHS to be on this Committee. Now, as never before, we need to increase our membership. Our financial and physical well-being depend on a large and active membership. However, as I write this report in mid-February I am discouraged to learn that more than 2600 of our members have as yet not paid their annual dues for the year 2002. Our By-Laws specify that dues are payable before the first day of January each year. I'm certain members recognize that the annual dues are the primary source of income for the Historical Society in this era of low interest rates and declining membership. So please, if you've overlooked or misplaced your dues notice, send your dues to our Savannah office as soon as you put this magazine down.

Enrolling new members is, without saying, a responsibility for all of us. I've sensed that our members have cheerfully accepted this responsibility for more than 20 years. Members have always been anxious to bring a lost comrade into the Historical Society. Now, we must expand our efforts and increase membership in our Society. We always have relished the satisfaction of joining comrades in arms in reunion and within our Bomb Group and Chapter meetings, and we still want to share this camaraderie with as many of our veterans as possible. There is nothing more rewarding than to welcome a new member and share their enthusiasm as they speak freely of what was probably the most momentous experience of their life. We, the membership, are proud to honor this responsibility. Now, how do we expand our efforts as we lose our comrades at an ever increasing rate in the twilight of our lives?

**1. Pay our annual dues in a timely manner.**

2. Advertise our existence far and wide; there remain so many 8AF veterans who aren't aware of the 8AFHS. Let's enroll all our vets!

3. Focus on recruiting Associate Members; we need their financial support, and equally important, we need young blood to assume leadership positions in the national organization as well as within Chapter and Group units.

4. Continue efforts to bring the independent Bomb and Fighter Group Associations back into the fold. The current leadership is dedicated to this task. 8AFHS reunions must be seen as the venues for bringing all 8th AF veterans and friends together to enjoy the day and to plan for tomorrow.

5. Maintain a dramatic WEB site. This site should be informative, interesting and updated frequently if we are to keep surfers coming back! Though this project is underway, the Society needs a qualified, talented and dedicated WEB Master to meet these objectives.

The bottom line: Sustaining and expanding our membership requires the support of all our members. This is the 8AFHS of 2002.

**Bill Rawson  
Committee Chairman**

**UNIT AND CHAPTER COMMITTEE  
Jim Erskine  
CHAPTER REBATES**

	<b>2001</b>	<b>2002</b>
Alabama	\$173.00	\$176.00
Arizona	286.00	261.00
Arkansas	82.00	83.00
California North	537.00	540.00
California South	785.00	814.00
Colorado	184.00	187.00
Connecticut	226.00	244.00
Florida	1146.00	1028.00
Georgia	383.00	279.00
Idaho	48.00	35.00
Illinois	506.00	511.00
Iowa	260.00	268.00
Kentucky	125.00	137.00
Louisiana	147.00	151.00
Massachusetts	410.00	415.00
Michigan	355.00	375.00
Minnesota	375.00	405.00
Mississippi	116.00	122.00
Missouri	240.00	241.00
NCAC	316.00	362.00
Nebraska	104.00	108.00
New Jersey	485.00	465.00
New Mexico	124.00	128.00
New York - Central	112.00	126.00
New York - South	326.00	349.00
New York - West	180.00	192.00
North Carolina	301.00	312.00
Ohio	614.00	623.00
Oregon	179.00	188.00
Pennsylvania	659.00	683.00
Rhode Island	72.00	72.00
Savannah		113.00
Tennessee	156.00	151.00
Texas - North	285.00	306.00
Texas - Rio Grand	67.00	58.00
Utah	83.00	98.00
Virginia	173.00	163.00
Washington	283.00	272.00
West Virginia	44.00	44.00
Wisconsin	<u>281.00</u>	<u>303.00</u>
<b>Total</b>	<b>\$11,201.00</b>	<b>\$11,388.00</b>



## GOXHILL AIRFIELD TRIBUTE



"Spirit of Goxhill" 1952 Piper Super Cub on Goxhill Air Field.

The *Spirit of Goxhill* is a 1952 Super Cub, which entered life in the US Air Force in Holland, and quickly sold on to the Dutch Air Force who later sold it onto the civilian aviation world. It now belongs to a Mr. Derek Caffrey of Louth, Lincolnshire, about 40 miles from Goxhill. In 1987 when it had been painted in its original livery he decided to name it the *Spirit of Goxhill* in memory of the 8th Air Force who operated the Goxhill Air Base, Station 345 from June 1942 to Feb 1945. Weather permitting he always gives us a Flypast during the Remembrance Service at the memorial in November each year as well as other events such as the Dedication Service of the Scouting Force Plaque in 1998.

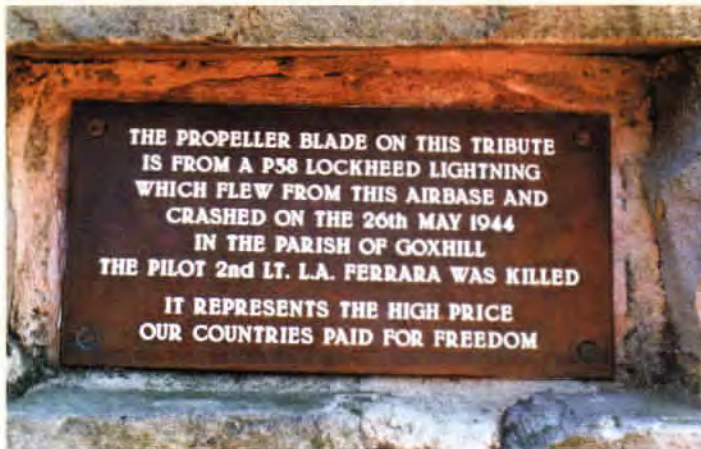
We like our air field memorial to be known as a Tribute due to the fact that it was built in 1984 as a Tribute to all personnel who served on the Base as well as those who gave their lives while training here. It was built and paid for by the residents of Goxhill. The propeller blade used for the center piece was from a P-38 which crashed in the Parish of Goxhill on 26th May 1944. The pilot, Lane A. Ferrara, lost his life.

Yours sincerely,

Ron Parker Historian Goxhill, England



Return of the Vets, 353rd FG trained at Goxhill.



### Sturdivan's Opinion

Some of the readers wanted some stories about B-24s. I happened to fly in both B-24s and B-17s and am often asked which plane I liked best. Of course my first love was the B-24; we took overseas training in them. But in Sept. 1944 we switched over to B-17s at Mendelsham along with about four other groups at about that time. I guess the 3rd Bomb Division of the 8th Air Force couldn't stand those swift bombers so it became completely B-17s. At any rate I liked the B-17 and who wouldn't with that swell radio room compared to the cramped quarters on the flight deck of a B-24.

But perhaps my wife answers it better than I when she says she likes the B-24 better because it "looks meaner."

Thanks for a swell job as Editor.

Sincerely,

Walter Sturdivan, 34th BG Stockton, CA

### 34th Bomb Group B-24 Liberator



## OLD SARGE'S SOS

Here is the recipe for that favorite meal of all veterans . . . Creamed Beef on Toast . . . as given in the Army's Official Book dated November 1950. No. k-75. CREAMED MEAT (beef, lamb, veal or ham). Yield: 100 six oz. servings. You may want to serve this at a special breakfast during your reunion.

Ingredients	Amount
Meat, carcass	25 pounds
or Meat, ground	17 pounds
Onions, chopped (optional), or	1 pound (1 Quart)
Onions, dehydrated	1 1/2 ounces (12 Tbs.)
Bacon or meat fat	1 pound
Flour, sifted	1 1/2 pounds (quarts)
Milk, evaporated	16 14 1/2 ounce cans
Beef stock or water (for milk)	2 gallons (8 quarts)
Salt	To taste
Pepper	1/4 ounce (1 tablespoon)
Bread, toasted	100 slices

1. Cut meat into 1-inch pieces; grind
2. Cook meat in its own fat until brown, stirring frequently
3. Cook onions in bacon fat; add flour and mix thoroughly
4. Mix milk and beef stock or water; heat
5. Add hot milk to fat and flour mixture gradually. Heat to boiling point; boil 1 minute, stirring constantly. Add salt and pepper
6. Pour sauce over meat; simmer until meat is well done but not overcooked
7. Serve on toast

Note: Chopped green peppers or pimentos may be added to sauce and simmered with meat.

**For a romantic dinner for two, divide by 50.**

## STRIPES

These stripes were with me during a period of time that cannot be forgotten, only hidden away in mind.



### THEY WERE THERE:

On practice missions,  
and the ones that weren't.  
Sunsets on high  
Skimming over the tops of clouds.  
Early morning take-offs into the fog.  
At 20,000 ft., the gathering of  
**THE BOMBERS.**

Loneliness and fear.  
Numbing cold.  
The oxygen checks.  
Long flights over Germany.  
Berlin and fighters.  
Bombers on fire.  
Flak over Hamburg.

### MID-AIR COLLISION

Spinning down for 2 1/2 miles.  
The sharp blast of wind as we  
left the airplane.

### THE FALL

The white chute above,  
that meant so much.  
I will never forget the airplane  
we called "Champagne Girl".

She gave her best, and the pieces  
now lie on a Swiss mountain.

1945 - Donald McBey, 91st BG  
Mt. Vernon, WA

## ALWAYS KEEP AN "OUT" IN YOUR HIP POCKET

- Bevo Howard

Bevo's remark is a very old rule of any good pilot. An "out" in the hip pocket merely means that no matter WHAT situation in which you may find yourself, ALWAYS have another thing you can do to avoid any disaster. It is sort of like having an alternate for every destination which is an FAR\*, ie., you MUST have an alternate for EVERY destination in your flight plan AND the fuel to go there plus a 45 minute holding amount. (FAR means Federal Air Regulation). For example, it is an FAR which FORCES airline pilots to lose their license at age 60 when there is no medical basis in fact for doing so. It was a political move in 1960 by American Airlines. Prior to 1960 an airline pilot could fly as long as he could pass his rigid flight physical each 6 months. (Do you mean if I fly you to Paris on the eve of my 60th birthday I cannot fly you back the next day)?

It is something akin to when you are driving, no matter where...you always have a place you can drive to avoid what may lie ahead. That can be the shoulder of the road, a side road, or any place you can go to get out of what danger may lie ahead.

I learned to fly at age 15 and have amassed 33,000 command pilot hours which included 35 years as an International Airline Captain (never a copilot). Along with ALWAYS having an "out" no matter what my planning was, I always followed the check list to the letter no matter how much I knew by heart or rote. Flying is an exacting business and it demands everything you have of judgement, effort and skill. If you give it any less than your best, it can exact a high toll for your mistakes... William "Bill" Heller  
303rd Bomb Group

# R E U N I O N S

## STRATEGIC AIR COMMAND SOCIETY

May 15-18, 2002  
Savannah GA  
Contact: Mighty Eighth Air Force Heritage Museum  
(912) 748-8888

## 351st Bomb Group Association

June 27 – 30, 2002  
Cincinnati Airport Marriott  
Contact: Clint Hammond tel (717) 766-1489  
email: bombgroup351st@aol.com

## 91st Bomb Group Memorial Association

August 29 – Sept 8, 2002  
Tacoma WA  
Contact: Ed Gates tel (253) 535-4246

## 384th Bomb Group Association

September 19-22, 2002  
Red Lion Hanalei Hotel  
San Diego, CA  
Contact: Ted Rothschild 650 Snug Harbor Dr., Apt G-402  
Boynton Beach, FL 33435-6140  
tel (561) 734-5052

## 92ND BOMB GROUP ASSOCIATION

September 19-24, 2002

Marriott Riverfront Hotel, Savannah, GA  
Contact: Irv Baum, 3935 Young Ave., Napa, CA 94558  
marirv92bg@aol.com

## 36TH BOMB SQUADRON

Radar Counter Measure Unit Final Reunion  
June 6-8, 2002  
Hope Hotel, Wright - Patterson AFB  
Dayton, OH  
Contact: Stephen Hutton, 4016 Old Sturbridge Dr.  
Apex, NC 27502  
tel. (919) 772-8413

**The world is full of willing people. Some willing to work, the rest willing to let them.**  
**Robert Frost**

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



## JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

**Name** \_\_\_\_\_

<b>FIRST</b>	<b>MIDDLE INITIAL</b>	<b>LAST</b>
--------------	-----------------------	-------------

**Address** \_\_\_\_\_

<b>CITY</b>	<b>STATE</b>	<b>ZIP</b>
-------------	--------------	------------

**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**

## TAGS

Enclosed is a picture of my personalized license plate for my motor home. Hope this can be in "our" magazine. On our recent trip to Alaska we stopped at Fort Richardson in Anchorage. The guard at the gate must have been impressed. He saluted me! What a thrill. Many people honk and wave as they pass us.  
David Rupp  
Chillicothe, MO



Editor  
8th Air Force News  
Enclosed is a picture of my California license plate. I entered the US Army Air Forces in Mar 1942 and retired from the USAF on 1 Feb 1966. I was a B-17 pilot with the 533rd Bomb Sq (H), 381st Bomb Gp (H) until shot down on 4 July 1943 near LeMans, France.  
John M. Carah  
USAF (Ret.)  
El Dorado Hills, CA



Enclosed is a picture of my car license plate. Have had many inquiries about it. I've been asked: How I got to drive a State or Gov't car? Why I had no county number on the plate? What the significance of 398 BG was. I have had it several years. I was surprised it was still available when I applied for it. I noticed you have had several in your 8th AF News Magazine. I thought you might like this one.  
Sincerely,  
Arthur Laughlin  
398th BG  
Ashland, NB



## GOODNIGHT

Goodnight, dear friend, because you walked beside me.  
This day has seemed an emblem of good cheer  
Tomorrow's troubles will not over-ride me.  
I shall feel your friendly presence near.  
Goodnight, dear friend, because you laughed beside me.  
I feel an answering echo in my heart.  
No matter what comes now, what may betide me  
I'll still have your sweet memory all apart.  
-1945- A letter from an English sad gal to a departing,  
dear 8th Air Force, Yank friend.  
I got this poem.

Walter Mysliwcyk  
7th PRG  
Cleveland, OH



2001 Annual Reunion  
493rd B.G. members gathered at Cattleman's  
Museum in Fort Worth, Texas  
photo by Ray Gurch 493rd BG



## ANSTEY CHURCH 398TH BOMB GROUP

October 15th, 1944

"Early that Sunday morning everything went blue and orange. As children, we were hustled under the stairs. Our parents knew the plane would be loaded with bombs. As the plane was going over it seemed to be off course, farther to the left than the others. The first thing it hit was the walnut tree at the back of the milk farm. Then it ploughed its way through the trees on the mound behind the church, to end up a burning and exploding wreck.

"The force of the impact was such that the bombs pitched forward and into the moat. This probably saved the church and surrounding houses from a terrible blasting. From the area around the moat one can still see the route the plane took through the trees.

"The emergency services were soon at the scene. The moat had to be pumped out to help recover the bombs. There were no civilians allowed at the scene and armed guards were put on duty. Some people say there were limbs and clothing and even some jewelry hanging from the trees.

"There were bullets strewn about a long way from the wreckage, even as far as Anstey Hall in the region of the small mound."

### Feb. 4, 1945

My Dear Mr. Baker:

A few days ago I received a list of the names of next of kin from the War Department. My son, William L. Meyran name was also on that list. He was one of the pilots on the ship that crashed October 15th.

I want to convey to you and your family my heartfelt sympathy. I know only too well what you have gone through, the past three months. We are told that time heals. I have not found this to be true; each day to me seems worse than the one before. Bill was my only son, so when the message came it seemed that part of me died too.

I am sure you had a fine son, and that your heart's sure heavy.

Mr. Baker, these boys felt they were dying for something, and may God grant that they were right, and that the next generation will live in a better world, a world that our sons gave their lives to save. I go through such mental agony, to pray "Thy will be done" and then to question "Why?" I suppose you have heard some of the details, so shall not open old wounds; evidently there was something wrong with the ship that day. They were instantly killed, so we have the comfort of knowing the boys did not suffer. The ten were buried side by side in the Amercian Cemetary near Cambridge.

We plan to go and bring my son home, as soon as we are allowed to do so.

Mr. Baker, my humble prayer is that God will comfort you and your family during these trying days, and that your son, John, will never be dead to you - just away.

Sincerely yours,

Georgia H. Nelson (Mrs. C.R. Nelson)

*John Baker was navigator on the 398th Bomb Group Meyrans crew. No crew member survived the crash on takeoff.*

Editor

## MIGHTY EIGHTH PILOT RECEIVES UNIQUE HONOR

Of the many awards and decorations earned by members of the 8th Air Force during their long history, no 8th veteran has ever received the one recently awarded 447th Bomb Group pilot Marvin Lubinsky. A new release of a G. I. Joe action figure by Hasbro wears the A-2 Jacket and equipment worn by Marvin during his days at Rattlesden. Marketing Director Derryl DePriest chose that particular crew to feature on the doll after reading the crew's story in a history of the 447th Bomb Group and seeing his jacket on display at the U. S. Air Force Museum in Dayton, Ohio. The Lubinsky crew was knocked out of the High Squadron Lead position during an attack by Me-262 jet fighters, but the pilots had the aircraft spin down through the clouds and were able to make a forced landing at a friendly airfield in Brussels.

The action doll, now available in stores, will wear a replica of the A-2 with its wartime painting of his crew's B-17 "Stinky" and its 30 bombs on back. The set also includes a hat, scarf, pistol and holster, oxygen mask, and photos of the Flying Fortress and a crew picture.

Marvin says, "I was flattered and thrilled when I found out about it. The most important thing is that my crew and airplane are being given recognition. It's fabulous."



Marvin Lubinsky holds a G.I. Joe doll wearing his replica bomber jacket.

## SECOND STRATEGIC AIR DEPOT

I am enclosing a couple of items that you may want to use at some future time.

Sadly my husband Joseph H. Harris, passed away early last year.

He enjoyed reading the 8th AF News and mainly about the air crews, he was always a little upset that little was ever mentioned about the "backroom boys" ground staff. Certain articles from time to time would bring to mind incidents that involved him; one he related to me was how after the Schweinfurt raid and heavy losses, a Colonel who impressed him very much and later recognized as General Leon Johnson!, came round to all the bases giving pep talks to boost morale. He said "Supplies are short but we must get the planes back in the air so if you can't get the exact parts you need there is always something else you can substitute, so go out look around and be inventive!"

My husband did and got promoted for his ingenuity! He was transferred from Abbots Ripton to Alconbury Northants U.K. and promoted to 1st Sgt. in charge of the 92nd Rescue and Repair Sqd. and was responsible for supplying equipment and crews and sending them to all parts of the country to repair downed planes unable to make it back to base. Without their expertise work the pilots would not have had the badly needed planes to fly. So they were important people; not a glamorous job, but vital.

In closing I would like to say that I have just recently read your issues of last year and I think they are really great. So much more informative. Keep up the good work. Sadly my husband never got to read them; he was too sick, but he would have been very appreciative of them.



Abbots Ripton  
35th Repair Sqd. Depot 1943

I was able to visit the American Museum at Duxford last year and thought what a wonderful job had been done. It brought back a lot of memories a sad but wonderful era. Wishing you all good luck.

Mrs. Muri Harris Chula Vista, CA.



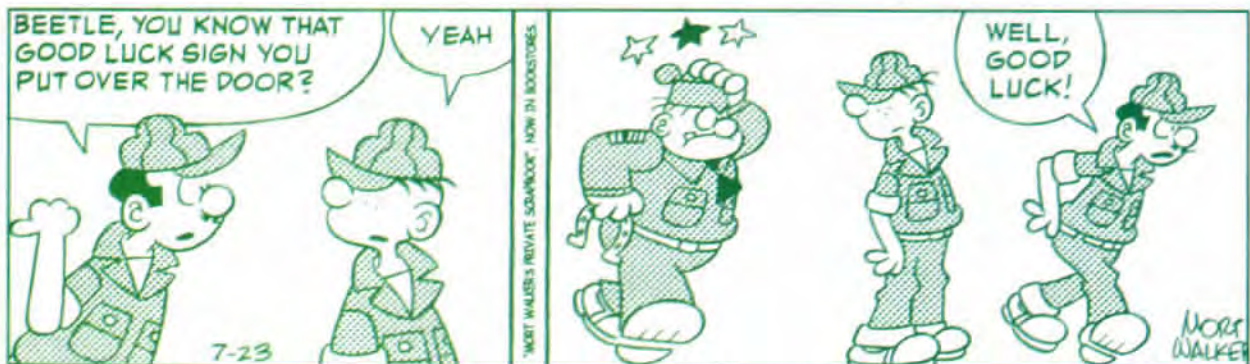
Abbots Ripton near Bedford - Trailer and Stores



Capt. Brand's 35th Repair Squadron Crew



Abbots Ripton 1943. Worker crew that loads trailers with parts and supplies needed to fix downed planes



## MISSION FRANTIC II

### Monument Erected to Honor 8th Air Force Airmen

by Alfred Lea, 452nd Bomb Group  
Houston, Texas

Fifty-five years ago yesterday our B-17 was shot down on the first England-to-Russia Shuttle Raid (Mission Frantic II); our ship crashed in flames near the village of Woroniec, about 65 miles East of Warsaw. Three of our crew were taken P.O.W. by the German occupiers; seven of our crew, including myself were picked up by the 34th Regiment, Armii Krajowej (Home Army). We stayed with the AK serving as infantrymen for approximately 40 days inside German held territory; the regiment was finally overrun by the advancing USSR forces.

After the attack the plane was in a violent flat spin which slowed its descent to earth - coincidentally providing more time for the crew to bail out. However, the flat spin created a tremendous centrifugal force making physical movements inside the ship difficult; bodies were actually thrust against the outer sides of the fuselage. Parts of the ship were undoubtedly flung about the terrain. The bulk of the plane smashed to earth in a fiery plume. I have heard reports that the wreckage smoldered for almost a day - this seems extraordinarily long to me, but possible.

We had dumped all of our bombs at a target near Fensterwalde/Elsterwerde south southeast of Berlin, and had used up the greatest part of our fuel load. The fuel tanks were made from synthetic and/or latex rubber and could burn creating black smoke for a considerable time even when empty. Generally speaking there were very few seat cushions or similar material to burn.

In the passage from the



**General view of the portion of the 452nd BG B-17G monument and information stand, Goraszka, Poland airport's airshow & picnic. Attendance approximately 50,000. Interpreter Leonard Glinski.**

**Monument is located near the town of Woroniec, on Highway E 30. Project by 34th Regiment Armii Krajowej Committee.**

Navigator/Bombardier positions in the nose up to the flight deck there were several musette bags (knapsacks) full of 20 or 37 mm incendiary signal flares used with Very pistols - especially for signaling to other aircraft while assembling into formation during the darkness of night over England. Lubricating oil for the four engines was in the neighborhood of 190 to 200 liters. The amount of unused .50 caliber machine gun cartridges left after the battle is unknown. Small amounts of passageway flooring was made of about 15 mm plywood sheeting. All of our clothing, including luggage bags made a great fire & smoke.

I am presently still in communication with Polish veterans of the 34th Regiment, AK; They built a memorial to the USAAF fliers that gave their lives in the battle to liberate Europe during WWII. The monument is at the site where our plane crashed, adjacent to major highway E 30.



**Marek Ambroziewicz, Architect/Engineer next to inscription panel. The Monument reflects the blue color of the sky overhead.**

**"1942-1945 TO THE MEMORY OF 40,802 AIRMEN OF THE UNITED STATES ARMY AIR FORCE WHO WERE KILLED BRINGING FREEDOM TO THE OCCUPIED EUROPEAN COUNTRIES AND DESTROYING SUCCESSFULLY THE THIRD REICH MILITARY POTENTIAL"**

Two elderly ladies were sitting in a nursing home looking out the window at some workers out in the garden. "What are they doing?" asked one of the ladies. "They are putting manure on the strawberries" said the other. "Hell," said the first. "I put cream and sugar on mine, and now look where they've got me."

## GUEST ARTICLE

Charles E. "Chuck" Glover is former Editor-in-Chief of Cox Newspapers and President of Dayton Newspapers. For many years he wrote columns which were distributed around the world and featured material about events of World War II. Serving in the Pacific on the Navy ship USS Rocky Mount, an amphibious command center, he experienced Japanese Kamikaze attacks during the Battle of Leyte Gulf, the largest sea engagement in history. Chuck Glover was on Guam when the war ended. After the war he graduated from Ohio University with a degree in journalism and went to work for the Cox corporation as a night reporter for the Dayton Journal Herald. He still is active in the communications field in Atlanta and serves on the Board of Trustees of the Mighty Eighth Air Force Heritage Museum.

This column is his look back on V-E Day fifty years later.

## V-E DAY SETS OFF CELEBRATIONS Germany surrenders in France

By Charles E. Glover Atlanta, GA

Nazi Germany surrenders unconditionally to the Allies on May 7, 1945, in a little red schoolhouse at Reims, France. Thus ends the war in Europe after five years, eight months and six days of death and destruction.

Gen. Alfred Jodl, German Army chief of staff, signs the document of surrender at 2:41 a.m., French time, at the schoolhouse headquarters of Allied commander Gen. Dwight D. Eisenhower.

U.S. Lt. Gen. Walter Bedell Smith, Eisenhower's chief of staff, signs for the Western Allied command. Other signers are Russian Gen. Ivan Susloparoff and Gen. Francois Sevez of France. Adm. Sir Harry Burroughs and Air Marshal Sir James Robb represent the British.

Associated Press correspondent Edward Kennedy describes the scene: "There was a moment of heavy silence. Then Eisenhower spoke. He was brief and terse as always. His voice was cold and stern. His steel-blue eyes were hard. "In a few clipped sentences he made it plain that Germany was a defeated nation and that henceforth orders to the German people would come from the Allies. Jodl nodded. Then the Germans filed out. It was over. Nazi Germany had ceased to exist."

The German war, which Nazi Fuehrer Adolf Hitler started with the invasion of Poland on Sept. 1, 1939, had cost an estimated 40 million lives. The

exact figure never will be known. News of the surrender touches off joyous celebrations across America. There are tears, prayers and jubilation. Downtown office workers leave their jobs and dance in the streets. Families gather for prayers in homes and churches. Some folks weep openly in public, and pray on sidewalks.

There are wild celebrations in Great Britain. Happy Londoners crowd Piccadilly Circus and line the streets. In Moscow, thousands of Russians, many clad in pajamas and nightgowns, jam Red Square and shout, "Long live Stalin." Church bells toll in Rome and around the free world. May 8, 1945, is proclaimed V-E (Victory in Europe) Day in the United States and Great Britain. President Harry Truman says, "This is a solemn but glorious hour. I only wish that Franklin D. Roosevelt had lived to witness this day."

The U.S. 7th Army captures, on May 8, Reichsmarshal Hermann Goering, former Hitler deputy, on a road east of Kitzbuhel.

The 36th Infantry Division snares Adm. Nicholas Horthy, Hitler puppet and former regent of Hungary, along with Field Marshals Wilhelm von Leeb and Sigmund List. Field Marshal Paul von Kliest, Nazi hero of the 1940 breakthrough in France, refuses to surrender May 4, but changes his mind when a 26th Infantry Division private puts a gun

against his head.

French traitor Pierre Laval, head of the Nazi-controlled Vichy government of France, is arrested by the Spanish at the Barcelona airport shortly after arriving there on a German bomber. He will be returned to France for trial. A trembling Vidkun Quisling, Nazi puppet premier of the Norwegian government whose last name will become a synonym for traitor, surrenders at an Oslo police station. GIs of the 36th Infantry and the 12th Armored Divisions smash into German political prisons, and rescue former French Premiers Edouard Daladier, Paul Reynaud and Leon Blum, French Generals Maurice Gamelin and Maxime Weygand and former Austrian Premier Kurt von Schuschnigg, a Nazi prisoner since 1938.

America's attention quickly turns to the Pacific amid War Department reports that more than 6 million GIs will be required to conquer Japan's home islands. It also is disclosed that 1,300,000 men will be discharged within a year, based on length of overseas combat service. On Okinawa, four Marine and Army divisions May 8 continue to pound Japanese positions along the Shuri Line on the southern part of the islands. American casualties to this point number 16,245 killed, wounded and missing. The enemy's death toll is 33,462.



## HISTORICAL SOCIETY OFFICE IS BUSY!

by **Connie Metts, Office Manager**

We have been ever so busy entering all dues checks and making sure we get them deposited as soon as possible. If you have not received your cancelled check back yet, please don't worry. It will be in your next bank statement. We received over 5000 dues returns the first nine days, and it took us weeks just to open and separate them, as they are put into different stacks of 100 per batch. We put in all dues checks, contribution checks, dues & contribution checks; every check that comes in has to be separated into their own category. We would like to thank all our members for their loyal support and their generosity in the past.

I also would like to take this time to let you know that we have been doubly blessed to have Trish Robertson, who used to work for the museum but took maternity leave and had a beautiful baby boy named Shawn, as a member of our team. I begged her to come help me out while I had a little surgery. I made her an offer she could not

refuse. Now we have two and a half workers to run this massive operation. Everything is running smoothly with all requests for rosters and reports taken care of from this office.

Thanks, Connie

P.S. One more thing: We are excited about the increased interest across the country in the 8th AFHS! Just the past few weeks, we have enrolled over 100 new members to the Society!



**8th AFHS office - Trish Robertson, Mascot Shawn Robertson and Connie Metts**

## 8TH AF VETERAN DONATES ORIGINAL PAINTING

When Joe Orendorff saw the painting of "Square D" B-17s on a bombing mission by artist Kevin Daniel, he knew right away what he wanted to do. He purchased the original artwork from art dealer Cliff Nagengast of Eyes Of The Wild Galleries in Maple Grove, Minnesota and then arranged a trip to Savannah.

In a recent ceremony at the Heritage Museum, Joe made a presentation of the painting to the Museum. The painting, which depicts a mission of Joe's own 100th Bomb Group, now hangs proudly at the entrance to the Monk Hunter Board Room in the Museum and is a valuable addition to the growing collection of fine art pieces owned by the Mighty Eighth Air Force Heritage Museum.



Left to right: Cliff Nagengast-owner of: Eyes of the Wild Art Gallery also responsible for the painting being done.

Kevin Daniel-Artist that did the painting in "Hall of Fame" for his wildlife paintings.

Joe J. Orendorff - served with 100th Bomb Group. New owner of the original painting that is being donated to the 8th Air Force Heritage Museum.

## HELP WANTED – WEBMASTER

The 8AFHS website, [www.8thafhs.org](http://www.8thafhs.org), established and maintained through the generosity of the guys at [www.B24.net](http://www.B24.net), is ready for visiting and for further development. This is a formal invitation to anyone who would like to become the 8AFHS webmaster, and accept the challenge of developing this site to its desired state. Visit the site, and see what's there. Then build a new home page of your choosing, and post it on your site for evaluation by our website oversight group. Please send the site address to:

Dick Baynes, [rcbaynes@hotmail.com](mailto:rcbaynes@hotmail.com).

We will contact the applicant whose home page we like the best to set up a suitable arrangement. Here is your chance to help your Society where it is really needed!

## EIGHTH AIR FORCE CELEBRATES ITS 60TH BIRTHDAY ANNIVERSARY WEEKEND FILLED WITH ACTIVITIES

The 60th anniversary of the founding of the Eighth Air Force in Savannah was celebrated from January 25 – 28, 2002 with non-stop festivities and seminars. A turnout of over 500 Eighth Air Force veterans and their families took part in the various programs offered throughout the weekend. Many visitors from the community also attended.



**Birthplace Chapter Welcoming Reception in the Rotunda of the Heritage Museum**

### Welcoming Reception

The welcoming reception sponsored by the Savannah Birthplace Chapter was held on Friday evening in the Lewis E. Lyle Rotunda of the Mighty Eighth Air Force Heritage Museum. After good food and drink and a welcome by President Darrel Lowell, the recently elected slate of officers of the Birthplace Chapter was inaugurated by national Historical Society President Craig Harris. A talk was given by Mrs. Yvonne Brusselmans, whose parents helped American fliers as underground resistance fighters during the war. A Lighting of the Candles memorial service was held.

### General H. H. "Hap" Arnold Seminars

On Saturday the 8th Air Force Historical Society and the Heritage Museum sponsored a day-long program of seminars in the Colonial Oil

Art Gallery at the Museum. The General H. H. "Hap" Arnold Lecture Series featured hour-long lectures followed by questions and answers from the attentive packed house. Speakers included Roger Freeman, historian and author, who flew in from England for the Seminar. He was followed by Allen Jones, Photographer of the current *Return to Normandy* photographic exhibition now on display at the museum. The morning program was closed by a presentation of the current Mighty Eighth and its role in the war against terrorism by 8th AF Commander Lt. Gen. Thomas J. Keck. General Keck's father, Gen. James Keck, was present for the weekend.

Afternoon seminars featured talks by Dr. Don Miller, WW II historian and author, and by Gen. Paul W. Tibbetts, who flew the first 8th AF mission during the war and also piloted the *Enola*



**Yvonne Brusselmans lighting a Memorial candle**

Gay to Hiroshima to end the war. General Tibbetts was accompanied by his son, Col. Paul Tibbetts III and grandson, Maj. Paul Tibbetts IV, B-1 and B-2 bomber pilot and current aide to General Thomas Keck.

The enthusiastic spirit of those attending the events at the museum was evident throughout the weekend. In the words of Board of Trustees member Dr. Curtis Tarr, "As I talked with the visitors and participants, I felt them taking ownership of the Museum. They seemed to be saying, 'This is my place, where my memories of battle and camaraderie are secure.'"

Evening activities on Saturday night centered on a Hangar Dance held at the 165th Air Guard Wing and sponsored by the Georgia Chapter of



**Part of the 100th Bomb Group contingent at the Georgia Chapter Hangar Dance**



**Tom and Sarah Parsons at the Hangar Dance**

the Historical Society. A Sunday morning Memorial Service at the museum held by Heritage Museum Chaplain Martin Loyley was followed by flyovers of the Collings Foundation B-17 and B-24, which came in for the event. Sunday night saw the Georgia Chapter host entertainment and feature an emotional talk by Maj. Pat Blassie, whose brother Michael Blassie was killed in Vietnam and was entombed in the Tomb of the Unknown Soldier.

The variety of events and memorial services of the Anniversary weekend was well-received by all who attended; many plan to return for the 70th Anniversary celebration in 2012.



Chaplain Martin Loyley with the Invocation – Chatham Armory ceremonies

### January 28th Anniversary Ceremonies

Guests gathered at the American Legion Hall on Bull Street in Savannah, the site of the activation of the 8th Air Force, on Monday morning. Sponsored by the Georgia Chapter, speaker presentations, remembrances and memorials, and patriotic music filled the program. The service was followed by a buffet brunch given by American Legion post 135.



Collings Foundation B-24 Liberator *The Dragon and Its Tail* with a Heritage Museum flyover



State Champion American Legion Post 194, Thunderbolt GA, Honor Guard



Collings Foundation B-17 Nine-0-Nine Flying Fortress flyover

Historical Marker in front of the Chatham Armory in Savannah



Three generations of Tibbets together for the celebration: from left, Major Paul Tibbets IV, Col. Paul Tibbets III, and Gen. Paul Tibbets II. Not in picture: Paul Tibbets V, born in January 2002.

**MARCH 2002 (02-1)**



Three 8th Air Force Commanders: from left, Lt. Gen. E.G. "Buck" Shuler, Lt. Gen. Thomas Keck, and Lt. Gen. Gerald Johnson.



Gen. James Keck, 491st BG, with his son Lt. Gen. Thomas Keck, commander 8th Air Force.



THE VARI



A GIRL



# THE NEW 2ND AIR DIVISION USAAF MEMORIAL LIBRARY



By Jim Lorenz, 466th Bomb Group, Scottsdale, AZ

After some three years of planning and building, the Norfolk & Norwich Millennium Library at the Forum opened to the public on November 1, 2001. This unique horseshoe shaped three story building has a transparent all-glass facade, designed by Sir Michael Hopkins and was built by the Forum Trust Ltd. It also has a 200 space car park underneath it.

The ground floor has an "Origins Visitor Centre", part of the Norfolk & Norwich Millennium Library the 2nd Air Division USAAF Memorial Library, the Learning Shop, coffee bar, the main reception area and the large open area Atrium, which can seat over 800.



In the Forum Atrium., 2nd Air Division (USAAF) Memorial Library entrance right behind the stairs, on main floor.

## 2nd AD DEDICATION SERVICES

On Wednesday, November 7, 2001, the Dedication Day for our 2nd Air Division USAAF Memorial Library began with a Service of Thanksgiving & Remembrance in the Norwich Cathedral. As we all assembled in our assigned seating area, their leading military band--the Band of the Dragoon Guards--played for us. The colorful entrance processions were indeed with all the pomp & circumstance of a royal wedding.

Those in the procession included: the Chair of the Norfolk Council; the City Sword and Maces; City Clerk; Lord Mayor & Lady Mayoress of Norwich; the Sheriff of Norwich; the Dean of Norwich; the Lord-Lieutenant of Norfolk (the personal representative of the Queen).

Sir Timothy, KG, and Lady Coleman; the Cathedral Choir; the Great Cross; the Sacrist; Dean of Norwich; Archdeacon of Norwich and the Bishop of Norwich.

The Dean of Norwich gave a greeting, noting, "We shall remember before God the sacrifices of countless young lives during WWII, particularly the airmen, American and British, who flew from bases in East Anglia."

A full church service followed with the dedication of the new 2nd Air Division Roll of Honour, sermon by the Lord Bishop Graham James, taps and singing the *Battle Hymn of the Republic*.

We were then bussed, with a police escort and all the roads closed until

we passed, to the Forum area to enter the Library front outside area. The VPs of the Bomb Groups stood with the entrance guards to identify our members and families. An Honour Guard was provided from RAF Coltishall and USAF pilots from RAF Mildenhall. A fly over was provided by four Jaguars from RAF Coltishall and a USAF KG 135 refueling tanker.

The Wymondham College Band played the "Second Air Division Fanfare" -- specially written for the 50th anniversary of VE Day in 1995. As our American group of 556 was seated inside the Forum, along with 250 of our British dignitaries and friends, Paul King, Chair of the Memorial Trust Board of Governors, welcomed us. Lord-Lieutenant of Norfolk, Sir Timothy Coleman, read a message from the Queen referring to the 2nd Air Division "All of us will remember with everlasting gratitude their bravery and sacrifice in defense of freedom during this country's hour of need. I hope that their entire visit to Norfolk will be a

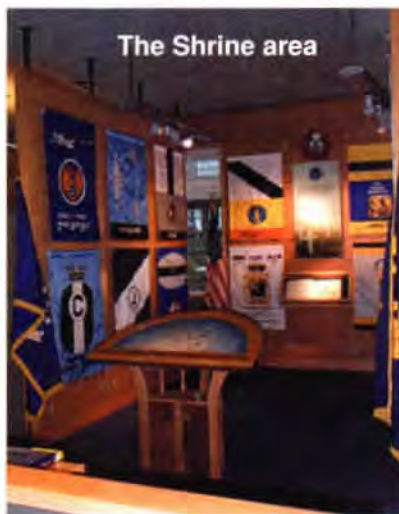


The Forum looking out towards St. Peter Mancroft Church



Reading Area

happy one strengthening still further the unique bond of their friendship between our two countries." The Lord-Lieutenant then declared the new 2nd Air Division Memorial Library open. Major General Kenneth Hess, Commander of the 3rd Air Force, based at RAF Mildenhall, substituting for US Ambassador Farish, stated that President George W. Bush reiterated the words of President Kennedy -- "They gave their lives in defense of freedom everywhere." Since General Hess's father had flown B-24s out of the 2nd Air Division's Hethel base (389th BG), it seemed an appropriate substitution. The newly inscribed "Roll of Honor" was then placed in the Shrine Area. The Dean of Norwich and Lord Mayor of Norwich presented the Books of



The Shrine area

Condolences; the Fire Fighters of RAF Coltishall and RAF Neatishead made a presentation to the New York Fire Department Appeal Fund as the Wymondham College Band played "The Acclamation."

We want to give our thanks to the Board of Governors of the Memorial Trust of the 2nd Air Division U.S.A.S.A.F. for their timeless hours resulting in this larger unique Memorial Library.



The Norfolk and Norwich Millenium Library

## HERITAGE MUSEUM EDUCATION PROGRAM EXPANDING AT FAST CLIP

Heritage Museum Director of Education Debbie Dannel loves her job. Each day she hosts classrooms and groups of schoolchildren teaching them character traits as embodied by those veterans of the past and current 8th Air Force. Debbie meets the kids and teachers in the giant rotunda of the museum and after explaining what they will see and hear during the day, escorts them to the education rooms for a day filled with learning and excitement. Many of the kids' parents come along for the experience.

Using the permanent props in her classroom and exhibiting special artifacts from the museum collections, Debbie gets the story of Eighth values across to the children in a most effective fashion. As a former grade school teacher, she understands how to keep the schoolchildren interested while imparting principles of patriotism, loyalty, duty, honesty, and teamwork in them as well. With Debbie often dressing the part, the kids join in actively, with questions and stories of their own. Recently appearing as Rosie the Riveter, she addressed women's roles in the war effort during World War II using Katie Grant's story "Wartime Memories" as part of her teaching material.

The Mighty Eighth Air Force Heritage Museum is the designated Center for Character Education in Georgia, and Debbie's department will play a vital part in the nationwide education initiatives now being developed by the 8th Air Force Historical Society in conjunction with the Heritage Museum programs.

Take a few minutes and drop by to see her in action on your next visit to the Museum; sit in on her classes and become a kid again.



Director of Education Debbie Kannel as Rosie the Riveter.



Some of the school children visiting The Heritage Museum

# THE CHAMPION BOMBER MEN

by Roger A. Freeman, Historian 8th AFHS



**Roger Freeman**  
8th Air Force  
Historian

An Eighth Air Force B-17 or B-24 crewman who completed 25 missions during the 1942-1943 period of operations had a one in three chance of completing the 25 missions that constituted an operational tour at that time. But in some units during periods of heavy

action the chances of surviving to reach the magic 25 mission was less than one in two. It was the spring of 1944 before the odds improved significantly, despite a tour having been increased to 30 missions. Even when the requirement was upped to 35, a heavy bomber airman still had a rising likelihood of survival, due to the Luftwaffe air opposition having been dramatically reduced by escort fighters and the Allied ground forces' liberation of much of the enemy occupied territory in France, Belgium and the Netherlands. By April 1945 nine out of every ten bomber boys were finishing their 35.

While no sane man is without fear there are some who are not frightened by it and have no great problem in facing dangerous situations. There were several Eighth Air Force bomber men who had few qualms about flying a second tour, such was their self confidence. Understandably, more cautioned fliers viewed these individuals as either foolhardy or courageous.

The man with the highest number of missions to his credit while flying with the Eighth undertook three tours! Master Sergeant Hewitt T. Dunn completed 104 combat missions between January 1944 and the end of hostilities flying with the 569th Bomb Squadron, 390th Bomb Group

out of Framlingham airfield. Known as 'Buck', he was a big six-foot man and 24 years old when he completed his hundredth trip on 5 April 1945. Most of his first tour of 30 missions had been as a tail gunner, but he then moved to the front of B-17s as a toggelier and manned the nose guns. 'Buck' Dunn visited all the 'tough' targets including nine times to Berlin. The second tour was completed late in 1944 and he was allowed to keep on flying. Rumour holds a sad fate for Dunn following the Korean War.

The Eighth Air Force officer who flew the highest number of combat missions was Lt. Col. Immanuel J. Klette with 91. 'Manny' Klette started out as a replacement co-pilot with the 369th Bomb Squadron, 306th Bomb Group on 18 March 1943, getting his own crew in the following July and having a miraculous escape from a battle damaged B-17 that crashed into a wood on return from the mission of 23 September 1943, his 28th trip. Sustaining five fractures he served in USSTAF Operational Section while recuperating until, in July 1944, his old squadron CO, Henry Terry, then boss of the 91st Bomb Group, took Klette to command the 324th Bomb Squadron. Between 6 August 1944 and 25 April 1945 Klette flew another 63 missions as lead pilot. His total combat time amounted to 689 hours and 25 minutes. 'Manny' Klette died in 1988.

The second highest number of combat missions flown by an officer in the Eighth is that of Lt. Col. Lewis E. Lyle with 76. Lew Lyle, now retired Lt. General, started out with the 303rd Bomb Group at Molesworth in 1942 as CO of 360th Bomb Squadron, advancing to become the Deputy Group Commander and the Group Commander. He later became CO of the 379th Bomb Group at Kimbolton and led that record breaking outfit until the end of hostilities. In flying

combat from the earliest days of Eighth Air Force bomber operations right through the war, his was a particularly outstanding record.

There were several fliers, both officers and enlisted men, who amassed high totals of combat missions in the usually less enemy-contested SWPA theatre of war before coming the ETO. Outstanding was Durward W. Fesmire, a group bombardier with the 401st Bomb Group at Deenethorpe where he took part in 41 missions. Previously 'Fes' had flown B-17Cs and Es with the 19th Bomb Group down in Australia and amassed a total of 92 missions, albeit many were patrols. But not content with 133 missions in World War 2 he flew another 66 in A-26 Invaders during the Korean War to make a grand total of 199!

The B-24 man with the most missions under his belt has eluded the author's research. There were several officers and gunners who flew two tours and a few who came to the UK in 1942 and were still with combat units at the end of the war. One was the redoubtable Ramsay D. Potts, now a retired Major General, who flew on the Eighth's first Liberator raid, survived the low-level mission to Ploesti and went on to command two B-24 groups in the 2nd Air Division.

If any reader can name a contender for the B-24 airman who flew the highest number of missions with the Eighth please write 8TH AIR FORCE NEWS.

Roger A. Freeman  
Dedham England

**The only thing that's important is what you do with the days between the time you're born and the time you die. The purpose of life is to do something.**

**Stan Robens, 392nd BG**



## MICKY FINN

Dear George: (Stebbing),  
I read your letter about "Micky Finn" in the 8th AF NEWS - December issue. I am a volunteer at the Mighty Eighth Air Force Heritage Museum. I visited the library the other day and located the following:

Two heavy bombers carried the name "Micky Finn". A B-24 with the 93rd BG at Harwicke, and a B-17 with the 381 BG at Ridgewell (Station 167). This sounds like the aircraft that you were interested in. Serial number 42-30834, GD & E marking, with the letter L in a triangle on the tail. It also appears to have been assigned to the 534 BS, & salvaged on February 4, 1944.

Perhaps with your knowledge of the territory you can relate to Hepworth, Rickinghall, and Honington...the possible flight path, west bound to Ridgewell. Would Rickinghall be east of Ridgewell?

If the crash occurred in 1942, apparently it was saved and restored until 1944.

The very best wishes,  
Ken Hoddinott, Jr., 487th BG  
Savannah, GA

## BIRMINGHAM JEWEL

Dear Sir,

The September 2001 issue of the 8th AF NEWS lists B-17's with 100 or more missions. Please note that the 379th bomb group lists the "Birmingham Jewel" with 127 missions and belonging to the 526th squadron.

Most of my missions were flown on this aircraft but belonging to the 525th squadron. In addition, Roger A. Freeman's book, The Mighty Eighth lists the "Birmingham Jewel" being downed over Berlin on it's 128th mission (pg. 208). It was my understanding at the time, that our mission was to get to the target and drop our bombs. No mention was ever given about returning to the base. Therefore, I believe this aircraft should be given the full credit of 128 missions.

It was a great ship with good crews and the very best ground

maintenance. Thank you for your consideration in this matter.  
Sincerely,  
Robert E. Holden, 379th BG  
Brainerd, MN

## BIRMINGHAM JEWEL

Dear John (Warner),  
I saw the name of "The Birmingham Jewel" in your "Century Club." I flew in the "Jewel" on its last mission on Feb. 3, 1945. The "Jewel" was leading the Eighth Air Force in missions at the time it was shot down. It was on its 128th mission; they were shot down near Rendsburg, Germany by ME 109 fighters. Five crew members survived and were taken prisoners. The aircraft was named by the pilot of its first crew. He was Capt. Walter Smith. He named the plane after his wife Jewel Smith of Birmingham, Alabama. She still lives there and has corresponded with me. Respectfully submitted,  
William N. Scarffe, 379th BG  
Ishpeming, MI

P.S. The 8th A.F. NEWS is outstanding!! The December issue was exceptional!

## VA BENEFITS

Dear Walter:

I hope that I am writing to the correct person regarding the Veterans Benefit Booklet that was written up in March, 2001, issue of the 8th Air Force News and, to be specific, it was the article on page 47 of that particular issue.

I sent a check for \$5.00, my return address and heard nothing. About 3 months later, I sent another letter and let them know that I had not a solitary response from them and again, have heard nothing.

I would appreciate knowing if you have had any other complaints regarding this problem as I would like very much to have a copy that I have already paid for.

Sincerely,  
Ray Bursey, 441st Sub Depot

## 8TH AIR FORCE

Dear Mr. Brown:

I have noted that in some issues of the 8th AF News you include pictures of license plates or frames which show references to the Mighty 8th. I have for a number of years had the license plate frame shown in the picture enclosed.

If you should include this picture in the "News" you may want to include where a person can obtain these frames (I do not sell them). They are available from:

Anthony Scott Products  
704 Bough Ave., Clear Water, FL  
33760

I served in the operations office of the 92nd Bomb Group from 1943 thru 1945, and was stationed at air base #109 (Production Airdrome).

Thank you sincerely for putting together so much reading material. I thoroughly enjoyed the December issue.

Eugene Freund, 92nd BG  
Lake Placid, FL.



## NORTH DAKOTA TAG

Dear Dr. Brown:

First, let me say you are putting out a first class magazine, and I look forward to every issue.

I am enclosing a picture of my North Dakota license plate, after seeing the many you have included in your magazine. Would you have room for one more? It's the only one in N.D.

The other day, I stopped at a traffic light in town, and the driver next to me asked, "Did you fly a B-17?" I



answered yes, and he told me his Dad had flown a B-24. Then, the light changed, and I didn't have a chance to talk to him more. Thanks for listening and do keep up the fine work!  
Most sincerely,  
Herman Livingston, Grand Forks, ND

## THOUGHTS

Dear Walt:

I am writing to you about your "Letter to the Troops", in the September issue 2000 in the "Mail Call", I think you are doing a fine job as Editor. I see nothing wrong in publishing reunion notices of the 8th AF. We were ever thankful for the fighter appearances on the deep raids. It was a mighty comfortable feeling to see our little friends.

As time goes by our ranks are declining and will continue to so do! The 8th Historical Society is probably smaller in numbers and might need a helping hand.

I know I have talked to members of historical Bomb Groups of the 8th and they tell me that some of them are talking of not having reunions. Your articles tell it like it was. I had bet the ones that took offense of the articles on flak jackets were the first to reach for them. They would probably have liked a steel plate to stand on.

In regards to the article on "A Bomb Run in Savannah Made Me Cry", I have no remorse about bombing the targets. Especially targets of opportunities when bombs were not dropped on primary targets. The Germans' bombing of England by V-1's and V-2's took lives of many civilians. Some crew members thought that the German civilians were getting a dose of their own medicine.

We are at a great risk of dying in our every day life today. The number of deaths on the highways is a good example. I know when I was on a mission I always asked, "God let it be your will that I return safely." I made 33 missions.

When I hear people say we should not have dropped the Atomic Bomb,

it gets me stirred up. It shortened the war, probably three years and a lot of U.S. personnel would not have returned. Articles that I have read state that Japanese islands were well protected and outfitted to defend themselves. I tell some of the younger ones that they might not be here today as their fathers and grandfathers might not have survived.

Sincerely,  
George Procter, 306th BG  
St. Louis, MO

## FRANK SEXTON

Dear Dr. Brown,

There is always a first time for everything. I have never before written a letter to an editor. However, I had to write this one to let you know that you are doing an outstanding with the 8th AF NEWS.

Everytime I receive an issue Christmas comes early. I thoroughly enjoy the magazine - cover to cover. Thank you & All the Best!  
Frank Sexton, 381st BG  
San Diego, CA

*Many thanks for the kind comments, Frank. As you know, the magazine depends on contributions from the troops in order to keep 'em flying. Keep 'em coming in for future issues!*  
-Editor

## TRIBUTE IN BELGIUM

Dear Sir:

I'm searching - concerning the story the 8th AF shot down in our country.

At about 3 km from my home there is a memorial in memory of a co-pilot 8th AF, plane B-ATF, 42-5829, 525th Bomber Squadron, 379th Bomber Group, based in Kimbolton, taking off on Friday 30 07-1943 shot down at 11:15 am above Baclen - Korbush - Nereth in Belgium, about at 16 km from the German border. Ten crew



**Marcel Enstipp  
Welkenraedt -  
Belgium**



**Flowering of the memorial.  
Mrs. Enstipp on left**

members were on board, one of them was co-pilot, Lt. Stanley A. Kusy. He died this day at about 30 miles from his memorial.

After the war people, residents and veterans from Belgium didn't forget this sacrifice, that's why they wanted to build this little memorial.



**The Memorial for Stanley Kusy in  
Nereth - Boelen Belgium**

Since this year I look, with another friend that this memorial will be well kept.

If you have other information concerning this crew it would be very interesting for me. I only have their names, their jobs on board, but I don't have their dog tags number. We want to place a ceramic picture or the negative picture.

Yours faithfully,  
Marcel Enstipp, Rue do Dison 80  
4840 Walkenraedt, Belgium

## BRITISH LADY

Dear Sir,

Receiving the 8th AF NEWS is like a trip in the past. The decades slip away and we're back in the '40s, forever young. Our feet were ready to jump into action, ignoring dangers which now would send us shuffling and panting, scrambling to safety.

I never flew a bomber or manned a turret gun. I was the girl on the ground in British Army uniform, feeding the troops. They filed into the mess hall three times a day, many hundreds of them, always hungry, cleaning their plates and ready for "seconds." We girls schlepped in the large kettles, filled with hearty stews. Most of the meat came from the Colonies -- Australia, New Zealand, Canada -- transported across the oceans on ships ever alert to the U-boats lurking below. Many of the transports didn't make it.

Fruit was rare, as were fresh vegetables. An egg now and then was a special treat, but chocolate had become a dream of the past until, soon after Pearl Harbor, the Yanks arrived in Britain. They freely shared their Hershey bars and before long chewing gum was the "in" thing to do. We briefly thought of our conventional mothers, who would have been shocked at seeing their well-raised daughters chewing away to beat the band. We also learned how to jitterbug -- a far step away from the tangos and waltzes we had been taught. But outside of the teeming dance halls, wartime life was grim. We slept in unheated barrack rooms, with greatcoats, sweaters and such, piled atop blankets to keep warm. In early morning we trudged across snow-covered parade grounds to light the cookhouse fires. And, often, we worked into the night to feed officers and men, back from special assignment duties.

The roar of the Fortresses taking off over the Suffolk countryside was our Reveille at dawn. At night, the bugler boy blew Taps outside our windows and it was the signal for "Lights Out." A large map of the World hung on the wall of our Barrack room. On it, we traced the desert battles across North Africa, and the fights to gain a foothold on Italy's boot. We held our breath on D-Day; then followed the Allies' laborious march into the heartland of Germany.

For many of us it was a personal crusade. We had been child refugees from the Nazis, taken in by England at the eleventh hour, just before War

closed all borders. Our parents had stayed behind and most of us would never see them again.

Then, it was all over. The last shot had been fired. The boys were coming home. We married, raised families, worked jobs. Our children grew up in safety and peace with little knowledge of our own past. We simply did not wish to talk about the horrors of living in 1938/39 Austria, the Gestapo and the persecutions. Old men being forced to kneel, scrubbing the streets with toothbrushes dipped in caustic soap. Later, in England, the London Blitz, the city burning, the nightly bombings.

However, one cannot protect one's children and grandchildren from life. Our daughter, who worked next door to the Trade Center, saw the Towers collapse and was among those being overtaken by the clouds of debris and black smoke as she ran to safety. In this terrible tragedy we see shades of our own past. But we must now turn to our children and grandchildren to meet the challenge as we had to do, so long ago.

Sincerely,  
Frances Nunnally, Richmond, VA

## EXHIBITION

Dear Sir,  
This year Vic Lewis and myself put up a small exhibition of Wormingford airfield Station 159. It was our first attempt, which had some interest from the public. Hopefully we will try and run the exhibitions once a month during the summer next year, bearing in mind it will be the 60th anniversary of the arrival of the USAAF here in England.

What we are looking for is photos (will pay for any copies), or stories amusing or otherwise of service life here during those years. We are looking for enlisted men and officers, air or ground based. You did have an article in the news last year by Fred Hoxey of the 442nd ASG. So it can be from anyone who served on the base whatever unit they served in at the airfield. The more the merrier. We have had some much needed help from several pilots of the 55th

FG who served there. I am a member of the 8th AFHS as is my colleague Vic Lewis. I will give you the addresses for people to write to. I also have an e-mail address.

The addresses are: Mr. A.P. McHugh, 30 Leslie Park, Burnham on Crouch Essex CMO 8SZ, England. Email Sootx@compuserve.com  
Mr. V.Lewis, 20 Valley Crescent, West Bergholt, Colchester, Essex CO6 3ED

We have some contacts with the 3rd Scouting Group as well but we could do with some more. Especially those who worked in the service groups who are generally overlooked in some cases.

I hope we get some response from members of the Eighth.

Yours sincerely,  
Tom McHugh Membership No. 32854  
Mr. A.P. McHugh  
30 Leslie Park, Burnham on Crouch  
Essex, CMO 8SZ England

## AIR MEDALS

In the Volume 95 Number 4 (Nov 1995) issue of 8th AF NEWS on Page 17 is an article describing the July 1995 presentation of the Air Medal to an airman who was shot down on his fourth mission, one mission short of the usual 5 required. The article states that this presentation was made "under the provision of the Air Force awards policy that an appropriate award could be made to AAF personnel who had been killed, shot down, or taken prisoner....in recognition of acts performed in aerial flight regardless of the number of missions flown." Can you give me the reference number of that AAF policy? It seems that this awards policy is not well known among those who should know about it. Incidentally, such award is approved by HQ AFMPC/DPMAS at Randolph Field, TX, but I've learned that one's request for the award should first be sent to National Personnel Records Center, AF Reference Branch, NPRC/NRPMF, 9700 Page Avenue, St. Louis, MO 63132-5100 who then forwards the individual's personnel file to the Randolph Field address for

review and approval.

I would like to alert each of my crew mates of the specific procedure, including required documentation, so they can follow suit.

I thoroughly enjoy the 8th AF NEWS - it's one of the best AF magazines around.

Chuck Connor  
pconn48@worldnet.att.net

## B-18 BOLO

Dear Dr. Brown:

My name is Steven Agoratus, Associate member 25155 01. I have been associated with the Eighth AFHS for quite some time now, and have been studying airpower and the Eighth since I was ten years old. I appreciate the fantastic News and look forward to my copy every quarter.

A few years ago I placed a research note in the News regarding an article I was writing on the 351 BG Captain Clark Gable. Some Eighth AFer's - mostly 351 BG - generously lent their memories and photos, and the result appeared in the Spring 1998 issue of Airpower History. (It subsequently was awarded the Eastern Shore National Prize, tied for first with another article.) Airpower's editor is Jack Neufeld.

I am writing to see if I may place another couple of research notes in the News. I am developing two articles:

The first is on an aspect of the theory of strategic airpower which involves operations conducted during the late 1930's. I'd like to see if there are any vets who flew the B-18 Bolo. These aircraft were spread around as the AAF expanded after Pearl Harbor and many units subsequently had their multi-engine formation training in them. They also served as coastal patrol aircraft as radar-equipped B-18B's. I'd like to hear from anyone with memories of operations, whether flying, supply, or maintenance, during any time from the time the planes appeared.

The second focuses on operations during November-December 1943. A certain percentage of the histories

(Mr. Freeman's fine works excepted, of course) regard these weeks as an interregnum between the big battles of the fall of 43 and the leadup to the Big Week in 44. Yet much evidence suggests that this was a key time for the Eighth in terms of missions flown, experience, expansion, and such other aspects as new tools and new skills. I'd like to hear from anyone - flight or ground crews, administrators, etc. - with their recollections of that time.

I appreciate your help and thank you. Best regards,

Steven Agoratus  
days 908-904-2791  
nights 609-584-5779

## OUR GAL SAL

Dear Sir:

In a previous issue of the 8th AF News there was a listing of aircraft that had exceeded 100 combat missions. Included in that listing was aircraft 231767, *Our Gal Sal* of the 100th Bomb Group. On page 56 of the current issue, Vol. 01, No. 4, there is a picture of *Our Gal Sal*. As had been noted in the listing, the comment under the picture states that she flew over 100 missions. I have a picture of her taken from the tail looking forward and I can count at least 138 bomb symbols along her fuselage. There are probably more, but the picture did not include the last few feet of the fuselage.

*Our Gal Sal* was assigned to my crew of which I was the pilot. We acquired her on February 4, 1944, which was the date of our 14th mission. She was factory fresh, including deicer boots, which were normally removed before the aircraft's first mission. Her first mission was to Frankfurt. Our 30th, and last mission was on May 1, 1944. Included in those missions were the first four to Berlin. On the March 6 Berlin raid the 100th Bomb Group put up two groups, an A and a B. We were flying #3 in the lead squadron of the B Group. We came under attack over Haseleune, Germany by about 150 German aircraft. The end result was, when we returned to our base at Thorpe

Abbotts we were the only aircraft out of B Group to make it back. Only 4 others made it to England and crash landed elsewhere. In all the missions we flew *Our Gal Sal* we never lost an engine, never sustained any severe damage and never had a crew member injured. The Berlin raid was where the two Swastikas were acquired.

*Our Gal Sal* finished the war and flew some of the food drops in the Netherlands and, finally, suffered an ignominious end in Kingman, AZ. Robert J. Shoens, 100th BG Northville, MI

## RALPH'S GOLF CART

Dear Editor:

I ordered our 8th AF Historical Society Flag a short time ago. I begun working on the 8th logo in my basement last winter. I used the logo from one of my 8th AF News magazines, to give you an idea of how much of a job it would be to enlarge that to the size I used on the golf cart. It did take me most of the winter and spring to complete it.

So far I have been in seven parades in my area of Nebraska and still have two more to go. I am on a binge of promoting the remembrance of the 8th. I ask young people under age of 40 if they ever heard of or know anything about the Mighty 8th. "Nooo, don't think that I have." I think it is time it was promoted more. I am 81, but do love to take my show to parades! There is a saying of older men called "Old Geezers"! They are the ones that open doors for ladies,



give a helping hand when can and mostly, when the flag goes by they stand at attention or at least hold their hand over their hearts! That is an "OLD GEEZER!"

I am getting much response since the bombing of New York for the flag. I think it is time too.

Sincerely & Keep up the good work,  
Ralph W. Peters, Falls City, NE

## THE FAMILY

Dear Editor:

I have just read the March AF News. It is indeed very interesting -- as they all are. Back in the Mail Call section there are all sorts of stories, etc. Well I have one you might find interesting. On 24 Jan '45 I loaded my crew into positions on a brand new Ford built B-24M -- fired up the Pratt Whitneys and left Topeka AAF for "Jolly-Old-England." Caught a bus and wound up at Rackheath -- home of the 467th Bombardment Group.

Our stay at Rackheath was very interesting. We did the usual -- lived in Nissen Huts, ate at the base mess, went to Norwich and London as circumstances would allow, and logged 18 missions over what we called "The Continent". There were some times, at and with the 467th, that were of special interest, but that is another story.

On 12 June '45 we loaded up "846", a J model assigned to me, with my own crew of ten and another ten of ground pounders and headed for ZOI (Zone of Interior).

Now the rest of the story. I transferred to Reserve status and started farming and feeding beef cattle, and raising a family. In time we built a small dirt-moving construction company and did all right working with my boys as they came along.

The family goes like this. With my companion of 56 years we have 15 children. There are now 80 grandchildren, 17 great-grandchildren, and the end is not yet. By the close of 2001 the family, tribe or whatever, should reach 150.

I should like to know of anyone in the membership who can meet or beat those statistics!

Combat was a cinch.

**MARCH 2002 (02-1)**

Evan L. Dastrup, 467th BG  
Sigurd, Utah

## LILI MARLENE

Dear Walter Brown:

I want to commend you for your substantive analysis of my book, *Lili Marlene*, which appeared in the December 2001 issue of the 8th Air Force News. I have included it in my latest flyers, and I am sure that your review was instrumental in the Air Force Academy's choosing *Lili Marlene* as an "enhancement" in the learning and research experience of the US Air Force's curriculum. Have a Happy New Year,  
Marcel McCartney, 306th BG  
Simi Valley, CA.

## EARLY MISSIONS

Dear Mr. Brown,

Enclosed are accounts of two ceremonies which took place last year in Brittany to pay tribute to two Eighth Air Force crews. I figured that this material might be of interest for an article in your magazine.

I am researching USAAF and RAF losses in Brittany from 1940 to 1944 for a book on the air war in my area and a museum project. My aim is to collect as much information as I can get on the planes and their crews. I would be grateful if you could include an appeal for help with my name and address in your magazine. I would like to hear from Eighth Air Force veterans who participated in missions to Brest, Lorient, Saint-Nazaire, Nantes and Rennes.

Yours sincerely,

Claude HELIAS, Ty-Ar-Groas  
29700 Plomelin, France

## OUR GAL SAL

Editor:

There may have been more than one "OUR GAL SAL" in the Mighty Eighth but the one pictured on page 56 of the December issue belonged to the 351st Bomb Squadron of the (Bloody) 100th Bomb Group. I have a copy of the same picture in my album. Nevertheless it is a great issue and the Irving reunion was a great reunion. Next year in Norfolk.

Best Regards,  
Don "Duck" Bradley

## BONNIE-B

To: The Eighth Air Force Historical Society,

Dear Sirs, just received your December 2001 issue. Concerning the article "The Evolution of a Ferris Painting". On page 19 you exhibit a photo, captioned "BONNIE-B with failed number three engine." Pilot Lt. G. Neil Bech is at bottom left. I can identify the man to his immediate right at the bottom. It is my father Carlton H. Weakley. Carlton was stationed at Burtonwood Aerodrome, assigned to the base shops and motor pool BAD1. He served from October 43 - August 1945.

Carlton H. Weakley, after World War II, joined the United States Air Force Reserve. He was one of the Charter members of the 302nd Troop Carrier Wing. He stayed with this Unit for his entire career and was one of the last two original members retiring the Unit's Colors on April 15, 1981. He served several more years and was deceased October 15, 1995. My mother Dideema Weakley recognized him right away, as did my wife and myself. Dideema maintains his membership in the 8th Air Force Historical Society.

Thank you so much for this glimpse of the past.

Sincerely,

Carlton H. Weakley Jr., Dideema Weakley, Teresa R. Weakley  
Wellston, OH.

## GROUND CREWS

Gentlemen:

How about a few stories about the ground crew people? We were very necessary to the fliers. I was in Photo, making photos and prints for the crews to follow their mission, also the cameras in the planes and much more.

I was in the 752nd Squadron, 458th B.G. Our call letter on the plane was "K".

Sincerely,

Bob Baker, 458th BG  
West Palm Beach, FL.

## COVER GIRL

Dear Sir:

An addition to the "Century Club." 401st BG - 614th B Sqdn - 122 missions - no aborts. Crew Chief, Howard Haley "Cover Girl" #42-107151 - flown home to USA on "Home Run."

Our crew flew this airplane and we considered it as our airplane.

Howard Haley and our crew have remained good friends since 1944.

Sincerely,

Joseph R. Kenney, 401st BG  
Denver, CO

## CREW HUT

Dear Walter:

One of my true stories re: WWII may interest you. My old buddy, Edgar L. Aiken, and I arrived with the 306th BG 368th BS at station 111 in August 1942. Our barracks were a good mile from "the line" so we decided to build our own house. Using a borrowed weapons carrier, we nightly backed against the wall of the maintenance compound and liberated a few bricks - so as not to be noticed - a little bit of mortar and some cement. After several months we had created a handsome brick mansion - almost. We were unable to locate a suitable

front door. We resorted to the unthinkable. The door to the Nissen hut housing the 369th armorer's hut happened to have the proper dimensions. A treacherous raid was perpetrated and the door was hidden under leaves in the woods until the possible furor subsided. The following day as we watched our ships return from a mission, one plane had its hydraulic system shot out and the right landing wheel tire punctured. The pilot held the ship tilted to the left on one wheel until it lost speed then dropped onto the right wheel. Thereupon it skidded off the runway and into the Nissen hut aforementioned. Thankfully, no casualties. Just noise and fleeing crew members and a few ground crew scramblers. Ed looked at me and I at him and one of us said "Let's hang the door."

The hut was located 30 feet from an air-raid shelter and 75 feet from our nearest plane. Also 150 feet from the bomb dump. (That's another story and another roof). We had a stone driveway (that Ed was quite a scrounger). The furnishings were comfortable. Running water from an elevated prop de-icing tank, electricity supplied by a generator (plenty of those around), a concrete floor with

linoleum carpet, a stove with plenty of coke, two large side windows and two double bunks. Coffee was always on the stove in a gallon can with pliers to pick it up. I cringe when asked how rough was it over there. It was rough - very rough, but not for me. I was Mr. Magoo - nearsighted. I had great respect and even envy for the fly-guys.

I also have respect and appreciation for the editor of our 8th AF News. I would hate having to read the squiggly hand writing of some old vet who's outliving his memories. I haven't resorted to embellishment yet!

Best wishes to you,  
William B. Griffith 306th BG  
Beallsville, MD



Edgar Aiken at hut

The Piper Cub is the safest airplane in the world; it can just barely kill you.

Max Stanley, Northrop test pilot

## 8th AF HISTORICAL SOCIETY REUNION DATES

**ANNUAL REUNION 2002**

OCTOBER 1 - 6, 2002

SHERATON NORFOLK VA

**ANNUAL REUNION 2003**

OCTOBER 14 - 19, 2003

SHERATON COLORADO SPRINGS CO



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

## YELLOWJACKETS!

### THE 361ST FIGHTER GROUP IN WORLD WAR II P-51 Mustangs Over Germany

By Paul B. Cora

They were recognized by enemy fighters because of the bright yellow paint scheme on the noses of their aircraft. They were known as the *Yellowjackets*. The men of the 361st Fighter Group, which had been in training since May 1943, arrived in England in December 1943 and quickly established themselves as one of the top Groups in the 8th Fighter Command. Switching over from P-47 Thunderbolts to P-51 Mustangs, they began escorting 8th Air Force bombers into deep German targets and in January 1944 became a vital part of the six-month campaign to clear the ground of German transportation capabilities and air defenses leading up to the D-Day invasion in June.



*YELLOWJACKETS!* is a beautifully presented history of the 361st Fighter Group. As with all Schiffer Military History books, this hard-cover large format volume has sharp photographs and very readable text. The men and their personal stories are the focus of the book and every page draws the reader into the life and missions of the 361st. Group history with the changes and moves made as the war progressed, gives an insider's look at the war history of an elite 8th AF fighter group. The 361st flew from airfields quickly established on the continent after the liberation of France and this part of their combat history is also depicted in the volume.

The roles of ground crews and operations personnel are covered throughout – one two-page photo spread shows half a dozen ground crew personnel watching an early P-51 take off for a combat mission. The reader can feel the cloudy skies and damp atmosphere on these pages.

The group's first Commander was Thomas J. J. Christian, a West Point graduate, as was his father and great-grandfather Thomas J.



**Lt. Vernon D. Richards**  
of the 374th Fighter Squadron home from a mission

"Stonewall" Jackson of the Army of the Confederate States of America. His story and that of the four commanders of the 361st who followed are related in the book. Personal stories from pilots who fought against German Me-262s are an especially interesting part of the volume. Included is an extensive color section of full-page color renderings of various personal 361st pilots' aircraft and also a number of color photos taken in flight. The entire volume is well foot-noted with an extensive appendix. For further information about *YELLOWJACKETS!* you may call (610) 593-1777 or drop a note to 4880 Lower Valley Road, Atglen PA 19310.

## GUIDE TO OVER 900 AIRCRAFT MUSEUMS

21st Edition

by Michael A. Blaugher

Many 8th AF Historical Society members travel about the country attending reunions and visiting old buddies. You're gonna be glad you found this book. This book answers every question concerning where aircraft-related museums, exhibits and memorials are located in every state in the Union. It lists in complete detail what type of aircraft exhibitry is to be found, by town and region. The volume gives operation hours of museums along with their street addresses. With over 900 listings, that averages better than 18 aircraft-related facilities per state.

In addition, aircraft types are listed alphabetically; naval vessels on display are included; city-displayed aircraft are located; and restaurants with aircraft and aircraft themes are itemized.

World War II Landmarks in towns and cities are a special category also included. This 158-page volume is packed with information of interest to 8th AFers and younger generations as well. There is even a listing of a Blockbuster Video Rentals store that has an airplane tail sticking out of its building as a promotional gimmick. If you're interested in seeing that, you need to get this guidebook.

A great gift for any aircraft enthusiast, this volume will be among the first things packed on your next reunion trip. Vets' wives may even find it interesting. For info you may get in touch with Michael Blaugher at tel (260) 744-1020 or email: [airmuseums@aol.com](mailto:airmuseums@aol.com)



## ATTLEBRIDGE DIARIES

### The History of the 466th Bomb Group

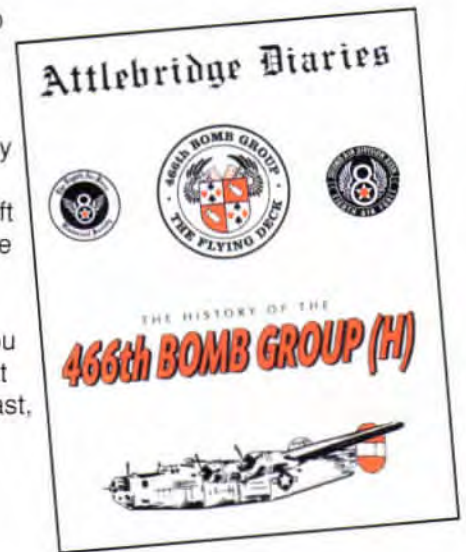
By John Woolnough

*Attlebridge Diaries* is the volume compiled in 1979 by 8th AF Historical Society founder John Woolnough, 466th BG pilot. – a book of interest to every member of the 8th AFHS. It is unique among Bomb Group histories in that it is in diary format, with research and entries by missions dates as recorded and submitted by the 466th airmen who were stationed at Attlebridge; the men who took the 466th B-24 Liberators into enemy territory. Included is an extensive appendix with summaries of significant BG reunions and other items of interest.

The original hard cover volume of the Attlebridge Diaries has been long sold out, but Lou Loevsky has secured a number of quality soft-cover editions which include all the original material and which also feature enhanced period photographs. Lou and Molly sent me a copy just before they made their annual Hawaiian trek to visit their great-grandson before the Christmas/Hanukah holidays.

After spending a number of hours reading it, I realized that this is about as factual account of life in a Bomb Group as you will find. Very personal and very realistic in its presentation.

You might want to call Lou and shake him out of the snow up north. He says that there aren't many copies of the Attlebridge Diaries left and after they're gone they're gone. His phone is (973) 226-4624 or you can drop him a line at 16 Hamilton Drive East, North Caldwell NJ 07006-4626.



## DOODLEBUGS

### Bombing of Civlian Populations by German Vengeance Weapons

On December 7, 1943, the Nazi Regime turned loose its unmanned V-1 "Buzz bomb" on the cities of England. The flying bombs had been under development for several years. Each was over 25 feet long with a seventeen-foot wing span, and each carried 150 gallons of low grade aviation fuel. Top speed was 360 mph with an effective range of over 125 miles. Of its 7000 pound total weight, 2000 pounds was a high explosive warhead. Because of their speed, there was only a 10 or 12 minute time span from the time the bombs crossed the English coast to their targets in the cities. Defensive measures had to be swift and effective.

Buzz bombs, named after the distinctive pulsating sound their engines made, were set to have their elevators lock at a certain time, causing them to nose into the ground where they exploded on contact. In its dive, gasoline remaining in the bomb would flow forward away from the engines, ensuring that they remained shut down. The target for the day was wherever the engine stopped.

The V-1 was designed by German



artwork by Frank McKinley



## DOODLEBUGS continued

scientists at Peenemunde and were constructed at various manufacturing sites around the country, with final assembly taking place at the launch sites near Dieppe and Calais. Launching sites were often of simple design, some sites being hidden in barns and farm buildings.

While the "V" for Victory was the buzzword of the Allies during the war, the "V" designation for V-1 and V-2 unmanned German missiles stood for *Vergeltungswaffen* – Vengeance Weapons. V-1s were not aimed at specific military targets, although a few later models were radio-controlled. Most "Doodlebugs", as they were often called, fell indiscriminately in the larger cities of East Anglia with London being the primary objective. Thousands of British civilians were killed by the destructive explosions. The buzz bomb's sound was very familiar to 8th Air Force servicemen who were on leave in London. It was well understood by those on the ground that when the popping engine sound stopped,

"take cover." A number of 8th Air Force airmen were injured by the blasts.

London's defense against the V-1, aside from sandbag fortifications around buildings, consisted of fighter sweep patterns between the coast and the city, searchlights and anti-aircraft batteries, and lastly barrage balloons. The problem was the flying bomb's ability to fly high and fast. Fighter techniques usually employed attacks from the rear of the bombs before they reached populated areas. There are stories of a few British fighter pilots who flew up alongside of the bombs and disrupted the guidance gyros by tilting the bomb off-course with the wingtips of their Typhoons. In mid-July, 1944 an effective defensive move was made by moving the anti-aircraft emplacements to the English coast, thereby causing damaged bombs to fall in unpopulated areas.

In 1944, 8,070 flying bombs were launched against London, 29% reaching the city. A quarter of the V-1s fell into the Channel or strayed off course, and 46% were stopped by defenders – 24% by fighters, 17% by anti-aircraft guns, and another 5% were stopped by barrage balloons. Six thousand London civilians were killed in these attacks and over forty thousand were injured. One million homes were damaged or destroyed.

Capture of the launching sites were the result of 8th Air Force bombing raids and the liberation of the coastal towns after D-Day, June 1944. Luftwaffe Heinkel bombers were forced to

## Buzz bomb falls on London



take over the launching of V-1s on night flights across the Channel, but these missions were generally not effective. The German flying bombs did little to weaken the industrial or military efforts of the British people, but did serve the purpose of reinforcing their hatred towards the Nazi Regime and increased British resolve for justice without mercy on the enemy.

After V-E Day in May 1945, American scientists developed a similar unmanned V-1 type bomb to be used in the Pacific theater during the invasion of Japan. Named the "Thunderbug", the American model closely resembled the original German V-1. Fourteen hundred of these American flying bombs were made, but their use in combat was negated by the dropping of atomic bombs on Hiroshima and Nagasaki, bringing World War II to an end.

Walt Brown, Editor

### June 15, 1944

The first V-1 "Doodle Bug" or "Buzz Bomb" came over our base during dark. It landed about 1 mile from our base. It had an eerie loud sound. We didn't know what this loud roar and flame going across the treetops was. We had air raid shelters just outside our barracks, but we didn't use them. We were in awe of what we saw and heard. We didn't realize we could have been in danger. The V-1 would roar along then you would hear the engine cut off. It would glide into the ground. That's when you needed to dive into the shelter! The V-1 carried 1 ton of explosives. Later models of the V-1 the engine did not cut off and that was more dangerous because they flew into the ground at full speed. Their speed was about 400 miles an hour and they had a range of 205 miles. The British planes would shoot the V-1's from behind which was tricky because they would have to fly thru the debris. The best way was to put the wing of the plane under the wing of the V-1 and flip it over to go out of control. Very dangerous. There were only three planes that could catch up with the V-1. All British planes, Hawker Typhoon, Tempest and De Havilland Mosquito. All these planes had a top speed of 400 miles per hour plus.

Fred Hoxey 442nd Air Svc. Gp.  
Ann Arbor, MI

## WALL OF VALOR PROGRAM A FINE TRIBUTE TO THOSE WHO SERVED



**Pin-up Girl on the Wall of Valor at the Heritage Museum in Savannah.**

The Wall of Valor Memorial at the Heritage Museum is unique in this country. The beautiful memorial in the Gardens of the Heritage Museum has over 3600 permanent plaques with tributes to those who served in the 8th Air Force and to those who are connected with the Mighty Eighth. Crew plaques are a special feature of the Walls.

Many families have remembered their loved ones with a marble engraved plaque, and the museum staff is proud to say that memorial tributes are still coming in every week. If you would like to have the finest remembrance of your veteran or your crew with your special message as a part of this impressive memorial, you can easily get information by calling Andrea Adkins at the Heritage Museum in Savannah. Tel. 912-748-8888.

## RECORD YOUR PERSONAL HISTORY FOR POSTERITY

The Oral History program conducted by Dr. Vivian Rogers-Price of the 8th AF History Department, Mighty Eighth Air Force Heritage Museum in Savannah, is a vital part of our long range goals of preserving the history of those who served in the 8th Air Force.

Many 8th veterans make plans to visit the museum individually or with their Group reunions or to attend many of the events featured at the museum. While you are in Savannah, call ahead to set up an appointment to spend a half-hour or so and have Vivian record your personal story on video at the Heritage Museum. If you just drop in, contact her when you arrive and she will arrange a time convenient with you while you are there.

A number of the 8th airmen have already done this and they have all enjoyed it. The interviews, as outlined in the Dec 01 issue 8th AF NEWS, will be included in museum research files and many live videos will be excerpted for use in upcoming museum exhibitry. The time to preserve our legacy is now. Call ahead to Vivian at 912-748-8888 to preserve your personal story during your visit to the museum.

## PETITION

The George F. Preddy Memorial Foundation, headed by Joe Noah, is asking interested parties to sign their petition to re-name Pope Air Force Base in North Carolina, Pope-Preddy AFB. Fighter Ace George Preddy flew with the 352nd Fighter Group and was from Greensboro NC. He was killed in action when his P-51 was hit by friendly fire. Sign up online at <http://www.PetitionOnline.com/PPAFB/>

## 8TH AFHS PX NOTICE

Mark Copeland Director, 8th AFHS PX and The Board of Directors have undertaken a revision and reorganization program of the PX services to be in place by April 2002. For those members who wish to make purchases from the PX, please utilize the order information from the December 01 8th AF NEWS issue.

If that issue is not available to you, call the Society's office at (912) 748-8884 to receive a form in the mail.

## THE FIX

A call from a CAF publicist in Austin, Texas notes that a CAF B-17 did not make a mercy flight of supplies to New Jersey following the 9/11 terrorist bombings, as printed from source material forwarded to and printed in the Dec 01 8th AF NEWS. Apparently some supplies were loaded on the plane at the time of the cancelled Air Show in Smyrna, Tennessee.

## CHAPEL OF THE FALLEN EAGLES GRAND OPENING MAY 18

The Chapel of the Fallen Eagles, funded in large part by members of the 8th Air Force Historical Society, is almost completed and finishing touches will be made the next few weeks. During the Sixth Anniversary celebration of the Mighty Eighth Air Force Heritage Museum in Pooler, Georgia, special ceremonies will be held for the grand opening on Saturday, May 18th at 2:00 PM. The Chapel cornerstone honors 8th servicemen and the 8th AF Historical Society.

Many 8th AFHS veterans and families have commissioned stained-glass windows and have sponsored special features in the chapel in memory of loved ones who have served. Chapters and Units likewise have memorials as part of the Chapel facility and surrounding gardens. The Charles Beard Memorial Gardens will also be dedicated at that occasion. The 6th anniversary weekend at the museum will be on May 17 – 19, 2002 in conjunction with the SAC Reunion at that time. Call the museum at (912) 748-8888 for information about the Chapel and other activities.

## 8th AFHS ANNUAL REUNION IN OCTOBER

Norfolk, Virginia is packed with galleries, museums, a variety of shopping options, and a wealth of Military History! Theater, opera, ballet and rock-n-roll are also on the agenda. Norfolk sits at the center of the East coast at the base of the historic Chesapeake Bay. A trip to Norfolk can include wonderful activities ranging from attending outdoor concerts, to shopping and dining at Norfolk's Waterside, to historical tours and cruises. Norfolk is a 400-year-old seaport that's the East Coast's new vacation hotspot. It has been voted the South's #1 big city to live in by Money magazine, and voted a #1 place to visit by practically everyone who's ever been here.

Why not plan a mini-vacation October 1-6, 2002, at the SHERATON WATERFRONT HOTEL?

Surf up [www.norfolkcvb.com](http://www.norfolkcvb.com) & book reservations now!

Ken Hoddinott

## WEBSITE WINS ADDY AWARD

Systems Connect has been awarded an Addy award by the Savannah Advertising Federation for outstanding creative achievement. The Federation recognized Systems Connect for its website design for the Mighty Eighth Heritage Museum. The site contains a number of interactive features and is continuously updated with videos, pictures, and museum information.

The Addy is the Advertising Federation's highest honor and the award is only one of 41 such awards this year out of over 350 entries. The site may be found at [www.mightyeighth.org](http://www.mightyeighth.org)

## ROGER FREEMAN AGAIN HOSTS 8TH AF VETERANS

Remember the dates of 5 – 15 July, 2002 and 28 August – 8th September, 2002. 8th AF Historical Society historian/author Roger Freeman will personally show members of the Mighty Eighth around memorable sites of East Anglia, bringing back many memories of the days when the sky was never still. Of late, an annual event, Roger will accompany veterans and participate in the two biggest Airshows at Duxford airfield – the Duxford Flying Legends Airshow in July and the Duxford 2002 Air Show and 60th Anniversary of the 8th AF events in August. Veterans who make the trip back "across the pond" will learn from the master on both of these occasions. Roger relates the history of the Friendly Invasion by the Yanks during World War II as he travels from site to site, and he fills the days with stories and facts which are to be found nowhere else.

Several veterans have returned to England just for these unique occasions. While for most, the "trip of a lifetime" to England came in the early 1940s, these two opportunities rate a very close second. Come revisit warm pints of bitter in old English pubs, rediscover fish and chips, and reconsider the kidney pie. Call (800) 624-6579 for particulars. Notice the smiles on this group of 8th friends from this past year!



Roger Freeman, second from left. Bob Moses on far right

## JOE FLAGLER...

On the 17th of April we arrived at Station 136, Metfield. The job at hand was to ready the former fighter base for the arrival of our bombers from the States. We painted the HQ building and went to work with the contractors concrete project, widening the turns at the perimeter, hardstands and runways to accommodate the 24's. We moved the bags of cement from the lorries to the mixers. Terry Godbold still has a lot of that same concrete.

In May, the 491st Air Echelon arrived from the States, and did a lot of practice flying. We were getting the Armament Shop ready to go. On June 2, the first operational mission took off. The planes returned after dark, along with many from other groups. There was a lot of flare shooting and confusion. At one point two ships on intersecting runways had a slight collision. Our guys sat on top of the gas dump watching it all in amazement. The next day everything returned to normal, whatever that was.

On D-Day, June 6th, we had been up most of the night loading bombs, and then later for a second mission. It was a maximum effort for the whole 8th Air Force. Even the formation ship went out. During the night, black and white stripes had been painted on all the aircraft wings to insure positive I.D. over the beaches and the rest of Europe.

On 15 July, the day Cal Shahbaz and crew arrived at Metfield, the Bomb Dump blew up with a roar. Two of us were returning from the mess hall, a ring of air came out and blew us to the ground. There was a mushroom cloud over the area, much smoke, and lots of small explosions. At first we thought it might be an air raid, but then realized that it was the bomb dump. We had seen the men from the trucking company eating together in the mess hall. There were five, with the last truck in the convoy, who didn't make it. They had dumped a load of RDX bombs, which had been mis-marked as GPs (there is no memorial there for them.) Many of our aircraft suffered damage, crumpled aluminum, plexi-glass blown out, and some went for salvage. Small explosions and incendiary fires continued for some time. The next day the group's entire personnel were called out to police up the runways, perimeter and hardstands, throwing the shrapnel into trucks. General Jimmy Doolittle arrived to survey the damage with Col. Miller and staff.

**Joe Flagler, 491st BG**

## ANDY ANDERSON...

At 20,000 feet the flak was heavy. The Wing zigzagged across Europe with an occasional B-17 drifting out of formation as it was crippled by flak bursts. Two red-orange blossoms flowered in the Group ahead of us as flak bursts found their fuel tanks. German fighters nibbled at the edges of the Wing formation. We had flown beyond the fuel capacity of our P-51 fighter escorts.

With a thump, a piece of steel from a flak burst beside us chewed into our number three engine. It began jetting oil. We feathered (turned the stopped propeller edges on to

the air to diminish the drag) number three. The number four propeller began to run away. We feathered number four and dropped away from the formation as it turned into its bombing run. With two engines gone, we couldn't keep up with the group and had to get out of the path of planes and bombs now overflying us. The squadron leader, Captain Thompson, radioed "Good luck," and called for fighter support for us on the way home. The American fighters never found us, but almost immediately five or six ME 109 German fighters began making passes at us. The top turret, ball turret, tail and side guns were all chattering. The ship shook as she was wracked by shells from the German fighters. More German fighters, Focke-Wolfs, joined in the hunt. Word came thru the intercom from the waist gunner, "Doyle's hit, Lieutenant." Then, a moment later, "He's dead."

A burst from a fighter lanced into our left wing. Number two engine quit. Kelley and I looked at each other.

"Time to bail out," I said. "We'll be OK, Bob. I'll see you on the ground." He rang the bail out bell. I said over the intercom, "Let's go, guys; all out."

The engineer's voice came over the intercom, "What'll we do about Doyle?"

"Nothing we can do," I said. "Go."

In a moment that seemed an eternity, as the German fighters roared past us and their shells ripped through us, came, "All out back here, and I'm going"--- then silence. Kelley and I reached behind our seats, pulled out our chest pack parachutes, snapped them on, and in what seemed one continuous motion, rolled out of the bottom hatch, which the engineer had thrown open and exited, and through which the bombardier and navigator had just preceded us.

I had never jumped from an airplane. The quiet was almost deafening. The roaring sound of the plane, with its racing engines, rivet-bursting machine guns, acrid smell of cordite and blood, and atmosphere of imminent disaster, was instantly gone, and was replaced with a soft sigh of air as I floated downward. I remembered to count to ten, and the count seemed to stretch interminably as I drifted gently through the sky. Clouds covered the earth below, and stretched as far as I could see. With nothing with which to compare my height and speed of fall, it seemed as if I were gently, gently floating to earth.

I reached ten and pulled the rip-cord. The parachute snapped loose in front of my face and bloomed above me. An awful "whump" almost pulled me apart. I looked up at the white canopy above and watched a row of black holes stitch across it as a German Focke-Wolfe screamed by and made a slewing turn to try again. Just then the clouds engulfed me. Blessed clouds. I would never curse their damp chill again. The German fighter roared past, but he couldn't see me in the thick cloud, and he flew off.

**Andrew Anderson, 91st BG**

**Northridge, CA**

## JOHN WHEELER...

My first mission with the 8th Air Force 447th Bomb Group 309th bomb squadron was to Berlin. It was the roughest mission of all I flew during my time overseas. Our group sent twenty-eight B-17s. We lost eleven planes, one hundred men were lost, and one plane ditched and ten men saved. We



**John Wheeler pictured next to a top turret on a B-17 at Herrington, Kansas, 1943**

crash landed at our base with most of the controls shot out, one wheel shot off and one engine out. The only casualty when we landed was when the men jumped off the observation tower because we were crashing and going toward the control tower.

My second mission was May 7, 1944, Berlin again. Seven of us went

to a pub and got drunk. My third mission, May 8, 1944, 4 a.m. I was back in Berlin. We couldn't wait to get to an altitude of 10,000 feet and get oxygen on all the drunks. I'm not going to talk about the fourth and fifth missions. But on the sixth mission, May 19, 1944, we were in Berlin again. The pilot was a major then. We thought we had it rough in Italy! The major went to the general and told him, "You have sent us to Berlin four out of six times. You pick a different mission for us!" They didn't send us to Berlin any more.

On July 12 and 13, 1944 they sent us to Munich and we lost one plane out of our squadron. In July, we were supposed to be on our last mission. It was a milk run delivering hand guns to French partisans by way of Spain, we left from south of England with the guns.

The superchargers went out in the engine and I was supposed to change the fuse, but I could not find the fuse box. I said to the pilot, "I can't find the fuse box. Do you know where it is?" He didn't. We had to turn back. I got chewed out. When the general got back, he laid into me. He said, "You can fly with a new pilot and clean guns for two weeks."

Lt. Whitney had made first pilot. He and I went to St. Lo on a bombing mission, July 25, 1944. My last mission - I was flight engineer. Whitney was the co-pilot, 15th Air Force, Italy, when we bombed our troops at Angio. It was a coincidence. Lt. Whitney and I are targeting when we bombed our own troops at St. Lo. The irony is we are probably the only two men in the world that did this. We were the only crew sent from Italy to England.

On August 15, 1944 I'm back in the U.S.

**John Wheeler  
447th BG  
Mattoon, IL**

## ARCH NELSON...

Flying with the 392nd Bomb Group, 576th Squadron aboard a B-24 (H) as radio gunner, manning right waist gun position, on February 24, 1944, over Gotha, Germany, our plane was flying purple heart corner. We were attacked by German FW-190 and Me109 and fighter planes. After the first attack, our pilot, First Lieutenant J.B. Patterson from Wellington, KS, was talking to the copilot, W.L. Shelton from St. Louis, MO, on the intercom. They were talking about the prop controls were damaged to the extent that the props were in a run-away mode. We were banking out of formation. Dropping our bomb load in the target area, we were attacked two or three more times. Our plane was badly damaged and the tail hydraulic accumulator was hit and no fire, with no answer from the cockpit on intercom. The plane became very unstable, with no word from the cockpit and no bail-out bell. At my right waist gun position, the waist closure, locked in the "up" position, was completely blown out with 20mm shells. At this time, the tail gunner and myself bailed out through the camera hatch.

The ground around Gotha, Germany, was snow covered. We landed in a large field in about three feet of snow. We were picked up by the German home guard in a horse-drawn sled. My scarf around my neck was shredded from shell fragments and blood-soaked from my neck wound. He and I were treated with iodine and paper bandages and moved to a German Air Base for two or three days, then to Frankfurt, Germany, and interrogated by Gestapo.

**Arch Nelson  
392nd BG**

### EDITORIAL POLICY

The **TAPS** feature of the 8th AF NEWS is a very special section in each edition. Entries are made, when possible, to personalize in some small way the lives of individual members of the 8th AF Historical Society. My appreciation to each of you who forward to me notices of those members who are recently deceased.

To include a person's entry in TAPS, I must have some positive indication of the member's death, an obituary notice is perfect if you have one available. I also receive personal notes from family members and crew members who are in touch with the families. A simple listing of names from Units or Chapters is sometimes difficult to process, for accuracy as well as for determining that the death was a recent occurrence. On rare occasions, inclusion of the name of someone who is not recently deceased or even is not in fact dead, has caused problems for the member in terms of flowers and sympathy cards sent to their families by friends and buddies. There may be no ideal solution for this problem which all newsletter editors face, but please consider this explanation of the policy of your 8th AF NEWS.

Walter Brown, Editor

## WESTERN NEW YORK CHAPTER

The Western New York Chapter continues to maintain a stable membership base, with about twenty-two percent of the group holding "Associate" membership status. We look to these members to lead the continuation of the Chapter in coming years. Currently about half the members attend meetings and participate in its internal functions.

Our proximity to the Air base at Niagara Falls makes for a warm relationship, and a source of comradeship and respect between the groups. Our last meeting was scheduled to be held at the base, but the urgent need for strict security saw us meet in another location. We look forward to other events at the base in the future.

In the interim, our annual Christmas Party was the focus of our attention. We do wish all "Eighth Air Forces" everywhere, the most enjoyable Holiday Season ever, and ask God's continued blessings on America.

**Gerry Scoones**  
**Western New York Chapter**

## OREGON CHAPTER

The Oregon Chapter hosted its quarterly meeting at Beaver Elks Lodge. After lunch, the speaker for the day was introduced, and provided a most interesting talk about his service in the US Navy in WW2.

He was local resident William Tunstall, who enlisted in the Navy prior to the outbreak of war on December 7. He was originally assigned as a seaman on the cruiser USS *Chester*, to participate in escorting the battleship *Arizona* to Pearl Harbor.

After the Japanese attack, Tunstall became an Aviation Machinist Mate, and was assigned to the carrier *Hornet*. Here, he became an eyewitness to history as the Jimmy Doolittle group of B-25's took off on the long overwater flight to bomb Tokyo and several other Japanese cities. He also witnessed the shelling by American cruisers of the Japanese fishing boats which, it was feared, could have alerted the Japanese defenses of the coming aerial attack. Following this mission, Tunstall became a part of another historic naval action at the battle of Midway where the aircraft of his unit, the famous *Torpedo Eight*, were entirely wiped out in attacks on Japanese carriers. He later served on the *Saratoga*, and then was assigned to the escort carrier *Kitkun* where he served through the remainder of the war. In that time Tunstall's ships participated in landings on Saipan, Tinian, Guam, Palau, Ulithi and Leyte. He earned a battlefield commission at the end of the war.

This meeting marked the last in a very successful two-year term as President for Joe Conroy. He received a hearty round of applause for his great services in the office.

The 2002 meetings are scheduled for Feb. 7, May 9, Aug. 8, and Nov. 7th. For information, call John Horne 503-694-6194 or >[nhorne234@aol.com](mailto:nhorne234@aol.com)>.

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

## MICHIGAN CHAPTER

The Michigan Chapter unveiled a State of Michigan Plaque November 9 in Cadillac, Michigan honoring Michigan veterans who served in the 8th Air Force. The plaque is on permanent display in the Memorial Garden on the 8th AFHS Museum in Savannah. Chapter President Maurice "Suds" Sumney and his wife Charlotte will host a Michigan Hospitality Room at the Comfort Inn January 25-27 and the Michigan delegation will dedicate the Plaque during the 60th Anniversary Celebration. Deceased members were memorialized at the November 11 annual meeting. Gordon Miller, son of recently deceased member Phil Miller, gave an inspiring report on what the 8th Air Force and the VFW meant to his father. And he announced that the annual Pig Roast sponsored by his father at the Comstock, Michigan VFW Post 6252 would be continued by his children as a tribute to their father.

Governor John Engler again proclaimed October 8-14 MIGHTY EIGHTH AIR FORCE WEEK. The October 6th meeting in Ann Arbor featured 100th Bomb Group Pilot John A. Clark who gave a slide presentation and preview of his recently published book AN EIGHTH AIR FORCE COMBAT DIARY. Of the many books I have read on WW II this is one of the best; it brought back many memories of Jolly Old England and the missions we flew. The Michigan chapter voted to donate copies of the book to the Western Michigan University, Kalamazoo, and Portage, Michigan libraries. Further info can be obtained at 800-343-3034.

Santa Claus greeted thirty disabled veterans from the Battle Creek Veterans Medical Center at the annual Christmas party December 12 at Comstock Post 6252. All the vets departed with a full tummy and an arm full of gifts compliments of volunteer contributions from Chapter members.

It has been a great year. GOD BLESS AMERICA.

**Maurice "Suds" Sumney, President**

## MINNESOTA CHAPTER

**What's happening in Minnesota....?**

We were involved in four Air Shows locally; including the annual Minnesota Military Exposition. We also support the Confederate Air Force in their annual event. Our participation consists of an informational booth and our PX. But we are there - telling the 8AF story to the public.

Once again we hosted the Collings Foundation and their B-17, "909" and the B-24, "Dragon And His Tail", thanks in a very large part to Larry Bachman and his herculean efforts. Here again, we have a solid cadre of volunteers telling their stories and re-living their experiences. To stand on the ramp - watch them load their passengers, taxi out and lift majestically into the wild blue can bring a tug at the heart of any 8AF veteran. These are still beautiful airplanes.

We also have a number of men who take their stories into the schools - so that a small part of the history of WWII

might be imparted to these children. This is an area where the schools seem to be sadly lacking. Perhaps some small bit of patriotism may linger after these visits. As an adjunct to the school program, this past year we began a local program to recognize and honor deserving students in the Air Force Junior ROTC program. We have a locally designed certificate and ribbon which we present to a student selected by the AFJROTC Instructors. We hope that this will become an on-going event.

Probably our biggest claim is the attendance we have at our weekly lunches - there usually 30 - 50 people who show up each and every week of the year. There is some little business that might be taken care of if need be. The most significant aspect of the meeting is the conviviality and the comradeship which are the order of the day. And lunch also happens. We are, in the main, members of the 8AF, with a few 15th AF fellows, and we have a few Navy, a Marine, someone from the Army and a few just plain "feather merchants". Quite a few of these others have become associate members. We started a few years ago with just a handful of volunteers who lovingly took care of "Miss Angela", a B-17 at the Planes of Fame Air Museum, which has since closed and moved to warmer climes. But we are still here!

We also have our Web Site now, designed by the daughter of one of our members. Thanks to Don Hanson. It is <http://geocities.com/mighty8thmn>.

Well, that is Minnesota. You can see we just sit around waiting for something to happen.

**Don Kent**

**Minnesota Chapter**

## NATIONAL CAPITAL AREA CHAPTER

February 19th was the date of the first Chapter luncheon of 2002 for the NCAC. An interesting talk by Wolfgang Samuel, author of "German Boy," told of his view of 8th Air Force bombings from the ground, and told of his Cold War experiences.

The election of new Chapter officers was also held at this meeting.

## ILLINOIS CHAPTER

The latest Illinois Chapter newsletter featured an eight page Chapter roster which was sent out to every member—a great way to keep every member in touch with others in the Chapter - a good suggestion for every 8th AFHS Chapter to follow each year.

A speaker at a recent Chapter meeting was Joe Majka, a P-51 Mustang pilot who flew with the 8th Air Force during the war.

## BIRTHPLACE CHAPTER

January was a special month for the Savannah Birthplace Chapter, the Historical Society's newest Chapter addition. Chapter members sponsored a welcoming reception in the Heritage Museum rotunda for the

60th Anniversary of the 8th Air Force weekend. Several hundred veterans and their families were treated to a reception of heavy hors d'oeuvres, and a program to kick the weekend celebration off.

Newly elected Chapter officers were inaugurated by national Society President Craig Harris. The incoming President is Dennis Leadbetter.

The Chapter has also taken on the project of completing the restoration of the B-47 Stratojet in the Museum's Memorial Gardens. All six engines have been recently hung, and the aircraft is ready to be painted in Strategic Air Command markings with 303rd Bomb Group logos. The aircraft will be ready for a special dedication during the SAC reunion at the museum this May.



**President  
Dennis Leadbetter**

## GEORGIA CHAPTER

The Georgia Chapter held its annual meeting during the 60th Anniversary celebration in Savannah January 25 – 28. Celebration activities sponsored by the Chapter included a number of social events including a Saturday night Hangar Dance and Band at the 165th Airlift Wing Hangar. A BBQ dinner and karaoke party was held by the Chapter the following night.

In conjunction with Post 135 of the American Legion and the 165th Airlift Wing members of the Georgia Chapter conducted a memorial ceremony for the visitors at the anniversary honoring the activation of the Mighty Eighth on January 28th, 1942 at the Chatham Armory in Savannah.

Chapter organizers arranged to have the Collings Foundation B-17 and B-24 fly in for the weekend and also featured a static display of other aircraft at the old Savannah airport.



**Henry Hughey at the 60th Anniversary Service**

## ALABAMA CHAPTER

At the annual Veterans Day observance in Birmingham, Amy and Henry Arnold were recognized during the Awards ceremony for their service to the 8th Air Force Historical Society over the past 16 years. They both, as a team, received one of the 2001 Alabama Veteran of the Year awards.

The Arnolds over the years, have held every position of leadership in the Alabama Chapter. Henry flew from Bury St. Edmonds, England as a ball turret gunner during the war. After the war, he graduated from Auburn University and owned and operated a business in Pelham Industrial Park until his retirement.

## NEW MEXICO CHAPTER

The New Mexico Chapter of the 8th AFHS held its annual Winter Membership meeting and luncheon on Saturday, 09 Feb 02. The members and guests in attendance totaled 184 - setting an all-time record! Current Chapter membership stands at 214 active members with 8 new members having joined since our Fall meeting, 2001.

Brigadier General Dierk-Peter Merklingshaus, Commander of the German Air Force Command - United States and Canada - was our featured speaker. General Merklingshaus' energetic and informative presentation gave us an historical perspective on German Air Force and United States Air Force cooperative training efforts.

He stated that the hoped-for end result of striving to better understand each other will be that, when called upon, we will all be able to effectively work and fight together as a team. General Merklingshaus also described the extensive joint training network currently existing throughout North America. Since 1956, more than 60,000 German airmen have completed their training in the United States.

A representative from the local High School's "Roots and Wings" program, Eileen Grevey-Hillson, informed the membership of their purpose and activities. The program is an effort to increase awareness among our youth of the contributions and sacrifices made by our World War II veterans to safeguard and preserve the freedoms we enjoy today. The program invites World War II veterans to speak to school assemblies and relate their experiences. A number of New Mexico members have participated.

The Spring General Membership meeting and luncheon is scheduled for: 25 May 02.

**Ray Dehner, Secretary**



**B/G Dierk-Peter Merklingshaus, Commander - German Air Command - USA and Canada**

## SECOND SCHWEINFURT MEMORIAL ASSOCIATION RETURNS TO GERMANY

Members of the Second Schweinfurt Memorial Association held their recent Reunion 2001 in Schweinfurt, Germany as guests of the Luftwaffenhelfers of the Schweinfurt Flakbatterien. The SSMA was founded in 1975 to "commemorate the greatest and most costly air battle of all time, the Second Battle of Schweinfurt." Budd Peaslee, air commander of the 40th Combat Wing was the organization's first president. Since that time the organization has grown to include a number of associate members and has a strong membership base of citizens in Germany.

The Association's 1996 Reunion in Las Vegas was attended by one of the Flakhelfers, Georg Schafer, and at that time plans were begun to establish a joint memorial in a Schweinfurt park as a sign of friendship among those who fought and between the two nations. Two years

later the monument was completed and dedicated.

On October 14th, 1943 the 8th Air Force's second bombing mission to Schweinfurt was targeted to the city's ball bearing works, vital to German military production. Schweinfurt was surrounded by 35 flak batteries of six guns each, manned by 15-17 year old schoolchildren, flak soldiers especially trained in all aspects of air attack defense. Over sixty 8th Air Force aircraft were shot down that day by flak and fighters, and a similar number of Luftwaffe airplanes were also lost. Overall, it was perhaps the deadliest air mission of the war.

On October 14th, 2001, the fifty-eighth anniversary of the "Black Thursday" battle, sixty American members of the Association along with a number of German participants, attended



**St. Johannis Lutheran Church of Schweinfurt 1200-1360**



a Memorial service in the Lutheran Church of St. Johannis in downtown Schweinfurt. Following meditative music and a welcoming address by Georg Schafer, commemorative words were spoken by Wilbur "Bud" Klint, 303rd BG, for the United States and by Dr. Hans Graetz for the flakhelpers. Eyewitnesses George Roberts, 306th BG, Gerhard Bellosa, and Dieter Schorn were also recognized. After a music interlude, the congregation was addressed by the Lord Mayor of Schweinfurt, Mrs. Gudrun Grieser. National anthems of both countries were played.

In attendance were the Consul General of the United States in Munich, Mr. Robert Boehme, along with members of the 1st US Infantry Division stationed in Schweinfurt.

During the five-day event, the group enjoyed tours to the Rhone mountains and special visits to the joint SSMA Memorial and the Schweinfurt ball-bearing factories.

The Schweinfurt Memorial monument serves as a reminder of the casualties of both sides in the air and on the ground, and also as a warning to future generations of the futility and destruction of war. Its joint message, in English and German, is, in the words spoken by Bud Klint at the Monument Memorial

Service, "an appeal to remember and to reflect; a reminder for humanity; a quiet modest warning reminding all of a fateful past."



German - American Memorial at "Spitalseebunker" in Schweinfurt, Germany

## GERALD BELLOSA

My dear friends from the United States and Germany:



The 14th of October 1943 was a horrendous experience similar to the 17th of August. It was the day we received our baptism of fire. The 14th of October was a beautiful fall day with sunshine and blue skies. Then, suddenly, a plane position announcement: "Several hundred enemy aircraft heading from Maastricht at a speed of 450km, southeasterly course." And then the following further report: "Schweinfurt in danger again!" At 2:07 pm the alarm bells started ringing a second time. That means: Be ready for action! We dashed to the guns and the fire-control equipment. In the rush many of us had forgotten to put on our ear protectors; one had even forgotten his helmet. Our emplacement in Euerbach was not completely finished at that time. Our gun carriages were in the open fields and protective mounds had not been built up yet. Soon the contrails of the first large bomber unit of the Americans appeared in the sky. Their target was

obvious: the City of Schweinfurt. Our fire control equipment registered the formation immediately. The major battery at Etleben opened fire at 2:35 pm shortly afterwards all the other batteries around Schweinfurt did the same. Our first volley was a relief from the tremendous tension we were under. Every time we fired we opened our mouths to reduce the effect of the report. Every 3 seconds the alarm bell rang. That means: Volley fire from all guns! The loading gunners did heavy physical labor at the large gun barrels, which were pointing sharply upwards. At 2:38 pm the first bombs fell on the industrial section of the town. Wave after wave of "flying fortresses" dropped their deadly burdens. The bomber units were east to recognize in the clear autumn sky. The town, too, was clearly visible from above. A smoke screen was not used because it would have risen under these weather conditions and would have made focusing accurately on a target more difficult. In spite of heavy anti-aircraft artillery fire and the constant attacks by German interceptors, the bombers flew a well a well-disciplined and accurate mission. The enemy aircraft were densely

surrounded by the air bursts of anti-aircraft shells. Trails of smoke joined the contrails of the hit bombers, which then had to go their own ways. We continued to fire at top speed. At 2:56 pm the last wave of bombers appeared and soon afterwards the flak ceased firing. Large dark, in some places blood-red, clouds of smoke and dust hung over the city. Often only afterwards were we stricken with fear. We 16 year olds had to overcome it each in his own way. Every one of us does his duty! The attack and resistance had not left us any time to think things over. Only afterwards did we realize that a single hit in our completely unprotected emplacement would have been a devastating disaster. Here, at the end, I would like to make a short personal remark. On that 14th of October my family's home was destroyed by a bomb. But today I am happy that I have been able to make so many good friends from the other side of the Atlantic 55 years later. *Gerald Bellosa, wartime German Flakhelper, made these impressive remarks at the SSMA Memorial Service.*



## COL. FRANCIS S. "GABBY" GABRESKI



56th Fighter Group

America's top fighter Ace in the European Theater died January 31st, 2002. Gabby Gabreski was known for his determination and competitive spirit, his friendliness and everlasting exuberance. Born to Polish immigrant parents, as a young man he joined the Army Air Corps and was present at Wheeler Field, Hawaii when the Japanese attacked Pearl Harbor. That December 7th, he commandeered an obsolete P-36 fighter and went after the attacking forces, but was too late to engage. After further training he joined the Polish 315th squadron at Northolt England, flying Spitfires, before moving to the 56th Fighter Group, flying missions in P-47 Thunderbolts. Army Headquarters allowed Gabby, along with other pilots who flew in the 315th Squadron, to substitute the top button on his official army dress uniform with that of a button from his Polish uniform, as a mark of respect for those courageous fliers. His first victory as an 8th Air Force Fighter pilot came on August 24, 1943.

Gerald Johnson was Gabby's roommate at their 56th Fighter Group base at Halesworth and they became close friends – a friendship that was to last for almost sixty years. Jerry Johnson was a triple Ace with 18 German aircraft to his credit when he was shot down on a low-level strafing mission and imprisoned by the Germans in Stalag I as a Prisoner of War.

Gabby became the Mighty Eighth's leading Ace accumulating 28 kills under every conceivable combat condition. In mid-1944, after 193 missions, the Air Force scheduled him to return home. Packed and ready, he planned to meet his future wife, Catherine Cochran, on his arrival to the States. While waiting to ship out, Gabby heard that a 56th Fighter Group strafing mission was on, and he unloaded his gear to fly one more time. On the deck at the end of an enemy airfield his prop hit a rise at the end of the field and, losing oil pressure, he was forced to belly his P-47 in. He spent the rest of the war as a Prisoner of War at Stalag I, coincidentally once again rooming in the same barracks with his old buddy and now fellow POW, Jerry Johnson.

Jerry recalls the missions he flew with Gabby. "Gabby was an aggressive pilot and once he started getting into action, his totals of confirmed enemy fighters shot down quickly rose. He had been raised

in the Catholic religion, and he faithfully practiced his religion right up until his death. Before every combat mission, Gabby would always kneel in prayer at the small altar we had at the airbase. This coming July, we had a special trip planned to return to England and attend the airshow and festivities at Duxford. Gabby and I kept in close touch through the years. He was always proud of the years he served in the United States Air Force."

When the Korean war broke out, Gabby served as Commander of the 51st Fighter Wing, and added 61/2 more confirmed kills to his total of enemy aircraft shot out of the air, in the process developing new combat tactics for the jet age Air Force. He totaled 34 1/2 enemy airplanes destroyed in the two wars. After a distinguished Air Force career, Gabby Gabreski retired from the Air Force and returned to Dix Hills on Long Island, New York where he worked with Grumman Aviation and later served as President of the Long Island Railroad.

Gabby was a friend to many of the 8th Air Force servicemen and was elected to the 8th AF Historical Society Board of Directors in 1992. He was a supporter of the Mighty Eighth Air Force Heritage Museum and dedicated the museum's special exhibit honoring Polish fliers. His autobiography, *Gabby, A Fighter Pilot's Life* tells of his wartime experiences and of his faith in his Lord.



Gabby Gabreski at 50th Anniversary of 8th Air Force Celebration



Gabby's P-47 Thunderbolt buzzing Thorpe Abbots 100 BG air base

**OWEN D. "COWBOY" ROANE**



Owen "Cowboy" Roane was buried January 6, 2002 in Valley View, Texas. He flew early missions with the 100th Bomb Group at Thorpe Abbots and was a contemporary of several of the more notable characters who helped make 100th BG history.

His career was marked by his being involved with several stories which now are 8th Air Force legends. Red Harper, Cowboy's close friend, tells one of the most unusual of the tales, now referred to as the "Frozen Ass" affair. The incident involves Cowboy's return from the North African Shuttle mission in 1943.

Circling the base, his crew shot off some red flares and Cowboy radioed the control tower to stand by – that he had a frozen ass. His B-17 was cleared as No.1, and cleared to land. There was amassed a large entourage of Jeeps, ambulances, trucks, and fire trucks following him down the runway, waiting for him to come to a stop. The blanket-covered patient was delivered to the rescue crews through the bomb bay. When the blankets were parted, there was a cute little shivering miniature jackass, "Mohammed", or "Lady Moe," that the crew had acquired from the North African Arabs. Because of the cold at 23,000 feet, the radio operator had slipped his leather/wool jacket over the animal's front with its legs in the jacket sleeves and put pants on the rear end. An oxygen mask had also been strapped on the animal's muzzle.

The whole event brought down the British Department



in charge of importing animals and also a myriad of charges against the crew, all of which were denied by the Group commander until the Brits finally gave up on the project.

Cowboy Roane maintained his contacts with his friends in the 100th Bomb Group and was a supporter of 8th Air Force activities and of the Mighty Eighth Air Force Heritage Museum.



**Cowboy Roane's "Laden Maiden" crew with "Mohammed." Cowboy kneeling, far right**

**SERVICES - COL. FRANCIS GABRESKI**

The church service was held at St. Matthews in Dix Hills on Long Island - Gabby's church. Gabby was a devout religious man, saying his rosary everyday and attending Mass a couple of times during the week. It must have paid off - he lived through so much. Three of his children spoke at the services, each touching on the common themes that Gabby lived by, Honor, Service, Duty, Courage, Responsibility, Leadership and Faith in God. The pastor made a special mention that, of all Gabby's accomplishments and accolades, and there were many, it was his personal relationship with God that was his greatest achievement. Gabby would have loved that part of his



**Monsignor McDonald recites a final prayer for Gabby, while the USAF Honor Guard fold the Stars and Stripes.**

eulogy. ABC and CBS covered it all. Final prayers spoken, the seven airmen in the firing detail let off a 21-gun salute. The plaintive wail of "Taps" blown by a lone bugler in the distance echoed across the field. A moment later, four F-15E Strike Eagles from the 4th Fighter Wing out of

Seymour Johnson AFB in North Carolina flew in on a diagonal to the cemetery. The leader executed a perfect missing-man maneuver, spiraling up and pushing over, with the team reassembling with precision over the field.

As a final act, family and friends lined up to place a flower on Gabby's coffin, with those in uniform saluting.

Submitted by Michael Dobrzelecki, museum historian and friend

**Wohnhas, Willis**, Englewood FL; 385th BG  
**Olander, Frederic**, Mission Hills KS; B-17 navigator, POW  
**Smith, Glenn**, Olathe KS; music director for many church choirs around Kansas City – from Ken Wilson  
**Katosh, Jack**, Orland Park IL; 381st BG  
**Noel, John**, Nashville TN; B-17 pilot, POW for two years; Vanderbilt track star; developer of the drive-up motel concept, establishing Alamo Plaza motels in the early 1950's  
**Hall, Eugene**, Lexington Park MD; 379th BG gunner on B-17 *Stupefier* 1943-44; worked with Coca-Cola, US Naval Exchange, and VA Center; missed by 3 sons and one daughter, grandchildren and niece Jane Hall –from nephew Henry Wulbeck  
**Berry, Sue Douglas**, Nashville TN; organized and operated enlisted men's club East Anglia WW II  
**Tilley, Preston**, Durham NC; 381st BG, bomb armorer for 3 years at Bassingborne; retailer; head usher St. Paul's Luthern Church 25 years  
**Zuker, Raymond**, Knoxville TN; B-24 and B-17 pilot 486th BG *Lady Lightnin'*; active in 8th AFHS and AFA organizations; past Editor TN Chapter newsletter; author of *Remember*; and frequent contributor of articles for newspapers and BG newsmagazines; Patriot. "Life continues to be an adventure running at various speeds. We can focus on the flowers and ignore the thorns."  
**Bowing, William**; radio operator/gunner 92nd BG  
**Smith, Walter "Smitty"**, Houston TX; 448th BG; 40 years with Carnrick Laboratories  
**Wise, George**, Houston TX; Air Service Command – from Alfred Lea  
**Kilgore, Billy**, Houston TX; 490th BG; Dentist, golfer  
**Damak, Charlie**, Houston TX; 25th Bomb Group Watton England; led his life true to traditional values of personal responsibility, duty, honor, and faith  
**Bowers, William "Bill"**, Franklin TN; Tennessee Chapter  
**Carr, Julian**, Conroe TX; pilot B-17 "Wolf Wagon"

**Dougherty, Thomas**, Harrisburg OR; 398th BG gunner  
**Woolford, William**, Tigard OR; - from Joe Conroy  
**Reed, August (Del)**, Beaverton OR  
**Meehan, James**, Valatie NY; 94th BG  
**D'Aquino, Louis**, 492nd BG Radio operator/gunner – from crewmate Lou Dezario  
**Brown, Thomas**, Houston TX; B-24 pilot. Pres. Ole Miss Gulf Coast Alumni Assoc. even though he never attended the University. A greater fan of Ole Miss sports doesn't exist.  
**Doerstler, Wayne**, Lancaster PA; 398th BG engineer station  
**Stovall, Lloyd**, Atlanta GA; 398th BG R/O  
**Burgess, Richard**, Columbus OH  
**Every, Edward**, Nevada MO; 388th BG, POW Stalag IV; On USS *Republic* near Pearl Harbor and saw action with 19th BG; decorated by Gen Douglas McArthur  
**Turner, Kenneth**, Mena AR; 96th BG, ball turret gunner with Black Cat squadron  
**Staffeld, Donald**, Neenah WI; 95th BG  
**Rosenbaum, Raymond**, 490th BG; B-17 "Old Doc Stork"  
**Wortham, George**, Heber Springs AR  
**Yoder, Arden**, Souderton PA; 388th BG  
**Williamson, Floyd**, N Hollywood CA; 453rd BG  
**Terrill, Morton**, Vancouver WA; pilot 351st BG  
**Hughes, William**, Springfield, VA; 466th BG r/o and gunner; flew B-24 supply missions to General George Patton's army in France

**Ackerman, Robert**, Blessing, TX.  
**Badalamenti, Cono**, Springfield, MA.  
**Quattlebaum, Rufus**, Searcy, AR.  
**Stewart, James C.**, Sunnyvale, CA.  
**Waldusky, Merne**, Eau Clair, WI.  
**Walther, Alvin**, Cedar Falls, IA.

From B.J. Redden, Secretary 361st Fighter Group

## IRL E. BALDWIN

On Monday 18 February 2002 one of the 8th Air Force greats, Irl E. Baldwin, Lt Col. USAF (Ret) passed away peacefully in his sleep. Irl Baldwin graduated from Pilot school, Class 41G, in July 1941 and was one of the original pilots of the 303rd Bombardment Group when it was activated at Gowen Field, Boise, Idaho in February 1942. He named his B-17F that he flew to England in October 1942, *Hell's Angels*. This name was later adopted by the 303rd BG as their Group name. On 13 May 1943 *Hell's Angels* became the first Eighth Air Force B-17 to fly 25 combat missions. His story was featured in the 8th AF NEWS, December 2000. The Baldwin Crew flew 24 of their 25 missions in *Hell's Angels* and were proud of the fact that they never aborted a combat mission and no member of the crew was

wounded or lost. On 26 November 1943 *Hell's Angels* completed 48 combat missions and on 20 January 1944 returned to the USA with it's Ground Crew. On 29 January 1944 Irl Baldwin was again reunited with *Hell's Angels* and flew her on a four-month Industrial Morale tour of war plants in the United States. Irl retired from the USAF in 1968 with 28 years service. At the time of his death Irl and his wife Carolyn were residing in Albuquerque, New Mexico.

Irl Baldwin was part of the extraordinary heritage of the 303rd BG and the Mighty Eighth Air Force.

**Harry D. Gobrecht, Historian**  
**303rd BG**



**Irl Baldwin after his 25th mission**

# REMEMBERING GABBY

by Jake Fredericks, 3rd Air Division, Bronxville, NY



**Jake Fredericks**

The brilliant career of World War II ace fighter pilot Francis (Gabby) Gabreski was recounted in a major obituary in the New York Times on February 2, 2002. Reading it brought back the memory of an extraordinary encounter I had with him in the early summer of 1944 (I don't remember the exact date). At that time, following a tour of duty with the 303rd Bomb Group, I was an Operations officer on General Curtis LeMay's staff at the Third Air Division, stationed in England at Elveden Hall near Thetford, between Newmarket and Norfolk. I did not know Gabby well, but we had met and talked at briefings and debriefings and had developed a mutual professional regard. That summer morning I received an urgent phone call from the U.S. 56th Fighter

Group. It was Gabby - could he come over immediately for a chat? He had problems.

Gabby's problems turned out to be the ever-diminishing number of hours left to him as he logged (take-off to landing) his combat missions. "Jake," he told me with a grin, "I'm now logging only my time over Europe, and very soon I'm going to have to log only the time I'm firing my guns!" Gabby was itching for an important and special mission before his hours really ran out.

"Don't your big friends have any major targets beyond the range of fighter cover?" We certainly did. I took Gabby to the war room where I pulled back the draperies covering the Operations maps. Potential bomber targets beyond our grasp included some in eastern Czechoslovakia and southern Poland. Gabby seized upon this. Intent, deadly serious now, he proposed a scenario:

"You take your regular escort to the limit of their range. There I will pick you up with a squadron of Polish-speaking pilots and we will take you to your target and back to a rendezvous with your return escort." Gabby had flown a good number of missions early in 1943 with a Polish fighter unit attached to the RAF. There was no doubt in his mind that he could find up to fifty recruits for such a special mission. "My Polish squadron will of course be unable to return to base and we will bail out over Poland. Don't worry, Jake, we will all be O.K. Our friends on the ground will take care of us and get us out." His smile returned. "Now Jake, you tell LeMay (I tell LeMay!) what we are going to do." He shook my hand, turned to the door, and was off as quickly as he had come. Do I remember Gabby? You bet I do!

*If anyone remembers Gabby's proposal for this mission, send your information into the 8th AF NEWS for inclusion in the next issue! -Editor*



**Gabby and a few of his 56th FG buddies.**

## U&C CHANGES AND ADDITIONS 2/15/02

### CHAPTER PRESIDENTS

#### Zip correction:

Florida Robert Nolan 2676 Augusta Dr. N Clearwater, FL 33761

#### New Presidents:

**Alabama** C. B. (Red) Harper 2111 Vinson Rd. Birmingham, AL 35235-2023

**Georgia** Malcolm J. Magid 2307 Briarwood Hills Dr. Atlanta, GA 30319

**Oregon** John Horne 32475 S.W. Estates Post Rd. Wilsonville, OR 97302

**Savannah** G. Dennis Leadbetter 10 Tangletree Ln. Savannah, GA 31411

**Texas (North)** Richard Shaw 9833 Faircrest Dr. Dallas, TX 75238

**West Virginia** Jack Kings 3376 Magnolia St. Huntington, WV 25704

### UNIT CONTACTS

No known changes.

## CHAPTER NEWSLETTERS

From General James H. Doolittle Chapter *Air Power*  
Dan Raymond, Editor



The Collings Foundation B-24 Liberator *The Dragon and It's Tail*

The following is a love letter and a tribute to our recently deceased member Frederick Knorre, who passed away during 2001.

### FRED'S FINAL FLIGHT

For many years, Fred and I would dress in our 446th attire and head for Moffett Field, located in Mountain View, Ca., to see the All American B-24. This was as natural to us as breathing and the joy and pride was heartfelt and heartwarming. This year, however, was very different. I spoke with Bob Collings of the Collings Foundation, owners of *The*

*Dragon and It's Tail* and that "other" bomber, and he was most gracious and helpful. Understanding that this would be my first ride in the B-24 and I would need some assistance, he assured me that his crew would take good care of me. And they were wonderful! Our youngest daughter, Debbee, went with me and she carried a very precious box. As we approached the aircraft, my mind went back in time....The love and pride I had for my husband, his sense of pride he had in his job and for his crews and his fellow service men. The heart pounding thrill of watching the planes takeoff, the long waits at home with the children and letter writing marathons to those joyous and tender reunions, memories; sweet, sweet memories back to reality. I'm to enter

*The Dragon and Its Tail* -- through the BOMB BAY! Oh, my gracious!! Once on board, I took my seat over the ball turret with Debbee near by. The roar of those enormous engines and the lift of the takeoff caused me to catch my breath. What magnificence! Debbee, holding that precious box containing her Father's ashes, was with a crew member at the waist gunner's window. After flying past the Golden Gate Bridge, that crew member gestured to me saying "Fearless Freddie." Then, Debbee released her father's ashes. I gestured back, with a smile, that all was well. After almost 62 years together, Fred and I shared His Last Flight. "Dad would have loved this," was Debbee's poignant remark.

With Warmest Regards,  
Evelyn J. Knorre

## EIGHTH MEMORIAL PARK IN FRANCE DEDICATED

Norman and Margaret Grant returned to his crash site recently to take part in a memorial ceremony for those 8th veterans who served and liberated France from Nazi occupation. Norm's poignant story was told in the June 01 issue of the 8th AF NEWS. He was a navigator on a 493rd Bomb Group B-24 which was shot down and crashed near Pierrepont sur Avre and was the only member of his crew who survived. The townspeople, acting against German orders, recovered five of the bodies and conducted funeral services for them. Two years ago he returned to the site for the first time in search for life-long questions about his crew. The townspeople hosted Norm's family for twelve days and held memorial services at the crash site. Recently Mayor Jean Mahieux and several others visited the Grants in Minnesota.

The recent trip back to France allowed Norm and Margaret to take part in the dedication of a park established by the Mayor of Thiescort, France in thankful recognition of the sacrifices made by the airmen of the U. S. Eighth Air Force. On a cold and rainy day, the citizens of that small town turned out to perpetuate the memory of those who fought in World War II.



Eighth Air Force Park in Thiescort, France



Attendees at the service

# HOW ABOUT IT?

## HOLD ON!

Earl Wassom, 466th Bomb Group

Ten years ago in 1992, "happy warriors" of the Mighty Eighth Air Force gathered for the 50th anniversary celebration of the founding of the 8th Air Force in Savannah, Georgia. Men and women who had served in almost every duty assignment on airbases throughout East Anglia, both aircrew members and ground support staff, were present. On that special occasion in Savannah, there was no "uniform of the day." Suits, casual wear, informal garb were common, but noticeable among the crowd of those attending were men wearing original A-2, 1942-1945 vintage leather flight jackets. These garments of the past carried pieces of unrecorded history with them. They were told old and faded, but the messages of the yesteryears still spoke loudly. Aircraft names were displayed with appropriate artwork representing girl friends or wives back home or fictitious dream girls who were portrayed graphically in gorgeous form. The number of missions flown and the number of enemy aircraft kills were displayed with painted bombs and swastikas on the worn, frayed jackets. Notable destinations such as Regensburg, Schweinfurt, Berlin, Polesti, Kassel, Hamburg and others, were listed with pride as the battlefields in the skies, which identified the places where they fought and friends died.

Martin J. Ryan, Jr. Lieutenant General, in a letter dated 23 January 1992 wrote:

*"I am honored to command the Eighth Air Force as it approaches its 50th anniversary. Today's descendents of the proud World War II organization is still mighty and recently returned to its roots as the exclusive domain of the nation's long-range heavy bomber force."*

He further stated: *"I count it a privilege to designate 28 January through 1 February 1992 the official 50th anniversary of the 'Mighty Eighth.' Let airmen everywhere pause to remember the world's greatest air armada and dedicate themselves to its second 50 years of guarding freedom and keeping the peace."*

Another decade has rolled by and it is now 2002. We are in the 60th Anniversary Year of the Mighty Eighth. During the past ten years, the Eighth Air Force has guarded the skies of the free world, has encountered and defeated the enemy, has insured peace and is even now engaged! Many men of courage, from Commanders to followers, have folded their wings since 1992! They are no longer with us. We honor them and at the same time acknowledge our Creator who has sustained life to those of us who remain. We must not consider ourselves anything less than being blessed with life itself. Look around to

those of us who still remain. We are not big or little, important or unimportant, we are all equal. Oswald Chambers wrote, *"...we never dream that all the time God is in the commonplace things and people around us."*

Dietrich Bonhoeffer also talked about small things saying: *"We prevent God from giving us the great spiritual gifts He has in store for us, because we do not give thanks for daily gifts....Only he who gives thanks for little things receives the big things."*

In the foyer of the convention hotel at the 50th, a TV screen was running continually showing footage of the 8th AF in action. A second tape rolled, a tribute to comrades less fortunate than the viewers. The seemingly endless lists of squadrons and the deceased airmen in those units were displayed. They watched with moist eyes and listened to the background music which filled the foyer of the Headquarters Hotel. The words of the old but familiar church hymn correctly portrayed the true emotions of those watching.

Through many dangers, toils, and snares,  
I have already come.  
His grace has brought me safe thus far,  
And grace will lead me home.

When the colors were presented, twenty-one gun salutes offered, and "Taps" was played, the participants of this 50th reunion did not glory in their successes in civilian life of their military careers, but realized with gratitude once again that they were walking, living miracles; all of them! Now ten years later, grace is still leading us home. We have held on. We will continue to "hold on" to those things dearest to us. Hold on to our God, our faith, ourself, our country, our love for one another. God is with us, even in the smallest details of our lives!

Earl Wassom  
466th BG  
Chaplain, Tennessee Chapter



Earl Wassom



I'm in shape. Round is a shape.  
Clyde White, 390th BG

The harder you work, the luckier you get.  
Gary Player



8th AF News

The Eighth Air Force Historical Society

P.O. Box 1787, Savannah, GA 31402

Dated Material Inside

Non-Profit  
Organization  
U.S. Postage  
**PAID**  
Nashville, TN  
Permit #1

ADDRESS CORRECTION REQUESTED



\*\*\*\*\*AUTO\*\*ALL FOR ADC 30197  
ERNEST H BARBER  
5726 Thomson Hwy  
Lincolnton GA 30817-1932

S20 P4



Selected USAF aircraft will begin displaying a distinctive nose art design this year. The design was created by Sr. A. Duane White at Air Combat Command and features the words "Let's Roll," said by Todd Beamer as he and other passengers moved to fight for control of United States Airlines Flight 93 before it crashed in Pennsylvania Sept. 11. Officials believe the airliner was destined to strike either the White House or the US Capitol building.

The Air Force Thunderbirds and other demonstration teams will apply the nose art to all their aircraft, said Air Force officials. Major command and wings may each use the design on one special aircraft in their unit.

