



8th AF NEWS

VOLUME 02 NUMBER 3 Voice of "THE MIGHTY EIGHTH" SEPTEMBER 2002

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8TH AIR FORCE WEEK OCTOBER 8TH - 14TH



Magazine of

The Eighth Air Force Historical Society

The Eighth Air Force News is dedicated to Lt. Col. John H. Woolnough, founder of the Eighth Air Force Historical Society and editor for sixteen years. It is published quarterly and is the official newsmagazine of the Society. The 8th AF NEWS is sent to members of the Society and is not for public sale. The home office is at 175 Bourne St., Pooler GA. 31322 - P.O. Box 1787, Savannah, GA. 31402.

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OPERATIONS



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PRESIDENTS MESSAGE

The 28th Annual Reunion of the Eighth Air Force Historical Society is almost upon us. An enjoyable program has been arranged and we hope as many as can will join us in Norfolk, VA at the Sheraton Norfolk Waterside. The easy-to-get-to hotel is in a great location, and several attractive tours and visits are offered. We are looking forward to seeing you there, October 1st - 6th.

The Education Committee's Curriculum Guide Advisory Task Group is now very involved with the Eighth Air Force Heritage Museum's effort to develop a classroom guide based on the lessons of the 8th Air Force experience. A well-known textbook publisher is now in the early stages of development of a multi-media guide set designed to assist teachers in leading students through a multidisciplinary journey through the WWII history and experiences of the 8th AF, and the values derived from them. Task group members are assisting the Heritage

Museum's Education department in evaluating content and scope as the development proceeds.

The Gala Banquet at the 28th Annual Reunion features, in addition to the Society's 8th Air Force Awards, Dr. Donald L. Miller as the main speaker. Dr. Miller is a historian and author who presented an interesting and entertaining Heritage Museum seminar at the ceremonies honoring the 8th Air Force's 60th Anniversary in January, 2002. He is currently at work on a new book, "Bomber Boys" based largely on personal experiences of 8AF veterans.



**Craig Harris
President**

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

MISSION BRIEFING



Walter Brown, Editor
Ewell Farm
2340 Sugar Ridge Road
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Among many exciting events going on this fall, including especially the Historical Society's annual reunion in Norfolk October 1st - 6th, two items stand out.

One is our rapidly progressing education initiative which includes a curriculum guide and portfolio which will allow us to tell the story of the 8th Air Force in schools across the entire country, supplementing current programs to educate the younger generations already in place at the Heritage Museum and elsewhere. This is an in-depth professional presentation which

includes written materials, videos, transparencies and tapes.

The other special Historical Society project is the Board's action to ask all members to take part in this year's support funding program which will be directed towards programs of education and research in the Woolnough Library at the museum. The opportunities are unlimited in these programs and the time to initiate them is right now. Check your upcoming dues and life membership statements and please take part with your contribution.

On a personal (and editor's) note, I am excited about the new feature *Straight from Jake* which begins in this issue. Material from Jake Fredericks is unique, thought-provoking, appreciated, and you might say, "straight from the horse's mouth". See what you think.

Meet you in Norfolk!
Walt Brown, Editor

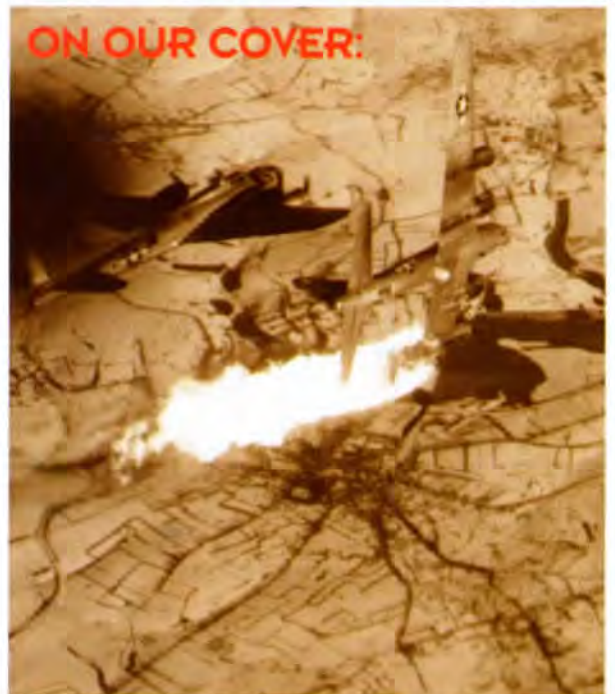
A handwritten signature in cursive script that reads "Walt Brown".

DCXXII

Yet when the fire of war was threatening the world with disaster and desolation, I had no greater comfort than I found in the ancient promises of God concerning the supreme and final Light, that it should in the end put darkness to flight. And if any human aid were needed for this I thought that it could only come from the better instruction of the young in all matters from the most elementary and fundamental, if they are to be delivered from the mazes of the world.

Comenius

ON OUR COVER:



A radar-equipped B-17 Flying Fortress of the 447th Bomb Group, Rattlesden, on fire and going down.



**MIGHTY EIGHTH
AIR FORCE WEEK
OCTOBER 8th - 14th**



**Fly Your Colors !
Bumper Stickers are Here!**

Norm Grant worked the past two years funding and printing bumper stickers to publicize Eighth Air Force week. They have arrived on schedule. Norman was aware of the completion of the sticker project, and is aware of it. They complement his national Proclamation program in which many Society members have participated. The week of observation this year is the week following our annual reunion in Norfolk. In October 1943 the 8th Air Force incurred some of its worst losses of the war. Be sure to display your 8th colors, wear your jackets and hats, and take a minute to clean off a spot on the family's automobile and place the sticker in a prominent spot. October 8th through 14th.

The Board of Directors has also approved the printing and inclusion of a second bumper sticker in this issue of the 8th AF NEWS – that of the 8th AF Historical Society. Stickers with correct current information have not been available for some time so we printed several thousand extras which will be sold retail in the PX and at the Heritage Museum gift shop. A set are included free in this issue to each member of the Historical Society.

**THE JOHN H.
WOOLNOUGH
LIBRARY FUND**

With the 2003 annual dues billing, both annual members and life members will be afforded the opportunity to support the education program of the Society through their contributions to the John H. Woolnough Library Fund of the Eighth Air Force Heritage Museum. It is recognized that the Heritage Museum Library could be of more valuable to members and research scholars if its wealth of material was more accessible. Its present state is limited currently by lack of funding available for that purpose. Your contributions to the library operating funds will enable it to develop "indexed access" so that visitors (including Historical Society members) can better find their way to their research and educational objectives.

REUNION NOTES

Do you know the way to Norfolk?

To attend the 2002 8th AFHS annual reunion October 1-6 in Norfolk, Virginia, we first have to get there. Here is a small map of downtown Norfolk. A last minute call to the Sheraton Norfolk Hotel, 777 Waterside Drive, will also help you navigate and keep the blood pressure down. Their number is 757-622-6664.

**Gala Banquet Speaker is
World War II Historian**

Donald L. Miller, speaker at our annual Gala Banquet, is Professor of History at Lafayette College in Easton, Pennsylvania. Widely published, he has received the National Book Critics Circle Award, a Great Lakes Book Award, and his works have been nominated for the National Book Award, the Bancroft Prize, and a Pulitzer Prize.

His recent volume *The Story of World War II*, came about following the death of his father in 1995, a veteran of the war. Using notes he had made over the years in discussions with his father, Miller began interviewing veterans to obtain material for his book, released in November 2001. *The Story of World War II* has received

much acclaim in reviews since its publication. Professor Miller will also be the host of the PBS television series "A Biography of America."

Those who have heard this entertaining speaker will enjoy his informative enthusiastic address at our Saturday evening banquet.



SEPTEMBER 2002 (02-3)

JAKE FREDERICKS



Lt. Col. Jacob Wayne Fredericks

After completing 25 missions as an original combat crew pilot with the 303rd Bomb Group, Jacob Wayne Fredericks left Molesworth for his assignment at Third Air Division Headquarters at Elveden Hall where he remained until the end of the war. Lt. Col. Fredericks – “Jake, Fred, Wayne” – served as Director of Operational Research and Plans

alongside several hundred other servicemen stationed at the headquarters. In this capacity Jake analyzed data for improvement of operations and prepared plans for operational missions, including targeting and target bombing analysis.

Jake grew up in Wakarusa, Indiana and received a B.S. Degree in Engineering at Purdue University in 1938. Hiring on at the Kellogg Company in Battle Creek, Michigan, he was Foreman and Production Supervisor at the Kellogg Company prior to serving as Director of the Engineering Development section. When he picked up his crew's B-17, a design artist friend at Kellogg painted on the nose art: *Snap, Crackle and Pop*. This aircraft later crashed with another pilot on a mission to St. Nazaire, January 1943.

Already having a private pilot's license, Jake Fredericks was commissioned as a pilot in the Air Corps in December 1941. Jake served with the 8th Air Force in England from 1942 – 1945 and was Operations Controller (later 3rd Air Division) from August 1942 to June 1943. He served as Director of Training, 4th Bomb Wing, under General Curtis LeMay, responsible for continued training of old combat crews and pre-combat training of eleven newly assigned B-17 and B-24 crews.

As Director of Special Projects under Major General E. E. Partridge, Jake was involved with headquarters work on shuttle missions to Russia; the dropping of supplies to the Maquis in France; B-17 guided missile programs (Aphrodite); and food drops to the Netherlands. He wrote the “Combat Crew Handbook,” the “Lead Crew Manual,” and edited “Chaff,” a monthly magazine for combat crews. At the close of the war he was assigned to direct the liberation of Matthausen Concentration Camp. Shortly thereafter, Jake was sent as part of a special team to interview Japanese military leaders and to examine Japanese war production plants, many of which were underground in Japanese mountain country.

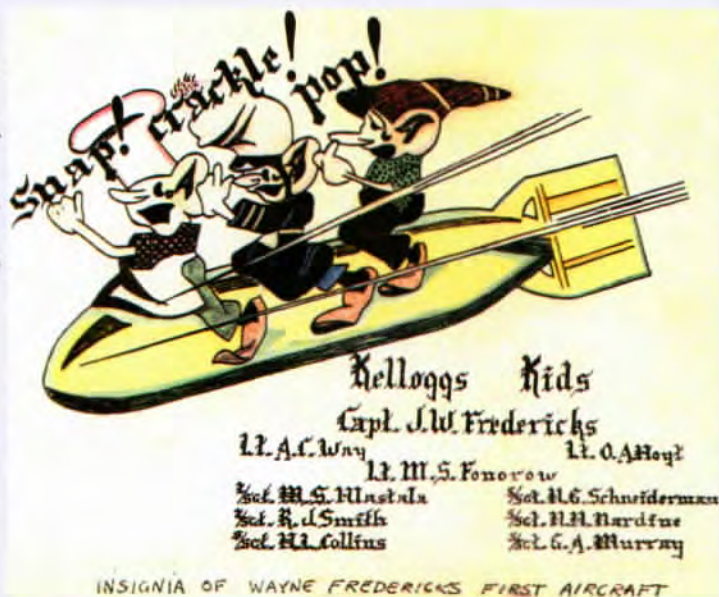
His later career was in service with the Central Intelligence Agency, where he met his wife Anne. After a number of years with the Ford Foundation, Jake was instrumental in working with developing nations in Africa, serving with the Department of State during the Presidential administrations of President Kennedy and Johnson in Washington. After leaving governmental service, Jake served as Executive Director of International Governmental Affairs with the Ford Motor Company. He has spent many years in Africa and is still in touch with African national leaders.

At the war's end, Jake boxed up all of his papers - confidential reports, plans, interviews, books, and an extensive array of wartime photographs - and put them in his attic. After 58 years, he has retrieved them and forwarded them intact to your editor for use in the 8th AF NEWS and as archival materials for the Heritage Museum in Savannah. These papers and photographs, many of them previously classified, will be presented in future issues of the newsmagazine, to arouse interest and to get personal remembrances and opinions from Society members.

These files are “Straight from Jake.”



Elveden Hall
Headquarters 3rd Air Division



The German experience suggests that even a first class military power - rugged and resilient as Germany was - cannot live long under full scale and free exploitation of air weapons over the heart of its territory. By the beginning of 1945, before the invasion of the homeland, Germany was reaching a state of helplessness. She was mortally wounded.

As the air offensive gained in tempo, the Germans were unable to prevent the decline and collapse of their economy.

United States Strategic Bombing Survey

The USSBS was established 3 Nov 44 by the Secretary of War, under direction of President Franklin Roosevelt.

STRAIGHT FROM JAKE!

The U. S. Strategic Bombing Survey was conducted as soon as the Peace treaty with Germany was signed. interviews with top German Generals and industrial leaders. USAAF Headquarters personnel conducted intensive. Jake Fredericks records many of his conferences with these defeated leaders, many of them written in longhand at the time of the interviews.

Confidential

Interview #8

**Subject: Lt. Gen. Karl Koller,
Chief of Staff of the
Luftwaffe**

The heavy losses incurred in daylight operations during the summer and early fall of 1940 could not be made up by available replacements of either aircraft or personnel. Losses were running at the regular rate of 10-20 per cent and, in at least one disastrous day in September, it reached a high of 40 per cent. German aircraft production was quite unable to keep up with this rate of losses. As Chief of Operations, General Koller was constantly demanding, "aircraft, more aircraft, and more aircraft".

The Russian Campaign

Hitler and the political leaders were convinced that they could win the Russian war in three months. The Luftwaffe was informed that, upon completion of the Russian campaign, a large air force would be built up to proceed with the Battle of Britain. In June of 1941, aircraft was in fifth priority after tanks, U-boats and artillery. This was because there were not enough materials to make everything and Army and Navy influence was stronger than that of the Luftwaffe. Aircraft production was not given a first priority until 1944.



THE COMBINED BOMBER OFFENSIVE

The American long-range fighter cover came as something new and fatal to Germany. Without this cover General Koller had hoped to be able to inflict losses of as high as 30 per cent upon unescorted bombers which, in his opinion, would have made the continuation of attacks impossible. He laid considerable stress on fact that neither the British nor the Germans thought of fighters except in terms of the last war and of narrow associated with land warfare in Europe. He felt that German fighters should have had an endurance of four hours in the air instead of one hour, so as to increase their mobility in defense. The German aircraft

industry had claimed that an effective long-range fighter could not be built.

The failure to stop the Combined Bomber Offensive was due, in the first instance, to the lack of production of adequate numbers of suitable fighters such as the jet-propelled ME 262. Germany, after 1940, was always in the position of "too little and too late." With 500-600 ME 262's operational, General Koller felt that he could have stopped daylight attacks. The ME 262 development was held up by engine trouble; it should have reached a much higher production figure by midsummer 1944. Altogether, some 1,400 were produced, but General Koller stressed the point that few of these were able to engage in combat and that Dr. Sauer's production figures included aircraft which had been shot up on factory airfields and aircraft which required modifications. At no time did the number of operational ME 262's come anywhere near Dr. Sauer's production figures. Sauer was a "numbers" devotee.

In General Koller's opinion, Hitler's insistence upon the use of the ME 262 as a bomber delayed its use as a fighter by six months.

At no time during the combined Bomber Offensive did the Luftwaffe have more than 1,000 fighters operational in the defense of Germany. On the average the number varied between 300 and 400. Despite the seemingly large production of air-



craft, it should be borne in mind that a number had to be sent to modification centers; there were heavy losses due to battle damage; planes had to be sent to other theaters and, from mid-1944 on, there were heavy losses on the ground.

In August 1944, General Koller was sent to France to check up on the Luftwaffe situation there. He reported to Hitler that the Luftwaffe was doing all it could with what equipment it had. Hitler became furious and stated that he proposed to stop all aircraft construction and to concentrate on artillery. This statement was made on 25 August 1944. General Koller pointed out to Hitler that it would require a vast number of guns to defend as much territory as could be defended by one squadron of aircraft. After considerable debate, Hitler reversed his stand.

Interview #56

Subject: Reichmarshal Hermann Goering

Q. Why did the quantity remain below par prior to the time Speer took over?

A. Because the Luftwaffe was dependent on them for the allocation of raw materials and stood alone in this respect. After the Minister of War Production (Speer) took over, he included the Air Force armament in the whole picture, where, up until then, we stood alone.

Q. Were you satisfied with the aircraft production after Speer had taken control?

A. The production was marked by the fact that the biggest priority was given to the manufacture of fighters, and the bombers fell back so that, toward the end, they were hardly worthwhile mentioning.

Q. Do you think that even more than 55% should have been put into that part of your total war effort - as distinguished, for example, from your land effort?

A. I would not say that. But I do believe very definitely that in the years 1940 to 1943, we should have invested even more in the Air Force.



Q. Did we destroy many finished aircraft in those attacks on the assembly plants?

A. That depended on the circumstances. If a certain accumulation occurred in these plants, then naturally a lot were destroyed. When the weather was favorable and we were able to fly away all the machines, then the losses were comparatively small.

Q. Do you think that the increases of quantity of aircraft had anything to do with the decrease in quality?

A. It had as well. I can talk here quite freely. Production was transferred to the Speer Ministry. The man responsible for the production there was Saur. Saur was a man completely sold on figures. All he wanted was a

pat on the shoulder when he managed to increase the number of aircraft from 2,000 to 2,500. Then the Luftwaffe was blamed that we had received so and so many aircraft and where were they. We said they would have to see those aircraft of which a large part was immediately destroyed. Secondly, spare parts were never made because spare parts would have cut down the number of aircraft produced, and so there

was a continuous fight between the Luftwaffe and the Speer Ministry, in which Speer himself, would stand up for us, but Saur lived only for his numbers, numbers, numbers, and numbers. The 262, for instance, was one of the most delicate machines, where we always had to keep changing the engine, or at least overhaul it,

and we just simply could not even get a fraction of engines in the reserve because they were needed for the manufacture of new airplanes. A Group would have 80 machines - the 262, of which only 20 would be operational. There would be some 40 aircraft idle, which were intact except that they required an engine change, and when we demanded extra engines, we were told that we could not have them because new airplanes had to be built. Then we would get 40 new aircraft. This would then in turn increase the inventory to 120 aircraft, but the ones already used were still grounded because they were without engines. Consequently, the number of operational aircraft was not increased at all.





Ground crews at the return from a mission - Molesworth

Q. Did the production provide the Luftwaffe with all the aircraft which it needed for operational purposes? Production records indicate fairly large quantities of aircraft while the aircraft in operation is a much lower figure.

A. As long as we had enough fuel, there was no particular difference.

Q. When was it decided to produce the ME-262 as a fighter-bomber instead of a fighter?

A. That was in May, 1944. The Fuhrer had originally directed that it may be produced as a fighter, but in May, 1944, he ordered that it be converted into a fighter-bomber. This conversion was one of the main reasons for the delay in getting this plane into action in any quantity.

Maj. Thomas Christian Interview #18

Allied bombings in Feb 1944 concentrated on a/c and assembly plants and caused great decrease in production. It was not possible then

to build up reserves as before, but only existing formations could be completed and repaired. Germany's failure to produce a larger number of aircraft ascribed to three principal reasons: (1) Higher priority given to submarines and tanks in

early days because of High Command's reliance on these weapons. (2) necessity for replacing huge losses of war equipment in Russia and later in France made it necessary to continue production of ground forces equipment. (3) frequent changes in models of a/c at Hitler's personal direction and insistence.



B-24 Liberator Hard t'get (note a/c with contrails!)

Appreciation of Allied Bombing by Generalfeldmarschall Milch

Milch professed to be unable to say at what stage of the war strategic bombing began to cause the German High Command real concern, and could point to no deliberate policy of effective countermeasures. His own previous anxiety was increased by the first heavy attack on Cologne which he regarded as the justification of his repeated warnings, and this anxiety became acute in July 1943. All previous attacks had been inconsiderable in their effects and had not impressed either the High Command in East Prussia or the inhabitants of Berlin, of whom 90% used to watch the early raids from the streets. The High Command thought only in terms of reprisals, of hitting back by bombing England, and London in

particular. When in 1943 Milch repeated his 1941 suggestion of the need for a stronger fighter force and defense in the West, Goring demanded angrily: "Are you in charge of the G.A.F. or am I?" The most conscious realization of the need to go over to the defensive came in June 1944, when planning was based on "Fighters only". From 1941 to 1943 Milch had been allowed to proceed with the plans to increase fighters Only on condition that bomber and transport production was maintained. Two theories were advanced for the tactical use of the 262. Galland believed that the chief advantage of the jet a/c lay in its high speed since it was not maneuverable. A Capt. Tierfelder believed the closing speed too great when attacking bombers under the Galland theory and wanted to retard the speed during the attack. Capt. Tierfelder was shot down by a bomber formation in attempting to prove his theory and the tactics of Galland were established.

Bombing Policy Questionnaire

14 July 45 - General Schumaker Interview ADIK

P/W places attacks on airfields last in importance (of bombing attacks). He explains this by arguing that damage caused to airfields could be patched up within a relatively short space of time while losses of a/c were usually fairly light as a result of bombing attacks because of the dispersal policy.

Low level fighter attacks were also successful to some extent against airfields but the material damage caused in the destruction of a/c is considered by P/W to the second in importance to the damage to morale.



Morale is affected by bombing, but is seriously affected only as bombing produces serious personal exposure and personal disturbance. The mere fact of being in the general region of bombing was not the same serious effect as personal exposure.

DAY BOMBING AS COMPARED WITH NIGHT BOMBING

A comparison was made of the morale of writers who reported day raids versus those who reported night raids. The findings are only suggestive, but they indicate that the emotional reactions to night raids are worse.

One hundred percent who reported night raids gave evidence of bad emotional reactions, whereas 83 percent of those reported days raids were classified as having bad emotional reactions.

The effect of day raids on morale attitudes, however, appears to be greater. Seventy-seven percent of the writers reporting day raids had a bad outlook on the outcome of the war, whereas 55 percent reporting night raids had an equally bad outlook.

Another comparison shows the same difference. Eighty-two percent of the writers reporting day raids showed a desire for peace, whereas only 45 percent commenting on night raids mentioned this desire. People subjected to day raids also gave more frequent evidence of effects on personal health, with 75 percent of them saying their health was affected. On the other hand, 35 percent of the writers reporting night raids said their health was affected.

These results must be interpreted with caution. Correlated with day and night raiding are certain other features of bombing, such as the degree of

damage and the extent to which the bombing was indiscriminate rather than mainly strategic. Whether the differences found are due to the intrinsic effect of daylight as compared with nighttime, or to the complex of bombing factors associated with day and night raids, cannot be established from these data.

It is suggested that the usual report of individuals as to the greater effect of night raids in lowering morale is not in conflict with these findings. Such individual reports may refer mainly to the bad emotional reactions to night raids (which is borne out in the present study), and in considering this problem individuals may not be thinking in terms of such morale attitudes as belief in the outcome of the war or desire for peace.

from The United States Strategic Bombing Survey
Vol. II - December 1946



The 100th BG's *Gremlin Gus II* after 34 missions.

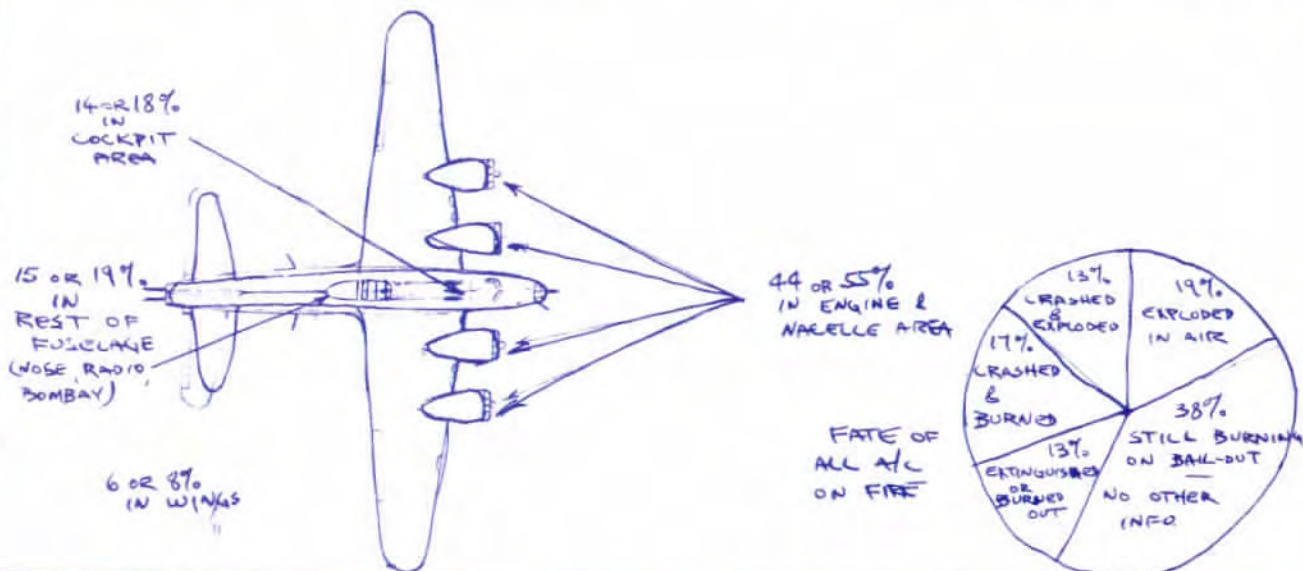
B-17 FLAK DAMAGE



ANALYSIS OF FIRES IN 100 LOST AIRCRAFT

{ FOR 40 A/C FIRE WAS THE DECISIVE CAUSE OF LOSS
 EXTINGUISHERS PROBABLY COULD NOT HAVE SAVED THEM }
 { FOR 15 A/C ON FIRE OTHER DAMAGE WAS THE DECISIVE CAUSE
 OF LOSS EXTINGUISHERS COULD NOT HAVE SAVED THEM }
 ← 45 A/C HAD NO FIRES

← 55 A/C HAD 74 DIFFERENT FIRES DISTRIBUTED AS FOLLOWS:
 → 3 OF THESE A/C EXPLODED WITHOUT FIRES PREVIOUSLY NOTICED BY CREW MEMBERS



FUNERAL CEREMONIES FOR COL. EARLE ABER

Col. Earle Aber was buried with full honors at Cambridge American Cemetery May 10, 2002. Flying a leaflet-dropping mission in his B-17 *Tondelayo*, his aircraft was heavily damaged by flak and he flew it back to England, bailing nine members of his crew out safely over land. Aber and his copilot Maurice Harper were unable to get back to their airbase and crashed in the river Stour near Harwich. The airplane and Col. Aber's remains were discovered recently when the river's water level receded.

Thomas "Pax" Sherwood, York PA, recalls Earle Aber from his training days and after they were assigned to the 305th Bomb Group. He remembers Earle's pleasant and friendly personality, his professional leadership, and his devotion to the task at hand. After moving to the 91st BG and getting shot down over Germany, Sherwood lost track of Aber. Upon his release from POW camps and returning to his 381st Bomb Group at Ridgewell, he states that it was a shock to see Earle's name on a list of KIAs.

Ian White, 305th Associate member in England, forwards photos of the ceremony along with some information about Aber. After serving with the 305th Bomb Group beginning in 1942, Aber was assigned to help form a new group at Cheddington, the 406th Night Leaflet Squadron.

The Memorial Day program was attended by his sisters and many members of the 8th Air Force. Jean Murphy, Aber's sister, spoke at the Madingley Chapel service recalling that her brother stated it was always important that he learn from observing others. He learned the qualities of leadership and respect in a position of command from others around him.

A Placement of Rosettes ceremony was held on the cemetery's Wall of the Missing, signifying that the remains of the missing fliers had been found. Graveside services were provided by the 21st Theater Support Command, U. S. Army Memorial Affairs – Europe along with JAC, RAF Molesworth, RAF Mildenhall, all under the direction of M/Sgt Frank Rivero, Landstuhl, Germany.



From left, 2nd Lt. Ward, 2nd Lt. Earle Aber (sitting), 1st Sgt. Lowenstein, 2nd Lt. Thomas Sherwood - March 4, 1942 Salt Lake City Airdrome



National Flags are at half-staff



Families and friends after the funeral ceremony

FROM THE TROOPS

KASSEL IN RUINS

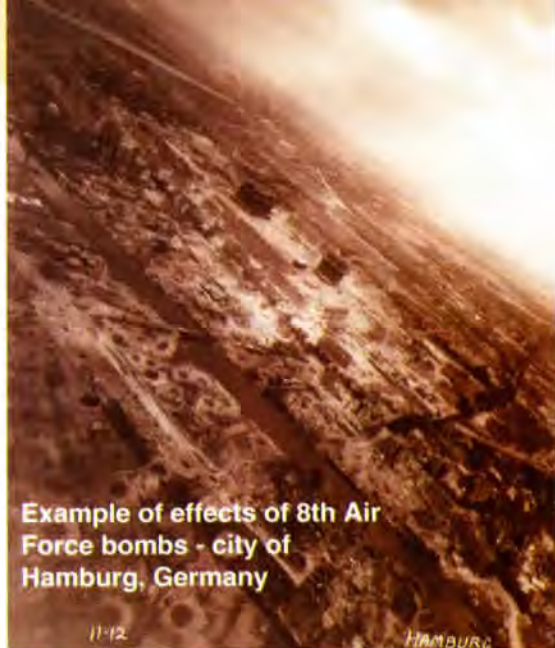
In early May, 1945, staff officers from 8th Air Force Headquarters were flown to Kassel to observe examples of saturation bombing by the RAF and the more selective bombing of the 8th AF. I was crew chief/engineer on one of the planes (a 7th PRG C-53) taking part in this operation.

We landed on the grass field of a former Luftwaffe base located near Kassel in a bucolic setting on a tributary of the Weser River. At the start of the tour a British officer made some introductory remarks and outlined our schedule. As we were approaching Kassel we had a good view of a large hitching lot. There may have been a few old cars and trucks on the lot, but most of the vehicles were wagons, buggies, and carts pulled by horses or oxen. One wagon even had a mixed team, a horse and an ox.

Kassel had been hit hard by the RAF. In one of the early saturation

raids thousands of people died because the air raid warning system had malfunctioned. As we made our way through the ruins on the narrow bull-dozer road we could often see faded wreaths and religious artifacts on the rubble. The odor and desolation of the destroyed cities of Germany has been reported elsewhere. The pervasive sickening smell of Kassel was typical.

We next visited a manufacturing facility located outside of Kassel that long had the attention of the 8th AF. I believe it was one of the Henschel engine and vehicle plants mentioned by Roger Freeman in the **8th AF NEWS**, Jan. 1989. The facility had not been completely destroyed because much of its structure was underground. Large machine tools were located on the bottom level and may have been in operation until near the end. When we made our visit a few days after the surrender, the levels not destroyed had been looted and sabotaged. In the debris of one of the looted offices I found a small paperback book about the now late Fuehrer, ADOLPH HITLER *Das Werden einer Volksbewegung*.



Example of effects of 8th Air Force bombs - city of Hamburg, Germany

After returning to the base where we had landed the enlisted men had some free time. We went to walk along the river but spent most of the time watching the refugees. They came in a continuous stream trying to get as far west as possible. Their favorite wheels were baby buggies, some of which carried staggering loads.

**Daryl W. Nooner, 7th PRG
Houston, TX**

V-E DAY CELEBRATION

The article, "V-E Day sets Off Celebrations" in the March, 2002 issue of the 8th AF News brought back some memories to me. I kept a diary then, and per my notes, I checked out a B-17 to take some of our ground crew on a trip to look at Paris and lower Germany to show them what damage the 8th AF had done. I was the pilot and the date was May 8, 1945.

We spotted red dots in farm yards in Southern Germany and couldn't figure out what they were. I took the plane down to the deck to get a closer look. It was long-handled

underwear hanging on clothes lines and there was a German standing shaking his fist at us. He certainly was celebrating V-E day.

My radio operator reported that he had picked up a broadcast that the peace treaty had been signed in Reims. We noticed that people were beginning to gather in the squares of small villages to celebrate the news. It was getting dusk and I went down on the deck again to come in over a small village that had church steeples at

each end of the square and was full of people. I banked sharply over the square while my flight engineer was firing flares. The people were waving at us. It was a moment that I will never forget.

When we got back to our base with the 457th at Glatton,

it was getting dark. Some characters were lined up along the runway, and when I landed, they started firing Very pistols at us. The fire balls bounced harmlessly off the plane. Our commanding officer had grounded all trucks and cars on the base, because everyone was getting drunk.

We had to walk about a mile to the Officer's Club. We hoped to get something to eat, but the cooks had left to celebrate. So, we made up some sandwiches. With everyone drinking heavily, we decided to play "catchup" and started drinking double and quadruple scotches. What a mistake! We were soon in the lavatory, up-chucking. It took a few days for our base to settle down. And so went our V-E Day celebration.

**Sincerely,
Don Nielsen, 457th BG, Peoria, AZ**

A 457th BG B-17 with flaps down at Glatton. Rose Court Farm in background.



NIGHT BOMBING WITH THE ROYAL AIR FORCE

THE TARGET IN RED

Navigators, who also aim the bombs are given target maps, highly simplified and printed in various colors to denote various types of terrain. The target itself is clearly marked in orange or red; photos of it are shown to the crews, often by enlargements thrown on a screen.

The signal officer then informs the wireless operators of the frequencies to be used, homing and distress signals. Present tendency is for fewer wireless calls to be made except in moments of real emergency. Navigators are finding their way to the target by other means; it has come to be a point of honor not to ask for bearings.

After the weather man gives a report, the armaments officer explains the nature, number and fusing of bombs carried. The whole briefing may last as long as an hour, but it is usually much shorter.

The aircraft itself is flown around the aerodrome for half an hour, and given a last minute instrument check-up by captain and ground crew, with special attention to wireless, electrical and hydraulic systems.

The navigator takes aboard a green canvas satchel for his gear: signal cartridges for Very light pistol, flashlight, and "flimsies," on which is typed the procedure to be adopted if plane is lost and requires wireless aid. These are made of rice paper, so that they can be eaten in emergency. Also packed are drawing material, course and speed calculators, log book, maps, questionnaires to be filled out concerning weather, landmarks, enemy defenses, to be compared with previous data. Finally, there are Astro navigation tables, useful when stars are visible, and giving a skillful navigator a maximum margin of error of no more than eight miles.

After a good meal, crews don flying clothes over regular uniform. These are of great variety; over them a sweater may be worn, and then the Irvine jacket which contains the "Mae West," which can be inflated instantly on reaching water. Silk socks are worn under woolen stockings and flying boots lined with wool. The flying helmet contains the oxygen mask with a tube to be plugged in for oxygen supply. Except for the pilot, crews do not usually wear parachutes, but keep them handy on hooks. Just before leaving, paper bags are issued containing whatever rations are obtainable.

Crews are then conveyed to their aircraft. Though the bombers have looked huge enough on the ground in their coats of dull black paint enlivened only by painted code

numbers and private insignia, inside there is little space.

CHECK THE WIRELESS

Once at stations, the operator first checks the wireless by speaking to the Watch Office. All signals are repeated sentence by sentence to be sure of proper understanding.

Aircraft are sent off at short-minute intervals. Signal is made to them from the flare path by flashing green or red lights. During take-off and landing periods, an ambulance and crash truck stand by ready for emergencies.

On receiving the green takeoff signal, the pilot opens up his engines, but may keep his brakes on to lift the tail. Whitleys when fully loaded weigh about 16 tons and require 1,000 yds. run to takeoff. Stirlings, Halifaxes, and Manchesters weigh much more, but take the same distance run. Soon as the craft is airborne, the wheels and wing flaps are raised, to streamline the body in the air.

Inside the aircraft there is darkness. The crew uses suitably dimmed hand torches. The wireless operator has an amber light to enable him to write entries in the log. The captain often sends back the order: "Keep your lights down."

In the rear of the fuselage the gunner has settled down into his seat; his parachute is hung up behind him; he has locked the doors of the power operated turret which swings easily in any direction. He tests it by pressing on a pair of handles like bicycle-

handles. He loads and cocks the guns. This done, he switches over his "inter-com" and reports to the captain.

After they have crossed the coast, the gunners ask the captain's permission to fire a burst into the sea to make sure their guns are serviceable. At the same time the bombs are made "live."

Crews do not generally talk much over the "inter-com." They are too much occupied. Besides, they wish to save oxygen, which is turned on when the aircraft has crossed the enemy's coast.

As the bomber draws nearer to the target, more flak becomes visible. From high up it may look like the red eyes of beasts winking from dark lairs. When shells burst close at hand they seem like great flakes and balls of fire. A former favorite used to be the old flaming onions, which rose slowly in strings of red balls.



"Now mind you some fellows seem to enjoy being in the limelight."

THE BOMB RUN

The navigator is now forward, lying or sitting in bomb-aiming position. The crew is tense as the moment of bombing approaches. Presently the navigator says "O.K., turn in." By this time the captain is "jinking" - flying with engines desynchronized to avoid enemy action - or gliding in for the attack. This tends to confuse the defenses, whose sound indicators cannot locate the aircraft.

When making a run the pilot gives his altitude every 200 feet, after announcing, "Opening bomb doors." Then the navigator takes charge. If he wishes the pilot to turn left, he says "Left, left," repeating the word. "Right," however, is spoken only once, so that if static prevents clear reception, the pilot knows that if he heard two words, they were both "Left"; if he heard one, it was "Right."

A gliding attack lasts four or five minutes. Presently the navigator says, "Steady," and the pilot holds the plane fast on its course until he hears, "Bombs gone." Bombs may be dropped either in large bunches or at short intervals. The bomb-sight automatically makes allowance for ground speed of aircraft and windage. Besides hand release, bombs can be released automatically when the plane reaches a certain position indicated on the bomb-sight. In a gliding attack, the pilot continues to glide in order to leave unheard. Before he can close the bomb doors he has to open the throttle.

After the aircraft has turned for home, there are still flak and searchlights to be encountered. The Germans appear to use a master light on which clusters of others concentrate.

from **LEATHERNECK Magazine, April 1942**



Sir Frederick Handley Page

His aircraft helped introduce the concept of strategic air power during World War I.

There are innumerable stories concerning ground crews on Mighty Eighth airbases during the war. Here are three short tales as told by Frank Markut.

LIFE IN A GROUND CREW

by Frank Markut, 351st BG

THE BUZZ JOB

Major Robert Burns eventually became commander of our 351st Bomb Group at Polebrook.

He had a P-47 that he had to fly down the coast to visit my buddy. M/Sgt Bill Owens crewed that plane along with his own B-17. One day when Major Burns was in the air, we were playing baseball by the pad. Bill was at bat when Major Burns was returning. He came down and flew low at about ten feet towards Bill at bat. Everyone dropped to the ground because of the buzz job. He pulled up and the suction pulled our crew tent down at the pad. After landing he came and parked where he kept airplane. He said, "I thought you wanted a fast ball down the middle. So I gave you one!"

THE BLOWN TIRE

After one mission on a real rainy day when the B-17's were returning, one of the planes blew a tire on landing, so they made them use the short runway. And it was short. Our Nissen hut was at the end of the short runway and to the right about 50 yards. On landing, one plane

went off the runway onto the grass and was heading for us. We had a pill box ten yards outside of our hut. We all hit it and the B-17 came within twenty yards of our shack. I had a Prop Dolly sitting there, and the ball turret hit it and went into the field behind us. The next plane did the same thing and went into the fields but missed the first one. The tower started to shoot flares and nobody else landed on that short runway. The other plane got off the main runway and that fixed that catastrophe.

THE PROP ATTACK

Early one morning on a real rainy day, we were pulling B-17 props thru before a mission. While pulling no. 2 engine thru, for some other reason, someone in the cockpit gave the motor a little turn. It caught one of the guys named Vicon Craw and flipped him about 15 to 20 ft, landing him on his stomach in the water. He tried to get up, but we wouldn't let him. He was cussing all of us, but we waited till the medics came and checked him out. He was found O.K., so we let him up. He was like a drowned rat. He never forgave us for a long time.



Scotty David shows some of the scrapbooks she displays at AFEES reunions.

In November 1999 Clayton David, Membership Chairman of the Air Forces Escape and Evasion Society, AFEES, wrote to tell me he had put me on their mailing list to receive the organization's news-magazine. Issues arrive quarterly and I am amazed that every one is full of a wide range of articles, giving me a real feeling for the closeness existing among the members. AFEES produces a great news-magazine; Larry Grauerholz is the long-standing editor. His email address is afees44@hotmail.com.

AFEES was chartered in 1964 with Ralph Patton as founding Chairman, a post he still holds today. The organization has a strong Board of officers and directors, with membership cate-

gories open to everyone with an interest in the history and principles of the organization. The recent Tampa 2002 reunion was well attended and as always, there exists a very warm relationship between the Americans and the escape helpers from a number of nations, including the Mediterranean and Pacific Theaters.

It is a privilege to publish a story about AFEES in this issue of the 8th AF NEWS – long-overdue at that.

We will feature other stories from helpers and airmen in future issues.

Walt Brown



Before they go to challenge the mountain area; Left to right, Lynn A. David, Clayton C. David, Jonathan David and James S. David in their T-shirts designed for the occasion, "The Hike to Clayton's Peak - 1944 Escape Route".

SCOTTY DAVID REUNITES EVADERS AND HELPERS

Many become members of the Air Forces Escape and Evasion Society

For seventeen years Scotty David has spent each day working to reconnect American airmen who were shot down in combat with the helpers who aided them during World War II. During these years, she has written over 5,000 letters and has found 2,700 evaders or escapees and 1,000 Resistance helpers. The escape and evasion organization, AFEES, has grown in membership proportionally.

Scotty works out of her home in Hannibal, Missouri with assistance from her husband, Clayton. Clayton David flew B-17s as a pilot with the 303rd Bomb Group at Molesworth. On a January 11, 1944 mission, he was shot down over Holland along with 108 other airmen of the 303rd. Forty-five airmen were killed and 63 became Prisoners of War. Clayton was the only one to escape, spending five months making his way back to England. He was befriended and assisted by over 60 helpers on his trek – strangers who hid him in their homes, fed and clothed him, helped him board trains, and showed him

the way across mountain passes. He wound up crossing the Pyrenees Mountain range on the French/Spanish border on his way to freedom.

Scotty has developed a unique collection of over 1,000 pages of scrapbooks of material and artifacts dealing with escape and evaders. She has made many friends on both sides of the Atlantic, with whom she regularly keeps in touch. She serves as an international clearing house for members who wish to contact their Wartime Resistance helpers or who want to get in touch with a particular wartime escape and evader. Scotty believes that E&E airmen do not get deserved recognition for their escape efforts, which constantly placed them in danger of being caught by the enemy and executed as spies. Many helpers and their families were shot or hanged after being caught by the Germans. Others were sent to their deaths in German concentration camps.

Scotty and Clayton have worked

to collect stories from E&E airmen, something not previously done to a significant extent. Some stories from helpers were obtained on trips the Davids have made back to the continent. Three generations of Davids, Clayton, his sons Lynn and Jim and his grandson Johnathan, recently walked part of the route on the *Freedom Trail* and later returned to the Pyrenees to spend the night on *Clayton's Peak*. The group crossed over a 1920s wooden swinging bridge, with its 600-foot drop to the bottom of a ravine, that Clayton crossed in his escape journey.

AFEES interacts with a number of related organizations and promotes the recognition and history of those who assisted airmen during the war. The organization, under the leadership of Ralph Patton, were early supporters of the Mighty Eighth Air Force Heritage Museum where a special room displays their artifacts and tells their story through exhibitry and video oral histories.

STRAIGHT FROM JAKE!

EFFECTS OF BOMBING ON THE BATTLEFIELD

Fear and Insecurity

Foremost among the morale effects produced by air attacks on the battlefield is the element of *fear* and *insecurity* which has been widely observed in this war.

German Colonel General Jodl reported that, "The troops from the forward lines to the rear echelons always 'griped' about enemy air attacks. . . the question always arose, 'Where is our air force?'" Under the circumstances it became necessary for Nazi political commissars (Fuehrungs-Offiziere) attached to the front-line troops to attempt explanations for the absence of the German Air Force; they simply proceeded to guarantee the arrival of new and better weapons in the near future. Prisoners of war asserted that they usually slept through such "orientation" sessions.

Lieutenant General Bayerlein, Commanding General of a crack Panzer division, similarly brought out that the presence of fighter-bombers in the air had in all cases a demoralizing effect on ground troops and gave them a feeling of inferiority.

The normal and predictable battle of fear of unseasoned troops was heightened by the possibility and actuality of air attack. Thus it is reported that experienced German tank crews "had great difficulty in preventing new men from bailing out when U.S. aircraft attacked. Large numbers of undamaged tanks have often been found abandoned at points where air attacks had taken place."

The visual impression itself was of no small importance as an element of demoralization. Special admiration is expressed, in the diary of a prisoner of war, for the perfect flying order of the fighter bombers. The very sight of Allied aircraft formations became symbolic of their superiority. One intelligence report of interrogations records "the impression of overwhelming strength given to troops who were not under direct attack but saw the huge procession of attacking aircraft overhead."

Inevitably, the constant circling of aircraft over



Fighters destroyed German vehicles alongside a farmhouse road



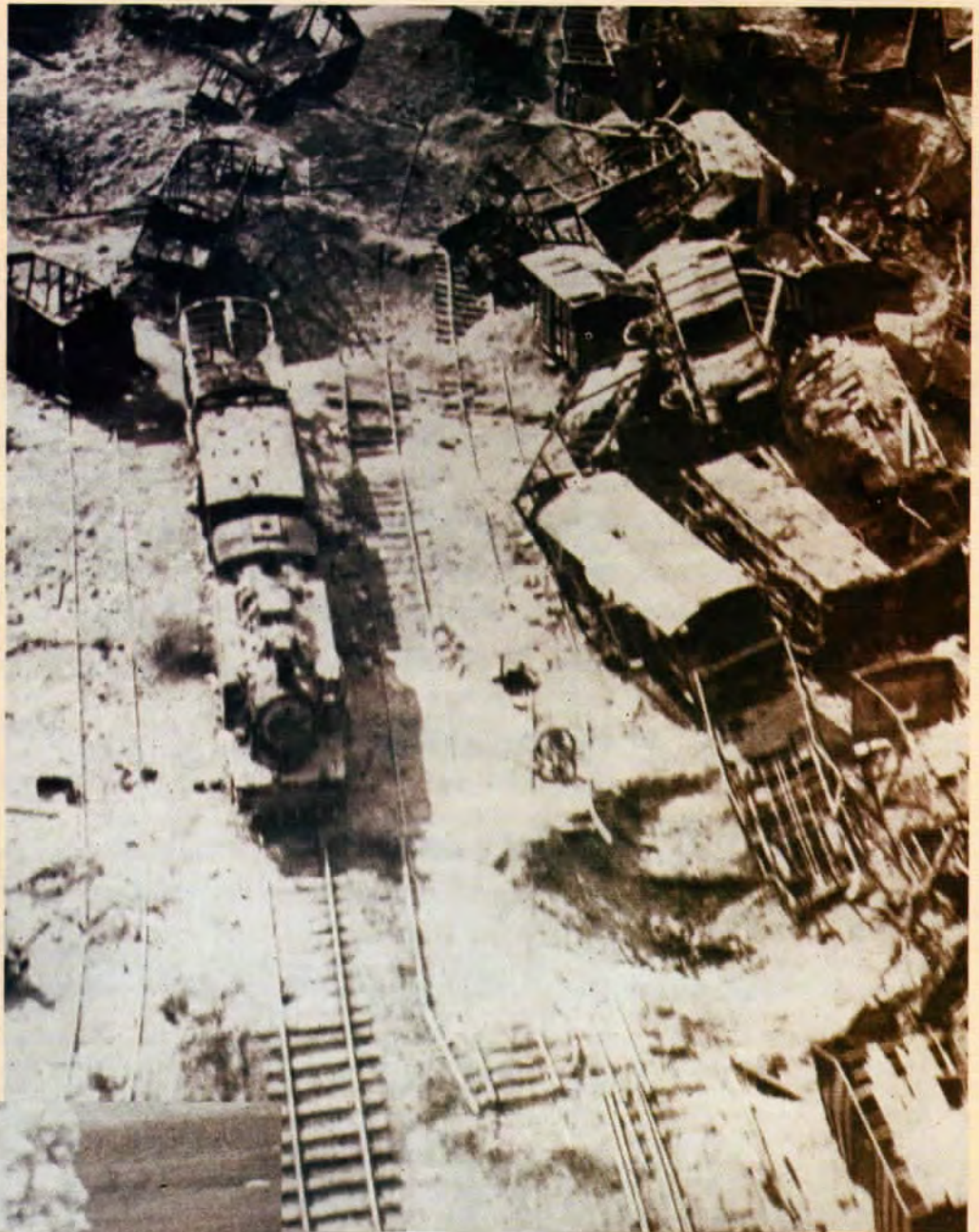
USAAF P-38 formation - 55th Fighter Group

the battlefield engendered a feeling of apprehension in the German troops who could never be sure whether they were the next target or not.

Both the use of smoke shells to pinpoint Nazi positions for subsequent investigation and attack, and the unexpected attack by fighter-bombers were intensely feared, the latter because it afforded less time to take cover. According to Lieutenant General Bayerlein the P-38, on the other hand, was especially unpleasant for the troops "because of its almost noiseless approach."

from **The Effects of Strategic Bombing on German Morale - 1945**

Destruction in Trappers marshaling yards in Paris destroyed transportation lines from Paris to Normandy beach head



Smoke arises from a shot-up German railroad transport



P-51 Mustangs, 364th FG, ready for action

A MILITARY INSTALLATION IN FRANCE!!

"SUCCESSFUL MISSION" - - - "TARGET DESTROYED"

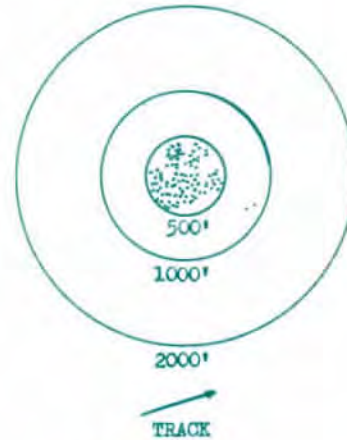
VERY OFTEN, IN THE DAILY COMMUNIQUE, ONE READS THE ABOVE PHRASES...HERE IS A PERFECT EXAMPLE OF PRECISION BOMBING AT ITS BEST. A VERY DEFINITE STORY IS TOLD BY THIS DIAGRAM.

IT CAN BE NOTED READILY THAT NOT ONLY WAS THE OBJECTIVE HIT, BUT HIT EFFECTIVELY. THIS WAS ACCOMPLISHED BY A VERY COMPACT PATTERN, PERFECTLY AIMED.

THIS KIND OF WORK BEARS OUT THE IMPORTANCE OF EVERY MAN DOING HIS JOB; GOOD NAVIGATION, GOOD FORMATION, GOOD BOMBING. THIS IS AN EXAMPLE OF FINE WORK DONE NOT ONLY BY THE LEAD SHIP, BUT EXCELLENT COORDINATION IN EACH SHIP AND IN THE UNIT AS A WHOLE.

THIS NOT ONLY SAVES LIVES, BUT MATERIALLY AIDS IN OBTAINING THE DESIRED RESULT OF EACH MISSION; DESTROYING THE TARGET.

388TH "A" GROUP - LEAD SQUADRON



BOMB PLOT

OPERATION OF 21 JANUARY 1944

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COMBAT WINGS

by Leonard Faupel



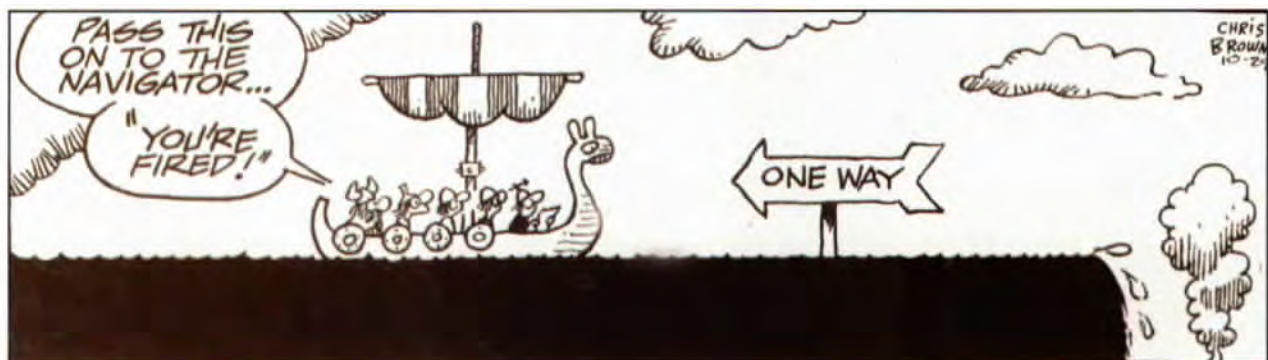
94th Combat Wing

The *Eighth Air Force News* keeps getting better and better. I have been meaning to comment on the following subject for some time. In the TO for the Air Force nothing is mentioned about Combat Wings. At least not in the NEWS. As you probably know we were directly above the Bomb Group and served a liaison between Group and the Division; in our case, the First Division. Of course there was direct communication between Division and Groups as well. I was with the 94th Combat Wing and the Groups under us were 351st at Polebrook, 457th at Glatton, and the 401st at, I believe, Deenethorpe. Strike photos were forwarded to us from Groups and we analyzed them and immediately headed up to Division Headquarters. We briefed in our own room, plotted routes and AA, I.P. and M.P.I., and many times picked out the tertiary targets. While our staff was primarily oversight the Dept. Heads

many times flew missions, Gen. Lacy, our CO, included. We were at a site attached to Polebrook. Most of the EM came from the Antisub Group first stationed in Dunkswell, Deven. Their mission was to fly low level anti-sub patrol over the Bay of Biscay to bomb the U-Boats as they were forced to surface. The Germans finally caught up to that and sent JU-88's as protection. I believe we lost half our planes and crews in about three months. Thereafter the Navy took over and I am not sure how that ended. We were then assigned to the Eighth and our outfit remained together for over two years.

I send this to recognize all the Combat Wings who sometimes got lost in the shuffle.

Respectfully,
Leonard Faupel, A2 94th Combat Wing Polebrook
Sea Girt, NJ



UNSUCCESSFUL KAMIKAZE PILOT ADDRESSES MISSISSIPPI CHAPTER

Members of the Mississippi Chapter were recently entertained by the fascinating story of Dr. Paul Tashiro, a self-proclaimed unsuccessful Japanese Kamikaze pilot. Dr. Tashiro has served for a number of years as a professor at the Wesley Biblical Seminary in Jackson MS.

Born in a geisha house, the oldest of six children, and educated in a Zen temple in Japan, he volunteered for the service as a kamikaze pilot in Japan at age fourteen. After three and one-half months in rigorous training, he and his fellow classmates were assigned to single-engine aircraft which in his words, "were the Chevrolets of Japanese airplanes; we didn't get the Cadillacs." Loaded with explosives, they were to fly one mission only, a suicide mission against American warships. During their training the young kamikaze pilots were trained how to start up and take off, but never how to land. They were taught to fly low and horizontal over the water in their attacks in order to keep distances to the target in perspective.

Young Tashiro witnessed the atomic bomb and the war ended before his flight number came up. He came to America and after a few purposeless years, in 1949 he accepted Jesus and entered the seminary. He received his PhD, and has "served the Lord ever since." An ordained minister, Dr. Tashiro is expert in Semitic languages and once served as an interpreter for President Jimmy Carter. He told the Chapter banquet attendees that he

was privileged to be in the presence of those in the 8th Air Force who were "splendidly successful" on their missions. Dr. Tashiro is very proud of his son who served as a tank commander in the American military during the Persian Gulf War.



Dr. Paul Tashiro,
Kamikaze pilot



Ki 115 Suicide plane



SECOND AIR DIVISION PRESIDENT RETURNS TO NORFOLK



**Walt Munday, wartime
8th Air Force flier**

It was a very special trip for 2nd ADA President Walter Munday this past November. Munday took his family with him to attend the grand opening of the new 2nd Air Division Memorial Library which is part of *The Forum* building in the center of Norfolk, and also to visit some of his old haunts around Norfolk.

The occasion included a week-long reception for 8th Air Force members and their families. Walt was accompanied by his wife, Ruth, and sons Jeffery and John and their families.

Ceremonies surrounding the library grand opening were the highlight of the trip. The original library was destroyed by fire in the mid-1990s. The 2nd AD reunion trip was attended by hundreds of airmen who took care of and flew B-24 Heavy bombers over enemy territory during World War II.

Events during the week allowed some time for Walt and his family to visit his old base at Rackheath, home of the 467th Bomb Group. Locals honored the Mundays with a tour of the base and a luncheon at an English pub. A very special day was reserved for a wreath-laying trip to the American Cemetery in Cambridge.

Walt Munday has high goals for the future of the 2nd Air Division Association, making plans to expand the Associate membership rolls, which are eligible for membership to anyone interested in the history of the 8th Air Force and the role it played during the war.

He is involved in establishing a database, available on CD, of all airmen who served in the 2nd AD including aircrews and the airplanes and missions they flew. President Munday also represents the 2nd AD as a member of the Board of Trustees of the Mighty Eighth Air Force Heritage Museum. He and his wife make their home in Bear Valley Springs CA and may be reached at e-mail mundyotminet.com.



Walt Munday with the Robert Henderson B-24 Witchcraft in the Heritage Museum Combat Gallery.

BURTONWOOD ASSOCIATION PROUD OF NEW HERITAGE CENTRE

submitted by Aldon Ferguson, Founder and UK Life President
Wargrave Berkshire England

Now open at RAF Burtonwood is the newly established Heritage Centre which celebrates the work of the home of BADA and BAD #1 and their work done there between 1942 and 1946, primarily for the 8th Air Force but also for the 9th, 12th and 15th Air Forces. The Centre features details of the 11,575 U. S. aircraft that went through the Depot during the war and recognizes achievements of the men who served there. There is a gift shop and tearoom open free on Sunday afternoons.

The Burtonwood Association boasts 1,000 members in the U. S. and 250 in the UK. There will be four stateside reunions coming up, with the main reunion in Biloxi MS. Information may be found at website www.Burtonwoodbase.Co.UK.

**Burtonwood Heritage Centre
RAF Burtonwood Warrington.**



American Society of Aviation Artists Visits the Museum

by Shasta Ireland,
Director of Exhibits
Mighty Eighth
Air Force Heritage Museum

The Museum recently hosted the American Society of Aviation Artist Forum for 2002. Each year, the society holds a forum and juried exhibition at museums throughout the country. Keith Ferris, one of the founding members of the ASAA, was instrumental in bringing the forum and exhibition to the Museum. Sixty-five ASAA members, spouses, and friends were able to attend the events throughout the week. The forum attendance included members who traveled from as far as Alaska, Switzerland, and Pakistan.

Highlights of the forum included three art classes conducted on-site at the Museum, an opening reception for the juried art exhibition, and an awards banquet. Artist John Clark's class, held in High Wycombe, examined methods of shading through use of the charcoal medium. Each Artist undertook the task of bringing a P-51 Mustang to life on paper by capturing the reflec-

tive effects of the sun and sky. Gil Cohen's class, held in the Art Gallery and Combat Gallery, focused on effectively capturing the figure. Many attendees worked in pencil and sketched several compositions throughout the two days. Three reenactors from Robins AFB posed with the PT-17 Stearman in the Combat Gallery. Keith Ferris' class, held in the Flight Room, explored tonality and the effects of the sky on aircraft exteriors. Each artist was given one primary color in order to develop his or her sky. The task, according to Keith Ferris, was "to paint an aluminum aircraft into the assigned background with the correct tonal value and color intensity in order to achieve overall color harmony and three-dimensionality."

A reception for the exhibition in the Colonial Group Art Gallery was held with with Museum President & CEO C.J. Roberts, welcoming the ASAA. ASAA president, Gerry Asher, shared a story from his youth about his interest in planes used by the 8th Air Force and how they inspired his artwork.

The Awards Banquet was held on the final night in the rotunda of the Museum. ASAA members and friends shared experiences and recognized the achievements of many of their peers. Gerry Asher presented General Lew Lyle and General "Buck" Shuler with coins minted with the ASAA logo. On a lighter note, the ASAA members, under the clever



ASAA Artist at work in the painting seminar



Group photo - 2002 Meeting American Society of Aviation Artists

instruction of Peggy and Keith Ferris, paid tribute to Gil Cohen's *Crewman* by putting together a slide show of various ASAA members assuming "the crewman pose." General Lyle and General Shuler addressed the group following the awards ceremony. They expressed their appreciation of the aviation artists' ability to capture emotion through art and bring new life to historical imagery.

The ASAA juried exhibition will be hanging in the Colonial Group Art Gallery through February 1, 2003. The exhibition includes forty-two pieces by artists such as Jerry McKenna, Keith Ferris, Gil Cohen, Pamela Davis-Lumley, Stan Vosburg, and Charles Thompson. The Museum gift shop has many of the artists' prints and books for sale, as well as the exhibition catalog. The Museum invites everyone to see this exciting exhibition!



by artist Gil Cohen
The Crewman



Artists at the booksigning afternoon

Women In Aviation Artists Award

At the Awards Banquet, American Society of Aviation Artists, artist Kristin Hill was presented with the 2002 Honor for her contributions to the promotion of women in aviation and as the artist who best depicts women in aviation. The prestigious award, a depiction of the Wright Flyer, was presented by Denise Bollinger, representative of *Women In Aviation* magazine.



Kristin Hill

SEVERAL ENTRIES IN THE JURY EXHIBITION



FRANK'S NIGHTMARE

Dear Editor:

I was an asst. crew chief in the 401st Sqdn 91st Bomb Group at Bassingbourn, the Country Club of England. There's a couple of shots of me topping off my plane "Frank's Nightmare". This was a 401st plane. In the movie "Memphis Belle", the plane was in the 324 Sqdn. of the 91st Bomb Group.

While over there I found out you could connect a couple of flashlight batteries between a throat mike and headset and it would work. We had the whole Sqdn. hardstands wired. They used battery carts for power, but couldn't talk long as the mike got hot.

I'm enclosing a copy of the Madonna of the 8th Air Force. If you would pass it on to the Museum I'd appreciate it, unless they have a copy or maybe to the new Chapel.

Sincerely,

**Matt Pettera, 91st BG
Wauzek, WI**

ASSOCIATIONS

Dear Sirs:

Now, I'm joining information about allied men and women who fought in one or another way until to reach the victory in the WWII in order to write a book to homage them.

For that it is essential for me to communicate with Veterans Assns. And that is the reason for which I have recourse to your goodwill and help. I would wish you inform me about

the postal addresses of the following Assns., if they exist, or the groups of the combatant unities:

B-17 401st BS - 91st BG

482nd BG (Roger Anderson)P.

P-38 94th FS

P-47 61st FS - (Gabby Gabresky)P.

P-51 363rd FS - 357th FG

("Chuck" Yeager)P.

P-51 332nd FS

WASP (Women Airforce Service Pilot) Assn. (WWII)

WAFS (Women Auxiliary F. Sqn. Assn. (WWII)

And the postal addresses in USA of the Eagle Sqdn. (American

Pilots voluntaries that flied in the RAF) that after rested as the 4th FG of the 8th Air Force.

Since this moment I thank you these addresses that I asked you.

Finishing this letter I would want to know if I can suscript to your magazine and which is the price of one year of subscription including postage to South America.

Sincerely,

**Ricardo M. Bernadet
25 de Agosto 655
San Carlos C.P. 20400
URUGUAY South America**

FROZEN ASS

Dear Dr. Brown:

Dr. Sam Stone (*8th AF NEWS*, June 2002) asked about "Lady Moe", the donkey 100th BG pilot Owen "Cowboy" Roane brought back to Thorpe Abbots following the August 17, 1943 Regensburg shuttle mission to Africa. Both Richard Le Strange's *Century Bombers* and John R. Nilsson's *The Story of the Century* confirm that this did happen.

Each author also reports the humorous incident that on approaching Thorpe Abbots "Cowboy" fired red-red flares and radioed the control tower that he needed immediate clearance and for them to "Stand-by, Stand-by; I'm coming in with a frozen ass". When he rolled to a stop the crash trucks and ambulances rushed to the Fortress to find a thoroughly chilled North African donkey wrapped in blankets, which they lifted out



B-17F from the Regensburg - North Africa Shuttle mission. Many Moes.

through the bombay. They christened her "Lady Moe", the crew's new mascot.

There very well may have been other little donkeys brought back, too, as Red Harper reported. Nilsson shows a photo of a donkey named "Chloe" which he also says "Cowboy" Roane flew back from Africa. No explanation is given of the discrepancy in the two names.

Thanks for your excellent publication *The 8th AF News*.

Sincerely,

**John A. Clark
Co-pilot, 418th BS, 100th BG
September 1944 - March 1945
Ann Arbor, MI**

VETERANS IN SCHOOL

Dear Dr. Brown,

Thought you would like to hear that as seen from picture enclosed Joseph F. Bradley, from the 93rd B.G., has been disseminating and preserving the History and Heritage of the Eighth Air Force.

He frequently visits a school district he spent thirty-one years in, following his time spent at Hardwick, surviving a mid-air collision over Belgium, September 21, 1944, along with Stanley Mikolajczyk from Brooklyn, New York now a New Jerseyian. These two are the last survivors and they have not forgotten their buddies. Mr. Bradley has spoken to different groups of children about the wonderful reception given to C.D. Johnson - Flight Engineer, Stanley Mikolajczyk-

Co-Pilot and J. Bradley-Radioman. These three men plus about fourteen others including grandchildren were the recipients of an overwhelming reception given by the Mayor and other dignitaries from Ingelmunster, Belgium. C.D. Johnson passed away on the 55th anniversary of their collision on September 21, 1999.

Mr. Bradley had donated several books on the Eighth Air Force to the school library and is warmly



Former Birchwood teacher Joe Bradley second from left, Principal Sylvia Ziegler at right.

received there by faculty and students.

Respectfully yours,

**Mrs. J. Bradley
Bricktown, NJ**

P.S. Mr. Bradley completed his 30 missions as Radar Operator after the mid-air, 9-21-44.

LETTER

Dear Walter,

A fellow 8AFHS member and neighbor, Herb Nuber recently stopped at a restaurant near the 8AFHS Heritage Museum, and was browsing through an 8AFHS publication kept on the premises when he was surprised to see there in a letter of sympathy from me addressed to the mother of my bombardier, 2nd Lt. Donald F. Dickson, Charleston, W.Va. We had been shot down over the North Sea after bombing Kiel, Dec. 13, 1943.

My mother had been corresponding with her during the many months when there was very little information available. When I returned from POW camp in the summer of 1945, I found out that my mother had died in Dec. 1944. It was very difficult to finally write with details of the mission and tell her, Jessie Dickson, that there was no hope that her son, Don, was alive.

I had only made brief, scribbling notes when I sent the letter. I hope that with the meager information above, you are able to obtain a copy of the letter for me.

Thank you.

Yours sincerely,
**Bernard Grossman
Lakewood, N.J.**

A LIGHTER SIDE

Dear Dr. Brown,
Reading the June 2002 issue of the 8th Air Force News, I was very much impressed by your readers' enthusiastic reactions to the previous Pin-Up issue. Impressed--yes--but not surprised. Perhaps the best-kept secret of World War II was that beyond its horrors and loss, there lay a

lighter side.

The hundreds of thousands of GIs who poured into England during the early 1940s were at the right age not only for doing battle, but for romance and love.

The girls of England, raised on a diet of Hollywood films, suddenly were confronted with real life heroes, smart in their well-cut uniforms, and with irresistible accents from Texas to Maine and everywhere in between. The War in Europe had raged for two years. England's cities had been bombed into rubble, austerity reigned, and rations and tempers were short. The appearance of the American GIs was like a breath of fresh air.

Beneath the threatening skies, romance was well and alive. Dance halls were filled to overflowing. Jitterbugging was the rage of the day. Courtship flourished. Promises were kept, and promises were broken. It was time of no tomorrows. Ever present danger seemed to add a touch of glamor to daily life.

It was all so long ago. We are now grand or even great-grand-parents. But that 8th AF NEWS Pin-up issue stirred up a lot old memories!

Sincerely,

**Frances Nunnally
Richmond VA**

LADY MOE

Dear Dr. Brown:

I'm writing in regard to the letter from Dr. Sam Stone of the 96 BG in the



June issue of the 8th AF NEWS. Owen (Cowboy) Roane was a personal friend as well as hero to me and he shared many experiences of his AF career with my wife and me over the years. I have enclosed a copy of a picture of "Lady Moe" with a friend of mine who was stationed at Thorpe Abbots in England with me. His name is Joe Raff, a member of the 100th Bomb Group who was from Grand Junction, Colorado. Joe was a waist gunner on the crew of Don Moede and I was a tail gunner. I have several memories of "Moe" including the time she wandered into our Nissen hut barracks. I woke up one morning to feel my British wool blanket sliding off my bed and when I opened my eyes there was "Moe" standing at the foot of the bed munching away on my blanket. Many times she would stand outside and bray to wake us at daylight. Moe became ill in the Fall of 1943 and we contacted a veterinarian who came on base and checked her over to tell us "Moe" had pneumonia. She died shortly after that, probably a victim to the British weather so different from the heat of Africa. Cowboy Roane had brought "Moe" back from there after the shuttle mission to Regensburg.

No doubt more than one burro was brought back by other bomb groups, but what a coincidence that more than one was named "Moe". Could that be the influence of the Three Stooges so popular at that time? We always look forward to issues of

the 8th AF NEWS and the MO chapter meets quite often.

Keep up the good work.

**Bruce Alshouse, 100th BG
Kansas City, MO**

THE PREDDY BROTHERS

Dear Walt,

My son, Bob, and I had one of the most interesting trips to Europe I've ever had. What made it so interesting was the fact that we had contacts arranged in each of the three places we visited; Bill Preddy's crash site in the Czech Republic, the crash site where George (our top Mustang ace) went down in Germany, and the cemetery in France where George and Bill are buried side by side. We landed in Prague and were met by several members of the Museum of the Air Battle Over Krusnohori (the battle took place on 11 September 1944). As we arrived, they showed us the school building on which one of the 100th Bomb Group's B-17s named *Heaven Can Wait* crashed. At the Museum they have a photo taken of the B-17's tail sticking out of the roof of the school building. They also have mementos of Bill Preddy and Captain Ray Reuter, Bill's CO. Both were shot down on April 17th near Ceske Budejovice, about 100 miles south of Prague. This Museum is really isolated, but had been visited by a number of people from the 100th and from the 339th Fighter Groups. Our primary Czech contacts were Jaromir and Martin Kohout.

The next day we drove to a small village, Zaluži, where Bill crashed after strafing the German airdrome at Ceske Budejovice. We met the Czech gentleman, Jan Smejkal, who actually pulled Bill from his Mustang. He was then 81 years old, but seems to be in very good health. Jan loaded Bill onto his horse-drawn cart and took him to the nearest emergency treatment center about 5 km away. The center was attended by two German doctors. The doctors bandaged Bill's injured head and neck, but would not take Bill to the hospital in Budejovice, so Jan Smejkal continued his journey another 10 km to

Budejovice.

For our benefit, the Kohout brothers and friends took Mr. Smejkal and us along the trail he had taken in 1945. We stopped at the house which was then being used as the German emergency treatment center. The lady who lives in the house now lived there then, and she remembers seeing Bill on the cart. We spoke to her, and she showed me inside the house where the German doctors had a room. Then we proceeded on to Budejovice and took photos of the hospital where Bill was taken. That was the last time Mr. Smejkal saw Bill. He never regained consciousness as far as Jan knows. Then they took us to the local cemetery where Bill was buried on April 19th. Captain Ray Reuter's Mustang was hit over the airdrome and exploded. The Kohouts took us to the site where pieces of Ray's aircraft may still be dug out of the ground. Using a metal finder, we dug up a dozen small pieces of his Mustang. The Czechs have built a memorial to Ray Reuter near his crash site. The memorials were built in memory of their liberation in May 1945, a freedom that was short-lived. The Communists took over in 1948.

When we returned to Zaluži, a group of about 25 local citizens and their mayor were waiting on us. They have set up a memorial to Bill near his crash site, and another to Ray near his crash site.

The Lorraine American Cemetery at St. Avold, France is the largest American WWII cemetery in Europe. After the cemetery visit we went to Langerwehe, Germany where we met Ron Putz. Ron lives in The Netherlands. He met us in Langerwehe to show us where he thinks George Preddy crashed after being hit by Allied AA rounds. He and Sam Sox have been in communication with Harold Kennedy who says he witnessed the crash of Preddy's Mustang. Although Ron has found no evidence of the crash such as that found from Ray Reuter's, he is convinced that George crashed in Langerwehe. His theory is that George's plane, flying very low, hit

sort of flat and scattered over a large area. Local citizens probably recovered all the parts for scrap soon after the crash. However, Ron has not given up; he has investigated over 700 crash sites and identified many of them. We visited the church where Harold Kennedy was posted in the steeple when he witnessed the crash of George's Mustang. We were able to see the area where Harold Kennedy said George crashed. We did not search for parts. We returned to Prague where we spent a couple of days seeing the sites in cold, rainy weather. All in all, we had a very interesting trip and met a very interesting group of people. Gentle landings,

Joe Noah

**Founder, Preddy Memorial
Foundation (and first cousin to the
Preddy brothers)**

ORAL HISTORY TRIP

Hi Walter:

You are doing a great job as editor of our 8th AF NEWS. High class work. Us Golden Oldies appreciate it! I took you up on the article in Volume 01 Number 4 of the December 2001 issue regarding making of audio tapes of our experiences during training, overseas duties, etc. for Dr. Vivian Rogers-Price of the 8th Air Force Heritage Museum in Savannah.

I had made a tape for Dr. Vivian, and had it all wrapped for mailing to her, but I never mailed it as I thought maybe, just maybe, we might drive a bit out of our way, and stop in Pooler, GA. And we did. We visited the Heritage Museum and instead of mailing the audio tape, we handed it to Dr. Rogers-Price. What an interesting lady. She was so grateful and now wants Aida, and other spouses, to recount their experiences on the home front, on tape and send it to her at:

Dr. Vivian Rogers-Price Ph.D
Oral History Project Coordinator
The Mighty Eighth Air Force
Heritage Museum
P.O. Box 1992
Savannah, GA 31402

MAIL CALL

In addition to having a good talk with the Dr. in her office, we enjoyed our tour of the Museum. The "replay" of a bomb run was great. It brought back memories of 1944. I just happened to be wearing my T-shirt with the print of our B-24 tail marking on the pocket. Aida and I were with a group of some 25 school children. When one of them asked the lecturer how they could tell the different groups while flying in formation, he explained group tail markings and pointed to me and said, "Here is an example right here, with us today. By looking at him I know he was with the 453rd Bomb Group by the emblem on his shirt."

Just happened to be in the right place at the proper time. . . ha. It was so great to see the classes of school children interested in what we did, so they are free to visit such a historical place.

We continued on to our son's place in Palm Coast, where we spent a few days visiting them and seeing more friends from as far back as 1947! A great trip of over 3,200 miles to remember.

Sincerely,
John Hildebran
453rd BG
Moyers, OK

ZOMBIE

Dear Dr. Brown,
I am seeking information regarding a painting that was done of my P-47D Thunderbolt named "Zombie". This beautiful rendition of my plane was the featured centerfold of the July 1974 issue of Air Power Magazine. I do not know who the artist is and would like to get in touch with him. If anyone has information regarding this matter, I would be most appreciative if you would contact me.

Best regards,
Thomas F. Bailey
200 West Bolivar Avenue
Milwaukee, Wisconsin 53207
(414) 481-1373

DEAR DR. BROWN:

Your TAPS articles, the frequent "letters" by family members, friends and

persons searching for some lost soul such as a POW friend, children looking for someone who knew their father, brother, uncle, cousin and family friend, lead me to ask why the 8th AFHS has never published a Directory of it's membership, and when are they going to start? A lot of use would be made by such a collection of former 8th AF members by the many who today are looking up old friends and acquaintances they met who were in 8th AF Units other than their own. Such an 8th AF Directory would be an asset to all, and a means of revenue for the 8th AFHS. Publication ten years from now won't mean very much to us today.

The need for such a directory is shown by the 91st Bomb Group E-mail ring, of over 125 members who correspond with each other in locating old friends, people who knew their fathers, brothers, uncles and cousins. Did anyone see their father go down? A directory similar to the one published by the Air Force Association and sold at a reasonable premium would be a welcome publication that has been overdue for years, in fact ever since the organization began, for some reason unknown.

Sincerely,
Whitmal W. Hill
91st BG
Alexandria, VA

A good question, Whit, and one we occasionally hear from our membership. Briefly, confidentiality guidelines and potential legal issues regrettably come into consideration and thus we cannot print a roster for use by Society members. -Editor

KIFFIN ROCKWELL

Dear Dr. Brown,
Although it is what you described as a "thin issue", I still found the June Edition 8 AF NEWS of great interest. And the quote referred to on page 35 that "Elijah was reported to be the patron saint of aviators..." was in turn attributed to Kiffin Rockwell of the Lafayette Escadrille.

Rockwell was one of the original and founding members of the Lafayette Escadrille (n 124 squadron), original-

ly called the Escadrille Americane, but changed to Lafayette on the protest of the German Embassy as the United States had not yet entered World War I when the Escadrille was formed in early 1916.

It should be noted however, that the proper spelling of this noted aviator was Kiffin rather than Kiffen, and although he was killed in action, his date of death was not June of 1916, but rather on September 23, 1916. He was shot down while engaged in a dog fight with a German Albatros, and was buried where his plane crashed, the small village of Luxeuil, France.

Both Kiffin's brother Paul and his cousin, Robert, also flew at one time for this elite group of dedicated American aviators.

Yours very truly,
Thomas P. Rockwell
Grosse Point Woods, MI

9TH AIR FORCE

Dear Walter:
At our recent Pennsylvania Chapter Reunion, an exhibitor displayed an EM blouse with a 9th Air Force on the left shoulder, and an 8th Air Force patch on the right shoulder. The configuration tells me that he was in one of the outfits that were transferred from England at the wars end, to Germany, to be part of the Air Force of Occupation.

The original owner's name is on the inside of the blouse, Cpl. Clarence Swigert, ASN 34841456. The outfits transferred were the 55th, 355th, and 357th Fighter Groups. The Bomber Groups were the 92nd, and the 94th, 96th, 100th, 305th, 306th, and the 384th.

If anyone in those groups knows Clarence Swigert, let me know, and I'll let the present owner know, so he can get the background, etc.

All the best,
Arthur E. Swanson
357th Fighter Group

Some members of the 9th AF were also members of the 8th AF's 386th BG - B-26 Maranders - see article by Chester Klier, this issue. -Editor

AMERICAN AIRPOWER HERITAGE MUSEUM

Dear Walter,
At the Comemororative Air Force installation at Midland's International Airport (it used to be the Confederate Airforce) the American Airpower Heritage Museum has a recent addition of some 4500 square feet to commemorate the Pin-up Girls and to preserve the nose art of WWII aircraft, primarily those off B-17, B-24 and other bombers and fighters. It is in a great exhibit and deserves a visit from all us WWII veterans.



You did a great job in your March 2002 issue of the 8th Air Force News explaining what the nose-art and pin-up girls meant to the boys in combat and away from home for months and years. I naturally enjoyed Chaplain James Good Brown's comments. He has that wonderful ability to cut through all the hoop-a-la and explain and tell it as it really was. After all, he was there with the 381st B.G. from the beginning at Pyote, Texas,



until war's end and the 381st B.G.'s return home. James Good Brown was a great Chaplain - he took care of his boys! I know, because I was in the 381st B.G. for some thirteen months. I flew 30 combat missions as a Pathfinder - Navigator or more commonly called a Mickey Operator - radar, bombardier, navigator. We could see the ground, rivers, and cities as we flew over Germany when there was 10-10's cloud cover between us at 28,000 feet and the Germans on the ground. Keep up the good work with the 8th AF NEWS. Each issue is just exceptional.

Yours truly,
Bob Angevine
381st BG
Midland, TX

DEAR MR. BROWN,

I am searching informations about two aircrafts of 305BG. Perhaps readers or members of 8th AFHS could help me.

I was in touch since 1994 with Henry M. Burman former pilot of B-17 from 305BG who was shot down February 16th 1943 in Molac aouth Brittany/France. In 1993, I succeeded in meeting again Henry and I informed him of the exact place of his crash site. He decided to come in France in Molac in September 1994 and we organized with the Mayor of Molac, Mr. Le Barbier is a great ceremony where he unveiled a plate in memory of the crew members of two aircrafts which were shot down the same day a few kilometers apart. The first one, the B-17 HUN HUNTER was his aircraft; the second one, BOOMERANG was piloted by Charles J. Steenbarger. I would be glad to be contacted by any persons who know his crew members or the aircraft. The same if somebody has details on BOOMERANG or his crew.

Frank Bernard
La Ville Cue
56800 Augan
France
bernard-morbihan@wanadoo.fr

Fortified places were treated with some respect, before power which nothing can withstand had found means to destroy them by dreadful showers of bombs, and by destructive batteries of hundreds of pieces of cannon. Before these furious storms which drive governors underground and reduce their garrisons to powder, repeated sallies bravely repulsed, and vigorous attacks nobly sustained, signalized both the art of the besiegers and the courage of the besieged; consequently sieges were of some length.

A. Hamilton
Memoirs of Count Grammont



BOOK REVIEWS

Eighth Air Force related books recently published and in print are reviewed by the editor for the information and interest of our membership. Educational in purpose, these reviews are offered to help keep Society members up-to-date on the latest offerings from a variety of authors.

ISAIAH'S EAGLES RISING

A Generation of Airmen
by Bernard Thomas Nolan

Author Bernard Nolan flew as a pilot with the 487th Bomb Group at Lavenham between May and September 1944, "complete with white knuckles, wet palms, and sometimes, sheer terror. To have survived the experience was in a great sense like being reborn. The prime emotion was fear, and my mind-set from day to day can be summed up in one word – survival." This volume tells his story of survival from both a personal and an analytical point of view.

Nolan flew 33 missions as a pilot in B-17s and B-24s and flew 22 years in the U. S. Air Force as an active pilot. After leaving the Air Force he served 15 years with NASA and as a Senior engineer for Science Applications International Corporation.

Nolan's training period upon entering the Air Corps is clearly depicted, giving the reader an understanding of the thoughts and feelings of a young man whose life is about to be changed forever. His assignment to a crew and picking up his first airplane are likewise presented with a depth of feeling. His crew's consideration of nose art selection for their airplane, is presented as a humorous vignette not usually found in combat books. Arrival in the U. K. is accompanied by an in-depth description of the wartime situation in England and over the continent in 1944. Combat missions are presented with



an analysis of both 8th AF Heavy bombers and the combat situation presented for that particular mission. The individuality and uniqueness of each of the 33 missions flown by the author comes through in detail; expectations, problems, and events being discussed as they occurred on each mission. Interaction with crew members give a sense of intimacy to each of these combat raids.

Chapters of special interest include London and the V-1, Conversion of the 487th from B-24s to the B-17G, and the missions in the early Fall of 1944.

September 1, 1944: An attack by the effective German Sturmgruppen flying heavily armed and armored Fw 190 Sturmbock fighters, the fierce Luftwaffe fighter groups depicted in the Keith Ferris painting *Real Trouble*, which is the impressive cover art for *Isaiah's Eagles Rising*. Nolan's last mission was on September 9th after which he would return home to the States where he would meet his future wife, Sunny. Nolan's book closes with a poignant return to England by the author and family, his personal life and the effects of the war told as a summary of his wartime experiences.

This book is 268 pages softcover and takes a good while to finish - the reader finds himself frequently stopping to consider points brought up by the material within. For further information on the volume contact the author at tel. 703-567-1882 or e-mail Btnolan@aol.com.

THE INNER SEVEN

By William E. Oliver with Dwight L. Lorenz

This unusual volume tells the stories of seven combat heroes of WW II and the Korean war. These are the seven pilots who became fighter Aces in both of these wars. Author Bill Oliver has presented their stories in a very interesting format and tells their tales in a fascinating manner. His interviews with the airmen and their comrades are woven into stories which depict what drives men to become combat pilots in a most personal way.



The Inner Seven: The History of Seven American Combat Aces of World War II and Korea includes the personal accounts of the 8th Air Force's William Whisner, 352nd FG; Vermont Garrison, 336th FS and 4th FG; and Francis "Gabby" Gabreski, 315th FS and 56th FG. Readers also get a close look at the

combat experiences of pilots with the Flying Tigers and with the Navy in the Pacific Theater. In a review of this book by Robert Scott, an Ace himself and author of "God is My Copilot," Scott states, "first person combat battles described with clarity which will thrill you; challenging you to ponder what is the real common denominator which existed in the lives and personalities of each of these SPECIAL SEVEN."

The book is hard cover 130pp with photos throughout. To find out more about this volume, get in touch with Bill Oliver at 4303 Gull Cove, New Smyrna Beach FL 32169.

SHOOTDOWN

A World War II Bomber Pilot's Experience as a Prisoner of War in Germany
by William H. Wheeler

Author William Wheeler flew as a pilot of a 91st Bomb Group B-17 on the first Schweinfurt Raid and was shot down that day, August 17th, 1943. It was his 24th mission over enemy territory. He spent the rest of the war as a prisoner of war in German Stalags.

Not the usual tale of an American flier's wartime career, *Shootdown* is told in a very personal manner – a story of great depth in its depiction of the thoughts and feelings of a prisoner of war. Wheeler's aircraft shoot-down is described in great feeling right off the bat in Chapter One, and the remainder of the book relates the personal relationships



and activities in a wartime Stalag. A number of familiar names and faces appear throughout the volume. Darr Akire, Aubrey Stanhope, the 100th BGs John Egan and Bucky Cleven, and the first American POW and only Navy officer Jimmy Dunne are all part of the author's daily life in the camp. His role as a leader and his personal concern for his fellow prisoners come through most effectively in each Chapter. Wheeler's march out of prison after the liberation and his trip home, the author's reuniting with his girlfriend Mary and their time together, and his thoughts about his experiences produce a fine detailed and emotional ending to the book.

Soft-back, 212pp and published by White Mane Publishing Co., Nancy Riley at telephone 717-532-2237 can give you more information on this fine volume.

U&C CHANGES AND ADDITIONS

CHAPTER CHANGES

New Presidents:

California North (Doolittle) Chapter Able Dolim 18942
Lowell Ave. Hayward, CA 94541
Kentucky Chapter Ed Myles 2935 Shelbyville Rd.
Shelbyville, KY 40065
North Carolina Chapter George Hood 700 Mills St.
Raleigh, NC 27608
New York South Chapter Gus Nathan P.O.Box 297

Centuck Station, Yonkers, NY 10710

Telephone Correction:

Washington Chapter Gregory Pierce 208-285-6783

UNIT CHANGES

New Presidents:

446 BG Link Veazey 1938 Harbour Oaks Dr. Snellville,
GA 30078 - 446th BG Unit Contact

OLD FRIENDS

Dear Dr. Brown:

Every 8th AFer reads the Magazine, 8th AF News, from 'civer to civer' Thank you and your entire staff, over and over. Pleasant nostalgia it's called. There were many women in England.

Enclosed is a picture of us who kept in touch for more than 50 years. We are members of a national organization, Womens Overseas Service League which was founded by women who served overseas in WWI. The snapshot was taken at a recent reunion in Kentucky. At one time early in '44 all of us were part of a company of WACs stationed at Brampton, England at First Air Division. Incidentally we sailed with thousands of GIs in both directions on the Queen Mary. It is noteworthy that going to Europe we traveled steerage but coming home we were in first class staterooms.

Best of luck in your forthcoming issue. We are looking forward to it eagerly. As you can guess by now, we are eager to see more women in the magazine. Thank you again for the well done task. What an experience, even the bad, sad, times.

Pray daily for worldwide peace.

Most sincerely yours,

Elizabeth Stevens Womens Army Corps.
Easthampton, MA



The front row in the picture shows Mary Genevieve Basteau Hill Cadmus, Carol Snider Shook, and Esther van Buskirk Kessler. Those in the back are Katherine Moore, Madelaine Trumper Husic and Elizabeth Stevens, left to right of course. Cadmus was reassigned to Pinetree, the rest of us stayed at First Division.

NAMES & MOTTOS - 8TH AIR FORCE BOMBER AND FIGHTER GROUPS



Bomb Groups	Aircraft Flown	Group Name	Group Crest Motto
34th BG(H)	B-24/B-17	The Loco Busters	<i>Valour to Victory</i>
36th BG(RCM)	B-17/B-24	Gremlins	<i>RAFU</i>
44th BG(H)	B-24	The Flying Eightballs	<i>Aggressor Beware</i>
91st BG(H)	B-17	The Ragged Irregulars	----
92nd BG(H)	B-17	Fame's Favored Few	<i>Higher-Stronger-Faster</i>
93rd BG(H)	B-24	The Traveling Circus	<i>Ferite Pro Liberiate</i>
94th BG(H)	B-17	----	<i>Cunning-Rugged-Courageous</i>
95th BG(H)	B-17	First B-17's over Berlin	<i>Justice With Victory</i>
96th BG(H)	B-17	----	<i>E Sempre L'Ora (It is Always the Hour)</i>
97th BG(H)(*)	B-17	----	<i>Venti Hora (The Hour Has Come)</i>
100th BG(H)	B-17	The Bloody Hundredth	<i>Peace Through Strength</i>
301st BG(H)(*)	B-17	----	<i>Who Fears?</i>
303rd BG(H)	B-17	Hell's Angels	<i>Might in Flight</i>
305th BG(H)	B-17	Can Do	<i>Can Do</i>
306th BG(H)	B-17	The Reich Wreckers	<i>Abundance of Strength</i>
322nd BG(M)	B-26	----	<i>Recte Faciendo Neminem Timed</i>
379th BG(H)	B-17	----	<i>(I Fear None in Doing Right)</i>
381st BG(H)	B-17	----	<i>Potestas Accupatiooue (Precision & Accuracy)</i>
384th BG(H)	B-17	----	<i>Triumphant We Fly</i>
385th BG(H)	B-17	Van's Valiants	<i>Keep The Show On The Road</i>
388th BG(H)	B-17	(1st CO Col Elliott Vandevanter - 2/3/43-8/23/44)	<i>Ales Victoria</i>
389th BG(H)	B-24	----	<i>Fortress For Freedom</i>
390th BG(H)	B-17	The Sky Scorpions"	----
392nd BG(H)	B-24	Wittan's Wallopers	<i>Svr Nez</i>
401st BG(H)	B-17	(1st CO Col Edgar M. Wittan - 1/26/43-5/15/44)	----
445th BG(H)	B-24	Wendlings Crusaders	----
446th BG(H)	B-24	(Airfield at Wendling)	<i>Caleum Arena Nostra (The Sky is our Arena)</i>
447th BG(H)	B-17	----	<i>The Bison Wing (1945)</i>
452nd BG(H)	B-17	Bungay Buckaroos	<i>Voler Venger Vaincre</i>
453rd BG(H)	B-24	(Airfield at Bungay)	----
457th BG(H)	B-17	----	<i>Fiat Justita Ruat Coelum</i>
466th BG(H)	B-24	The Fireball Outfit	<i>Tabor ad Fulurum (Work For the Future)</i>
467th BG(H)	B-24	The Flying Deck	<i>Attack & Destroy</i>
487th BG(H)	B-24/B-17	The Rackheath Aggies	<i>Fait Accompli</i>
489th BG(H)	B-24	(Airfield at Rackheath)	----
491st BG(H)	B-24	----	<i>Liberamus</i>
492nd BG(H)	B-24	The Ringmasters	<i>Gentlemen From Hell</i>
493rd BG(H)	B-24/B-17	The Carpetbaggers	<i>Extenebris Lux Veritatis</i>
		Helton's Hellcats	----
		(1st CO - Col Elbert Helton - 11/1/43-2/15/45)	----

No known Group name or Motto: (B-17's) 351st, 398th, 486th, 490th (B-24's) 448th, 458th

Fighter Groups	Aircraft Flown	Group Name	Group Crest Motto
1st FG(*)	P-38	----	<i>Aut Vincere Aut Mori (Conqueror Die)</i>
4th FG	P-47/P-51	The Eagles	<i>Fourth but First</i>
7th PRG	Spitfire, F-5, P-51	Eyes of the Eighth	----
14th FG (*)	P-38	----	<i>To Fight to Death</i>
20th FG	P-38/P-51	The Loco Busters	<i>Victory By Valour</i>
31st FG (*)	Spitfire	----	<i>Return With Honor</i>
55th FG	P-38/P-51	----	<i>Pursuit To Defend</i>
56th FG	P-47	The Wolfpack	<i>Cave Tonitrum (Beware of the Thunderbolt)</i>
78th FG	P-38/P-47/P-51	----	<i>Above The Foe</i>
352nd FG	P-47/P-51	Blue Nosed Bastards	<i>Second To None</i>
353rd FG	P-47/P-51	of Bodney (Airfield at Bodney)	----
355th FG	P-47/P-51	----	<i>Slybird</i>
357th FG	P-51	----	<i>Our Might Always</i>
359th FG	P-47/P-51	----	<i>Fighters For Victory</i>
479th FG	P-38/P-51	Riddle's Raiders	<i>Cum Leone</i>
	(1st CO Col Kyle L. Riddle - 12/25/43-8/10/44)		<i>Protectores Libertatis (Defenders of Liberty)</i>

No group Name and/or Motto: 339th (P-51), 356th (P-47/P-51), 357th (P-51), 361st (P-47/P-51), 364th (P-38/P-51) Scouting Forces: 55th GP (P-38/P-51), 355th GP (P-47/P-5), 364th GP (P-38/P-5)

Bombardment Wings

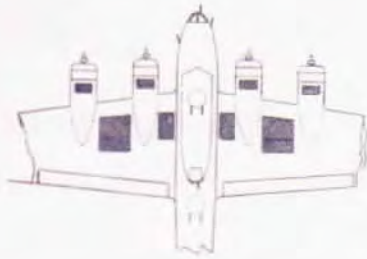
14th BW B-24 ---- Day in Night - Peace or War

(*) Flew 8th AF combat missions and then transferred to 12th & 15th AF's

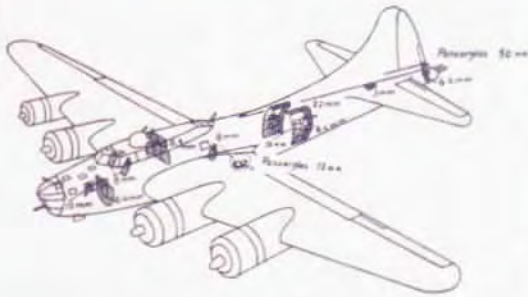
Information Sources

Freeman, Roger L., *The Mighty Eighth, London, England, Cassell & Co., 2000 (Unit Reference Histories, Pages 237-265), ISBN: 1-85409-531-5*
 Freeman, Roger L., *The Mighty Eighth Warpaint & Heraldry, London, England, Arms & Armour Press, 1997 (Group & Squadron Insignia pages 145-159), ISBN: 1-85409-373-8*
 Mauer, Mauer, *Air Force Combat Units of World War II, USAF Historical Division, Air Univeristy, Washington, DC, Zenger Publishing Co., Inc., 1980, ISBN: 0-89201-092-4*

VIERMOTORIGES KAMPFFLUGZ

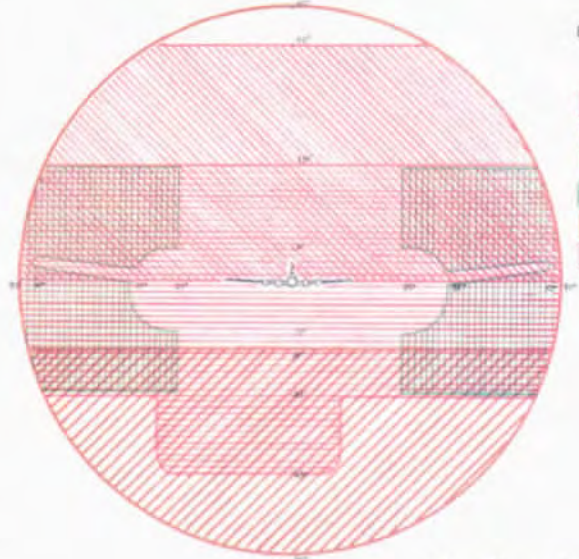


Legende der Behälter



Legende der Panzerung

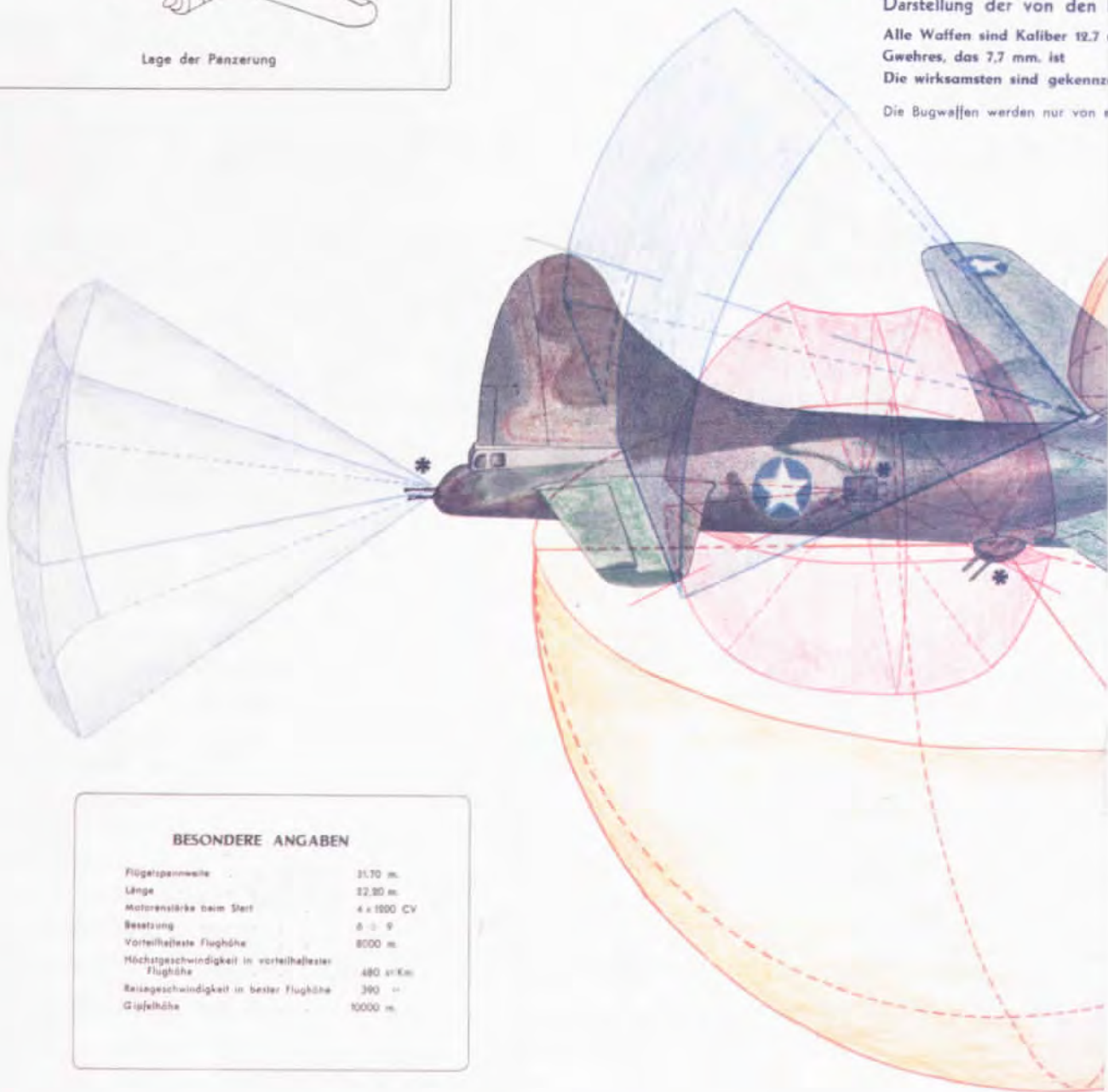
Vorderansicht



Darstellung des

- a) Ausschnitt
- b) Ausschnitt
- c) Ausschnitt
- d) Ausschnitt
- e) Ausschnitt
- f) Ausschnitt

Darstellung der von den
 Alle Waffen sind Kaliber 12,7
 Gewehres, das 7,7 mm. ist
 Die wirksamsten sind gekennz
 Die Bugwaffen werden nur von m



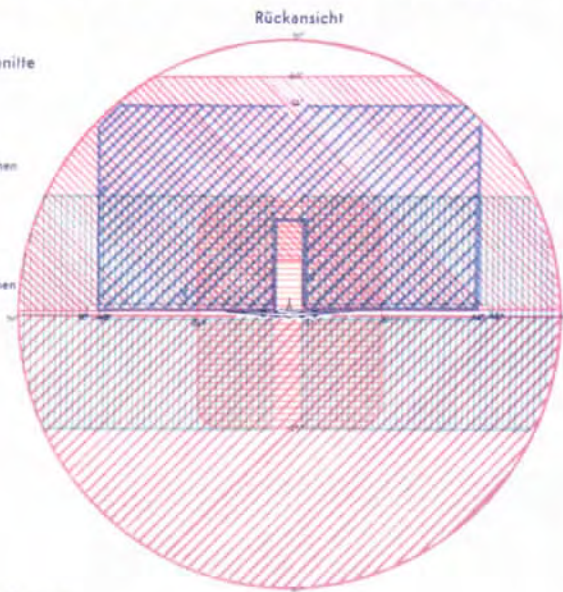
BESONDERE ANGABEN

Flügelspannweite	31,70 m.
Länge	32,30 m.
Motorenstärke beim Start	4 x 1000 CV
Besatzung	8 - 9
Vorteilhafteste Flughöhe	8000 m.
Höchstgeschwindigkeit in vorteilhaftester Flughöhe	480 km/h
Reisegeschwindigkeit in bester Flughöhe	390 "
Gipfelhöhe	10000 m.

FLUG BOEING B. 17. F. "FORTRESS II,,

Querschnitts der Feuerabschnitte

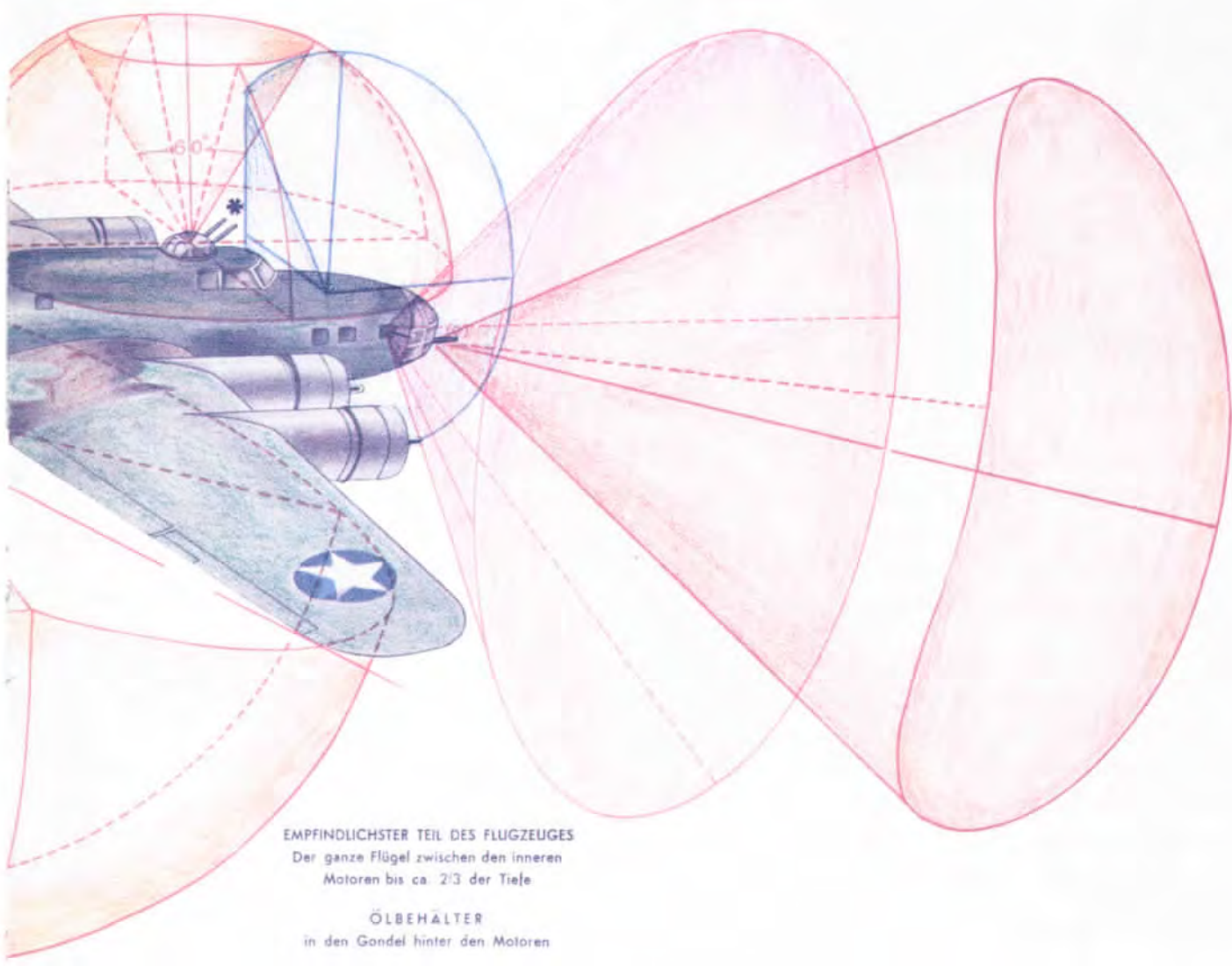
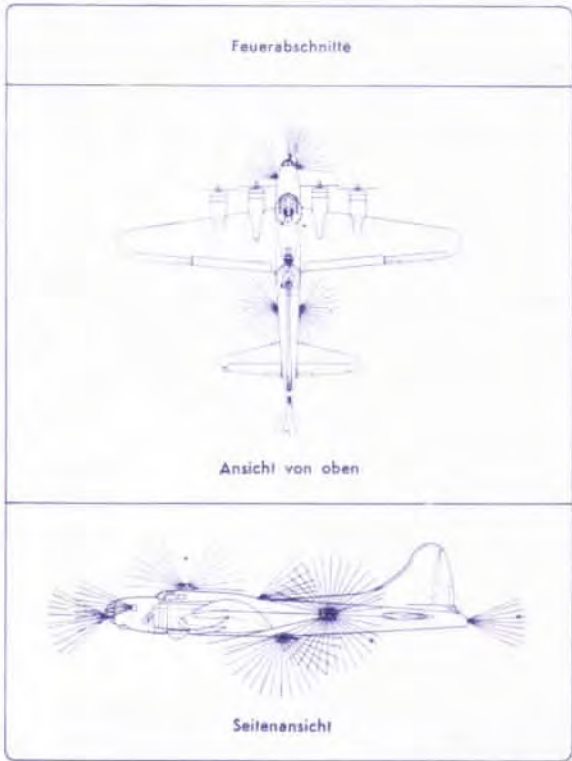
- den Rückenturmwaffen bestrichen
- der einzelnen Rückenwaffe bestrichen
- den Bauchtürmdecken bestrichen
- den Seitenwaffen bestrichen
- den Bootsheckwaffen bestrichen
- den beweglichen Bugwaffen bestrichen



Waffen bestrichenen Räume

1. Mit Ausnahme des mit (o) gezeichneten Schnellfeuer

mit *
in Schützen bedient



EMPFINDLICHSTER TEIL DES FLUGZEUGES
Der ganze Flügel zwischen den inneren
Motoren bis ca. 2/3 der Tiefe

ÖLBEHÄLTER
in den Gondel hinter den Motoren

BEAUTIFUL NEW B-24 CALENDAR

For those interested in history surrounding the B-24 Liberator with photos of the great bomber, check out the new B-24 calendar put together by the International B-24 Liberator club, George Welsh, newsmagazine editor. Extensive research went into this project.

Dates significant in the history of the B-24 and those who flew it are highlighted and historical descriptions are presented throughout. For information about the 2003 calendar, now available, contact George at tel 760-788-3624 or write to him at 1672 Main St., #E, PMB-124, Ramona CA 92605-5257.



CAMP WIVES

WHAT WERE YOU DOING DURING WWII? Were you, your wife, a friend or relative a camp wife? Did you follow your enlisted/drafted husband through military training, living on your own while he lived on the base? I'm writing a book about WWII camp wives and would love to hear your story. Please contact: Jane Leder, 847 869-4612 or j.leder@attbi.com.

WAIST GUNNER ACTION FIGURE RELEASED

In the last issue 8th AF NEWS we reported on pilot Marvin Lubinsky's GI Joe action figure. Now available is a waist gunner figure complete with all cold weather flight gear including flight jacket with 8th Air Force markings, oxygen mask, parachute, headphones, duffle bag and his .50 caliber machine gun! Here are a couple of photos of the figure demonstrated by Julia Smith, Director of the Gift Shop at the Heritage Museum. A great 8th Air Force Christmas gift. Call her at the museum if you like: 912-748-8888.



Julia Smith shows off 8th Air Force action figure.

Lancaster High School Students Salute World War II Veterans

On June 1st, the students of Lancaster (CA) High School, under the direction of their history teacher, Mrs. Goodreau, organized a 1940's Hangar Dance at the Planes of Fame Air Museum at Chino, CA. The proceeds from ticket sales (\$12,000.00 approx.) will go towards the restoration of "Piccadilly Lily," a WWII B-17G. At the same time, it was to honor the veterans of WWII. They hired a twenty-piece band, dressed in 1940's uniforms and installed a wooden dance floor in the hangar. Each veteran has honored by name and presented with a floral bouquet for his lady. The evening was an outstanding success and full credit must go to their teacher and the students who arranged everything, including the catering, programs, advertising, transportation and table layout. The museum had many of their planes on hand for close inspection and they opened the museum to all who attended. It was such a success that the students are already talking about making it an annual event. It can only get bigger.

Dick Baynes, 466th BG
Irvine, CA

65TH GENERAL HOSPITAL TO DEDICATE MEMORIAL STATUE

The final reunion of the members of the 65th General Hospital stationed in England during the war will be held at Duke University in Durham NC October 25 – 27, 2002. Many 8th Air Force servicemen were treated by this special hospital corps staff. Dr. Ivan Brown, Lakeland FL, invites all personnel and former patients to attend. An unveiling and dedication of a bronze memorial statue depicting Duke physicians and nurses taking care of a wounded 8th Air Force airman will be the highlight of the event. The impressive statue, sponsored by supporters of Duke University and by the 65th General Hospital membership, will be placed on the Duke Hospital campus.

The host hotel is the Doubletree Guest Suites, telephone 919-361-4660.



Site of the 65th General Hospital

5000 Pages

The historic CD-ROM "The Molesworth Story" 2nd Edition is now available. It contains over 5000 pages of historical information on the 303rd Bomb Group, including every crew on every mission, reports on each of the 364 combat missions, information and personnel from all ground support units, crew photos and much, much more. Don't miss the opportunity to own this historic collection. There will not be a 3rd Edition.

More information is here:

<http://www.303rdbga.com/cd-records.html>

THE BLACK CAT

The B-24 bomber "The Black Cat" flew with the 466th Bomb Group on a bombing mission to Salzburg April 21st, 1945. Hit by flak and losing a wing, the aircraft crashed killing eight of its crew. It was the last B-24 Liberator lost in the war. The story is told in Thomas Childers' book, *Wings of Morning*.

John Murphy was the crew's radio operator on the flight and his body was recovered and buried in 1948 in Glennwood Memorial Gardens, Broomall PA. An only child, his parents are deceased and there has never been a headstone or identifying marker placed on his grave. Members of his Bomb Group have established a fund to erect a plaque and a granite base on his grave – there is a minimum fee of \$500 for this memorial. Those who wish to take part in this deserved tribute for a fallen 8th Air Force airman may send their contributions to the John Murphy Memorial Fund; %Elmo Maiden, 8136 Cozycroft Ave, Canoga CA 91306. A photo of the completed memorial will be featured in a future issue of the 8th AF NEWS.

VETERANS DATABASE

Hi, all!

I just wanted to let everyone know that the Veterans' Database is now available online. You can check it out at:

<http://www.mightyeighth.org/Library/Archives.cfm>

Scroll down the page until you get to "Veterans' Database."

Shasta Ireland

Director of Exhibits

Mighty 8th Air Force Heritage Museum

WESTERN NEW YORK CHAPTER

In memory of the June 6, 1944 D-Day Invasion, the Western New York Chapter dedicated its June Sixth meeting to the memory of those who paid for freedom with their lives, and the "beginning of the end" of Hitler and his ugly Nazis. Several members and guests related their D-Day experiences, either flying in support of the operation, or as vital ground crews who worked double shifts to make the operations successful.

Chapter members also worked at the Niagara Falls Air Base Airshow in May, as well as attending the several events during Armed Forces Week. We proudly salute Air Force General Bill Rapp, Ret., and Dick Waring, Co-Chairman of the Armed Forces Week celebrations. Dick is our Chapter president, and Bill is a WNY Chapter member. The very enjoyable June meeting, held in a different setting, is a harbinger of a busy summer and fall meeting series.

Gerry Scoones *Chapter Chatter* Editor

NORTH TEXAS CHAPTER

We ended the year 2001 with our annual Christmas party at the Fort Worth Petroleum Club and, as usual, had a great time. We meet every other month and our February 2002 event was lunch at Dove's Restaurant in Dallas. Our speakers were Dr. John Kiwiet and wife Margaret, who told us about life in Holland under the Nazi regime.

Planned programs for 2002 also include a briefing on the Dallas National Cemetery, the adventures of a B-52/F-111 pilot in Viet Nam, a Chapter members tour in the Military Air Transport Service during WWII and the adventures of an RAF pilot in WWII. Also in the talking stages is a trip to the 8th Air Force Museum at Barksdale Air Force Base in Shreveport, Louisiana and a joint meeting with the Louisiana Chapter.

RIO GRANDE VALLEY CHAPTER

Eighty-one attended the chapter reunion at Donna, Texas in February.

Allen Essex, Bureau Chief for the Monitor and Valley Morning News, was thanked for his publicity for this and last year's reunion.

The Business Session: Elected Mrs. Kerr as treasurer; elected the board and officers to another term; February 17, 2003 was set for the next annual reunion at Harold's Kitchen, Donna; having two annual reunions and breakfasts were discussed and referred to the Board.

Informal Discussion: Member Comments dealt with support for the Texas Air Museum; praise for the Savannah 8th AF Heritage Museum and urged members to visit there; urged members to join veterans organizations to protect veterans and other vets benefits; plus other interesting announcements.

A show of hands indicated that the 8th Air Force News is well read. One guy even commented that he thought it was worth the annual cost.

Frank Frison

NEW MEXICO CHAPTER

New Mexico's Chapter of the "Mighty 8th" AFHS held its Spring Membership meeting and luncheon at the Petroleum Club Albuquerque. Member and guests totaled 121.

Keynote speaker, Col. Roger Knight (Ret), U.S. Army Ranger and A-team Commander (Green Beret), served with the 5th Special Forces Group in Vietnam. He was also a battalion commander at Fort Bragg,

NC, where he worked with the USMC, and qualified for the Marine Corps Gold Parachute Wings. Highly decorated, Col. Knight has made over 500 parachute jumps. He still jumps with the International Friendship Club in conjunction with their annual reunions in South Asia. His presentation included experiences during combat duty in Korea and Vietnam.

The program also included presentations by volunteer staff for the New Mexico Veterans Visitor's Center, a new facility which is part of the Veterans Memorial Park in Albuquerque. A grand opening of the Center followed Memorial Day Services at the Park. Retired Major General Don Harlan, Chief of Chaplains, USAF, was the main speaker at the Memorial Day Services. General Harlan is a Life member of New Mexico's 8th AFHS Chapter. Sight-impaired and always accompanied by "Goldie", his seeing-eye dog, he continues to be a popular and outstanding speaker at veterans' reunions and national conventions.

Bill Hill (364 FG), Chapter Membership Chairman, reported another record-setting membership of 219, which doubles Chapter membership during the last several years. The Fall membership and luncheon meeting will be held on October 12th, 2002. It will also commemorate "Mighty 8th Air Force Week" annually celebrated during October 8th through the 14th.

Ray Dehner, Secretary

MISSISSIPPI CHAPTER

The Mississippi Chapter is now planning its fall Reunion, the meeting to be held in Tupelo. Featured for one day of the Reunion will be guided tours and lectures at Civil War battlefield sites at Shiloh National Military Park, at battlefield sites in Corinth, at Brice's Crossroads where General Nathan Bedford Forrest won his most famous battle and at the Harrisburg Battle Monument in Tupelo. On another day, the Reunion attendees will also be given a special guided tour of the great automobile collection at the brand new Tupelo Automobile Museum.

There will also be some time left during the three-day Reunion for the usual 8th AF'er activities; eating good Southern food and world-class fellowship.

Ken Nail



**Col. Roger Knight (Ret)
U.S. Army Ranger**

MISSOURI CHAPTER/ ST. LOUIS WING

The annual cruise down the Mississippi river was another successful summer outing for the members of the St. Louis Wing. The paddlewheeler *Anastasia* featured The Mistry Ridge Ragtimers for entertainment and after lunch a drawing was held for door prizes – luncheon at the Red Lobster restaurant. Members enjoyed the Missouri and Illinois scenery from the vantage point of the boat.

from Al Villagran and Joe Jameson

The Anastasia



St Louis Wing members and the Ragtimers

LOUISIANA CHAPTER

A fish fry dinner was held by the Louisiana Chapter with a good turnout of members and guests. Ivan McKinney introduced the main speaker, Kenneth Nail, Historical Society Vice President and member of the Mississippi Chapter. Ken spoke on what it takes to develop a Chapter and keep it active. He stated that you have to encourage everyone in the state to attend functions and to develop close friendships among the members. Everyone should be made to feel welcome at meetings. Having a common project to work together on goes a long way to ensure success of the Chapter. A fine example is the book *Mississippians In The Mighty Eighth*, developed and published by the entire Mississippi Chapter.

SAVANNAH BIRTHPLACE CHAPTER

Birthplace Chapter members have been busy helping with recent events at the Heritage Museum. These include the 60th anniversary celebration of the 8th Air Force, the USO Hangar Dance held at the Bob Jepson hangar, the sixth anniversary celebration of the museum in May, and the grand opening of the *Chapel of the Fallen Eagles* in the museum's Memorial Gardens.

A special Chapter project was to complete the restoration of the beautiful B-47 Stratojet in the Gardens.

The aircraft was dedicated during the recent reunion of the Strategic Air Command Society at the museum.

A membership drive, which entailed dividing the Chapter into two teams for the contest, has seen the addition of six new members. The team who signs up the most will get a steak dinner; the loser gets beans. Upcoming events include excellent speakers at the monthly meetings and the annual Chapter Dance on November 9th.

ILLINOIS CHAPTER

The July meeting of the Illinois Chapter featured a talk by Ben Perri, U. S. Navy veteran, who took part in the D-Day invasion of Normandy. He belonged to a division called "Beach Battalions" whose job was to follow the infantry after mine-sweepers had cleared the sea of explosives. As a pharmacist, third class, he stayed on the beach during the landing assisting the medical staff in their treatment of injured soldiers.

At the August meeting Mike Kuriyia, a survivor of the U.S.S. Indianapolis, spoke of his ordeal following the sinking of his ship in the Pacific ocean by a Japanese submarine. Mike spent four days and five nights in the shark-infested waters before he was rescued.

MICHIGAN CHAPTER

Had a great luncheon July 6 attended by 25 people. General Tom Edmonds entertained for nearly an hour with a great talk "Old Airplanes and Young Pilots." Rita Roberts is making a generous contribution to our Chapter in memory of her recently deceased husband Al. She is becoming an associate member of our Chapter and November 11 we will elect her to the Board, she will be a great asset. More details later regarding her generosity, but among other things she is purchasing an 8th Air Force Flag for us to display at future meetings as well as purchasing one to fly at her Gun Lake home. Cost of the flag and stand is \$185 each. We now have \$150 in the Christmas Fund to make the Comstock Post Ladies Auxillary and disabled vets happy. Thanks for your contribution. It is appreciated.

August 17 we are anticipating the arrival of about 15 former POW's from the Dearborn area via AMTRACK. A bus will meet them at the Kalamazoo Railroad Station and transport them to the Kalamazoo Air Museum where the Comstock Post 6252 Ladies Auxillary will provide the luncheon, after which we will tour the Museum.

NCAC CHAPTER

NCAC Chapter has enjoyed a great year thus far....

March meeting; P-51 Ace Clayton Kelly Gross who flew in the 9th AF treated us to some of his insights of chasing and being chased by ME-109's. A great presentation from a "Little Friend" and outstanding pilot.

July meeting; B-24 Pilot James Keefe gave a very stirring account of being "Shot up" and bailing out over Holland.

Jim described in vivid detail his account of eluding the Germans for a number of months, and his time in a Stalag after his capture. All this laced with some great humor and laughter.

Three cheers and a very big "thank you" has to go to the Collings Foundation. They honored two of our veterans by providing free rides on their B-17 "Nine O Nine".

Chapter members Jeff Bomstad, Dan Cathcart, Kirk Skaggs, George Bowling and Greg Pierce reenacted a 8th AF "Target for Today" briefing at the request of the EAA Arlington Airshow. The briefing came off very well with black curtains being pulled back to show the mission route to Anklam Germany. The "Old Man" gave a "Let's hit Jerry where it hurts" talk. The was followed by the Group Operations Officer giving a detailed plan for the mission. The S-2 Officer noted POW instructions, flak areas, enemy aircraft that might be encountered etc. The Weather officer promised good visibility over the target area despite the fog in England. Our faithful pilot in the audience moaned at the bombing altitude and asked good questions. The seats were full throughout our briefing and nobody left during the question and answer time which finally gave way to "We only have time for ONE more question." As a result of seeing this reenactment the Museum of Flight in Seattle will host our group in their Auditorium to perform the briefing while the B-17 "Aluminum Overcast" is in Seattle (Aug 31).

On July 27th Jeff, Dan, George and Greg gave tours to the general public of the Museum of Flight's B-17(F)

"Boeing Bee". Once again a great turnout by our Chapter members to educate and promote the 8th Air Force and it's role in WWII.

Elvin "Hank" Hendrickson (92nd BG) is lined up to do a "Press Flight" and grant interviews while flying high above Seattle in the B-17 "Aluminum Overcast". A milk run compared to 1944.

Look for Hank and his Radio Operator's 88 mm story in

WARBIRDS magazine coming soon to a Newsstand near you.

Chapter member and 8th AF veteran (Guam) Bill Milligan is in the process of building a B-17(G) model that will be used for Public School presentations and displays. Bill is a true perfectionist and a gifted modeler, his P-51 "Passion Wagon" can be found on (357th FG) Bud Anderson's website.

In closing, Chapter members Ann Brown, JW Roundhill, Kirk Skaggs and Tony Caruso have "carried the ball" in supporting our Chapter members and made my job as President much easier.

Thank you for serving.

Greg Pierce

President, WA Chapter

E-mail gregory.s.pierce@boeing.com

MASSACHUSETTS CHAPTER

The Bay State chapter of our Historical Society got off its familiar Eastern Massachusetts territory in early June.

We traveled west down the Mass Pike on a bus hired from Bedford Charter Service. The ride was comfortable and former Master Sergeant Lionel LeBlanc kept everyone entertained with songs and merry banter. Our destination was the Westover Air Reserve Base on the Connecticut River plain.

Security was not a hassel at Westover. The elderly former airmen and ground men and women were greeted by a swarm of attractive young lady airmen who *were* the security. Suited us fine!

The Westover Club furnished us with an excellent lunch in pleasant surroundings and we were off to a tour of the base and the flight line. The highlight was an onboard visit to the enormous C-5 Galaxy, the largest aircraft in the U.S. Air Force. It is designed to carry outside over-size/bulk cargo. Major Patrick Cloutier, who routinely wheels these monsters through the sky, and Chief Master Sgt. Vic Viglione provided us with a wealth of information. Our visit was completed at a memorial to fallen airmen at the base chapel. Chief Public Affairs Officer Gordon Newell was our knowledgeable guide on this part of the tour.

July found the Mass. Chapter again at sea as we were the guests of the wonderful people who take nearly 250



veterans on a salt water fishing trip each summer. We were hosted by Harvey's Salt Water Fishing Club of Hough's Neck, the Boston Lobstermen's Association, Quincy City officials, Quincy Yacht Club members and the Sallies who were ready with coffee and doughnuts as well as good cheer. Police Boats from various agencies and departments were on hand for safety. The Fore River Bait Shop donated bait for the fishing. Food for the luncheon was donated at cost by Knight's Crest, a local caterer. A special salute is due club members Bernie McCourt and Sam Miceli who spent the winter stringing more than 200 hand fishing lines for the vets to use. Dan Quirk, who owns the Quirk Automobile dealership in Quincy, donated \$5000 to pay for hats and shirts for all the vets. The shirts carried the slogan "No Veterans. No America!" You said it, Dan!

PENNSYLVANIA CHAPTER

The Eleventh Annual Reunion of the PA Chapter was held in State College June 22 to June 24. As always, everyone had an enjoyable time meeting old friends, and some new ones. Each year brings out people who haven't attended previously. We are glad to see you!

We did a tour to the Paterno Library, where the Pennsylvania State University Archives are

housed. While there, we were treated to a movie-size screening in the auditorium of an Eighth Air Force web site that is now active. It can be accessed at www.libraries.psu.edu/crsmeb/speccol/labor.htm. Then, click on Eighth Air Force.

The web site and Pennsylvania State Archives were financed by a grant from Mr. & Mrs. George Middlemas. Our Chapter has three Wings that meet regularly for lunch. In the Philadelphia Area, contact Dan Fisher at (856) 914-1551. In the Scranton Area, contact Shirley Holmes at (570) 587-4420. and in Western Pennsylvania, contact "Hap" Nicholas at (412) 287-7733. All of these luncheons are well attended and worthwhile.
Art Swanson, Pres.

To My Fallen Friends

The Lord looked down and saw you fall
No longer will you answer the flight line call,
Nor hear the Flying Fortress engines roar
Or see the blood or feel the hate of war.
You ventured forth on a noble quest
To challenge the Luftwaffe's best.

The sky was filled with bursting flak
Followed by a whirling Messerschmitt attack.
They came spurting fire out of the sun
You were their target, your life was done.
War with its glory, war with its shame
Wrote your life's last chapter in smoke and flame.

You flew your final mission without regret
A mission most mortal men will soon forget.
But rest in peace, you'll receive your due,
For the eternal skies are always blue.
Yes await God's call, again to fly
With an angel squadron in the heavenly sky.

Richard T. Pressey
91st Bomb Group
Bassingbourn, England - 1944

Written upon learning that his friend did not return.

Submitted by Thomas Davis

The Forlorn Soldier

Here I sit overseas.
All I ask is one boat, please.
And let me stow away upon it,
Lest I have a royal fit.

I miss my girl, I miss my home.
I miss a chocolate ice cream cone.
Though home and cone do not rhyme,
I'll deal with that some other time.

I long to ride in automobiles
And wear heel-plates on my heels.
But most of all I'd like to scrutinize
My girlfriend's rootin'-tootin' eyes.

Here's hoping that my wish comes true
And that it doesn't go askew.
My unhappiness would surely end
If some kind soul would condescend
And kind of send me home.

Malcolm Lawrence
94th BG
Chevy Chase, MD

Malcolm Lawrence wrote this poem to his future wife Jacqueline, in 1945.

THE TANNOY



If the wings are traveling faster than the fuselage, it's probably a helicopter - and unsafe.

1945: Eighth Air Force carried out its sole napalm bomb operation against German ground installations (pillboxes, gunpits tank trenches, and heavy gun emplacements) in the defensive pocket at Royan. The 850 bombers in the operation achieved negligible results, and as a result the Headquarters made a recommendation against its further use.

Basic Flying Rules suggest that:

- As a pilot, you should try to stay in the middle of the air. Do not go near the edges of it.
- It's better to be down here wishing you were up there, than up there

wishing you were down here.

- If you are ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn them back off.
- The propeller is just a big fan in front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out in a sweat.

Friends of recently retired 8th Air Force Commander Lt. General Thomas J. Keck will be glad to know that he has stayed in the aviation sector, being named Vice President of Business Development for Air Combat Systems, Scottsdale Arizona.

The Congressional Medal of Honor Society is hosting its Patriot's Award Banquet on 12 September 2002 at the Expo Convention Center in Shreveport LA. The Society celebrates the nation's highest award for bravery, 3147 men and one woman having been recipients. General Norman Schwarzkopf will serve as guest speaker with entertainment by the Centenary Choir and the 156th Army band. For info call 318-456-5976/4480 or e-mail ROA@barksdale.af.mil.

Will Rogers never met a fighter pilot.

The Alabama Chapter *Propwash* reports that Leeds, Alabama is the most decorated city in America. It is the former hometown of three recipients of the Medal of Honor, our nation's highest award for valor. The Wall of Honor in Leeds has plaques in tribute to the 8th Air Force's Colonel William R. Lawley, Jr., Master Sgt. Henry (Red) Erwin, and Pfc Alford L. McLaughlin.

Frank Murphy, author of a book, *Luck of the Draw*, detailing his wartime experiences with the 100th Bomb Group, has generously donated his first royalties from the sale of the volume to the Mighty Eighth Air Force Heritage Museum. Frank's gift totaled \$2455.64.

The 352nd Bluenose Bastards of Bodney are at it again! With the Preddy Foundation, they are embarking on a 12-day trip to England, Normandy, and areas of interest in France. The trip is scheduled for April 3-15, 2003 and for those who want to hear more, call Charlotte Carpenter at 770-925-2994.

The 352nd Fighter Group Association boasts that, "We have a perfect record in aviation. We have never left one up there."

When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible. - advice given to RAF pilots during W.W.II.

APPRECIATION

Attn: Connie Metts, 8th AFHS Office Manager
Dear Connie,
I'd like to thank one and all involved in getting my request for a replacement issue of our news magazine. As noted mine was damaged due to rain, snow or hail that our USPS deliverers had to contend with and didn't look too well within my collection.
Enclosed is a \$20.00 check to help defray the cost and if it is not enough to cover the expenses, please advise me.
Thanks again!
Regards,
Ted MacFatridge Salem, OR

Every quarterly issue of the 8th AF NEWS yields several calls for replacements of member's copies which get lost or shredded in the mail.

Your staff is aware of the problem and has searched for the source of the problem at length. We do know that the issues leave our mailing house in Nashville in good shape. If you need a replacement copy, call Connie Metts at the Society Headquarters - and thanks to member Ted MacFatridge for his kind donation! -Editor

LT. GENERAL E. G. "BUCK" SHULER AWARD ESTABLISHED

The Awards Committee of the Mighty Eighth Air Force Heritage Museum, Dick Kennedy, Chairman, announces the establishment of the Lt. General E. G. "Buck" Shuler award to be given to those who reflect outstanding accomplishment, primarily in the field of aviation and in the support of aviation activities.

The award is named in honor of museum Board of Trustees Chairman Buck Shuler, recognizing the accomplishment he has achieved during his Air Force career and in his ten years of service directing the construction and operations of the Heritage Museum in Savannah, Georgia. The special award will be presented from time to time to eligible recipients, who demonstrate qualities exemplifying achievement in the truest form. Qualities considered, individually or collectively, will include vision, professionalism, courage, dedication, loyalty, tolerance, honesty, and tenacity. The award was unanimously approved by the Heritage Museum Board of Trustees in Executive Session at their August Board meeting at the

museum.

Committee chairman Kennedy stated that, "This award has been in the works for over a year and my appreciation goes out to committee members Bob Jepson and Dick Eckberg for their work in setting the guidelines for this unique award. We are fortunate to be able to have the opportunity of naming it in honor of one who has given so much to perpetuate the history of the Mighty Eighth."



Buck Shuler, left, with ASAA founder Keith Ferris - old buddies.

**"Any idiot can face a crisis - It's this day to day living that wears you out."
Anton Chekhov (1860-1904)**

SIRS:

This is to identify the crew shown in the Dec. 2001 issue of the Bonnie "B" standing on Platform is Co-pilot Frank Hall, standing beside plane nose is: L to R Lt. G. Neil Bech, Pilot, Sgt. Robert Cundiff, waist (died on return to U.S. in troop train wreck. Next: young fellow from W. VA (flew tail) later shot down, T/Sgt Floyd Sanelli - Eng/gunner, S/ Sgt Larry Johnson (back to camera) ball gunner, S/Sgt Edward Boatwright, waist, T/Sgt Julian E. Dennis, radio.

Not shown: Fred Corbin-Bombardier, Lt. Cotter-navigator.

This prop was feathered on a raid to Frankfurt on Feb. 12, 1944. The result of the heavy flak over this target.

Hope this helps to clarify the ones shown.

Sincerely,

Julian E. Dennis Montgomery, AL



DEBRIEFING

ED KASTANEK . . .

It was our 33rd mission on February 21, 1945. The target was Nurnberg, Germany. We had flown through moderate flak at the target but didn't think there was any battle damage. On the way back Bill Fitzpatrick (Fitz), the tail gunner, looked behind him and noticed a large flak hole in the tail section. Suddenly we heard a loud excited



Standing L-R: William Duncan, FE; Dennis Gaynor, WG; Matthew Slauzis, RO; Richard Sampson, WG; Stanley Muelling, BTG; William Fitzpatrick, TG. Front Row L-R: Bob Miller, P; Tony Moramarco, CP; Ed Kastanek, N; Frank Feffer, Jr., B.

voice on the intercom, "Lt. Miller, a control cable back here is split".

Bob Miller, the pilot, turned the controls over to Tony Moramarco, the co-pilot, and together with Ed Kastanek, the navigator, went back to examine the damage. We found that one of the control cables in the tail section was holding by a few strands. It was determined that the cable must be spliced by some means. Luckily, we found a length of wire about the gauge of baling wire. We wrapped the wire tightly around the cable in both directions from the damage. The entire crew took emergency positions while landing in case the cable snapped.

Emergency equipment was standing by at the runway, anticipating a crash landing. Bob brought the plane in carefully so as to put minimum stress on the controls. The landing was so gentle that we hardly felt the usual thump when the wheels touched the runway. We landed without incident. This had to be the most perfect landing Bob made as a B-17 pilot.

Ed Kastanek
493rd BG
Rio Rancho, NM

JOHN GANT . . .

No. 10 4/15/45 - Ship 391 - T/O 6:45 - ETA 14:35 - Target Royann, France.

A pocket of 122,000 Nazi's were holed up, having been by-passed after the D-Day invasion. Bomb load 6-85 gallon gas (napalm) bombs with incendiary devices and long spring-like fuses to allow clearance of the bomb bay after release. There was no resistance as troops surrendered within 30 minutes. First time on record, as far as we know, that a napalm type bomb was used.

No. 11 4/16/45 -Ship 391 - T/O 10:25 - ETA 07:00 - Target Landshut Marshaling Yards

Bomb load 5-1000 lb. GP Type - Bandits in the area; also intense flak which was very accurate. Peterson's crew in Ship 536 (did not know them) took a hit and went down. We were flying the low bucket position. The ever-vigilant Augie (Karl Augenstein, our pilot) dived us to avoid the Peterson plane, then brought our plane right back up into our squadron formation. I was the right waist gunner and saw it all from the window in my position. The Peterson plane did a peel-off and barely missed our plane. I watched them descend in a flat spin. When they

entered a cloud I noticed an emanating pink hue and figured that their bombs had exploded.

John Gant - Flight Log
448th BG Wichita, KS
from Norman Dunphe
R/O 448th BG Taunton, MA

CHESTER KLIER . . .

Saturday, September 4, 1943--386th B.G. Mission Number 12.

Target: Marshaling Yard at Lillie, France

The Group was employing evasive action consisting of gentle turns of 15 to 20 degrees to both left and right of intended track.

Approximately fifteen miles inland from the French coast heavy type flak blossomed within the formation; it was very intense and accurate anti-aircraft fire! "HELL'S-A-POPPIN" lived up to its name one more time as Lieutenant Aberson's ship bore the brunt of attack. The co-pilot's hatch was cracked, two large holes appeared in the left wing leading edge, two more holes in trailing edge of left aileron and one hole punched through the fuselage



A 386th BG B-26B, Winnie, at Bosted airbase

in navigator area. The aircraft shuddered when three pieces of flak ripped into the leading edge portion of the right-hand wing between the fuselage and engine nacelle, also puncturing a wing flap on that side. In magical disarray ten flak holes erupted on top of the right wing! The right hand engine trailed grey-white smoke briefly, and then burst into flame. Tech Sergeant John Himelright in the waist informed the pilots via intercom as did Staff Sergeant M.W. Crawford from his top turret position. Both pilots noted a manifold pressure drop and a fluctuating needle on the right hand engine tachometer. Co-pilot James Snell could see the blaze sweeping under the engine nacelle, the flame appeared to be forcing out through the cowl flaps. Hearing of this situation, Aberson instructed his co-pilot to get into the bomb bay and shut off the fuel valve feeding that particular engine. Unknown to the crew at that moment was the fact a chunk of flak had knocked a hole in one of the lower cylinders on the outboard side of the engine. On his way to the cockpit Flight Engineer Crawford hurried past Lieutenant Snell who was cutting off the fuel supply to the burning engine. The engineer fired the AN-M8 Pyrotechnic Pistol, mounted in the ceiling of the cockpit just aft of the now empty co-pilot seat. The red double-star distress flare was propelled about sixty feet above aircraft and then fell off into an elongated arch! Its glow could be seen in daylight up to three miles during an average ten seconds of life. Having feathered the propeller, Lieutenant Aberson prepared to activate the engine fire extinguisher system which utilized CO2 gas from a high pressure cylinder. The co-pilot was back in his seat assisting his pilot by cutting off switches to the dead engine as Aberson trimmed his ship for single engine operation. They were able to hold altitude fairly well but slowly began to fall behind the formation. Six Spitfires swooped down around "HELL'S-A-POPPIN" providing a protective umbrella against possible enemy fighters wishing to seize upon the precarious

situation.

Time was 1805 hours when more flak came up as the Group exited the enemy land five miles west of Furnes. One minute later a Spitfire was observed to go down smoking into the channel. The formation took up a heading of 280 degrees which carried them across the channel to English landfall at Deal.

The Aberson crew crossed the English coast where four of the escorting Spits rocked their wings in a farewell salute, then peeled off for home. Two other Spitfires continued to fly with the bomber, a few feet off each wing tip until the B-26 was on short final approach at its home airfield. Both fighter pilots lowered the noses of their ships, buzzed the field and pulled up into a well executed chandelle, then flew off to their roost!

After making a perfect single engine landing the Aberson ship was hooked up to a tractor and towed to its normal parking spot, because nobody does a very good job of taxiing a twin engine aircraft with only one fan running. The crew examined battle damage - the right engine and engine mount would have to be replaced. The outer skin on the right-hand landing gear door covers was burned off. The right wing flap gear actuating arm was damaged and many flak holes covered other areas of the aircraft.

**Chester Klier
386th Bomb Group
Florissant, MO**

GRAFTON UNDERWOOD

Beyond the Steeple by the woods, the hips
And poppies grow
Where a thousand charging cyclones roared,
Fifty years ago.
The young men then, return now old, the dead they
Are yet young
The silence of the field ignores the lonely
Skylark's song.
The marbled lift-off point conveys the
Reason they were here
To halted, passing strangers
Who learn from emblems there,
That of the "Mighty Eighth" they were, the
famous "Three-Eight-Four"
Who rode the skies above our land as
They went forth to war.

We will never forget the Mighty Eighth
John Degrange, England

It has been reported that a Japanese ship loaded with a shipment of yo-yos went down in a tropical storm in the South Pacific recently. **It sank eleven times.**

Clyde White, 390th BG

June 27, 1945

"SALVO"

This was our thirteenth mission and my first as Lead Bombardier. The mission report makes me out to be a poor bombardier with lousy results. Not so.

We were hit at #3 engine and caught fire, immediately upon bombs away. Six crew members were killed, five bailed out and one of them died later in a German Army hospital. I was burned and became a POW in Stalag Luft III. Our Navigator, CB Rich, was picked up by the French Resistance and his burns were cared for by a French doctor. I have a letter he sent me upon my return to the States in June 1945. My bombsight work resulted in 300 enemy killed and the airfield badly damaged. Hey, I'm from the Bombardier Class of 43-15 DR at San Angelo Army Air Field, Texas - and I got me a "SHACK!"

Sincerely,
Milton Issenberg, Lead Bombardier
392nd Bomb Group
Andover, MA

Greetings "Salvo":

Hell, I was mighty glad to hear from you. I put in a hell of a lot of sweatin' on you. As far as that so called "malarkey" goes, I remember you were beating on the fire on my back just before you jumped. Also, I figured my chute burned and went back for the spare. I remember digging it out but when I hit the ground and looked up at the pack there was a great big MILTON ISSENBERG printed across it. The way I figure it you must have jumped in the spare. About the officer's club deal, the French doctor I hid with till my burns healed had a friend who spoke English and he told me 300 Germans, mostly officers, were killed when our bombs hit the Officer's club.

I'm glad to hear your scars aren't bad. I was burned around the eyes too, and after hiding four days and three nights in a swamp, they were a mess. However, this Doctor in Lyon had some sulfa drugs that really fixed me up. I have only a slight scar on the left side of my nose, and a black round scar in the middle of my back about the size of my little finger nail. I was pretty lucky. Was Whit burned at all? The way I figure it he left before the fire got bad. You know, I think we saved Jim's life by not opening that nose wheel door. He jumped just before I did, and I believe if we'd opened the door he

would have burned to death on the flight deck. He is badly scarred, or was the last I saw of him. He hit the cat walk with his throat when he jumped and he's lucky to be alive. I saw him hit it. He jumped from the flight deck, hit on his throat, stood on it a few seconds and slid off. I was almost sure he was done for, and then we met on the steps of the Jules Club in London. Boy, maybe you think we didn't have a party!!!

I believe Amon jumped without a chute. His wife keeps waiting but I hate to write that. The fellows in the group told me that one man came out without a chute just as we were hit so since Amon was checking "Bombs away" I figure it must have been him. A Frenchman spelled out Tremblett's name and drew a picture of the plane and said he was in the tail gun, so he must have ridden it in. I saw both Birnbaum and Pete jump but I've never heard about them so whether they didn't open. I have a letter from a French woman that says "Four of your friends died because the airplane falled down", so evidently the French found all four of them. I wrote for their names and where they were buried but I haven't heard as yet.

I got the Air Medal and the Purple Heart too. I didn't have enough missions for the A. M. cluster. The English gave me the Winged Boot and the English Caterpillar too, and since I've been back I've joined the American Caterpillar Club. They'll send you a form to fill out and when you send it in they'll send a pin and certificate.

I spent 70 days behind the lines in France and lost about 30 lbs. I walked about 200 miles, passed within about 50 ft. of some 30 German guards at various times, learned French enough to get by, drank a lot of champagne, helped capture a German officer, took over a German Ammo dump in the name of the U.S. Army, carried guns thru the lines to the French and had a big time; the story would fill a book and would make me shiver to write it. At any rate, it is all over now and we can get a bang out of talking it over. I hope to see you in the very near future, and do that.

As ever,

C.B. Rich
Navigator 392nd BG



SEPTEMBER 2002 (02-3)

EIGHTH AIR FORCE STRAFING ATTACKS AGAINST GERMAN LOCOMOTIVES AND ROLLING STOCK

from The Effects of Strategic Bombing on German Transportation
- USSBS - Transportation Division January 1947

As the Allied air forces grew in number, especially in fighter aircraft, and as the fighting fronts compressed Germany into approximately her pre-war territory, strafing of individual trains became feasible and profitable. These attacks were consummated by either (a) fighter aircraft returning to bases after escorting missions of the heavy bombers, or (b) by fighter-bombers of the tactical air forces on armed reconnaissance missions and on planned raids against railway transport. The attacks of the former type aircraft were purely against targets of opportunity spotted by the returning pilot. The

effect on the Reichsbahn was negligible, merely adding to the cumulative problems of the system. But the attacks by single- and twin-engine fighters of the tactical air forces on planned raids were more important in that they were more numerous, more concentrated, and frequently were part of a planned interdiction and general attrition of the Reichsbahn. The first German record of strafing attacks covers 17 in July 1943. The reported number of attacks then varied widely each month until August 1944 when the number of strafing attacks was given as 198. The record of for the balance of the year follows:

Number of attacks	
September 1944----	586
November----	579
October 1944-----	674
December----	513

DAMAGED OR DESTROYED

The amount of damage done by these strafing attacks alone is not separately reported in any available German document, but many Reichsbahn records, along with air

force pictorial records, show that not only did much structural damage occur, but also that complete destruction resulted whenever the cars con-

lowered efficiency in the delivery of goods. Temporarily, many lines were blocked by a strafed locomotive or train. In local cases this became a

serious block if no reserve locomotives were on hand to move the train, or if no wrecking trains were available to remove damaged cars. Special repair trains with complete welding equipment had as one of their many functions the facilitating or repairs to strafed locomotives. As a by-product of this strafing of trains, many German Reichsbahn records make repeated statements of the interruption of communications by damage to signal wire and telephone lines



Bomb Damage crater from 2000# bomb in Nuremberg marshaling yards.

tained explosives or inflammable material. When Gustav Dilli, Chief of the Operational Department of the Reichsbahn, was interrogated on the question of the number of locomotives lost through strafing attacks he stated that between August 1944 and January 1945 as many as 120 locomotives were damaged or destroyed on some days, but that the average was approximately 20 per day or about 600 per month. Dr. Ganzenmuller stated that the increase in locomotives hit and damaged by strafing aircraft from 700-800 in January 1945, to 1,700 in February 1945, reflected the mounting trend of attack and resultant effect.

These continuous attacks resulted in the natural defensive measure of operating trains under cover of darkness. For example, after February operations in the Ruhr area was largely restricted to the night hours. The capacity of any given line was thus greatly reduced, causing a

along the right of way. The effects of Locomotive Surplus strafing were minimized by the fact that the Reichsbahn had sufficient locomotives and rolling stock to operate all the railway systems of conquered Europe. Thus, as the Reich's borders progressively contracted, a "surplus" of locomotives and cars became available in the sense that neither line capacity nor demands for commodity transport called for their use. Moreover, should a local shortage of equipment develop, transfer from area to area could be made readily over numerous interconnected



routes. It was this surplus of rolling stock and locomotives that prevented the rising losses due to strafing from becoming a serious overall operating problem and a threat to the German economy and ability to wage war. Only a well integrated system, with a large cushion of reserve stock, could withstand an attrition rate such as the one imposed upon the Reichsbahn by Allied fighter bomber strafing attacks.

GERMAN MARSHALING YARDS GENERAL COMMENTS

The volume of freight car classification in Germany was probably the most intensive in the world. The entire country is dotted with marshaling yards established in accordance with the origination, flow and termination of traffic. Practically every large yard has one or more humps and many are equipped with car retarders. The 15 most important yards in Germany are listed below:

Fifteen most important yards in Germany

Order	City
1	Hamm
2	Osterfeld-Sud
3	Wedau
4	Wanne-Eickel
5	Mannheim
6	Hohenbudberg
7	Koln-Gremberg
8	Koln-Eifeltor
9	Saarbrucken
10	Bochum-Langendreer
11	Brockau
12	Wustermark
13	Kirchweyhe
14	Hannover-Seelze
15	Dortmund

The yard concentration was greatest in the heavier traffic centers. Essen Direktion, in the heart of the Ruhr industrial section, was served by 23 large marshaling yards. A well-defined schedule was established at each yard for marshaling or classification of cars. Any disturbance in this methodical operation was a distinct disadvantage and caused delay

in train operation.

Because of the concentration of aerial bombardment on such yards (and the apparent preference of selecting as the aiming point the center of a yard where the track network is most dense), the classification tracks naturally suffered the greatest damage of any single target in the campaign. Visual evidence is profuse of the entire elimination of classification work in large yards by continual attacks on an individual yard that made it impossible for the enemy to complete repairs.

RECUPERATION AFTER AIR ATTACK

When a yard was severely damaged the first order of recuperation was to put into operation one or more through running tracks (a matter of one day's work or less), thus enabling the transfer of classification work to other nearby yards. Meanwhile, the damaged yard would handle through trains

only, pending the progress of repairs which usually reached an advanced state in about two weeks. The numerous yards in most areas made this procedure relatively simple, especially since the capacity of most yards exceeded the actual peak number of cars handled by at least 30 percent. Railroad repairs held a high priority and the railroad repair forces were frequently augmented by labor from the Organization Todt, from nearby industries which were obligated to meet any such demands, and in emergency cases even from the army itself. Instances were cited of as many as 8,000 to 12,000 men employed at a single time restoring

an important yard. As an example of preparedness for meeting emergencies due to such attacks, the Munster Direktion maintained 10 tracklaying trains (40 to 70 men each), five switch tower repair trains, five communication repair trains, and trains especially fitted up for repairs to water stations, for bridge construction, for welding, for steel construction, and water trains; extra turnouts were stored at all junction points and at larger stations; and cross-overs and connections were installed outside of terminals for detour purposes. Restoration was rapid, and unless the attacks were frequently and systematically laid down on the important



yards in a defined area, the ability to handle traffic was not seriously impaired for any appreciable time. Classification procedures and related yard functions, such as coaling, watering, cleaning of fires, etc., suffered temporary disruption with each bombing attack, but the surplus of such facilities throughout Germany made it possible to shift operations so that no great inconvenience or stoppage of work was caused except in isolated cases where bombing concentration was great. Examples were frequent where yard classification work was transferred from bombed yards to nearby unaffected yards. Since practically all large German

yards are equipped with two (and sometimes three) engine houses, each with a full complement of auxiliary services such as coaling, watering, etc., the necessary mechanical work could be carried out with but slight interruption at one of the unaffected installations. It was only through the simultaneous destruction of all such facilities at a given point that demoralization of this phase of operation was brought about. Such effect was found in but few of the targets visited.

NATURE OF DAMAGE TO YARDS AND SHOPS.

The nature and extent of physical damage varied in every yard visited. Some yards escaped entirely from damage to the tracks on the humps but sustained severe damage in the classification yard. In some instances damage was severe at the ends of the yard and the remainder escaped with little or no damage. Damage to the middle of a yard without concurrent damage to the throats at times left stub yards which could be used immediately for a limited amount of classification work. Tracks laid on steel ties were always more bent and damaged than tracks laid on wooden ties because the steel ties remained fixed to the rails. There was relatively little damage to frogs and switches because of the more numerous hits on the classification tracks which represent the greater area in all marshaling yards. The entrances to the yards, and tracks converging to and from the humps, are smaller targets but contain more heavy track material such as frogs and switches. Hump and control stations were badly damaged or destroyed in only approximately one out of each four severely damaged yards visited. Essen and Munster passenger station yards and Hamm marshaling yard are exceptional instances where sustained heavy bombing caused demolition to most of the yard control stations of every description.

Shop facilities, both car and locomotive, are conspicuous targets in all marshaling yards. They occupy considerable area per unit and are often

contiguous to other buildings making an even larger target. Those facilities seldom escaped some measure of damage in yards that were subjected to bombardment of any considerable weight or frequency. Owing to the weight and frequency of attacks on Munster, Essen and Hamm, the local shop facilities were badly wrecked, but in each yard there remained an engine house only slightly damaged.

The main locomotive and car shops for heavy repair and rebuilding are usually located outside the marshaling area and, in the main, do not seem to have been programmed as specific bombing targets. All such shops visited had suffered a varying measure of physical damage by sporadic bombing, but none sustained sufficient damage seriously to curtail their output for any extended period. All worked close to capacity until the late spring of 1945.

In no yards visited were there any water towers leveled or any that had sustained heavy structural damage. On the other hand, almost all of the yards suffering heavy bombing reported water service impaired or discontinued because of waterline breaks, pipe failures in water towers, etc. Many yards were required to send locomotives to outlying stations for water service during repair periods. This often imposed delay of some significance in the handling of power.

SIGNAL TOWERS

Damage or destruction to signal towers and communications occurred in every yard heavily bombed. Since the signal towers were not conspicuous targets, the physical damage sustained was part of the total sustained in the bombing of the yard areas and the larger shop and station buildings. The severe bombardment of Hamm Yard on April 22, 1944, wrecked most of the signal towers and damaged the communication system so badly that the full installation was never reconstructed in its entirety. Critical damage to signal towers and



communication lines always involved repairs of a highly specialized and technical nature requiring much detail work and time to complete.

The freight stations in the larger cities sustained substantial damage, including fire damage as a result of incendiary bombing of relatively inflammable structures. Notable examples of destruction by fire as a result of incendiary bombing are the freight stations at Koln Gereon yard, Essen central freight station and Munster. All of these freight stations, although usually of one story construction, were built with very heavy concrete platforms. When bomb and fire damage had destroyed the roofs and superstructure, they were still sufficient for the volume of traffic which continued to move.



TWINWOOD CONTROL TOWER RESTORATION COMPLETED

Connie Richards Performs Opening Dedication Ceremonies

Legendary American Glenn Miller spent his last hours at RAF Twinwood airbase, Bedford, before taking off on his ill-fated flight to France. On June 2nd of this year a celebration of his life and music was held at the grand opening of the control tower. Connie and Gordon Richards, Historical Society contacts in the UK, have spent many years collecting Miller memorabilia and planning the museum in Glenn Miller's honor. Miller was at Bedford for six months in charge of the American Allied Expeditionary Force Band, playing concerts to raise the morale of troops around the country.

Commander Tappin, Wing Commander at the base during the war, dedicated the RAF section of the control tower which is part of the Twinwood Arena complex. A musical concert was provided by the Glenn Miller band, with participation by several original band members. Miller's wartime singer, Beryl Davis, put on a show featuring Miller music before a large and enthusiastic crowd.

The acquisition of Glenn Miller artifacts is ongoing, and Connie asks that any Society members who have Miller-related articles to donate to the museum please contact her. Her address is on the inside front cover of the 8th AF NEWS. Website for Twinwood is: www.twinwoodevents.com.



Connie Richards and Commander Tappin at the Control Tower ceremonies with American and British Honor Guards. Photo sent in by 398th BG friend Ralph Ambrose.



Beryl Davis singing with the Glenn Miller band.



*Best Wishes to
The Eighth Air Force
Historical Society
Hank Castle*

Hank Castle, 361st FG - Still Flying!



*Hank Castle
1st Lieutenant
361 FG, 376 SGL
8 AF
Littlefield
England 1944*

MISSION SUMMARY

13 JAN 45 427TH HIGH SQUADRON LEAD

CREW: Sqdn. Lead Pilot, Lt. Claire Reid; Sqdn. Command Pilot, Lt. Jim O'Leary. Navigator, Lt. Edwin Katz; Lead Bombardier, Lt. Long; Radioman, T/Sgt Phil Mittell; Waist, Sgt Frank DeCicco; Ball Turret, T/Sgt Joe Czerwonka; Radar, Lt. Weinstein; Waist, Sgt Harold Carver; Observer, Lt Lou Reed.

303rd BG mission #301: Target, Hohenzollern Bridge over the Rhine at Ludwigshafen-Mannheim. High Altitude Vis-PFF bombing. 5/10 low cloud.

41 B-17G's dispatched to target. 37 actually bombed target. Bomb load; M-44 1000# HE, tot dropped 100 tons. Bomb Alt. 24,800 feet. Flak over target, moderate to very intense, 88mm. All three aircraft in lead element hit by first barrage. The Deputy, Lt. Eisenhart, flying on our right wing in aircraft #43-38689 was lost when a direct hit in his tailwheel-well blew off his tail.

Our radio room camera took a picture of Eisenhart as he passed under the lead plane. The photo shows tail in process of separating from fuselage.

Lt Rose in a/c #44-6166 on left wing of the lead took a direct hit and fell in flames. Capt. McGinness leading the two low elements in a/c #42-197439 received a direct hit in the cockpit blowing off both of Mac's legs. Mac's co-pilot called me and said that Mac had bled or was bleeding to death. I couldn't answer because the same barrage had knocked out my transmitter. Mac's co-pilot then went on to say he was bailing out the crew since the plane was on fire. Rose also called me until his plane exploded.

We were in bad trouble with a dead navigator, and no engine instruments with the exception of my #3 manifold pressure gauge. The burst that killed Katz also got our hydraulic lines. All engines continued to run normally. Intercom communication was complicated when the radar operator clenched his hand transmitter and screamed on the intercom. Phil Mittell told me after the mission that when Weinstein screamed he pissed his pants. We lost all of our cockpit oxygen and continued on to and across the channel making a crash landing at Manston-Woodbridge, an RAF field. Most of us flew back to Molesworth the next day in a 303rd B-17. Twenty were lost on downed aircraft.

Casualties: 2 killed, 28 missing, 6 wounded all to flak, and 6 men lost to other causes.

The whole group missed the target.

Jim O'Leary, Pilot, 303rd BG



McGinness and Eisenhart crews were all KIA. Most of both crews are buried in The Lorraine American Cemetery near Moselle, France.

Notes from Frank DeCiccio's war diary on this mission to Mannheim. Frank flew all his missions on pilot Jim O'Leary's crew and was waist gunner in the 303rd BG aircraft Miss Lace when photo was made.

Jan 13, 1945 (29)

Mission to MANNHEIM Target Bridge across the Rhine between there and Ludwigshafen, bombed visual with 6-1000LB. GP. bombs. Flak roughest yet. Navigator who was killed was Lt. Katz, 30th and last mission. On way over No.1 turbo went out. Five planes of our Sqdn. are missing; 3 positively went down. Our airspeed was shot out. Hydraulic system out, and about half of the instruments. Cut 3 of the trim tab cables. We were directed to Manston a field on the coast when we got back. 26,000 ft. - 53 degrees below 7 hrs 25 min.

Jan. 14, 1945

Flew back to Molesworth. Rather rode back with Lt. Schlect's crew in 411. Our plane was in too bad a shape to fly back. Took 45 min.

FAKE FACTORY AND CAMOUFLAGE



Camouflage, when studied at leisure in a photograph, is pretty sad-looking stuff. But there is little leisure in the air. A bomber force, bedeviled by flak, fighters, clouds and smoke screens, is sometimes fooled by the flimsiest fakes. It may be unable to find the target immediately, necessitating more than one bomb run and running the risk of further flak and fighter damage. At worst, it may bomb the wrong target. It is this which justifies the effort which the Germans put into erecting the elaborate bogus factory shown on this page. Built three miles outside of Pilsen, it resembled the nearby Skoda works closely enough to draw the bombs of the 15th Air Force once. On subsequent missions to Pilsen the 15th was not fooled.

Generally, speaking, camouflage was more effective in the early days of the war than it is now, the skill of photo interpreters having done much to neutralize it. Also, many targets are either too big or too distinctive to be concealed effectively. The elaborate nets over refineries at Gelsenkirchen and Bottrop, for example, never bothered our bombers. All they did was make damage estimates harder.

Just because something doesn't do what you planned it to do doesn't mean it's useless.

Thomas A. Edison



"Ah! I know where I am now - there's the Town Hall."



Real Skoda works at Pilsen was one of the largest and most important producers of all types of armament in Europe.



Fake Skoda works looked real at a distance. When attacks started, fires were lit to fool later formations of bombers.



Close view reveals nothing but rectangles of cheap board and canvas "flats" with windows cut in or painted on them.

A CHANGE FOR THE 8AFHS PX

To improve service to the members, to reduce operating costs, administrative burden and the inventory, the 8th AFHS PX has been moved to the Eighth Air Force Heritage Museum in Savannah.

The inventory was sold to the 8 AF Heritage Museum Store, with payments to the Society to be made as the merchandise is sold. Popular items will continue to be available and the Museum will provide a PX presence at 8AFHS reunions, beginning at the 28th Reunion in Norfolk.

Order forms will be continued in selected issues of the 8AF NEWS. Orders and inquiries should be directed to:

Museum Store, attn: Julia Smith, 8th AFHS PX

Eighth Air Force Heritage Museum

PO Box 1992

Savannah, GA 31402-1992

Provided chiefly as a service to members, the PX has been operating at a loss. Under the new arrangement, 8AFHS PX items will be on display to Museum visitors, seven days a week, 360 days a year. We hope this change will provide prompt order service to members and work to the benefit of both institutions.

**Board of Directors
8th AFHS**

8TH AFHS PX

Dear fellow members of the Eighth Air Force Historical Society,

For the past five years, Monica and I have served you as PX Managers. Due to the fact of more demanding job responsibilities and the birth of our first child Emily Anne Copeland, we have decided to relinquish our tenure as your PX Managers. This was purely our decision. Our lives have become more complicated and "spare time/free time" has become quite a luxury. Therefore, in the best interest of the Historical Society, we felt that the PX should be more carefully managed and operated by another party.

We have the great pleasure of introducing Julia Smith of the 8th Air Force Heritage Museum as your new PX Manager. She has taken on the task full stream and is certainly the logical choice to handle the responsibility of the 8th AFHS PX.

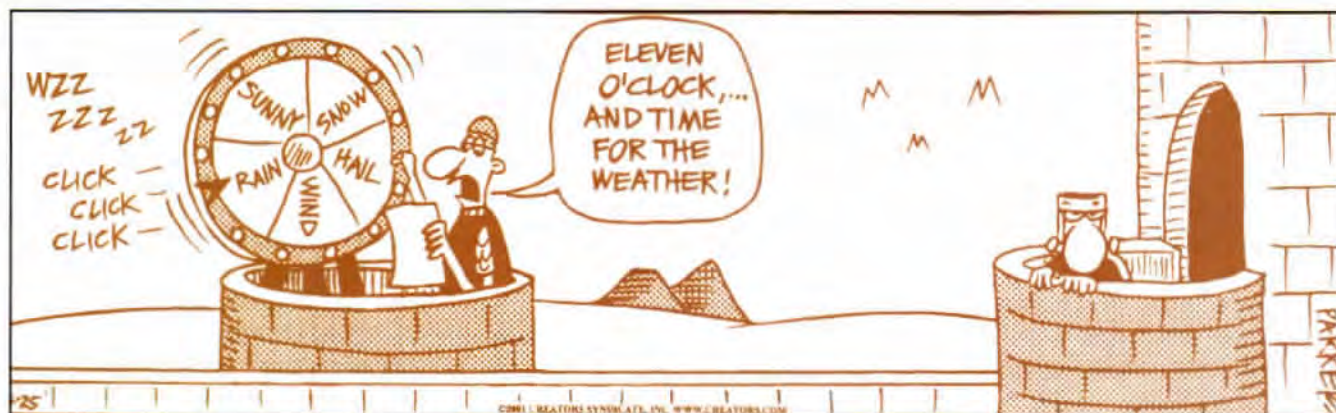
I am confident that she will do an excellent job for us.

If you have any questions, please contact me at: Mark Copeland, 16264 Goodview Trail, Lakeville, Minnesota 55044. (952) 953-0121, moke388@isd.net

Lastly, we would like to thank each and every one of you for your support and for your confidence in our abilities over the last five years. It has been great fun for us and a pleasure to serve you. We love you all very much and look forward to serving the Society in another capacity in the future.



**Cheers!!!
Mark, Monica and Emily Copeland**



INTRUDERS -- RED ALERT

By Walter W. Sturdivan, 34th Bomb Group

On June 7, 1944, two German night fighters skimmed across the English Channel from east to west, their prop-wash kicking up a small mist in their wake. The two daring Nazi pilots, from Intruder Unit NJG2, had but a short distance to go to reach their target, USAAF Station 156, a B-24 outfit. The airbase was located near the Suffolk village of Mendlesham.

Upon reaching their object the men found the timing perfect. The B-24s of the 34th Bomb Group were just returning from a late afternoon mission that had seen a successful bombing of an airbase at Tours, France. As the Intruders flashed across the airdrome the bombers were just beginning to peel off for landing, some with landing lights on. Below it was dark but as the German pilots looked up in the deepening dusk at about 2300 hours, the bombers were perfectly silhouetted against the sky.

The first indication of danger that I observed, as I sat behind our co-pilot in the radio position on our B-24, was streaking red tracer rounds streaming back from a shadowy, dark object as it moved across slightly below us from left to right. It was one of the night fighters!

From the control tower below came the voice of the controller. "Bandits over the base. Red Alert. Fly west." This message continued for about an hour as our formation broke up and scattered with only one plane landing on the runway with machine guns firing at the intruders as they swept back over the airbase. Ground fire joined in with tracers streaking skyward.

But by now the damage was done. It only took a few minutes to complete the slaughter. B-24 crew numbers 17, 40, 65 and 68 all went down.

One from the 4th Squadron, one from the 18th and two from the 391st. Evidently, Lt. Denzil D. Eastman's crew, number 68, a "spare" for the mission from the 391st Squadron, was hit first. Nine men were killed or mortally wounded by gun fire from the Intruders. Only one man, the tail gunner, used his parachute to escape. He later walked into operations carrying his parachute. He said, "I looked up front and they were all dead. I bailed out."

This plane, out of control, headed for the ground on fire. It swooped over the field, hit the ground and caromed into the parachute storage and equipment building setting it on fire. Four men sitting in the Intelligence office waiting

to receive



reports of the mission were suddenly blown from the building as the fuel exploded. One was badly burned and three were blown twenty feet through another building under construction. They escaped with minor injuries. Only a few of the parachutes and none of our personal equipment were saved from the large Quonset as the men worked swiftly under dangerous circumstances.

Lt. Stanley M. Brain's crew, number 40, from the 18th Squadron was next. After hearing that there were "Bandits" over the base, the gunners manned their guns. They flew very low away from the field. The Intruders caught them near Ipswich

and raked them from stem to stern with 20 MM fire. The plane flamed at once. Most of the men bailed out very close to the ground. Two gunners were killed and the radio operator very badly burned. One gunner, his tail turret completely burned off, was found against a tree the next day, his shoes, socks and parachute harness missing. The ball gunner was found by a farmer during harvest.

Crew number 17 fared no better. At 1400 feet it started to burn. 20MM shells cut them from tail to waist and beyond to the wing roots. It took three passes to bring the plane down. Tail and ball gunners were killed on the first pass. The hydraulic and electrical systems were destroyed.

The co-pilot and bombardier bailed out at once. The plane crashed near Mendlesham a short distance from

the airdrome. A large fire resulted as the shells cooked off, lighting up the sky.

This plane was piloted by Lt. Wilmer J. Dreher of the 4th Squadron who was flying on the wing of the group leader. Most of the men bailed out. One of these, the radio operator, landed about three miles from the base near a farm. The farmer's wife welcomed him in and offered him a half-glass of Scotch whisky. She had been saving it for a special occasion. In her mind, "this was it."

The fourth plane, crew number 65, was flown by Lt. Oscar T. Hanson, from the 391st Squadron. He was tail end Charley in the high squadron. The plane was so badly shot up that they had to crash land at the 490th

Group near Eye. While they all escaped death or injury the pilot was shot down on November 30, 1944, over Sommerde, Germany and was killed by German civilians after reaching the ground.

Of the 40 men on the four planes only 20 survived. It was a unique situation for the 34th Bomb Group as it brought the war home to everyone, ground crews included. Reportedly, this was

the last such cross-channel attack of this magnitude of the war.

As for my crew, led by Capt. Russell T. (Swede) Lindstrom, we flew west calling DARKY, DARKY, as instructed. Suddenly, an airdrome lit up for us. A beautiful sight, to say the least. On our tail was another plane, fortunately another B-24 that preferred our prop-wash to another go 'round. We landed at the Mosquito base, a bit

small for B-24s but a welcome sight nonetheless. Upon returning to our home base we were told we had an unexploded 20MM round in our ball turret. A close call, indeed.

8TH VETERAN MEETS PIN-UP GIRL - CHA CHA CHA?

Dear Sir:

The March 2002 issue of 8th AF NEWS reminded me of an incident that occurred in early 1954 while I was vacationing in Acapulco, Mexico. Late one night I was in La Perla, (a club famous for its spectacular cliff divers) when a striking blond with a seductive strut kept passing by. The combo played a sensuous "Cha Cha Cha" and I invited her to dance. I was in overdrive doing my stuff when she exerted two-hand pressure on my shoulders to slow me down and said, "You do a very scientific Cha Cha. Where did you learn it, Arthur Murray's?" Embarrassed, I replied, "Don't make fun. I happen to be a proud graduate of their accelerated one-week course. Let's sit down. I'll buy you a drink if you'll tell me your name."

Over margaritas she said, "I'm Chili Williams." I came to Acapulco for a week-end of fun and ended up marrying the head cliff-diver, Raul Garcia. That's my story. Now tell me about you." Chili and I became friends.

A few days later, I was taking an early morning dip in a hotel pool when a tall prematurely gray man slowly shuffled to nearby chaise lounge and painfully lowered himself to the padded chair.

Touched by his appearance, I swam to his end of the pool, got out and asked, "Hi, are you OK?" He grunted. I was about to jump back in but something about his eyes stopped me. Despite the pallor and bleak expression, the once boyish face was still evident. He was General Hoyt S. Vandenberg, the recently retired Air Force Chief of Staff.



Chili Williams

I said, "Hi, general, I'm in the Air Force too."

He looked up and down and said, "Oh, whose?"

"You're the boss", I said. He grinned and I introduced myself.

He said, "You're so dark I would have never thought that you were from the States much less in the Air Force." I pulled up a chair beside him and our common bond away from home seemed to draw us together.

Soon, Mrs. Vandenberg came down and we agreed to have dinner at La Perla in order for them to watch the cliff divers perform. That night, Raul and Chili joined us after his dive. They had not been with us long when the general asked Raul if he had seen Life's then erotic photographs of Chili. Raul said that he had not. So while Mrs. Vandenberg squirmed with embarrassment, Chili jiggled with delight and Raul and I roared with laughter, he launched into a racy description of Chili's physical assets.

The general tired soon thereafter and I escorted them back to the hotel. Before parting, we agreed to meet for breakfast the next morning.

When I went down to the lobby, the desk clerk advised that the general had unexpectedly checked out but had left a message.

The note read: "Hank, sorry. Give us a rain check. Have one for us. Van & Gladys." Within a few weeks, in April 1954 at age 55, General Vandenberg was dead from cancer.

Henry Cervantes
100th BG
Marina del Rey, CA

TAPS



Rudolph, Earl, Lakenheath England; 306th BG
Vaughan, Elijah, Oklahoma City OK; 92nd BG pilot;
 POW, shot down on ninth mission
Hardesty M. D., Hiram "Pop," Cleveland OH; 401st BG
 flight surgeon; educator at Case Western Reserve
 University; winemaker
Black, Howard, Bolivar TN; 384th BG, engineer and
 gunner – from Tim Blivens
Morris, Ray, Houston TX; B-17 ordnance specialist
Sively, Thomas, Houston TX; 33 mission on B-24s –
 from Al Lea
Lincoln, Helen; Oregon Chapter Associate member
Bownds, William, Houston TX; 93rd BG bombardier;
 aide to General Matthew Ridgeway; Nursery owner
 and lover of trees
Coates, Jerry, Conroe TX; 401st BG
Crosby, Jack, Houston TX; 305th BG ball turret gunner
Sims, William, Houston TX; 388th BG
Sainz, Kenneth, Lansing MI; B-17 pilot and squadron
 leader – from Joseph Jedrzejek
Mowrer, Dale, Lee's Summit MO; 466th BG
Sanders, Archie, Greenwood MO; - from Ken Wilson
Baer, Norman, Hyattsville MD; 361st FG crew chief;
 Past President of NCAC and Maryland Chapters
 – from B. J. Redden
Heuer, Charles, St. Paul MN; 390th BG crew chief of
 068; policeman – from Warren Hasse B/N
Gasser, Robert, Santa Fe NM; 487th BG pilot of
Tru Love; - from Kenneth Drinnon friend and BTG of
Tru Love
Adie, Joseph, Brick NJ; 4SDV – from his wife Gertrude
Gaillot, Edmund, New Kensington PA; 361st FG, 376th
 FS Adjutant
Smith, James, Milford NH; 361st FG pilot; founding
 member of P-51 Pilots Association
Tate, Hoyle, Winston-Salem NC; 361st FG, 375th FS
 crew chief
Rudden, George, Newark NJ; 100th BG R/O and gunner
Gordon, John, Canton OH; 466th BG

NORMAN C. GRANT, SR. Richfield, MN 1920 - 2002

Members of the Eighth Air Force Historical Society and the 493rd Bomb Group Memorial Association were saddened to learn of the untimely passing of Norman Grant. Norm died of complications following heart surgery on July 11, 2002.

A vigorous, energetic and gregarious person, Norm was, at the time of his death, a Director Emeritus of the 8th AF Historical Society, fully engaged with three tasks for the Society. He was a valued member of the Finance Committee. As chair of the Proclamation Committee, he was an avid proponent of 8th Air Force Week. He also had, for years, served as chairman of the Memorial Service at the annual reunion.

Earlier, Norman Grant served two 4-year terms as Director of the 8th AFHS, during which he was Treasurer, President and Vice-President. He served as president of the 493rd Bomb Group (H) Memorial Association. His energy, enthusiasm and valued contributions will truly be missed.

His wife, Margaret, six children, eleven grandchildren and five great grandchildren survive Norm. He was "welcomed home" by his entire crew.

Craig Harris, President



*Hickory, Dickory, Dock
 Two mice ran up the clock
 The clock struck one ...
 The other one got away.*



*Love
 Bumps*

Piowarski, Frank, Springfield VA; 466th BG
Dailey, Edwin, Manchester NY; 4th FG
Reed, Donald, Norwell MA –from his wife Diane
Barfield, Barwick "Bob," Baton Rouge LA; 100th BG
 navigator; POW Stalag Luft III
Waddell, John; 95th BG pilot – from crewmember
 Lloyd Kreuger
Ullom, Harry, Corpus Christie TX; 381st BG bombardier
 on *Winsome Wind*; POW at Stalag I, Barth – from
 Floyd Bieniek
Dondes, Charles, Annapolis MD; 466th BG navigator –
 from son Richard

Guard, guard it well, where Sidney fell,
The poet-soldier's grave;
Thy life shall roll, O royal soul,
In other hearts as brave.

Edward Ernest Bowen (1878)

Scott, Thomas, Yuma AZ; 93rd BG nose gunner – from crewmate Harold Burks

Fort, William, Jacksonville FL; 303rd BG

Hawkins, Charles, Hillsboro OR; bombardier; career with Pacific Northwest Bell; barbershop singer; woodworker

Gile, Richard, Saylorsburg PA; 487th BG

Cassell, Jerry, Richmend VA; 100th BG tailgunner

Stratton, LeRoy, Topeka KS; 446th BG lead pilot; a gentleman with a kind spirit and an easy smile

Knorre, Frederick, Los Altos CA; Doolittle Chapter

Hooper, Richard, Atlanta GA; Gulf Oil Co engineer

Graham, Andrew, Pulaski VA; 306th BG bombardier; shot down Nov 1942 over St. Nazaire on raid on German submarine pens; POW 21/2 years

Ferullo, John, Watertown MA; 356th FG; Massachusetts Chapter

Jost, Norbert, Largo FL; 379th BG; flew both early Schweinfurt missions

Kruger, William, Lansing MI; VP Heatherwood Farms Dairy; fisherman and traveller

Graham, Andrew – from his wife Elrica; both met with former POW friends Peter Fryer and Don Eldredge in 2001 on a special reunion trip to the 8th Heritage Museum in Savannah

Schoch, Frederick, Spokane WA; 34th BG command pilot

Vazna, George, Warwick RI; 466th BG

Iverson, Ingvald, Cold Spring MN; B-17 navigator – from his wife Eunice

Fagerquist, George, Dallas TX; 445th BG pilot – from John Goffe crew navigator

Mains, Fred, Liberty MO; 445th BG engineer-gunner of Fagerquist crew

Gudenkauf, Mildred, Fairfield OH; served with 8th AF and 9th AF as a member of the WAC in England, France, Luxembourg, and Germany – from her husband Bernard

Dougherty, Thomas, Harrisburg OR; Oregon Chapter

Sorensen, Bob and Shirley; Harlingen TX; Rio Grande Valley Chapter; Killed in an automobile accident in original home state of Michigan; Bob was thrown out of his flaming exploding B-17 *Duffy's Tavern* at low level over England returning from a mission. He had no parachute but reached out to grasp a partially burned one which was falling alongside, snapped it on to his harness, and opened it in times to escape death with severe but treatable injuries. – from Frank Frison

Davis Jr., General Benjamin, Washington DC; 332nd FG Commander; graduate of U. S. Military Academy, West Point; Tuskegee airman

Dowell, Wade, Sandia TX; 100th BG; flew on B-17 *Messie Bessie* as part of the only 100th BG crew to complete 25 missions with all original crew members – from Floyd Bieniek, nose gunner of B-24 *Queenie*

Pyles, Elbert, Portland OR; B-17 Ball turret gunner; POW, Escapee and Evader

Burton, Terry, Mill Valley CA and Chicago IL; combat pilot; flew food drops to Dutch families at the end of the war – from Sharon Egan

Mahsman, Lawrence, Palmyra MO; 390th BG tailgunner; after his combat missions flew food drops over Holland - from his wife Doris

Smith, Wiley; 96th BG copilot; 29 missions on *Peder's Parade* from friend and crewmate Peder Larsen

Amrein, Joseph, Gainesville FL; 446th BG bombardier, flew 35 missions from Oct 44 to Mar 45 on Albright's crew - from friend Carl Albright

King, George, 493rd BG pilot; - from his wife Jayne: "He is soaring with the eagles and gone from our sight but never from our memories and in our hearts."

May his flaps be fully extended,

With no cross winds.

And he lands with Full Grace

And a peaceful, gentle touchdown.

W. K. Regan

Hinman, George "Bill," Durham NH; 486th BG bombardier

Fields, John, Norwalk CT

Haugen, Wilbur, Albuquerque NM; 96th BG waist gunner; Evadee from his BTG Bob Myers

Hilton, Joseph Donn "Curly", Pleasant Grove UT; 305th BG copilot – from crewmember Frank Cummins

Russell, Raymond; 93rd BG tailgunner, De Mont crew; Ploesti mission, twice awarded DFC - from crew member James McMahon

CLIFFORD PETERSON



Clifford Peterson of Winter Park, Florida died August 22, 2002. He was an active member of the 392nd Bomb Group of which he was serving as the current President. He was Past President of the 8th AF Historical Society in its formative years. Cliff was a POW and remained active in the EX POW

Chapter of Central Florida.

He was a quiet man, respected by all, and will be remembered for his love of the 8th Air Force and for his work to preserve its heritage.

Clifford Peterson is survived by his wife Mary, sons Stewart, Douglas, David, James, and Thomas; his daughter Kristin, and five grandchildren.

CURRICULUM GUIDE WILL TAKE EIGHTH AIR FORCE STORY TO CLASSROOMS ACROSS THE COUNTRY

In the coming months, members of the Society will be hearing more and more about a publication entitled, *Honoring the American Past: The Eighth Air Force in World War II*. This project is a 125-page curriculum guide that will be available to teachers for use as a tool for educating students about the Eighth Air Force and World War II. This initiative combines the resources of the Society, in the form of a technical advisory committee, and those of The Mighty Eighth Air Force Heritage Museum. The booklet will feature maps, photographs, transparencies, text, and oral histories from the Museum's collection. In addition, a video is being produced to accompany the guide.

The Museum and Society have partnered with a major producer of social studies education materials to help us

produce and distribute the publication. This company will provide the writers, designers, and will distribute the publication nationally as a supplement to subscribers of their history text books. The Museum and Society will have copies to distribute also. Together, we will be placing thousands of curriculum guides in schools across the country--talk about fulfilling the education mission of both organizations!



C.J. Roberts
Pres/CEO
Mighty 8th AF Heritage Museum

447th BOMB GROUP DONATES ARTWORK

A print signed by artist Nicholas Trudgian and members of the 447th BG "Return To Rattlesden" was formally presented to the Mighty Eighth Air Force Heritage Museum by member Edward Dingivan of Londonderry NH. A plaque was prepared to be placed with the artwork depicting 447th B-17 Flying Fortress "Blonde Bomber II" landing at the Group's base in Rattlesden England.

The print and plaque gift from the membership of the 447th Bomb Group Association were received by Museum Board of Trustees Vice-Chairman Walter Brown in the Administration Offices at the museum, where the print is prominently displayed.



Edward Dingivan, 447th Bomb Group, presents a signed print and plaque to the Mighty Eighth Air Force Heritage Museum in honor of those who served in the 447th BG.

A varied mixture of groups have scheduled their reunions for 8th Heritage Museum during the Fall, 2002. Here are some of them.

August 23	USS Maddox DES Association
August 26	Women in the Air Force Association
September 21-22	92nd Bomb Group
October 1	Chemistry Department of the Air Force Academy
October 3	467th Bomb Group
October 7	42nd Bomb Wing
October 11	USS McKee
October 18	355th Fighter Group
November 7-12	187th Assault Helicopter Company
November 7	Marine Class of 1957



Sir Geoffrey De Havilland

His Mosquito was the fastest propeller aircraft of its time, a triumphant light bomber of World War II.



EAGER BEAVER crew: standing, from left Denver Woodward-bombardier, Joseph Newberry-navigator, C.M. Woodbury-co-pilot, William Wheeler-pilot. Front row, from left, James Cobb-radio operator, James McBride-tail gunner, James McGovern-waist gunner, Lloyd Thomas-ball-turret gunner, Bayne Scurlock-Flight engineer, Raymond Gillett-waist gunner.

Dear Mr. Brown,

Reference is made to your article on the EAGER BEAVER in the June 02 issue of 8AF News. Enclosed please find a picture of the original EAGER BEAVER.

The brand new B-17F, pre-named, was assigned to my crew in May 1943. We flew fifteen missions with her without an abort. The Seventeen did not have a bombsight installed and when I became a flight leader I had to relinquish her to another crew.

The EAGER BEAVER, piloted by Buster Peek, flew on my wing on the 17 August 1943 mission to Schweinfurt and was the only aircraft in my flight that got to the target and back to Basingbourn. The EAGER BEAVER's combat tour ended on 31 August in a midair collision with L'il AUDREY on the way to Romilly Airfield in France.

Sergeant Charles E. Allen was the sole survivor in a

miraculous escape from the EAGER BEAVER while Lieutenant Buster Peek and his crew as well the crew of L'il AUDREY were all killed.

The B-17 pictured in your article looks like a modified gunship, the B-40. I test flew the first modified B-40 in England in June 1943. I wasn't impressed with its sluggish performance. I believe it flew a few missions but was later scrapped.

Sincerely,
William H. Wheeler
91st BG
Fairfax, VA

Eager Beaver pilot William Wheeler's new book Shootdown, is reviewed in this issue of 8th AF NEWS

-Editor

There has been a fair amount of correspondence of late concerning guidelines for awarding The Distinguished Flying Cross for exceptional Valor in battle. Herewith a copy of an explanatory directive from the office of the Commanding General, Army Air Forces, Washington DC.

**HEADQUARTERS, ARMY AIR FORCES
WASHINGTON 26 December 1944**

HISTORICAL REPORT

**FROM: Office of the Recorder
Army Air Forces Awards Board**

TO: Assistant Chief of Air Staff, Personnel

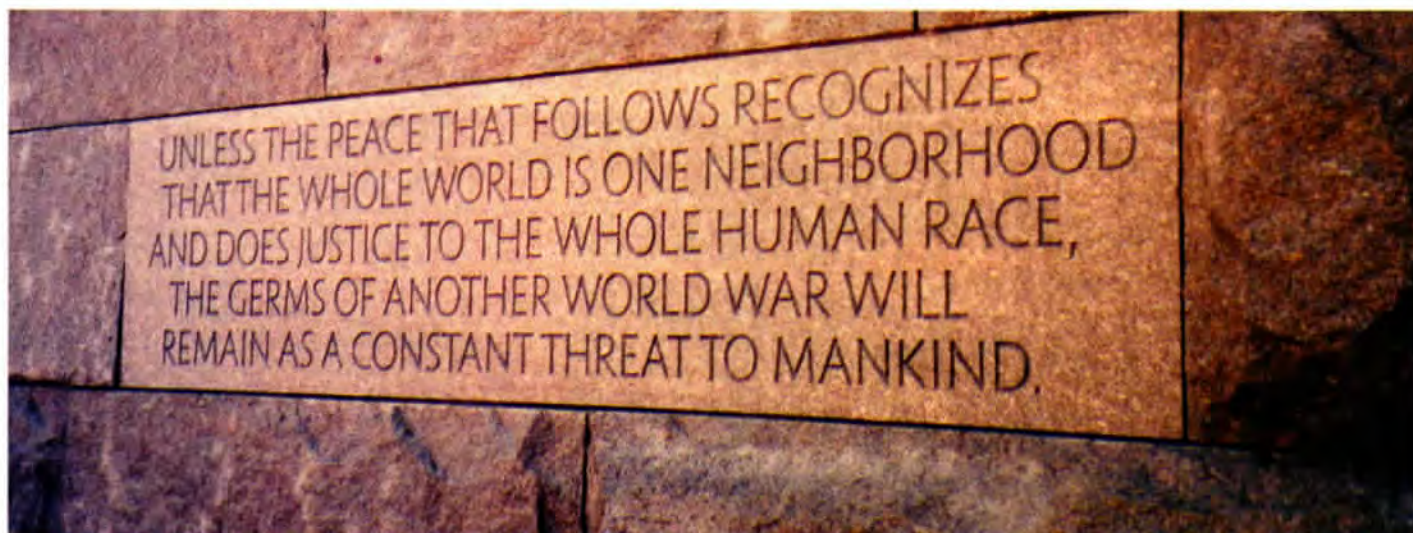
1. One of the most important changes in policies concerning the award of decorations to Air Forces personnel came on 14 August 1943. In accordance with Adjutant General's letter of that date, Subject: "Suggested Guide for Uniform Award of Decorations to Personnel of the Army Air Forces." All Commanding General of Air Forces were notified by wire as follows: "Distinguished Flying Cross for heroism in flight evidencing voluntary action in face of great danger above and beyond line of duty. Achievement in flight must evidence exceptional and outstanding accomplishment. Air Medal for achievement in flight accomplished with distinction

above and beyond that normally expected. May recognize single action or sustained operational activities against the enemy. Hours and sorties not constitute sole basis for awards, but may be used to substantiate meritorious achievement in flight which would include sustained operational activities."

2. This information was sent to the Air Forces Commanding Generals in order to stop the previous practice of making so-called "automatic awards". In at least one theater, for instance, the Air Medal was awarded to all men in a crew after that crew had made five missions over enemy territory. The Distinguished Flying Cross was automatically awarded after twenty-five missions.

3. This policy did not change the award of the Distinguished Flying Cross or Air Medal to men who had, before this date, participated in actions which would, under the old policy, be sufficient basis for these awards. The Adjutant General's letter stated that War Department policy governing these awards was being revised and prepared for publication but that decorations for combat time could be awarded under the old policy for actions prior to 14 August 1943.

**Harold D. Krafft
Lt. Colonel, Air Corps
Recorder, AAF Awards Board**



Franklin D. Roosevelt

NOMINEES FOR 8TH AIR FORCE HISTORICAL SOCIETY BOARD OF DIRECTORS CLASS OF 2006

The Eighth Air Force Historical Society Nominating Committee presents the following candidates for the Board of Directors. Three positions are to be filled by voting at the Annual Reunion, October 2002.

Mark S. Copeland, Life Member #24110

Flight Control Supervisor/Check Airman for Mesaba/Northwest Airlines. Aviation historian and writer. Was 8AFHS PX Manager, 1997-2002; served as "Mighty Eighth Theater" coordinator/volunteer, 1990-1996. Board of Directors of Minnesota 8AFHS Chapter, four-year term. For his dedicated service and volunteer efforts, was given honorary Life Membership in 8AFHS by 1996-1997 Board of Directors. He and wife Monica have one daughter, Emily Anne.

Nominated by Norman C. Grant

C. Craig Harris, Life Member #25456

457th Bomb Group, Glatton, 32 missions as copilot. Separated as Major, USAF Reserve, 1969. The University of Tennessee, BSEE, MS. Development Engineer, Oak Ridge National Laboratory, 1950-1967.

Duke University Medical Center, nuclear medicine imaging physicist, 1967-1992; Associate Professor Emeritus, 1992. Past President of 457th Bomb Group Association. Volunteer at Eighth Air Force Heritage Museum. Service as Director and Secretary of 8AFHS, currently serving as President.

Nominated by George C. Hood

Belton C. Wolf, Member #17385

305th Bomb Group, 422nd and 406th Bomb Squadrons, Flight Engineer/Gunner and Pilot, 50 missions. Retired, USAF and California State Guard, Colonel. Recalled Korean War, 1950. Tan Son Nhut AB, Vietnam 1965-1966, 30 missions, 315 Air Commando Group. Recipient of Distinguished Flying Cross, Meritorious Service Medal, four Air Medals, three Air Force Commendation Medals, and California National Guard Medal of Merit. Bachelor and Master of Arts Degrees-Political Science/History, St. Mary's and San Jose State Universities. Historical writer, Cal National Guard Grizzly Magazine. Retired Director of Defense/Industrial Security, Ford Aerospace. General James H. Doolittle Chapter Director, 1998-2002; Vice President, 2000-01; President, 2001-02. Fostered programs recording Chapter members' 8th AF experiences; established educational programs on 8th AF history involving young adults.

Nominated by R. C. Dick Baynes

MEET THE 2002/2003 FULBRIGHT LIBRARIAN FOR THE 2ND AIR DIVISION MEMORIAL LIBRARY

By Jim Lorenz, 466th BG

In 1991, the Second Air Division Association entered an agreement with the Fulbright Foundation For Education and Cultural Exchange (UK), for initiating "The Second Air Division Association/Fulbright Memorial Librarian Award". Based on criteria jointly established between the Governors of the Memorial Trust of the Second Air Division (USAAF) and the US-UK Fulbright Commission, the American librarian may be a general or specialist archivist/historian person. The selection of the American professional shall be made under the supervision of the Commission, in accordance with their standard procedures for Fulbright Awards and for a one year term, with possible options for a maximum of three years.

Funds were raised by the Second Air Division Association to provide a sum of money, from which the annual interest is used to fund this award. This has become a much desired prestigious award, with some twenty applicants each year.

Our current Second Air Division Association Fulbright Librarian, Mrs. Andrea Hough, will be leaving in September to return to Indianapolis in her previous job as

Indiana State Librarian. Andrea had done a great job on the Memorial Library web-site; check it out:

www.2ndAir.org.uk/

The new Fulbright librarian will be Miss Tahita Lynn Orr, currently librarian at the Alaska State Library in Juneau. She grew up in Oregon and has the following degrees: BA of Fine Arts (theatre); BA of Arts (History); and Master of Library Science. She is also well-versed in web.

When you get to Norwich, stop in and chat with Tahita.

Jim Lorenz, 2nd AD



Ms. Tahita Orr
Fulbright Librarian
2nd Air Division Memorial
Library
Norwich, England

436TH FIGHTER SQUADRON - 479TH FIGHTER GROUP

13-17 October, 2002 The Gold Coast Hotel, Las Vegas, NV. call (888) 402-6278. For information contact Stanley Steele, 2412 E. Oakley Blvd, Las Vegas, NV 89104. Phone (702) 457-1241.

1ST STRATEGIC AIR DEPOT ASSOCIATION

(Honington Troston, England) in New Orleans, Louisiana September 26-29, 2002. Contact: Warren L. Stanley 390 N. Winchester 5-10-G Santa Clara, California 95050 wstanley@neteze.com

361ST FIGHTER GROUP ASSOCIATION

Williamsburg Hospitality House, Williamsburg, VA. October 13 to 17, 2002. Contact: David C. Landin, 8419 Michael Rd., Richmond, VA. 23229 or call (804)288-5889.

390TH BOMB GROUP (H) VETERANS ASSOCIATION

The 390th Bomb Group (H) Veterans Association, Harrisburg, Pennsylvania, September 24 - September 29, 2002.

Contact: Ken Rowland, P.O. Box 28363, Spokane, WA 99228-8363. Tel. 509-467-2565, Fax 509-467-2565 eMail rowlandr@mindspring.com

78TH FIGHTER GROUP ASSOCIATION

The 2002 Reunion will be held September 26-29 Sands Ocean Club Resort Myrtle Beach, SC. The cost for double occupancy will be \$175 + tax per person.

94TH BOMB GROUP (H) ASSOCIATION

October 10-14, 2002 at the Marriott Hotel in Omaha, NE. Contact: Mort Robinson 1333 W. Steele Lane #443, Santa Rosa, CA 95403. Tel. 707-578-8663.

44TH BOMB GROUP VETERANS ASSOCIATION

October 7-11, 2002 Omaha, NE, Holiday Inn Central. Contact: Roy W. Owen, 6304 Meadowridge Dr., Santa Rosa, CA 95409; Ph. 707-538-1212 email>Rowen44bg@aol.com

308TH FIGHTER SQUADRON, 31ST FIGHTER GROUP

The reunion will be held Sept. 26 - 28, 2002 at the Holiday Inn, Moline, Ill. Roger H. Robinson, 2327 High St. Davenport, Iowa 52804. Phone: 563-324-6546. Post-WWII members are welcome also.

25TH BOMB GROUP REUNION

October 6-10, 2002 Norfolk, VA. Contact Keith Clinton, 236 Forest Hills Ave. SE, Grand Rapids, MI 49546-2314 (616)949-0245.

305TH BOMB GROUP MEMORIAL ASSOCIATION

October 1-6, 2002 Memphis, TN, Adams Mark Hotel. Contact: John Butler, 858 Donna Dr., Orange, CT 06477. Tel: (203) 795-3020.

339TH FIGHTER GROUP 8TH AF

October 9-13, 2002 Charleston, S.C. Contact: Larry Powell, 17270 Devonshire Rd., Northridge, CA 91325. Phone: 818-363-3950.

27TH AIR TRANSPORT GROUP

September 12-14, 2002 Kansas City, MO. Contact: Donald Diehm, 246 Laurelwood Ln., Horseshoe, N.C. 28742. Tel: 828-891-5422.

BAD 2 ASSOCIATION REUNION 2002

New London, Connecticut - October 8-10, 2002. Contact: Richard McClune -- 527 Quarterfield Rd., Newport News, VA 23602-6140

THE DISTINGUISHED FLYING CROSS SOCIETY

will hold its 2002 convention on 16 October through 20 October at the Doubletree Hotel in Crystal City, Arlington, Virginia. Point of contact is Paul A. Butler Col. USAF (Ret) at 6917 Rawhide Ridge, Columbia, MD 21046. Phone (410) 997-3277, Email: pabmab264@aol.com



BURTONWOOD ASSOCIATION

October 1-6, 2002, Imperial Palace Hotel, Biloxi, MS. Contact Richard Iwanowski, 4515 W. 55th St., Chgo, IL., 60632, (773) 767-1810.

We are seeking anyone that served at, was attached to, or associated with Burtonwood A.F.B. between April 1942 until June 1993, when the base was decommissioned and returned to the British Air Ministry.

452nd BOMB GROUP ASSOCIATION

October 23-27, 2002 Town and Country Hotel San Diego CA contact: Armed Forces Reunions 242 W. 22nd St; Norfolk VA 23517

381st BOMB GROUP

Oct. 2-5, Dayton, OH Contact: J. Waddell PO Box 6064, Madison, WI 53716-0064 (608) 222-4591. Email: jkwadd@aol.com

486TH BOMB GROUP

23rd/26th October, 2002 Holiday Inn-Airport, Richmond, VA. Contact Bob Bee at (614) 272-5289 or Gocart92@earthlink.net

UNIT ACTIVITIES

36TH BOMB SQUADRON 2002 REUNION

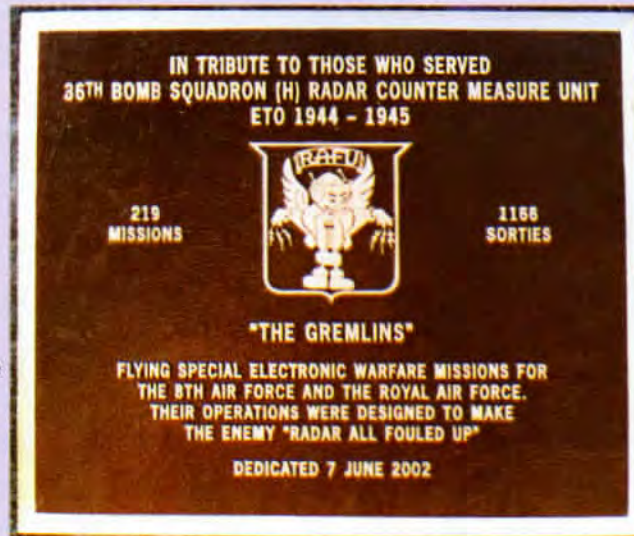
The 36th Bomb Squadron reunion was held June the 6th at Wright-Patterson Air Force Base in Dayton, Ohio. Special guests were Arbutus Topliff, Virginia Chatfield and Alberta Tagtmeyer, who are the sisters of Charles Dautel of Lt. Boehm's crew; William M. "Dub" Vandegriff of the 95th Bomb Group Association; and Deacon Joseph Melita, the radio operator from Lt. Sandberg's crew. Chas again brought some mementos from England, bits and pieces of 36th Bomb Squadron aircraft that had crashed in his neighborhood. Our featured guest speaker was William M. "Dub" Vandegriff, President of the 95th Bomb Group Association who spoke on the role of his outfit during WWII and their association with the 803rd. We heard that not only is the 95th known for sending men to start the 803rd, but it was the 95th that put the 8th Air Force's first B-17s over Berlin in March of 1944. Joining Dub from the 95th was Col. Bill Owen who was the pilot of the first B-17 to bomb Berlin.

The highlight of our reunion celebration was to unveil a memorial plaque to honor the men of the 36th Bomb Squadron. This took place at the U.S. Air Force Memorial Park. Again, WKEF-TV was there to capture the story. Diane Zukoski, the Special Events Coordinator for the USAF Museum, opened the ceremony by welcoming everyone. Deacon Joe Melita came forward and offered

a prayer remembering the men the squadron had lost during World War II. 803BS aerial gunner Jack Kings and 36BS navigator Chris Chrisner to come forward to unveil the 36th Bomb Squadron memorial plaque.

On Saturday, June 8th the last day of our celebration we gathered at 10:00am at Memorial Park, the site of the newly dedicated 36th Bomb Squadron memorial for a final prayer and farewell.

Stephen Hutton
36th Bomb Squadron RCM
Unit Contact
Apex, N.C.



The highlight of the event was the unveiling of a bronze plaque honoring the veterans at the USAF Memorial Park. The Air Force recognized the contributions of the unit by providing a B52 Stratofortress and a B1 Lancer flyover for the ceremony.



Standing left to right: Gordon Caulkins, Art Schueler, Dan Jenks, Douglas McComb, Art Brusila, Kent MacGillivray, Odis Waggoner, Chris Chrisner, William Vandegriff, John Fillenger, James Thompson, Frank Parenti, Harry Soderstrom, John Manning, Des Howarth, Mike Wokich, Jack Kings, Norman Landberg, and Paul Pond. Sitting left to right: Deacon Joe Melita, Dave Bennett, Harry Switzgable, Earl Siler, Alton Markley, Frank Titus, Harry Broadhead, Lee Hendrickson, Dan Finn, Ed Dickinson, Iredell Hutton, Conni Kazak. *Frank Church, Norman Olund, and Stan Dombrosky attended but are not shown.

MEN OF THE 2ND STRATEGIC AIR DEPOT

Little Straughton Abbots Ripton Station

Photographs contributed by Joseph Minton, 2nd SAD, East Meadow NY



2nd S.A.D. Engine removal from belly landed "Gremlin Delite" 12-23-43, Ser. 42-3522



2ND S.A.D. One wheel landing STA 547 Abbots Ripton 2-15-45, Ser. 44-6975



Farmer's Field 2-21-44 "Bozeat", Ser. 42-5859



2nd S.A.D. Inner wing panel change "Patches" STA 547, 5-27-1944, Ser. 42-39800



2nd S.A.D. Raising belly landed "Gremlins Delite" after engine removal STA 547, 12-23-43 Ser. 42-3522



2nd S.A.D. Take off crash. STA 547/Alconbury 1944



2nd S.A.D. Rear fuselage change STA 547, 5-27-1944, Ser. 42-31828



2nd S.A.D. Nose change "Lil Satan" STA 547, 7-28-1944, Ser. 42-97890

HOW ABOUT IT?

In our nation's War Against Terrorism, great effort is being made by our government to identify individuals who might be suspect of inflicting harm on our innocent citizens. The goal is to bring balance to the screening process of questionable individuals. The opponents to this initiative are screaming out, "This is racial profiling!" There is no question that common sense policy and procedures must be initiated. The security of our country and its freedoms must come first, yet we desire to bring no discrimination against the innocent. Our most hallowed document stating "liberty and justice for all," sets the tenor for all of our basic beliefs regarding individual freedom.

Unfortunately, in the emotions of war and life-long prejudices, mistakes and injustices have occurred. We must endeavor to avoid these errors in judgement which have occurred in the past. Regardless of the color of skin, race, or religion persuasion, we are reminded time and again that our attitude must be to embrace everyone, for we are a country for all people. As with all "freedoms," there are those who would abuse them to further their own cause or philosophy. We are the great nation "under God" that we are because of our faith, philosophy, and charity. Those who choose to live among us must accept these, or they become traitors to America and to the causes that have made us great.

Following the dastardly sneak attack by the Empire of Japan on Pearl Harbor in December 1941, many U.S. citizens had a prejudged notion that everyone who looked like a "Jap" was a traitor to our nation. Even the government took this stance. Not being sure who were the enemy, many oriental individuals were sent to detention camps. Families were separated; some were sent to camps as far as South America. Most of these people were Americans, some naturalized and others by birth. They were law abiding citizens who paid their taxes and voted. Yet, their normal lifestyle was interrupted for the duration of the war.

There was a young man who graduated from the United States Military Academy, class of 1936. His father was one of two black combat officers in the entire Army.

Finally, when prejudice was set aside, Benjamin Davis was allowed to enter pilot training. He earned his pilot's wings at Tuskegee Army Base in March, 1942. He was given command of the first all black unit, the 332nd Fighter Group. They called themselves the Tuskegee Airmen. He led the 99th Pursuit Squadron from Tuskegee to North Africa and later to Sicily. Throughout the war, this unit established a distinguished opening record against German forces paving the way for other black units to be formed. In 1954, Davis became the first black general in the Air Force and after a distinguished career retired as a four-star general. Prejudice did not defeat him.

On a recent visit to a beautiful northwestern city, I was drawn to the wording on a plaque beneath a statue of the man who had donated land for a beautiful park. I found it timely considering current world events. It invites all of us to enjoy the beauty of nature, but more importantly, to recognize the uniqueness of God's creation; our fellow travelers on this earth. Each one is unique and each is worthy of our love and respect. We cannot afford to tolerate prejudice or hatred. The words which were very meaningful to me read as follows: **"To the use and enjoyment of People's of all colors, creeds, and customs for all times, I name thee Stanley Park."**

Earl Wassom
466th BG
Chaplain
Tennessee Chapter



Earl Wassom



"The greatest bombing planes in the world take a bombardier into battle through every opposition and in 30 seconds over the target he must vindicate the greatest responsibility ever placed upon an individual soldier in the line of duty."

General Eugene Eubank

... signo Felicitatis dato ...

CAESAR
de Bello Africo 83

With "Good Luck!" as the signal.



**8th Air Force Historical Society
Annual Reunion**

October 1 - 6, 2002

**Norfolk Waterside Sheraton
Norfolk, VA**

**Contact the 8th AFHS office:
912-748-8884**



8th AF News

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