

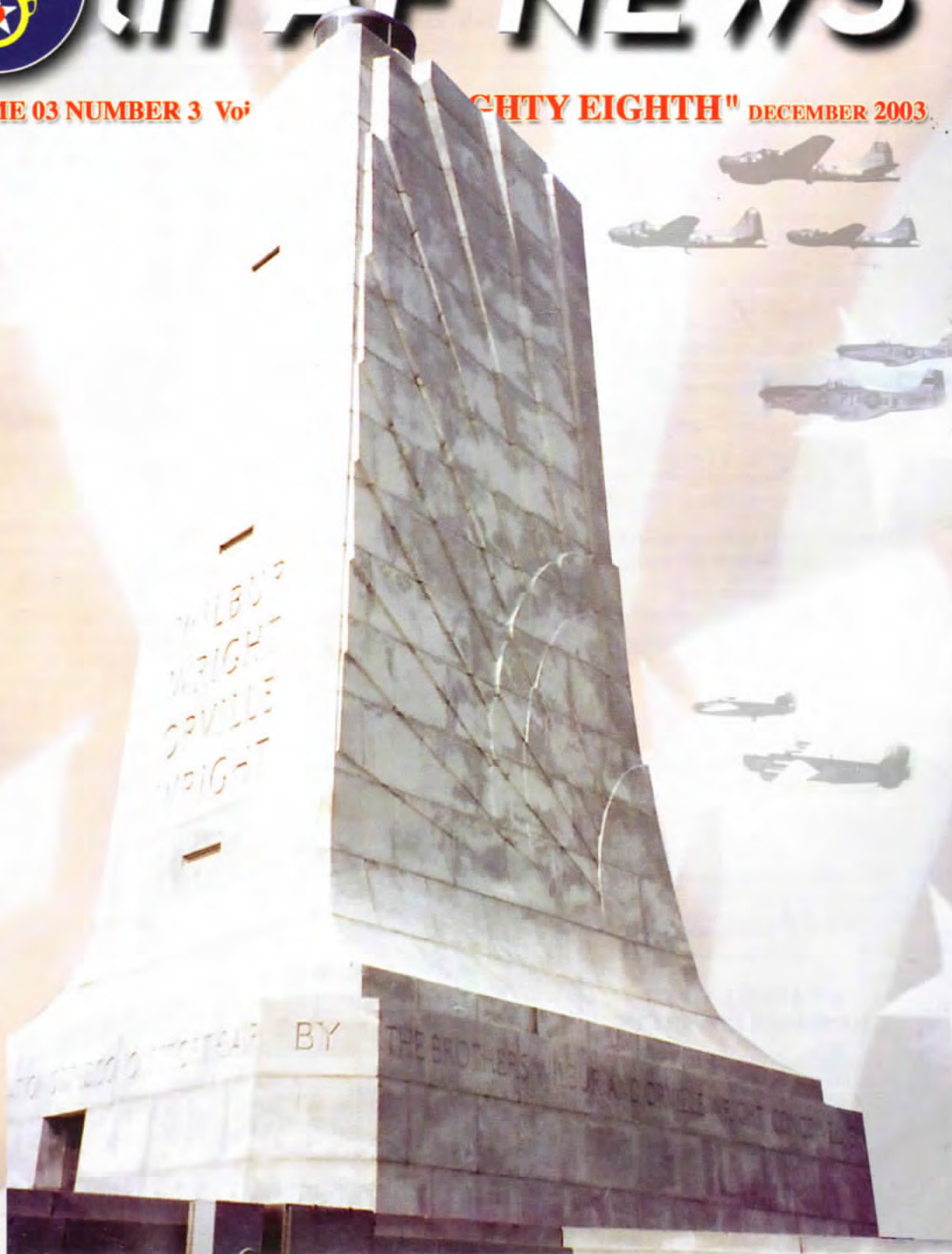
Happy Holidays From Your 8th Staff



8th AF NEWS

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AF NEWS

DECEMBER 2003

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 31302

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DECEMBER 2003 (03-4)



President



WILLIAM RAWSON ELECTED 8TH AIR FORCE HISTORICAL SOCIETY PRESIDENT

Board member William Rawson, 493rd Bomb Group, is the new President, 8th Air Force Historical Society, as unanimously approved by vote of the Board of Directors at the 2003 annual reunion.

Bill went into Aviation Cadet training following a job as a clerk with the U. S. Maritime commission in Washington. He rotated through Nashville, Maxwell Field and Salt Lake City before reporting to the 493rd BG at McCook, Nebraska. He flew a B-24J the northern route to his final stop at Debach, England.

After 17 missions as a pilot in B-24s, the Group converted to B-17s in which he flew 16 more missions in 1944. Bill married Ellen Gavin after the war and pursued a career in

Electronics and Electrical Engineering. After a two-year tour at the Pentagon, he worked with Hughes Aircraft Company in the development of missile systems. The Rawsons raised six children, while traveling extensively in retirement. Since 1987, Bill has been active in 493rd BGA activities, serving as President and editor of the Association's newsletter for 15 years. He was elected to the Historical Society Board of Directors in 2002 and is enthusiastic about the future course of the Society.

Bill states, " I see many challenges as our Historical Society and the many Units of the WWII 8th Air Force face some decline in membership. Our Chapters and Units must

actively recruit new members – youths interested in history, aviation and in World War II. These young people are needed to provide future leadership to guide our Society's Chapters and the Unit Associations in their pursuit of our noble goals and objectives.



**William Rawson
President**

"Let no one forget the spirit and courage of the many young men who led us to victory in World War II."

On Our Cover

WRIGHT MEMORIAL

The Wright Memorial of glistening white Mount Airy granite on the crest of Kill Devil Hill near Kitty Hawk, Dare County, North Carolina. Erected by Act of Congress in commemoration of the first flight ever made by man in a heavier-than-air flying machine flown under its own power by the brothers Wilbur and Orville Wright on December 17, 1903. The monument is 61 ft. high and the hill it adorns is 90 ft. high, giving it a total height of 151 ft. above sea level. It rests upon a cement base sunk 35 ft. in the sand.

Kill Devil Hill was a bare dune of drifting sand that had to be anchored by clothing it with vegetation before the memorial could be built. The massive pylon cost approximately \$250,000. It was dedicated on Nov. 19, 1932. Rodgers & Poor, architects; Capt. W. H. Kindervater, U.S.A., resident engineer and father of 7th PRG airman J. H. Kindervater.

The monument commands and perpetuates one of the most beautiful views in America.



CHARLES BROWNE
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Mission Briefing



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

We haven't done this before, but the annual reunion in Colorado Springs last October was so well-received and enjoyable, your staff has decided to feature a

reunion recap in this issue with plenty of photos, so that those who couldn't attend can enjoy it as well – and those who did go can remember the good times they had.

With that in mind, I want to thank each of the contributors of photographs and material from the

reunion who helped with this reunion report. And a tip of the cap goes to our usual stalwarts in sending in various articles, Taps entries and news of interest for the troops. The magazine, and your editor, depend on each of you.

The Society is flying high. Your contributions and annual checks are being put to the best of uses. Our education program of Character Values and of the history of the Mighty Eighth is reaching younger generations throughout the country as a result of the Curriculum Guide we have developed this past year.

The John Woolnough Library at the museum is expanding its research and archival capabilities because of the Society's financial support; Heritage Museum exhibitry expansions are underway with further development and refinement

of the 8th story presentations; the Chapel of the Fallen Eagles - financed largely by Society membership donations - in the museum gardens is becoming known nationwide for its unique design and features; our HS central office services are increasing; and your 8th AF NEWS magazine is reaching more and more people around the world every year. Your Board of Directors is selective and particular in where the Society's treasury funds go. And we still all have great times at our Chapter and annual gatherings!

2004 should be a very good year. The magazine staff and the Board hope that each of you has a pleasurable, meaningful, and joyous holiday season.

Sincerely,
Walt Brown

It has been said that "He who hesitates is lost," but if you hesitate long enough it is called waiting, and "All good things come to those who wait."

8th Air Force Historical Society Board of Directors 2003-2004



At the Board meeting in Colorado Springs, your Board of Directors take a few minutes to see the beautiful mountains of Colorado. From left to right: Walter Brown, Mark Copeland, Belton Wolf, Ivan McKinney, Larry Goldstein, John Pearson, Bill Rawson, Gerry Miller, Dick Baynes, Craig Harris, Earl Wassom

Meet Your New 8th AFHS Board Members!

Newly elected by a vote of the members attending the 2003 annual General Assembly meeting of the Historical Society are Gerald Miller, 353rd Fighter Group. Gerry was a P-51 pilot with 22 combat missions and a DFC for his efforts. A professor at State University of New York, he has been active in a number of Fighter Pilot organizations and has served three terms as President of the Western New York Chapter 8th AFHS.

Standing behind Gerry at left is Earl Wassom, 466th Bomb Group pilot with 35 missions and 8 gasoline hauls into France. Earl retired in 1985 as Dean Emeritus of Western Kentucky University and has served as President of the 2nd Air Division Association. He has been active in various 466th activities and has authored several 8th-related books. He has served as Chaplain for the Tennessee Chapter for over ten years and has written several dozen *How About It!* thoughtful and inspirational columns for newsletters, including 20 for the 8th AF News. To Earl's left is John Pearson, 457th Bomb Group, who was re-elected unanimously and continues to serve as Secretary of the national 8th AF Historical Society. He retired as Deputy Superintendent of the Virginia State Police. John was secretary of the Virginia Chapter from 1995 to 2000.



LET'S GO TO THE ANNUAL REUNION!

Many say Colorado Springs was the best one in a long time...

Most certainly, it was the best reunion of the century! Everybody was ready for a good time - over 500 members and families attended. The Colorado Chapter was out in welcoming force and Donna Lee and her Armed Forces Reunion Staff spent extra hours each day looking after the Historical Society troops and the events. The Sheraton Colorado Springs management and staff had promised us that we would be impressed with their hospitality - and they were right about that. Every detail was considered and the few problems that popped up were quickly dispatched.

The spacious and lengthy headquarters hotel hallways gave everyone an opportunity to keep his or her daily exercise and fitness schedules intact during reunion week. Several Bomb and Fighter Group hospitality rooms kept the festivities going until the late hours, as is their custom. During the



days and evenings, we attended tours to a Western BBQ shindig, Old Colorado Springs, the Garden of the Gods, and we even rode a train ride to nearby Royal Gorge. The tour organizers opted to omit the bus tour up to Pikes Peak this time. Crossing the 10,000 ft altitude level on the way to the top at 14,000 ft would have necessitated the use of walk-around oxygen bottles, which would not have been available on the tour buses. Air is good.

Seminars were highlights of reunion week. General James Graves gave a fascinating two-hour presentation entitled *The American Dream*, a patriotic tribute to our country's history, his talk being much talked about in the days that followed. Bob Books and his 392nd BG crew got us up-to-date with his Web Page Development for Chapters and Units Seminar. Judy Walker spoke to an interested crowd on Planned Giving opportunities to ensure the future success of the Heritage Museum, and Old Doc Brown presented a medical seminar *Pearls* - tips on how to stay healthy and at your best until next year's annual gathering. Throughout the week a number of attendees met with Virginia Rogers-Price to record their stories on tape for the Museum's Oral History Archival Project.



B/G James Graves at his Seminar presentation



The Norman C. Grant Seminar - Participants included Kemp McLaughlin, Ed Millson, Harold Comstock, Moderator Roger Freeman, Pete Sellers, Frank Murphy and Wilbur "Bud" Klint.

The week's premiere seminar was the first annual Norman C. Grant Memorial Seminar *Seven Days in October*. Eighth Air Force Week, October 8-14, 1943



Mark Copeland introduces the *Seven Days In October* Seminar panel members

was a turning point in the history of daylight precision bombing. The 8th AF lost hundreds of aircrewmembers on daily raids deep into Germany and the seminar, organized by Board member Mark Copeland, featured seven 8th veterans who flew missions that week. The week concluded with the raids of Black Thursday, where over 60 aircraft were lost on the trip to Schweinfurt.



Heritage Museum's Peggy Hardin with customers at the 8th AFHS PX - Peggy and Julia Smith practically sold the store out during the reunion

REUNION . . .

The stories were fascinating, touching, personal, memorable – as told in the words of the participants, with historian Roger Freeman as moderator. A large contingent of Cadets from the Air Force Academy attended the afternoon's seminar presentations.

There was plenty of free time during the reunion to visit Julia and Peggy in the 8th AF HS PX, sponsored by the Mighty Eighth Air Force Heritage Museum, as well as Louisiana Chapter President Harry Tanner's excellent extensive personal collection of World War II memorabilia. And even the annual General Assembly business meeting, Board elections, and Board of Directors meetings didn't interfere with hangar flying in the WW II-decorated Rickenbacker's Pub off the hotel lobby!

Saturday night's Gala Banquet finished off a superb week. Academy Cadets were seated at banquet tables throughout the crowd of over 600, each Cadet being sponsored by individual members of the Historical Society. The interaction between the Cadets and the original 8th vets were impressive in both quarters. After the posting of the colors, a laying of a memorial wreath and



Harry "Doug" Tanner brought his huge collection of memorabilia for the enjoyment of reunion attendees

carnations opened the evening's banquet program, with each 8th AF Unit being individually remembered by moderator Dick Baynes. President Craig Harris welcomed current Eighth Air Force Commander Lt. General Bruce Carlson who gave the after dinner speech, with a sincere tribute to the role the 8th Air Force of World War II played in the preservation of freedom throughout the world. The airmen who were selected to receive the 2003 General Ira C. Eaker Outstanding Airmanship Trophy and the Pursuit of Excellence (Maintenance) Award received a standing ovation from the entire banquet audience. Afterdinner music around the piano, WW II-style, was provided by pianist Jerry Teske.

The members and their guests left the reunion with in-depth information and updates of the Society's upcoming year and with assurance that the expanding programs and educational initiatives of the Society will be primary objectives of the Chapters and the Board.

Most plan to see each other again at the next reunion in 2004 in Kansas City. Make your plans to be there; as they say across the pond: *You cawn't miss it!*

Walt Brown, Editor

DURING REUNION WEEK



Members at the annual general assembly meeting



Thursday Night Entertainment with the Senior Repertory of Ohio players, including the 392nd BG's Birdie Schmidt, seen here seated at left in the award-winning play *I Used To Be Young, Now I'm Wonderful*. Birdie's father is Dr. Roger Landry who flew with the 96th Bomb Group at Snetterton Heath.



Sarah Peyton Gehmann and her sister Patty Peyton Butler Spiers in the Memorabilia room. Both ladies took part in filming and interviews with HS members.

Their father, Jack Peyton of Joplin MO, flew with the 44th Bomb Group.



8th AFHS Presidents Craig Harris and Dick Baynes meet with Heritage League EXCOM

THE GALA BANQUET

A good dinner with good conversation, special award presentations and ceremonies closed out reunion week at the Gala Banquet.



Principal speaker Lt. General Bruce Carlson addresses the banquet audience



After the banquet



Awardees and their wives with General Carlson: Gen. Ira C. Eaker Award recipients Capt. Erik Owens, Capt. Jason Hurst, S/Sgt Lewis Pinkerton, Jr., MSgt Joe Saxton and MSgt Curtis Evans in the photograph



8th AF Commander Lt. Gen. Bruce Carlson and Col. Stephen Dawson presenting the 2003 Pursuit of Excellence Award to MSgt Curtis Evans, Jr.



Mary and Jim Lorentz, Heritage League Liaisons, Luftwaffe Air Cadet Markus Balleis and Irene Humer, a 453rd BG daughter



Lt. General Bruce and Vicki Carlson



8th AFHS Historian Roger Freeman and Betty Lyle



Bud Klint, Second Schweinfurt Association and USAFA Cadet Stephen Edmiston of Savannah, Tennessee



THE GALA BANQUET



General Bobby and Cindy Efferson with Cadet Scott Davidson



Around the piano with Jerry Teske singing "Queenie - Queen of Them All"



2003 Awardees with Awards Committee Chairman Robert Vickers, 392nd BG



Gen. Carlson showing a bit of his colors as an old fighter jock, now also one of the bomber troops



Beverley Acosta, Connie Metts, Margaret Grant and Edith Morrow



Senior Cadets Toby Hockridge, on left, and Jefferson "Jay" Morgan with Ivan McKinney



Brian Schmidt, Sidney Grant (493rd BG pilot) and Stephan Ziller

A VISIT TO THE UNITED STATES AIR FORCE ACADEMY



United States Air Force Academy – Colorado Springs, Colorado



Falcon statuary at the Academy entrance – symbols of the United States Air Force Academy



The Cadet Chapel Mission – To inspire, develop, and equip future Air Force leaders with a foundation of faith, spiritual strength, and character through diverse, dynamic, and effective religious observances, pastoral care, education, and ministry programs, within the chapel and beyond.



Historical Society members at the Academy museum and theater



Window sculpture in the Catholic chapel



USAF F-15 fighter on the parade ground overseeing the daily Cadet formation for the midday meal

A VISIT TO THE UNITED STATES AIR FORCE ACADEMY



Jim Lorenz with a familiar B-24 Liberator. A P-51 Mustang flies cover in the background



A fearful sight to Luftwaffe fighters attacking from 12 o'clock: the B-17 Flying Fortress; quarter-scale bronze model by artist Robert Henderson



A special luncheon for the Society group served at the Air Force Academy Officers Club. About 300 members were guests at the Academy



At the Officers Club, a special memorial to the Order of the Daedalians



The Memorial Walls at the Academy Cemetery. This special section of the Cemetery was initiated after three years of planning with the Academy and the USAF by General Lewis Lyle, Commander of the 303rd and 379th Bomb Groups. The first plaque dedicated was to honor the 379th BG; other Groups soon followed. The impressive walls now have plaques placed by units of all services and associated military organizations. Here you will find the grave markers of many notable military men and women and their immediate families including those of General Carl "Tooney" Spaatz, General Ira Eaker, General J. P. McConnell, General Jack Ryan and the first to be laid to rest, General Butch Blanchard.



Betty and Lew Lyle stand at the first marker to be dedicated, that of the 379th Bomb Group of Kimbolton, unveiled on 17 June 1981



A sample showing diversity of design of the memorial plaques, permanent markers honoring units of the 8th Air Force

Reunions

306TH BOMB GROUP ASSOCIATION

December 4-7, 2003
Savannah, Georgia
Contact: Russell Strong
Editor *306th Echoes*
5323 Cheval Pl., Charlotte, NC
28205

351ST BOMB GROUP ASSOCIATION

May 27 – 30, 2004
Washington DC

HQ hotel: Sheraton-Reston VA
Contact: Clint Hammond
POB 281; Mechanicsburg PA 17055
tel 717-766-1489

398TH BOMB GROUP ASSOCIATION

June 3-15, 2004
Normany/England Tour
September 8-11, 2004
Marriott Hotel
Falls Church VA (Washington)
Contact: Wally Blackwell

Tel. 301-762-2213; email
wally398th@worldnet.att.net

1ST STRATEGIC AIR DEPOT ASSOCIATION

May 20-23, 2004
Radisson Hotel Schaumberg
(Chicago)
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390 N. Winchester 5-1-G
Santa Clara CA 95050
Tel. 408-248-8627
Email: wstanley@neteze.com

While putting together items from the past I came across items I collected during the time I spent as a gunner with the 34th BG, 8th AAF in England during WWII. These are copies of poems sold by enterprising ground personnel. I thought they might be part of the 8th's history.

Respectfully,

Robert A. Stoneham, 34th BG

THE STRAGGLER

I saw a Fort knocked out of its group,
Afire and in despair,
With Nazi fighters surrounding her,
As it flew alone back there.

The Messerschmitts came barreling through,
Throwing a hail of lead
At the crippled Fort that wouldn't quit,
Though two of its engines were dead.

But a couple of props kept straining away
And her guns were blazing too
As she stayed in the air in that hell back there
And fought, like the Fortresses do.

Four times a fighter belched fire and smoke,
Four times a fighter went down;
As the Fortress kept on winging home
And the nerve of the crew stayed sound.

But time after time the fighters came
And attacked the lagging plane.
I knew she couldn't last for long
And my heart was touched with pain.

Her gunners fought a bitter fight,
But now the guns were still
And a fighter, seeing the time was ripe,
Came in to make the kill.

A stream of lead ripped into a tank
And the Fort exploded in two
And somewhere the angels prepared a place
For a weary Fortress crew.

THE RETURN

Twenty-one went out this morning
And the sun was in my eyes
As I watched them circle round
Before they vanished in the skies.

Twenty-one went out this morning
And the sunlight caught their wings
As they crossed the little thicket
Where a blackbird always sings.

Like birds into the morning
They flew I know not where
But small and secret in my heart
All day I've held a prayer.

Twenty-one went out this morning
Riding splendid thru the sky
But still there is no sign of them
Though soon the day will die.

Then suddenly thru time and space
There's sunlight in a wing
But still there is no sign of them
Though soon the day will die.

Then suddenly thru time and space
There's sunlight on a wing
And above the beating of my heart
I hear an engine sing.

The sun still goes on shining
But my world grows dark with fear
For twenty-one went out this morning
But only seventeen are here.

KEITH FERRIS ART EXHIBITION OPENS AT HERITAGE MUSEUM GALLERY

A new exhibition of aviation art, *The Celebration of Flight: Aviation Art of Keith Ferris* is in place now at the Mighty Eighth Air Force Heritage Museum's Colonial Oil Art Gallery in Savannah. An opening day reception for artist Ferris was held on October 24th with many members of the museum's Board of Trustees attending as well as the general public.

A welcome of appreciation to the Ferris' was given by Museum CEO C. J. Roberts and several personal stories were related by Board Chairman Lt. Gen. E. G. "Buck" Shuler, Jr.

Keith Ferris, founder of the American Society of Aviation Artists and Museum Board member himself, gave a talk relating the backgrounds and history of a number of the paintings hanging in the exhibition. Keith and wife Peggy are life-long close supporters of 8th Air Force activities and many of his paintings serve to present aspects of 8th AF aviation and wartime experiences, each one meticulously composed and depicted in Keith's unique professional style. The Keith Ferris art exhibition is open to visitors to the museum and will hang until January 4, 2004.

Find him at his website: keithferrisart.com or tel. 973-539-3363. Keith's mailing address is 50 Moraine Road, Morris Plains NJ 07950-2750. All paintings shown here are available in large-format print editions.

Subsequent Art exhibitions at the Heritage Museum include: Photographer Dan Patterson's large-format photographic exhibition entitled *Aviation Photography* which will run from January 19th until March 2004. *At The Controls: The Smithsonian National Air and Space Museum Looks at Cockpits* will be the Spring exhibition in the gallery until June 6th.



Keith and Peggy Ferris with his painting *View From The Slot* which he completed following flying with the USAF Thunderbirds precision flying team.



Keith addresses the reception party at the museum. His impressive painting of an F-111A is entitled *Harvest Reaper*.

A collage of Keith Ferris art now included in the exhibition at the Heritage Museum



With cloud cover, and armed F-4 in *MiG Sweep*



Inspection Party



His tribute to the lost comrade: a missing man formation before a paleing American flag – *Forget Me Not*



Schweinfurt Again – 303rd Bomb Group B-17 Flying Fortresses



Dream Fulfilled – Orville Wright with passenger Benjamin Foulois, prior to getting the contract to supply the Wright Flyer to the U. S. Army, 1908



Ted's Travelling Circus – the 93rd Bomb Group B-24 formation with *Bomberang* in the foreground, as *Circus Outbound*



His P-51 Mustang on the tail of a German Me 262 late in the war: *Nowatney's Final Encounter*



Merry
Christmas!



December 1944

HERITAGE MUSEUM BOARD OF TRUSTEES ADDS TWO NEW MEMBERS

Two valuable additions were added to the Heritage Museum's Board of Trustees at the Board meeting October 24th. F. C. "Hap" Chandler, 491st Bomb Group and Craig Harris, 457th Bomb Group, were welcomed by the EXCOM and Board members. Chandler has served as President of the 2nd Air Division and Harris has just retired after two terms as President of the 8th Air Force Historical Society. Both gentlemen will add valuable guidance to museum plans for development in the upcoming years and will interact with the museum staff and other members of the Board of Trustees as sources of 8th Air Force origins and of its history.



Hap Chandler, left, and
Craig Harris



Debbie Dannell, now in her fourth year as Director of Education at the museum, reports on educational programs to the Board. Debbie and archivist Michael Telzrow have developed a Teacher's Guide for each of the museum's dozen exhibit galleries, giving insight and vocabulary guidance for visiting teachers.



Pres./CEO
C. J. Roberts
and Board
Chairman
Buck Shuler,
at left



Heritage Museum Board of Trustees at the October meeting

"LIBERATOR OLDS" SEEN AT BOMB GROUP REUNIONS

Don Tuttle of Augusta, Maine flew as a tailgunner with the *Flying Horsemen* 449th Bomb Group, 15th AF, at an air base near Taranto, Italy. He now flies his tail turret to air shows and group reunions in his home state. Like the real thing on his wartime B-24 Liberator *Lady in the Dark*, the turret is made of aluminum and plexiglas. The guns move up and down and inside a belt of .50 cal shells appear ready to feed. Rudders and elevator are all hinged and movable. The *Lady's* nose art, mission bomb markers, and radio antennae are also prominent.

Other authentic features are oxygen outlets and intercom outlets, a rabbit's foot, and a flak hole to match the one Don received on one of his three missions to the Rumanian oil fields of Ploesti. Tail markings and colors are those of the 449th BG, 16th BS.

Gene Hartley, long-time editor of the 389th Bomb Group Association newsletter featured this aircraft in a recent issue of his magazine and forwards it to match a similar "B-17 Cadillac" printed in the June 03 8th AF News.



REVIEW

STEPPING STONES TO FREEDOM: Help to Allied Airmen in The Netherlands During World War II by Bob de Graaff

Shot down Allied airmen who evaded capture in occupied territories hold those persons who helped them in the highest esteem. If apprehended by the Gestapo the helper's fate was execution or at least imprisonment in the notorious concentration camps. Despite the risks involved many people in France and the Low Countries did not hesitate to befriend downed airmen and endeavoured to return them to Allied territory.

A number of books have been published about the escape networks and individual experiences of airmen who owed their freedom to the efforts of these brave people. *Stepping Stones To*



Freedom is basically a concise yet comprehensive history of these activities in the Netherlands. Indeed, it is probably the most complete study of the subject. That stated, it is by no means 'stuffy' and has many absorbing anecdotes apart from being an extraordinary reference. Originally published in Dutch in 1995, the 2003 edition in English is endorsed by Ralph Patton, the stalwart of the Air Forces Escape and Evasion Society. Information on purchasing copies can be obtained from A.J. Postma, Kruislandsedijk 27 - A, 4651 RH Steenberg, The Netherlands. This fascinating study is a deserving testimony to those brave souls who risked all to aid Allied airmen.

Roger Freeman
Historian 8th AF Historical Society



Roger Freeman

A FAREWELL SALUTE by Diane O'Day Cantor

On September 25, 1944, the Germans marched out of France as the country celebrated its liberation, exactly 59 years before Anita ("Anne" Lemonnier) Hartman, one of France's most decorated heroines for her work with the French Resistance during World War II, died at the age of 94. On August 2, 1944, the nine members aboard the B-17 crew flying "Moonglow" were shot down over France. Three, including the pilot, were picked up by the Germans and sat out the rest of the war in a POW camp. The other five were MIA. Four of those men, including the bombardier - my father, Edward F. O'Day - connected with the French Underground. The plane was seen coming down by them and also by the Germans, who were driving along the roads and searching the woods looking for crewmembers. At the time, Mrs. Hartman had been escorting downed airmen to safety. She collected my dad from the LeFerve home in Rambouillet and successfully delivered him to freedom on August 18th. He had flown his last mission. France would be liberated a week later. He spoke about

many of the dangerous circumstances they encountered along the route, including several close calls involving the Gestapo and the SS at several points along the way. Despite the odds, she managed to deliver him safely to freedom as she had done for so many other aviators who were fortunate enough to connect with the Underground.

Anita Lemonnier Hartman's background made her perfect for the job. As a French woman raised in an English boarding school, she was fluent in the languages most necessary for the work she would be doing. After the war she married a Navy Captain, P.K. Hartman, moved to New York, and lived a quiet, modest life despite being the only member of the Resistance to receive the highest recognition possible by four countries. She was awarded the United States Medal of Freedom, the Croix de Guerre of France, the British King's Medal of Freedom for Courage in the Cause of Freedom, and the Medal of Freedom with Bronze Palm from Canada. These awards recognized her disregard for personal safety while she hid, fed, sheltered and clothed the airmen, as well as procur-

ing medical attention and identification cards for them as necessary. She also escorted airmen out of occupied France by way of the Pyrenees Mountains to Spain. The honors bestowed recognized her work with several resistance groups including Shelburn's Operation Bonaparte and the Comete Line. She had begun her work with the Bourgogne line in November 43, hiding allied airmen in her mother's Paris apartment. During the course of her time with the Underground she personally escorted 32 men to safety, knowing that her capture meant almost certain torture and death. She was very aware of this as she had replaced Virginia d' Albert Lake who had already been captured. The Germans arrested her and released her three separate times. During one interrogation she could



**Anita
("Anne" Lemonnier)
Hartman**

FAREWELL SALUTE



A very happy Russ Katz (Cotts) and Ed O'Day after they gained their freedom from Occupied France.

tell that the Austrian interpreter knew and did not betray her. It was just one of many moments of grace that allowed her to continue her work. Other such moments reported include an occasion when a hastily assembled German road block appeared at the end of a narrow street where she was leading three American flyers who did not even have the customary forged identification papers. She was able to lead the men away without raising suspicion.

My father, who received the Distinguished Flying Cross for his efforts that day, never thought of and always dismissed any talk about his "heroism". A word of such extraordinary weight, he would say, belongs to Anita Hartman. He told me it didn't take any courage to get shot down, but that it took "a hell of a lot of courage" for Anita Hartman to step into the fray knowing the consequences she and her family would face if she were apprehended. My father held her in the highest regard, never failing to be awed by the risks Mrs. Hartman took on behalf of the men she helped, as well as her dedication to her country. He once asked her why she was risking her life to save his. She told him, "I had to do something or go mad." Her mother continued to take in the airmen as Mrs. Hartman would

undertake the extremely dangerous task of interrogating the aviators before assigning housing to make certain they were not spies. In their desperation to crack the resistance the Germans were dropping their English-speaking soldiers from planes in an effort to infiltrate the operation. She interviewed and checked on more than sixty aviators. She leaves behind a remarkable legacy that touches many people in many countries. She will be missed, but never forgotten. She will live on in the hearts and minds of those who are indebted to her. She would certainly dismiss such a notion, claiming that she only did what she needed to do at the time.

I would appreciate hearing from anyone who was helped by Mrs. Hartman or is related to someone who was. I can be contacted at 34585 Quaker Valley Rd., Farmington Hills, MI 48331. Phone: (248) 477-1152. Email: 1doc@ljc.cnc.net

Diane O'Day Cantor

The U.S. Air Forces Escape and Evasion Society publishes an extensive quarterly newsletter and has annual reunions. To join, send \$20 annual dues to Clayton David
19 Oak Ridge Road
Hannibal MO 63401-6539.



Ed O'Day and Anita Hartman reunited for the first time since the war. They met in Los Angeles in late 1994.



The home of Mme. LeFebvre and her son Claude in Rambouillet, France. At the time Ed O'Day, Russell Katz (Cotts) and John (Jack) Larkin were among the many whom were sheltered by the LeFebvres. Mrs. Hartman interviewed these men and escorted them to Paris.



Standing: Claude LeFebvre. Seated (l to r): J. Lindquist, Jack Davis, Mme. LeFebvre, Russell Katz (Cotts) and Ed O'Day.

96th BOMB GROUP B-17 CRASH SITE Memorial to Crew to be Held

Dear Walter Brown:

I research for many years crash points of American planes which were shot down in Brittany France, during WWII, especially in the department of "Ille et Vilaine."

The B-17 plane serial 42-3042 (96th BG. 337th BS.) particularly interested me after reading the IDPF files about Lt. William L. Peterson, F/O Ernie J. Dickenson, T/Sgt. Lear E. Godbey and S/Sgt. Raymond M. Masiero.

This plane was shot down in Clayes, Brittany on the back after a mission above Rennes, Brittany on May 29th 1943; it was hit by the German anti-aircraft defence just when it was above its target. The pilot was Lt. Jack L. McMath and the co-pilot was F/O Ernie J. Dickenson. Three crew members succeeded in jumping with their parachute, Lt. Edwin A. Martin, S/Sgt. Arthur Shilo, and S/Sgt. Harry Boegaholz, but seven men died when the plane crashed down. Four of them cannot be identified and were reported MIA.

According to the witnesses I met, the B-17 plane had 2 engines in fire, maybe 3. It seemed to try an emergency landing, but when it was at about 8 or 10 meters from the ground, it hit a high-tension line, violently exploded and was completely pulverized.

On September 26th 2003, I went to the crash point. It's possible to find, still nowadays indeed, many small iron scraps and also many cartridge cases (see pictures).

This May 9, 2004 the small City of Clayes will pay tribute to the seven American crew who died there on May 29th, 1943 for our liberty. So, I would like to know if you and the 96th BG veterans can help us to find and contact the families of these dead airmen in order to invite them to the ceremony.

Thank you very much for your help.
With my best regards,

Jean-Paul Favrais
Life member 8th AFHS 34238
La Haie Ouisais F 35310 Breal-Sous-Montfort
Email: Jeanpaulfavrais1@Aol.com
Ph: 02 99 85 33 25



Think you that the museum of the "8th AFHS" Savannah it would be interested by these element? I will be happy from offer in memory some aviators American KIA. On this crash site.



This small arms was find on the crash site of B-17 serial 42-3042 (96th BG, 337th BS) the 26 September 2003 after to be stay more 60 years in the ground!



The B-17 hit the line high tension "Here" - X
Area where to find the element.

FOR YOUR INFORMATION

THE DIFFERENCE BETWEEN A UNIT AND A CHAPTER



This question has come up quite a bit. There seems to be some confusion. The Committee hopes this puts all of that to rest.

A **UNIT** was an organization that was part of the Eighth Army Air Force in England. They were Bomb Groups, Fighter Groups, Strategic Air Depots, Basic Air Depots, Headquarters Groups, General Hospitals and several others. If I missed your Unit I apologize. The Unit and Chapter Committee has established a list of Unit Contacts.

Anyone wishing information

concerning any Unit will be put in touch with the Unit Contact for that Unit. Some Units have associations and regular functions and reunions. Members of a Unit may belong to the Historical Society but it is not mandatory.

A **CHAPTER** is a geographical location in the United States. It can be an entire state, part of a state or part of several states. All Chapters are officially known by their geographical locations and not by their chosen or historical names. All members of a Chapter **must** be paid up members of the National Historical Society as stated in Article XIII Section 1 of the Eighth Air Force Historical Society By-Laws.

It is suggested that when the Historical Society has its reunion within your Chapter area that your Chapter has a reunion at the same place and time. This will expose your members who have never been to an Historical Society reunion to the members from all over the country. All it takes is a little mixing with other members to find out how great the Historical Society can be.

RETAINING \$10 OF FIRST YEAR DUES

It has also come to the attention of the Committee that there is confusion concerning how much may be retained by Chapters and Unit Associations of the first year dues of a new member of the Historical Society. \$10.00 of the first year dues of new members to the Historical Society or those who rejoin after at least a 3 year absence may be retained by the recruiting organization. This was raised from \$5.00 to \$10.00 when the dues to the Historical Society were raised to \$20.00 but there is no change now that the dues are \$25.00.

UNIT ASSOCIATIONS MEETING WITH THE HISTORICAL SOCIETY IN 2004

Again, the Committee is urging the Unit Associations to join the Historical Society at the 2004 reunion in Kansas City, MO. If Bomb or Fighter Groups have at least 50 people and smaller Unit Associations have at least 25 people in attendance who register by the cut-off date, attend the reunion and stay at the Weston Crown Plaza, the Historical Society will GIVE them a FREE Hospitality room. Also, they will receive a \$5.00 rebate for each person who meets the same criteria. This is a deal that should not be passed up.

For the Committee, Jim Erskine, Chairman

U&C CHANGES AND ADDITIONS UNIT CHANGES

Address Changes:

2 SAD A. R. Ballinger 2601 Touchmark Dr. Apt. 131
Appleton, WI 54914

New Unit Contacts:

352 FG Charles Rogers 20 Blue Mountain Vista
Mechanicsburg, PA 17050-1813

4 SAD Marion I. Smith 957 Pickaway St. Circleville, OH
43113

ULTIMATE RESPONSE TO A DEAR JOHN LETTER

An Army Ranger was deployed to Afghanistan. While he was stationed there he received a letter from his girlfriend. In the letter she wrote that she had gone out with two guys while he had been gone; she wanted to break up and requested that he send her back her picture.

The soldier did what any squared-away soldier would do. He went around to all his buddies and collected all the unwanted photographs of women. He then mailed about twenty-five of the pictures to his girlfriend and the following note: "I'm sorry I can't remember which one you are, but please take the one that belongs to you and send the rest back."

from 490th Bomb Group "Bombs Away"

Mail Call

ARKANSAS ARCHIVES

Ms. Connie Metts Manager
Eighth Air Force Records
Department

Dear Ms. Metts:

Many thanks for the back issues of the Eighth Air Force News! We added these issues to the papers of retired Chief Master Sergeant Theodore C. Hood, a former B-17 top-turret gunner. CMSGT Hood is retired from the Air Force and has graciously donated his papers to the University of Central Arkansas (UCA) Archives. We are very grateful to him and his family for keeping history alive. It is our goal to make the UCA Archives the home of the "Mighty Eighth" in Arkansas.

Currently, to my knowledge, none of the archives in Arkansas have much information on the Mighty Eighth Air Force, and I want to change that by aggressively pursuing the papers of former Eighth Air Force members who live in Arkansas.

The address for sending materials is:

Jimmy Bryant
C/O UCA Archives Director
Torreyson Library
201 Donaghey
Conway, AR 72035

Very Respectfully, I am
Jimmy Bryant

THANKS

Dear Ms. Connie Metts,
We really enjoyed our visit to the Museum of the Mighty Eighth. And we want to especially thank you for your help to my husband, who had served in the 8th during World War II, in locating his radio operator.

We recall you made numerous phone calls including one to Steve Hutton, author of "Squadron. of Deception," in North Carolina. Recall you even left a message on Ed's phone and we did call him from the motel.

Later during our trip we stopped to see Ed Czechowski in Homasassa, FL. The men had not seen each other in 58 years. They say that they would have recognized each other and had a lot to reminisce about. We thank you most sincerely for all

your help. You made a nice vacation very, very special.

Sincerely,
Louise E. & Louis R. Weiske
Appleton WI

FOODDROP MISSIONS

Dear sir:

I organize every year an exposition with subjects about air war over Europe and 70% of it in the exposition goes about the food missions to Western-Holland. And even after so many years the Dutch are still very interested in these wonderful missions "from heaven". As many of you know, since June 1945 I try to gather everything from these food missions and I am very glad to know through the years I made many friends with former "fooddroppers" in the States. This year I had another food mission exposition in a small town 4 miles of Leiden. The name is: Voorschoten, about three miles from Valkenburg Air Base, where in April/May 1945 also food was dropped, in this case by Lancasters of the RAF.

On May 4 and May 5 (our Liberation Day) the exposition was open to the public from 11:00 - 16.00 hours. When the exposition was closed after these days more than 785 visitors passed to the front door of the building. So after 58 years the Dutch still remember and are interested in the food missions!

And I am still interested in new contacts with former "fooddroppers". We are getting old, but for the coming generation it is important to know all about the food missions at the end of World War II.

All the best,
Henny Kwik, A. Dubcekplaats 7
2332 HX Leiden, Holland

HERITAGE LEAGUE

Dear 'Doc',

As if any of us had to say it explicitly, I and my fellow Heritage League 'execs' had a wonderful and productive time in at the 2003 8th AFHS Reunion in Colorado Springs. I am not sure where to begin even a fragmentary recitation of all the

'highlights' for me personally and in my various official capacities, but I must mention having Craig Harris and Dick Baynes sit-in with our

'Ex Com,' the Symposium, General Graves' presentation, your most memorable endorsement of Dickel's Sour Mash and St. Joseph's aspirin, and above all, the great contact with fighter and bomber pilots and crews and 'ground-pounder' vets.

I feel that a great and important conversation has been 'joined,' about the transition/legacy/stewardship issue that vet and boomer alike are eyeing as the challenging 'next big thing'. We have set up a dedicated committee within the Heritage League to clarify our issues, concerns, opportunities and wishes in dealing primarily with our 'parent', but also in moving forward as the inevitable 'last man out' effect shuts down individual associations of 2nd Air Division and the Mighty Eighth. In other words, it sure is nice having all you new friends.

Sincerely,
Brian Mahoney
Communications VP
Heritage League
Washington DC



BIG BANDS

Dear Mr. Brown,
In answer to Milton Yablon, Hq. 1st A.D. West Palm Beach, Florida. I too played drums with the 447th Bomb Group Band called the "Blockbusters". We had a terrific band and had twenty-three musicians. As of today there are only six or seven musicians still living including myself. We played all over England at airbases throughout, including Rainbow Corner in London, Convent Gardens, broadcasted American Forces network, B.B.C. also in London, High Wycombe for Gen. Doolittle, and many other places too numerous to mention. Very truly yours,

Mail Call

Anthony M. Stevens, 447th BG
Westbury, New York

BLITZ

Dear Dr. Brown,
Thank you for all the work that you and your colleagues must be putting in to continue publishing the 8th Air Force News. The magazine keeps us in touch with our past. I believe that for many the years spent in England were among the highlights of their lives.

As time passes, fewer and fewer of us will be among the ranks who were "Over There". I arrived in England in 1939 as a refugee from Hitler's Fortress Europe. During the London Blitz I lived in a girls' hostel there. As the bombs crashed down night after night we bedded down on the basement floor.

One night my friend Cilly and I with the rebelliousness and dare of youth, decided to forego the hard basement floor and remain in our upstairs room which was totally against the Hostel rules. As the building shook with exploding bombs close by, we peeked around the edges of the thick black blanket hung across the window to blot out any escaping rays of light.

The skies above were lit up with cruising searchlights, illuminating the dogfights raging overhead. After 63 years, I still remember the little poem I then composed:

"Cilly dear, do you remember
Gay and starlit nights,
When we stood behind the curtains
Watching nightly fights?"

Searchlights, bright and penetrating,
Slowly floating by;
Flattering and peaceful mating
With the starry sky.

Oh, a view so grand and thrilling
In the Universe;
Can it mean a war and killing's
All that makes life worth?"

Sincerely,
Frances Nunnally
Richmond, VA

MIGHTY EIGHTH AIR FORCE WEEK OCTOBER 8-14

Dear Sir:
Enclosed are proclamations I was able to get the Mayor of Fort Worth and the Governor of Texas to issue. I am told that Governor Perry's father was a tail gunner with an 8th Air Force

group and that may be the reason the Texas proclamation is more explicit that the Fort Worth one.

We always enjoy the 8th Air Force News. I think it is an excellent publication. It reflects great credit on those of you who are responsible for its content. Keep up the good work!
Yours very sincerely,
C.L. "KIT" Carson
President, North Texas Chapter



C.L. "Kit" Carson with proclamations



The Veterans French; the flags in Champeaux

Action the 16 September 1943 in village of CHAMPEAUX.

Can you give me, please the composition of crew of B-17 number 42-29531 (305 BG. 422 BS) Shot down the 29 May 1943. Which is name of aviator member of this crew Killed in Action on this mission?

Beforehand I thank you very much for your help. (Excuse me, I can't write English very well!)

Yours sincerely,
Jean-Paul Favrais
Life Member 34238
La Haie Ouisais
35310 Breal Sout Montfort
France

A TRIBUTE TO A COMBAT CREW

This is just to express my thanks and my congratulations for the issue of September 2002 "8th AF NEWS". I also join a few photos on tribute to the 14 September 2002 to three aviators of the "8th USAAF" Killed in



Plate-Memorial to fix on the War Memorial 1914-1918 1939-1945 of Champeaux, with the sheaf of flowers

AVIATION GREATEST - 20TH CENTURY

Dear Walter:
Aviation has benn gifted by many pioneers during the 20th Century. Among them in order of outstanding achievements are:

- Orville and Wilbur Wright who adapted man's ability to fly motor-driven aircraft with extensive studies of Birds in Flight at Kitty Hawk N.C.
- Charles Lindberg who flew alone undaunted across the Atlantic Ocean in the Spirit of St. Louis.
- General Hap Arnold who pioneered military aviation to enable America and the Allied Forces to become prepared to battle the oppressive evil forces for freedom's sake.
- 8th AF Leadership who proved the efficacy of daylight formation bombing.
- To each one of us who contributed in any small way as a flier, engineer, factory worker, maintenance

Mail Call

technician etc.

There have been several outstanding books that I have read on aviation.

I especially enjoyed "Winged Victory" by Historian G. Perrett. I would also recommend reading the article in a recent publication of Smithsonian Magazine re: Orville and Wilbur Wright in the early days of aviation. Sincerely,

George A. Risko
8th AF, 2BD, 491st BG

P.S. A thing of beauty is a joy forever, - B-24.

MEMORIES OF AN OLD FRIEND

Dear Walter,

In the 8th Air Force News of September 2003 there was a letter from Bill Zachar, crew chief of the *Bonnie-B* in which Lt. Col. Richard H. Cole, Commander of the 359th Squadron, 303rd Bomb Group was mentioned.

Dick and I lived in the same neighborhood in Elizabeth, NJ and although he was a couple of years older we were part of a group of friends.

I have nothing but great memories of Dick. He was an Eagle Scout, a great athlete, good friend and a born leader. I lost track of him after the war. The history of the 303rd notes that he passed away. That came as a shock to me because I thought he was indestructible.

If any readers of the 8th Air Force News have any anecdotes of Dick or any information of his family that they would like to share with me, it would be appreciated.

Sincerely,
A.S. "Bud" Porter, Jr.
21 Myrtle Bank Road
Hilton Head Island, SC 29926

THE ENEMY

Dear Walt,

Read your article in the 8th AF News issue of March 2003 about the pilot Max Jucheim. Very interesting. During my stay in England there were a few "interviews" to which I was subjected, along with Werner

Goering of the 303rd. He, a relation of Hermann Goering and me having two cousins in the Luftwaffe, and being 100% German. And when my brother came to the 303rd as a B17 pilot, they had a heyday! How silly our government gets at time. Those military officials that came up from London were truly funny. Once they found a ring in my trousers which I mistakenly left in there when I sent them to the base dry cleaners. It was an Indian Friendship ring with the likeness of a Swastika on it, though backwards. This one fellow held it up to me and when I excitedly said, "Oh, you found my ring! Great!" and I reached for it and he drew it back saying, "And do you know what is on it?" I told him sure, it was an Indian friendship sign and that he shouldn't worry because a Swastika goes like this, and I drew one in the air with my forefinger. He was elated! And said, "So, you know what a Swastika looks like, eh?" I looked at that guy in disbelief and said, Hell yes!, I see them everyday on the tail of the German fighter planes when they attack me!" And I grabbed the ring and walked out.

We are now in a pre-emptive war. A first for the US. I am glad to see it. Had we, perhaps done that in 1935 when Hitler violated the Versailles Treaty by going into the Rhineland, there might not have been a Holocaust. But, I truly believe, using Iraq as a catalyst to get us ensconced in the center of Islam, will bode well for us circa 2020-2025 when the PRC sends its hordes down the Chosin Peninsula and starts WW#3. Russia having contiguous borders, will side with them and we'll have the thirties all over again. But, we'll have a presence in an area of the world which will be necessary.

Cheers and Stay well.

Sincerely,
Bill Heller, 303rd BG
Las Vegas, NV

KEEP 'EM FLYING

Hi,

Another year has gone by and everyone agrees our member numbers are getting smaller.

When you get your dues notice from your Group-Division-Library or 8th AFHS or whatever, please remember: everyone can use an extra \$5 or \$10. Many of our associates donate time, effort and funds of their own and we never hear about it. Let your conscience be your guide.

This might be the right time for "ONE FOR THE GIPPER"

Thank you.

Sincerely,
Harry Tanzer
Yucca Valley CA

COL. WHITLOCK

Dear Walter,

Dale E. File's Mail Call letter recalling the shoot down and death of 493rd CO Col. George Whitlock, June 2003 8th AF News, was a revelation to me.



Col. Whitlock

I was flying in the aircraft of the left wing of that doomed B-17 on that November 2, 1944 mission to Merseberg. It was my orientation flight with an experienced crew. It was my impression that the plane had taken a direct hit and exploded leaving little chance that anyone had survived. How pleased I am to learn, after all these years, that I was wrong. It would be interesting to me to learn if there were any survivors other than the three officers mentioned in Dale's letter. Incidentally, I shared a Quonset hut

Mail Call

briefly with Stan Friedman. He was completing his tour just as I was beginning mine. I think it was his upbeat attitude and sense of humor that helped sustain me through my 35 missions.

Yours truly,
Jim Simson, 493 BG
Brattleboro VT

Jim, thanks for your letter - Stan Friedman still retains his humor and spirit and is a regular contributor to the 8th AF News. -Editor

VISIT TO THE DENTIST

Dear Walt,
Re: complimentary copies
Your kindness in sending me complimentary copies of the September 03 8th AF News was much appreciated. I gave a copy of the magazine to our Dental surgeon, hoping he would be kind to a poor, old flyboy when I got a molar out Monday. He promised to do it *pro bono!*
Sincerely,
Gerald Brekke, 4th SAD
St. Peter, MN

Gerald wrote the "Groundpounders" article. Troops should send in their photos and articles; you just never know! -Ed.



MEMORIAL DAY AT CAMBRIDGE

Connie and Gordon Richards and their friend Jean represented the 8th Air Force

Historical Society this year in the laying of the Society's Memorial wreath at the Cambridge American Cemetery at Madingley. This ceremony is the most solemn annual ceremony in England. It is held each Memorial Day to honor those who fought and died for freedom during World War II.

Taking part in the event were the Joint Analysis Center Honor Guard from Molesworth, The United States Air Forces in Europe Band, representatives of the 3rd Air Force and the 48th Fighter Wing at RAF Lakenheath, and the United States Embassy.

Addresses by Mr. Michael Marshall, Her Majesty's Vice Lord-Lieutenant of Cambridgeshire and Lt. General Arthur Lichte, Vice



Connie at left with friend Jean

Commander USAF in Europe, were special features. The USAF 494th fighter Squadron performed a missing man flyover with an element of their F-15E Strike Eagles. A fly-by of the B-17 Flying Fortress *Sally B* served as a salute to the 119 8th AF Units and United Kingdom Units

memorialized at the cemetery.

A personal touch was added to this year's 8th AFHS part of the ceremonies. The Richards' friend, Jean, who took part is the Memorial Day ceremony, dated an American 8th AF serviceman for 21/2 years during the war and after the war they lost track of each other. Connie, during her years of research as the 8th AFHS contact in England, found the gentleman and now he and Jean are back in touch with one another.

As Connie says, "It's a wonderful war story with a great ending."



Sally B
A Very Special Lady

THE SPELL OF DUTY

"The destiny of mankind is not decided by material computation. When great causes are on the move in the world, stirring all men's souls, drawing them from their firesides, casting aside comfort, wealth and the pursuit of happiness in response to impulses at once awe-striking and irresistible, we learn that we are spirits, not animals, and that something is going on in space and time, which, whether we like it or not spells duty."

Winston Churchill
 London, June 16, 1941
 Submitted by Paul Grassey

AMERICAN IN ENGLAND

He's come to this old old English town that was built in Alfred's day. He's come to these little ancient streets from a new world far away. . . . But he feels at home as he walks around the cobbled market square - hearing the minster bells peal out upon the quiet air. Hundreds of years ago perhaps the fathers of his race - taught and worshipped, lived and died within this very place. . . . Is that what he's thinking as he wanders up and down: a raw young man from a big new world in an old old English town.

Patience Strong

MAY 8TH, 1945

I heard the engines stopping,
 A muffled sound like a voice calling
 A name, a pause

Then, a terrible stillness;
 I could hear the living and the dead
 Moving along the wing of the bomber

Sliding down hand over hand
 Dropping to the runway
 I could see the smoke rising

The cloud that spilled over
 The air as if leaves were burning,
 Or there was a bonfire of rejoicing

Or something like that;
 I looked out the window and saw
 Figures swimming in the bright

Morning as if it were a river
 Of light;
 And someone called out

The Germans have surrendered.

Marvin Silbersher
 447th Bomb Group
 Lake Hopatcong, NJ

I joined a Health Club last year. Spent \$400 bucks and I haven't lost a pound. Apparently, you have to go there.

Clyde White, 390th BG

LIFE MEMBERSHIP DUES

Age	60 or under - \$300	*Spouse of member \$40 less than applicable amount for LM's current age
	61-70 - \$200	
	71-80 - \$135	
	81-100 - \$90	Annual Dues - \$25.00



JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

Name

FIRST

MIDDLE INITIAL

LAST

Address

CITY

STATE

ZIP

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8th AF Unit

Not in 8th

Include me as a full Associate Member

In service

Branch

Dates

to

Were you a former member?

Member # if available

MEMBERSHIP CATEGORY: LIFE MEMBER ANNUAL DUES \$25

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SEND APPLICATION AND PAYMENT TO 8TH AFHS P.O. BOX 1787, SAVANNAH, GA 31402

TEL: 912-748-8884

\$25 MEMBERS DUES NOTICES ARE MAILED ANNUALLY

- Form may be reproduced -

Website: www.8thafhs.org

Debriefing

PETER FLEMING...

We were assigned to the 453rd Bomb Group. On our first three missions, we saw very little flak and no German fighter planes. The war was drawing to a close, and we all felt our tour of combat duty would soon be



Peter Fleming, left; and Earle Nase

over. Never in our wildest dreams did we think we would not make it home safely.

On April 10, we went to our plane called "STAR EYES" to start on our fourth mission. Sgt. Hendricks, from Arizona, was there. He told me he would handle Radar for us on this flight. He was also listed as an observer. I did not know him, and he was not a regular member of our crew. Another point of interest, Ed



Jacyna, our bombardier, had been told to take one man off our crew, so he selected our tail gunner, George Reicherts. He was replaced by Charles (Chuck) Giano, an experienced gunner with 23 raids under his belt who flew as our tail gunner on this mission.

As flight engineer, I normally flew in the cockpit of our B-24, "Star Eyes," but since Hendricks would be there, there would not be enough oxygen outlets for all of us; that is, the pilot,

co-pilot, radioman and me. This being the case, our pilot, William Powell, told me that once we reached altitude and started to cross the channel, I should go to the tail section of the plane and handle the waist gun. So, back I went. This move saved my life! Sorry to say, Hendricks was killed. I survived. Edwin Jacyna, our bombardier, was also in the tail section since our navigator, Harold Polokoff, would normally release the bombs by hitting the toggle switches when he saw the plane in front of us drop their bombs. Our target that day was Wittenberg; secondary was Rechlin, Germany. On previous missions, we had trouble releasing all our bombs. Some would always get hung up in the bomb bay section. When we reached our target area by Wittenberg, copilot Morton Donaway, wanted to make certain all bombs went out, so he released the bombs with the emergency handle next to his seat in the cockpit. The flak was quite heavy. On intercom, I was told to check if all bombs were away. I did this and reported they were all gone. Suddenly, there was a loud explosion. We took a direct hit in the bomb bay! Lucky for

us in the rear, if the flak had hit two or three feet closer towards the tail than where I was standing, I would not be here today. As it was, there was a big open space a few feet from me where the plane broke in two. I was told many years later by aircrews who had seen the plane go down that there was a second explosion destroying the whole front section of the plane. Several chutes were seen, but they were on fire. I always wore a flak suit and the day before we had returned from our

mission, I tried to get it off me, but it just didn't work. Another crew member had to get it off for me. Now, as soon as we got hit, I quickly pulled the string to release the flak suit and off it went. Thank goodness! I quickly put on my chute and noticed the release handle was on the left side and not the right where it should be. I didn't have time to change it, so I jumped with my eyes closed and fortunately, IT WORKED! What a tremendous feeling it was when the chute opened, peacefully and quiet! Going down, I did see some flames and parts, probably from sections of our plane. Although I never jumped before in my life, I made a very good landing; feet first, knees bent, rolled over on my buttocks, hands up in the air. There were about eight or ten Luftwaffe airmen around me, most with weapons. I immediately said "Nicht schuetze, nich schuetze," meaning in English "Don't shoot!"

I was taken to a small airbase and some barracks; just about then, Ed Jacyna and Chuck Giano came marching in with hands up in the air. Boy, was I glad to see them! They both came down on ONE CHUTE, Ed on the back of Chuck! We all had facial burns, and I remember pulling off my eyebrows.

Peter Fleming, transcribed by Earle Nase
453rd BG Cape Coral, FL

GENE WILEY...

On Aug 7, 1943 my 92nd Bomb Group was alerted for a raid to Germany. At the briefing, when the curtain was removed from the route map, it showed the target as Schweinfurt. This news sent shivers up my spine. We had never gone this deep into Germany. After sitting in the cockpit for over an hour, we were told the mission was scrubbed. On Aug 12 we were alerted again and the briefing showed the target as Gelsenkirchen in the heart of the Ruhr. This was no milk run and red hash marks on the map showed heavy flak. On the bombing run the sky

Debriefing

was black from flak bursts. Right after the bomb release there was a heavy blast under the ship. I lost number three and four engines and unable to stay with the formation, peeled off & headed for home. At 2000 feet number three caught on fire so I told the crew to prepare for a crash landing. I bellied up in a flat field and everyone walked out of the ship although two had flak wounds. Three of us were captured right away and the Germans made us help put out the fire. The nose was burnt off back to the wing and my "Kansas City Killer" was no more. That afternoon we were all being held in a nearby city hall. That night we were taken to an air base and eventually on a two day train ride to Frankfurt and then to Dulag Luft nearby. We were guests of the Luftwaffe and the British POW's ran the mess hall. We even had beer that Saturday night. When there were enough POW's to fill freight trains to Stalag Luft III and Stalag 17B we would be shipped out.

**Gene Wiley, 92nd BG
Conifer, CO**

HERBERT WATSON...

Germany, the year 1946, not too long after WWII and as a young airman fresh from training, I was posted to No. 3 (F) Sqn based at Wunstorf, an ex-Luftwaffe airfield near Hannover. We formed part of No. 123 wing British Air Forces of Occupation

(BAFO) and flew the Hawker Tempest Mk Vs.

In common with other bases in the British Zone, Wunstorf had a large 'scrap dump' of aircraft, mainly ex-Luftwaffe types. One particular colorful wreck



was the nose section of a USAAF B17G which had a fine piece of 'nose art' depicting a young bride, and appropriately named 'Bride of Mars' - artwork signed 'STARCER'.

It was in the mid-seventies when the subject of the 'Bride' came up again when I was introduced to Joe Harlick of Seattle. Joe mentioned that he as based at Bassingbourn with the 91st BG and was base photographer. Joe was most interested and delighted to find that I had photographed the wreck in Germany. Looking through his own excellent collection of B17 photographs, there on its dispersal pan at Bassingbourn was a photograph of 'Bride of Mars', though of course in somewhat better condition than when I found her.

The 91st Bomb Group Association provided me with names and addresses of two known crewmen of the 'Bride' - tailgunner Louis Smith, of Scottsdale Ariz. and radio operator Arvid Johnson, Deer River Minn. Lou decided to write down events of that memorable day as he remembered them and to provide me with his own personal account of the incident and of the final flight of the 'Bride'.

Target: Berlin 5 Dec 44

"I still remember the backfiring of the #1 engine during warm up. The pilot did get it to run properly however and away we went. All went well until just prior to the IP where #1 engine lost power and had to be feathered.



Then #2 engine was beginning to lose power as well. The pilot, Ralph Blanton, then elected to salvo our load and attempt to return to the formation. We did succeed in doing so but by this time #2 failed completely and it too had to be feathered - which then forced us out of the formation and into the clouds for cover.

Apparently I lost communication with the rest of the crew during this rough ride and later learned there had been a vote for trying to return home and try for Sweden. Most must have wanted to return home. As it turned out the winds were greater than our navigator had figured as I heard him tell the pilot we had to be over Belgium. We therefore dropped out of the clouds and into a hail of flak! As it turned out we dropped out close to Hannover, Germany instead. I just happened to be looking out to my left over the right wing when I saw this hole appear directly behind engine #3. A shell went right through the wing but it did not explode. A shower of oil blotted out most of the visibility and with three engines out I figured I better get ready to jump. I was by the hatch ready to jump when I heard the pilot say we could jump or ride it down with him. He figured he could bring it down okay with the wheels up across flat farmland. I headed up to the radio room window over the right wing as we circled that big church steeple in Wunstorf.

Our pilot did a great job in landing between the irrigation canals. The tail was torn off but otherwise everything remained intact with no fire. I headed forward to help the pilot out and remember being surprised to find that I still had on my chest chute. A crowd of about fifteen or twenty farmers with rifles and pitchforks were approaching ominously and I

Debriefing

really don't know what might have happened if several Luftwaffe officers hadn't sped onto the field and taken charge. We were taken into town, stripped, our good footwear removed, then taken to an empty barrack where we huddled together in an attempt to keep warm. This was the beginning of six months of hell but we made it out okay after all. The 'Bride's' artist Tony Starcer

whom I contacted during this research of the 'Bride' kindly 're-signed' my photographs - it is now common knowledge that nearly all of the 91st BG aircraft carried 'nose art' done by Tony. I was sorry to hear that Tony died some years ago - a sad loss.

Herbert Watson
Royal Air Force (Ret.)

Herb's comments are on target. Tony Starcer was indeed noted for his original nose art. Bob Kelley, Shasta Lake, California piloted the 91st BG B-17 "My Baby" which was adorned with a Starcer painting of Carmen Miranda. -Ed.

8TH AFHS EDUCATIONAL CURRICULUM GUIDE POPULAR ACROSS THE COUNTRY

The Educational program of the 8th AF Historical Society in collaboration with the Mighty Eighth Air Force Heritage Museum has received very positive reactions from educators and school systems across America. The story of the airmen of the Eighth and a review of the events of WWII has been distributed during 2003 to over 15,000 schools and also has been purchased by a number of 8th vets and veterans organizations.

Honoring the American Past: The Stories of America's World War II Veterans sold out at the PX at our annual reunion last October. The educational material is available at the HS PX located in the Heritage Museum in Savannah. A great gift for schools, libraries, and younger generations, it consists of a video, a 124-page book, and an extensive set of transparencies for showing on screens.

The history of the Mighty Eighth is preserved and presented in this fine set, funded by the 8th's Frank DeCicco family with Prentice Hall Publishers. For further information and to order one or several kits-the entire set goes for \$24.99 - call Julia Smith at the museum: tel. 912-748-8888 or Email:

www.mightyeighthgiftshop.org



Make Believe

M.P. Ina McMillan A/F WAC
yr-1944-45 at MP station 447 B/Group base to Stowmarket England. Ina is Craig McMillan's sister stationed at Bovington near London who came to our 447th Base at Rattlesden to visit. On the way out, she got our MP on duty to actually loan her the MP arm band, pistol & belt, posed for this photo.





February 1910 - Benjamin Foulois taught himself to fly at what would become Kelley Field near San Antonio, Texas. He advised the U.S. Army on their purchase of the Wright Flier aircraft. Foulois is at far right.

SHORT ESSAY ON A NIGHT WEATHER MISSION

by Nick Napora

Christmas time, it seems, reminds me of a weather mission (one of several) that occurred in the early fall of 1944. It is indelibly etched in my memory. While there is still time for me to compose and for you to read, procrastination is no longer an option. Here it is.

Our crew was ordered to fly a night weather mission. For you 'groundpounders' who may not know, let me explain. A one B-17 flies over enemy territory to determine wind speed and its direction; including cloud cover over various altitudes. The information gleaned helps bomber command plan the next day's targets. Such missions are deemed not dangerous enough to qualify as tour missions despite enemy night fighters, RAF bombers that fly only night missions, and bad weather. These missions were 'free bees' for management.

Our crew still living, I'm most grateful for, were Kenneth Webb (pilot), William French (co-pilot), George Kaiser (radar operator), John McClure (ball turret gunner), and Nick Napora (navigator).

Busily engaged in developing data and feeding it to the radioman for transmission back to England, our pilot called me.

Question: "Navigator, where are we?"

Response: "Over Germany."

Pause...Question: "Where over Germany?"

Response: "Somewhere between Hamburg and Frankfurt."

Pilot (exasperated): "Where exactly or we'll replace you with Rudolph!"

We completed our duties and flew back to our base. Wouldn't you know, it is fog-bound. Other near bases are socked in low on fuel, the pilots decided to land. Skillfully, they set the B-17 on the ground just before daybreak. Ken and Bill, visibly relieved, told the assembled crew: "We couldn't see the runway lights until we were over the runway!"

Won't you agree with me that Rudolph was present to guide us that night?

Nick Napora
452nd BG
Pittsburgh, PA

Eighth Air Force Historical Society Financial Report, Year Ended 31 Aug 03

ASSETS AND LIABILITIES

ASSETS

Cash in Banks & Money Mkt Funds	\$ 179,364
Life Member Funds	230,894
PX Accounts Receivable	3,382
Furniture & Equipment	2,513
Total Assets	\$ 416,153

LIABILITIES

Life Member Fund	\$ 230,894
General Fund	183,742
Other	1,517
Total Liabilities	\$ 416,153

REVENUES AND EXPENSES

REVENUES

Annual Member Dues	\$ 152,574
Life Member Dues	17,565
Foreign Dues	1,172
Reunion Revenue	6,548
Museum Contributions	41,174
General Contributions	5,637
Interest	865
PX Sales Rebate	12,125
Life Member Rebate (Net)	28,814
Other	1,743
Total Revenues	\$ 268,217

EXPENSES

Museum Donations	\$ 44,322
Board of Directors	5,849
Finance Manager & Audit	9,302
Contributions	1,283
Computer Services & Depreciation	1,497
Chapter Rebate	10,110
Liability Insurance	2,929
Office Supplies	2,725
Postage & Printing, Including Dues Postage	10,762
All Membership Office Labor	35,620
Telephone	2,760
Health Ins, Travel, Membership Mgr	2,804
Reunion Expense & Reunion Rebate	8,068
Rent Total	13,289
Employer's FICA	2,841
Magazine Expenses Total	123,587
Awards & Unit Development	2,890
Educational Materials	933
Other	1,519
Total Expenses	\$ 283,090



Bulletin Board

OLD FAITHFUL COMMEMORATION TO BE HELD IN ENGLAND

On June 25, 1944 the 91st Bomb Group B-17 *Old Faithful* crashed in flames at Snag Farm, Wincanton, Somerset England. The aircraft flew 35 missions from its base in Bassingborne and was returning badly shot up from a raid on Toulouse, France. The crew struggled to keep the plane away from the town and it crashed just at the outskirts of the village.

On 25 June 2004, the 60th anniversary of the crash, the town of Wincanton will hold a civic commemoration of the brave event at the crash memorial site. Town officials and representatives of the U. S. Air Force and Royal Air Force will take part. The Wincanton

museum will have special exhibits about the crash. The following two days will feature a classic and military show featuring over 400 vehicles at the Show Grounds, sponsored by the Military Vehicle Trust.

Anthony Goddard of the town council is heading up the ceremonies along with Historical Society U.K. representatives Gordon and Connie Richards. They expect a large turnout of 8th Air Force Historical Society members. All are invited. Free camp sites for HS members are being offered.

Contact Tony Goddard at email: tonygoddard1@yahoo.co.uk or tel. 01963-824193.

VETERANS AFFAIRS SEEKING EX-POWS

Former Prisoners of War who are not currently receiving disability compensation, health care, and other benefits are being sought and asked to contact the department, according to a notice forwarded by Doug Holt, 381st BG, of Mequon WI.

Medical care is available to POWs and dental care if their captivity lasted more than 90 days. Over 23,000 ex-POWs are getting compensation at this time. If you know of eligible servicemen who are not yet enrolled in the program, call 1-800-827-1000.

Services are also described online at: www.vba.va.gov/bin/21/Benefits/POW

REGIONAL HISTORICAL SOCIETY CHAPTERS TO MEET TOGETHER

A unique meeting weekend is planned for members and friends of Southeastern 8th AFHS Chapters March 25-28, 2004. Chattanooga, Tennessee is the site and the reunion hotel is the Historic Read House in downtown Chattanooga. The area boasts a number of interesting attractions including Lookout Mountain, the Tennessee Aquarium and IMAX theater, War Between the States battlefields of Chattanooga and Chickamauga National Park, the Chattanooga Choo Choo, and hang gliding for all at the Lookout Mountain Flight Park.

Individual Chapter meetings, special programs, and a Gala Banquet with Big Band music will be part of the festivities. Col. Robert Morgan, pilot of the Memphis Belle will be a special guest speaker. The Read House hotel is offering special rooms rates for the Society at \$79 per night – call directly 1-800-691-1255. Breakfast is included – mention the 8th Air Force when you call.

Registration info for the meeting can be sent to TN Chapter Pres. James Bass, PO Box 500, Carthage TN 37030. Tel. 615-735-1122. Your \$95 registration includes the dinner, two nights of entertainment and a number of other special features. A rare chance to meet with 8th AFHS friends from a number of Chapters and to enjoy the riverfront of Chattanooga!

U.S. AIR FORCE F-22 RAPTOR NOW OPERATIONAL

Tyndall AFB, Florida recently received the first F/A 22 Raptor fighter, the Air Force's premiere multi-role fighter aircraft. The Raptor elevates aircraft technology using stealth, integrated avionics, maneuverability and supersonic flight capability, to provide air dominance in any battlespace. The airplane is a critical component of the Global Strike Task Force and is unmatched by any other known or projected adversary fighter aircraft.

The 325th Fighter Wing is the official training site for the F/A-22 pilot training program. Tyndall AFB will receive fifty Raptors over the next several years.



Bulletin Board

BATTLE MONUMENTS COMMISSION TO CARE FOR 8TH AIR FORCE MEMORIALS

The United States Congress has provided the Battle Monuments Commission the authority to provide maintenance of war memorials on foreign soil, for qualified associations.

As of October 2003, the first of the 8th Air Force Units has been approved and processed by the Commission. Clint Hammond, President of the 351st Bomb Group Association, announced the approved status – the Bomb Group's memorial near the runway at Polebrook will now be cared for in perpetuity. The 351st BGA's Board of Directors had applied for the perpetual maintenance as a result of declining numbers of members who had been taking care of the site.

The 351st BG flew its first mission on May 14th, 1943, completing 320 missions before the end of the war.

CONGRESS HAS FEWER VETERANS EACH ELECTION

There seems to be a steady decline in numbers of senators and representatives who have served in uniformed service in the U. S. Congress. The figures includes those who have been on active duty, in the Reserves, or the National Guard.

In **1975** 73% of the Senate and 70% of the elected House had served. The **2003** figures have dropped to 35% in the Senate and 27% of House representatives.

LUFTWAFFE WARBIROD CRASH

Two veteran airline pilots were killed when the Heinkel He-111 they were flying crashed while attempting to land at Cheyenne, Wyoming last July 10, 2003.

The Heinkel belonged to the Contemporary Air Forces, formerly known as the Confederate Air Force Arizona Wing of Mesa, Arizona. It was a stable mate of their B-17, *Sentimental Journey*, and other Warbirds.

Losing their lives in the crash were Neil Stamp, a Boeing 767 captain flying for U.S. Airways and Steve Bates, an A-320 Airbus captain flying for American West Airlines.

The CAF Warbird had been a feature with the Arizona Wing since restoration began in 1993. Its history includes being the presidential plane for Spanish dictator Franco. It was powered by two Rolls Royce Engines. It was the last of the type still flying.

from 398th BGA *Flak News*



German Heinkel He-111

RECORD LOAD TAKES OFF

The base runways in England may always have seemed a bit too short with four engines revved up to the maximum in loaded bombers on early takeoffs for missions during the war. In recent flight testing at Edwards Air Force base in California, a very heavy Boeing 777 300ER set a record for loads on takeoff, weighing in at **774,600** pounds. The previous record takeoff weight was set in 1997 by a 777-300 at 678,400 pounds.

The huge new addition to Boeing's fleet will be flight tested in Iceland for flight in crosswinds and tailwinds, in South America for the natural ice, and in the Australian outback for the hot weather.

B-17 Maximum loaded weight - 72,000 lbs

B-24 Maximum loaded weight - 67,800 lbs



B-24 LIBERATOR HISTORICAL CALENDAR

George Welsh, newsmagazine editor for Bomber Legends, formerly the B-24 Liberator Club, has produced another superb calendar for 2004 for all you B-24 history buffs and fliers. Great period photos, three for each two-page monthly presentation, offer a number of things for aircrews and groundcrews to remember. Each week notes important days and events in the history of the B-24 and its associated missions. *Teggie Ann* on takeoff for Ploesti; *V Grand*, the 5,000th B-24 built; and the *Ball of Fire*, a B-24 formation ship of the 93rd Bomb Group are all here in fine form. Also the 446th's Nona Rhea crew photo with their airplane.

For info email George at:

info@bomberlegends.com or tel: 760-788-3624. The calendar is \$10 plus \$2.50 s&h at 1672 Main St., Suite E-124;

Ramona CA 92065-5257 and be sure to tell them you are 8th AFHS so a sales rebate will arrive to the Historical Society kitty.



Chapter News

MISSOURI CHAPTER



Missouri Chapters members at the Boardroom BQ - a nice place to meet.

Plans were made by several members of the Missouri Chapter to have a luncheon meeting. It was our thought to have a luncheon each month providing we had a good response at our first luncheon. Our first luncheon was May 27th, 2003, at the Boardroom B.Q. in Overland park, Kansas.

The meetings are open to all Missouri Chapter members, spouses and prospective members.

Our June meeting was June 24th at the same location, with a good attendance.

Boardroom B.Q. is located in the Cherokee South Shopping Center in Overland Park, Kansas. The membership voted to continue these quarterly meetings and luncheons.

We encourage members to join us for a time of fellowship.

Joe Jameson

LOUISIANA CHAPTER

Baton Rouge reunion the best yet!

Louisiana 8th AFHS Chapter members, their lovely wives, and local 8th AF members not yet Chapter members, plus family members, enjoyed an affair all described as the best one ever! The reunion was hosted by the Holiday Inn, Siegen Lane, in Baton Rouge. Chapter President Harry Doug Tanner had his World War II Airmen museum collection there on display.

At noon Friday, members enjoyed a plated luncheon, followed by a hilarious talk by Tom Aswell's "Red Neck and Hill Billy" stories. That evening members enjoyed a seafood buffet followed by emotional remarks of Mr. James Bollick, 27th Bomb Group, in the Pacific. Mr. Bollick was a Japanese POW and survivor of the Bataan Death March.

On Saturday morning members and guests viewed the items on display and lunch was served at noon, followed by an hour of Cajun jokes - a performance by Mr. Ed Taylor. He is a regular performer on cruise ships.

Saturday afternoon a raffle was held with over 150 items being raffled off. All items were donated by those attending the meeting.

The banquet program started with a bagpipe group. After the dinner buffet a former Japanese Kamikazi pilot, Rev. Paul Tashiro of Jackson, Mississippi addressed the meeting.

Our hat goes off to Earline and Wiley Noble and Margaret and Norman Sisson for a great job in planning this enjoyable convention.

Harry Tanner, Pres.

MICHIGAN CHAPTER



Attendees at the July 12th pot-luck

Back row L to R: Carl Moss, George Gane, Bruce Helmer, Oscar Taboada, Richard Giesing, Stanley Brouwer, Roger Reddel

Front row: Maurice "Suds" Sumney, President

The Michigan Chapter held a pot-luck get-together at the home of Richard and Rita Giesing on Gun Lake, Shelbyville, Michigan on July 12th. After lunch and a time of reminiscing, the group took a tour of Gun Lake on the charter boat named "Gun Lake Princess". A guest, Pat Heil, a nurse in a MASH unit in the Korean War read a commentary on the Pledge of Allegiance by Red Skelton. The weather was ideal and we had an enjoyable time together. On July 27th, the VFW Home for Children at Eaton Rapids, Michigan celebrated "Michigan Day". Several items were donated to the home for distribution to the children. Among those attending were Richard Giesing, Bruce Helmer, Oscar Taboada and their wives. Our next newsletter to the Michigan members of the 8AFHS will ask for volunteers for the education program as outlined by Belton Wolf, director of the Education Committee. The chapter will furnish the materials needed for each volunteer.

Our next annual meeting is scheduled for November 11th at the VFW Post, Comstock, Michigan. Ceremonies begin at 11:00 AM, Honoring veterans, past and present.

Rita Giesing, Secretary

Chapter News

WESTERN PENNSYLVANIA WING



President Craig Harris presents Awards to 8th Air Force Ex-POWS of the 447th BG at the Western Pennsylvania Wing of the 8th AFHS.

L to R: George Seftick, Byron Schlag, C. Craig Harris President of 8th AFHS, Rudolph Pusic

8th AFHS President Craig Harris recently visited the Western PENNSYLVANIA Wing of the 8th AFHS in Pittsburgh at their April Meeting. He spoke to the 125 members advising them of the several programs the National Society is involved in and has to offer the members. President Harris emphasized the need to open the membership to 1st and 2nd generation members to perpetuate the heritage and legacy of the 8th Air Force and the Historical Society.

He also introduced the new educational school programs developed by the Society offering programs and materials that are now available to the members and schools working with school groups.

While attending this luncheon meeting President Harris assisted in the presentation of Recognition Certificates and awards to the 8th Air Force American Ex-Prisoners of War members of the Chapter who were in attendance.

NEW MEXICO CHAPTER

The 8th AFHS NM Chapter held the Spring General Membership meeting 17 May 03; members and guests totaled 108. The Fall General Membership meeting was held 11 Oct 03; members and guests totaled 116.

The highlight of the spring meeting was the speaker Col. Richard Toliver, Ret'd., a 26-year veteran of the USAF and a graduate of the Tuskegee Institute. Col. Toliver spoke about the history of black pilots from WWI to the pre-



Col. Richard Toliver

sent and the development of the famous Tuskegee Airman of WWII (Red Tailed Angels). Col. Toliver is a command pilot with 4000 hours who has flown the F-4, F-15, F-16, OT-37, T-33 and several civilian aircraft.

The highlight of the fall meeting was speaker Col. Gil Martinez, Ret'd., a 26-year veteran of the USAF. As a



Col. Gil Martinez

navigator he was in a hand-picked group for high altitude reconnaissance missions along the borders of China, Russia, Korea and Vietnam. Col. Martinez flew in SR-71 aircraft known as "Blackbirds", cruising at three times the speed of sound (Mach 3), 2,200 MPH at an altitude of 80,000 feet.

Gil was recently named as N.M. State President for AARP. He has held leadership positions in many military Associations, including N.M.

Chapter 8th AFHS, and is a Life Member also serving on its Board of Directors.

Al Schwery, Secretary

THE BIRTHPLACE CHAPTER Savannah, GA

The Birthplace Chapter completed their annual fund-raising program with the selling of chances for a completely restored 1970 Volkswagen Classic. Thanks to member Gene Buttle for donating the beetle as a chapter raffle prize. On Saturday, October 25 a special program was held in the museum rotunda at which time Museum CEO C.J. Roberts chose from the hopper the name of the person who held the winning ticket for the VW. The winner was Mrs. Ann Hensen of Savannah. Following the presentation, Chapter President Ken Hoddinott presented a check in the amount of \$5000 to CEO Roberts as a Chapter contribution to the museum derived from the VW ticket sales. Both the Chapter and the Museum were winners in this project. Congratulations to all Chapter members who gave of their time to this worthy cause. Entertainment for the event was furnished by the Savannah Stompers Jazz Band. All in attendance had a great time and it indeed was a busy day.



Relics at the Heritage Museum: Volkswagen Beetle in red, with Jay Yost

Chapter News

Our Chapter meets every third Tuesday at 7 PM at the Museum and everyone is invited. Until next time, a Salute to the 8th AF Museum.
Jay Yost VP & PR Chairman

NORTH EAST IOWA WING

The North East Wing of our Iowa Chapter met at the Elks Lodge in Waterloo Oct. 17, 2003 for a noon luncheon. 53 people attended the meeting.

The meeting began with the singing of "America" followed by the pledge of allegiance and the invocation under the very able leadership of Rudy Nelson. Bob Reeves played piano for the opening ceremonies.

Our program was "WWII Aviation Weather" presented by one of our Iowa Chapter members -- Syd Thomas. Syd was a weather officer during WWII, based in England and flying weather reconnaissance missions out over the Atlantic ocean gathering weather forecasting information. His very interesting account of how the weather affected the progress of the war in the European theater was well received. Bob Schreiner, an Iowa Chapter member, assisted in the presentation by giving the combat airman's view of how the weather affected the missions.

Robert C. Reeves N. E. Iowa Wing Commander

NORTH CAROLINA CHAPTER

The NC 8th AFHS had a booth at the Festival of Flight at Fayetteville in commemoration of the Wright brothers. Of the non-funded government displays, thanks to George Hood and Levin Beasley, our booth was the best. For over a week, Al Reid, John and Alice Miser, Jacques and Marion Morel manned the booth talking to over 600 kids each day.

Our Fall State Board of Directors Meeting was held Nov. 1, at Statesville, called to order by our new President, John Miser. Craig Harris gave an excellent report on the Colorado Springs Reunion and the by-laws changes.

Mary Wiley, Metrolina Wing, was elected Vice President to fill the spot vacated by John Miser when George Hood resigned as Chapter President last September.

The METROLINA WING Fall Meeting took place on Sept. 9, 2003 at the Red Rocks Cafe, Charlotte, NC. with 38 members in attendance. Brode Duke, Wing Commander, presided over the regular order of business. After a delicious meal was served, guest speaker General Hugh Ward gave a very interesting and humorous talk about some of his experiences during WWII as an 8th AF fighter pilot.

The EASTERN WING, with George Hood, Wing Commander presiding, held its Summer Meeting in Raleigh with Reiner Jenke as their guest speaker. Reiner was a four-year-old in the early days of WWII in Eastern Germany. He spoke of his family's hardships living in a remote area. His family eventually made it to the USA after his father escaped Russian captivity, with employment at Huntsville, AL working on the rocket program.

Reiner now lives in Wake Co., NC and is an engineering consultant.

The WESTERN WING has had a successful year with continued growth in membership and interesting speakers at each of its monthly meetings. On Nov. 10, in Hendersonville, John Miser and Craig Harris presented a program to a 10th grade honors history class using the Curriculum Guide program "A Student's Guide to the Eighth Air Force During World War II" to teach students about this important part of our history. These young people said the visit made their WWII studies very real and hearing the two men talk about their experiences changed their perception about WWII. The local newspaper and ABC-TV affiliate, WLOS, Asheville covered the presentation. Our monthly meetings are held at McGuffey's Restaurant in Hendersonville, every 3rd Thursday at 11:30 AM with Vic Brown, Wing Commander presiding. After the Pledge and opening prayer, lunch is served followed by a business meeting and a guest speaker.

NEW YORK SOUTHERN WING CHAPTER

At the close of the 2003 school year, student Brendan Rafferty was awarded The Target Award by the NY Southern Wing members. The award went to the student who best embodies the spirit of American airmen who flew with the 8th Air Force. These traits include Teamwork, Ambition, Responsibility, Gratitude, Enthusiasm, and Tenacity.

The Chapter is encouraging others to expand their educational outreach by making the award available to worthy students in their districts. They also have plans to conduct essay contests and provide history related materials to schools.

Special appreciation for Joe Minton's efforts in getting part of his collection of thousands of photographs taken while he served with the Second Air Depot for use at Chapter functions and to display on their website, set up by member Greg Hatton: www.NY8thAFHS.org. - Check it out.

IOWA CHAPTER

The 20th Annual Reunion of the Iowa Chapter of the 8th Air Force Historical Society was held at the Starlight Best Western Hotel at Ames, Iowa on August 23rd, 2003. We had 61 people attend our 20th Annual Reunion. Colonel Kenneth Schindele of the Iowa State University Air Force, Reserve Officer Training Corps, 250th Cadet Wing spoke to us on the life of the cadets at the Iowa State University a very interesting slide presentation. We had 91 people attend our Banquet with the presentation of Colors by the 250th cadet wing from Iowa State University. Our special guest speaker was Colonel Steve Van Every, Vice commander of the 132nd Fighter wing of

Chapter News

the Iowa Air National Guard.

Colonel Van Every and his unit were deployed to Saudi Arabia three times to patrol the no-fly zones. His slide presentation showed how they lived and flew missions. Roy Picht, one of our Board Members, won the raffle of a model B-24 donated by James R. Zigrand of Eagle Grove Iowa.

James Zigrand has donated items for our raffle for many years and he was given a Plaque in recognition for all that he had done for us.

Another great annual meeting ended with the retirement of colors by the 250th cadets of Iowa State University.

Leon G. Mehring, Treasurer

NATIONAL CAPITAL AREA CHAPTER 2004 World War II Memorial Dedication Event

The weekend of May 27-31, 2004, the NCAC is making arrangements for the 8th AFHS attendees of the national World War II Memorial Dedication. This historical weekend is full of events centered on the celebration – over 500 K people are expected to be there.

The Chapter has blocked 85 rooms at the Radisson Hotel at \$119 per night. These will be held only till the end of this year. This low price is expected to double and rooms are very scarce. Call the hotel and mention the 8th AFHS – tel. 703-683-6000. Airport Shuttles go to the hotel every 20 minutes and hourly shuttles will go to old town Alexandria for shopping and also into Washington centerville.

The NCAC will host daily Hospitality rooms and assist in tours of the city, the Air and Space Museum, a wreath-laying ceremony at Arlington, and especially to the premiere event on Saturday, the formal WWII Memorial Dedication Ceremony at 2:00 pm on the Mall in Washington. A special banquet for 8th AFHS attendees is planned for that night. The registration fee for the four day event of \$65 dollars includes private bus transportation and lunch for the Dedication Ceremony. NCAC contact is George Hoidra, tel. 301-953-2813.

This is the national memorial honoring WW II veterans of all services – a once in a lifetime event, 59 years in the planning!



OREGON CHAPTER

Our quarterly meeting was held on November 6 at the Beaverton Elks. Outgoing Chapter President John Horne

called the meeting to order at 11:30 a.m. The Pledge of Allegiance and opening prayer were then conducted. 92 people attended.

It was announced that a new Oregon Chapter patch had been designed and produced, available from member Bob Miller for a charge of \$3.00. The treasurer's report revealed that the Chapter is still very financially viable.

New officers and board of directors were approved by the membership. The officers are: Eldon Blevens, president, Tom Newton, vice president, Tom Philo, secretary, and Jerry Andrews, treasurer. Board members are: Eldon Blevens, Tom Philo, Vaughn Erickson, Virginia Knight, Tom Davis, Dick Neilsen, Don Bourgeois, Don Anderson and Eddie Linnum. The membership also was advised that henceforth, no distinction between members and associate members would be made.

The speaker for this meeting was Mr. Norman Leyden, musician and director of the Portland Youth Philharmonic. Mr. Leyden related that he had joined the Connecticut National Guard in 1940. The Guard was to be made part of the 43rd Infantry Division and he was a member of its band. When the 43rd was sent to the South Pacific in 1942 as one of the first U.S. divisions to engage the Japanese, the band did not go along, but was ordered to Atlantic City, NJ.

While posted in Atlantic City, Leyden met famous band-leader Glenn Miller, who had just joined the service. Miller organized his now-legendary army band and invited Leyden to join as an arranger. He remembers Miller as a man of very few words and one who knew what he expected from the musicians in his band. He also recalls Miller as one who had joined the army purely out of patriotism; he was under no obligation to do so.

On June 1, 1944, Leyden joined the Miller army band just as it was ordered to England. The Atlantic crossing was made on the liner Queen Elizabeth and the band played the whole way over. In London, Leyden and the band witnessed V-1 (buzz bomb) attacks and the devastation of four years of war. Bivouacked near Thurleigh, he also recalls watching 8th Air Force bombers take off and return from their missions. Many times the 50-member band played three dates a day; radio broadcasts, dances and concerts. The band's performances routinely would be in hangars, concert halls, studios or even outdoors.

"The impact of the music of Glenn Miller cannot be understated," Leyden said. Apart from its innate high quality and complexity, the many fine musical pieces such as "Sunrise Serenade" became popular and enduring anthems of a people and a nation at war.

The next scheduled meeting of the Chapter will be at the same location on February 5, 2004. Members and visitors are welcome and encouraged to attend.

Don Bourgeois, Board member

All books are recent publications now in print and are reviewed by the editor 8th AF NEWS for the enjoyment of the membership.

Many interested in World War II would like to see more publications based on war files of the enemy. Schiffer Military History publishers have released two beautiful volumes concerning German fighters and their groups.

JAGDGESCHWADER 3 "UDET"

IN WORLD WAR II

II./JG 3 in Action with the
Messerschmitt Bf 109

by Jochen Prien and Gerhard

Stemmer

Noted author Jacob Prien presents the entire history of JG 3 from its formation up to the end of WW II. This second volume tells the story of the Me Bf 109

flown by air-
men of JG 3 "UDET" and details the unique history of the Bf 109 as the symbol of the rise and fall of the German *Luftwaffe*. The fighter was the superior fighter plane of all countries until the development of the British Spitfire and the subsequent entry of American Fighter Command aircraft.

This very high quality book takes the reader into the history of the German fighter groups and focuses on the missions and men who flew the Me 109s. Operations over the Channel and into Great Britain begin the fighter war history from a German viewpoint. The large format slick page volume is 412 pages of war history, with pages of personal stories and details of the careers of many of the top pilots who flew with JG 3. The author's attention to details are just

amazing – the volume is full of facts and footnotes which give the reader a familiar feeling of problems and successes of a war-fighting unit, albeit that of the enemy of those who flew with the 8th Air Force. Never-previously published photographs offer a close look at the daily lives of young and experienced German air-
men. Eighty pages of in-depth Appendices listing the pilots, their air-
planes, and their fates, complete the volume. Contact Schiffer Publishing at www.schifferbooks.com or phone 610-593-1777; email: schifferbk@aol.com.

MESSERSCHMITT Bf 110/Me 210/Me410

An Illustrated History
by Heinz Mankau and Peter
Petrick

This volume sets the record straight on the history of the development and combat experiences of the familiar twin-engine fighters of the *Luftwaffe*. It is a thoroughly detailed factual account of the aircraft and their modification from the 1930s through World War II. The authors spent over twenty years collecting the materials, photos, drawings, and statistics to present in this book. The reader gets a rare look into the

processes of development of wartime enemy aircraft; the expertise and knowledge found in many German war-making industries becomes evident in this presentation.

These were specialized aircraft. Germany produced 6000 Bf 110 air-
planes, many of which proved successful as night fighters. There were 500 Me 210s and 1300 Me 410s built. Especially interesting are over 130 pages of dated entries, much of which is derived from the files of

Generalfeldmarschall Erhard Milch, on the progression of thinking of the German leadership and the development plans and technical situations facing the German leadership. Orders and directives from higher up are shown clearly in the flow of these entries delineating the progress of production – a rare "inside look" at the history of German planning and problems presented to the production designers.

As with all Schiffer Military History volumes, photos and tables are of excellent quality. This 360-page large slick format book with its unique subject material gives a perspective of German aircraft development found nowhere else. For information you can reach Schiffer at phone 610-593-1777 or email: schifferbk@aol.com; or contact your local booksellers.

DON'T CALL ME HERO

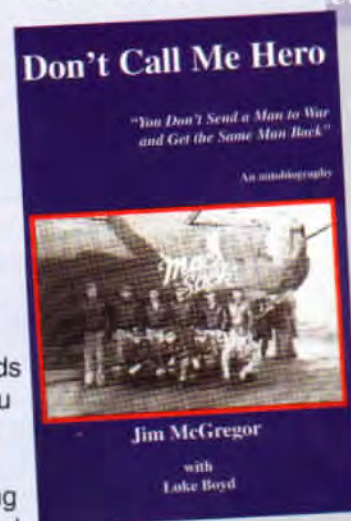
"You Don't Send a Man to War and
Get the Same Man Back"

by Jim McGregor with Luke Boyd

Jim McGregor was pilot of the

392nd
Bomb
Group
B-24
Liberator
Mac's

Sack. His volume of his early years and wartime career reads just like you had him in your living room talking over tea and crumpets, or whatever else is to your liking. Greatly entertaining, Jim's book makes the case that although many 8th Air Force missions are truly unforgettable – the Ruhr "Happy Valley" trips, Gotha, missions to Norway – hairy missions which were hairy in that they were routine missions turned bad.



Book Reviews

Illust "How in the hell did I get into this mess – plane's all shot up, tires are flat, no brakes, wounded crew trying to survive . . . and, thirty of our planes behind us are depending on me to lead them back to our base! Even if we do make it back, how am I going to land this sucker?"



to her native country in 1941 to find that Hungary has been taken over by the Germans. She and her childhood Gypsy sweetheart Eric survive numerous experiences during the course of the war. The plight and tragedy of many sent to concentration camps are seen in the story as depicted in the lives of the principal characters as related by author Hecker.

In his Epilogue, Hecker states that over 500,000 gypsies – 75% of the gypsy population – were exterminated by the Nazis during the war. The fascinating tale is 214 pages, softbound and info can be had from local and on-line booksellers. Website is www.double-dragon-ebooks.com/Authors/hecker.html

His philosophy was to fly the mission to the bitter end; if you quit flying a crippled ship "we were damned sure going to crash. I like the long odds better than no odds at all."

Jim flew early on, 1943 and early 44, and some of his rough missions are told in succinct style in this book. He relates some of the more humorous anecdotes of life on an 8th airbase:

"Our airfield was on an English farm and the farmer was still farming the land that we weren't using. He had a white goat that was tied up near the path to the Officer's Mess. Since I usually didn't go carousing with the others, the guys accused me of having a relationship with the goat. My nickname became Maaaaaac instead of Mac."

This 198-page softback volume is author McGregor's fifth book, and in this one he makes his point: although his record shows that he was awarded four DFC's and five air medals, he was "not a hero." His tribute to those who served in all capacities makes his point quite evident. The closing page, entitled *Unsung*, is his poem which begins with the lines, *The unsung men of the world comprise the platform that men of note stand upon...*

Get in touch with Willeo Publishing at tel 615-370-6413 or 1-800-282-9266 for information about this insightful autobiographical book.

AMERICA'S MIGHTY EIGHTH AIR FORCE
Conception To D-Day Volume I
by Warren Bodie and Allan McPherson

Warren Bodie has written many books about World War II and this presentation is a unique style based around period photographs of wartime aircraft and airbases. The text material which accompanies each photo is an in-depth explanation of the subject seen before the reader. Many of the pictures are in full color and the wide variety of subjects offers an in-depth impression of wartime life and combat experiences. One chapter addresses the leaders of the Bomber and Fighter Commands of the Mighty Eighth with unusual photographs surrounding their high-level activities and responsibilities.

The volume is one of a trilogy to be issued and this one begins with the history of the birth of the 8th Air Force and its transfer to airbases in East Anglia. It takes the reader up to the D-Day invasion activities of the Eighth. Hardback, 198 pages in glossy print, information can be obtained from Widewing Publications at 81 Sneaking Creek Lane, Hayesville NC 28904.

BLOOD PROMISE

by Robert Hecker
This novel by Robert Hecker, author of *Rush To Glory*, is set in World War II and is unique in that it give insight into the Nazi treatment of Gypsies swept up in the Nazi Holocaust.
Anna Zorka returns



Luke Boyd

100th ANNIVERSARY OF THE FIRST FLIGHT

"Success four flights Thursday morning all against twenty-one mile wind started from level with engine power alone average speed through air thirty-one miles longest 57 seconds inform press home Christmas."

Orville wiring his father to announce successful first flights, December 17, 1903



First Flight December 17, 1903

At Kitty Hawk, North Carolina on December 17, 1903, Wilbur and Orville Wright pilot a mechanically driven, heavier-than-air machine an estimated 120 feet in 12 seconds across a wind-swept stretch of level sand. As Wilbur watches, Orville lifts off the sand flats in the world's first powered, manned flight.

Orville's diary tells the story:

"After running the engine and propellers for a few minutes to get them in working order, I got on the machine at 10:35 for the first trial. The wind according to our anemometer at this time was blowing a little over 20 miles (corrected) 27 miles according to the government anemometer at Kitty Hawk. On slipping the rope the machine started off increasing in speed to probably 7 or 8 miles. The machine lifted from the track just as it was entering the fourth rail. Mr. Daniels took a picture just as it left the tracks. I found the control of the front rudder (elevator) quite difficult on account of its being balanced too near the center and thus had a tendency to turn itself when started so that the rudder was turned too far on one side and then too far on the other. As a result the machine would rise too suddenly to about 10 feet and then as suddenly, on turning the rudder, dart for the ground. A sudden dart when out about 100 feet from the end of the track ended the flight. Time about 12 seconds (not known exactly as watch was not promptly stopped). The flight lever for throwing off the engine was broken, and the skid under the rudder cracked."

Orville Wright



Site of landing of first flight with flights 2 and 3 in background

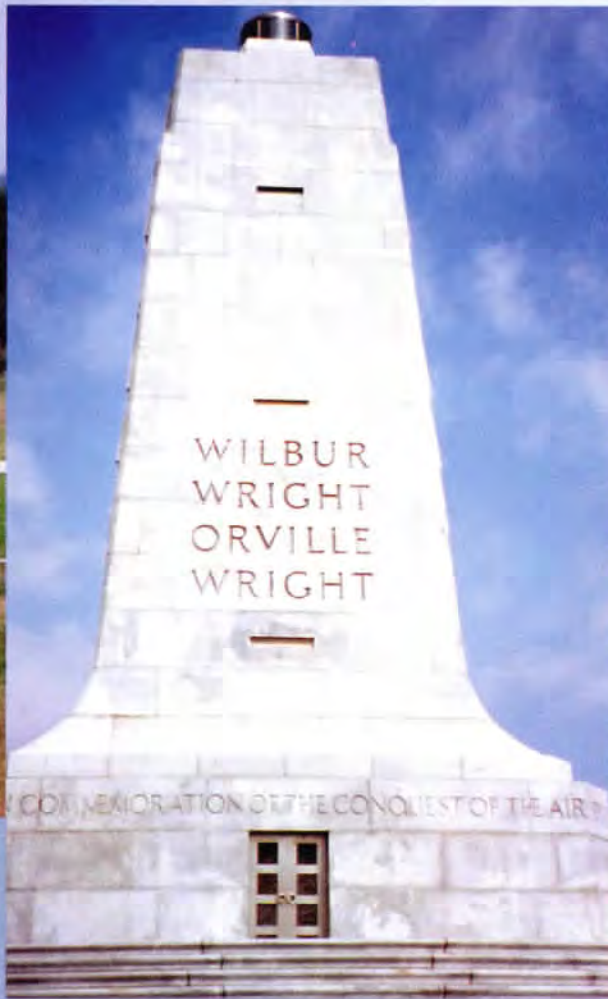


The Wright Brothers



Plaque at takeoff site

The airstrip for the first flights



The Monument at Big Kill Devil Hill, Kitty Hawk, North Carolina



“PILOT TO CREW”

A pilot in command of a B-17 bomber on a mission into Germany pulled out a .38 caliber revolver and placed it on the instrument panel and said to his navigator, “Know what I use that for?”

“No!” replied the navigator.

The pilot said, “I use it on navigators who get me lost.”

The navigator then pulled out his Army issue .45 pistol and placed it on the navigator table. The pilot looked over his shoulder and asked, “What’s that for?”

The navigator said, “To be honest sir, I’ll know that we are lost before you do.”

from Massachusetts Chapter *Vapor Trails*

From the Editor

FAMOUS CREW PHOTOGRAPH STILL GETTING PUBLISHED

Al Brown's Crew Well-known To Many

Al Brown flew with the 95th Bomb Group on the first mission to Berlin. His airplane was a B-17 named "I'll Be Around." It and its crew became part of WWII lore: a picture made at the airbase after their return from that March 4th, 1944 mission became the most widely published photograph of a bomber crew in the war.

In July 1943, Brown and his crew passed through a brief training period at Pyote, Texas learning about the B-17 and practicing air-to-ground gunnery on the elusive Texas jackrabbits. They were then assigned to Dyersburg, Tennessee for 2nd and 3rd phase training. At Grand Island, Nebraska, the crew picked up their brand new B-17 Flying Fortress which they promptly named "Blues In The Reich," a take-off on a popular song at the time. At their final destination in East Anglia with the 95th Bomb Group at Horham, they changed aircraft and flew their first mission on November 13th, to Bremen. Their new bomber was named "I'll Be Around," another pop song title.

The crew flew 25 of the Group's next 52 missions, the best-known flying as lead crew of the Group and the 8th Air Force on the first daylight raid to Berlin. It was on the return from that raid that journalists from Life magazine and a number of newspapers met them, recording them for posterity. Two days later the crew was Group lead on a return to Berlin, and they finished their tour as a lead crew on many of the roughest missions of the war. The Brown crew's original airplane went down in France in August 1944. "I'll Be Around" wound up ditching with another crew in the North Sea.

Al states that even though their missions were flown early in the war, none of the ten crewmen were ever injured – no Purple Hearts were awarded. No mission was ever aborted. "I'll Be Around" gunners shot down twelve confirmed enemy fighters; half the missions were flown without fighter escort. The crew had completed their

tour and was returned to the States before the D-Day invasion, June 1944.

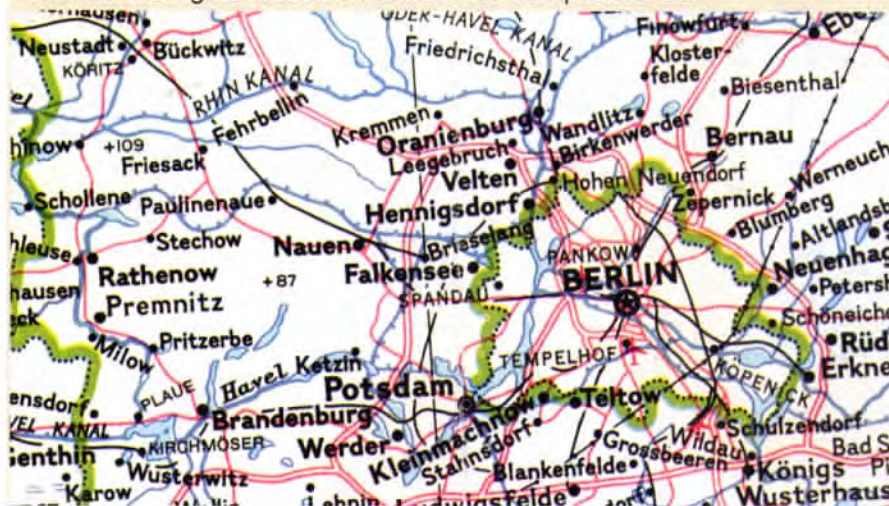
After the war, Al Brown was a flight instructor at Florida

State College and later went into the construction business with his brother. The crew had a reunion in Dallas twenty-five years after the war. In May 1993, seven of the original crew celebrated their 50th anniversary.

Al states, "We lost many friends who were killed or who were shot down and made POW's, and we honor them and their memory."



A famous photograph – the "I'll Be Around" crew from left: Dalton Addison, tg; Jim Craddock, wg; Bob Raney, wg; Bud Nutter, btg; Al Smith, ttg/eng ; Frank Atterbury, r/o; Forrest Flagler, B; Mal Durr, N; Al Brown, P; Erik Munford CP



Still in flight gear, from left: Al Brown, Pilot; Forrest Flagler, Bombardier; and Mal Durr, Navigator

FIRST 8TH AIR FORCE RAID ON BERLIN

I was a crew member on one of the few planes that made the first daylight raid on Berlin.

On March 4, 1944, more than 500 bombers of the three Air Divisions of the Eighth Air Force left England on what was to be a massive bombing of Hitler's "Festung Europa", and was also to serve as a propaganda incident to disprove Goering's boast that Berlin's defenses could not be penetrated by daylight attacks.

On the above date we proceeded across the Channel and entered Europe's skies. Very few incidents took place other than some flak from cities on our route and a little German fighter activity. We were escorted on the first leg of our journey by Spitfires and Hurricanes of the Royal Air Force. When they reached their limits they returned to England and escort duty was assumed by our P-47s.

Within a few miles of Berlin, weather was becoming a serious threat to our mission. The extreme cold and contrails were disrupting the formations causing planes to stray too far from their groups, thus making them "sitting ducks" for enemy fighters. As we approached the Magdeburg area we received a coded message to abort the mission. The 1st and 2nd Air Division continued on a bit farther; then it too aborted except for the 95th Bomb Group, the 100th Bomb Group and a lone straggler B-24 from the 2nd Air Division.

The weather was getting worse with each mile we covered due to snow storms aloft and the intense cold. We climbed from an altitude of about 25000 ft to 29600 ft. It was so cold all the equipment in the radio room turned white with frost. When we got over Berlin and opened the bomb bay doors the bombs failed to release because they were frozen in their shackles. At this point the engineer, Sgt. Karpinski and I, using walk-around bottles, began kicking the 100 lb incendiaries free. The oxygen bottles held very little oxygen and the exertion of freeing the bombs made it necessary for the two of us to repeatedly return to the main oxygen source to refill the bottles. Our salvation on this last leg of the mission was provided by our third fighter escort, the P-51s. The protection given the handful of bombers by the fighters was superb. They literally flew circles around, above, penetration by the enemy.

When we left the target a return course was chosen that would avoid heavy flak areas. This resulted in a very

long flight. Several times I heard conversations between the pilot and the navigator expressing doubts as to our location. It seemed we were on a "Cook's tour of Europe" and had no idea as where we were.

As I was the radio operator on a plane at the rear of the formation, I extended my trailing wire antenna to its maximum length, called the Air/Sea Rescue Station from deep in Europe, and requested a "fix". The Air/Sea Rescue people are the best and would do everything possible to assist an airplane crew. I was given what then was termed a "third class fix". Not the best to determine our location, but a help. I gave the data to the navigator. A few minutes later I again called the Rescue Service and was given another third class fix. From these two plotted positions we were able to determine our direction and position.

This mission lasted ten hours. Practically every bit of



The Hiatt Crew

**Front row: Cpt Hiatt, Lt Wynne, Lt Evertson, Lt Dopp
Back row: Sgt Swenson, Sgt Kvammen, Sgt Karpinski, Sgt Vicidomino, Sgt Voitek**

the time was on oxygen at high altitude. At least a minimum of eight hours of the ten were over enemy territory. On this trip I suffered a touch of the bends and frost on my chin between my mask and chin strap.

Incidentally, the April 1944, issue of Life Magazine had a spread of the men surrounding a B-17, who made the mission. I am seated astride the in-board engine nacelle on the starboard side of the plane.

**Antonio E. Vicidomino
Sun City, AZ**



Taps

The editor and staff of the 8th AF News present the entries into the Taps section as a very special occasion of honor and remembrance of those of the 8th AF Historical Society and personnel who served in the 8th Air Force. As far as possible, each name has been confirmed as a recent demise and is respectfully recorded as a personal item in no particular order of date, unit, or association. All are appropriately considered as equals on these pages.

Photo credit Art Howe



Proudfoot, Gerald; 493rd BG – from his niece Col. Patricia Genung, USA

Eisenberg, Herbert, Mission Viejo CA; POW – from daughter Robin Bourguignon, Wendell, Rockledge FL; 447th BG

Ross, Samuel, Bountiful UT; 384th BG

Pry, Jack, Friendswood TX; B-17 pilot; shot down on 17th mission; POW Stalag Luft 3 and Stalag 7A

Fritts, Albert Kelvin, Lexington NC; 55th FG; 442nd ASG; – from his wife Edna

Green, Jack, West Point MS; 55th FG

Lapierre, Albert, Woonsocket RI; 361st FG, 376th Sq – from B.J. Redden

Castle, Henry "Hank", Abilene TX; pilot 361st FG; Hank kept his flying proficiency current into his 8th decade of life

Carpenter, Frederick, Newport NY; crew chief, 361st FG, 375th Sq; career as aircraft mechanic for Republic Aviation and Grumman Aerospace; an avid complex model builder

Glover, Albert, Stayton OR; pilot 445th BG; Oregon Chapter; teaching career for 42 years

Happold, Adolph Edward, Gresham

OR; 5th ADG Repair; Oregon Chapter

Manning, James, Portland OR; pilot 490th BG; Oregon Chapter – from Joe Conroy

Morris, Harold; aircraft maintenance chief 489th BG – from Ed Myles

Crook, Lonnie, Shreveport LA; bombardier 34th BG; served in Korean war with distinguished USAF career – from Ivan McKinney

Graham, W. K. "Ken", Houston TX; 8th Air Transport SQ; - from Al Lea

Meisetschlaeger, Elo, Houston TX; 91st BG; avid Houston baseball fan

Donaldson, Roy, Columbus OH; flight engineer and ttg 493rd BG; Ohio Chapter Board of Directors for 6 years

Laib, William, Cincinnati OH; 493rd BG; Aviation Pilot Cadet; Ohio Chapter Vice President for 4 years - –from his brother Roger Laib, Pres. Ohio Chapter

Dexter, Robert, Kansas City MO; retired USAF; piloted Pres. Lyndon B. Johnson's Air Force One – from Ken Wilson

Keefhaver, Joe, Edgerton MO; 4th Fighter Group, Eagle Squadron; awarded five bronze stars for meritorious service

Averett, Sumner Samuel, Overland Park KS

Gell, John Thomas, Riseley England;

Hongo, Kamato, Tokyo Japan; Born 1887, Died age 116 – the world's oldest person.

Charlotte Benker, a 114 year-old German-born resident of Ohio, moves into that vacant slot. Mrs. Benker currently lives with her 99 year-old sister.

Latimer, James, Huntington Beach CA; pilot 457th BG- from his wife Ernestine

Brown, Harley Lee, Big Bear Lake CA; P-51 pilot ace 55th FS, 20th FG; "A great friend and Aviator", from friend Bill Sharpe, 20th FGA, UK

Lee, Dr. William, Tucson AZ; 466th BG; noted Veterinarian in Tucson

Campbell, John, Savannah GA; USAAC WWII and Korea;

career as aircraft mechanic with 165th Military Airlift Group of Georgia National Guard

Scarpelli, Russell, Sun City AZ; 357th FG – from daughter Roseann Auditori

Ramsey, Joe, Georgetown TX;



Bill Lee

LELAND (LEE) KESSLER

Lee Kessler flew with the 306th Bomb Group as a B-17 top turret flight engineer. His first mission was flown on 9 October 1942 and his last was in May 1943 when his airplane was shot down over northern Germany. He had previously survived a ditching near Ireland in September 1942 in an aircraft which was recently found by divers off the coast of Ireland. He inquired of the divers at the time what they did with the case of bourbon whiskey on board. His friend, Bill Houlihan, states that Lee also survived a belly landing on an English farm the day before being shot down and captured. Lee was a Prisoner of War in Stalag 17 for over two years.

After the war he became a noted artist depicting a number of his wartime experiences on canvas, including the cover art for the book *First Over Germany*. Lee was active in many patriotic organizations and frequently spoke at many of their functions. On the day of his funeral, he was honored by the M.A.P.S. Museum of Canton with a missing man flyover. He held the position of President of the 306th Bomb Group Association at the time of his death.

Taps

ttg/engineer on the Lowell Watts crew flying B-17 *Blitzing Betsy*; POW shot down on return from Berlin mission of 6 Mar 44, the beginning of Big Week for the 8th AF

Smith, Walter, Lawrenceville GA; flew bombers in WWII and jet fighters in Korea

Ragan, Allan, Prarie Village KS; 8th AF Quartermaster Corps – from Ken Wilson

Chestnut, Howard; 18th Weather Squadron; opened the Weather Station at Mt. Farm airbase in 1943; married 59 years to his English bride Sybil

Edwards, Robert, Houston TX; 379th BG for three years; 38 missions, the last three over Normandy on D-Day

Ward, James, Richland TX; P-51 pilot with 479th FG; career as FBI special agent

Valentino, Johnnie, Bacliff TX; pilot B-17s; career as captain on oil exploration boats and commercial shrimping, along the way saving numerous lives on the waters of Galveston Bay and the Gulf of Mexico

Manry, William, Atlanta GA; Retired USAF and successful career in clothing industry

Fraser, Thomas Edwin, Atlanta GA; P-51 pilot 4th Fighter Group; POW

Cosgrove, Joseph, Roswell GA; 489th BG 8th AF Halesworth

Neff, Kenneth, Fresno CA; btg 92nd BG; Shot down on 17th mission and spent 5 months with French Resistance helpers during his escape and evasion; in Korea again flew with 92nd BG in B-29 *Peace on Earth*; funeral services held at the B-17 on Castle Air Base CA

Berman, Herbert, Kansas City MO; 367th FG "The Dynamite Gang" Wigton, Irvin, Overland Park KS; 37 missions in P-38s and P-51s

Wood, Thomas, Kansas City MO; flew 54 missions with the 367th BG "The Liberandos"

Shoss, David, Dallas TX; navigator 100th BG; Board of Directors AFEES

Sutch, Creston, Blue Bell PA; radio operator 96th BG, - from crewmate Whit Whitlock

Lowe, Maylon, Charlotte NC, pilot 446th BG B-24 *Shady Sadie*; from

one of four surviving crew members, Walt Hopper

SOL TAUBER RETURNS TO ENGLAND

Sol Tauber lost his wife Pauline a few months before he died. Since the war, they had made many trips to England together and had a number of friends near his wartime BAD 2 base at Warton. He had left instructions with



The Tauber family: In rear: Ira Tauber, Elisa, David (Elisa's husband) In front: Julia and Michael Dylan and Ethan in middle



In memory of Sol and Pauline Tauber

his family that he desired his ashes to be committed there; he had been billeted at site 9 at the base.

Johnny Stinger, website Coordinator and base contact at Blackpool Lancashire, England took on the responsibility of the arrangements. It turned out to be a special family event. The Tauber's children, Ira and Elisa, flew into Manchester in June 2003 with both sets of ashes and on the 17th, with both flags flying and a bugler in place to follow the ceremony with *Taps*, the family interred Sol and Pauline's ashes according to their wishes. The grandchildren were also there for the event and helped plant a Rowan tree on the gravesite. A monument was prepared and placed at the site at Warton.

A buffet dinner followed, also attended by a number of BAD 2 members. Association President Richard McClune made the trip over from his home in Virginia.

Johnny Stinger notes that, "The Rowan tree will grow and act as a beacon to others as it flourishes, serving as a reminder that many young Americans died and remain in England. It is very special to have one 8th airmen leave to lead his life and return to England for his and his wife's final resting place."



At the gravesite to close the grave, everyone taking part



BAD 2 members and friends



From left, Brian Currell, Harry Holmes, Dick McClune, Wally Rouse, and organizer contact Johnny Stinger

Taps

GLENN ROJOHN

He was a participant in one of the most unusual air combat experiences of the war.

It was New Year's Eve, 1944 and Glenn Rojohn was flying his B-17 back from a raid to Hamburg, Germany with the 100th Bomb Group from Thorpe-Abbotts. Fighting off an attack of Me 109s, he felt a huge impact on the underside of his aircraft. A B-17 in formation below him piloted by Lt. William McNab hit the bottom of Rojohn's plane and became entangled with it. The two almost perfectly aligned B-17s remained stuck together with seven of the eight engines continuing to run. The ball turret on the Rojohn plane stuck in the fuselage of the aircraft beneath with the escape door

jammed and ball gunner Joseph Russo trapped inside; both tail sections were joined together. Some of the crewmen were able to bail out and from their parachutes watched the two embedded aircraft losing altitude but continuing on their flight together. German captors interrogated those who escaped extensively, thinking that the 8th Air Force had a new secret weapon flying their missions.

Rojohn and his copilot William Leek got as many of their crew as possible out and stayed with the two burning aircraft, bringing them in still joined together, with the crash landing destroying both airplanes. The two airmen amazingly were not badly injured.

Glenn Rojohn met his copilot friend William Leek

again at a 100th BG reunion forty years later. They had raised families, with Glenn being successful in the air conditioning and plumbing business in McKeesport, Pennsylvania. Leek died the following year.

Glenn Rojohn remained active throughout his life in functions of various civic organizations and of the Pennsylvania Chapter 8th AFHS. He was buried on August 14, 2003 in the little town of Greenock, Pennsylvania.

- from a story by
Ralph Kinney Bennett submitted by
Mark Hesselbach

**The day thou gavest Lord, is ended,
The darkness falls at Thy behest;
To Thee our morning hymns ascended,
Thy praise shall sanctify our rest.**
English hymn



**In Remembrance
December 7th, 1941 - Pearl Harbor Day**

**A tribute on the Air Force Academy Memorial Cemetery Wall
to those who served and ended the War in the Pacific.**

THE POLICEMAN AND THE WATCH

by Larry Hewin, 93rd Bomb Group

Holland, September 18, 1944 - *Our B-24 Liberator bomber will not hold altitude even though all four of the big Pratt & Whitney radial engines are delivering power well beyond the red line. We have only a hundred feet or so of altitude and we are slowly losing that; we will have to crash land.*

We had crossed the English Channel and flown at treetop level to the point where we were to pull up to 500 feet and drop supplies to the Allied Airborne forces invading Arnhem. As a result of faulty intelligence information we have flown into a hailstorm of enemy fire in the drop area, fatally damaging our war-weary B-24, *Baggy Maggy*.

Several of the crew are wounded. I have wounds in both legs and my right arm from a 20mm burst just beside my pilot's seat. The wounds require three tourniquets to stem the arterial bleeding, rendering me useless at the controls. I am now lying on the flight deck floor and our bombardier, George Sadler, has come up to assist Richard Scott, my copilot, in maintaining the excessive rudder pressure required as a result of the damage.

We are looking for a field big enough to allow a crash landing before we lose the little altitude we have. After passing up several fields as too small, the decision is made, the power is chopped, and we go in.

The B-24 breaks apart just aft of the wing and some of the crew escape there. George is thrown through the window. The top turret falls on Bill Kirlin, our radio operator, killing him. Others get out but are not sure how. I am somehow thrown forward from the flight deck into the nose section that has broken off. I exit there and run perhaps a hundred yards to escape possible fires. It is the last time I will be able to walk for several months.

Immediately after the crash some Hollanders approach me. I ask whether it is possible for them to help any of my crew evade capture by the Germans. They say no; the Germans are only minutes away. One of the Hollanders remains with me while the others go to assist the remainder of the crew.

I am wearing two watches, my pilot's GI "hack" watch and my own personal watch, an Elgin given to me by my parents. I am sure the Germans are going to take them both so I give the Elgin watch to the Hollander, keeping the GI watch, which the Germans subsequently confiscate.

The Germans arrive, collect the crew, remove the things they want from the crashed B-24 and set it on fire. My crew and I are put in a wagon and hauled to a nearby



The Policeman and The Watch

small town schoolhouse being used by the Germans as a field headquarters. We are now Prisoners of War and will all endure many unpleasant experiences until American Forces under General Patton's command liberate us in the spring of 1945.

After the war I instructed in B-25s for a while, then did all the things veterans did in those days. I went back to college, got an engineering degree, went to work at NACA (later NASA), got married,

and raised a couple of kids. Except for a few contacts immediately after the war, I had not seen or really thought much about wartime experiences or my crew during my postwar career.

It was more than forty-five years when one of my crew, gunner Eugene Shabatura, contacted me saying that he had located others of our crew. He said he had been in touch with a group of Hollanders who

had, for all these years, been intensely interested in our crash, our crew, and our mission for that day.

Not only had they researched and accumulated extensive data on old *Baggy Maggy*, but they had learned about its crew as well. They had erected a monument at the crash site honoring Bill Kirlin who was buried there until he was moved to an American cemetery in Holland. They had incorporated artifacts from *Baggy Maggy*, pictures of the crew, models, and other items into a wing of a small local museum. Hollanders were very adversely affected by the war and they were, and are, intensely grateful to those who helped liberate them. Each May 4th in schools throughout the Netherlands, the children study and honour the liberation and those who liberated them.

It happened that my radio operator was the only American killed in their vicinity in the course of Allied war efforts. The local citizens decided to adopt my crew and especially our radio operator, as the symbol of their gratitude and affection for those Americans who helped them.

Having met a number of Hollanders, I am not surprised by their gratitude.

In 1994, the Hollanders invited our crew to a



50th anniversary commemoration of the crash of *Baggy Maggy* and to take part in memorial services for Bill Kirlin. The Hollanders wined and dined their American guests and showed them local points of interest including the *Baggy Maggy* museum exhibit. The Kirlin Memorial Service was held in a charming 800 year-old church with several hundred Hollanders and Belgians in attendance. Following the service there was a parade with children scattering flowers along the way from the church to the monument at the crash site. Several Hollanders offered tributes to Bill, the final memorial occurring at the exact time, fifty years later, of our crash and Bill's death. Several witnesses to the crash were in attendance at the memorial service and our crew members were able to exchange memories with them about the events of that day in 1944.

But one Hollander who had planned to be there was not. It happened that the man to whom I had given my Elgin watch was a local policeman, although he was not in uniform on the day of our crash, nor did he mention to me that he was a policeman. He still had the watch that I had given him and had looked forward to meeting me at the memorial service. Unfortunately, he died just a few weeks before the ceremonies.

The Hollanders bestowed an array of gifts and tokens of their affection and gratitude on their American guests.

There was one astounding gift I must mention. I opened a white 5-by-7 envelope to find in it the Elgin watch I had given the policeman fifty years before. It was shining gold, sporting a neat leather watchband, and it was *running!* A note explained that, as death had approached, the policeman had given the watch to his daughter with instructions that it be returned to me with his thanks for having had it all those years. There was also a kind note from his daughter.

It is difficult to express the respect and affection I feel for those Hollanders. The town of Hoogstraten, where most of our Hollander friends live, is small and had celebrated its 1000th anniversary shortly before the visit of our crew members. There is a sense of family and continuity of culture and honor of which we Americans may not be fully aware.

Certainly the enduring gratitude they have shown WWII American efforts, symbolized in their treatment of *Baggy Maggy's* crew, reflects a strength of character and adherence to principals that are most admirable. And my Elgin watch is just one more small, tangible symbol of that character.

**Larry Hewin
Williamsburg, VA**

447th Bomb Group Association 709th Bomb Squadron

Back in 1943 I don't remember too many rules about not having cameras while going through basic training or air corps schools. I think there were rules about not cameras on air bases etc.

Possibly I could have spent time in a guard house for having a four inch square baby Brownie 127 film size. I took pictures of all kinds including runways at Galveston and my home base of Harvard, Nebraska, and crew pictures flying and my pride and joy. This was me sitting on top of our B-17 at Galveston taken by my tail gunner when the patrolling M.P. had his back turned.

I sent all my films back home to my mom in Pennsylvania to be developed. This was all done very innocently by a new recruit.

How long would my guard house time have been or would I still be there? I was in a German Guard

House (Stalag Luft 4 and 6 for fifteen months) as a Prisoner of War so I did serve prison time without a camera!

Ed Patterson

**Left Waist B-17 Gunner
"Scheherezade"
447th Bomb Group
709th Squadron**

Author of "My Three Years"



Ed Patterson on top of "Scheherezade" in Galveston



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In memory of those who have served and have gone before

How About It?

GOING HOME

In the last century, there was a very successful gentleman. He had made his fortune honestly. He was well respected by just about everyone. In an effort to show his gratitude to his country and his fellow countrymen, he invested huge amounts of his wealth back into the nation which had given him the opportunity to become an entrepreneur. He became ill and died. Because of his fame and generosity, the news of his death spread and long lines gathered to see his remains and show respect for him and his family. Among the hundreds viewing his casket, one of two men passing by was heard to remark, "I wonder how much he left?" The second responded immediately, "He left it all."

What do we leave and what do we take with us?

The war ended in Europe. Tens of thousands of men assigned to the air crews and the members of the ground echelon stationed in countless airfields across England were idle. The pastoral scene, which existed before the war, returned. The grass was green, the skies were blue, and the silence was eerie in the early spring morning. The Officer of the Day did not make his appearance to awaken the combat aircrews from a fitful sleep. The Hamilton Propellers driven by the powerful twin

row radial Pratt and Whitney engines were not giving off their customary growling and sputtering sounds in the pre-dawn darkness. Trucks and jeeps were idle and the early risers were on their bicycles headed for breakfast at the chow hall. The aircraft sat idle in their revetments. The long lines of aircraft were not lined up along the perimeter getting ready for take-off.

The war was over. These weapons of war had finished their assignment. The men who manned them and maintained them were going home.

Now that the possibility of death by the enemy was passed, the objects associated with safety and superstitions were brought out into the open. Things thought to bring good luck, well-worn rabbit's feet, four-leaf clovers, horse-shoe medallions and the like were now discarded. Many crews had pre-flight rituals which they had performed. One crew never felt good about take-off until the navigator played the official airforce song on his home made flute. One guy refused to laundry his longjohn underwear during his entire combat tour.

Perhaps the most dramatic expression made by a single person at the end of the war was that of an airman who removed his fleece-lined boots, left them on the tarmac, and walked away - his expression of finality. All were going home, these things were left behind. They were of no

further use.

The philanthropist left everything behind as all of us do! All of the things that we find significant in this life become meaningless when we face eternity. Once we are home,

we get a new set of values. Since we leave everything behind, perhaps we should consider what has lasting value. Solomon, the wisest man who ever lived, leaves us this wisdom.

"Choose a good reputation (name) over great riches, for being held in high esteem is better than having silver or gold. The rich and the poor have this in common, the Lord made them both."
(Prov.22:1-2, NLT)



Earl Wassom

Earl Wassom
Chaplain, Tennessee Chapter



If you are going to take up cross-country skiing, start with a small country.
Clyde White, 390th Bomb Group





8th AF News

Dated Material Inside

The Eighth Air Force Historical Society

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THE AIR FORCE HYMN

***LORD, GUARD AND GUIDE
THE ONES WHO FLY***

Lord, guard and guide the ones who fly
Through the great spaces of the sky;
Be with them traversing the air
In darkening storms or sunshine fair.

You who support with tender might
The balanced birds in all their flight,
Lord of the tempered winds, be near,
That, having you, they know no fear.

Control their minds with instinct fit
Whene'er adventuring, they quit
The firm security of land;
Grant steadfast eye and skillful hand.

Aloft in Solitudes of space,
Uphold them with your saving grace.
O God, protect the ones who fly
Through lonely ways beneath the sky.
Amen

Mary C. D. Hamilton, 1915

USAF Thunderbirds



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