



8th AF NEWS

VOLUME 03 NUMBER 1 Voice of "THE MIGHTY 8th"

MARCH 2003



The image is a composite. In the foreground, a pilot, Max Juchheim, is shown from the chest up, wearing a leather flight jacket with white stripes on the sleeves, a flight helmet, and oxygen mask. He is looking directly at the camera. Behind him, a B-29 Superfortress bomber is shown in flight, viewed from a low angle. The bomber has a star insignia on its wing and tail. The tail fin has the letters 'B' and 'G' and the number '37134'. In the distance, several smaller aircraft are visible in the sky. The overall tone is historical and military.

Max Juchheim, Fighter Ace



Magazine of

The Eighth Air Force Historical Society

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

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OPERATIONS



Fighter Escort takes off

INSIDE THIS ISSUE

| | |
|--------------------------|-------|
| Presidents Message | 3 |
| Mission Briefing | 4 |
| Max Juchheim | 5-10 |
| Unit and Chapters | 11 |
| Reunions | 12 |
| Forge of Fire | 15-16 |
| Mail Call | 18-22 |
| Bulletin Board | 27-28 |
| Chapter News | 29-32 |
| Book Reviews | 32-33 |
| Debriefing | 34-35 |
| Taps | 36-37 |
| Tannoy | 38 |
| How About It? | 39 |

PRESIDENTS MESSAGE

There are exciting things going on with your Society and with our Mighty Eighth Air Force Heritage Museum. Some of these are told more fully elsewhere in this issue, so we will only mention them here.

The **Curriculum Guide**, "Honoring the American Past", is now in final stages of completion. Put together by Prentice Hall in collaboration with The Mighty Eighth Air Force Heritage Museum and Eighth Air Force Historical Society, it is described by C. J. Roberts, President and CEO of the Heritage Museum as "**Education . . . It's our mission!**" Those of you who are already visiting classrooms with your stories will find it a useful resource. You who have been meaning to get started in the classroom will find it especially helpful.

At this early date, details of availability and distribution are not fully developed, but will be by the time you read this. Dick Baynes, Chairman of the Education Committee and I will be glad to share this information with you. Means of communicating with us by phone, fax or e-mail are given on the inside front cover of this magazine.

Another exciting development is that the Heritage Museum has initiated its **Charitable Gift Annuity** program, opening up a great way for us to help our Heritage Museum at the same time we benefit ourselves. Please understand that I do not presume to put myself in the same league with Gen. Ira C. Eaker. However, we know that while he didn't lead the mission, he saddled up in "Yankee Doodle" to go on the first B-17 raid against the enemy, to Rouen on Aug. 17, 1942. He went, he said, "so that I won't be seen asking my men to do something I wouldn't do myself."

Well, just so I wouldn't ask you to do something I haven't done myself, I made sure that I was the first to purchase a Charitable Gift Annuity under this new program. From a cash management account I took money that was making 0.8% interest and invested it in an annuity that will pay me 8.4% return annually, as long as I live. That is a difference I could not ignore. Of course, when I pass on, the principal goes to the Heritage Museum, but that is what I was saving it for in the first place. By the way, most of the interest income is tax-free. The interest

rate is determined by the purchaser's age.

If you have been trying to figure out how Planned Giving can help you support the Heritage Museum, this is a deal you can't afford to overlook.

Judy Walker, Director of Development describes this program elsewhere in this issue. As noted there, you may receive from her your personal gift illustration.

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Your response to the appeal for contributions to the John H. Woolnough **Library Programs Fund** is greatly appreciated. The fund drive remains open.

The 2003 Reunion, scheduled for Oct. 14 - 19 in Colorado Springs, will be one you won't want to miss. The area is rich in attractions which will provide us with pleasure and good times. Mark the dates on your calendar now; schedules of activities and all the necessary forms will be in the June 2003 8thAF NEWS.

We regret greatly that we have had to drop members who did not pay 2002 dues at all, and then declined our invitation to return to full status by failing to pay 2003 dues by the end of 2002. If you know of someone who is in this situation, either in your Unit or your Chapter, please try to persuade them to contact the Membership Records Office to find out how they may be reinstated.

Well, that's all for now. May the number of your landings always be equal to the number of your takeoffs.

Craig Harris
President



Craig Harris
President

ON OUR MARCH 2003 COVER

As months and missions of World War II began to add up, American Fighter aircraft became more and more effective in their role in the war. Bomber escort missions flew deeper into enemy territory and German military installations and transportation on the ground became prey to the firepower of 8th Air Force fighter pilots. At the same time, German fighter aircraft were being shot down in increasing numbers.

Max Juchheim was the leading ace of his 78th Fighter Group at Duxford when he bailed out of his airplane after a run-in with a P-51 from another Fighter Group. Max was mentor to Quince Brown, who ended the war as the leading ace in the 78th FG. Max's story is told in this issue of 8th AF News.

MARCH 2003 (03-1)



MISSION BRIEFING



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This will be an exciting year for the Historical Society.

We will see the culmination of years of planning and developing the Curriculum Guide for Education, telling the story of the Mighty Eighth and teaching the 8th's Character Values. This educational package will be sent out this Spring to thousands of schools across the country, reaching over a million grade school-level children in every state. This is a joint project of the 8th AF Historical Society, the Mighty Eighth Air Force Heritage

Museum, and Prentice-Hall Publishers. Additional funding by Frank DeCicco, 303rd Bomb Group, and his family has made this educational project possible. It is sure to be a success in educating the younger generations and will focus national attention on those who served in the 8th Air Force.

The Historical Society played a large part in several important events at the Heritage Museum this past year. The beautiful Chapel of the Fallen Eagles, unique in the world, was dedicated in the Memorial Gardens last June and has been a jewel of the Heritage Museum complex.

The 8th Air Force's 60th Anniversary Celebration Seminar, featuring prominent speakers and presentations at the Heritage Museum facility, was a great success last January. Both projects were funded primarily by contributions from the Society's members – significant projects in which we can take much pride.

Our annual reunion this past October was thoroughly enjoyable and Pursuit of Excellence awards once again were presented by the Society honoring combat crews and maintenance personnel of today's active duty 8th Air Force. Contributions were given to the expanded American Museum at Duxford and the Society was represented at those special events in England.

2003 will be the 100th Anniversary of man's first successful powered flight and the Society will take part in that Wright brothers observance. In that same vein, a very special location for our 2003 annual reunion in October has been chosen – Colorado Springs, the home of the United States Air Force Academy.

We will also spend this year working to make the 8th Air Force News the top veterans newsmagazine to be found anywhere! Keep your articles and contributions coming in, and we will keep the quarterly issues going out!

Stay healthy – get your exercise, take your Tums, and eat some chocolate.

W. Brown

The progress of Liberty is like the progress of the stream; it may be kept within its banks; it is sure to fertilize the country through which it runs; but no power can arrest it in its passage; and short-sighted as well as wicked must be the heart of the projector that would strive to divert its course.

C.J. Fox

Then the great Dragon, couch'd amid his floods,
Swell'd his fierce heart, and cry'd - "This flood is mine;
'Tis I that bid it flow." But, undeceiv'd,
His phrenzy soon the proud blasphemer felt.

Thomson
Liberty



"Duty and prudence alike command first that germ-centers of hatred and revenge should be constantly and vigilantly surveyed and treated in good time; and secondly, that an adequate organization should be set up to make sure that the pestilence can be controlled at its earliest beginnings before it spreads and wages throughout the world."

Winston Churchill – addressing the Congress of the United States, 1941
from 398th BGA Flak News

MAX JUCHHEIM, FIGHTER ACE

I met Alwin Max Juchheim at a recent Mississippi Chapter reunion. On a spring Sunday morning we sat by the lake and over a cup of coffee, talked about his experiences with the 8th Air Force during World War II. Max has owned an automobile specialty garage in Granada, Mississippi since his return home from the war, having flown fighter missions with the 78th Fighter Group at Duxford. He related his memories accurately and enthusiastically, as if they happened yesterday.



Max Juchheim at the Lake

"Yeager's outfit flew through me. They were supposed to make rendezvous and they didn't make rendezvous. The controller called me and said there were 115 enemy aircraft in the area, and I had 72 airplanes with me. They told me to stay in there with my group and I stayed there thirty minutes longer than I was supposed to. Yeager and them

still did not make rendezvous and my Red flight leader called and said he was running out of gas and then Yellow made a call and said he was running low on gas. I was still running on my wing tanks. I was flying the Colonel's airplane. It got better gas mileage than mine did.

"I was leading the group. Just as I called the group and told them we

were turning around, I called the controller. As I turned around I saw Yeager's 357th turning and coming in and I called them out to the group. Air Force regulations say that if you are being bounced you fly straight and level and the man who is bouncing you breaks away. And so I flew straight and level and they flew straight and level right through my outfit. His number 4 man ran into me. Cut my left wing off. He came right across and he had to hit my motor cause I was covered with oil when I bailed out. Engine oil. I was right over east Germany; right over next to Berlin. Way in.

"The Germans sent me to the interrogation center at Oberursel. The German officers there wanted to know, because of my name, why I was flying on the wrong side! My family had come to the States from Germany. I got hot-headed and I just told him whose side he was on and whose tail was gonna get kicked! I told him that in the traditional American way and they put me in solitary confinement for about a week or ten days, and I learned how to keep my mouth shut.

"That fellow who interrogated all of us, after the war came to the United States and wrote a book called *The Interrogator* and made millions of dollars. He moved to

California, living like a king. I found out about the book and was gonna call him up and tell him it wasn't the way that I remembered it. I was gonna call him the next week, and he died! He didn't offer me any FW190 and ten gallons of gas to fly around there to see how it flew. He gave me a fine last meal, the finest I had for a year, but he didn't offer me any air-



Pilot Juchheim in his P-47 D Thunderbolt at Duxford

plane. I would have loved to have flown that 190. It was a pretty airplane and it was comparable to a P-47, but I thought we had a jump on them."

P-47 Thunderbolt Missions with the 78th Fighter Group

"They were flying P-47s. I got an old C5 aircraft about a year older than the ones I had been flying in the States. We were flying Ds in the States, but I wouldn't have traded my C5 for any of them.

"It liked gasoline better than anything else on that base at Duxford. The rest of them would get 90 gallons to the hour and I would get about 105. It burned that gas but it was also about 10 or 15 miles per hour faster than anybody else. It would go! And if you were at speed and that German turned his nose thinking he was going to out-dive a P-47, he was cold turkey. He was through — there wasn't any way he could get away. I flew that old C5 six months. The C5 was a little thinner and had the razorback; a top you could barely see through. I had an old ring with a dot in it for a gunsight that you had to figure out how fast the man was going and what radii that you would need to shoot.

"I was pretty good at mathematics and was an excellent birder as a civilian. I grew up in Granada with a shot-

"The Germans sent me to the interrogation center at Oberursel"

gun in my hand. I had shot aerial gunnery at Eglin Field and over in England I could average 50 to 55 per cent hits. The average pilot usually shot much less.

"At Duxford, I carried up all the new pilots who came to our squadron, to see how they could fly. I carried Casey Lawrence up and we turned and I let him get on my tail, to see how quick he would be. I shook that airplane till every bolt nearly came out of it – twisting and rolling and cutting up, and he nearly chewing my tail. I knew he was really good so I was gonna see if he could really follow me. I lined up a maneuver where I snatched back on it and stalled it at high speed, and then pulled up into a hammerhead stall.

The government didn't want you to do a hammerhead stall, but I would take it and could

do it to perfection. And I did that and kicked it back around and I was sitting on his tail just that quick. That boy – he turned that airplane wrong-side out and I just chewed his tail. Finally we landed.

"I was sitting in my airplane and he was sitting on my wing before I got out. He said, 'Lieutenant, how in the world did you shake me off your tail? You're the only man who ever shook me off a tail.' I said, 'I'll teach you how to do it if you want to.' He said, 'I'd like to go up there right now and learn how.' And we did it and I taught him how."

"If we had an American pilot who was not afraid to fly it, he could outturn any of them in his P-47. I could outturn a P-51. One day we were south of Duxford and we were slow-timing my airplane; a new airplane. I just got it and I had the slow-time put on it and here a bunch of P-51s came by and wanted to bounce us. They bounced us and I immediately pulled in on the leader. If we had been in a shooting war he would have been dead. I would have shot him with a bang! And the element leader wheeled around and I was sitting right there with him, and there

we flew - around the town and over the trees and I poured a little more to it and slammed the Rpm's wide open and stood it on its tail and turned inside him. He decided he was gonna pull his P-51 inside of me and when he did, it stalled out and flipped over the top and Bam! – into the ground. He got killed. We were right over the tops of the trees then.

"Well, I knew better than to call in real low so I got up to about 8000 feet and called the tower. I said, 'Tower, looks like I see some smoke south of the airbase.' They said to go investigate. I told them, 'It looks like an airplane has crashed

over here.' Years later, would you believe I ran into a man in Arizona at the Fighter Aces

Association who had flown with the 4th Fighter Group. He knew what had happened but never knew why that pilot had crashed and always had wondered what really happened to him. I told him the story and he was glad to finally know.

In the Skies Over Enemy Territory

"I had 77 missions with the 78th Fighter Group. I thought Quincey Brown was the best pilot in the 78th and Casey Lawrence was another fellow who was real good. Brown may have shot down 12 or 15. I had 9 and 2 probables, and 6 on the ground. I also shot a bunch of them down I didn't have a record of.

"On one particular mission, I was flying and I told the Colonel that there was a B-17 down at 4000 feet



Max Juchheim

on top of some clouds. I said, 'There's a bunch of fighters shooting the devil out of a bomber.' He said that we couldn't go down that low, but for me to take a flight and go on down there. When he said that I rolled over on my back and went down about 22,000 feet. I got pretty low and when I tried to pull it out, I couldn't and I was getting into compressibility. I looked around and didn't see any of my flight with me. They had peeled off way up high. So I rolled the trim tabs back and put my feet on the dash and pulled back on the stick. When I finally pulled it out I had torn part of the cowling off. And when I did I went right by a Ju-88 that was shooting at the bomber. I started shooting at him, but in the camera film it looked like I went right over him I was going so fast. My cockpit had frosted over so I started wiping the frost off and when I did I



Quince Brown in "Okie"

**"Tower, looks like I see
some smoke south
of the airbase"**



Max shot down two FW-190s on the 30 April mission. Note one Luftwaffe pilot bailing out.

chanded around the Fort. That cloud cover was still at 4000 feet and there were about six or eight 109s and some 190s in the area. When they would stick their noses out of the clouds, I would shoot at them. That Ju-88 was still there too. I don't know how many I shot down, but the German book of the JG-26 said they lost four airplanes that day and nobody ever made a claim on them. For some reason, they soon ran away. That was sometime in January 1944.

"That bomber crew was throwing out their guns and things – two motors on a wing were shot off. They were just hanging up there. I followed that bomber all the way back to the Holland coast and down the Holland coast. I was wanting him to go back over the North Sea but he turned. We were at 4000 feet over all the Ack-Ack in Europe and he goes all the way down to the straits of Dover where he only had 21 miles to cross! I don't blame him. I believe if I had two motors left and one of them barely running, I would have gone down the coast too. We flew down that coast and the Ack-Ack was off to the left of us the whole way. I don't know why they didn't hit us, but they didn't. When we got down to the 21 miles, he turned and landed at Manson. I wagged the wings and went on to Duxford.

"I ran into some bomb group guys in a pub in London one night and they were telling the story. I said to them, 'Yeah. How come you flew down that coast? Everybody with a cap pistol was shooting at us!' He

replied that there was only one man that knew that, and that they got home okay."

"We went to Bordeaux one day; that was a long way. We went to Southampton and gassed up at Southampton. And then we started down almost to Spain. When we were coming back we knew we were gonna run out of gas – some of us

"On one mission I looked over there and there they were"

were getting mighty low. Those yellow-nose Abbeville kids bounced us and

shot down 8 or 10 of us - Bang! I saw them coming in in time to break away into them but we didn't shoot any of them down. But they shot a bunch of us down. That did sit bad with us for the next few weeks. The next time we ran into them we shot 8 or 10 of them down. We got even with them."

"On one mission I looked over there and there they were. I knew they were in the area because the controller had been calling. The colonel was Col. Stone. My Black flight leader was Lt. Sheppard from New Orleans. He had 12 or 16 airplanes right up above us. I looked right out to my left and I had those airplanes coming. I said, 'Colonel, give your call sign! Give your call sign!' They were coming right over me now and I'm looking at the rivets on their airplanes. They went right over me and hit that box of bombers and I hit them about the same time. Into them I went, and about 15 of them peeled up and the rest of them

peeled down. One of my two boys that made up my element had to go home – something was wrong with his airplane all the time. So he went home and us three were there with the fifteen. I was pouring coal to it with everything I could get; I had just switched to the auxiliary tank. I chased them awhile and finally caught up with them. They were in line abreast. I started at the middle one. I didn't see the hits on him but my wingman behind me saw the hits. I moved over to the next one and by that time I saw the two outside ones dropping back like they were going to drop on me. So I swung over there and I plastered the nearest one. I shot him out of the sky.

"I followed the other airplane and we had gotten that close. I was looking at the ground. I knew I couldn't pull out of a split-s; I was going too fast. So I rolled out and wheeled up in the air and they left. By the time I

"Combat was a little like squirrel hunting"

got turned around, I couldn't find them. My wingman and the element leader's wingman had caught up with me by then and we cruised around. They couldn't find the fellow I had been shooting at because there were some woods and I think he flew straight into the ground."

Philosophy of a Combat Fighter Pilot

Men who fly in combat have always said that fighter pilots were a different breed of fliers. They have a certain attitude about flying and engaging the enemy in battle. Max expresses a few of his thoughts about these differences.

"Combat was a little like squirrel hunting. You got used to it and you hunted something to shoot. I thought it was wrong to carry a lot of bullets over there and bring them back with you. Some pilots flew entire missions and never shot their guns. I often thought that 10% of the pilots did 95% of the shooting. You got to have that drive. If you saw them, attack them. If it was 30 or 50 of them, it didn't make any difference. Some of the fellows, when the Germans started shooting, they were gonna let them go. You were out there to kill them. Either kill or be killed. If you saw the enemy, attack them. The Duxford Diary tells how many guys shot down over half of the enemy airplanes the 78th was credited with. They were the aggressive ones. I was catching up with the other ones, and if a P-51 hadn't run into me, I would have caught them.

Many of the others never made an ace.

"A true fighter pilot — they think nobody can shoot them down. 'I'm not gonna let them shoot me down.' A fighter pilot knows where the bullets are. But I got a lot of ground fire too. I could identify the enemy airplanes before some could ever see them. I called them out many times before the Colonel could see them. I was really blessed with good eyesight. I was quick as lightning and had good instinct. I could almost tell you how many shells I was shooting into the side of an airplane. Along with that, I also was a perfectionist at formation flying. I could put my wing right up beside another airplane and stay there.

"One mission I ran out of ammunition while I was on the tail of a 109. I said, 'Well, I'm not gonna let that joker get away.' So I got right on top of him. I flew right up his tail and every time I would chop at his head, he would dip his wings. Flew him right into the ground. I rolled up and looked back and he bounced up once with a cloud of dust and he hit

the ground.

"You know, all fighter pilots are cocky doing it; it's just like Jerry Johnson said. I felt like Casey and I could whip a whole squadron of German FW 190s.

"When we stayed in the area of the bomber nose group leading the flock, the Generals wanted us to fly almost level to the bombers in front. I liked to be five to eight thousand feet above them. I could see much better and see the fighters coming. If you couldn't see them well enough to identify them, you had to wait before you made a decision to go down and get them. And if I could make that decision two or three minutes before the others, I had the advantage over the Germans.

"After we got wing tanks on our airplanes, we learned that if you had

wing tanks that were getting near empty on a mission, you had better drop them because they were

gonna blow if they got hit. If they had full gas in them, they were not going to blow. They might catch fire but you could drop them then. It didn't affect the maneuverability too bad. You couldn't roll and shoot with them like you could without them, but we

brought them all the way back home sometimes, after we ran them empty. Brought them home. Then, we decided we didn't want to bring them home, so we started dropping them."

The German Fighter Aces Convention

Max admits to having torn up a number of airplanes he flew during his tour. In addition to the two that went down on his last mission, Max lost one airplane when he stood his squadron Ops officer's P-47 on its nose after clipping a British steamroller that had been left on an RAF airbase runway during four o'clock tea. On another occasion, he flew his crippled airplane back across the Channel after tearing through some power lines and flying debris while he was strafing a German supply train.

In 1998, he and several other American aces were invited to a German Fighter Ace convention held near Stuttgart. Max was the only one to attend the gathering. The German aces were aware of the 78th Fighter Group's record of having destroyed over 700 Luftwaffe airplanes and that Max was the Group's leading ace at the time he went down and was captured. At that meeting the German pilots awarded him a Luftwaffe insignia patch and a tie with a yellow-

"One mission I ran out of ammunition while I was on the tail of a 109"



78th Fighter Group
P-47s - 82nd Fighter Squadron

nose Me 109 depicted on it. They told him that he was an honorary German ace because of his record of putting five American fighters out of action during the war. Max recalls the 1998 convention.

"They invited twelve of us to come as guests to their convention, but I was the only one to make it. I had made up my mind I was going over there.

"I had shot a black Me 109 down one day. The guy who wrote the book on the German JG 26 unit said there wasn't such a thing as a black Me 109. I may have been colorblind but it was either dark gray or it was black with a 5 on the side of it. I can't swear that I shot him down but my wingman saw him go down.

"He was a sport. He had a white scarf and his old goggles sitting up there real big. He would pass just like that. We wouldn't be ten feet apart and I fought him fifteen minutes at least. I would be about ready to shoot him and he'd be about ready to shoot my wingman, but he knew if he didn't get me he wasn't gonna spend time shooting my wingman with me getting on him. So he would break it either way, and here we'd go again. That was one of the longest fights I was ever in. I finally got a shot at him. I saw him coming across underneath me and I knew he was coming under and I squeezed the triggers and he flew right through the line of fire. As he flew through the fire there was a cumulus cloud there and he went into it and I went right by him. When I came out behind him, I couldn't find the airplane. I figured he was turning. He had rolled that airplane over in the cloud - he was a top-notch pilot. I found out he had shot over 200 airplanes down.

"He was at that meeting in 1998. A pilot there, one of the nicest fellows I ever met, wanted me to meet his General, and took me over to him. I had told him about that black 109 and that one reason I wanted to go to Germany was to see if there was such a thing. The General was standing straight as a board and the pilot introduced us. He said, "Sir, I want you to meet Captain Juchheim here. He was a top pilot and I want you to meet him. He shot down several airplanes in the war and one was a black 109 with a five on the side of it. Do you know of anyone who flew a black fighter with a 5 on the side?"

"The General replied, 'You've known me all my life and you know I had a black airplane with a number 5.' The pilot said, 'Well, Capt. Juchheim here shot down an airplane like that in the war.' The General didn't admit to remembering that fight, but he got acting real nervous and told us that he had to leave to go see a man about a book interview, and he quickly left. The pilot looked at me and said, 'You know, I've known that General all my life and I have never seen him act nervous like that.'

"My wingman had seen his black airplane go straight down, and what had happened was that he had bailed out when he rolled over in the clouds. That General remembered and knew me. He remembered.

"At the dinner they gave me a plaque to hang on

my wall. I sat across from one of their aces who was a cocky rascal, talking a lot. I looked over at him and said, 'Well, there is one good thing - you didn't run into me during the war. You wouldn't have been here.'

"He said, 'Maybe you wouldn't have. I heard you were tough. We have been waiting for you. We knew sooner or later you were going to come see us.'"

Walking Out to Freedom and Home

The war was over for Max Juchheim when he bailed out of his crippled fighter plane. He remembers his last days as a Prisoner of War.

"I was in Stalag Luft III B. They treated us alright as POWs. They didn't feed us much - I weighed 100 pounds when I got out. We looked like skeletons at Nurnburg. They walked us out of there at the end. I was on that walk from Sagan to Leipzig. Then to Nurnburg. They stacked us in a train. We were so tight you couldn't sit down. They had political prisoners there too. And ticks and fleas and lice.

"The British flew in one night and dropped pathfinder flares all around the camp, and then they came in there and blasted Nurnburg nearly off the map, and not a bomb came in that camp. There was one British bomber with a German night fighter on his tail shooting him down, and we could see him. Evidently the tail gunner couldn't get out of that bomber so he kept shooting on the way down. He shot the night fighter down and they went down together.

"The Germans took a bunch of the high-ranking officers and some aces and were gonna march us out as bargaining material. They never got the chance."

It was nearing lunchtime at the lake and Max said he had to get on back home to Granada. He spoke of his wife of 53 years, who had recently died of a rare illness. "The best woman who ever lived," he quietly said. They raised two boys - Max and Karl, and a girl, Pam. And there are lots of grandchildren, who he was excited about seeing that afternoon.

Max revved up the engine of his immaculate white Mercedes sports car, leaned over and said, "I'll see you later. I'll see you later."

His voice distinctly echoed a farewell he had said many times, many years ago, as he flew out on fighter combat missions from Duxford.

Walter Brown, Editor



The main gate at Duxford - early 1945

THE BLACK MUSTANG

While returning from a mission alone over Germany during the war I encountered a black Mustang. I was cruising at about 25,000 feet when I noticed a P-51 Mustang approaching from my rear. I did not like the angle he was taking so I turned into him. He got on my tail and I put down about 10 degrees of flaps and continued to go around and around with him for many turns. I noticed that he appeared to be painted black. Finally he broke off, probably because he could not get a lead on me. I went on home and did not report the incident because although I believed the plane was black I was not absolutely sure of it.

About five years ago I was playing golf when a man about my age with a German accent joined my foursome. I asked him if he was in the war in Germany and what did he do. Much to my surprise he said that he flew FW 190 fighters. So I asked him if he ever saw a black Mustang. He said yes, they had six on their field.

So, finally I got verification that the plane I saw many years ago was a black Mustang.

John Wilson

Gen. James H. Doolittle Chapter in Air Power

This tale confirms that German Luftwaffe pilots did indeed fly a number of aircraft painted black. -Ed.



The 78th Fighter Group was stationed at Goxhill in the early days of the war

DUGAN'S CREW

Robert Vickers, 392nd BG and 8th AFHS Board of Directors Emeritus member, was honored at Duxford's recent re-dedication of the American Air Museum on the old 78th Fighter Group's wartime airbase in England. The just-restored B-24 Liberator was unveiled and dedicated on September 27, 2002 in honor of the aircraft Bob flew with the 392nd BG. The Duxford restoration now carries the name "Dugan" on its nose – the same name Bob and his crew flew with during the war. "Dugan" was a nickname given to his father and was a term of endearment at the time; the four-leaf clover stood as a symbol of good luck.

At the special ceremonies Pres. George Bush Sr. and England's Prince Charles sprinkled "holy water" on the plane and on the crew,

according to sources at the event. The original aircraft was shot down by flak over Mouaville, France on the crew's 30th mission. Bob was able to evade capture by way of a long trek through France.

Asked about the Air Museum's shiny new B-24, Bob reports, "The Brits really do it right. The old Lib looks terrific!"



The Vickers crew having a great reunion at the Dugan dedication. From left: Bill Nock, armorer/waist gunner; Nick Costanzo, radio operator; Bob Vickers, pilot; and Keith Roberts, navigator.

TO ALL UNITS AND CHAPTERS



The big push is on by this Committee!! **Do Not** let your Unit disband because you cannot get some one to put on your reunion. Keep your officers and board of directors and join the Eighth Air Force Historical Society (HS) at their reunions. The advantages of doing this are many. You may have your own hospitality room, hold your business meeting, sit together at the banquet and rendezvous dinner and all trips and activities are planned for you.

Your members who are not members of the HS may also attend the reunion; the only restriction will be that they may not vote at the general membership meeting. The nonmembers will have to use the printed registration form from the 8th AF News. This form may be duplicated so it is recommended that a supply be on hand for your Unit members. Other than that they will be welcome at all functions as equals.

Remember – For each new member your Unit recruits your treasury may keep \$10.00 of the first year dues. Also, if a member has been out of the HS for 3 years or more and they re-up through the Unit, the treasury may keep \$10.00. As you can see it is well worth your effort to get all of your members to join the HS. If you have associate members in your Unit, they are also welcome.

CHAPTERS

If your Chapter is in the host state for the HS reunion it is

suggested that you hold a regular meeting with the HS reunion. This will expose the members who have never attended a HS reunion the opportunity to see what is going on and might induce them to become active in HS affairs.

Are your Chapter meetings getting a little anemic? Can it be that too many of your members are ageing and many are making their "final mission"? The solution is **RECRUITING!!!** Too many people think that all we recruit are people who were in the Mighty Eighth. Wrong! Recruit anyone who is interested in what we did over there or World War II. You might find that younger people can be a great asset to your Chapter. After you recruit a younger person you must accommodate them, have your meetings when they can make it. The best time is on weekends. A mini-reunion held on Friday afternoon, with the meeting on Saturday and a Sunday breakfast before going home will attract many of the younger members. They will come because of the older members who have many stories for them to hear. Many of the younger members would like to get involved in the Chapter, so let them. They make good members of the Board of Directors and can be put on committees. Give them a chance.

UNITS AND CHAPTERS

Please keep the Committee up to date when you have changes in your officers, Unit Contact or newsletter editor. This can be done by sending the changes to the Committee Chairman, address inside front cover.

Jim Erskine, Chairman, Unit and Chapter Committee

Jim Erskine

ELECTION NOTICE

Nominations of candidates for election to the Board of Directors of the Eighth Air Force Historical Society must be in the hands of the Secretary no later than May 15, 2003. The following information must be included:

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

The Secretary will send all nominations to the Nominating Committee. Nominations received by the Secretary after May 15, 2003, or any nomination without complete information will not be considered.

Send all nominations to: John S. Pearson, 8AFHS Secretary
1900 Lauderdale Drive, Apt. C315
Richmond, Virginia 23233

MICHEL LUGEZ NAMED TO HERITAGE MUSEUM BOARD OF TRUSTEES



Michel Lugez

During World War II, Michel Lugez was a young man in St. Nazaire, France. He witnessed the first bombing missions of the 8th Air Force and saw many American bombers go down due to enemy fire. The 8th lost 49 bombers and two fighters in those early raids on German submarine pens. After the war, Lugez established the American Memorial Association to raise over \$500,000 to rebuild the damaged monument in St. Nazaire harbor, dedicated in honor of American soldiers who helped liberate France in the First World War. The plaques, one in English and one in French now state, "To the memory of American airmen, sailors, and soldiers who died for the liberation of France 1942-1945."

Michel Lugez, as President of the American Memorial Association, has spent the past six decades searching out and placing lasting memorials at crash sites of hundreds of American aircraft in France. He has authored a book on the bombing of St. Nazaire, Missions de Bombardments Americains Sur Saint-Nazaire, and has received his country's Chevalier of Merit National Order Medal for his continuing efforts to honor American military sacrifices.

Michel Lugez has been selected as an Honorary member of the Board of Trustees of the Mighty Eighth Air Force Heritage Museum. In his reply of acceptance, he writes,

"Living during five years of German occupation, I never stopped to believe in the Allied Force's victory, even in the most desperate moments. I could follow the American aircraft coming in daylight bombing the strategic site of St. Nazaire and I could admire the courage of those young fliers who, in spite of a very powerful aerial defense, executed their missions while our city was called "Flak City" by American pilots."

"I now register on computer crew lists, aircraft references, and the exact sites of over 1000 crashes because of mistakes between U.S. reports and the reality. These will be available to you on CD in 2003. My files will probably go over to the Historical Service of the French Air Force in Paris. I care about, with this letter, giving to the Board of Trustees of the Heritage Museum my most sincere thanks for its delicate attention and for the diploma which promotes me a Honorary Trustee. It shall hang in a good place in my office!"

REUNIONS

351ST BOMB GROUP ASSOCIATION

28th Annual Reunion June 12-16, 2003

Choo Choo Holiday Inn
Chattanooga TN

Contact: Clint Hammond, PO 281,
Mechanicsburg PA 17055
Tel (717) 766-1489

466TH BOMB GROUP ASSOCIATION

April 9-13, 2003

New Orleans Radisson Hotel
Contact: Elmo Maiden

8136 Cozycroft Ave
Canoga Park CA 91306-1712 or:
Lou Loevisky, tel (913) 226-4624

AIR FORCES ESCAPE AND EVASION SOCIETY -AFEES-

April 30 - May 4, 2003

Wichita Falls, Texas
Contact: Afees 03 Reunion
P.O. Box 2501
Wichita Falls, TX 76307-2501

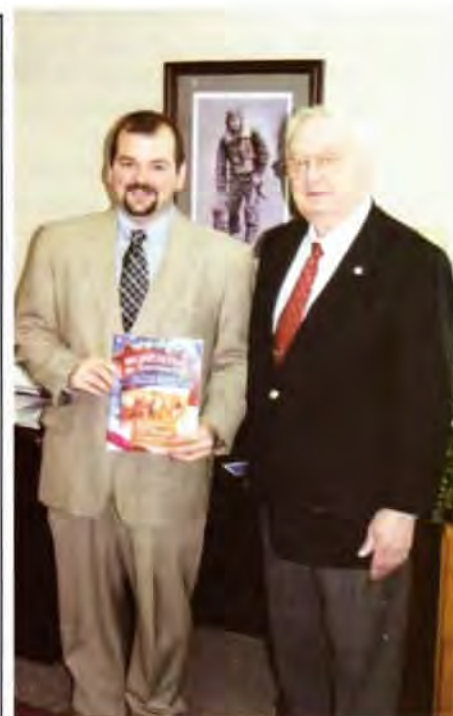
487TH BOMB GROUP ASSOCIATION

Savannah, Georgia
May 29-31, 2003
Contact: Henry Hughey
1529 Delia Dr.

Decatur GA 30033 tel (770) 939-2462

446th BOMB GROUP ASSOCIATION

May 15-18, 2003
San Diego CA
Red Lion Hanalie Hotel
Contact: Bill Davenport
13382 Wheeler Place
Santa Ana, CA 92705-1934



C.J. Roberts and Craig Harris unveil the new Curriculum Guide soon to be sent to schools across America.

The Mighty Eighth Foundation

Seven Benefits of a Charitable Gift Annuity

The Mighty Eighth Foundation is proud to announce our Charitable Gift Annuity Program. Low interest rates and roller coaster markets are causing people to think twice about their financial decisions and to consider the seven benefits of the Mighty Eighth Foundation's Charitable Gift Annuity Program.

1. Attractive Rates. When you compare our gift annuity rates with what you might receive from a certificate of deposit you will likely be pleasantly surprised. For example, the rate of a 71 year old senior is 7.3%. At 81, the rate is 9.1%. In other words, a \$10,000 CGA would provide an 81 year old person \$910 every year. Annuity rates are set by the American Council on Gift Annuities.

2. Regular Payments. It is nice to be able to count on a specific payment no matter what happens to the financial markets. Your annuity payments will remain the same every year. You have assurance that your check will be in the mail or direct deposited on every payment date for the rest of your life.

3. Fixed Income. Your payment rate will be locked in at the time you obtain your gift annuity. It will not rise or fall with the economy.

4. Lifetime Benefit. Gift annuities are for life. No matter what your age as an annuitant or how long you live, your payments will continue right to the very end. If you have a two-life gift annuity, when one person dies, the other will continue to receive the same amount for the rest of his or her life. This benefit of on-going payments can provide security for each spouse as they enter their older years.



5. Relief from Taxes. Since a part of your contribution for a charitable gift annuity is considered a charitable gift annuity is considered a charitable gift by the IRS, you will receive an income tax charitable deduction to apply on an itemized return. During your life time, you will be able to claim part of the annuity payment as tax-free income.

6. Simple Process. Obtaining a gift annuity from The Mighty Eighth Foundation is much easier than you might think. We will provide you with a tailor-made illustration so that you can see how it all works with your age and contribution amount included.

7. Personal Satisfaction. Perhaps the greatest benefit of the gift annuity is the personal satisfaction you receive by supporting the Mighty Eighth Foundation. Your gift annuity will help to grow the endowment that will ensure the future of The Mighty Eighth Air Force Heritage Museum.

- Minimum Gift Annuity is \$10,000
- One or Two Life Annuities available
- Deferred Annuities are an option

For your personal gift illustration, please contact Judy Walker, Director of Development at 912-748-8888 ext. 123.

These long range plans for the home of the Mighty Eighth include all of us. Take the time to give this endowment program your best thoughts. -Ed.

Horse sense is the thing a horse has which keeps it from betting on people.
W. C. Fields

THANK YOU FOR YOUR GENEROSITY to the 8th AFHS Programs Fund for The Mighty Eighth Air Force Heritage Museum's Library. You are making possible the development of the Library into a first class resource for research and visits into the details of the Eighth Air Force experience. Our hopes and aspirations for "indexed access" coincide nicely with those of Michael Telzrow, newly on board as Director of Research and Interpretation, who sees this effort as a compelling need.

A check for the first installment of just over \$31,000 was sent to the Heritage Museum on Feb. 3. These funds will allow an initiation of the much-needed task of cataloging and databasing of the contents of the Library.

The tremendous wealth of material available for research will be greatly more useful once one can easily find one's way to specific inquiry objectives.

Those who have not paid their 2003 dues will have to opportunity to contribute to the Library Programs Fund when you pay your dues. Life Members who have not contributed still have the opportunity to do so.

Contribute to this worthy cause and help us develop our Heritage Museum Library into a world-class research resource. We thank you for your tax-deductible donations.

Please forward them to the Historical Society office at P.O. Box 1787, Savannah, GA, 31402.

Craig Harris, President

100th ANNIVERSARY OF FLIGHT

THE WRIGHT BROTHERS AT KITTY HAWK, NORTH CAROLINA

“For some years I have been afflicted with the belief that flight is possible to man. My disease has increased in severity and I feel that it will soon cost me an increased amount of money if not my life. . . It is possible to fly without motors, but not without knowledge and skill.”

Wilbur Wright writing to Octave Chanute, May 13, 1900



An early Wright glider at Kill Devil Hill

I do not intend to take dangerous chances, both because I have no wish to get hurt and because a fall would stop my experimenting, which I would not like at all. The man who wishes to keep at the problem long enough to really learn anything positively must not take dangerous risks. Carelessness and over confidence are usually more dangerous than deliberately accepted risks.”

Wilbur writing to his father, September 23, 1900

“THANK YOU AMERICA” CEREMONY

Among those receiving special certificates of appreciation for their roles in the liberation of France in World War II, was Theodore C. Hood, 306th BG, Little Rock Arkansas, who retired as a Chief Master Sgt. in the U.S. Army.

At The Thank You America Ceremony in the Arkansas State Capitol Rotunda, The Honorable Denis Simonneau, Consul of France, Houston, Texas, presented Thank You America Certificates; on behalf of the French Government, to United States Veterans who served in the liberation of France during and after the D-Day invasion, June 6, 1944.

The French Ambassador, Francois Bujon l'Estang was quoted in the March/April 2001 issue of the DAV Magazine, “The certificates are meant to express the gratitude of the French people to American Veterans who participated in the Normandy Landing, in the Liberation of France, on French territory, in French territorial waters and airspace, between June 6, 1944 and May 8, 1945.”

The ceremony began with welcoming remarks by Dr. Mary Lou Martin, Honorary Consul of France for Arkansas. Following was the presentation of the Colors and remarks by General Larry Halton, followed by the pledge of allegiance, and the National Anthems of France and of the United States. The Honorable Winthrop P. Rockefeller, Lieutenant Governor of Arkansas, addressed the gathering of Veterans and their families and friends, after which he

personally thanked, in French, the Consul General of France, and introduced him. The Consul General of France, The Honorable Denis Simonneau, gave the keynote address, and presented the Certificates. The Colors were retired, followed by closing remarks by Dr. Mary Lou Martin. There were 175 candidates for presentation. Those not attending were mailed their Certificates.



The picture is the The Honorable Denis Simonneau, Consul General of France, Houston, Texas, Dr. Mary Lou Martin, Honorary Consul of France for Arkansas, Theodore C. Hood (left to right)

Lt. General E. G. Shuler Jr. commanded the Strategic Air Command's 8th Air Force at Barksdale Air Force Base, Louisiana from 1988 to 1991. During that time, he commanded America's B-52 bomber forces, KC-135 and KC-10 refueler tankers and TR-1 reconnaissance units during Operation JUST CAUSE in Panama and in the Persian Gulf War against Iraqi forces. He flew combat support missions in those wars.

Gen. Shuler graduated from the Citadel in 1959 and after completing flight training was lead crew commander of B-52E's before serving in Vietnam, flying 107 missions in F4-C fighters at Cam Ranh Bay Air Base. After an number of assignments in Engineering and in Operations, he took command of the 19th Bombardment Wing and later the 3rd Air Division. He returned to SAC in 1976 and became Deputy Chief of Staff for Operations. While in that command, he flew 358 missions as the Airborne Emergency Action Officer on "Looking Glass".

Since his retirement in 1991, Buck Shuler has remained active in military, civic, church, and charitable organizations. For ten years he has served as Chairman, Board of Trustees, of the Mighty Eighth Air Force Heritage Museum. He and his wife, Annette, reside at Lake Martin, Alabama.



**Lt. Gen. E.G. Shuler, Jr.
USAF (Ret)**

Guest Editorial

FORGE OF FIRE

**by Lt. Gen. E.G. "Buck" Shuler
USAF (Ret)**

Ever so often in the course of our nation's history there has occurred a confluence of events and actions perpetrated by other nations or despotic individuals, that has made decisive action by our nation imperative. You know these events all too well. These events include the attack on Pearl Harbor, the Soviet Union's challenge in the Cold War, the North Korean invasion of South Korea, the Gulf of Tonkin attack, Manuel Norriega's threat to the Panama Canal, the endangerment of American citizens in Grenada, the Iraqi invasion of Kuwait, the slaughter of innocents in the Balkans, and recently the terrorist acts perpetrated against our nation in 2001. Following the 11 September 2001 terrorist attack on our nation and the growing problems in the Middle East and the Korean peninsula, we as a nation now face more despots intent on doing long term harm to the United States and the world. The common thread running through all of these past events is that armed conflict became necessary. There are in fact, some things worth fighting for; namely security, peace and freedom for our allies and us. The United States of America occupies a unique position in the world community with special obligations and responsibilities. Call it what you wish - international leadership, noblesse oblige or manifest destiny - our nation has critical and fundamental responsibilities to our allies and to ourselves, that if not met will result in the loss of the freedoms and safety we enjoy. We as a nation have never been Hessian or Prussian in either our thinking or national conduct. We have always fielded professional military forces, but these forces were always comprised of true citizen soldiers, sailors and airmen, who were quick to lay aside their arms once the threat was removed. We have never coveted other nation's resources or land. Indeed, we have rebuilt the nations we defeated on the fields of battle. The United States of America has been the most generous

nation in all of recorded history. We invariably are quick to respond to other country's disasters and acts of God, not to mention the billions of dollars we have provided in foreign aid to needy nations. Our United States has consciously practiced unilateral disarmament following each conflict, often to our own detriment. As a result we have invariably found ourselves ill-prepared for the next challenge. We as a nation have nothing to be ashamed of!

I recall with pride and emotion the oath of office I took on 6 June 1959, the 15th anniversary of D-Day, on the occasion of being commissioned a Second Lieutenant in the United States Air Force. What follows is the oath that all military officers take upon assuming office.

"I, Ellie Givan Shuler, Jr., having been appointed an officer in the United States Air Force, do solemnly swear that I will support and defend the Constitution of the United States against all enemies foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office upon which I am about to enter: SO HELP ME GOD."

The roots of this oath embrace national traditions, religion and the faith of the citizens of the United States. In the course of my 32 years in uniform, I had the privilege of opposing foreign enemies in three wars and conflicts. That was the easy part, but note that the oath also covers the issue of domestic enemies as well. Here we tread a fine line to ensure that we do not infringe on the liberties bestowed on our citizens by the Constitution. Sadly, there are those who live among us that in are fact motivated to destroy our free society while hiding behind the same liberties provided by the Constitution. This has become more evident as we prosecute the War on Terrorism. Open debate and discourse are one thing, and this has been a national right and tradition since the birth of our nation, but you need to know that there are individuals and organizations in the United States bent on our ultimate destruction. Citizens have the right to dissent, but they do not have the right to give aide and comfort to our enemies. That is precisely

what is occurring now with the mobilization of the "anti-war" crowd. You don't have to watch TV very long to hear these same people accuse the Commander in Chief and the Secretary of State of lying, and that the FBI and CIA are cooking the books in terms of evidence against Iraq. It is all about oil they say. Why then did we not takeover the Kuwait and Saudi Arabian oil fields when we had over 500,000 troops deployed in the region 12 years ago? Why not take the Venezuelan oil fields? They are a lot closer and would be much easier to secure. These are the same people and organizations that say we cannot have any Christian Crosses, Stars of David, or other religious symbols on Federal property. What on earth are we going to do with all of the Christian Crosses and Stars of David marking the thousands upon thousands of veteran's graves in our National cemeteries? While these people and their organizations have the right to spew their hate and attempt to undermine the nation's foundations, I for one will treat them with disdain and contempt! Each American has the right to do as he sees fit. We must muster the courage to oppose this witless foolishness manifesting itself today whenever and wherever it surfaces. Once our elected officials have reached a decision with regard to committing our armed forces to combat, we should close ranks and support those going in harm's way. We are currently at war with perhaps the greatest challenge the nation has ever faced, terrorism. If we do not sound the tocsin to rid the earth of this evil, we are surely doomed. This is not to say we should not hold our elected officials accountable, particularly with regard to executing war with decisiveness in order to reach an early conclusion and victory, with minimal loss of life on both sides. Let us NEVER again do to our men and women in uniform what the nation's citizens did to them during the Vietnam War! Remember; appeasement causes wars and never prevents them!

In closing I am reminded of two quotations that I hope will put things in perspective for the reader. The first was written by one of Marlborough's veterans some three centuries ago.

"God and the soldier, we adore
In time of danger, not before;
The danger passed and all things righted,
God is forgotten, and the soldier slighted."

The second quote is from the British philosopher and writer John Stuart Mills, who penned this in the 1800s. It is my

favorite and so appropriate to the situation at hand as we attempt to achieve a viable coalition to eradicate the world of the latest evils.

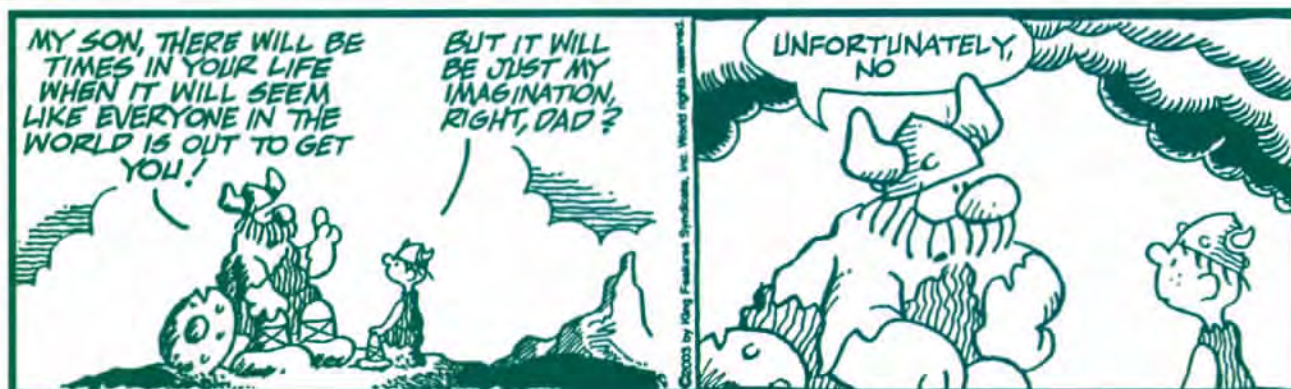
"War is an ugly thing, but not the ugliest of things; the decayed and degraded state of moral and patriotic feeling which thinks that nothing is worth war is much worse.

A man who has nothing for which he is willing to fight; Nothing he cares about more than his own personal safety; is a miserable creature who has no chance of being free, Unless made and kept so by the exertions of better men than himself."

As the nation approaches these current difficult situations just as we have faced many in the past, let us remember the sacrifice of all veterans, but particularly the selfless sacrifice of the World War II veterans of The Mighty Eighth. You provided us with a clear path of courage and resolute purpose, which will see us through these latest challenges. As for Saddam Hussein and Kim Jong Il, they are about to learn first hand about the "forge of fire", which is what every evil despot deserves. May God Bless the United States and our armed forces as we meet our obligations.

Lt. Gen. E.G. Shuler, Jr., USAF, Retired
Chairman of the Board of Trustees
The Mighty Eighth Air Force Heritage
Museum

For the record, these thoughts and comments are my own personal views and do not reflect the position of The Eighth Air Force Historical Society, the publication of the Eighth Air Force News nor The Mighty Eighth Air Force Heritage Museum. If you have a beef, contact me.



The Royal Air Force Museum American Foundation exists to ensure that the shared aviation heritage of the United States of America and the United Kingdom is kept alive in the memories of our two great nations. In war and in peace, the Royal Air Force and the air forces of the United States have stood together to defeat the enemies of freedom.

The Royal Air Force Museum American Foundation is a celebration of the shared values that have joined together the fighting airmen and airwomen of our two nations in the past and aims to promote closer cooperation and understanding in the future. It champions those common values that permit the services of the two countries to respond together to the challenges to freedom and peace.

About the Royal Air Force Museum

The Royal Air Force's Museum exists, on two public sites at Hendon (London) and Cosford (Birmingham) to preserve, conserve and exhibit the history of the Royal Air Force and its relationship to aviation. As a national institution, around 80% of the Museum's costs are provided by the UK Government; the remaining annual operating costs and additional revenue for future expansion, projects and programs must be found through fundraising activities. The RAF Museum has formed its 'American Foundation', with a view to ensure that the shared aviation heritage of the United States and United Kingdom is kept alive in the memories of the two nations. The Royal Air Force



Museum American Foundation enables our supporters in the US to actively assist in the preservation of our common heritage. Therefore as well as helping to provide funding, the Foundation also helps to build Anglo-American bridges of opportunity withing exhibitions, research, publications, professional training, media ventures, museum partnering and education initiatives.

The Foundation is registered in the US, with Mr. Michael H. Dale CBE as President. The Royal Air Force Museum American Foundation is a US IRS 501 (c) (3) nonprofit organization and donations are tax deductible under US Law. For more information, please follow the link below. <http://www.rafmuseum.com/hendon/americanfoundation/index.cfm>

Donate online:

Making your gift online is the easiest and most efficient way to support the Royal Air Force Museum. Your gift will be handled securely by Just Giving, a leading donation processing agency.

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(800) 328-6791
barryes@ix.netcom.com

THE FIX

- Reprise -

Dear Walt,

Something caught my eye on page 23 of the December issue of the 8th Air Force News under THE FIX. L.J. Mantoux notes that the 482nd Group at Alconbury supplied all the lead Pathfinder crews and aircraft for the entire 8th AF on all blind bombing missions to Germany. This would seem to be a momentous, if not impossible, job. I can only speak of the 34th Group at Mendlesham and the 93rd Wing, 3rd AD, with headquarters at Station 156, Mendlesham.

In September, 1944, the 4th Squadron of the 34th Bomb Group, under Major J.O. Garrett, was reorganized as the nucleus for a Pathfinder squadron to furnish the entire 93rd Wing with PFF lead crews. The establishment of the Pathfinder squadron required a period of adjustment, including a mass personnel shuffle. Crews from other groups were detached to the 34th Group although they continued to fly with their original units. A civilian technical representative was on hand to check out the crews on the use of the equipment. Training and indoctrination of flying and ground personnel was in effect.

The transition into these ships, including modifications, was accomplished very satisfactorily under Capt. Cook,

4th Squadron Operations Officer and Lt. Williamson, 4th Squadron Engineering Officer.

PFF crews from the 490th Group at Eye and from the 493rd Group at Debach were transferred to the 4th PFF Squadron at Mendlesham but would fly to their own groups to lead the missions. Some slight difficulties were encountered when PFF crews of the 490th and 493rd Groups were scheduled to fly with their own groups, which were conducting their own briefings. This was smoothed out when command pilots were sent to Mendelsham bringing their flight plans with them. When both groups were flying the same routes to the same targets these PFF crews simply changed the timing to correspond with their own group, as against the timing of the 34th Group. At times the PFF Squadron would lend crews to other Wings.

This set-up proved to be very effective but rather unwieldy. As time went on and as more equipment and crews became available, the other crews in the 93rd Wing returned to their respective bases and supplied their own H2X leaders.

Yours truly,
Walter Sturdivan
34th Bomb Group
Stockton, CA

YELLOW JACKETS!

Dear Dr. Brown,
Firstly, let me thank you for the very kind review of my book YELLOW-JACKETS! The 361st Fighter Group in World War II which appeared in an earlier issue of 8TH AF NEWS! I was intrigued to see in the September issue mention of the large collection of papers and photographs donated by Lt. Col. Jacob Wayne Fredericks. As an historian, my hope is to have a look at this collection sometime down the road when it makes its way to the museum in Savannah. I will be visiting the museum at the end of this month on my annual 'pilgrimage' but understand in talking with the reference librarian that this particular collection is not yet available at their facility. Anyway, it sounds like quite a fine collection.

I am currently working on a project on the 4th Fighter Group for Osprey Publishing. I have been researching materials about this group and would appreciate any suggestions out there.

Well, I very much enjoy each issue of 8TH AF NEWS - you are to be congratulated on putting out such a fine publication! I appreciate whatever assistance you may be able to offer.

Yours sincerely,

Paul Cora

pbcora@earthlink.net

THIRD AIR DIVISION HEADQUARTERS

Hi John Pearson,
Good December issue, but then they are all good. The back cover brought back memories. I flew 59 missions with the 357th Fighter Group. But instead of letting me go home, the powers that be demanded that I go to Third Bomb Division Headquarters as Fighter Controller. Their answer to my screaming was that I was the only fighter pilot qualified in all of England. Pretty hard to believe since the only requirements specified were that the job be filled by a Captain or Major who had just finished a tour. Be that as it may, the finger was pointed at

me and I had to go. You can imagine my chagrin since I had celebrated our first wedding anniversary heading for England on the Queen Elizabeth - and the second one in England, so I was dying to get home to my sweet bride. My assignment there opened a lot of doors so the first thing I did was check to see just how many fighter pilots met the requirements for the job. Dang, hard to believe but they were right at that particular time. However, as assignments go it was great. All of the combat bomber crew vets there welcomed me with open arms. There were two of us controllers so we normally worked every other day but could swap time in any order we chose to. And we had a variety of planes to fly any time anywhere we wanted, from B-17s down to L-4 Cubs.

Not long after I joined the gang a P-51 was added to the fleet and I had the honor of checking out the Third's Commanding General E.E. Partridge in it. He did a wonderful job.

Cheers,

Harvey Mace, 357th FG

Third Air Division HQ

PS I did eventually get home to my bride (Sweet Helen) and we recently celebrated our 60th wedding anniversary.

RETURN TO RAYDON

I went to England last October and while in East Anglia visited my WWII airbase at Raydon, near Ipswich, home of the 353rd Fighter Group during the war. In 1944 I flew my combat missions from Raydon in a P-47 with the 352FS of the 353FG. After I returned home in the fall of '44, the group replaced its Jugs with the longer range P-51. I finished my five years in the military in the states as a P-51 pilot, ending my service flying out of Nome, Alaska in the winter of 1947-48.

Feeling that I might have difficulty finding my way around Raydon, I arranged in advance to meet John Watts, who lives in nearby Needham Market, to help me find the base again, and to show me around.

John is an avid historian of Station 157, Raydon Airfield, and has spent many years maintaining the base and preserving its history.

John was perfect host, spending the whole day with me and my friend Syd Smith, whose father flew B-26s in the war. We met John Anderson, who now lives on land that was part of the base during the war. The two Johns together were exceedingly gracious and made the visiting Yanks feel at home in England.

A very much unexpected surprise for me was a visit they had arranged with Maurice Hammond of Eye, near Norfolk. Maurice restores old airplanes to flying condition, and a part of his collection is a beautifully restored P-51D. In addition to reconditioning the plane, he had removed the armor plate behind the pilot seat and created room for a passenger. As we drove north from Raydon to Eye, I was anticipating a pleasant afternoon meeting Maurice and admiring his handiwork. Imagine my surprise when, after a short tour of his facility, he asked if I would like to go for a ride in his P-51! After the initial shock of this unexpected offer wore off, it took me about two seconds to accept, and I strapped on the parachute and seatbelt for my first ride in a fighter since 1948.

Bill McGarry, 353rd FG

Pittsford, NY

COKE

Dear Dr. Brown:

Dave Weinke's story about the night that he spent guarding the 100th's coke pile (Dec. 8th AF NEWS) reminded me of another incident related to the "Black Alp."

During the bitterly cold winter of 1944-45, the Battle of the Bulge was on and in the Ardennes Forest, cooks and clerks were being converted into infantrymen. During this nightmare of bewilderment, at the 100th, anyone with more than two blankets on his cot was relieved of the extra covers, which were sent to the ground troops.

In the 349th Bomb Squadron's

officer's area, our barracks, a one-story concrete-slab building, was situated about a block away from the MP office, which stood protectively near the coke pile.

Our billet had a ritual. Whenever a combat mission was scheduled the next day, at 2200 Captain Will Murray would wind-up an old portable phonograph and play "I'll Walk Alone"; then the lights were turned off and quiet prevailed. One night, a new crew failed to douse their light promptly. A shot rang out, shattered the bulb, then ricocheted around the room. After that, you could hear a pin drop. The sharpshooter was Lieutenant Thomas E. O'Neil, a copilot well known for his squirrely pranks.

Tom acquired his celebrity after having had several run-ins with the MPs. For example, the barracks had three inefficient coke-burning space heaters that were rationed a bucket of coke a day. On some nights, this was not enough and we froze. One exceptionally cold night, Tom loaded a red-red flare into his Very pistol, cracked a window open and fired it at the MP office to signal his distress. Within minutes, two MPs entered the barracks peering through the smoke for a perpetrator. Tom readily

confessed and was led off to the MP shack. But Tom was no fool, the MPs guarded the coke pile and thus kept their offices toasty-warm. Tom spent the night comfortably sleeping in a jail cell. The French have a saying that fits Tom's lighthearted antics to a "T": "The incredible frivolity of the dying." For on 31 March 1945, Tom and all but one of his crew (tail gunner J.E. Kaiser) died while on a mission to Zeitz, Germany. Hank Cervantes, 100th BG Marina del Rey, CA Hcervan102@aol.com

SEND THEM IN

Dear Jim Erskine:

I have been looking through the latest issue of the 8th Air Force Magazine and, again, I am sad to note the 353rd Fighter Group was omitted from the photos of the reunion people.

As a group we have attended every meeting at Cherry Hill. We are the largest fighter group each and every time. We are also pleased to include members of other fighter groups in our hospitality room.

I am wondering why it is that people from our group never seem to be in the photographs

for the magazine. It makes me, personally, feel it is because we are only a fighter group.

I would hope that next year an effort can be made to include some of the 353rd Fighter Group in pictures of the reunion.

Many wishes for a bright holiday.

Sincerely,

Doris A. Brackstone

Wife of Init Contact

Robert N. Brackstone

Each year at the annual membership meeting your editor has pleaded for all members to send their favorite reunion photos for possible publication. Certainly not "group selective", we didn't receive any 353rd photos this year. -Ed.



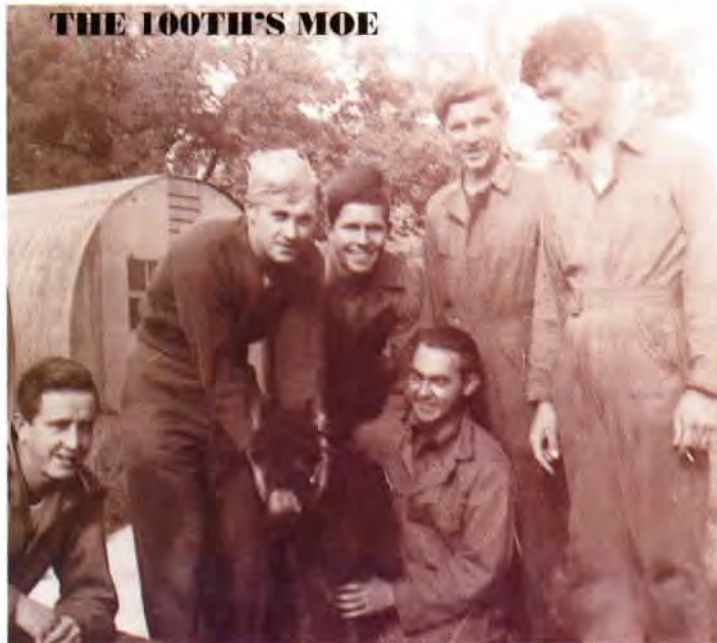
THE 100TH'S MOE

Dear Mr. Brown:

I've been reading the stories about "Moe, the donkey that that Cowboy Roane brought back from North Africa. I have some first-hand information about Moe.

I was a ground crew mechanic in the

THE 100TH'S MOE



Chester Skiba, second from right. Moe, fifth from right



Buddies at the 349th Squadron site

349th sq. I was there when Cowboy brought Moe back to the 100th B.G. in Thorpe Abbots. Moe was put in the radio room on the flight back to England. The radio operator had to keep our oxygen mask on Moe and keep a sheep skin jacket on. You heard about the frozen ass on board. Things I remember about Moe was that Moe came to be one of our pets at the 349th site. Moe would run and play with the dogs in our site. I guess Moe thought he could be a dog. Moe would eat most anything but grass. Moe would mooch anything off us guys. I remember Moe would be around when there was mail call and if you had a package Moe would follow you to your barracks. Moe knew there must be some goodies from home. I remember one time I closed the barracks door and Moe came and knocked down the door with his hoof to get in. Well, I opened the door and gave him a cookie; then he left. Moe was at our site for a number of months, then something he ate did Moe in. Moe was buried in the squadron area. On his grave was a marker, "There is some corner of a foreign land that is forever Algeria." I came to know Cowboy quiet well. I asked him what he paid for Moe; he told me two Army blankets. As you can see Moe wasn't very big. I'm the guy standing, not bent over, second from the right. I met Cowboy a number of times at the 100th B.G. reunions and his ground crew chief Roy Morton and wife and me and my wife are the best of friends. We even spent time at Cowboy's ranch in Valley View, Texas a few years ago. Cowboy and his wife, Betty are two beautiful people. Chester Skiba, 100th BG Desplaines, ILL
P.S. Cowboy passed away January 2, 2002

LIBRARY SUBSCRIPTIONS

Mr. Brown,
Hello, I've been an avid member of

the AAF News for five years. While talking to my local librarian I mentioned your presentation and the need to educate the public about the noble deeds of the AAF WW2. They would like to display the AAF News on their magazine racks. Would you please send three of the summer issues and three of the fall issues to me for the library?
Thanks,
Glenn Trochan
St. Wayne, NJ
"Library Subscriptions" to the 8th AF NEWS are available for a \$10 annual sponsorship by members. Call Connie Metts at 912-748-8884. -Ed

VETS

Fellow Vets:
I was a member of the 8th Air Force for three years or more. Never, ever read about the 458th BG or 752nd BG. We were part of the 8th I think. I was stationed at Hovesham. I'd like to hear from some of my old buddies. Would you please put this in the next publication?
Thank you,
S/Sgt. Robert Baker, 458th BG
10166 Diamond Lake Dr.
Boynton Beach, FL 33437

8TH IN FRANCE

Dear Walter:
Reading a letter from Arthur Swanson of the 357th Fighter Group in the September, 2002 edition of your magazine brought a flood of memories and recollections to me. The letter from Mr. Swanson concerned an EM blouse bearing both the 8th and 9th Air Forces patches and assumed that the configuration meant that the bearer was in one of the outfits that was transferred from England at the war's end to Germany to be part of the Air Force of occupation. That may very well be, but the 8th Air Force had contact and participation with the 9th Air Force long before the Air Force long before the Air Force of occupation. As a member of the 327th Signal Company Wing Headquarters, based in Saffron Walden, England, with

duties as a cryptographic technician, I was given orders on October 2, 1944 shipping me "by water transport to continental Europe reporting upon arrival to commanding general 9th Air Tactical Command for temporary duty." The detachment consisted of two 1st Lts. - one from the 65th Fighter Wing and one from the 52nd Fighter Control Squadron; seven enlisted men from the 52nd Fighter Control Squadron; five enlisted men from the 327th Signal Company Wing; and one enlisted man from Headquarters and Headquarters Squadron 65th Fighter Wing. A total of fifteen men. The order was by command of Brigadier General Auton and we were on arrival at destination, after landing at Omaha Beach attached to the 327th Fighter Control Squadron. I believe this was probably the first time 8th Air Force personnel were shipped to the Continent for active duty on the ground. Our mission was to act as liaison and set up communications between the 8th and 9th Air Forces and we were finally stationed in Vervier, Belgium at the 9th Tactical Air Command Headquarters under General Quesada. The tour lasted about two months and we were flown back to England on a B-24 on November 26th, 1944. Mission accomplished and a conclusion to the Odyssey of fifteen 8th Air Force soldiers!
Herbert "Steve" Blum
327th Signal Company Wing

COL. WHITAKER

Dear Walt,
A buddy in another squadron in any Bomb Group told a sad story. He said his last mission was to Merseberg. On the next to Merseberg his squadron commander, Colonel Whitaker was lost. I replied that I saw Whitaker go down. Merseberg, near Berlin, was Black Thursday without fighters. It was synthetic oil and precious as gold. Intelligence said they have seven hundred and fifty guns. But they said not to worry. Only seven hundred can shoot at you at once.

The day we lost Whitaker the entire 8th went on the mission. If I remember correctly we lost sixty. As they say flak was so thick you could get out and walk on it. I said to myself, we are not going to get through this. It is the only time in my thirty six missions that I reached under the navigator table and put my chute on top. My pilot apparently thought the same. He violated a law of the air, as did his wing man. They broke away and went around the heaviest stuff, but came back. It was okay, I dropped bombs properly. The likes of Whitaker's end I never saw before or after. The entire plans blew apart on a clear sunny day. Up ahead it looked like tinsel falling. It broke my heart. Whitaker was a charming, loose guy with no pretensions. Rank obviously meant little. You could talk to him like you would a brother. They said he was on his third tour!

I got a letter from an e.m. who I won't identify. This guy reamed me out. Clearly it's because he is still pissed at his bombardier fifty years after. Bombardier never spoke to him. I probably would not have either. Contemptuous of bombardiers on the whole, he says he did salvo. Thus, implying I was goofing off with nothing to do, he asks how did I spend my time? Despite my saying I took over as navigator for twenty-five missions. I also had a fifty-caliber at my disposal.

Of course there's that old joke. Pilot calls navigator. "Where are we?" Navigator says, "I don't know where you are. But I'm on page 74 of the Reader's Digest."

He says he doesn't believe I am a writer. He can learn differently by going to the New York Public Library where he will find three of my Kennedy books and one Reagan. Last, he says he couldn't follow my story. His hand writing is very shaky. My advice is never screw around with a professional writer of forty years. He can hand you your head. Stanley P. Friedman 493 BG Yorktown Heights, N.Y. Stanpf@aol.com

IN THE BLACK

Dear Walter:

Many years ago, I received an MBA degree, so when I see balance sheets or income statements I look at them to see how they are presented. In the December 2002 8th Air Force News, you show a revenue and expense statement that lists \$284,907 as total revenues and \$295,060 as total expenses. These numbers result in a \$10,153 deficit. However, in scanning the expenses, the chapter rebates are listed twice. By removing the double entry, the total expenses are reduced to \$282,565, which makes the deficit turn to a \$2,342 surplus. Although it is the holiday season, it is always better to be in the black than in the red.

August Bolino

Navigator 388th BG

A sharp eye, August! You're correct: the 'Chapter Rebate' item was listed twice by mistake, but the final \$ total was added correctly. -Editor

SWEDEN

Dear Doc Brown,

Our Air Force operated in Sweden during the war. Yes, I know Sweden was neutral and all that stuff, but they abrogated their neutrality when the end became obvious.

December 1944 my best friend and I Charles (Chick) Snow and my old copilot received shipping orders to England. I never knew until the war was over what became of them. Waiting for return home my old copilot Paul Hagerup saw me in a chow line and ran over to see me. In the few minutes we had he told me that he was given civilian clothes, a civilian passport and was flown to Sweden in a blacked out B-17 to Stockholm airport. There he was assigned to fly a C-47 with civilian paint job and license numbers. The Swedish Army would train Norwegians who slipped across the borders in demolition and other sabotage acts. Then at night the "charter airline" would drop them back in

Norway by parachute and return at a signal and parachute them supplies. By then Paul had to run or lose his place in the chow line. I never saw him again but after the war Chick Snow got in touch and we got together and he told me exactly the same story. In fact Chick married the girl who waited on their table at the airport restaurant.

So actually there were two operations going on at the same time, including this one that no one has yet admitted to. Chick said the hardest thing for them was sitting in the restaurant and having German officers in full regalia sitting at the next table drinking and laughing up a storm. The krauts were allowed to visit as long as no arms were carried. Les Veit

86th ATS, 27th ATG
Levittown, PA

APHRODITE

Dear Walt,

Congratulations on the splendid job you do with the 8th AF News. The following won't be of general interest to anyone except those survivors of "Aphrodite" and the two attendant projects, Azon and Castor. For twenty-five or so years - this business was shrouded in secrecy - then Jack Olsen wrote the book titled "Aphrodite" which the main theme was the demise of Joe Kennedy Jr. Olsen's death has aroused the memories of several who were involved in one way or another with the mechanics, electronics and instruments of the efforts. One with whom I've had several phone calls is 'Becky Beck' - you mentioned him on pg. 13 in the FIX. In mission briefing you mention Col. J.W. Fredericks. Unless I'm mistaking Col. Jake Finally rescued three crews, who had been stood down at Fersfield since our last mission to Oldenbery, GR Jan 1, 45. Two others got sent home somehow, but got sent to the 100th only to find they were being 'dismantled' and somehow the three crews got to Hull, England and set sail for Boston - Aug

'45. Anyway, if he's the guy I'd like to thank him.

Also, I want to thank you for your work with the NEWS and how can I reach Becky and Col. Jake?

Cordially,

John Lansing

Wilsonville, OR

John, your requests have been forwarded to Jake Fredericks. -Ed.

65th GENERAL HOSPITAL

Dear Walter:

An excellent time at the 65th event at Duke. Didn't know a soul, but felt like it was a meeting of my 94th BG, such a bunch. I intend to be in Savannah in 2003 when the medic display is unveiled.

Let me know.

Concerning the war, I always thought that they first hit London on 12 June 1944. I was at a Red Cross

hotel when it hit. This was the first day the 262's attacked high flying bombers. I fired at two, the only two I ever saw the remainder. This was #22 for me, eight more to go. I'm



glad I didn't see anymore of those 262's.

Enclosed is my recollection of my time in the hospital which incidentally was Station #136 Hospital (p. 10 Sept. 2001) Sudbury, Suffolk. I located a nurse that I sent a Christmas card to - but I lost contact. I called her in Florida and she confirmed the place she was stationed. Also, I hope the tape documentary does get on the history channel. Dr. Ivan Brown did a magnificent job on it.

Straight and Level,
Wilbur R. Richardson
94th BG

THE 65th GENERAL HOSPITAL SCULPTURE

Dear Dr. Brown,

Thank you very much for sending me copies of your latest issue of 8th AF NEWS. The 65th General Hospital sculpture dedication is nicely covered and your photos are terrific. I'll be sure a copy gets to Medical Center archives along with other materials from the event.

We are very proud of the work of the 65th and it was a pleasure to honor

them through the permanence of the sculpture and the dedication events. I am pleased you were able to join us.

Best wishes for the holiday season.

Sincerely,

Ellen Luken

Duke University Durham, N.C.



"Flak, nothing! He bombed a ball-bearing factory from two hundred feet."

WORLD'S LARGEST B-25 BOMBER MODEL DONATED TO MUSEUM

The B-25 model which now hangs in the Aviation Hall of Fame Museum of New Jersey is 15 feet long with a 171/2-foot wingspan and weighs in at 250 pounds. The huge aircraft had to be disassembled to get it into its final location proudly hanging in the Great Room exhibit area of the museum. The project took innumerable hours to complete and was a labor of love.

Built at a cost of \$50,000 the B-25 Executive Sweet was built and contributed by modeler Art Muglia, a member of the World Miniature Warbirds Association. The model has received numerous awards at shows around the country and has been on the cover of several magazines, including High Flight. The group is now working on a large-scale model of the famous B-17G Outhouse Mouse in Art's workshop in South Plainfield, NJ.

Those wishing to contact the World Miniature Warbirds Association can call

Jeff Herne at the NJ Aviation Hall of Fame tel. (201) 288-6344. Much appreciation to Herbert Gold, 446th Bomb Group and 8th AFHS member, for forwarding this information and photographic material.



NATIONAL AVIATION HALL OF FAME ANNOUNCES COMBS AWARD

The National Aviation Hall of Fame in Dayton, Ohio has enshrined 178 air and space pioneers and has preserved their history. One of them, Harry Combs, pledged 1.2 million dollars to the Harry Combs Research Center and has initiated an award of recognition. This award for \$20,000 will be presented this year to an individual or organization that has completed a project advancing the promotion and preservation of America's air and space heritage, with special emphasis on individual pioneers who defined America's aerospace horizons.

Executive Director Mike Jackson says, "The Centennial year of flight is the ideal time to introduce this award, especially when you consider that Mr. Combs wrote one of the definitive works on the Wright Brothers- his compelling and exhaustively researched "Kill Devil Hill." The first Combs Award will be presented at the 2003 National Business Aviation Association's annual meeting in Orlando FL, October 7-9, 2003.

Applications must be submitted before June 15th, 2003. Get information directly from NAFH, Re: Combs Award, P.O. Box 31096, Dayton OH 45437 or email: tengel@nationalaviation.org or visit: www.nationalaviation.org.



Connie and Gordon Richards forward the following along with their wishes for a Happy New Year 2003. Connie suggests the American team may have been based at Polebrook, Grafton Underwood or perhaps Wicksteed Park. Anyone recognize this shield? -Editor

DARTS

Dear Connie & Gordon,

As you know I have been a member of the Eighth for many years, and you have been a great help to me previously.

I have in my possession a shield given to me 32 years ago depicting the Burton Latimer darts team based at the "Jockey" public house, Burton Latimer.

I wondered, with your help & the help of the A.F. News, if you could trace the Americans named. I will trace the Burton Latimer ones if as I hope they are still alive.

Thank you for all the good work you are doing. Keep it up.

Kind regards,

Tony Robinson 71 Kettering Rd.

Burton latimer Kettering Northants NN15 5LP England (Walt sh_t attached...I mean sheet HELP!)



AMERICAN team players

Team Captain

Sgt. Joseph H Powers

Sgt. Edward J Kuc

S/Sgt. Jesse L Kopeck

Sgt. ? E. Over

Sgt. Verne Holson

S/Sgt. Frank Wiseman

Cpl. Raymond V. Szemplenski

Cpl. Herman G. Clemons

Chicago, IL

Buffalo, NY

Texas

Altona, PA

Blooming Prairie, MN

Spear, N.Carolina

Long Island, NY

Floyd, Virginia

BRITISH team

Burton Latimer

Team captain

Reginald Baish

George Cartwright

James Austin

Jack Underwood

William Hopkins

Roland Johnson

Mine Host

Alf Wilkinson

MEMBERSHIP

Bill Rawson, Membership Chairman, 8th AFHS

Most of our 8th AF News readers are veterans of the Mighty Eighth Air Force of WWII, but not all. Spouses, offspring and interested historians also are among our readers. I believe most of our readers, veterans of service in WWII, wish all veterans of the 8th Air Force would join us. I include those veterans men and women who have served since WWII, through the Cold War, and are serving in the 8th Air Force today throughout the world. A few who enjoy reading the 8th AF News however, are just that, readers. Shouldn't these readers also be encouraged to join our organization which is dedicated to memorializing 8th Air Force service - **The Eighth Air Force Historical Society?**

It is obvious that our Historical Society can continue to exist only as long as there is an adequate membership base to support it and to prove the leadership necessary to guide it into the future. We desire our Society to remain a living memorial to the 8th Air Force of WWII and its' history, our service in the Mighty Eighth, and the continuing history of the contemporary Eight Air Force. We should welcome all veterans of WWII, regardless of where they served or their branch of service, into our fold. Equally important to our Historical Society are the veterans of the contemporary 8th Air Force, those individuals studying the history of WWII, and our interested family

members. We have always looked forward to meeting new members and sharing the camaraderie we cherish as we meet in reunion. New members will warm to our camaraderie, they will enjoy the 8th Air Force News as we do, and certainly, all are urged to share the events of their service. Documenting and sharing our individual experiences are so important if we are to develop a deeper understanding of the history of the Mighty Eighth for posterity.

Through our members' efforts, the splendid support of our Membership Office at the Mighty Eighth Air Force Heritage Museum, and the tireless labor of our Chapter/Unit Development Committee chairman, Jim Erskine, more than 500 new members have joined us during the past year. We must continue this vigorous recruiting effort. This year our Chapters have an added incentive to recruit new members. Chapters will receive a rebate of \$10.00 from the Society for every new member they sign up.

Our Chapters have the challenge to recruit new members and to reclaim lapsed members. But please, each of you reading this column; find our lost veterans, encourage them and individuals expressing an interest in our history to join us. Strengthening our membership rolls may be the most important contribution we can make to perpetuate the magnificent legacy of the Mighty Eighth. And if you have not yet paid your dues for 2003, please do so now.

Bill Rawson



U&C CHANGES AND ADDITIONS

UNIT CHANGES

New Unit Contacts:

55 FG Robert M. Littlefield P.O.B. 3644 Carmel, CA 93021 831-624-5296

56 FG Leo F. Battista 187 Pleasant Hill Rd. Scarborough, ME 04074 207-883-8567
e-mail lattist@maine.rr.com

361 FG Willis Walling 120 Lakes @ Litchfield Dr. Apt. 311 Pawley's Island, SC 29585 843-237-8048
e-mail wwalling@scrr.com

44 BG Gerald Folsom 3582 East Dover Hill Dr. Salt Lake City, UT 84121 801-733-7371
e-mail 44thbgva@xmission.com FAX 801-942-4933

486 BG Robert S. Bee 2064 Tuckaway Ct. Columbus, OH 43228 614-272-5289
e-mail RBee6402@aol.com

ADDRESS CHANGES:

315 TCG William Brinson 760 Riverside Ave. Jacksonville, FL 32204-3352

CHAPTER CHANGES:

PRESIDENTS

Savannah Chapter, R. K. Hoddinott, Jr. 2 White Horse Ln. Savannah, GA 31411 912-598-7771
e-mail rkhamrh@hotmail.com

Texas Chapter, North Clarence (Kit) Carson 1659 Burton Hill Rd. Ft. Worth, TX 76017 817-732-3533

"YOU HAVE THE DAY – WE HAVE THE NIGHT"

Painting by Keith Hill



© Keith Hill, 2002

"YOU HAVE THE DAY - WE HAVE THE NIGHT"

THIS IS A LIMITED EDITION OF 250 COPIES
OF WHICH THIS IS COPY N. 40

Artist Keith Hill is well-known to members of the 8th AF Historical Society. Several years ago he completed a series of paintings, each one depicting a scene of the men and aircraft of every bomb and fighter group of the Mighty Eighth. Over sixty works were financed in part by the Memorial Museum Foundation and have been donated by Keith to the permanent Art Collection of the Mighty Eighth Air Force Heritage Museum. One of his latest works is shown here and is entitled: "You Have the Day – We Have the Night."

This painting, available from the artist as a signed and numbered collector's print, depicts noted RAF pilot Herbert Tappin, who flew Hurricane fighters on night intruder missions from Martlesdon Heath and Hunsdon. The last year of the war

Wg/Cdr Tappin flew Mosquitos, Beauforts, and Beaufighters as night fighters of the 51 OTU based at Cranfield and Twinwood Farm. After a long career of service, some years of which he flew as a test pilot, he retired and presently lives south of London.

It was a familiar sight for 8th airmen heading out on a daylight bombing raid to see RAF aircraft returning from a night mission. This Keith Hill print shows Cmdr Tappin accompanied by 8th Air Force P-51 Mustang escorts and B-17 Bomb Groups heading into combat.

The print is limited to 250 copies, signed by artist Hill and Herbert Tappin. A special feature of the edition is that it is also signed by Major General Frank Smoker, who flew 26 combat missions as a B-17

pilot with the 92nd Bomb Group based at Podington. Gen. Smoker also served in the Korean war and flew combat missions in Vietnam. For the last seven years of his forty-two year military career, he served as Commander of the Pennsylvania National Guard. He and his wife Kathleen reside in Lebanon, PA.

Those interested in further information regarding this impressive Keith Hill print may find him and his wife Alison at Keith Hill Studios, 24 Peters Ave, Northants NN 10 6XW England, tel. +44 (0) 1933 350 283, or online at: KeithHillStudios@AOL.com.

**8th Air Force Historical Society
Annual Reunion
October 14-19 2003
Colorado Springs, Colorado**

493RD BOMB GROUP MEMORIAL ASSOCIATION AT FULL THROTTLE

Jack Feller, President of the 493rd Bomb Group Memorial Association reports that the Group had another very successful annual reunion recently in Norfolk, Virginia. As in the past years, their meeting was held in conjunction with the national 8th AF Historical Society reunion.

The Hospitality room was open to all and was still going strong until the early hours. The Friday evening Rendezvous Dinner was very well attended by the members and their guests.

A Pilgrimage of the 493rd members will be conducted to their airbase at Debach and Ipswich, England on June 14th and 15th, 2003. A special Hangar Dance and dinner, with entertainment by The Silver Bird Music Show will be part of the festivities. Interested parties for this trip over can contact Jack at tel. (304) 294-6220 or online at: <fellerinsmullens@citynet.net.



493rd Bomb Group Officers and Board of Directors
L - R: Sec./Tres. Bob Senger, Pres. Jack Feller, Pres-Elect Gordon Weir, Board Members John Nixon, Galemoor, not shown: V.P. Gil Gilbert, 2nd Board member Vic Kusak



493rd BGMA Hospitality room



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



JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

Name

FIRST

MIDDLE INITIAL

LAST

Address

CITY

STATE

ZIP

Telephone

Email

8th AF Unit

Not in 8th

Include me as a full Associate Member

In service

Branch

Dates

to

Were you a former member?

Member # if available

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352ND FIGHTER GROUP DOCUMENTARY COMPLETED

The famed Bluenose Bastards of Bodney, the 352nd Fighter Group, has their Unit documentary now available. Newsletter editor Bob "Punchy" Powell reports that the edition is available in VHS videotape and in DVD formats. Everyone interested may obtain information at the Group website: www.352ndfightergroup.com.

THE STROLLING SILVER STRINGS

Many attendees enjoyed the superb music of The Strolling Silver Strings orchestra during the Gala Banquet at the 8th AFHS 2002 annual reunion. The troupe is composed of members, selected by audition, of the Music Education programs of five Norfolk, Virginia public high schools. Since being formed in 1986, the Silver Strings have presented over 750 concerts for various civic, political, military, and charity events.

Their CD has just been released and includes many of the songs we heard at the reunion banquet. It includes Moonlight Serenade, Moulon Rouge, Unchained Melody, Moon River, Patriotic Salute, and a number of other popular tunes. Several people have inquired as to how they may obtain this CD. Donna Lee of Armed Forces Reunions says that a check (\$10 covers everything) sent to The Strolling Silver Strings, 322 Shirley Ave., Norfolk, VA 23517, will get you a copy by mail to enjoy in your car or home.

ETHICAL LEADERSHIP

The true rewards of leadership come from striving to look up to a higher moral standard...Some people get into the "leadership game" for the next tangible reward - the next promotion, the next pay raise, the next headline. But these individuals are inevitably doomed to disappointment. At the end of the day, they cannot point to these things and say that they are stuff of which genuine happiness and pride are made.

Good leaders sometimes - in fact, quite often - lose in the material world. They go right ahead anyway, knowing that they are going to lose.

Are they tilting at windmills? Do they have a "can't do" instead of a "can do" attitude? Of course not. They are committed to defending the right values. And the right values are seldom safe, easy or advantageous.



Gen. Norman
Schwarzkopf

THE LAST BATTLE - PHOTOGRAPHY BY TONY VACCARO ON EXHIBIT

Photographer Tony Vaccaro was on-site as part of the 83rd Infantry Division at the Elbe river during the taking of Berlin in April 1945. A special exhibition of his works along with artifacts from his military service will be presented in the Colonial Group Art Gallery at the Mighty Eighth Air Force Heritage Museum in Savannah from 24 February to 20 July of this year, 2003.



Photograph by
Tony Vaccaro

LOOKING FOR A NAVIGATOR

Paul Caron's son, Robert, is looking for a lead navigator who flew rescue missions to Stalag Luft I at Barth at the war's end, touching down at the airstrip and loading up 20 POWs, to fly them to Lyon, France. Paul met him at the Heritage Museum's 60th Anniversary event in January 2002.

The two veterans traded information but that of the navigator was inadvertently misplaced. His story would be an important part of Paul Caron's book, now in progress. He can call the Carons at tel (919) 577-0875 or email: rcaron@ericsson.com to make the contact.

WARTIME POSTERS - ONLINE

The University of Minnesota had 6,000 World War I and World War II posters, as well as 700 posters from the 1932 German election. The Minneapolis Public Library also houses 2,000 World War II posters. Of course, these old posters were originally mass-produced to advertise on walls and windows, and were never intended to last this long. The posters are currently stored flat in large map cases or mounted on linen. To preserve them even longer - and to make them more accessible to the public - they are being scanned in to be available for online viewing. Not counting duplicates, when the Web site "A Summons to Comradeship" is finished, it will be the largest institutional online database of war posters. Check out the site: <http://digital.lib.umn.edu/warposters/warpost.html>

B-24 MEMORIAL TO BE BUILT IN SAN DIEGO

George Welsh of the B-24 Liberator Club sends in information on the San Diego B-24 memorial project.

The **B-24 Memorial - San Diego** committee is raising funds to build a B-24 memorial in the birthplace of the Liberator, San Diego, California. This memorial will honor those who built and flew the Consolidated B-24 Liberator and her sisters, the PB4Y-1 & 2. We are having a bronze statue constructed with an eighteen foot wing span. This bronze B-24, identical to the one located at the U.S. Air Force Academy in Colorado Springs, Colorado, will be built by the same sculptor, Robert Henderson.

The B-24 memorial will be located in front of the Veterans Memorial Center, in San Diego as the centerpiece of the Veterans Memorial Garden. The VMC is located in the southwest corner of San Diego's historic Balboa Park and is the former building for the old Navy Hospital Chapel.

Support for this project has come from both the City of San Diego and the State of California. The city has provided land in

Balboa Park and has obtained funding for the Veterans Memorial Garden from the State of California. San Diego Mayor Dick Murphy and Governor of California Grey Davis, have both pledged their support for this project. The only part that cannot be built with public funds is the B-24 itself. Support and tax deductible contributions from Historical Society members should be mailed to:

B-24 Liberator Club/ B-24 Memorial
1672 Main Street, Suite E-124
Ramona, CA 92065

Include your unit, rank, POW, KIA information. Make checks payable to 'B-24' Memorial - San Diego.

B-24 Memorial SAN DIEGO



Send Tax Deductible Contributions to:
B-24 Liberator Club/ B-24 Memorial
1672 Main Street, Suite E-124
Ramona, CA 92065

FOREIGN SERVICE JOURNAL REVIEWS NEWSLETTER COMPILATION



Hell's Angels Newsletter Silver Anniversary Collection: A World War II Retrospective

Published by the 303rd Bomb Group
Association, Edited by Eddie Deerfield
2002, \$120, two-volume hardcover set, 1,246

pages.

This reference work is a collection of personal narratives about World War II aerial combat operations by the U.S. Eighth Air Force in Europe from 1942 to 1945, with more than a thousand photographs, and coverage of postwar events. The book is based on 25 years of publication of the quarterly "Hell's Angels Newsletter" by the 303rd Bomb Group Association.

The two-volume set provides a fascinating glimpse into aerial warfare, from the perspectives of both air and ground support personnel in the European Theater of Operations, with hundreds of first-person accounts and postwar commentaries. The Hell's Angels Newsletter Silver Anniversary Collection captures their stories for posterity and provides researchers with a rare and invaluable source.

A distinctive feature of the books is a 75-page index that

serves as a comprehensive guide to its contents, including military aircraft, escapes and evasions and cemeteries and memorials, to aerial combat missions and targets, and prisoners of war.

Five hundred sets of the books were published, with 40 sets allocated for presentation by 303rd veterans or their survivors to libraries at universities, military bases, museums and other research institutions. Presentations have already been made to the U.S. Library of Congress, the U.S. Air Force Academy in Colorado, 11 universities, seven air force bases, and six military and aerospace, museums across the country.

The book's editor, retired FSO Eddie Deerfield, flew 30 combat missions against the Nazi enemy as a radio operator on B-17 bombers. He served abroad as a public affairs officer in the U.S. Information Agency in Madras, Calcutta, Islamabad, Kampala, Lagos, Blantyre and Vancouver. He recently chaired the Florida chapter of the Foreign Service Retirees Association.



Eddie Deerfield presents
copies to C.J. Roberts at the
Heritage Museum.

CHAPTER NEWS

MICHIGAN CHAPTER

Due to his schedule, Governor John Engler was not able to meet with us until November 7th to present to us the proclamation honoring Eighth Air Force week of October 8-14. Chapter members attending were: Dick Giesing, Rita Roberts, Suds Sumney and Tom Tiearney. Guests were Darrell, Eleanor Custer.

On behalf of the Chapter, President Sumney presented to Governor Engler a copy of the book "An Air Force Diary" written by John A. Clark, a First Lieutenant and co-pilot in the 100th Bomb Group. The governor replied that after leaving office at the end of the year, he would take the time to read it. He also remarked that he had the B-17 model plane we gave him two years ago on his desk and he intended to take that with him. He shook hands with all of us and made comments to the audience, taking items from the proclamation. We received a round of applause from the audience when being presented the proclamation. Upon leaving, a gentleman came up to us to express his appreciation for what we had done and saying his father was also a WWII veteran.

We also held our annual meeting on November 11th at the Comstock VFW Post 6252, Kalamazoo. We joined those from the post in their ceremonies honoring veterans, past and present, in an 11:00 AM service. Our president, Suds Sumney participated in reading the names of the Michigan 8th Air Force members who have passed on. The Comstock High School Band gave a rousing musical program to add to the ceremonies.

After the ceremonies, we held our annual meeting.

Minutes of our last annual meeting and the treasurer's report were handed out and read for approval.

Officers and Directors elected for the next two years are:

President - Suds Sumney
Vice-President - Jim Nycum
Secretary - Rita Roberts
Treasurer - Dick Giesing
Directors - Bruce Helmer
Carl Moss
Bob Palmer
Ray Skedgell

A set of by-laws for the Chapter was presented for approval, Motion was made and approved to adopt the by-laws.

Discussion was held on possible events for the Chapter next year, further information will be forthcoming.

Our customary presentation of \$300.00 to the Ladies Auxiliary for their Christmas activities for the veterans at the Battle Creek Veterans Hospital was given by President Sumney.

Our meeting was closed with the dedication of our new Eighth Air Force flag given to the Chapter by Rita Roberts as a memorial to her husband, Al Roberts, a long time member of our Chapter.

Rita Roberts
Secretary

MISSISSIPPI CHAPTER

At its December luncheon meeting, the members of the Chapter voted not to give each other Christmas presents but rather, brought small useful items as gifts to brother veterans in the State Veterans Home in Oxford, Mississippi. A letter from the State Director of Veterans Affairs not only expressed appreciation for the gifts but emphasized how much it meant to our comrades-in-arms to be remembered in this way.

Chapter members are now working toward producing a second volume of its successful book, Mississippians in the Mighty Eighth. It seems that we did not find all the veterans of the Mighty Eighth on our first try and for that and other reasons, failed to get their stories into the first volume. All the Chapter members are excited about another of these ventures. We hope that some other state Chapters will see fit to follow our lead in such an effort.

We are looking for a record attendance at the usual site of our Annual Reunion, Lake Tiak O'Khata, near Louisville, Mississippi. Everyone is invited; if you would like to come, contact us at (662)844-1553, or cotbooks@netbci.com
Ken Nail

MINNESOTA CHAPTER

Al Dexter called the annual meeting 156 Luncheon attendees to order shortly after 12 Noon at Mancini's Restaurant.

Bob Clemens gave the invocation using The Airman's Grace traditionally said before all Air Force meals and gatherings.

Don Kent made several remarks and introduced several guests, including the Minnesota Secretary of State Mary Kiffemeyer, who made several remarks regarding the VOTE IN HONOR OF A VETERAN program, urging those who have not submitted their information to do so. She is also a strong advocate of the absentee voter program which enables our service men and women to vote. Larry Bachman spoke about the loss of Norm Grant. Norm's widow Margaret, and their children were introduced. Larry contributed a lovely gift for each lady and provided poinsettias for the tables.

Lt. Col. Dennis Shields was our guest speaker. He is a member of the Army National Guard. He spoke about the National Guard and its part in our national defense, Army and Air Force. He told us that the National Guard and Reserves will be active in any military action anywhere in the world.

Don Kent expressed appreciation to Dwight Olson for the name tags and flag and base sets at each place. Dwight put in more than 70 hours making these. He thanked Dick Kaminski for the name tag display today and for arrangements he has made with American Legion Post 550 for our noon lunches every Wednesday. Dick has secured storage space for us at the Post, so we now

CHAPTER NEWS

have our PX supplies centrally located. Dick recognized Mac McCullom and his crew that join us every week. Respectfully submitted,
Bob Clemens, Secretary

WISCONSIN CHAPTER

On May 18 & 19, 2002 we put on another successful display in the main hanger of the 440th Airlift Command at Billy Mitchell Field for Armed Forces Day. We had a double booth and were able to show more artifacts, plane models, books and literature than the previous year. An added benefit was the signing of three new members.

Starting in September, we wrote to Wisconsin Governor Scott McCallum, Milwaukee Mayor John Norquist and the mayors and village presidents of 24 other communities in Southeastern Wisconsin, requesting proclamations honoring **Mighty Eighth Air Force Week**. The result was the receipt of copies of 26 proclamations which were posted in the various municipal buildings.

For the fifth consecutive year, we set up a display for



128 Air Refueling Wing



Wisconsin Chapter Displays



Mighty Eighth Air Force Week, October 8-14, 2002, in the lobby of the South Milwaukee Municipal Building where it was viewed by many visitors. The display featured aircraft prints, covers of the 8th AF News, maps, combat stories, a pair of gunner's gloves and scale models of the B-17, B-24, P-51, P-47, P-38, Spitfire, Me-109 and the FW-190. A proclamation honoring Mighty Eighth Air Force Week was presented to Wisconsin Chapter members on October 8th by the mayor of South Milwaukee and was featured in the center of the display.

On October 31st, twelve charter members of our Satellite Club were treated to a ride in a Wisconsin National Guard, 128th ARW, KC-135 tanker. The flight was scheduled in honor of Col. Tom Bailey's 81st birthday. Col. Bailey was a P-47 fighter pilot in WWII and is a member of our Wisconsin chapter. After the war, he became commander of the 128th and is responsible for the great organization it is today. The flight log called for three F-16 Fighting Falcons, from the Madison National Guard Fighter Squadron, to be refueled west of Oshkosh. The weather was perfect and the mission was accomplished without a hitch.

We are very fortunate in the having the opportunity to hold our quarterly luncheon meetings at the 440th Airlift Command, USAFR, and the 128th Air Refueling Wing, WNG, both located at Mitchell International Airport. Meetings are held on the first Tuesdays of March, June, September and December. If you're in the Milwaukee area at any of those times, call (414) 461-8699. You're always welcome!

William Bergner Jr., President

ILLINOIS CHAPTER

The Illinois Chapter has a new home for their 2nd Wednesday of each month meetings. The meetings will be held at the American Legion Memorial Civic Center in Morton Grove, IL. Better access, better parking and no charges to the Chapter treasury were among the considerations for making this move.

The February meeting featured a talk by Lt. Col. Bill Starr, U.S. Army who told stories of his career in the Special Operations Command 1995-1997 during the Bosnia/Kosovo conflict. Bill served in Vietnam as a platoon leader 1st Signal Brigade.

There was no "Sing along with Harry Volkman" feature at this meeting as there was at the January Chapter gathering, but plans are in the works to repeat the fun and songs at upcoming meetings.

WESTERN NEW YORK CHAPTER

The Western New York Chapter began its twelfth year as it gathered for its Annual meeting and Christmas Party in early December. President re-elect Richard Waring presented new members of the staff and welcomed two new Chapter members to the group.

Our membership numbers remain stable at around 100,

CHAPTER NEWS

down from a peak of 135 in the mid-nineties. In spite of many membership drives over the years, new members are still found in all the old familiar places. Happily, our Associate members numbers are increasing. Our October meeting saw the group attending a luncheon and private tour of the newly relocated and refurbished Niagara Aerospace Museum in downtown Niagara Falls, N.Y. The building, a former commercial museum, is naturally ideal for its current function. We urge any 8th Air Forcers visiting, (honeymooning?) in the Falls to visit the fine displays of aircraft and equipment dating from the forties to the present, including the famous James Bond Rocket Belt.

OHIO CHAPTER

The Ohio Chapter met on October 18, 19 & 20 at the Wyndham Toledo Hotel in downtown Toledo. On Friday evening the Chapter had dinner at Toledo's world famous Tony Packo's. Saturday morning, the members could visit in the hospitality room or were free to explore some of the local sites before returning to the hotel for lunch and meeting.

The guest speaker was Congresswoman Marcy Kaptur from the Ninth Congressional District in Northwest Ohio representing the Toledo area. The Congresswoman introduced legislation in 1987 that authorized the National World War II Memorial in Washington D.C. Ms. Kaptur discussed the trials and tribulations in trying to have legislation passed in order to build a national memorial dedicated to all who served in the military services and Merchant Marine of the United States during World War II.

The Congresswoman said the memorial is scheduled to be completed in the spring of 2004. It will be located between the Washington Monument and Lincoln Memorial on the Rainbow Pond site at the east end of the Reflecting Pool.

This whole meeting was accomplished without charging the members any extra dues for the Ohio Chapter! The Chapter will meet in the Columbus area in early May 2004 for the spring meeting.

Chris Weber

Secretary, Ohio Chapter

SAVANNAH CHAPTER – THE BIRTHPLACE CHAPTER

The Birthplace Chapter continues in its active and enjoyable ways. Their newsletter Contrails, always full of interesting items, notes the speakers for their monthly dinner meetings at the Heritage Museum. In January, Admiral Owen Siler, U.S.

Coast Guard (Ret) spoke to the Chapter about his experiences in the post-war occupation of Japan and of his career as a naval aviator. Col. Bill Weber, Asst. Division at Hunter AAF in Savannah was the speaker at the February gathering.

The Chapter will take part in two big upcoming parades in the area: the St. Patrick's Day parade and the Port Wentworth Stand Up For America parade in April. The volunteers will assist in the Heritage Museum's annual fund-raiser Hangar Dinner and Dance, The Warbirds Ball, on March 22nd.

Tours planned for Summer Chapter enjoyment include a week-long trip to England June 13-21, 2003 – contact: Gene Buttle at tel (912) 598-7827 and a five day trip to New Orleans and Pensacola May 12-17 – contact: Jay Yost at tel (912) 352-7681 to join in the fun. You can get online: www.birthplacechapter.com.

ALABAMA CHAPTER

The Alabama Chapter is proud to recognize the recipient of one of their own long-term members as the Alabama Veteran of the Year 2002. On Veterans Day, 2002, C. B. "Red" Harper was given the award at the World Peace Luncheon in Birmingham. Governor Don Siegelman and Gen. Michael Sumrall, Adjutant General of Alabama, presented the special plaque. Guests for the event included Major General Larry Northington and his wife, Linda. Red was pilot of the 100th Bomb Group's B-17 Buffalo Gal and after arriving at the airbase in England, flew his first missions during the 8th Air Force's first strikes on Berlin.

He was honored for seventeen years of outstanding service to the 8th Air Force Historical Society and for his work as a member of the Board of Trustees of the Mighty Eighth Air Force Heritage Museum in Savannah.

In other news, the Northern Alabama Wing still runs at full speed. Members took part in the big USO Swing dance in Huntsville and also attended a special veteran's program put on by the students and staff of Douglas High School. They also participated in the annual Huntsville Veterans Day parade. In mid-November the Chapter's Army nurse, Dottie Cutts, was guest speaker at the "Women In th Military" panel in Huntsville.

The Wing is still growing and the members are looking for larger environs in which to hold their meetings.



CHAPTER NEWS

THE 8TH AFHS ST. LOUIS WING

The 8th AFHS St. Louis Wing held their annual Christmas party December 12, 2002 at the Column Convention Center, St. Charles, Mo. In attendance were 46 members and wives.

Prior to lunch a meeting was held and a prayer for deceased comrades. We were entertained by "The Gateway Harmonica Group". A raffle was held, in which four dinner gift certificates were awarded. Lunch consisted of tossed salad, grilled chicken, roast beef, green beans, new potatoes, roll, tea, coffee, cheesecake and apple pie.

Most of those in attendance generally attend most our events, therefore we have gotten to know one another rather well.

At the conclusion of the events the majority of the members spend time visiting one another. Al Villagran states because of the 8th AFHS, four of the board members and Al have become very good friends. Each week they get together at a different restaurant. This has made the St. Louis wing a very strong organization.
submitted by Al Villagran



St. Louis Wing members enjoy "The Gateway Harmonica Group"



St. Louis Wing Christmas Party

BOOK REVIEWS

All books are read and reviewed by the Editor and are presented for the information and enjoyment of the Historical Society membership.

NO FOXHOLES IN THE SKY

by Harry M. Conley

Author Harry Conley spent the years of his youth as a cowboy,

working with cattle on a California cattle ranch. He spent his retirement as a cowboy raising his family on a western ranch. In between, he flew with the 8th Air Force, serving in the famed 95th Bomb Group as a Squadron CO and as Chief of Staff of the 93rd Bomb

Wing in Elveden Hall Headquarters. He ended his wartime service in the Pentagon with Curtis LeMay training the 509th Composite Group that dropped the two atomic bombs on Japan.

No Foxholes In The Sky is Conley's story of these wartime years. He writes of the 95th BG and

describes many of their raids on some of the most dangerous missions of the war. Several chapters cover special personal events during his tour in England. One chapter elaborates on his thought of bombardiers from his pilot's viewpoint. His interactions with notable war figures such as Winston Churchill, Gen. Jimmy Doolittle Gen. Charles DeGaulle, Gen. George Patton, and Lord Beaverbrook offer the reader a look at a side of the 8th experience not often found in autobiographical combat books.

The story presented is a very personal one; photos included in the volume will be familiar to many. Special chapters detail the first air raid on Berlin – the 95th's lead mission to Big B. Throughout the writing and proofing of the final volume before printing, Harry Conley kept a close hold on all of the material included. He died just as the volume went to press, and the book serves as a unique tribute to him and to the men

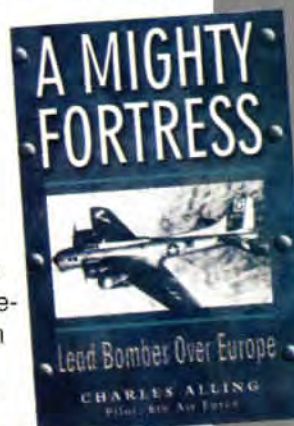
with whom he flew.

The book is hard cover 332pp and may be found at usual bookseller sources. Copies and further information may also be obtained by calling FNP Military Division at (203) 261-8587. The 8th AF's John O'Neil is the contact person at the Publishing House in Trumbull, Connecticut.

A MIGHTY FORTRESS

Lead Bomber Over Europe
by Charles Alling

This volume is a main selection of the Military Book Club and with good reason. Author Charles Alling combines intense episodes of his wartime experience as a pilot with the 34th Bomb Group at Mendlesham with elements of exhilaration and moments of tragedy. He flew 27



BOOK REVIEWS

missions over enemy territory, most in the B-17 Miss Prudy, named after his beloved sister who died just before he left for England.

Each Chapter of A Mighty Fortress is rich in detail and in the personal thoughts of Alling, his crew, and to the young men of the 8th Air Force with whom he interacted during the last six months of the war. The excitement of flying missions and detailed recall of incidences while flying them are special features throughout this volume. Photos, maps and tables add an element of depth for the reader's understanding as the events of the war are told.

The volume begins with Alling and his crew taking lifting their B-17 off the Hunter Field runway on their way across to England in September 1944. After VE Day and the end of the war, as told in a chapter entitled "Flying Home on a Wing and a Prayer," the crew experienced a harrowing trip from England to Goose Bay, Labrador, having lost an engine en route. The author describes an emotional return to Savannah in 1999 of the surviving crew members, who relived their wartime experiences at the Mighty Eighth Air Force Heritage Museum.

The 248 page volume with over 70 illustrations, in hard cover, will be a very personal story to add to your collection of 8th Air Force history section of your library. Call Casemate Publishers at (610) 853-9131 for info on obtaining your copy.

AMERICA'S WARTIME SCRAPBOOK

From Pearl Harbor to V-J Day
compiled by Charles A. Numark
and Martin Jacobs

This is a huge book, with so much nostalgic material packed into it there is very little room for written text. And that's what makes this book one of the most unusual and special volumes I have come across in a long time. This is the one you will stay up late at night with; the one you will



repeatedly call in the kids and grandkids to show them the reproductions of wartime items and tell them your stories from those days. Educational for all the younger generations and stimulating for those who lived during the wartime years, this publication will give you a true sense of pride and respect for America for what was accomplished in so little time in the early 1940's.

The material is presented as the title says, in scrapbook form. Here are large-format pages (12 1/2" x 15") in full reproductive color. Subjects cover two pages each, all wartime items. Included are original photographs and reprints of: War Posters, Advertising Ads, Stickers and Decals, Comic Books, Magazine covers, Music Sheets, Patches and Medals, Sweetheart jewelry, Camp pillows, Pin-ups, Anti-Axis material, V for Victory items, and many dozens of other materials produced by homefront sources to boost morale and encourage patriotism in all who saw them.

If there was ever a thoroughly delightful and colorful book to make you proud of our country, this one is the one. Over 1500 items are featured. You will see others on occasion in future issues of the 8th AF NEWS. You will be very glad you got your own copy. Get the information from Karen at the Antique Collector's Club Ltd, tel (845) 297-0003 or online at: info@antiquecc.com.

PATRIOTS WILL Surviving the Great Depression and World War II Combat by Jack C. Hubbard

The dedication says it all: To those who served with the 8th Air Force during World War II.

Patriots Will begins with Jack

Hubbard's fascinating early years of his family life during the depression years of the 1930's. After military training he lands in wartime England where he spends three years, eventually flying missions as a radio operator with one of the "Four Horsemen" Bomb Groups, the 306th Bomb Group at Thurleigh. The entire volume is written in a very personal manner and is one of the more notable combat books I have seen in this regard. The author addresses many details rarely found in wartime experience volumes, some humorous and some tragic, but all with his feelings and thoughts at the time. Hubbard's recall of base life and of combat missions is impressive and authentic.

His description of crew interactions at Thurleigh and on some of the roughest missions of the war is realistic, and of significance is the fact that his first mission is related in chapter 22 of the volume. Then again, there are 57 chapters in all.

Along the way, he talks about things peculiar to the life of an Eighth Air Force airman, such as: powdered eggs floating on water at breakfast; training sessions on how to kill an enemy soldier with just your bare hands; serving with the 32nd M.P. Company in London; being thrown in the brig while trying to get a unit transfer; social life of an 8th airman; and his detailed description of his station and duties as a radio operator on a B-17. All are punctuated throughout the book by the inclusion of a number of letters he wrote to his family back home.

Jack Hubbard's book is 248 pages, soft-cover, with

period photos and appendices. Find a copy at online at: www.1stbooks.com or from the author himself at: hubb-nett@aol.com.

PATRIOTS WILL

Surviving the Great Depression and World War II Combat



JACK C. HUBBARD
Major, USAF (RET)



HEAVENLY DAZE...

The big Liberator headed out over England on her 25th operational mission under "new management." Piloted for the first time by 1/Lt. Richard J. Pettit, of Los Angeles, Calif., she developed a conglomeration of mechanical troubles ranging from runaway propellers to a "conked-out" electrical system. The plane lurched forward and began climbing with the speed of a Thunderbolt. "We had one engine runaway shortly after we got off the ground, so I started to circle back for a landing," explained Pettit, "but at 4,000 feet, with two more runaways, it looked like the vibration would tear the ship apart. We were climbing at 200 miles an hour at about 1,500 feet per minute with a full bomb load." They were above the overcast and had no idea where they were - except near the North Sea coast. They didn't dare risk jettisoning the bombs because of the possibility of English towns down below. They couldn't crash-land because visibility was less than 2,000 feet and the ceiling 800 feet.

Time for split-second thinking.

Figuring the best way to save his crew was to have them jump, Pettit steadied Heavenly Daze as best he could, then gave the bail-out order.

Parachutes blossomed under the ship, as the crew dropped away from her.

"I 'trimmed' her and headed her out to sea before going over the side, and as I floated into the overcast, I saw the ship wheel into a gentle bank."

The crescendo of the whining radials reverberated in the ears of the 'chutists as they descended through the cloud blanket onto the East Anglian countryside.

Then, as if deciding she'd been temperamental long enough, Heavenly Daze leveled off at medium altitude and wandered aimlessly over East Anglia and the North Sea coast. Townspeople who were disturbed when they heard her distressing drone now heard her normal purr. So they resumed their workaday tasks. Just another airplane.

The Royal Observer Corps heard her, too, but couldn't spot her.

RAF pilots radioed back the startling report that there apparently was nobody in the plane. Still the bomb-laden B-24 droned on over the coastal sector.

Co-pilot Elliot landed in a tree and Pettit landed in a drainage ditch, a bare 100 yards from the sea. Crewless Heavenly Daze continued to soar above the clouds. All the while she was under the watchful eyes of the Spits. A lively exchange of views commenced over the radio telephone - between the Spitfire pilots, their ground station, and the Liberator Base. Finally, every one decided that the abandoned B-24 with her 6,000 pound cargo of high explosives should be disposed of.

The Spits circled the lumbering Liberator until she headed out to sea again. She had been flying alone for over an hour and a half now. The RAF pilots debated over the

radio who was to go in first, for they didn't like the idea of bombs exploding in their faces.

Finally, they went to work. They learned quickly that Libs aren't an easy aircraft to shoot down. They made pass after pass on the helpless bomber. No evasive action for Heavenly Daze now. No hairbreadth exploits for her gunners.

One fighter even ran out of 20 mm. ammunition as the point-blank cannon fire ripped into the wings.

The big Lib finally plummeted into the icy sea - her wings clipped, chewed off.

That night the communique might have read: "One of our bombers is missing - due to 'friendly' action." The commanding officer was trying to figure out how to enter the weird flight on the books.

from Yank

submitted by Robert Myers, Tiffin IA

NORMAN SAMPSON...

Mission #6 Stuttgart Sept 6, 1943 we went to Stuttgart, Germany. It was a military target deep in Germany. That day we flew in a plane called Old Squaw. We got to the target O.K. There were all kinds of fighters and anti-aircraft (flak) fire the same as all other missions we were on but the target was covered with heavy clouds and our group had to circle the target twice. We used up a lot of fuel but we finally dropped our bombs and left the target heading for our home base. On the way back still deep in Germany the navigator Lt. Brown, came on the intercom saying we have a choice. We can fly over the mountains and land in Switzerland and be interned there for the remainder of the war because there is not enough fuel to get us back to our base, or we will end up in the English Channel somewhere. Lt. Brown said that there was a vote by the crew as to what to do but I do not remember the vote. Our pilot was his own person. Always in charge. I still believe it was his decision to see how far we could get.

We started getting rid of all our guns; we threw them overboard still in Germany. Lots of danger but we did lighten the load. We got to the Channel and we lost an engine, but we kept on going on three engines and then we lost another engine. And we were skimming above the waters. About that time we all got into the radio room except the pilot, co-pilot, navigator and bombardier. We sat in the radio room with our life preservers inflated waiting for the plane to ditch. The pilot let the tail down first to slow us down and the main body of the plane hit the water. It was like hitting a brick wall. Water was instantly up to my shoulders and it was such a jolt that I thought my insides had been torn out. I spit in the palm of my hand thinking it was blood, but it was just salt water. Airsea rescue picked us up in 20 minutes. They were all lined up along side of their boat and I thought it was the Germans. I thought, "Boy they got us after all."

They were a good bunch of guys and the first thing

they did was give us a small glass of rum. They were so happy that they picked us up. We were the first ones they had rescued. I want to add this: the spot where we landed in the Channel was a well-picked spot. To our left were the rip tides and to our right were mine fields. We stayed over night at the British air field and the next day they flew us back to the 303rd air base. Next morning the press took pictures of our crew and also one of Pete Fullern and me holding our gear. I asked him if these would appear in the U.S. papers and he said "no way", but it was nationwide in the newspapers. We were glad to get back. We still had nineteen missions to go before we finished our tour of duty. Stuttgart mission was #6. Norman Sampson, 303rd BG
Ozark, MO

ARTHUR KEMP...

ALPHETON/LAVENHAM AIRFIELD

Liberators flew out of this airfield. Construction completed in 12-15 months. Ballast all taken from Rogbridge picnic area, Withdale Mill and Glemsford. Fill taken from Long Melford was trucked by Morrison's Transport, an American owned company utilizing grey and green Dodge/International left-hand drive trucks carrying eight cub/yards of fill. These trucks worked day and night dumping their loads on a huge mountain of ballast. This was transferred with the necessary cement to massive concrete mixers loaded with four cub/yds of aggregate. The original Long Melford to Bury St. Edmunds road was diverted to make room for the airfield. The length of the present road, in concrete, was the extent of the diversion. Landings and take-offs from the east-west runway could be viewed from the new road. There was a traffic signal at each end of the diversion that warned you of the diversion that prevented use of the road and warned you of impending take-offs and landings. Many Liberators came to grief across that road, either on take-offs or landings. The two most desperate situations I witnessed were on one afternoon in June or July 1944 at around 4 pm, when both Fortresses and Liberators were returning from a daylight raid. Quite a few had been badly damaged. It was a clear blue sky afternoon, when a shot-up Liberator collided with a B-17 over Spellthorn Wood close to where the radio tower stood on the right, North of Melford. Being 12 years old at the time a group of us boys ran towards where we thought 4 parachutes would land. Both planes were on fire and destined to crash. We outran the firetrucks and the local ARP (Air Raid Precaution Volunteers) and headed towards Spellthorn Wood, through Linage Wood and out of the woods into the meadow beside the River Chad, in an area known locally as Babages. It was the area we boys swam, caught fish, and collected watercress through the war years. Close to a gate through a hedgerow, about twenty yards away on the left, we spotted the smoldering body of an airman still in his parachute harness. His clothing was still spouting

flames around his chest. Another airman devoid of his parachute climbed over the gate. He was more badly burned than the other man. Horribly, we saw roasted flesh left on the gate as he stumbled over it. The torment in his eyes has never left me. Later, in August, while chasing rabbits in the harvest fields, we were in a wheat field at Alpheton on the right hand side just before the church. The field was almost completely harvested when we came across a flattened path of wheat - a path left by a mortally wounded airman who had crawled around before dying in the field. His bloated and decomposing body had lain there for six weeks after the crash. There were only four survivors from this collision of two returning bombers.

The second horrific incident was at 8:20 am on a foggy Saturday morning in October 1944. A 487th Bomb Group Liberator taking off developed engine failure and after striking a row of oak trees, crashed into a wood off Avery Lane between Long Melford and Bridge Street. With a full bomb load and a huge quantity of aviation fuel, the explosions were sufficient to rattle the windows where I lived. We ran to the scene of the crash where we found a game keeper and a farmer dragging two aircrew out of the remains of the aircraft. Bullets and bombs continued to explode for some time. The body of one of the recovered airmen was propped up against an oak tree. The blast from an exploding bomb completely pulverized his body. There were no survivors. What a terrible sight! Later, at the same scene, I recovered a strapless wrist watch - its face completely blackened, except for two white lines where the hands had been at 8:20 am. My wife and I still visit these sites and I stand and relive those dreadful incidents - thinking, what a terrible waste. I still become quite emotional about those boys who gave their lives. They were all someone's sons, someone's husbands and all so very young. How do you square their sacrifice with the society we have today? Please pass on to all who read my recollections of these tragic deaths, that when I visit these two shrines, those boys of the 8th will forever hold my respect and touch my emotions in ways that cannot be expressed in words.

Arthur Kemp
Cavendish, Suffolk
England



TAPS

TAPS

Mosimann, Albert, Osawatomie KS; navigator 8th AF from Ken Wilson
Parris, Howard, San Antonio TX; 29 combat missions 8th AF; helped select original 7 astronauts, design the Apollo space capsule, and develop the curriculum for new Air Force Academy; chief scientist of AF Human Resources Laboratory; on panel which investigated Three-mile Island mishap; author and publisher from Charles Harkins, 489th BG
Pearson, J. Atlee, Chattanooga TN; B-17 gunner 92nd BG; POW for two years - from his wife Phyllis
Black, Fred, Sikeston MO; 18th WX

Widener, Robert "Hal", Pittsburg KS; 18th Weather Squadron
Martin, Jack, Portland OR; Oregon Chapter
Fisher, Charles, Greensburg PA; 384th BG
Huber, Franklin, Weiner AR; 34 missions as bombardier 379th BG at Kimbolton from his wife Katharine
Cable, Howard, Oklahoma City OK; pilot 361st FG
Knickman, Edward, Lutherville MD; pilot 361st BG from B. J. Redden

Lorenzi, Edward, Sun City FL; navigator; 8th HQ
Smith, Elmer, ball turret gunner Benington crew; 96th BG from Richard Higgins, radio

McCaleb, H. Kenneth, Huntsville AL; POW; founded the noted McCaleb Initiative for Peace at Missouri Southern State College; Engineer from his wife Margaret

Whited, Harry, Kansas City MO; 8th AF aircraft repair specialist

Biever, Victor, Kansas City MO; radio operator 8th AF from Ken Wilson

Muchmore, Gale "Charley", Bonita Springs FL; ball turret gunner on Tarvid's crew in Old Black Magic 303rd BG; diligent in his duties, he was the youngest of the crew; he was known as "Snake" from Louis Grandwilliams, pilot

Gant, John, Wichita KS; waist gunner of crew 611, 448th BG from crewmate Norman Dunphe

Besten, Emil "Bernie," Louisville KY; B-24 pilot 458th BG; 35 missions from Bob Weixler

McLain, Bob, Delaware OH; 100th BG; Ohio Chapter from Don Atkinson, Roger Laib

Beckstrand, Harley, Colorado Springs CO; 388th BG for 30 months

Dottore, Carl, B-24 ball turret gunner 467th BG from his son Louis

Fisher, Daniel, Horsham PA; ball turret gunner on B-24 "Troublemaker" 466th BG; strong supporter of Pennsylvania Chapter, William Booth Squadron from Carolyn Swanson



John Gant

Henry, Carroll, Taylorsville KY; pilot 55th Fighter Group; third-generation owner of Crescent Roller Mills which produced flour and cornmeal - from John Kaithern
Mixon, William (Ted), Houston TX; 359th Fighter Group from Al Lea

Cox, Ralph, Rio Linda CA; waist gunner and toggler on Ganyu crew, 96th BG from Alexander Ganyu

Boswell, Marion "Boz", pilot 398th BG; multiple awards including 20 air medals; served during Korean war, Viet Nam flying F4D Phantom jets, and ended his career as a Lt. General, serving as Asst. Vice Chief of staff of the Air Force.

Meadow NY; enlisted at age 15; flight engineer 303rd BG from his wife Nivia

Baynes, Margaret, Irvine CA; Margaret served as a delightful first lady of the 8th AF Historical Society when husband Richard Baynes was President for two terms. A beautiful lady with bright smiling conversation for all who had the good fortune to know her. She will be remembered and missed by her friends in the Historical Society and in the 466th Bomb Group Association.

Ransdell, William, Missouri Chapter Charter member; 306th BG navigator

Heiliger, Robert, 303rd BG crew chief; Wisconsin Chapter from Len Schutta

Murta, James, 211th supply clerk Nov 43 to July 45 from his daughter Eileen Murta

Broderick, George, East Meadow NY; 303rd BG flight engineer from his wife Nivia

Sudderth, Ralph, Little Rock AR; 303rd BG bombardier; special agent in the Office of Special Investigation; career Air Force from Theodore Hood 306th BG

On wing sublime resistless virtue soars,
 And spurning human haunts and earthly shores
 To those whom god-like deeds forbid to die,
 Unbars the gates of immortality.

William Pitt, after Horace (Odes, iii, 2)

Methven, Stephen, Del Ray Beach FL; 486th BG, nose gunner on Ramblin' Reck from Ernest Smith, gunner on Pegasus
Zapf, Ernest, Beaverton OR; 100th BG pilot, Piccadilly Lilly II; career at Prudential Insurance Co.; lifelong promoter of the 100th BG and the 8th AF accomplishments; from Joe Conroy
Booher, William, Pinehurst NC; from son-in-law John Lutz
Kubler, Edwin, Gulf Breeze FL

Diamond, Carl, Nashville TN; 376th BG navigator; ATC 206th Ferrying Group at Berry Field; flew Ploesti oil field missions
Stroven, Harley, Fremont ME; 486th BG armament officer; recorded movies of various base activities and personnel, many in color; from his wife Barbara

Shirley, William, 96th BG ball turret gunner on B-17s Sittin Pretty and Cabin in the Sky from Suzanne Shirley Pedersen

Myers, Robert, Bellingham WA; 96th BG btg; shot down on 24th mission; POW Stalag Luft IV; survived the Heydekrug run and an 86-day forced march at the war's end

Ruby, Clare Franklin, Lady Lake FL

Wellings, Donald, Friday Harbor FL; 91st BG

Williamson, Floyd, N. Hollywood FL; 453rd BG

Rowell, Clinton, Montgomery AL; 452nd BG

Minikel, E. A., Redway CA; 447th BG

Holmes, Garland, Oklahoma City OK; 384th BG

TAPS

Kastanek, Evelyn, wife of Ed Kastanek, 493rd BG; strong supporter in the New Mexico Chapter

Stenseth, H. D., Grand Forks, SD; 96th BG pilot; flew the Russian shuttle mission and after losing his B-17 to German bombs at Poltava airfield, flew one of the two flyable Fortresses back to England via Italy; from Ray Schleih

Bradford, Oliver, Reedsport; 398th BG; Oregon Chapter, from Joe Conroy

Alexander, Sidney, Farmington Hills MI; 493rd BG bombardier from crewmate Bill Toombs

Bailey, Jack, Oak Ridge TN; 100th BG

Kimbrell, Joseph, Independence MO; waist gunner on B-24 "Ginger"; School teacher for 34 years from Ken Wilson

Latimer, James, Calimesa CA; 457th BG from Linda Latimer Contreras

Jarvis, Hobart, POW; radio operator on the last B-17 shot down by a German jet fighter, flown by German ace Adolph Galland

Buffaloe, Glenn, Houston TX; 447th BG; teacher, gardener; known as "Big Daddy" at all of his grandchildren's athletic events

Johnson, Arnold, Houston TX; three years with 8th AF in England, from Al Lea

Corley, Henry, Birmingham AL; 446th BG; POW; Expert on American Indian artifacts; spoke to many schools about his war experiences and his love of God and country

Houy, Reginald, Grand Saline TX; gunner/toggler, 379th BG;

Hulings, Katherine "Kitty", Northglenn CO; Women's Army Corps (WAC) under Gen. Jimmy Doolittle; attended the first class of women officers at Fort Des Moines; later married B-17 pilot Thomas Hulings

Berthrong, Merrill, Winston-Salem NC; copilot 44th BG; Ops officer 66th Squadron; PhD in History; professor; spent his last eight years in a small house overlooking Prospect Harbor, Maine

Gertrude Janeway, the last widow of a Union Army veteran of the War Between the States, died January 17, 2003 in the three-room cabin in which she lived most of her life in the eastern Tennessee town of Blaine, Tennessee. She was 93 years of age. Her husband, John Janeway, who married her when he was 81 and she was 18, died six decades earlier. They had dated since she was 16, following his parole from Confederate capture near Athens, Georgia. She remembered getting married in the middle of a dirt road near her home in 1927, with family and friends gathered around. John Janeway had served in the 14th Illinois Cavalry of the Yankee Army.

Note of significance is made that the last living Confederate Army widow, Alberta Martin, recently celebrated her 95th birthday at her home in Elba, Alabama and is doing very well, thank you.

For he who values Liberty confines
His zeal for her predominance within
No narrow bounds; her cause engages him
Wherever pleaded. 'Tis the cause of man.

Cowper
The Task

Kruk, Ted, radio operator on the Harold Sullivan crew, 96th BG; his sense of humor, integrity, and diligence in every detail of his life will not be duplicated, but will continue in his offspring, from his wife Babe (Helen) Kruk

Mauldin, Bill, Newport Beach CA; rifleman U.S.

Army; cartoonist for Stars and Stripes; at age 23 won a Pulitzer Prize for Up Front with Mauldin: insightful depictions of the American soldier in the trenches, following unshaven, wrinkled

and betrod-den Willie and Joe across Italy and Germany, capturing the day-to-day experiences and problems of the normal GI in the war. After the war, Mauldin continued his work becoming known as a highly

respected and published artist of editorial cartoons.

"Gee, I didn't realize how rough you boys lived on th' ground."



Bill Mauldin
at war



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TANNOY



From Winston Churchill on the occasion of his 75th birthday: "I am ready to meet my Maker. Whether my Maker is ready for the ordeal of meeting me is another matter."

Shopping at the Mighty Eighth Air Force Heritage Museum has been made simple. Now you can buy your Historical Society items and logos online through the Museum store at: www.mightyeighth.org. Browse through their wide inventory of 8th-related items, clothing, books and gifts. For further info call manager Julia Smith at (912) 748-8888 ext #120.

Chaplain Brian Bolman's book, reviewed in the Dec 02 8th AF NEWS, *So Help Me God*, is still available at \$9.99. The patriotic mini-disc can be included for a total of \$12.99. The pocket volume is especially significant in these current times. Check it out online at: www.SoHelpMeGod.org.

From Brian Gunderson in *Air Power History*, a few more RAF/USAAF slang term equivalents:

Elevenuses were the tea, coffee and buns taken at 11:00 AM by ground crew personnel.

Erks were any low-ranked personnel newly assigned to a job.

Flipping: polite use of term "bloody," as in "He lost his flipping mind."

Irons were RAF issued eating utensils: knife, fork, spoon

Gone for six: an aircraft missing in action

Get the Griff was to attend a pre-mission briefing

Half and half: (hardly a need to explain): A mixed drink of ale and stout or a mild and bitter

Little near the knuckle: A bit racy, risqué, or bawdy

The Second Air Division held its 22nd annual Southern California Reunion Dinner February 22nd at the Los Alamitos Race Track. Prominent entertainer Jimmy Weldon was the guest speaker and Mark Hoage and the Liberator Club displayed a large collection of WWII memorabilia.

The New Mexico Chapter has several special programs to benefit their members. A volunteer program of Chapter members will give a ride to Chapter meetings and social events for any member who telephones the volunteers requesting transportation. A Bereavement Committee group of over thirty volunteers will assure the Chapter's presence at funeral services of New Mexico Chapter members and their spouses as a sincere gesture of respect and honor.

Three old pilots were walking on the ramp. The first one says, "Windy, isn't it?" Second one says, "No, its Thursday." The third one says, "So am I. Let's go get a beer."
- from Lee Bennett, 96th BG

Kentucky Chapter stalwart Wayne Tabor asks all surviving members of the 466th BG's George Fisher crew to contact him at 7009 Echo Trail,

Louisville KY 40299 or tel (502) 267-9857.

You're okay as long as you are on this side of the grass.
Satchel Paige, Negro League baseball star

Our Historical Society office staff added reports that as of this date we have 226 new members and 129 new Life Members recently in the fold. There are currently 15,704 active members 8th AFHS.

Aviation aphorisms:

- Engine Failure: A condition that occurs when all fuel tanks become filled with air.

- Without ammunition, the U.S. Air Force would be just another expensive flying club.

- You know that the landing gear is up when it takes full power to taxi to the terminal.

- When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.

- Try to stay in the middle of the air. The edges of the air can be recognized by the appearance of ground, buildings, sea, and trees. It is much more difficult to fly there.

- Navy truism: There are more airplanes in the ocean than there are submarines in the air.

The secret of managing is to keep those who hate you away from those who are undecided.
Casey Stengel, Manager New York Yankees

I would use Listerine mouthwash every night before bedtime, but it kills all the germs in your mouth, and I don't want to sleep with a lot of dead germs in my mouth.

Clyde White, 390th BG

HOW ABOUT IT?

DO AND DIE

There have been many changes in my eight decades of living. This was vividly demonstrated when my nine year old granddaughter interviewed me for a report required for her third-grade class. One requirement: the interviewee had to be over fifty years old. I met this requirement without question. My answers were to be given like I was nine years old. A sampling of the questions in my hour-long interview were: "What games did you play? What was school like? Did you have a color TV? Tell me about your bathroom. What did you eat? What was school like?" She didn't understand a lot of things, such as no electricity or running water.

When she found out about my involvement in the European Theatre during WW II, my popularity rating went up. She had questions that I hadn't considered for a long time. I began thinking again about times past but not necessarily my childhood.

I have had decades to sort out what really happened during those youthful months and years of this war-time phase of my life. Those years of combat and mutual experiences brought about a comradeship that bound total strangers together. It brought men together who had never met one another under any circumstances. The changes that have come to me and my comrades are unbelievable. The things which happened to us then were just as primitive as the events and living conditions of my youth. I remember the negatives, the scary things, the goofy things, the stupid things that happened. We often asked ourselves the questions, "What are we doing here? Does our being here mean anything? Are we just wasting our time? Will we ever come out of this alive?" At this point of time in my life, I am comfortable with thinking that what we did probably shortened the war and lessened the loss of lives.

For years I, like thousands of others, buried my experiences and refused to discuss them. Oh, we would talk about the lighter things, but the heavy stuff, well, it was just forgotten. Then a few of the warriors would get together thinking about the things we dared to do and got

away with! Some wrote these experiences down and the rest read what they had written. Then the dialogue began flowing and in later years as we got older, the guys start leaving the good earth to join the squadron in the sky. Then the talking takes on a new dimension as we become closer and declare, "Wow! Do you realize what we did?" We started out as strangers, but during that time we became family. And we can become a part of a world-wide family brought together by a Friend of all of us who has taken part in every battle in which we have ever been engaged.

He has been with us throughout our childhood, youth, war experiences, and all of the battles of our life. His name is Jesus. To describe His friendship and closeness, He has declared:

"Remain in my love...I have told you this so that you will be filled with my joy. Yes, your joy will overflow. I command you to love each other in the same way that I love you. And here is how to measure it - the greatest love is shown when people lay down their lives for their friends." John 15:9-13 (NLT).



Earl Wassom

Earl Wassom
466th BG
Chaplain Tennessee
Chapter



**"Whatever you are, be a good one."
-Abraham Lincoln**





8th AF News

The Eighth Air Force Historical Society

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LITTLE FRIENDS

A Vital Role In the Success of Bombing Missions



**8th Air Force fighter escort scans the
skies for Luftwaffe airplanes.**