

REUNION 2004 INFORMATION INSIDE THIS ISSUE!



8th AF NEWS

VOLUME 04 NUMBER 2 Voice of "THE MIGHTY EIGHTH" June 2004



- B-17's -
VIEW FROM
THE LEFT SEAT



WAITING FOR THE GREEN FLARE



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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Crew reading room

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Presidents Message

Your Board of Directors held their mid-year meeting at the Westin Crown Center Hotel in Kansas City, Missouri on March 27, 2004. We had a very productive meeting. Membership, finances, and our October reunion were the main topics of discussion.

The Board approved the reunion schedule that had been developed by Armed Forces Reunion in coordination with our Reunion Chairman Craig Harris. Members of the Missouri Chapter of the 8th Air Force Historical Society attended the Board Meeting by invitation. A contingent of the Chapter led by their President, Frank Siler, participated in discussions of the coming reunion and agreed to act as our local host at the reunion. We are most grateful for their cooperation and assistance. The Reunion schedule tour descriptions, registration forms and hotel reservations forms can be found in this issue of the 8th AF News.

Items of interest involving individual members of our Society were included in the broad agenda before the Board and plans to address these private issues were developed. I believe the depth of the agenda is indicative of a responsible and dedicated Board of Directors.

The Westin Crown Center Hotel will be the site of our **Annual Reunion October 5-10**. During our two days in Kansas City last March, I found the Westin Crown Center to be one of the finest hotels we've had for holding our annual reunion. The rooms are superb, there are multiple dining facilities and all the shopping venues one could wish for. Beyond the amenities of the hotel, Kansas City is fascinating. Across the street is the city's WWI War Memorial, possibly the only WWI Memorial in the country. This Memorial was dedicated in the early 1920s with the commanding generals of the Allied armies in attendance.

Diagonally across the street from the hotel is Union Station. I spent several hours the morning after the Board meeting visiting the Station which through photos and memorial plaques gives one a history of the city, a railroad center to this day and the gateway to the Southwest. As a history buff, I was fascinated.

It is with great sadness that we learned of the death on April 7th of Board Member, past Treasurer and Vice President of our Society, N.

Kenneth Nail. Ken fought a valiant battle with cancer. Just days prior to his death, he confided to me his pleasure and the great honor he felt by serving on the Board of our Society. Ken loved the 8th AFHS. He served our Board, the Society and his Mississippi Chapter with distinction. We will miss his jovial manner, wisdom and affection. On behalf of the Society, I extend our sympathy to his wife, Ethelda, and family.

We learned of the passing of Edward A. Kueppers. Ed had been our Director of Information Services for years. In this role, he was under contract to the Society and even though his services were terminated as our membership decreased in recent years and economies led the Society to restructure its support activities, Ed remained a friend of the Society. To Kathleen and family, on behalf of the Society, I extend our sympathy.



**William Rawson
President**

**William Rawson, President
8th Air Force Historical Society**

HAPPY FOURTH OF JULY!

ON OUR COVER

THE MISSIONS

Flying Fortresses of the 3rd Air Division are seen on one of their daily missions into danger.

The cockpit view out along the left wing presented an impressive view of two Wright 1200 hp engines mounted on a B-17, that had a gross weight of over 30 tons. The aircraft is part of the 487th Bomb Group, based at Lavenham air station.

Snetterton Heath was the home of the 96th Bomb Group, seen waiting to rev their engines up for takeoff.

The aircraft's pilot usually occupied the left seat on the flight deck. Occasionally this place was taken by a visiting pilot - a dignitary from higher headquarters flying a

mission with the group.

Pilots sometimes elected to fly a particular mission in the right seat of the cockpit if their aircraft was assigned a position on the left side of the formation. A better view of the entire formation was an advantage under these circumstances.



Mission Briefing

Our mid-term Board meeting was very productive and Board members left Kansas City feeling comfortable about the Historical Society's current status and initiatives, and especially about our positive plans for the future. Goals were re-affirmed: enjoyable gatherings of Chapters and the national Society, educational initiatives to preserve the 8th AF history and present it to younger generations of Americans in museums and schools, and a commitment to keep in touch with each other through local newsletters and the national newsmagazine. Thanks to the members for widespread support in establishing a firm financial base for our upcoming years.

I want to mention the recent passing of Board member Ken Nail, 457th BG, Tupelo MS. Ken was a close friend of many those in the Society leadership. He took over the 8th AFHS Treasurer's duties following Norm Grant and spent several years in that office. He was instrumental in shifting our organizational structure to a central office with local CPA oversight for the first time in the history of the Society, saving over \$90,000 each year in a half-dozen scattered HS staff salaries by consolidating our annual expenses in one office with a permanent office manager and permanent location.

Ken spent many months helping with this centralization of our staff activities and made numerous trips from

Tupelo to our office in Savannah to work with Society finances, our budget, our dues process, and our transfer of all membership records for mailouts of the 8th AF News. Along the way, he headed up the team in the Mississippi Chapter to publish and sell their Chapter historical anthology, resulting in a donation by the Mississippi Chapter of \$50,000 to support Heritage Museum programs.

Ken's integrity, devotion, his enthusiasm and friendship, were always evident to all of us, as was his smile.



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

The steaks in Kansas City are as good as you've always heard! Registration forms for our annual reunion in October are in this issue, 8th AF News. The Westin is a great hotel in a great city. See you later!

Sincerely,
Walt Brown, Editor

A handwritten signature in black ink that reads "Walt Brown".

A worrisome bombs away...



SAC A Perspective

by Lt. Gen. E.G. "Buck" Shuler Jr. former Commander, 8th Air Force



The concept of strategic bombing that grew out of the difficult WWII campaigns fought in Europe,

the Mediterranean and Pacific arenas became manifest in the Strategic Air Command formed in the early days of 1946. With humble beginnings using the surviving B-29s and the battle-tested veterans of WWII, the command was destined to become the nation's premier nuclear strike force capable of deterring all aggressors who would challenge the United States. Initially under the able leadership of General George C. Kenney and soon thereafter General Curtis E. LeMay, Strategic Air Command, or SAC as it was affectionately known, would win the Cold War. It was LeMay, implementing the lessons learned from the WWII bombing experiences, who would build SAC into a highly professional war fighting organization that at its peak in 1962, boasted more than 700 B-52 and 2,000 B-47 jet bombers, hundreds of KC-135 aerial refueling aircraft, reconnaissance aircraft like the U-2, as well as more than 1,000 land based intercontinental ballistic missiles. This over-

whelming combat power represented by these weapon systems and their highly skilled and thoroughly trained crews stood as the nation's primary deterrent force until it was deactivated on 1 June 1992. For more than 46 years SAC personnel would keep the Soviet Bear and the Warsaw Pact at bay until the Soviet Union collapsed from within.

Soon after SAC was deactivated the SAC Cold War warriors formed the SAC Society open to all who had ever served in the command. Their numbers include former aircrew members, aircraft maintainers, munitions specialists, civil engineers, missile crew members, intelligence and headquarters staff members, former unit commanders and many others. Their purpose through reunions and educational efforts was to preserve the history and heritage of SAC. Since 1992 reunions have been held every two years, the latest being SAC 2004 at Bossier City and Barksdale AFB, Louisiana where more than 425 SAC veterans gathered to celebrate the command and further the goals of the Society. Guest speaker at this year's 13-15 May reunion included the current commander of the Eighth Air Force, Lieutenant General Bruce Carlson and General Ron Fogleman, former Chief of Staff of the Air Force. Tentatively, the SAC 2006 reunion



will be held in Tucson, Arizona.

In addition to the Cold War SAC units and personnel were active participants in the Korean and Vietnam Wars and more recently the Panama operation JUST CAUSE and the first Persian Gulf War operation DESERT SHIELD/STORM. In each of these conflicts SAC made significant contributions to war fighting operations. There is a proud legacy which involved challenging, bombing, air refueling and reconnaissance missions as well as sitting endless days of ground nuclear alert prepared to go to war on an instant notice. The story of SAC is reflected in its motto, Peace ... is Our Profession. SAC is the reason the United States has never experienced a nuclear war in the last century.

8TH AFHS EDUCATION COMMITTEE

Your 8th AFHS Education Committee is in need of your expertise on how to teach the younger generation about our 8th Air Force history, circa 1942-1945. Specifically, this is aimed at those 8th AFHS members who have been active in this latter endeavor for a short or longer period of time. We need your input so it can be shared with those members who desire to go into the classrooms but do not know how to get started.

It is imperative that action along this line be taken NOW. I say this from the realistic viewpoint that time is of the essence, while we still have the stamina to do the job at hand. Moreover, who better to teach the material than those who lived it?

So won't you join me in this endeavor? If you are interested in acting on this project send your information to: BELTON C. WOLF, 8th AFHS Education Chairman, 4032 Twyla Lane. Campbell California 95008, or E-mail: bel49maw@att.net

KEEP 'EM FLYING



8TH AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION WESTIN CROWN CENTER - KANSAS CITY, MISSOURI OCTOBER 5-10, 2004



October really isn't that far away, so make plans now to attend the 30th annual reunion, to be held in Kansas City, Missouri in our nation's heartland. We have expectations for a large reunion this year, as several new Bomb Groups will join in! Make your reservations early, as rooms may be limited, as well as some of the tours. The weather is wonderful in October with high temps ranging from the mid-60s to mid-70s.

Kansas City played a major role in history as a gateway for pioneers heading West along the Oregon, California, and Santa Fe trails. In the mid-1800s, settlers, missionaries and traders began their overland journeys from several local points while the Town of Kansas was incorporated in 1850. Railroads and livestock helped Kansas City establish itself as a booming business community, and jazz and barbeque set the tone for signature entertainment and food. Famous Kansas Citians include Harry S. Truman, Walt Disney, Jean Harlow, Thomas Hart Benton, Charlie "Bird" Parker, Ed Asner, Satchel Paige, Melissa Ethridge, Robert Altman, Oleta Adams, George Brett, Maurice Green, and Tom Watson.

REGISTRATION INSTRUCTIONS

See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. Remit by check or money order payable to Armed Forces Reunions by September 2, 2004 (no credit cards or phone reservations accepted). Forms received after this date will be accepted on a space available basis only. Hotel reservation forms should be filled out completely and mailed to the hotel by September 2, 2004.

ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall

process a full refund less a \$5 processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$5 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Canceling your hotel reservation doesn't cancel your reunion activities.

MEALS / EVENTS CHOICES

CHOICE #1 TOTAL PACKAGE \$180

Package includes 7 hotel food functions starting with breakfast on Thursday. Tours are separate.

CHOICE # 2 PARTIAL PACKAGE \$128

Package includes 5 hotel food functions starting with breakfast on Friday. Tours are separate.

Breakfast menus: The continental breakfasts on Thursday, Friday, and Sunday include juice, breakfast breads, yogurt, cold cereals & milk, fruit, coffee, and tea. The breakfast buffet on Saturday includes juice, assorted breakfast breads, eggs, pancakes, sausage, potatoes, fruit, coffee, and tea.

CHOICE #3 INDIVIDUAL EVENTS

Friday Rendezvous Dinner \$35 and Saturday Banquet \$40 can be purchased separately, but are included in both packages above.

Wednesday: City Tour \$27, Stephenson's Restaurant & Truman Museum \$45, and New Theatre Restaurant \$64. Thursday: Fort Leavenworth \$40 and Steamboat Arabia / Miniature Toy Museum \$42. Friday: Steamboat Arabia / Miniature Toy Museum \$42 and Stephenson's Restaurant & Truman Museum \$45. Saturday: City Tour \$27.

There is a shuttle, KCI Shuttle, that operates between all terminals at the International airport and the major hotels in town on a 30 minute schedule from 4:35 AM to 6:05 PM daily. Fare is \$13.00 one way or \$23.00 round trip. If one needs to depart the airport after 6:05 PM and 4:35 AM, KCI needs three (3) hours notice that such travel is required.

8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION OCTOBER 5 – 10, 2004 WESTIN CROWN CENTER – KANSAS CITY

TUESDAY, OCTOBER 5

2:00pm- 7:00pm

Early Bird Registration open

WEDNESDAY, OCTOBER 6

8:00am -10:00

Reunion Registration open

9:00am -Tbd

Hospitality/Gathering Room & Memorabilia Room opens

9:00am -2:00pm

CITY TOUR

11:00am -3:45pm

STEPHENSON'S APPLE FARM / TRUMAN MUSEUM

1:00pm -Tbd

8AFHS 'PX' open through Sunday

1:00pm -5:00pm

Reunion Registration open

2:00pm -

8AFHS Board Meeting

5:45pm -10:30pm

NEW THEATRE RESTAURANT

THURSDAY, OCTOBER 7

7:00am -8:30am

Continental Breakfast

8:00am -9:00am

Reunion Registration open

8:00am -9:30am

Unit Advisory and Chapter & Unit Development Meeting

9:30am -3:00pm

FORT LEAVENWORTH

9:45am -3:15pm

STEAMBOAT ARABIA MUSEUM / TOY AND MINIATURE MUSEUM

3:30pm -4:30pm

Medical Advisory Seminar: Pearls, by Dr. Walter Brown

4:45pm -5:30pm

Seminar: "The Mighty Eighth Air Force Museum -
The Future and You."

2:00pm -5:00pm

Reunion Registration open

6:00pm -7:00pm

Cash Bar Reception

7:00pm -9:00pm

Group Dinner & Entertainment

FRIDAY, OCTOBER 8

7:00am -8:30am

Continental Breakfast

8:00am -10:00am

Reunion Registration open

8:30am -10:00am

Individual Group Meetings

10:15am -3:45pm

STEAMBOAT ARABIA MUSEUM / TOY AND MINIATURE MUSEUM

11:00am -3:45pm

STEPHENSON'S APPLE FARM / TRUMAN MUSEUM

11:00am -12:00pm

SEMINAR: STARS & STRIPES MUSEUM / LIBRARY

1:30pm -2:30pm

SEMINAR / HANGAR FLYING: Subject TBD (tentative)

2:00pm -5:00pm

Reunion Registration open

6:00pm -7:00pm

8AFHS Cash Bar Reception

7:00pm -

Rendezvous Dinners and 'Hangar Flying'

SATURDAY, OCTOBER 9

7:00am -8:30am

Full Breakfast Buffet

9:00am -11:00am

General Membership Meeting

11:15am -4:15pm

CITY TOUR

1:00pm -4:00pm

SYMPOSIUM: "Remembering 'The Kassel Mission', Sept. 27, 1944"

5:30pm -6:00pm

Reunion Registration open

6:00pm -7:00pm

8AFHS Cash Bar Reception

7:00pm -

8AFHS Gala Banquet

SUNDAY, OCTOBER 10

7:00am -8:30am

Continental Breakfast

8:30am -9:15am

Separate Protestant and Catholic Services at the hotel

9:30am -

8AFHS Annual Board Meeting

REUNION HIGHLIGHTS

CITY TOUR

Wednesday, October 6 and Saturday, October 9
Kansas City is known as the City of Fountains. See why as we make our way through the area. Drive through Westport, the renovated historic district featuring some of Kansas City's oldest buildings. This area marks the beginning of the Sante Fe Trail. Other points of interest include Lewis and Clark Point, the world famous stockyards, and the Liberty Memorial, which is the only memorial dedicated to those who served in World War I. This is a great place to take pictures of the Kansas City skyline. You'll have free time for lunch on your own at Country Club Plaza, Kansas City's premier retail, restaurant, and entertainment district. The plaza offers more than 150 shops and restaurants nestled within old-world architecture, captivating fountains, and expressive works of art.
Wednesday: 9:00am board bus, 2:00pm back at hotel
Saturday: 11:15am board bus, 4:15pm back at hotel
\$27/Person includes bus and guide. Lunch on your own.

STEPHENSON'S APPLE FARM / TRUMAN MUSEUM

Wednesday, October 6 and Friday, October 8
On the way to Independence, we'll stop at Stephenson's Apple Farm Family Restaurant. Enjoy a sit down lunch consisting of frozen fruit salad, green rice, hickory-smoked pork chop, bread, strawberry pie, and a beverage. Depart the restaurant for the Truman Museum. Enjoy the exhibits, films, and memorabilia of Harry Truman's presidency and private life. See a full-scale reproduction of the White House Oval Office, circa 1948, as well as gravesites of Harry and Bess Truman. A film depicting the life of Harry Truman is offered every hour on the half hour and runs approximately forty-five minutes. After leaving the museum you will drive by the Truman Home. Note: This tour may be limited to the first 175 people registered.
11:00am board bus, 3:45pm back at hotel
\$45/Person includes bus, guide, admission, and lunch.

NEW THEATRE RESTAURANT

Wednesday, October 6
Spend the evening at the New Theatre Restaurant. Enjoy a buffet-style dinner and then a wonderful show. They perform Broadway hit comedies and musicals, and the New Theatre Restaurant always provides top quality

entertainment with great food. October's schedule shows that Driving Miss Daisy will be playing, but a description is not yet available. Michael Learned from The Waltons, will star in it. The tour price includes dinner, show, tax and gratuity, but specialty drinks and desserts are not included. Note: This event is limited to the first 170 people registered.

5:45pm board bus, 10:30pm back at hotel
\$64/Person includes bus, escort, dinner, and show.

FORT LEAVENWORTH

Thursday, October 7

The very name of Fort Leavenworth conjures up thoughts of our nation's early days. You'll meet your guide at the Buffalo Soldier Monument and continue on a driving tour of the Fort. Points of interest may include the National Cemetery, Memorial Chapel, Command & General Staff College and numerous historic buildings and mansions. Continue on to the Frontier Army Museum. It showcases the Army's role in the western expansion of this country and also features one of the finest collections of pioneer vehicles in the world. Enjoy lunch with the 'Harvey Girls' in town at the High Noon Saloon. Lunch consists of salad, lasagna, garlic bread, dessert, and a beverage. This tour may be limited to the first 100 registered. Everyone must have a photo ID to enter the Fort.

9:30am board bus, 3:00pm back at hotel
\$40/Person includes bus, escort, tour fee, and lunch.

STEAMBOAT ARABIA MUSEUM TOY AND MINIATURE MUSEUM

Thursday, October 7 and Friday, October 8
Discover the treasures of the Steamboat Arabia. You will journey back to 1856, America's Golden Age of steamboating, when the Great White Arabia sank in the Missouri River. Her excavation in 1988 uncovered a "time capsule" of remarkably preserved 1856 frontier supplies including jewelry, china, cookware, clothing, and food. This international cargo is the largest collection of pre-Civil War artifacts in existence. Enjoy lunch on your own at the museum's cafe, or at the adjacent City Market. This redeveloped historic area features a farmer's market, as well as gift shops, restaurants, and galleries. Continue on to the Toy and Miniature Museum of Kansas City. View a collection of miniatures, toys, and doll houses from every generation, dating from the 19th century to present day. This self-guided tour will lead you through all of the exhibit rooms in this renovated home of a promi-



George Washington Monument

nant Kansas City family. The museum is considered one of the best of its kind in the world. Do not miss the gift shop filled with many enchanting toys and collectibles - the perfect souvenir. This tour is limited to the first 200 people registered.

Thursday: 9:45am board bus, 3:15pm back at hotel
 Friday: 10:15am board bus, 3:45pm back at hotel
 \$42/Person includes bus, guide, and admissions.
 Lunch on your own.

DINNER BUFFET & ENTERTAINMENT

Thursday, October 7

What do you think of when you hear the words "Kansas City?" Most people think of KC BBQ; others think of Harry Truman, as he was from this area. Tonight, you'll think of both! After a cash bar reception, enjoy a group dinner at the hotel featuring slow-cooked barbeque beef brisket, honey whiskey-glazed chicken, a variety of K.C. barbecue sauces, along with salads, sides, and dessert. After dinner, meet the 33rd President of the United States, Harry Truman and First Lady, "Bess." Listen and learn about their native state, as well as the time they spent in the "big white jail." You'll laugh, you'll learn, you'll love them, and go away knowing you have two new friends from the past.

6:00pm Cash Bar Reception, 7:00pm Dinner.
 Cost is included in Package #1.

RENDEZVOUS DINNERS

Friday, October 8

Gather in your respective banquet rooms with your individual groups for dinner featuring Grilled Chicken w/ marinara sauce and pasta. Units (BGs, FGs, PRGs, etc.) with approximately fifty or more people in attendance will have a private room. Smaller groups will be combined with others. Think of this as your "reunion within the reunion."

6:00pm Cash Bar Reception, 7:00pm Dinner.
 Cost is included in both meal packages or \$35 separately.

**SYMPOSIUM: "REMEMBERING 'THE KASSEL MISSION'
 SEPT. 27, 1944"**

Saturday, October 9

The symposium will commemorate the 60th Anniversary of the Second Air Division's ill-fated mission to Kassel on Sept. 27, 1944.

Specifically, it was a disaster for the 445th BG, which strayed from the bomber stream and lost twenty-five of their twenty-six B24s, the largest loss of any group for any one mission. All told, twenty-eight bombers were lost, but the 376th Sqdn. of the 361st FG in their yellow-nosed P51s accounted for eighteen enemy aircraft claimed and probably saved the 445th BG from annihilation.

The seminar is from 1-4pm at the hotel.



Cost is included in your Registration Fee.

**8th AIR FORCE HISTORICAL SOCIETY
 ANNUAL BANQUET**

Saturday, October 9

Assemble in the ballroom for the Posting of the Colors and Memorial Service. Dinner will be a choice of Roast Prime Rib of Beef or pan-seared salmon w/ lemon cream sauce and the usual accompaniments. After dinner, we'll proceed with the awards ceremony and guest speaker.

6:00pm Cash Bar Reception, 7:00pm Banquet.
 Cost is included in both meal packages or \$40 separately.

Driver and guide gratuities are not included in the tour prices.

Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.



Union Station



8TH AFHS ACTIVITY REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order (no credit cards or phone reservations accepted). Your canceled check will serve as your confirmation. All registration forms and payments must be received by mail on or before September 2, 2004. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing.

Armed Forces Reunions, Inc.
 P.O. Box 11327
 Norfolk, VA 23517
 ATTN: 8th AFHS

OFFICE USE ONLY	
Check # _____	Date Received _____
Inputted _____	Nametag Completed _____

CUT-OFF DATE IS 9/2/04

	Price Per	# of People	Total
REGISTRATION FEE			
Includes Unit rebates, Saturday's Symposium expenses, and other reunion expenses.	\$40		\$
MEAL PACKAGES			
<i>Choice #1 includes 7 hotel meals beginning with breakfast on Thursday.</i>			
<i>Choice #2 includes 5 hotel meals beginning with breakfast on Friday.</i>			
Choice #1	\$180		\$
Choice #2	\$128		\$
Please select your entrée choice(s) for the Banquet:			
Roast Prime Rib of Beef		#	
Pan-Seared Salmon w/ lemon cream sauce		#	
SEPARATELY PRICED MEALS (if not purchasing a package)			
Friday: Rendezvous Dinner (chicken)	\$35		\$
Saturday: Banquet (please select your entrée)			
Roast Prime Rib of Beef	\$40		\$
Pan-Seared Salmon w/ lemon cream sauce	\$40		\$
TOURS			
<i>Please choose one of the following two tours:</i>			
Wednesday: City Tour	\$27		\$
Wednesday: Stephenson's Apple Farm / Truman Museum	\$45		\$
Wednesday: New Theatre Restaurant	\$64		\$
<i>Please choose one of the following two tours:</i>			
Thursday: Fort Leavenworth	\$40		\$
Thursday: Steamboat Arabia / Toy & Miniature Museum	\$42		\$
<i>Please choose one of the following two tours:</i>			
Friday: Steamboat Arabia / Toy & Miniature Museum	\$42		\$
Friday: Stephenson's Apple Farm / Truman Museum	\$45		\$
Saturday: City Tour	\$27		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

PLEASE PRINT Please do not staple or tape your payment to this form.

MEMBER NAME _____ 1st 8AFHS REUNION? _____

LIFE MEMBER? _____ 8AFHS MEMBERSHIP # _____ WWII GROUP _____

SPOUSE NAME _____ LIFE MEMBER? _____ MEMBER # _____

GUEST NAME _____

MEMBER'S STREET ADDRESS _____

CITY, ST, ZIP _____ PH. NUMBER () _____ - _____

DISABILITY/DIETARY RESTRICTIONS _____

IN ORDER TO PARTICIPATE IN TOURS, WOULD YOU REQUIRE A WHEEL CHAIR LIFT ON THE BUS? _____

(PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

EMERGENCY CONTACT _____ PH. NUMBER () _____ - _____

THE WESTIN CROWN CENTER - (816) 474-4400

The Westin Crown Center is located at One Pershing Road, Kansas City, MO 64108-2599. The hotel is within Hallmark's Crown Center, a huge complex of shops, restaurants and theaters, and boasts a spectacular five-story waterfall in the atrium lobby. Also under the same roof are the revitalized Union Station and the Hallmark Visitors Center. Please visit these unique attractions in your free time. Guest rooms feature remote control TV, digital alarm clock, hair dryer, iron and ironing board, in-room coffee maker, in-room safes, and The Westin Heavenly Bed. The hotel offers an all season swimming pool, fitness center, whirlpool, sauna, and steam room. Handicapped accessible and non-smoking rooms are subject to availability. Please request these special accommodations when making your hotel reservation. The hotel has 450 parking spaces located directly under the hotel. Self-parking rates are typically \$12.50 per day or valet parking is available at \$15.00 daily. However, 8th Air Force attendees will be granted 50% off the prevailing self-parking rates at time of arrival. Check-in time is 3:00pm, and check-out time is 12:00 noon. Benton's Steak and Chop House serves dinner Tuesday through Saturday. The Brasserie serves three meals a day with the air of a European bistro. Room service is available twenty-four hours. There are many dining opportunities in the adjacent shopping mall.

For units needing Hospitality Suites, you're in luck this year! The hotel has plenty. What's even better is that depending on the size of your group, it may even be complimentary! That's right. If a Bomb Group has fifty or more paid registration fees by September 2, the group will receive a complimentary Hospitality parlor. The host may reserve the adjoining sleeping room at the group rate. Other Units (such as fighter groups) must have at least twenty-five paid registrations fees by the cut-off date for the complimentary parlor. Parlors range in size from 450-600 square feet. The larger suites will go to the larger groups. All of the parlors have a seating area, wet bar, small refrigerator,

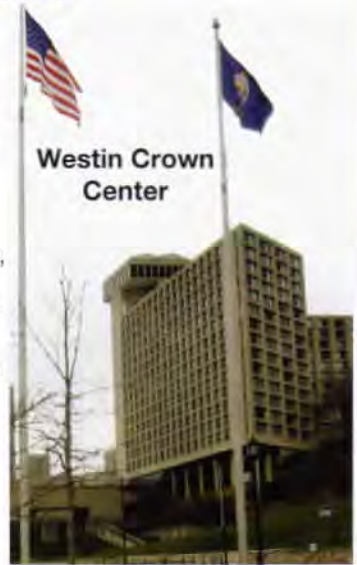
bathroom, and a balcony. Groups only need to make reservations for the parlors (\$92/night for parlor, \$92/night for each sleeping room) if you don't expect twenty-five members in attendance. Larger groups will have parlors reserved. After the cut-off date, details will be finalized regarding host names and whether or not the adjoining sleeping room(s) will be occupied by the host(s). Sleeping room reservations should be made in advance.

KCI Shuttle leaves on the half hour from the baggage claim area of the airport. The shuttle runs from 4:35am until 6:05 pm. Currently, the fare is \$13.00 per person one-way and \$23.00 per person round trip. The hotel is approximately twenty-five minutes from the airport. Please call 816-471-2015 for additional information.

Should you need full hookup service for your RV, call the Independence Overnight Park at (816) 254-1463. They are located about twelve miles east of the hotel.

Should you need to rent a wheelchair for the reunion, ScootAround rents both manual and power wheel chairs by the day and week. Please call their toll-free number at (888) 441-7575 for details. All prices quoted include delivery fees.

Vendors, Schedules, and Prices are subject to change.



CUT HERE AND MAIL TO HOTEL

8th AIR FORCE HISTORICAL SOCIETY - HOTEL RESERVATION FORM REUNION DATES: OCTOBER 5 - 10, 2004

NAME _____

ADDRESS _____ ZIP _____

TELEPHONE # () _____ SHARING ROOM W/ _____

ARRIVAL DATE _____ TIME _____ am/pm DEPARTURE DATE _____

SPECIAL REQUESTS: Wheelchair accessible room _____ Non-smoking room _____
King Bed _____ Two Double Beds _____ Bed types are not guaranteed.

RATE: \$92 (1-4 people in room) + tax (currently 13.5%). Rate good three days before and after reunion dates, based on availability.

CUT OFF DATE: 9/2/04. Reservations received after 9/2 will be processed on a space & rate available basis.

CANCELLATION POLICY: Deposit is refundable if reservation is canceled 48 hrs. in advance of arrival date. Record your cancellation number. Call (816) 474-4400.

GUARANTEE: Reservations must be guaranteed by credit card or first night's deposit, enclosed.
___ MC ___ VISA ___ AM. EXPRESS ___ CARTE BLANCHE/DINERS ___ DISCOVER ___ JCB

CREDIT CARD NUMBER _____ EXP. DATE _____

SIGNATURE (regardless of payment method) _____

Mail to: The Westin Crown Center, One Pershing Road, Kansas City, MO 64108-2599
Fax to: 816-391-4490

RESEARCH OF A 388TH BOMB GROUP COMBAT CREW



The Noerbe Crew - 388th Bomb Group

Back Row L-R: J. Pope - Radio Operator, G. Miller - gunner, D. Johnson - Engineer, L. Jacobson - Radio Operator, C. Raymond - engineer, R. Evans - gunner, Front Row: R. Tolles - Pilot, E. Noerbe - Copilot, H. Wasseratrom - Bombardier, A. Conway - Navigator (not in picture)



Scene of capture by Germans - George Miller is at far left.

The request is handwritten and comes from Lenore Manley to the President of the Pennsylvania Chapter, Art Swanson, who forwarded the materials to the 8th AF NEWS.

Lenore writes, "Our family wants to find out what happened to my uncle, George Miller, a tailgunner on a 388th BG B-17 lost on the 10 February 1944 mission to Brunswick. They were last seen going into the clouds followed by three German fighters.

"After the war, the pilot's father went to Germany looking for his son and his crew. Going through some old German newspapers, he came across this photograph of his son and some of the aircrew members. They had at least survived the crash and were picked up by the Germans. The War Department sent the families this picture of the crew to the families to see if any identities of their sons could be made. My uncle George and the gunner Richard Evans were both from Columbia, Pennsylvania and were close friends.

"I hope you can help me."

The story is one which might be repeated many hundreds of times concerning the fate of 8th airmen. Those who knew this crew and the final outcome of their last mission may contact Lenore Manley at 701 Walnut St., Columbia PA. 17512 Tel 717-684-5698.

THE JAMES CROW FILES

In past issues of the 8th AF News, we have published photos submitted for use from James Crow of Elmhurst, Illinois. He has an extensive collection of wartime photographs, many of the 8th Air Force in England and of interest to Historical Society members. Jim has assisted several Unit newsletters in presenting photos of their Group's airplanes.

This 8th AF News printing features B-24s of the Second Air Division, many involving the work of the men of the Base Air Depots. Future editions will cover B-17s and fighter aircraft. Our appreciation for Jim's generous contributions.

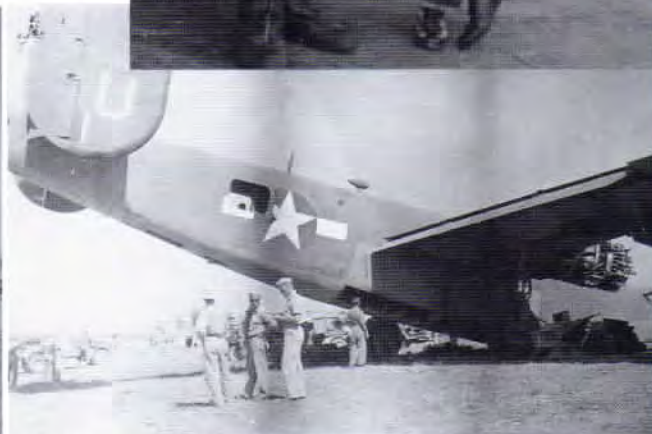


Crew of 467th BG's *Witchcraft* showing 120 missions. This B-24 totaled 131 missions, more than any other Liberator during the war.



Lyndy - named after pilot Gerald Westcott's wife, Carolyn, of Columbia SC. In the photo is copilot Robert Reeves, killed on a 29 June 44 mission along with Westcott and four crewmen. Three others became POWs.

A mission with BOMB-AH-DEAR of the 458th Bomb Group.



44th BG B-24 *Wing and A Prayer* flew the 1 Aug 43 Ploesti raid; scrapped after this crash on 8 July 44.

CROW FILES...



Some nose wheel difficulties with the 458th BG's *Little Lambsy Divey* at Horsham St. Faith.



This Liberator landed at Woodbridge, England emergency field after the #2 propeller spun off, killing the crew's nose gunner and bombardier, 1944. Notice mission markings beneath pilot's window.



At Luneville, France, 1945 - the fabled B-24 wing of this 392nd BG aircraft is strong enough to support a Jeep and several ground crew troops.



This 453rd BG B-24 was disassembled at Orly Field, France for display beneath the Eiffel Tower in 1945 - note the tower supports in background.



Henry's Pride with Lt. Wallace Snedden. This 446th BG aircraft was shot down with a substitute crew in February 1944.

COMBAT CHAPLAIN



Chaplain John Gannon, 446th Bomb Group
Photo taken at Denver 446th reunion in 1993.

Captain John E. Gannon conducted Protestant Services at Station 125 on the grounds of Flixton Hall near Bungay, Suffolk England. It was a B-24 base and Gannon's abode, an office, was affectionately called "The Madhouse."

He, unlike many Chaplains, desired to fly some combat missions, and he did. I don't know how many, but one in particular is outstanding. It was one of the 446th Bomb Group's best and most difficult missions, carried out successfully in a low-altitude supply drop to Allied airborne and ground forces who had established a foothold on the east bank of the Rhine near Wesel, Germany. Three aircraft were lost during that mission.

Chaplain Gannon, who flew

this mission recalled the day's events.

"The mission when we dropped supplies to paratroopers at Wesel was a most uncomfortable one. They couldn't take any extras on this trip, so I went as a member of the crew. My job was to pull the ripcord on a panier of ammo so it would drop through the ball turret opening. We were flying about 200 feet above ground and it was bumpy. Every bush had an airstream of its own and there were many bushes. Everything was ups and downs except my stomach which was always up. I laid down with my mouth over the opening and I gave Belgium

everything I had eaten during the past several weeks. When I had nothing more to give I was still trying.

"We lost three planes on the Wesel mission. Two shot down, the other pinwheeled while turning. An early returnee said that they thought the Chaplain was on that plane. The Operations Officer was up-a-tree, in-a-hole, down-a-well trying to figure out how to explain a missing Chaplain on a combat mission. When he saw me he heaved a sigh of relief and said, "Chaplain, if you want to go on a training mission - OK - but don't you ever go on a combat mission again." And so I didn't."

submitted by
Harold Roth, 446th BG

8th S.C. Doing 'Terrific Job'

WASHINGTON, Nov. 11 - Eighth Air Force Service Command in England is doing "a terrific job" in putting battle damaged planes back into fighting shape, Donald M. Nelson told a press conference last night on his return from Moscow.

The War Production Board chairman did not go into details beyond saying he had seen the Eighth Air Force's work while in Britain.

Nelson disclosed that his trip to Moscow was on a special mission for President Roosevelt and said Russian officials and workers "like and admire" American industrial equipment.

They have perfected the flow of material into a war factory and the flow of material out "much better than we have," he said, adding he was sorry "that I did not have time to find out how they did it."

Stars and Stripes 11 Nov, 1943



Carl A. Spaatz

The courageous flyer who directed aerial victory in World War II became the Air Force's first Chief of Staff.



On target - Bombs Away!

BIRDIE SCHMIDT IS STILL FLYING HIGH



Birdie Schmidt Larrick, front, rehearses a song from *I Was Young...Now I'm Wonderful*.

Many Historical Society members have enjoyed seeing Birdie Schmidt Larrick starring in the theater play *Once I Was Young; Now I'm Wonderful!* performed as a dinner play at our 2003 annual reunion in Colorado Springs. This is not the first theater in which Birdie's name was up high and in lights. The 392nd Bomb Group's B-24 Liberator *Birdie Schmidt* flew missions in the European Theater of Operations high in skies filled with wartime searchlights.

Birdie was the 392nd's Red Cross Aero Club director at Wendling, boosting morale and looking after the troops at the airbase. The bomber that carried

Birdie's name into battle also had her picture depicted on the nose, accomplished by artist Arthur Olsen. Local dignitaries and 8th airmen attended the christening ceremonies, one of whom was John Kamacho who flew as left waistgunner in the *Birdie Schmidt*. He was wounded by flak and the airplane's hydraulic system was knocked out on the bomb run of a mission just one day after the christening. Not knowing if the brakes would work on landing, the crew rigged some parachutes to pop if necessary in order to stop the airplane. John recalls, "When the plane touched down and finally came to a stop, it felt really good. Birdie was waiting for us when we landed."

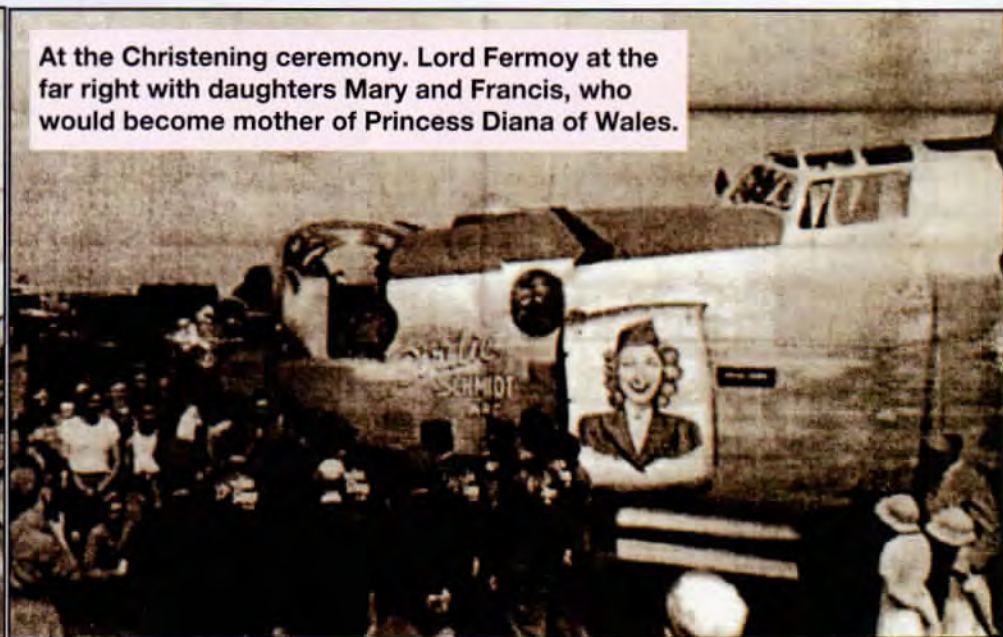
At the 1996 8th AFHS reunion in Orlando, Birdie was presented with a framed water color of her special B-24 painted by John Batchelor. Birdie Schmidt Larrick takes an active part in 392nd BG Association meetings and in 8th AFHS activities, recalling tales of her years with the Red Cross. After a career in education, she now resides in Powell, Ohio.



The *Birdie Schmidt*



Birdie Schmidt, the B-24 admired by Birdie and artist Arthur Olsen.



At the Christening ceremony. Lord Fermoy at the far right with daughters Mary and Francis, who would become mother of Princess Diana of Wales.

BULLETIN BOARD



Real barbequed ribs swimming in thick gravy are in that big tray out of which Lt. Gen. Carl A. Spaatz is helping himself. Maj. Gen. Jimmy Doolittle looks on during a feast near Algiers, celebrating the 100th mission over German territory by the NWAAF.

The above photo was taken in Africa eight weeks before General Doolittle assumed command of the 8th Air Force. -Editor

ANDERSONVILLE TRUST HIGHLIGHTS 8TH AIR FORCE POWS

Carl Runge, 486th Bomb Group, was one of the principals in establishing the Andersonville Trust at the National Prisoner of War Museum in Andersonville, Georgia and is still an active Trustee. Carl was a navigator shot down on a mission to Dresden. He is especially proud of the 8th Air Force Memorial Monument and plaque honoring the 28,000 POWs of the 8th Air Force, in place on the museum grounds since Memorial Day, 2000.

The Trust was established by POWs and a non-profit volunteer group, working in conjunction with the National Park Service. It functions as an endowment to assure the perpetual care and maintenance of the facility and to share the POW story with generations to come. They can use our help with donations of any amount - donations that are fully tax deductible. Send your contributions to: The Andersonville Trust, Andersonville National Historic Site, Andersonville GA 31711.

Hot off the press and now available free of charge to 8th AFHS Chapters and 8th Units is the Society's new trifold recruitment and informational brochure. Redesigned and updated with all the latest information, the brochure is perfect to include in mailouts and to attract new members at reunions and show events. Contact our office in Savannah and Connie Metts will send you whatever you need - address on page two of this issue or better yet, call her at tel 912-748-8884.

**Eight
Air Force
Historical
Society**

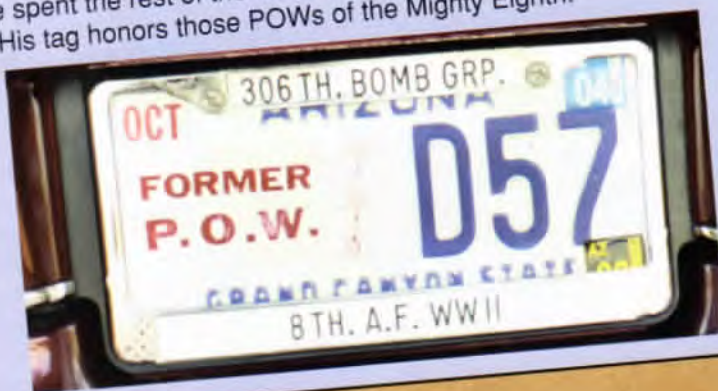
"The Mighty Eighth"



HISTORY OF FLIGHT AIR SHOW

July 10-11 - *History of Flight* air show presented by the 1941 Historical Aircraft Group Museum, Geneseo Airport, Route 63, Geneseo, NY. Flying from the unique grass strip will be antiques, classics, experimentals and warbirds, including WWII heavy & medium bombers and fighters., WWI aircraft, classic biplanes of the '20s and '30s and aerobatic performances. Arrival day, Friday, July 9 - gates open 6 AM. Admission in \$5 - \$7 range for age 12 to adults, children under 12 FREE. Self-contained campers and fly-in visitors are welcome. For information call (585) 243-2100 or check www.1941hag.org.

Daniel Piedmont, Green Valley AZ, has a unique special license plate on his automobile. He flew with the Ralph Peters crew, 306th BG, and was shot down on the Second Schweinfurt raid on 14 October 1943. He spent the rest of the war as a POW in Stalag XVIIIB, Krems, Austria. His tag honors those POWs of the Mighty Eighth.



BULLETIN BOARD

HONOR ROLL

Citizens of Marianna, Pennsylvania are undertaking a project to erect a monument to veterans who have served in America's Armed Forces. A previous Honor Roll listing of World War II veterans had been established but has since disappeared.

With the assistance of veteran Charlie Marodi, a committee has been formed to accomplish this goal. Laurie Moss asks that any veteran from the Marianna area please forward her your information or that of a family member, including the years and branch of service, and other related information. Laurie's address is Box 484, Marianna PA 15345. For info call Elaine Peterson at 724-267-3061.

THE AUTOPILOT VISITS THE HERITAGE MUSEUM

Brenda Tran, editor of *The Autopilot* magazine, and author Amy Meadows visited the Mighty Eighth Air Force Heritage Museum during a recent Board of Trustees meeting at the Pooler facility. After several days meeting with the staff of the museum and Board members, they have produced an excellent article published in the May/June issue of the magazine, now on sale. Amy's extensive article and color photographs relate the history of the Museum, founded by 8th Air Force veteran Major General Lewis E. Lyle, with the assistance of Chatham County and Savannah, Georgia. Accompanied by Hap Chandler, 491st BG and Museum Trustee, she tours the museum and Memorial Gardens, with a visit to the Chapel of the Fallen Eagles. The museum's objectives of preserving 8th history and educational initiatives, as well as museum exhibitions and archives, are featured throughout the article. Pres/CEO C. J. Roberts explains some of the future plans for the growth of the museum. Roberts states, "We feel strongly that the examples of American service personnel - men and women who served in all the armed forces and who made many sacrifices - and the character they exhibited should be studied and presented as an inspiration to future generations." An excellent article in *The Autopilot* - For the Aviation Enthusiast, not to be missed. Autopilot online at website www.autopilot-magazine.com. Email editor @autopilotmagazine.com



In the rotunda of The Heritage Museum, from left: Low Lyle, Chuck Glover, Hap Chandler with *Auto Pilot* Editor Brenda Tran.

AMERICAN FLORAL FLAG

Near Vandenberg AFB north of Los Angeles and near the coast of California in Lompoc was planted the 2002 Floral Flag. The flag, in proper dimensions, covers 6.65 acres and features five-pointed stars on its blue field. Each stripe is 30 feet wide. Each star is 24 feet in diameter. Over two million Larkspur blooms make up the flag's colors.

Submitted by Joe Schmidt, 353rd FG



TAX EXEMPT STATUS

The 8th Air Force Historical Society is a tax-exempt 501(C)(3) educational organization, as are its Chapters. We were changed from a 501(C)(19), which is a veteran's organizational status, several years ago. Many of the 8th AF Unit Associations are presently still in this veteran's category.

Recently the 447th Bomb Group changed their tax-exempt category, becoming officially an educational 501(C)(3) organization. Their President, Ed Dingivan, and the 447th Board realized that, although founded as a veteran's organization, many new members who are not veterans have joined their Unit. These include wives, children, and other supporters. There are certain IRS requirements currently in place, such as having a minimal percentage of a Unit's membership makeup as veterans who served, which may affect the Unit's operations down the road.

The change over to the educational status ensures that expenses and all donations will remain tax-exempt and other privileges, such as voting in Unit elections and business matters, will remain in place. Education of younger generations has long been one of the prime objectives of 8th-related organizations.

Other Units, looking to the future and the nature of their Groups, might be interested in reviewing their current IRS status as a veterans' organization.

BULLETIN BOARD



UNDER GOD



Many 8th AF Historical Society members have made their feelings known in stating their stance on the ongoing issue of the words "under God" in our Pledge of Allegiance to our country's flag. Recently forwarded is an internet entry entitled "How Could 50 States Be Wrong?!"

The paper enumerates sections of the preamble to the Constitutions of all 50 United States, each a little different but each with the same purpose. As examples,

New York 1846: "We, the people of the State of New York, grateful to Almighty God for our Freedom, . . ."

Tennessee 1796: "That all men have a natural and indefeasible right to worship Almighty God according to the dictates of their conscience..."
Hawaii 1959: "We, the people of Hawaii, grateful for Divine Guidance... establish this Constitution."
Kansas 1859: We the people of Kansas, grateful to Almighty God for our civil and religious privileges, establish this Constitution.

There are 46 more. All 50 States, which constitute the United States of America, have similar entries as part of their State Constitutions. In addition to the concept of many freedoms, it should seem very clear what principles our country was founded upon and what ideals it unanimously professes.

Royal Air Force Museum HENDON

The Royal Air Force Museum Cosford is undergoing a major expansion to revise and protect aircraft exhibitory. The new construction will hold all three RAF V-bombers: the Victor, the Valiant and the Vulcan. A new exhibition "Divided World - Connected World, the Story of the Cold War" is set to open at the museum in 2006.

Upcoming on September 2004 is a lecture in the Lecture Theatre of the RAF Museum entitled "The Tirpitz Raid" presented by Sqdn Ldr Tony Iverson, DFC, who flew with the 617 Squadron on the Tirpitz raid in November 1944.

GENERAL JIMMY DOOLITTLE AIRCRAFT CARRIER PROPOSED

The survivors of the famed Doolittle Raid on Japan in 1942 met in Tucson to honor the memory of those who have gone before and to honor Jimmy Doolittle. Their current initiative is to pursue the naming on an American aircraft carrier after their leader, who later in the war became the commander of the Mighty Eighth Air Force. A communication from Ron Rogers, an engineering supervisor at Newport News, Virginia, requests the support of the 8th AF Historical Society members in contacting the Secretary of the Navy with this request.

An editorial in the March 2004 issue of *Aviation History* advocates this same proposal. The christening of an aircraft carrier would be most appropriate. Doolittle's Raiders took off from an aircraft carrier to launch a B-25 bombing attack on Tokyo, letting the Japanese war leaders know that America would hit the Japanese homeland following their December 7, 1941 attack on Pearl Harbor. It was the first joint action by the U.S. Navy and the Army Air Forces to fly a bombing mission to an enemy's capitol. The proposal is to name the nuclear carrier - CVN21 - the *USS Doolittle*.

Jimmy Doolittle has been honored by the Jimmy Doolittle Air and Space Museum at Travis AFB in Fairfield, California, and the town of Doolittle, Missouri bears his name.

8TH AFHS CHAPTER REBATES FOR 2004

CHAPTER	REBATE
Alabama	\$.82
California - North	.395
California - South	.698
Colorado	.44
Connecticut	.99
Florida	.184
Georgia	.113
Illinois	.54
Iowa	.223
Kentucky	.107
Louisiana	.52
Massachusetts	.357
Michigan	.45
Minnesota	.42
Mississippi	.67
Nebraska	.49
New Jersey	.358
New Mexico	.78
New York - Southern	.148
New York - Western	.54
North Carolina	.110
Ohio	.539
Oregon	.102
Pennsylvania	.335
Rhode Island	.62
Tennessee	.41
Texas - North	.54
Virginia	.68
Wisconsin	.77
Total	\$.4637

AIR FORCES ESCAPE AND EVASION SOCIETY VISITS WWII MEMORIAL

At their annual reunion in Philadelphia, about eighty members of the Air Forces Escape and Evasion Society traveled to Washington DC to view the new national World War II Memorial on our capitol's memorial mall. Among them were members of the Resistance who aided downed allied airmen in their attempts to escape Nazi capture.

Margaret Brouard-Fraser's mother, Alice, helped seventeen airmen to safety during the war and received decorations from Gen. Dwight Eisenhower and England's King George. She stated, "It was very tense and frightening. Once we had two spies in our apartment. We thought they were American airmen, but they were Germans pretending to be Americans. That was a close encounter."

Countless other civilians in Western Europe put themselves and their families at risk helping Allied airmen. Many families suspected of being helpers were executed by the Nazis. "We wanted to be free. Who wants to see the enemy occupy his country? We wanted to get rid of the Germans," Margaret says.

General Duncan McNabb, Deputy Chief of Staff for Plans and Programs at the Pentagon, paid tribute to the underground wartime helpers. "This organization is a memorial to the people who put their lives on the line to free Europe from the Nazis. It is about the people who helped get our airmen back home. The love affair the fliers and helpers of AFEES have for each other is something that is awesome to behold."



1944

We were dancing...
The sun coming up between the
Paws of the Sphinx

We were dancing...
London, lying in the land
Of no-return

We were dancing...
Teen-agers by the setting of the sea
And the rising of the moon

We were dancing...
Overhead, the German missiles
Climbing the stairs, or falling suddenly

We were dancing...
From the beginning of our existence,
We promised to meet next month

We were dancing...
I stood at her house, below the sun;
The buzzbomb had destroyed her family

And my
Lovely
Girl

Marvin Silbersher, 447th BG
Lake Hopatcong, NJ

Successful leadership occurs only when
common goals and challenges are met.
A. Bleakley Chandler, M.D.
Augusta, Georgia

THE FIX

The photos of the B-17 interior nose compartment printed in the Mar 04 issue were inverted in the final proof. Two eagle-eyed members kindly pointed this out.

E. E. Mischler of Centennial, Colorado remembers the nose guns very well. On a Dec 43 mission the bombardier radioed back that his nose gun was jammed. Mischler went forward, took the gun apart and repaired a jammed pin. Their crew was flying in another crew's bomber that day and he thinks that perhaps the gun did not fit that particular modification. His crew completed their 30-mission tour, the last mission going to Berlin.

Don Lugos, Gulfbreeze FI, 466th BG, also called in to report the inadvertently inverted inclusions.

My very sincere apologies to Robert Arstingstall and his family and friends for the erroneous inclusion of his name in the TAPS rolls. Robert's name had been

included in reports of 96th BG activities and was accidentally entered on the TAPS pages of Mar 04. His daughter Donna reports that her Dad is very much alive and well and quotes that "reports of his demise are greatly exaggerated." Robert plans to attend the annual reunion in Kansas City.

It is the policy of the 8th AF News, in order to avoid such errors, to have documentation of death for the TAPS files before entering the name and hometown. Twice in my six years as newsmagazine editor, this disturbing mistake has been made even though stringent guidelines are in place as SOP for these entries. Including a copy of an Obit or service when sending in reports is appreciated, as are all notices of 8th AFHS deaths. A writeup also adds some background material about the 8th veteran and Historical Society members. I will do my best to prevent a recurrence.

Mail Call

AMERICA'S PAST

Old age has taken its toll. I can't find the name and phone number that I used to order the educational packages from the Museum. I have donated two sets of the book, video, and slides to local libraries and would like to get a couple more. I would appreciate the info.

Regards,

Paul Neumann
Tennessee Chapter

Paul - a great example for all of us to get the history out to younger generations. The materials are available by calling the Heritage Museum Gift Shop at 912-748-8888. Email store@mightyeighth.org -Ed.

8TH AF NEWS COPIES

Dear Walter, Editor;

I have been a member of the 8th AF Historical Society for many years. I have read every magazine from cover to cover and enjoyed every article.

I have enclosed an article that was in the local paper here in Logan, Ohio 7 December 2002. This was my friend who I had enlisted with 21 October 1942. He passed away January 23, 2003. A copy of his obituary is enclosed. The unit he was assigned to in the 8th is in the article.

If you could include any part of this article in your magazine it would be appreciated.

I also was a crew chief in the 361st FG, 374th Sqdn.

My assistant Vincent Rosewell and I crewed aircraft that obtained 131 missions without a mechanical abort; only 114 are confirmed by a clipping I have enclosed. I received the Bronze Star with the Oak Leaf Cluster. My assistant also received a Bronze Star.

I had accumulated many copies of the 8th AF magazine. I had planned to re-read them but never found time to. This friend in the article never joined the Historical Society so I gave them to him. His doctor in Decatur, AL was interested in the 8th AF so they were passed on to him until my friend passed away.

Sincerely,
Gerald B Rheinscheld, 361st FG
Logan, OH

WATTISHAM

Dear Walt,

Thanks for the advance issue and the story about the Wattisham 60th Commemoration in England which appeared in the March 04 issue, 8th AF News. It is a nice and appreciated plug for the 479th FG.

I read every word of each issue and recall those dark and interesting days in England and the air war in the ETO, bringing back those memories of long past and exciting times. The magazine's format and content is wonderful and illuminating. Thank you.

Could you send me three copies of the March issue that I intend to forward to the Wattisham Historical Museum and the East Essex Aviation Society in England? Both organizations have interesting museums highlighting the 479th FG action in WWII. I am mailing you a check to the 8th AF Historical Society to defray the cost of the extra copies.

Thank you and regards,
Jim Froking, 479th BG
Shaker Heights OH

CARPETBAGGERS

Dear Walter,

I was very pleased to see mention of the Carpetbaggers and their black B-24's. The modifications made to the B-24D models set our planes apart from those participating in high altitude operations without any gaudy markings that identified planes of other groups in the 8th. Because of the modifications we could not perform high altitude missions when three squadrons were relieved from the low level dropping missions and had to fly with the British as it was too costly and time-consuming to restore oxygen and other equipment. I am happy to say our Association will be attending the reunion in Kansas City, MO this October with the Eighth Air Force Historical Society. See you there.

Sebastian H. Corriere
President - 801st/492nd BG
Associaiton

PANCAKES AND DROP TANKS

The frying pan was really a griddle. The mess sergeant one day said to me that he surely would like to have a griddle to be able to cook the pancakes for the boys at least 20 at a time. The griddle he had was only big enough to do about a half a dozen. I scrounged around and found a steel plate about three-eighths of an inch thick and 3 feet by 4 feet. I welded some angle around the edges and polished the surface. This griddle was made out of 4130 chrome molly steel. Nothing but the best for the boys. The mess Sergeant was able to serve the squadron in half the time. Another moment in history, no medals attached.

Sir,

As a ground crew member of the 351st Fighter Squadron, 353rd Fighter Group I would like to submit the following attachment for consideration for your mail call section. At the reunion at Colorado Springs, I had the pleasure of meeting Ms. Patricia (McCollum) Bauchman. Patricia is the daughter of Gen. McCollum. During the war years Col. McCollum was the group CO and he had the misfortune to be hit by flak and ended up a POW.

Over the years I have read "the 353rd Fighter Group on escort and ground attack operations" by Ken C. Rust several times but the other day, for some reason, I looked up when Col. McCollum was shot down, on page 22.

Our CO, Major Duncan, was experimenting with dropping belly tanks with incendiary bombs wired to them. I remember him coming to my shop with a couple of incendiary bombs in his hand and saying "Sarge can you figure out a way to mount these so when I drop the tank these little bastards will go off and set the remaining fuel on fire." I don't know why he



Joe Schmidt and his bride, Marjorie

picked me but I suspect that it was because of the griddle I built for the mess hall so the cook could handle 40-50 hot cakes at the same time. I told Duncan that I would figure out a way. I scrounged around and found that beer cans, which were then made out of steel, would work. The belly tanks were also made out of steel. Being a self-taught welder and with a lot of gung-ho, I modified the tanks by cutting two holes and welding the beer cans in place. To restrain the bombs I placed a strap around the outside and connected a safety wire to the bomb shackles and the pin on the bomb, so when the tank was dropped, the safety wire pulled the pin and several seconds later the incendiaries ignited the fuel I made about a half dozen of these. About a week later Duncan came and said, "Sarge, they worked like a charm. We set a whole railway yard on fire".

After all these years it's rewarding to know that there is a record of sorts of what happened then. This, in a way, was the beginning of our version of Napalm.

As the Pennsylvania Dutch say ---
We get old too soon and smart too late.

Joe Schmidt S/Sgt
353rd Fighter Group

THE NEWS

Hi Dr. Brown,
Congratulations on continuing to

issue such a fabulous magazine. As a Life Member, I have been receiving the 8th AF News for many years and keep getting a thrill every time it arrives in my mail. I read it from cover to cover. It takes me back to my days in the 351st Bomb Group at Polebrook Air Field, where I flew my first mission as a 19 year-old bombardier. I keep in touch with my pilot, Dr. Robert Kasper, a retired dentist, who now lives in Grosse Pointe Woods, MI and Naples, FL. We use our e-mail to stay in contact with one another. I recently retired from private practice as a General Surgeon, practicing at Lenox Hill Hospital and Mount Sinai Hospital in New York City. I am still active as a Police Surgeon with the New York Police Dept. (NYPD) and am entering my 30th year with them this May. With admiration,
Stan Edelman, M.D., 357th BG
Giant4@aol.com New York, NY

RAISING DUES

Hi Doc:

I just read your piece in the 8th AF News that we are raising the dues for the organization. You made all your points well. I was in Savannah and voted to raise the dues the last time. It has to be done.

Here in the Florida Chapter, we went up on our dues as well. Also, we had to raise the registration fee for our reunion in May. Costs are going up and we have to keep pace. By the way, if you or anyone else from National is going to be in the Orlando area around May 5-9, come by our hotel and have a drink with us - or dinner.

As you say, it is the only way to "Keep 'Em Flying"!

Ken Sweet Florida Chapter

FORMING SHIPS

Dear Walter,

Walter: you must be kidding about the forming a/c of the 445th Bomb Group! We have chased it all over the sky above England. Some times we lost it in the clouds and the entire crew had to look everywhere for it. We called it the Zebra Ship with a

rookie flying it!

He never was where he was supposed to be. Then when we found him he would lead us into the wrong position with all the other groups. Jimmy Stewart would just make a place for the 445th in the long stream of other group aircraft or get ahead of every other group and fly and become the lead group. There were so many aircraft and high towering cumulus nimbus clouds at the forming altitude that none of us knew what we were doing and we were flying in circles until the enemy coast appeared then we straightened out and flew right. We all had a specific time that we were to enter the enemy coast. It didn't make much difference where you were. If not in your assigned position, you just made a place and stuck together like glue. The Germans didn't care where you were; we all looked the same to them. Wide formation over flak and close formation in fighter attacks. One time I was flying with Stewart on a training check out in my a/c and Stewart could never find the Zebra ship and gave him hell when we got back to base. Accused him of going to London! So much for Zebra ship but we did have to have something to form on.

Robbie Robinson, 445th BG
Collierville, TN

NORSEMAN

Dear Sir,

Re: Letter from Dr. Otto Butteon concerning Glenn Miller

During World War Two, a specific area of the English Channel was set aside for those aircraft which were returning to England from aborted missions, in which to dump their unused bombs. Recently, an RAF Navigator (now living in South Africa) has stated that on December 15th 1944 as his aircraft was jettisoning unused bombs in this area, he witnessed what is now known to be Glenn Miller's aircraft turn over and dive into the sea. Investigation was proved that this was certain to be Glenn Miller's Norseman which had strayed off course and was

consequently destroyed. There has been a recent program on TV here, describing this event. I do so enjoy reading the 8th AF News!

Yours, Annette H. Hedges
Maidenhead Berks, England

ST. MARY'S FLAG

Dear Dr. Brown,

As an American Red Cross Hospital Recreation Worker assigned to the 65th General Hospital for three years, I traveled with them to England. From 1943-1945, we were stationed in huts and tents set up on Redgrave Hall land, in the middle of the bases of the 8th Air Force. Until the invasion, our patients were primarily 8th Air Force personnel.

When the 65th returned to the States after VE Day, the flag which had flown over the hospital for two years was given to St. Mary's Church in Rickingham. When the 50th Anniversary of the arrival of the 8th Air Force in England was celebrated, the 65th was included. Seven of us plus relatives joined "the Return to England." The highlight of our travels was a Memorial Service held in St. Mary's Church. Our flag was "officially" given to and received by the church. That flag, now over sixty years old, is showing many signs of wear. A new one is needed, and I am hoping that someone from the "Mighty Eighth" can help us locate a large 48-star American Flag. Any help or suggestions as to where we can find a 48-star Flag is appreciated.

I have been a member of the 8th Air Force Historical Society for several years, joining after a visit to the Museum in Pooler, with its beautiful Garden of Remembrance. I read the magazine from cover to cover, remembering as I read, our 8th AF patients - and the 8th AF dances! And seeing and hearing the Glenn Miller Band two different nights. I remember watching every morning as the bomber and fighter planes roared overhead, and in the evening to identify which planes were missing and which had wounded aboard.

Those years were a time I'll not forget - nor will I forget the part the 8th AF played in the victory of World War II.

Sincerely,
Elizabeth Brown (Betty King)
65th General Hospital
2167 So. Golden Ct.
Denver, CO 80227-3606
email: bettybrown@earthlink.net
The 65th General Hospital went to England as a unit from Duke University after months of intensive training. -Editor

GENERAL FRED CASTLE

Dear Connie Metts,

I was so happy to receive the story about Fred Castle. It was the best so far. It is really thorough but very sad. I was in the ARC during WW2 in England. Fred was a friend of Colonel Moore who was head of our base. He came to see the Colonel and also to see me. We had dinner at the Colonel's!

The second time he came the Colonel was sick. We ended up going to Blackpool for dinner and dancing.

He was planning to come again which didn't happen. He was such a nice person it was pretty hard to hear the sad news of his being killed. He worked at Sperry in Brooklyn, NY but then left there to join the Air Force. My father also worked at Sperry. All very sad.

My grandson is in the Air Force. He is at Offutt AFB and in Omaha. Another in the Marines somewhere in the west.

I hope I will get a chance to visit Savannah again. Thank you for your kindness.

Best to you,
Nancy Jobson Foster
Gen. Castle was admired by his troops. He was killed in action on an 8th AF mission 24 Dec 1944. -Editor

28 MAY 1944

Hello Walter:

I was a Pathfinder navigator and led the 1st Combat Wing on "Mission 376" so eloquently recorded by histo-

rian Ivo de Jong in his book that bears the same title. The detail and the depth of Lt. Col. de Jong's investigative research is astounding. In my opinion, the book is a classic that deserves a spot in the library of all serious students of the air war in Europe.

Sincerely yours,
John W. Howland
Ex-Pathfinder Navigator
91st Bomb Group Carthage, TX
Ivo de Jong's book "Mission 376 - Battle Over the Reich; 28 May 1944" was reviewed in Mar 04 8th AF News. -Editor

MARGRATEN CEMETERY MEMORIAL CEREMONIES

Dear Walt,

I wish you and family a Happy Easter. Thank you for the nice review of my photographs in the AF News, March 2004, American Cemetery, Margraten, Holland. A beautiful lay-out!

I should be pleased with a copy of the March issue, for the Master of Ceremonies of Margraten. He richly deserves that! Naturally at my cost! Thanking you in advance for your trouble in this matter.

Blues skies and regards,
Bert Kloots, Holland
Bert - many thanks for your fine contributions to the 8th AF on The News. Copies are on the way! - Editor

NEW RECRUITS

I am the treasurer of the Massachusetts Chapter 8th AFHS. We have just signed up six new members but they may not be in the registry as of the publication. They may not have gotten the latest issue with all the B24 models. If you would send me those copies I will see that they get them.

Al Audette Massachusetts Chapter

GENE GIRMAN

Dear Dr. Brown,

Thank you for the copies of the 8th Air Force Magazine. This issue is especially precious to me since it



was published the month that Gene died. He would have been thrilled to see his story in print. It seems I have a lot of good friends who are looking after me. I understand that Brian McGuire and Albert Postma both asked you to send me copies. And Gary Moncur asked you to mail a copy to my daughter Heidi. We are grateful to all of you. Sincerely,
 Corlis Girman Highland, IN
Corlis Girman is the wife of Gene Girman, 303rd BG, whose story was published in Mar 04 8th AF NEWS. - Editor

JACOBS ENGINES

Gentlemen:
 I was not in the 8th Air Force and indeed I am not American - but I have always had an abiding interest in the "Mighty 8th" ever since I was a kid in WWII. In my home town, Toronto, they built the Avro Lancaster and I saw and heard plenty of them. But I maintained an interest in the B-17's and B-24's of the 8th in England - and in the crews that flew and maintained them. Indeed, in England a few years ago, I visited East Anglia and some of the old fields you fellows flew out of. I was impressed then and still am - you fellows did a terrific job. In a Feb. 1945 edition of "Flying" I saw an ad for Jacobs Engines that I thought might be of interest to your memberships. As a member of the Society myself, I thoroughly enjoy the publication you send to me. Keep 'em flyin!
 Regards,
 John McCullough Islington, Ontario Canada

8TH AF NEWS

Dear Connie,
 Thank you for sending the March Issue of the "8th AF News." It was received in good shape. I flew 35 missions with the 306th BG - 423rd Sqdn. - Sept. 1944 to March 1945. I started as C.P. and ended up as First Pilot for 10 missions.

I enjoy reading of the many experiences fellow A.F. had during the war, there were many sent across who didn't have the luck to make it home. Thanks again,
 Bill Daniel, 306th BG
 San Luis Obispo, CA

APPRECIATION

Attn: Connie Metts:
 Thank you very much for beautiful letter. I will really appreciate receiving membership and a magazine. I do plan to send annual dues for my late husband Theodore E. Sieracki. I miss him terribly and I am very proud of him. It is difficult right now, as I have no children or living relatives in New Jersey. Sincerely thanking you,
 Mrs. Billie W. Sieracki
 31 Glen Stewart Dr. Trenton, N.J. 08618 tel: 609-882-7299
Surviving spouses are honorary members of the 8th AFHS for one year and will receive the 8th AF News with no charge or dues payments. -Editor

FORMATION AIRPLANES

Dear Walt,
 I read with interest the "Forming Planes" article in Mar 04 by Hap Chandler, but I have a different memory of how it worked. We called it our "Formation" Airplane not "Forming." Here is the way it worked in the 458th BG and I suspect most of the groups as well:

- 1) The Formation airplane in the group to take off.
- 2) The Lead ship was the SECOND airplane to take off - not LAST.
- 3) While the Lead ship was taking off, the Formation airplane circled the field and got on the right wing of the Lead ship after it was airborne. At no time did the Formation airplane lead the group - the Lead airplane always did.
- 4) The Deputy Lead, whose right wing position was temporarily taken by the Formation airplane, got on the left wing of the Lead ship.
- 5) The plane assigned to the left wing of the Lead temporarily went into the "hole", the #4 position of an

element.
 6) Once the Group was formed, the Formation airplane returned to base and the #2 and #3 planes moved to their assigned positions.

The logic of the sequence was that the Lead and Deputy Lead were always at the front of the Group and did not depend on a "Buck" pilot to ever lead the group. I finished my 30 missions on 31 May 1944 and flew the 458th Formation airplane on D-Day -- "Wonder Bread" it was called then. At that time it was totally white with blue and red polka-dot, hence "Wonder Bread." Keep up the good work. Cheers,
 Jack Umphrey, 458th BG Horsham St. Faith Norwich

HOLY MOSES!

Hi Dr. Brown!
 My name is Gil Burns, I am a member of the 8th AF Society, although I was a P-47 fighter-bomber pilot in the 9th AF, I enjoy reading the heroic stories of the heavy-bomber boys. I am writing about the story by Moses Gatewood of Columbus GA in your last issue. His mission that day was unbelievable and I had a similar mission - flying with trim tabs only. I would like to send Moses a copy of my story and correspond with him. I'm sending you two stories to keep and publish if you would, but I guess the story is too long for your news letter. Jeff Ethel's father gave permission to use the other story which appeared in "Fighter Command." Any questions, give me a call. The "8th AF News" is wonderful, keep-up the good works. Best,
 Gil Burns, 50th Fighter Group
 9th Air Force
 Framingham, MA
Good to hear from another 9th AF buddy! Check Debriefing in this issue. -Editor

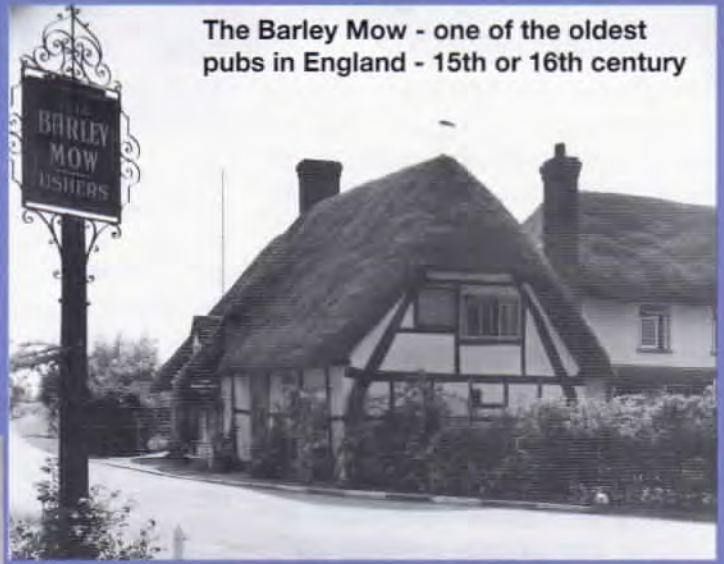
THE ENGLISH PUB

The English people took in the Yanks in World War II, not always by choice. The pubs were the place to be. Hours were controlled and the beer wasn't cold, but to many 8th airmen, it was a reminder of home - to some a "home away from home." Most were old English pubs in old English hotels or stagecoach Inns. Every town near 8th airbases had at least one, many of which are presently still operating and are often visited by 8th veterans and their families returning to East Anglia.

The George



The Barley Mow - one of the oldest pubs in England - 15th or 16th century



Chequers Inn



The White Hart Hotel



THE 'DAZE' OF MILD 'N BITTA



HAGAR, I KNOW I ASKED YOU TO SPEND LESS TIME AT SPIKE'S BAR AND MORE TIME AT HOME...



BUT THIS ISN'T WHAT I HAD IN MIND!



Debriefing

MOSES GATEWOOD...

I gathered my chute up along with my Mae West and ran to a nearby road where a French woman was standing mutely by a bicycle. Racking my confused brain for French, I managed to utter "Est il possible, pour vous m'aider", at which she began to cry and wail in French that I was a poor, poor boy and asked if I was hurt. I sheepishly but worriedly said "Non" and pleadingly asked "Cacher, cacher?" At this point a farmer came running down the hill gesticulating with his arms (a good vamoose signal if I ever saw one) and shouting "Les Allemanges". I knew what this meant so retreated to an island of woods in which I hurriedly dumped my parachute before continuing to run out of the woods. I could hear the Germans coming so I flopped in a drainage ditch and pulled briars over my body. After at least fifteen minutes, I lifted my head and saw two Germans entering the woods and shooting in the underbrush. I felt pretty puny with my .45 so crawled through some oats to the nearest tree which was an apple tree with lots of foliage. The Germans puttered around for the next hour up and down the wood and finally left in direction of the plane which was two blocks away and was burning with all the ammunition going off. I spent the night in the woods and most of the next day hoping that the French would come to help me, but no luck.

For the next two days, I wandered through the woods asking different civilians for help, then back-tracking and running after they said no. This happened about 12 times and I became despondent so began to walk along a road. A Frenchman stopped me and took me to his home where I ate my first meal and drank wine. Around midnight we pulled out in a hurry because the Germans were searching the village. We slipped by several German road blocks but were not fired upon. Contact was made with the MAQUIS who tried to move me toward Dreux and Coen and finally was taken by

automobile to Paris, which was swarming with German troops still moving toward Normandy. I remained in Paris for two weeks and finally consented to take a code system back to England for the Maquis and to tell the Americans how badly the Maquis needed arms and munitions. (No mention of money convinced me the people had a real honest organization). All of this time I was dealing with, supposedly, colonels, leaders, and generals in the old French army. The 13th of July, 1944, I left Paris with two men and a woman by car. We proceeded to Sans, Dijon, Chalons, Lyons, Avignon and Marseille, billeting in German military hotels at Dijon, Chalons and Marseille. By this time I knew my friends were experienced operators because I had seen Gestapo passes flashed about every ten miles when the German road block guards stopped us.

I also had been called upon to carry a suitcase radio set into and out of hotels and would nervously sit in the hotel room each night as the French worked the radio. This radio, the code system, and staying in German hotels got on my nerves, but the climax came at Avignon where we got mixed up in a fight between the Maquis and the Germans - I remaining neutral under the car while bullets whistled by overhead. After fighting, my friends returned with S.S. troopers and after much arguing in German, we were taken before the S.S. Captain of the town. I talked French with him for ten minutes explaining that I was a collaborator traveling with my German friends and that I had left my papers in Lyons by mistake in another unit. After much talking, we finally proceeded to Marseille where the radio communication with Algiers failed to work. We continued along the coast to Perpignon where we gave the radio away and learned that the Gestapo was watching the border too closely. Also at Perpignon, I dropped my paratrooper boots in front of two German officers as we stood in line checking out clothes before going

swimming. I did a slow death as I picked them up but the Germans didn't seem to notice. From Perpignon we proceeded to across, Spain. For eight or nine days, I enjoyed relative peace of mind as my friends crossed the border almost every other day arranging for a proper crossing and a sure-fire way of my handling the code over to the American consul before I was caught and searched by the Spanish.

This was successfully accomplished but I wound up in jail in Spain on 9 August 1944. An American consular representative arrived two days later and started me on my way back to England. T'was a happy day.

Moses J. Gatewood, Jr., 9th AF Pilot
Holy Moses
Columbus, GA
The final installment of the Gatewood shutdown story. -Editor

DUANE JOHNSON...

We were alerted and told that on the morrow we would fly our first mission over Germany. At briefing we were told that our target was a marshalling yard at Neuss, a railroad center across the Rhine from Dusseldorf. The Neuss yards had already been heavily attacked by both the R.A.F. and the 8th Air Force. It was reported to be a very busy place, handling some 2500 cars each day. Flak was expected to be medium to heavy and we were to be protected by Mustang Fighters. This did not sound like a "milk run" as previously indicated but nobody said anything about that.

It was still dark when the planes were loaded and ready. Our plane had ten 500 pound High Explosive Bombs and about 2700 gallons of gasoline.



Debriefing

This was a big load and near the limit of our capacity.

We were hardly off the ground when our troubles began. Almost immediately we discovered that our Air Speed Indicator was defective so we had no indication of stalling or climbing speeds. Then without any warning we ran into a blinding blizzard that



practically sealed the windshield and made visibility zero.

It took us an hour or more to get out through the top at an altitude of 17000 feet. It seemed like an eternity and we now looked down at a fair-land that was lovely but ominous. At 9:45 AM we took off over the English channel and then over France. Looking off into practically any direction we could see vast numbers of ships milling around or flying in formation.

It was a frightening and heart stopping sight; some of these planes had a rendezvous with death and we knew it.

We were escorted by groups of our own fighters. This was reassuring as there was a pretty good chance that we would be attacked. Of course that is what we expected.

Out to the left I could see a bomber in trouble. It dropped out of formation and shot down through the clouds like a rocket. Below was enemy territory.

Now the bomb bay doors were open and for breathless minutes we had to maintain our altitude and direction and pull the bomb release. During that interval we were sitting ducks for the enemy anti-aircraft gunners on the ground. But nothing happened and we began to breathe again. We were not going to get shot at on this trip.

Then WHAM! It happened.

The air was full of flack and we were

hit all over at once. Evasive action was impossible on the bomb run. The top turret looked very vulnerable and no matter how I crouched down, I felt naked and unprotected.

Then a burst hit #2 engine and buckets of oil began spraying over the wing. Another burst hit #4 engine and knocked out the supercharger system dropping manifold pressure to a dangerous low and spilling more oil. The oil pressure on #2 quickly dropped to near zero and our pilot tried to feather the prop. Instead, the prop kept on turning (windmilling) running the engine at almost full speed. With a dry engine this normally causes a fire, but for some reason that did not happen.

Then #1 engine ran away, getting up to 3000 rpm (2400 is considered maximum) and 55" of manifold pressure (46" is considered Max). Engine #4 was still holding out, but we were losing altitude. Further, shells knocked big holes in the horizontal stabilizer and the rudder.

The plane made a bad lurch and I discovered that the boys were putting on their chutes. This did not look too good. Mine was in the cockpit. I dropped everything and scrambled back up to the cockpit, hoping I'd get there in time and get set to bail out. The pilot and co-pilot were stripping off their flak suits, preparing to jump. The instruments were going crazy. In three or four minutes, we lost 9000 ft of altitude. Then the plane settled down and we were on an even keel again.

We jettisoned our bombs and then we had time to look around and see where we were. It did not look good. The other planes were gone. We were a lone straggler over Germany, no fighter protection and not much of anything else. The windmilling engine might catch on fire, radar equipment was out of service, the air speed indicator was gone. The overcast was solid, so we could not locate any navigational references. It was a

deadly guessing game and the first guess had to be right. We were running on two engines. Not a very satisfactory arrangement.

The problem of conduct - what to do now - became more and more pressing as the seconds wore on. For all practical purposes we were flying by dead reckoning. Not too satisfactory a method under the circumstances. We were sweating out the gas supply now, also sweating out the barrage balloons over London. To make things worse, our air to ground radio went out so we couldn't advise ground we were friendly, with the proper code designation.

#2 was beginning to throw ice and vibrate from windmilling and the plane was beginning to ice up on the wings.

We finally located a field and with only about 40 gallons per engine left in the fuel supply (about 20 minutes) and guessing our landing speed, we pulled in for a landing without tower contact or clearance.

Landing and inspecting the battle damage, we decided that we were really lucky. We had plenty of holes large and small and #2 prop was so loose, it surely would have fallen off in a few more minutes. We arrived at our own field by truck about midnight tired but happy to be alive. Sixty-nine flak holes.

So ended the milk-run over Nuess. by Duane Johnson, Flight engineer 379th Bomb Group - first mission for Ned Rooks, 379th BG waist gunner Brownsville, TN

GILBERT BURNS...

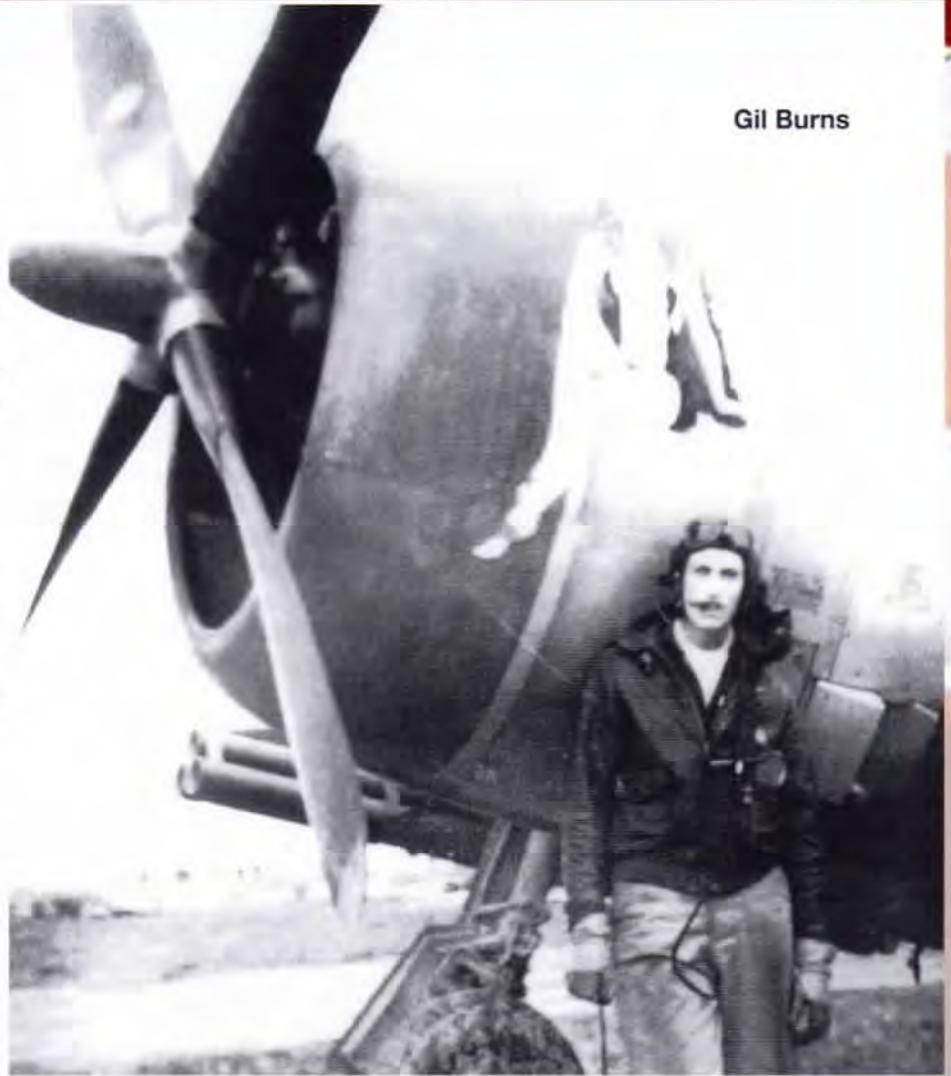
On July 16, 1944, I took off from the OTU at Atcham, England with no particular objective in mind. The razor-back P-47 was 41-6237, an old one, one of the first few hundred made at Farmingdale, New York. Its cost then was about \$85,000.

When a fighter pilot flies, he is supposed to keep his head turning, constantly watching in all directions. The reason of course, being that no enemy aircraft could approach and catch you by surprise.

Debriefing

I was flying in the vicinity of Shrewsbury and my mind was not on flying, but on other things. I was not looking around, but staring straight ahead. I had "my head up my ass." I happened to turn my head to the left and lo and behold, what was sitting close to my left wing but a Spitfire. It had come up and caught me unawares. I was quite embarrassed and I am sure the Spitfire pilot was quite pleased about it. I took a close look at the pilot and there was blond hair coming down from beneath a white flying helmet. A girl! One of the English ATA ferry pilots. I knew that those girls were great pilots. I had seen them slow roll on take-off from our airfield. I had seen them in Hurricanes fly across our field only a few hundred feet up and inverted. So this blonde ATA pilot must have felt pretty proud after catching me asleep at the wheel. She dove off down to the left. Being more than annoyed with myself, I jumped on her tail and followed her down. She led a merry chase on the deck, but I clung to her. We were circling a huge tree in a vertical bank when suddenly my engine stopped. I glanced at the fuel gauges. They checked out OK, so with what power I had left, I pulled up a few hundred feet to look for a crash landing site. God was with me because there was a field off to the left and in I went. I turned off the ignition, shut the gas line off, put the flaps down, wheels up, trying to come in as slowly as possible. I hit the ground tail first and crash-slid to a stop. Releasing my oxygen connection, radio cable and safety belt, I jumped out and started running in case the plane decided to blow. I looked back over my shoulder at the plane while I was running and what was chasing me but a bull! I kept running and came to a barbed wire fence that

Gil Burns



surrounded the field. With the bull coming up fast, I jumped over the fence. Going over the barbs ripped the seat of my flying suit and drew blood on my behind. This was to be my only "wound" of the war. A jeep finally came for me and I returned to base. After telling my CO the story I asked him, in jest, if that "wound" would qualify me for a Purple Heart. He quickly informed me that they did not give medals for chasing blondes. Gil Burns, 50th F-BG 9th Air Force Farmingham, MA



TANNOY



The friends of the 95th of Horham England are having an Open House Dedication of the original NCO club, The Red Feather Club. May 23, 2004. Some of the vets are going over for it. The Red Feather Club has some of the best Wall Art in England and the Continent.
www.95thBG.org.

•There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.

•In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.

•The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival, and vice versa.

•The three most useless things to a pilot are the altitude above, the runway behind you, and a tenth of a second ago.
Charles "Chuck" Halper
Lakewood, CA

The Gala Banquet at the 8th AFHS annual reunion is a highlight of our year. Last fall in Colorado Springs, there were over 600 attendees at this impressive affair. This year's event promises to be even bigger. Our special banquet guest speaker for the Kansas City reunion this year is Col. Christopher Miller who is the Commander of the 509th Bomb Wing at Whiteman AFB, Missouri. His address should be a most interesting look at our U. S. Air Force.

There is a website listing names of American soldiers found on sets of dogtags found after the war in Vietnam. The site owners are trying to get these returned to the families of those men. It's listed as <http://www.found.dogtags.com>

Another website of interest is from Jim Martin. Jim has spent many years searching out relatives of those men killed in action during the war. The Ra conducted a fund drive to rebuild a 2,000 year-old church in London and a number of Hollywood stars and musical artists took part in the benefit, raising over \$225,000 for the project. The pipe organs that money purchased now rings out across London every hour to pay homage to those Americans who lost their lives during the war.

The scrolls at that location bear the names of the American casualties, and Jim is letting the families know about this hallowed memorial. The site is <http://wwii1stmemorial.com>

Veterans who served in WWII may be honored by including

them in the national World War II Registry. Your information will be strictly protected and the veteran will receive a free full-color certificate with the name, branch of service, hometown and wartime activity. The address is National WWII Memorial, 2300 Clarendon Blvd, Suite 501, Arlington VA 22201, tel 800-639-4992. The Registry's website is www.wwiimemorial.com

As a followup to inquiries about Ivo de Jong's excellent book, *Mission 376: Battle Over The Reich*, following the 8th AFG News review in Mar 04, information may be found on line at www.specialtypress.com

1945: Mt. Vesuvius erupted and destroyed 88 B-25s of the 340 BG based at the nearby Pompeii Air Field in Italy. The 340th thus became the only unit to lose its aircraft to hostile rocks.
Harold Myers, 8th AF/HO

Dear Dr. Brown:

Received from Lt. Col. C.E. "Ben" Franklin (retired), editor of the 15th AF newsletter "SORTIE", notification that the Board of Directors of that Association "unanimously and with deep regret, voted to dissolve our Association with an effective date of January 1, 2005."

The newsletter states further that all activities through 2004 will be continued, including publications, responding to historical inquiries and answering all correspondence, but no renewal mailings. The Board is still considering the most appropriate placement of the Association's archives.
Frederick M. Biggs, 486th BG

The world's oldest person recently turned 114. Charlotte Benkner, born in Germany in the 19th century, lives with her 99 year-old sister at a northeast Ohio retirement home. The previous oldest person was Mitoyo Kawate of Japan, who died. A number of 8th vets are proud to be overtaking Ms. Benkner.

Word is out that the crew of the touring B-17 *Aluminum Overcast* was recently forced to make a wheels-up landing in California, damaging the engines, chin turret, and the fuselage. The four props were totaled. Apparently there was a malfunction in the four-engine bomber's landing gear mechanism. No one was injured in the crash.

8TH AFHS **2005** ANNUAL REUNION is tentatively set for October 18-23, 2005 in Arlington, Virginia. These **2005** dates will be confirmed is Sept 04 8th AF News.

The American Combat Hall of Fame will induct the 352nd Fighter Group's ace George Preddy into its roles on October 1, 2004 in conjunction with the CAF's (formrly Confederate Air Force) AIRSHO 2004 in Midland TX. Joe Noah, founder of the Preddy Memorial Foundation, says that the dinner will include the presentation and a video show of George Preddy's career. Joe's email for info is noahbjr@member.afa.org

Chapter News

JOHN HAROLD ROBINSON TENNESSEE CHAPTER

The John Harold Robinson Tennessee Chapter met in conjunction with the Southeastern Joint Regional Meeting. The financial and other reports were given and plans discussed for future Chapter meetings. Officers elected for the ensuing term of office were as follows: Vernon Robb, President; Walter Brown, Vice President; John Harold Robinson, Secretary-Treasurer. Robbie was also re-appointed as the Editor of the "Flyover". All agreed the Chapter enjoyed a great meeting with the fellow Chapters. James Bass, Pres.

SOUTHEASTERN 8TH AFHS CHAPTERS MEET IN CHATTANOOGA



Guest of Honor Alabama Chapter Member Amy Lawler and Jim Bass

Alton, sometimes also known as Glenn, Miller had it right, Chattanooga, here we come. The Southeastern Vets of the Mighty Eighth converged on Chattanooga and when they left the natives knew a little more about the contributions made by the Eighth to the Cause of Freedom. The Staffs of the Clarion Hotel, the Read House and the Chattanooga Area Convention and Visitors Bureau teamed up to assure that the old vets and



Russ Abolt accepts a Proclamation from Tennessee President Jim Bass

their guests were well taken care of during the week-end of sightseeing, fun, business, and just plain old hangar flying. The good times were spaced between the more serious moments. Judy Walker, Executive Director of the Mighty Eighth Foundation, provided an update on the Heritage Museum in Savannah, detailing some of the plans for

the future and explained how planned giving can sustain the Museum into the future. Russ Abolt, County Manager for Chatham County, spoke to the group and emphasized the importance of the partnership that existed between the Eighth and Chatham County. A standing ovation was given for Amy Lawley. Amy's husband, Bill Lawley, the last surviving member of the Eighth awarded the Medal of Honor. In a solemn moment, the lights in the banquet hall dimmed as a tribute was paid to those who made the supreme sacrifice.

A Proclamation was presented to Mr. Abolt expressing appreciation for the support given the Heritage Museum by Chatham County. Entertainment was provided by the Vintage Vocals, reminiscent of the Andrews Sisters, who brought the music of the '40's alive again and then came the Chattanooga Jazz Band who could also play the oldies.



The Vintage Vocals

On Sunday Morning as the sun rose over the Appalachians and beamed down on the dogwoods and red buds blooming along the Tennessee River, the Eighth Vets packed up and left thankful for the opportunity to attend "another get-together". "The best one yet"; "A fantastic meeting"; "Let's have another one." "Too bad Walt Brown couldn't make it - age must be catching up with him", were some of the comments heard.



When Judy Walker talks - people listen

One of the Third Generation, a guest at



Chattanooga knew we were in town

Chapter News

the hotel, stopped by the registration desk. He was well-versed in his knowledge of the Eighth Air Force and its contribution to the cause. He asked, "Does anyone stop to thank you for your contributions?"

submitted by John Harold Robinson

MISSOURI CHAPTER/ST. LOUIS WING

The membership of the Missouri Chapter met in Kansas City, Mo. at the DAV Club March 2, 2004. (Some 40 +). Coffee and donuts were served. The highlight of the meeting was our guest speaker, Chief Warrant Officer, Larry A. Overfield (Retired). He was a special agent with Department of the Army, Criminal Investigation Command.

Mr. Overfield was called back into active service after 9/11 for a two-year period. The duties were security for government officials both for the United States and foreign. Mr. Overfield was in many foreign countries during his duty. After Mr. Overfield's presentation, a short business meeting was held.

Joe Jameson

MICHIGAN CHAPTER

8th Air Force Curriculum Guide

BIG 'E' EDUCATION MISSION OFF TO ROARING START

"Education is our Mission," reports Chapter President Suds Sumney Michigan. Chapter purchased 20 Curriculum Guides, "HONORING THE AMERICAN PAST." Member response has been enthusiastic in purchasing and distributing them to local schools, some to schools where they were teachers.

Jim Nycum and Richard Soisson report great success where they were teachers at Parchment and Kalamazoo Hackett High Schools. Soisson, retired coach and teacher is still a volunteer advisor at Hackett and is loved by his students and their parents. Other Chapter sponsors are: Richard Giesing, Hastings Middle School; Ray Skedgell, Kalamazoo Central; John Clark, Ann Arbor; Dar Adam, Colon; Suds Sumney, Schoolcraft; Dan McSwiney, Westland; Rita Giesing, National VFW Childrens Home, Eaton Rapids; Carl Moss, Williamston.

Next, we will test the waters at libraries in Kalamazoo County to determine the response.

In our May Newsletter we are calling for volunteers to be a sponsor in the town where they reside, or at their alma mater. It's \$24.95 well invested.

NORTH EAST IOWA WING

Sixty-three members of the North East Wing, Iowa Chapter, met at the Elks lodge in Waterloo on April 16, 2004 for a noon luncheon.

Board members present at the meeting were, Pres. Charles Taylor, Treas. Leon Mehring, Jim Mairs, Bob Suckow and N.E. Iowa Wing Commander Bob Reeves.

Iowa Chapter President, Charles Taylor, gave a report of our Iowa Chapter activities, our up-coming August state convention in Ames, our Iowa Chapter members album, and the progress of our Iowa 8th Air Force museum displays at Ankeny, Iowa, where items will be properly displayed and cared for.

Leon Mehring gave a report of our state Chapter finances, and encouraged everyone to get their state dues in on time, so that all would be sure to receive our state news letters.

Our program was "Swimming the English Channel" presented by our speaker, Dr. Mark Schreiner, who swam the English Channel in July of 1999. Mark showed some very interesting color slide pictures of his adventure along with his narration. Dr. Mark Schreiner is a dentist in Waterloo and the son of Bob Schreiner -- a WW II 8th Air Force veteran.

In closing the meeting, Bob Reeves recited "The Monkeys' Disgrace":

"Up in the air lads, where the clouds
are scattered and few,
And the whole world is lost in your sharp exhaust,
a trailing back in the blue."

Robert C. Reeves
N.E. Iowa Wing Commander

OHIO CHAPTER

The Ohio Chapter met at the Hope Hotel at Wright-Patterson Air Force Base in Dayton. Saturday morning, the members had a choice of either visiting in the hospitality room or attending a special invitation by the Air Force Museum for former Eighth Air Force members to enter several of their World War II aircraft.

A special guest present at the meeting was Birdie Schmidt Larrick, an 8th Air Force nurse in England during WWII. She is currently a member of the Senior Repertory of Ohio Theater Company which performed at the National 8th Air Force reunion in Colorado Springs. Mike Carter, the Chapter newsletter editor, gave a brief but extremely informative presentation on the history and numerous contributions that Dayton and the Wright Brothers made to the development of aviation.

The guest banquet speaker was Commander John Ackerman who served in the Navy for 31 years in submarines, surface ships and as a hardhat diver. He completed his service career in command of a salvage rescue ship at Pearl Harbor in the early 1980s. Ackerman also included a couple of brief stories of his naval career. The whole meeting was accomplished without charging the members any dues for the Ohio Chapter!

The Chapter will meet again in Columbus in May.

Chris Weber, Secretary

Chapter News

THE BIRTHPLACE CHAPTER - Savannah, Georgia

The Birthplace Chapter won a recognition award at the annual St. Patrick's Day parade on March 17th. Well done guys and girls. We thank Connie Metts for the use of her convertible and Tom Mehrlich for the use of his historic Jeep. And to all others who participated, Thank You! You made all of us proud.

Our regular dinner meeting scheduled for May 18th will feature retired Major General Perry Smith. We urge all members to attend with guests.

It is with regret that we announce the departure of our Chaplain, Rev. Martin Loyley. Martin has been re-assigned by his church authority to the Bahamas. We will miss him and his gracious Lady Sharon who also contributed to the success of our dinner meetings. Thus we have announced that our regular monthly meeting on June 22nd be designated as Martin Loyley Night. We urge all members to attend this special send-off, and bring a guest.

Our candle lighting ceremony has been further enhanced with the addition of Tim McCoy rendering Taps with his trumpet. Thanks Tim for a worthy cause. We really do appreciate it.

Jay W. Yost
PR Chairman

OREGON CHAPTER

The quarterly meeting of the Oregon Chapter was held at its customary site, the Beaverton Elks Club. 61 people were in attendance. President Eldon Bevens called the meeting to order and the Pledge of Allegiance and prayer were conducted.

President Bevens noted that on May 8 the 59th anniversary of VE Day would be observed. He also noted that the day of the Chapter meetings, May 6th, this officially recognized observance was given. Chapter treasurer Jerry Andrews supplied additional significance of the May 6 date: on May 6, 1911, Babe Ruth hit his first big league home run. Jerry also reported that the Chapter continues to enjoy good fiscal health.

Joe Conroy, membership committee chairman, reported that the chapter's roster is holding steady and includes some 181 individuals; 111 veterans and 70 non-vets. Word was also received that proposed FAA rules, which had been feared to affect the operation of historic aircraft or even ground them, would not. FAA officials indicated the exemptions for WWII warbirds would remain in effect for the time being.

President Bevens also discussed the possibility of holding Saturday meetings to attract working members to the quarterly sessions.

This month's guest speaker was Ed Flabetch who served in World War II in the storied 10th Mountain Division. The 10th Mountain Division was established in response to Italy and Germany's formation of similar alpine units with the concern that Axis ski units might stage a winter attack against the United States through Canada. As odd as that might sound today, in the early days of World War II,

no perceived threat was taken lightly.

Ed told the group that young skiers and mountaineers from mostly northern states were recruited for the 10th Mountain. The original group formed on Washington's Mount Rainier.

Later, as many as 15,000 troops trained at Camp Hale on the Continental Divide. The training emphasized skiing both alpine and cross-country and rock climbing.

Because the recruits already had skiing experience, many of them were college students from relatively well-to-do families. Accordingly, the group gained the reputation as being merely spoiled "college hot dog" skiers.

In February 1945 this reputation was dispelled when the division went into

action in Italy against the Germans holding the Gothic Line. The division climbed Mt. Belvedere in foggy conditions and caught the Nazis completely by surprise on Riva Ridge. Punching this hole through the German line gained the Division the fine reputation that it enjoys today. Thereafter, one division regiment was pulled out of Europe and sent to the Aleutians to help clear Kiska of Japanese troops.

After the war members of the 10th Mountain Division were instrumental in establishing the United States' modern ski industry.

Ed's stories of "non-flying" combat were of great interest to our group.

The meeting was duly adjourned with the next session to be announced in due course.

Don Bourgeois
Board Member

ILLINOIS CHAPTER

During the March Chapter meeting new officers were elected for the Illinois Chapter.

For 2004 the officers are: Herb Solomon, President; Al Opitz, Vice-president; Barb Schultz; Scty/Treasurer.



Savannah Birthplace Chapter
St. Patrick's Day Parade Winners

Chapter News

COLORADO CHAPTER

At our March 2004 general luncheon meeting, the Chapter elected officers and board members for the year. In accordance with the thought of helping to continue the history of The Mighty Eighth we elected James Rice, an associate member, to the presidency, as well as Richard Burton, also associate, to our Board. Elmer "Lucky" McGinty was re-elected Vice-president, Theron "Jerry" Nelson - Treasurer, John Self - Secretary and David Shomper as Membership - Newsletter Editor. The Board of Directors was re-elected unanimously. We were honored to host the National Meeting at the Sheraton Hotel in Colorado Springs last October 2003.

Several members of our chapter are involved with Regis University in their academic program "Regis Center for the Study of War Experience." The program serves as an academic resource for the study of the common human experience of war and includes classroom interviews with veterans from all the services. The Center is an out-growth of a popular seminar in 1995 featuring men and women from "The Greatest Generation" and is co-sponsored by Denver radio station KEZW 1430 AM. Mike Quering has been associated with this program from the start. In addition to this, the chapter has donated a copy of the 8thAFHS Educational Curriculum Guide to one of our local high schools.

We had a visit from the B-17 "Aluminum Overcast" and some of our members renewed their acquaintance with this great old warbird - lots of memories revisited! Incidentally, that visit brought us several new associate members. And again this year we will have our major luncheon meeting at the Air Force Academy - this has always been a highlight for our members. Security measures there are currently still tight but we certainly appreciate that effort.

Submitted by J.S. Peterson

NORTH CAROLINA CHAPTER

The NC Chapter's 20th Annual Reunion was a great suc-

cess in April. A record turnout, 60 plus members and guests, attended the reunion. Our speaker, Ken Hyde of the Discovery of Flight Foundation, was terrific. His presentation included slides and a video about the Wright Experience team's efforts to rediscover the Wright Brothers experimentation, discovery, and methodology. The Foundation's goal - to provide for the reconstruction of the original Wright Brothers aircraft and create a living a classroom for people of all ages.

A brief business meeting was held to elect officers and board members. They are: John Miser, President; Mary Wiley, Vice President; Lou Baffaro, Treasurer; Directors with terms to 2006 are Levin Beasley, Jim Jeffers, Virgil Mims, Jacques Morel, and Al Reid.

The **METROLINA WING** Spring meeting was held at the Red Rocks Cafe in Charlotte. Forty-eight members and guests attended including our State President, John Miser, Jacques and Marion Morel, all from the Western Wing in Hendersonville and Mac Jones, 384th BG, and his friend Cliff Presley. Cliff was instrumental in getting the Budd Andrews, A-20 Pilot, Memorial installed in Veterans Park off Memorial Drive in East Charlotte. Our speaker, Dr. Jim Morrow, Mooresville, NC, delivered a great message about his trials and tribulations in literally digging out information about his first cousin, a pilot with the 388th BG killed in a B-17 during WWII. His message was invaluable to those of us doing research on lost crew members.

It is with great sadness we report the death of Life Member Gladys Stenstrom on April 29, 2004. For many years she was Chapter Secretary and editor of our newsletter. Our condolences to her husband Mike, 398th BG, and their family.

The **WESTERN WING** monthly meetings are held every third Thursday of the month at 11:30 AM at McGuffey's Restaurant, Blue Ridge Mall, Hendersonville. Our May speaker was our own, Jim Brede of Brevard, B-17 pilot in the 379th BG, who spoke to us about his mission to St. Lo. This was the last time we will enjoy his wonderful presentations as he is moving to Texas.



L to R Lou Baffaro, NC Treas.; Vic Brown, Cdr. Western Wing; John Miser, NC Pres.; Ken Hyde, Guest Speaker; Craig Harris, Past Nat'l Pres.; Mary Wiley, NC VP; George Hood, Cdr. Eastern Wing and Past NC Pres.; Jimmie Basinger, Cdr. Metrolina Wing.

BOOK REVIEWS

Books reviewed in this section are new and in print and are related to subjects involving or of interest to 8th AF veterans. Information regarding each volume may be obtained by contacts included in its review. Great summer reading! All reviews are by the Editor 8th AF NEWS.

BATTLE COLORS

INSIGNIA AND AIRCRAFT MARKINGS OF THE EIGHTH AIR FORCE IN WORLD WAR II
VOLUME I: (VIII) Bomber Command
by ROBERT A. WATKINS

This book brings together information long of interest to all veterans and students of the Mighty Eighth.



Volume I devotes two full pages in full color to every Bomb Group, every Squadron and each Combat Bomb Wing of the WWII 8th Air Force. Squadron and Group color logos, aircraft tail, wing and fuselage markings, and their explanations are all there. Period photos of aircraft and personnel are part of the presentations.

There are 19 Combat Wing, 50 Bomb Group, and over 200 8th AF Squadron depictions. Explanations of the bombing formations, the raids and their targets introduce the volume. This large format glossy book is the long-awaited answer to those interested in detailed identification markings used in the 8th AF WWII, especially of interest to artists, modelers, and editors such as he of the 8th AF NEWS. We are awaiting the upcoming publication of the Fighter Group Units.

Many thanks to Schiffer Publishing for their excellent work on this volume. Check them online at www.schifferbooks.com, email Info@schifferbooks.com, or tel 610-593-1777.

FADED CONTRAILS

LAST FLIGHTS OVER ARIZONA
by TREY BRANDT

Faded Contrails is the book Trey Brandt has been researching most of his adult life. Trey researches aircraft crash sites of training crashes from 1942 to 1947. After scouring military and public records and files, he undertakes an extensive site search in order to tell the story of each crash and pass his information on to families, many of whom never were able to find out what happened to their loved ones killed in training accidents. There were over 15,000 deaths on WW II

training bases. The History Channel has featured similar stories of crash investigators.

Histories of 20 Arizona crashes are individually told and photographs of sites are included each one. In a number of cases, personal items of the crew such as dogtags and rings have been found and returned to the families. The 154-page softcover volume tells the story of the dangers which exist in training, in weather and with mountainous terrain nearby. For information contact Trey Brandt,



PO Box 32641, Phoenix AZ, 85064-2641 or tel 602-952-2646.

I WAS A P-51 FIGHTER PILOT IN WWII

by JAMES NEEL WHITE

Just available is Jim White's collection of 148 individual stories surrounding his wartime experiences as a 352nd Fighter Group pilot. Jim was the editor of the Perry Herald in Perry

New York. The first few dozen tales tell hard-to-find descriptions of events and missions leading up to the entrance of the 8th AF into the war. The remainder tell of the difficulties of flying fighters in WWII, the enemy that were faced, stories from German viewpoints, and significant situations on the ground after the D-Day invasion. Life on the base at Bodney, mission tales and stories of personnel round out the book.

Jim White has been a contributor to the 8th AF News on several occasions, being an artist of aviation and civilian period subjects. One of his paintings was featured in the Pin-Up girl edition, now a collectable. In this volume, he has utilized internet sources extensively to research and



A not unusual scene at training bases. This 458th BG B-24 crash site at Tonopah, Nevada.

confirm subjects presented in these chapters, a tip of the hat to modern technology, made possible by those who served in the Armed Forces of World War II. A special feature is a five-page Bibliography of related websites. The 509-page softcover is published by iUniverse at www.iuniverse.com. Their address is 2021 Pine Lake Road, Suite 100, Lincoln NE 68512.

THE STORY OF VAN'S VALIANTS IN THE 8TH AIR FORCE

The 385th Bomb Group, A New History by W. W. VARNEDOE, JR.

This book details the activation of the 385th Bomb Group in December 1942 through its wartime history at Great Ashfield airbase in East Anglia. The previous history volume had been printed in 1949 by Marston Leonard and it is now out of print.

Author Varnedoe, President of the 385th Bomb Group Memorial Association, updates the Group history by adding further information to the history. In the telling, he shows concisely what a bomb group of the 8th Air Force was and in relating the group's missions as examples gives the reader a look at the problems faced daily during the war and of the 385th BG's achievements.

Photographs of aircraft flown by the 385th are extensive and there is a complete listing of each aircraft, its pilot and its fate, in appendices to the volume. One large section has crew pictures of those who flew. Combat statistics and post WWII activities of the 385th

The Story of Van's Valiants in the 8th Air Force

The 385th Bomb Group, A New History

by W. W. Varnedoe, Jr.



Published by McNally Productions

15321 Donnington Lane
Truckee, CA 96161
4300-862-0812
mcnally@earthlink.net
Copyright October 1, 2003

members round out the book. The volume is 120 pages large format matte, and is published by McNally Productions website <http://www.mcnallysplugandply.com> or write them at 15321 Donnington Lane, Truckee CA 96161.

READY OR NOT INTO THE WILD BLUE

by J. FRANCIS ANGIER, MAJOR (RET.)

Wounded on a mission to Cologne ten days earlier, Francis Angier returned to flight status for the mission of 25 October 1944. He flew that day as Squadron Lead of the high squadron, 457th Bomb Group airbase at Glatton. Hit by flak with a wing on fire, he called the deputy lead to move his squadron away from his stricken B-17 and ordered a bailout. Three of his crew were killed in action that day; the author became a POW for the remainder of the war. His book is dedicated to those who lost their lives and to their loved ones at home.

This is an especially well-told war story. Angier's career from training to combat flying, is a friendly, credible and fascinating documentation of a young American pilot's course through the war. Chapters detailing his POW months are particularly detailed, as are missions prior to his shootdown by enemy flak guns. The life of the aircrews are realistic and impressive. He pays tribute to the exhaustive work of the ground crews at Glatton.

Notable is his story of the B-17 *Half and Half*, called *Old Arf and Arf* by those who flew it. This aircraft was comprised of two B-17s put back together by the ground personnel

- its front half olive drab and from the wings on back it was silver aluminum. Even though this particular bomber was hard to fly since it tended to fly only in a straight line, Angier learned to fly it by utilizing his old method of controlling it with the trim tabs instead of the usual controls. He led his squadron with this unusual aircraft on several missions.

The author's insight and philosophy of a number of wartime subjects add a great deal of interest to the reading of this 292-page soft cover volume; not only a very good 457th BG story but one of interest to all WWII readers. Contact him online at www.JfrancisAngier.com or a call to 802-862-0812. Publisher Success Networks International can be reached at www.SuccessNet.org or tel 802-862-0812.



B-17 *Old Half and Half*



UNIT AND CHAPTER COMMITTEE

TO ALL CHAPTER MEMBERS

If your Chapter is not listed in the "Chapter Rebates for 2004" it is because your Chapter officers did not send a copy of the Chapter roster to the Committee by March 15, 2004 as requested by this Committee. Letters were sent to the President of all Chapters on Nov. 25, 2003, Dec. 27, 2003 and Jan. 10, 2004. There also was a notice in the Committee column in the March issue of the 8th AF News.

The letters were sent to the President listed in the Committee records at that time. If they went to the wrong person it is because the Committee was not informed of any change. "IF YOU DON'T TELL WE DON'T KNOW." Any questions or comments concerning the Chapter rebates should be directed to the Committee Chairman.

TO ALL UNIT ASSOCIATION MEMBERS

When you send in your registration for the Historical Society Reunion be sure to include your Unit identification. Use your Group designation, not that of your squadron. The Unit rebate will be determined by Groups only. If you were in more than one Unit choose which one you wish to represent you. You will be listed by that Unit in the directory of attendees. If you were not in the "Mighty Eighth" but have a favorite Unit, you may register

under that Unit. You do not need to be a member of the Historical Society to attend the reunion, but you must use the registration form from the 8th AF News. This form may be duplicated.

TO ALL MEMBERS

The Eighth Air Force Historical Society, its Board of Directors and this Committee invite all members to join them at the annual reunion in **Kansas City, MO**. The reunion will be held **Oct. 5 through Oct. 10**. If you have never attended a Historical Society reunion you should give it a try. You will not only meet people who served, but also a lot of other interesting people. To those members who were not in the original "Mighty Eighth" this is the chance to meet those who were. You must have some degree of interest in who they were and what they did since you have joined the Historical Society.

Jim Erskine



U&C CHANGES AND ADDITIONS CHAPTER CHANGES

When there are new officers in the Units or Chapters or address changes, please send the information to the Unit and Chapter Committee Chairman.

New Presidents:

Kentucky Chapter - Robert H. Weixler 6306 Flintlock Cir. Louisville, KY 40216 502-448-2558

e-mail bob.weixler@prodigy.com

Alabama Chapter - Chuck D. Bowman 1903 Blackjack Rd. Trussville, AL 35173 205-591-6503

e-mail chuck95thbg@aol.com

Nebraska Chapter - Patrick A. Almgren 3003 Paddock Rd. #206 Omaha, NE 68124 402-391-2662

North Carolina Chapter - John W. Miser 229 Hawthorn Dr. Hendersonville, NC 28791 828-891-3001

E-mail jonali@cytechcis.net

Colorado Chapter - Jim Rice 2325 Stratford Way Highlands Ranch, CO 80126-4259 303-979-2325

John H. Robinson Tennessee Chapter - Vernon Robb 242 Cheestana Way Loudon, TN 37774 865-458-2552

New Unit Contacts:

1 BAD - James M. Ruel 302 E. Peach Orchard Ave. Dayton, OH 45419-2644 937-293-2634

e-mail refrjim@aol.com

It often happens that only from the words of a good story teller do we realize what we have done and what we have missed, and what we should have done and what we shouldn't have. It is perhaps in these stories, oral and written, that the true history of mankind can be found and that through them one can perhaps sense, if not fully know, the meaning of that history.

Ivo Andric'

What Then

"The work is done," grown old he thought

"According to my boyish plan;

Let the fools rage, I swerved in naught

Something to perfection brought;"

But louder sang that ghost, "What then?"

William Butler Yeats 1938

WASPS VISIT THE HOME OF FLIGHT

A gathering of WASPs - Women's Air Service Pilots - took place in December 2003 at Kitty Hawk NC to commemorate the 100th Anniversary of flight. These ladies flew aircraft into every Theater of war in World War II. Their invaluable service supplied airplanes

to the battle areas and freed up male pilots for combat. The Wright Brothers Flyer replica is in the background. J.L. Kindervater, 7th photo Recon Group, whose father engineered the Wright Brothers Memorial at Kill Devil Hill, North Carolina, attended the ceremonies.



WASP Ladies at Kitty Hawk



J.L. "Kindy" Kindervater at WASP Reunion

- Form may be reproduced -



JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

Name

FIRST

MIDDLE INITIAL

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Address

CITY

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8th AF Unit

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Include me as a full Associate Member

In service

Branch

Dates

to

Were you a former member?

Member # if available

MEMBERSHIP CATEGORY: LIFE MEMBER ANNUAL DUES \$25

PAYMENT: CHECK MASTERCARD VISA CARD #

SIGNATURE:

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

TEL: 912-748-8884

\$25 MEMBERS DUES NOTICES ARE MAILED ANNUALLY

Website: www.8thafhs.org

TAGS



Mick Hanou sends the 8th AFHS a license plate

Mick is a member of the 91st BG Memorial Association (though too young for WWII). He also helps to keep the Collings Foundation B-17 "909" and B-24 flying as a supporter. Mick wishes to thank all 8AF Veterans for liberating his parents from occupied Holland. His mom was in the underground and dad was interred labor at a factory in Chemnitz.

"If not for you, I wouldn't be here."



Craig Harris, 457th BG

Craig used all available space on his North Carolina license plate. His travels around the southeast attending HS Chapter meetings and Heritage Museum Volunteer activities get his tags wide exposure.

BY-LAWS CHANGE PROPOSAL

The following proposed amendment to the By-laws of the 8th Air Force Historical Society was approved by the Board of Directors on March 27, 2004, for submission to the membership for approval or disapproval. The amendment is to foster broader participation in By-laws changes by voting members. The last issue voted by mail-in ballot produced only 72 ballots. Changing to voting in person at general membership meetings will result in more votes being cast as well as the ability to discuss the issues before casting ballots. With the approval of this amendment, this ballot will be the last one conducted by mail.

(Removed wording is ~~lined through~~, proposed wording is underlined and bold.)

ARTICLE XIV - AMENDMENTS

- A. Amendments to the By-laws may be proposed as provided in Paragraph B of this Article. Amendment ballots shall be ~~mailed to the regular membership~~, provided to members, in good standing, at a General Membership Meeting, ~~for action with a~~ A statement of the position of the Board of Directors; shall be published in the issue of the official journal immediately preceding the General Membership Meeting at which the vote is to be taken. A copy of this position statement will also be given with the amendment ballot at the meeting. A two-thirds affirmative vote ~~of the respondents taken by mail~~ shall be required for adoption. ~~Only ballots delivered by mail or other delivery means to the Secretary's office within 60 days of the amendment mailing date shall be counted.~~

BALLOT

Mail Ballot Before
August 31, 2004

Please vote for or against the change, as you wish:

For change ____ Against change ____

NAME _____ MEMBERSHIP NO. _____

(Ballots without name and correctly matching membership number will not be counted)

Clip and mail to Secretary, 8AFHS, Membership Records Office, PO Box 1787, Savannah, GA 31402

Reunions

BURTONWOOD ASSOCIATION

Oct. 5-9, 2004, Santa Maria, CA.
Contact: Richard Iwanowski, 4515 W.
55th St., Chicago, IL., 60632. Tel:
(773) 767-1810.

95TH BOMB GROUP ASSOCIATION

September 7-12, 2004, Washington D.C.
Contact: Grace Hammesfahr
Tel: (752) 549-2740, Email:
gihammes@aol.com
www.95thbg.org

487TH BOMB GROUP ASSOCIATION

October 20-24, 2004 Arlington, VA.
Doubletree Hotel
Contact: B. Nolan, 703-567-1882
Email: Btnolan@aol.com

303RD BOMB GROUP ASSOCIATION

August 26-30, 2004, Savannah, GA.
Contact: Eddie Deerfield, 3552
Landmark Trail, Palm Harbor, FL
34684. Email: ED303fsra@aol.com

SECOND SCHWEINFURT MEMORIAL ASSOCIATION

October 11-15, 2004
Mercure Hotel, Schweinfurt,
Germany
Contact: George G. Roberts
49 30th Street, Gulfport, MS 39507-
1804
Email: robby49@datasync.com

452ND BOMB GROUP ASSOCIATION

September 30 - October 3, 2004,
Savannah GA Hilton
Contact: Hank North
901 Poling Drive, Columbus OH
43224-1936
Email: hanknorth@core.com

92ND BOMB GROUP MEMORIAL ASSOCIATION

October 12-17, 2004
Kansas City MO, Westin Crown
Center
Contact: Irr Banm 3935 Young Ave.,
Napa, CA 94558-2654
Email: marirv92bg@aol.com,
www.92ndma.org

388TH BOMB GROUP ASSOCIATION

Sept. 8-11, 2004
Crown-Plaza Hotel, Dayton, OH.
Contact: Bit Snead tel. 253-838-9291
Email: bitsneadesq@comcast.net

91ST BOMB GROUP ASSOCIATION Sept 3-Oct 3, 2004

Washington DC
Sheraton Crystal City Arlington VA
Contact 817-251-3551 for info

379TH BOMB GROUP ASSOCIATION

Sept 8-12, 2004
Crown Plaza Hotel, Dayton OH
Contact: Teresa Cabanski
Tel 303-697-6265
Email cabanskit@aol.com

339TH FIGHTER GROUP

Sept 16-20, 2004 Falls Church VA
Marriott Fairview Park Hotel
Contact: Stephen Ananian
4 N. Orchard Farms
Ave., Simpsonville SC 29681
864-288-2599
email
stephenanian@mindspring.com

361ST FIGHTER GROUP ASSOCIATION

Oct 17 - 21, 2004 Orlando FL
Best Western Lake Buena Vista
Resort
Contact: Dave Landin, 8419 Michael
Road,
Richmond VA 32210
Tel 804-288-5889
email david.c.landing@verizon.net

381ST BOMB GROUP ASSOCIATION

September 1-5, 2004
Seattle WA Sheraton
Contact: Joseph Waddell, P.O. Box
6064
Madison WI 53716-0064
Tel: 608-222-4591, Email:
kwadd@aol.com

398TH BOMB GROUP ASSOCIATION

June 3-15, 2004
Normany/England Tour

September 8-11, 2004
Marriott Hotel
Falls Church VA (Washington)
Contact: Wally Blackwell
tel. 301-762-2213; email
wally398th@worldnet.att.net

390TH BOMB GROUP ASSOCIATION

September 7-12, 2004 Tucson AZ
Contact: Ken Rowland, POB 28363,
Spokane WA, 9928-8363
Tel 509-467-2565
email rkenrow@aol.com

BAD 2 ASSOCIATION

Sept 30-Oct 2, 2004
Romulus MI
Contact: DickMcClune, 527
Quarterfield Rd; Newport News VA
23602
email BAD2TRSR@msn.com

352ND FIGHTER GROUP ASSOCIATION

October 9-12, 2004
Savannah GA
Contact Bob "Punchy" Powell
1545 Ranier Falls Dr.
Atlanta, GA 30329 tel 404-636-3747

3RD STRATEGIC AIR DEPOT ASSOCIATION

October 7-9, 2004
Golden CO Holiday Inn
Contact Ed Keller
2873 South Gray Way
Denver CO 80227 tel 303-985-7750
email csed@msn.com

PILOT CLASS 44-D REUNION

Oct 11-14, 2004
Branson MO
Contact Lloyd Johnson
5011 Sugar Creek Rd
Lincoln NE 68516
Tel 402-423-2304

56TH FIGHTER GROUP ASSOCIATION

June 17-19, 2004
Fairfax VA Holiday Inn
Contact Ron Brubaker, POB 57
Red Creek WV 26289
Tel 304-866-4415

Taps



Severson, Elden (Al), Bradenton FL; 398th BG - from Frederick Wismer
Lindamood, Donald, Kettering OH; R/O 94th BG; past President 94th BG Association
Schubert, William, Lincoln NE; 385th BG
Rozner, Camilla Lee; -from her husband Richard Rozner, 466th BG
Ennis, Donald "Blink," Towanda PA; tailgunner 44th BG on B-24

Fleming, Clyde, Knoxville TN; SDV
Kram, Ralph, Langdon ND; 398th BG
Barrett, Robert, Atkinson NH; -from his wife Velma
Wyrick, Fred, McLeansville NC; 447th BG
Bottomly, Owen, Albuquerque NM; 489th BG
Beringer, John, Rancho Palo Verdes CA; 303rd BG; active in many community and Air Force Associations throughout his life
Sieracki, Theodore, Trenton NJ; Military Police 787th Security Battalion 8th AF HQ, Paris, France - from his wife Billie
Rood, Vernon, Tucson AZ; 492nd and 487th BGs
Johnson, Eugene, Bartlett TN; 492nd BG; always proud of his service with the 8th AF Carpetbaggers night missions; collector of WWII military vehicles, which he frequently put on display
Magaro, Elaine, Atlanta GA; from her husband Frank
Pachesky, Harry; 92nd BG; from crewmate Bud Huson
Collins, John, Alexandria VA; career with NATO and duty at the Pentagon
Thomas, David, 1st FG, - from his wife Betty
Fallon, James "Pat," Brooklyn Center MN; 50 missions as a B-17 pilot; lifelong loyalty the the Mighty Eighth and to his crew
Adams, Albert, Oldsmar FL; 306th BG pilot with 32 missions
Smookler, Lawrence, San Francisco CA; 447th BG
Shabman, Stanley, Great Kills NY; 388th BG; artist and sculptor, scuba diver instructor
Fitzmaurice, Paul, Melrose MA; 55th FG Propeller Specialist
Struntz, Joseph, Frostburg MD; 55th FG
Westie, Frank, Naples FL; pilot 487th BG; author of novel *Ash Wednesday* - 45
Clachko, Adolph, Teaneck NJ; New Jersey Chapter
Cole, William, Canton OH; 401st BG btg - from crewmember and copilot Herman Livingston
Warren, Joseph, Missoula MT; B-24 pilot with career in USAF; his three brothers each served in different

Heaven Can Wait; member Caterpillar Club

Olivi, Fred, 20th AF; co-pilot of *Bockscar*, the B-29 Superfortress that dropped an atomic bomb on Nagasaki, Japan, ending World War II; author of *Decision at Nagasaki*

Dobbins, Charlie, Marshall MI; 385th BG pilot of the B-17 *Raggedy Ann*; member of the Lucky Bastards Club with 35 missions completed; owner of the Marshall airport - from friend Jack Keller

Lundeen, Ralph, St. Paul MN; pilot 34th BG

Kennedy, Harry, Buchanan MI; 35 combat missions

Smith, Arthur, Toms River NJ; 351st BG

Coppala, Joseph, Williamsville NY; 92nd BG

Fischer, Albert, Toms River NJ; 491st BG - from his wife Loretta

Foss, Norman, Pittsburgh PA; 95th BG

Huston, Lester, Ravenna MI; 479th FG

White, Clyde, Carthage TN; 390th BG bombardier; Tennessee Chapter; frequent contributor to 8th AF NEWS; with his wry humor and a smile, Clyde often commented that being a B-17 bombardier was "not all that difficult - all I had to do was aim down there at those buildings with the big red "X" painted on the roof." He completed 25 missions, his last three - no milk runs - being to Berlin during Big Week 1944 - from his wife Margaret



Armando F. Madeira



Taps

branches of the armed service during WWII, two of whom did not return home - from Ross Titus

Cupp, Gordon, Boeme TX; 401st BG engineer/ttg on Ken Speer crew - from crewmate Bob Simon

Reppa, Edward, Tucson AZ; 457th BG - from his daughter Carole Cluney

Jessop, Richard, Hampton VA; 398th BG

Cetin, William; 392nd BG; lead bombardier B-24 crew - from his son Bill

Fabrizio, John, Long Island NY; 492nd BG gunner - from crewmate Lou Dezario

Simpson, Charles (Larry); 490th BG pilot - from Indiana Chapter buddy Henry Heckman

Tennenberg, Robert, Riverhead NY; 490th BG pilot - from John Mann

Kueppers, Edward, St. Paul MN; Past-president Minnesota Chapter 8th AFHS; served many years as Information Manager 8th AFHS; Board member Memorial Museum Foundation; founding member of the Twin City Aero Historians.

Heller, Ed, Grass Valley CA; 352nd FG Ace; shot down in Korea, POW. Ed's colors keep flying through Bob Jepson's P-51 *Hell-er Bust* based in Savannah and painted in 352nd and Ed's wartime markings - from Bob "Punchy" Powell

Erickson, Clinton, Kansas City KS; 379th BG ttg/engineer with 35 missions

Botts, Fayette, Houston TX; B-17 bombardier

Shoffner, Mary, Hendersonville TN; served 38 months in Women's Army Corps WWII

Sahli, Othmar, Redding CA; 303rd BG

Smith, Edward, Madison WI; 8th AF 1916th Ordnance Co. near Bury St. Edmunds; pulled to the infantry to prepare for D-Day; - from his son Jim, "He taught me about the beauty and extreme cost of the freedoms we enjoy in this country."

Alf, Herb, Oregon Chapter; 100th BG pilot - from his wife Sylvia

Patterson, Robert, San Francisco CA; Eagle Squadron and 4th FG; flew 70 missions in Spitfires and P-47s; shot down over Bremen in Oct 43 and evaded 53 days before capture; POW Stalag Luft I

Wheeler, Carl, Missouri Chapter; 381st BG pilot

Rakes, Alan, Missouri Chapter; 94th BG engineer

Jameson, Joe, Missouri Chapter

Desjardins, Joseph "Bob," Louisville KY; Kentucky Chapter

Brown, Earl, Louisville KY; Kentucky Chapter

Swiggart, Charles, Boston MA; journalist with the Stars and Stripes; career as author and teacher

Seuffert, Norman; Ohio Chapter Board of Directors

Donaldson, John, Savannah GA; 2 1/2 years with 8th and 9th AFs

Latimer, William, Highlands NC; ATC Commander of the Fireball Express, the 13,000 mile cargo transport "over the

hump" supplying Gen. Claire Chennault's American Volunteer Group in China

Hollowell, Istalena Pace "Missy," Savannah GA; American Red Cross WWII England, Germany, France

Hulme, Isaac "Pink," Hendersonville TN; B-17 btg with 36 missions

Riley, Zane; 466th BG btg on B-24 *Same Old Crap - Pair of Dice* - from crewmate William Handy

Kennedy, Patrick, Delano MN; 91st BG bombardier with 30 missions; line mechanic at Hickham field during the Japanese attack on Pearl Harbor 7 Dec 1941.

Neff, Kenneth, Atwater CA; 92nd BG btg; shot down on 17th mission and evaded capture 5 months as a result of help from the French Underground helpers; docent at Castle Air Museum



Hollowell, Istalena Pace "Missy"

Norman Kenneth Nail

457th Bomb Group, Tupelo MS

Aug. 23, 1922 - April 7, 2004

With the passing of Ken Nail, the 8th AF Historical Society lost a tireless and highly effective worker, and the Mighty Eighth Air Force Museum lost a fervent supporter. Ken Nail served as Treasurer and Vice President of the 8th AFHS and was in his second term as a Director. As founder and executive secretary, he led the very active Mississippi Chapter, compiling and editing



Norman Kenneth Nail

Mississippians in the Mighty Eighth, a collection of personal stories of Mississippi 8th AF veterans. He directed sales of the large volume all over the state, profits from which enabled a donation of \$50,000 to the Mighty Eighth AF Museum.

With Ken's passing, as Danny McKenzie of the *Northeast Mississippi Daily Journal* wrote, "... the civility level in Northeast Mississippi dipped a notch." His upbeat, positive attitude was an asset to every activity in which he engaged. He was a loving husband, father and grandfather. Of this man it truly can be said, "He was a good man." While we miss him, and mourn his passing, we praise and thank God for the presence in our lives of this man who truly made the world a better place.

Craig Harris, 457th BG

Taps

Chappell, Murray, Americus GA; pilot USAAF
Wilbur, Vernard "Bud," San Diego CA; active in the California Conservation Corps
Crook, Lonnie, Shreveport LA; 34th BG bombardier; participated in food drops in Holland at the war's end
Meitschlaeger, Elo, Houston TX; 91st BG
Muhlmeister, Joseph, Baltimore MD; 487th BG B-17 pilot
Hunton, William, Savannah GA; 492nd BG bombardier, career as special agent US Customs
Moore, Augustus "Al," Chattanooga TN; 457th BG

Ward, William, Atlanta GA; 479th FG P-51 pilot in "Riddle's Raiders"
Perry, Everett, Milwaukee WI; 95th BG pilot; shot down on his first mission; POW
Austin, Renford, Houston TX; 351st BG -from Al Lea
Baird, Edward, Houston TX; 351st BG gunner and photographer; lifelong interests in Chinese calligraphy and English literature
Green, Harvey, West Hills CA; 452nd BG; POW at age 18

ROBERT MORGAN

Robert Morgan, a friend of the Eighth and supporter of the 8th AF Historical Society, died following complications from a fall while attending an airshow at his home in Asheville, North Carolina. He was buried with full military honors and a flyover at the North Carolina Veterans National Cemetery.

He was the pilot of the *Memphis Belle*, a 91st Bomb Group aircraft featured in the wartime documentary of the same name by William Wyler. The *Memphis Belle* was the third B-17 to complete 25 missions with the 8th Air Force and was the first Flying Fortress to return home to the United States with its crew. Bob also led the first B-29 mission to Tokyo in the Pacific Theater.

Bob Morgan spent his later years involved with supporting the restoration of the airplane and often met with his crew members at numerous related events throughout the years. The *Memphis Belle*, named for his wartime girlfriend Margaret Polk, is currently undergoing restoration at a naval base hangar in Millington TN.



Bob Morgan and his crew – Memphis Belle Retirement ceremonies at Basingbourn

Bob Hanson
"Radio"
 Jim Kerins
Jco - pilot
 Bob Morgan - pilot
 Harold A. Loch
1st. Eng. - top turret



Bob Morgan, third from left

Almighty God, Who has blessed us with the will and courage to do our duty, we praise You for our comrades whose death kept freedom living. We praise You also for giving us the years we have lived since their departure. We pray that You will strengthen and sustain our devotion to truth and justice, so that we may be faithful beneficiaries of their sacrifices. Continue Your mercy to our comrades; keep them in Your care; and bring us at last to Your presence there to rejoice eternally. Amen

Rev. Robert Martin, 392nd BG
 in the Chapel of the Fallen Eagles
 Mighty Eighth Air Force Heritage Museum

The STARS and STRIPES

Museum/Library Association, Inc. ®

STARS AND STRIPES MUSEUM/LIBRARY CELEBRATES WARTIME JOURNALISM

Clifford Manlove, who flew with the 490th Bomb Group and then did a tour in P-51s with the Scouting Force, is on the Board of the Stars and Stripes Museum/Library Association in Bloomfield, Missouri. The museum honors the history of the Stars and Stripes newspapers, published in all theaters of combat in practically every recent U.S. war and exhibits rooms of wartime exhibits and items related to published stories.

First published on February 8, 1918, WW I General Pershing ordered full support of its publication under the editorship of Guy Visniskki. Since that time, the daily newspaper has printed wartime activities, info from the homefront, sports, cartoons, editorials and lighter articles of interest. It is looked forward to by troops in combat as a "letter from home."

The actual history of printing a newspaper for American soldiers dates back to November 1861, when Yankee troops during the War Between the States entered Bloomfield, Missouri and took over the local newspaper printing office. The first issue went out to the men on November 9th, 1861.

Many noted journalists earned their stripes writing for the S&S. This notable list includes war cartoonist Bill Mauldin, sports author Grantland Rice, Jack Anderson, Shel Silverstein, Ken Zumwalt and Andy Rooney. Several reporters were assigned to 8th airbases and often flew missions on 8th bombers. Homer Bigart flew the Wilhelmshaven mission, the first mission over Germany. Walter Cronkite flew with the 303rd Bomb Group on D-Day and Andy Rooney, now a museum supporter, flew with several bomb groups. John Sack, Pacific Stars and Stripes, is believed to be the only American to cover three major wars from the frontlines.

Bloomfield, Missouri is the home of the Stars and Stripes Museum, which is open every day except Tuesday. It is a nice stop on your trip to the annual reunion in Kansas City MO this October. Located just south of Bloomfield at 17377 Stars and Stripes Way on Highway 25, its mailing address is PO Box 1861, Bloomfield MO 63825. Tel 573-568-2055. email stripes@semo.net

GREATEST UMBRELLA FOR LANDING

Armadas of Allied Planes Hammer Nazi Targets

Unleashing the full fury of Anglo-American air power, Allied aircraft yesterday bombed and strafed mile after mile of French beaches, seizing undisputed mastery of the air and heaping record breaking tons of explosives on Nazi coastal installations in providing the greatest umbrella in history for the invasion forces.

Between midnight and 8 AM yesterday alone, 10,000 tons of steel went cascading down on German targets on the coast of Normandy. In the same period more than

31,000 Allied airmen, not including airborne troops, dominated the sky over France.

It was estimated that in a final capitulation the number of sorties flown yesterday would soar to more than 20,000.

Luftwaffe Stays Down

So sparse was Luftwaffe opposition that many airmen did not encounter a single German fighter. Few of the 1,750 fighter planes which it is estimated the Nazis can muster to oppose the invasion put in an appearance.

High-ranking officers of Supreme Headquarters emphasized, however, that there was no reason to believe the Luftwaffe had been defeated.

"Fighting of the greatest severity is in store before the Luftwaffe is wiped out," according to one air officer.

Bombing, strafing and patrolling fighter aircraft of the Ninth Air Force were in the air continuously yesterday from 4:30 AM, covering the movement of the Allied Expeditionary Force over sea and on to the beaches, and probing ahead of the landing parties for tactical objectives beyond the operations zone.

The first ten waves of Ninth Air Force fighter-bombers to go into action reported no serious opposition anywhere.

Stars and Stripes 7 June 44

**Fort Stars and Stripes
Finds 12B (Awright, 13)
Lucky Trip**

by Charles F. Kiley
Stars and Stripes Staff Writer

AN EIGHTH BOMBER STATION, Nov. 16 - The B-17 *Stars and Stripes* thumbed its plexi-glass nose at superstition and winged its way over Axis territory for the 13th time today, joining in the second bombing of important military targets in Norway by Eighth Air Force heavy bombers.

If there was any hard luck riding on the Fortress it was in the form of heavy bombs which cascaded down on the unlucky objectives. Otherwise mission No. 13 or 12B, as the flying trade calls it - was just a long frigid trip for the B-17 which 1/Lt. Clarence McIlveen, of Portland, Ore., and his crew named after the servicemen's newspaper in the ETO.

Aerial photos and reports from crews at this station, commanded by Lt. Col. Elliot Vandervanter Jr., of Washington, indicated that the target bombed by this group was destroyed.

In a position to note the damage, 1/Lt. Earl Mazo, of Charlestown, S.C., who flew in the *Raunchy Wolf*, said the bomb loads from *The Stars and Stripes* and other Forts dropped straight across the target. As on the Marienburg mission Oct. 9, this group led a bomb division on today's trip, with Col. Vandervanter in command.

The group reported no flak over the target. A few enemy fighters were reported over Norway on the outward flight and over the North Sea on the way back, but none was seen.

"It was a hell of a cold trip," observed S/Sgt. Dan Sullivan, 20-year-old *Stars and Stripes* waist gunner from New York, the only crew member doing his 13th mission with the ship. "But the scenery was nice. I would have hated to bail out over those snow-covered mountains in Norway."

Because another crew flew the ship on last week's raid on Bremen, most of the S and S fliers still have 12B ahead.

The *Stars and Stripes*, which started ops in the Lorient raid Sept. 23, has never turned back from a mission because of mechanical difficulties, thanks to the ground crew.



Dave Breger
in Stars and
Stripes
8 June 1944

"The moment could come very soon when I will apply a weapon by which we could not be attacked."
ADOLF HITLER, SEPT. 19, 1939



"The new plans for Berlin are... calculated for the years 2000 or 2200 or even 2500. For I believe in an eternal Germany."
ADOLF HITLER, JULY 18, 1938



The "Thank you" was photographed 2 June, 2003 from an airplane over the Tybee Island, Georgia lighthouse. This photo appeared in a recent Mideast Edition of "Stars and Stripes," published in Kuwait, for our overseas troops.

This Was the Invasion
Flying S & S Writer Finds
First Eyewitness Story

Allies Driving Into France



Sea of the...
 Allie are...
 ing to open...
 Nazi-contra...
 predi...

By Bud Hutton
 Stars and Stripes Staff Writer
 Six thousand feet below, troops surged over the beaches of France against Hitler's Atlantic Wall, and as the first black dots moved over the white sand a gunner said over the interphone: "Jesus Christ! At last! On the dirty dark green of the Channel waters, battleships, cruisers...

Beaches Clear of Enemy



Allied Craft Keep Skies Free of Foe
 Allied aircraft, maintaining their 200- to 300-foot altitude over the invasion beaches, dominated the skies over France yesterday as they harassed German troop concentrations and smashed enemy lines of communication along the Normandy coast.



Troops and Supplies Pour Onto Continent; Battle Rages at Caen

The Allied Expeditionary Force, battling stubbornly to wedge open a gateway to Hitler's Europe through the Normandy coast of France, made considerable progress along the whole front yesterday in spite of bad weather and stiffening German resistance. Supreme Headquarters reported last night.

WARRENDS

man Announces tal Surrender

Fort Stars and Stripes Finds 12B (Awright, 13) Lucky Trip

By Charles F. Kiley
 Stars and Stripes Staff Writer
 AN EIGHTH Bomber Station, Nov. 16—The Stars and Stripes climbed its plexi-glass nose at superstition and winged its way over Axis territory for the 13th time today, joining in the second bombing of important military targets in Norway by Eighth Air Force heavy bombers.

Raid Christens B17 Stars and Stripes in England in a Lib

Staff Writer Along For Baptismal of Bullets, Flak

By Charles F. Kiley
 Stars and Stripes Staff Writer
 A HEAVY Bomber Station, Oct. 4—Flak burst over the nose of 1/Lt. Clarence S. McIlveen's Fortress the Stars and Stripes to christen the ship today as Eighth Air Force bombers struck deep inside Germany.

00 Mi. Long ps to France

By Philip H. Bucknell
 Stars and Stripes Staff Writer
 EIGHTH AIR FORCE HQ, Dec. 2—Capt. James Stewart, who has just arrived in the ETO the hard way—nine months as an EM, flying school, combat flying school—as commander of a Liberator outfit, looked more uncomfortable this afternoon facing a press barrage than Mr. Smith ever did when he went to Washington.



Stars and Stripes Photo by Richard Koenig
Capt. James Stewart
 and said that his two years' flying training was a wonderful experience.

A Captain, He Saw 9 Months' Duty As an EM

league," he said, "and all of us are eager beavers, if you want to use that term. We want to get on with the job we came over for."
 "Back in the States I had trouble in getting my outfit to listen to training lectures. Now they hang on to every word. They're playing for keeps here."
Movies Out Just Now
 Throughout the interview, Stewart tried to make it clear that he was more interested in landing flares than in Kilg lights. He refused to look to the future, although, he said, he hoped to get back into movies after doing his war job— "maybe as Mickey Rooney's grandfather."
 Col. J. H. Whitney, USAAF public relations officer in the ETO, introducing Stewart, said, "He is not here by courtesy of anyone, except Uncle Sam and his own skill and determination."
 One or two shavetails revolving around the outer perimeter of the conference put it more succinctly: "Why the hell don't they leave the guy alone?" He seems a good Joe."
 He does.
 3 Dec 1943

THE LAST FLIGHT

The last flight of the supersonic *Concorde* had fighter escort part of the way. Britain's Red Arrow acrobatic team, similar to our USAF Thunderbirds, accompanied the passenger aircraft before it was taken out of service.



By following the simple advice I read in an article, I have finally found inner peace -- the article read: "The way to achieve inner peace is to finish all the things you've started."

So I looked around the house to see all the things I started and hadn't finished -- and before coming to work this morning, I finished off a bottle of red wine, a bottle of white wine, one of Bailey's Kahlua, one Tia Maria, my Prozac, 1/2 bottle of Vodka, some valium, my cigarettes, and a box of chocolates. You have no idea how good I feel.

James Erskine, 487th BG
Toledo OH

"Good judgement comes from experience,
and experience comes from bad judgement."
Barry LePatner

Too much attention to health is a hindrance to learning, to invention and to studies of any kind, for we are always feeling suspicious shootings and swimmings in our heads, and we are prone to blame our studies for them.

Plato
The Republic, c. 370 B.C.

How About It?

FOCAL POINT

Recently, the sign on a pickup truck caught my attention. It said, "I Buy Junk". Apparently the driver was doing alright in his business. The vehicle that he was driving was the latest model. It had a gleaming paint job, extra mirrors, antennas, chrome wheel covers, a sturdy bumper that protected the powerful fog lights behind it. In fact, it was loaded with all of the "extras." Even the lettering of his sign was artfully done. The small print under his sign, I am sure, was composed with a "tongue-in-cheek" touch of humor. It stated simply, "We cheat the other guy and pass the savings on to you!" Now this fellow was not only successful but also had a sense of humor and was fully enjoying the life he was living. Junk collecting may not be for you, but this guy had an attitude toward life that could be beneficial to all of us.

So many folks fail to have fun and be thankful in their situation. They just "punch the clock," put in their hours, draw their breath and draw their salary. The only day they enjoy is Friday: pay day. Now, a lose-lose situation for this kind of person is for him to die before Friday!

There are billions of human beings on this planet. We are all prone to underestimate our worth. But in the midst of the billions of people on earth, God sees and counts each one of us, one by one. Each individual is special in His sight. Why me? Of what use am I in this world? With

so many people who have so many gifts and skills who are already doing so many things that are so important, who needs me? With so many overwhelming needs in the world, what can I do to make society more desirable?

You are you---the only you in the entire world! You are unique, one of a kind. No one else has the heritage you enjoy. The wide range of your experiences you have encountered are yours, and yours alone. The precise events, struggles, achievements, blessings, setbacks in your life have shaped your life and have brought you to this moment. Use all these experiences as 'focal points' in your pilgrimage of life. More than likely there are great needs in your family, the organizations of which you are a part and the neighborhood in which you live. Regardless of your age you can be a part of helping people to enjoy life and have fun. We all need to be needed. Search out a place of service. It need not be spectacular.

The process of helping people is not changed by a crusade, a rally, a protest march but rather by individuals who, like yourself, have made a difference. Is there a child that needs to be held? Do you know a teen-ager who could use an encouraging word? Have you a friend or acquaintance that is shut in and needs a friend to sit and talk with him? Would a prayer strengthen and encourage him? Are you yourself shut in but have access to a telephone? Perhaps your pastor or a social worker could give you the names of those who need encour-

agement. Call them. They will appreciate your concern. I have heard that some people will engage a telemarketer in conversation just to have someone with whom they can talk.



Earl Wassom

Men of example, principle and purity are needed to set the standard in this world where values, morals and integrity are often expressed in vague and apologetic terms. There is someone in every situation that can set the tenor and create an atmosphere of hope and joy. Let us be the optimistic ones. The Psalmist thousands of years ago gave a model for us to follow. He said, "This is the day that the Lord has made, let us rejoice and be glad in it." (Psalms 118:24 KJV)

Earl Wassom, 466th Bomb Group Chaplain, Tennessee Chapter



"Let us learn our lessons. Never, never believe any war will be smooth and easy, or that anyone who embarks on the savage voyage can measure the tides and hurricanes he will encounter. The Statesman who yields to war fever must realize that once the signal is given, he is no longer the master of policy but the slave of unforeseeable and uncontrolled events. Antiquated War Offices, weak incompetent or arrogant Commanders, untrustworthy allies, hostile neutrals, malignant Fortune, ugly surprises,



awful miscalculations - all take their seats at the Council Board on the morrow of a declaration of war. Always remember, however sure you are that you can win, that there would not be a war if the other man did not think that he also had a chance."

Winston Churchill
in *My Early Years*
submitted by
Robert "Punchy" Powell
352nd FG



8th AF News

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The Eighth Air Force Historical Society

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**June 6th, 1944 D-Day
Landings on Normandy Beaches**



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From The Eyes Of The Eighth Air Force