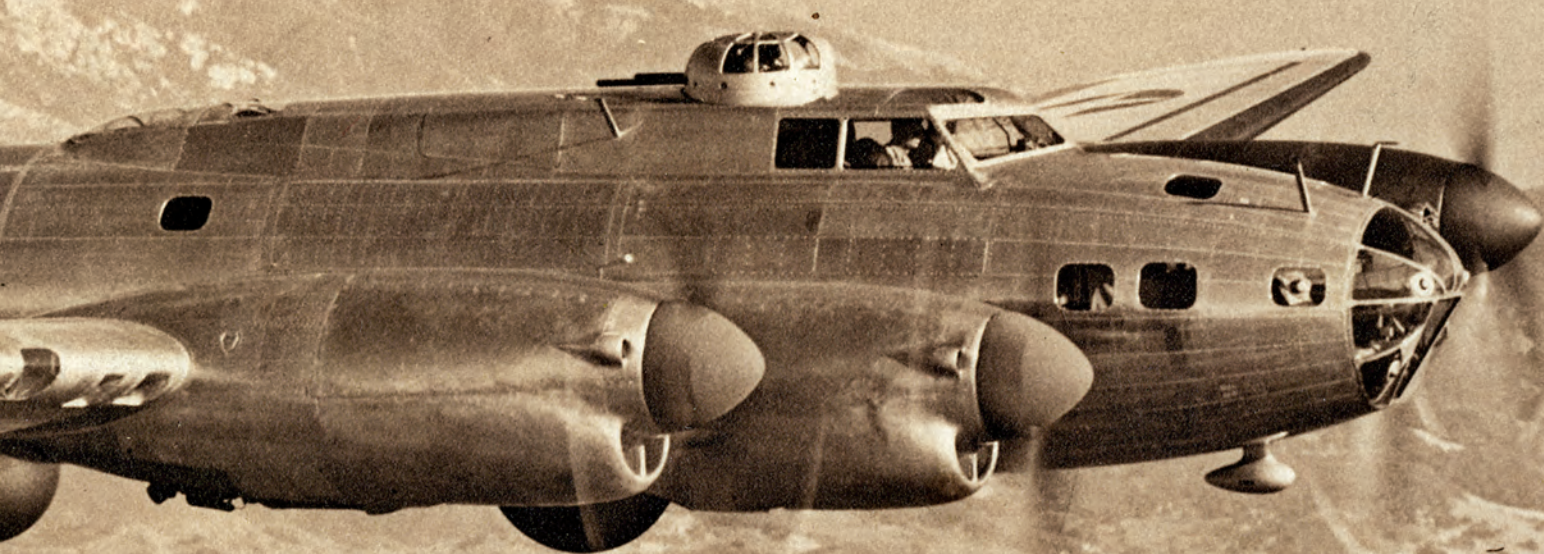




8TH AF NEWS

VOLUME 05 NUMBER 4 VOICE OF "THE MIGHTY EIGHTH" DECEMBER 2005

B-17 Modifications





AF News

Magazine of

The Eighth Air Force Historical Society

The Eighth Air Force News is dedicated to Lt. Col. John H. Woolnough, founder of the Eighth Air Force Historical Society and editor for sixteen years. It is published quarterly and is the official newsmagazine of the Society. The 8th

AF NEWS is sent to members of the Society and is not for public sale. The home office is at 175 Bourne St., Pooler GA. 31322 - P.O. Box 1787, Savannah, GA. 31402.

December 2005



OFFICERS

President

Ivan L. McKinney (Mary) 2008
331 Greenacres Blvd.
Bossier City, LA 71111
Tel. (318) 742-0895
ivanmckinney@direcway.com

Vice President

C. Craig Harris 2006
2701 Pickett Road Apt. 2035
Durham, NC 27705-5649
Tel. (919) 489-5685
FAX (919) 419-1705
charris4@nc.rr.com

Secretary

Harry Tanner (Lorene) 2008
2923 Roy Bunch Road,
Sulphur, LA 70663-0762
Tel. (337) 527-0322
hdtanner@bellsouth.net

Treasurer

George Hoidra (Betsy) 2009
6504 Old Sandy Springs Road
Laurel, MD 20707-2954
Tel. (301) 953-2813
ghoidra@yahoo.com

STAFF

Finance Manager Jeffrey R. Tucker, CPA
400 Mall Blvd, Suite K
Savannah, GA 31406
Tel. (912) 354-6321
FAX (912) 351-0226
jeff@cpa-ht.com

8TH AFHS NATIONAL OFFICE

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

8TH AFHS UNITED KINGDOM CONTACTS

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

8TH AFHS PX

Carlita Carter, Director PX
175 Bourne St.
P.O. Box 1992
Savannah, GA 31402
912-748-8888 store@mighty eighth.org

BOARD OF DIRECTORS

Robert Books (Carol)
1432 Little Creek Drive
Pensacola, FL 32506
Tel. (850) 458-0777
bob@8thafhs.org

Mark S. Copeland (Monica) 2006
20681 Hazelwood Trail
Lakeville, MN 55044
Tel. (952) 469-2633
moke388@isd.net

Joseph P. Keeley (Andrea)
1335 Bezmono Ave.
North Haledon, NJ 07508
(973) 423-4854
fxe84@optonline.net

Gerald J. Miller 2007
37 Union Common
Williamsville, NY 14221
Tel. (716) 631-0817
P51GJM@aol.com

John S. Pearson 2007
1900 Lauderdale Dr. C-315
Richmond, VA 23238
Tel. (804) 740-2635
jonpearson@att.net

Earl E. Wassom (Cynthia) 2007
CHAPLAIN 8TH AFHS
548 Brentmoor Drive
Bowling Green KY 42101-3772
Tel. and Fax: (270) 842-0412
e.wassom@att.net

Belton C. Wolf (Mary Anne) 2006
4032 Twyla Lane
Campbell, CA 95008-3721
Tel. (408) 374-4723
belmaw_49@hotmail.com
bel49maw@attn.net

DIRECTORS EMERITUS

Aida Kaye Sherman Small
Robert Vickers Richard Baynes
Walter E. Brown, MD

HISTORIAN

Harry D. Gobrecht (Barbara)
505 Via Deseo
San Clemente, CA 92672-2462
Tel. (949) 361-2662
FAX: (949) 361-1669
pilot8thAF@aol.com

8TH AF NEWS EDITOR

Walter E. Brown, MD (Alice) 2005
EDITOR 8TH AF NEWS
Ewell Farm, 2340 Sugar Ridge Road
Spring Hill, TN 37174
Tel. (931) 486-2968
FAX (931) 486-9974
olddocbrown@msn.com

OPERATIONS



Inside This Issue

Presidents Message	3
Mission Briefing	3
Cover Story.....	4
Roger Freeman.....	5-6
Museum Activities.....	7-10
Nose Art of the B-24s.....	11
Reunion Debriefing.....	16-21
Tinker Belle	22
Reunions.....	34
Mail Call.....	36-40
Debriefing	41-42
Chapter News	45-47
Book Reviews	49-50
Tannoy.....	52-53
Bulletin Board	54-55
Taps.....	56-57
Mural at the Mighty Eighth	58
How About It?.....	63



PRESIDENTS MESSAGE



I am deeply honored to have been elected as your President and to be trusted with the task of helping to ensure that this great veterans' association maintains a vibrant life into the future. We've had some great reunions in the last few years, each one different but enjoyable. Three years ago, we were in Colorado Springs, where we had the pleasure of communing with some of the future leaders of our Air Force. Then, in Kansas City, we dramatically increased our attendance by encouraging individual Groups to attend as a Unit. And last year, we had great attendance and a great reunion at our seat of government.

Next year we will be meeting in Bossier City, LA, 4th thru the 7th of October 2006. We'll be near Barksdale AFB, where the current 8th Air Force Headquarters is located on Air Combat Command's largest B-52H base. Our quarters will be the Isle of Capri Casino Hotel, where there is no charge for parking your car. Those who fly will use the Shreveport

Airport. We'll be having a special ceremony at Barksdale's 8th AF Museum, in front of the B-17 and B-24, and adjacent to many other aircraft. Those who buy "bricks" by 31 July will be able to view them along the walkway, as we stroll by the aircraft. So plan to attend! This Reunion promises to be different, unique and enjoyable – more information about it will be printed in subsequent issues of our 8th Air Force News.

Sincerely,
Ivan McKinney
President 8th AFHS



Ivan McKinney

MISSION BRIEFING

The 31st 8th Air Force Historical Society Annual Reunion in Washington turned out far better than anyone expected. This edition, 8th AF News, will tell you why.

For one thing, the attendance far surpassed that of reunions in recent memory – over 700 members and guests were present. A number of Units took part and there was a noticeable increase in younger generation members there for reunion week. These 2nd Gens, as they are called, were not there just to accompany their dads or grandfathers. They came because of their deep interest in the 8th Air Force's history and in the Historical Society's programs and activities, and they are taking an active part. This is the course for our future – the three new Board members elected at the annual General Assembly meeting are all Second Generation members. Their fathers were all original members of the Mighty Eighth.

Our first 8th AFHS President, Gen. Bob Burns, 351st BG, once said that the prime reason for forming the Historical Society was, in his words, "just to have fun." He was right, but over the years our goals have expanded, becoming far more widespread than just that. You will see a noticeable increase in historical research and in educational initiatives by the Society between now and our 2006 annual reunion in Shreveport, much of it reported in upcoming 8th AF News editions.

On a beautiful sunny morning during the reunion, we gathered at the new World War II Memorial on the mall in Washington for a wreath laying ceremony to honor those who served in the Eighth Air Force. This impressive event brought to mind the original dedication ceremonies for the Memorial held last year. Dignitaries were there, including our armed forces Commander, President Bush. There were others who spoke at the tribute: one representative of the Marines, General Penry; one from the Navy, Ex-president

George Bush; and others from other services including the Army and the National Guard. No one from the Air Force was selected to be on the podium to address the crowd. During the telecast, a presentation of the role America's soldiers played in winning the war was shown to television viewers. In that video clip, a mention of the air war in Europe was made and a photo of an 8th Army Air Corps pilot was shown, along with a picture of the nose art of an 8th Air Force heavy bomber.

I'm sure the significance of that airplane's nose art shown in the film was not lost on our 8th veterans, and it brought a smile to me. I thought that, in producing the film for national presentation on television, the selection of that particular aircraft surely must have been made either by a crafty old 8th veteran or perhaps was edited in by a very astute member of the younger generation of 8th Air Force historians.

The spirit of WWII airmen lives on!



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



Miss Minooky

Walter Brown, Editor
8th AF News

ON OUR COVER...

B-17 MODIFICATIONS

Here is a photo of an aircraft being tested -- in flight - sometime during the 40 to 45 period. The number is 12401. The plane is/was a B-17 except that four engines have been replaced with Allison. It makes a beautiful aircraft. Hopefully someone of crew are still able to identify with it and bring its history up to date.

J. Doyle Grundon
Sac City, IA 50583



Just a reminder to all **8th AFHS** members: The dues cards are out and on them is a request for financial contributions to the **Oral History Project** at the Mighty Eighth Air Force Museum. This program is preserving the history, in their own words, of the 8th veterans. Expenses include transcribing, filming, cataloguing, staffing and archiving each interview, of which there are already over 600 recorded. Please consider taking this opportunity now to support this ongoing educational and historical program.

"If you do not take an interest in Politics, It will take an interest in you!"

Perciles 430 BC
submitted by Bill Heller,
303rd BG

BEHIND THE SCENES

The Holidays are here and we have finalized another big 64 pages of the **December 8th AF NEWS Magazine**.

Our future plans are to produce three issues at 48 pages and the last issue of the year 64 pages.

Looking forward to 2006, we are discussing plans to include the **Mighty Eighth Museum News** magazine, and insert it in the center of the **8th AF NEWS**. The next issue you will receive could include 48 pages packed full in your **8th AF NEWS** and 8-16 more pages of **Mighty Eighth Museum** updates and news.



Telisha Gaines & Donna Neely

We always try to include all of your wonderful articles and pictures. Please excuse us if it lingers in our "Hold for future issue" files. You're history and memories are very important to us and to our future, so please be patient and keep your memories coming!!

Don't forget to order "The 2006 Mighty Eighth Air Force Calendar" contact: Turner Publishing Company
www.turnerpublishing.com or call 1.800.788.3350
Also available at the Mighty Eighth Museum Store

Alpha Graphic Consultants
2090 Cairo Bend Road Lebanon, TN 37087
donna_neely@msn.com
Fax: 615.453.2343



Donna Neely & Telisha Gaines

ROGER A. FREEMAN

Roger Freeman died at his beloved home at Mays Barn, Dedham England, leaving a void in the circle of the most prominent historians of World War II. Roger grew up on a farm in East Anglia and spent his free time during his early years at the nearby 8th Air Force airbase at Boxted, the home of the 56th Fighter Group. His interest grew to encompass many other 8th airbases, to which Roger and his friends would travel many miles on their bicycles, recording activities of bomber and fighter groups. These experiences grew into a lifelong occupation for him. He traditionally would record aircraft identification numbers on the handlebars of his bike, so that he would be able to quickly erase them out if he happened to get stopped by local authorities. "I tended to watch what I was doing because I got into trouble with the Royal Air Force security police because I was taking down names and numbers from airplanes. I foolishly left a letter in a jacket pocket of a coat which my mother took to the cleaners....It was all harmless stuff, but I think they were quite surprised at the amount of information that I had gathered on airplanes....Anyway I was warned that I would get into serious trouble if I was seen around airfields taking down numbers again.... But I did continue to do it."

He began to develop his writing skills by contributing articles to local newspapers. Roger, during his lifetime authored over 60 books and numerous articles for news and historical magazines. He conducted seminars throughout the world, telling the story of the men and machines of the Mighty Eighth – a term he coined to describe the massive Eighth Air Force that flew out of England for over two and a half years during the war.

His title of the Eighth's definitive history is *The Mighty Eighth*, followed by *The Mighty Eighth Diary* and *The Mighty Eighth War Manual*. Dozens of other volumes followed these, all chronicling 8th AF history.

Roger Freeman knew many distinguished airmen including 8th AF Commanding Generals Ira Eaker and Jimmy Doolittle. He was a fixture at 8th AF Historical Society reunions, his Seminar presentations to large audiences being a highlight of reunion week programs. He served

many years as Historian of the Historical Society and of the Mighty Eighth Air Force Museum, and was a member of the Board of the Memorial Museum Foundation. The Archives at the Museum has recently been named The Roger A. Freeman Eighth Air Force Research Center in his honor. Many of his activities in England were with the airbase Museum at Duxford, England and especially with the American Air Museum located there. Roger also consulted on many films and documentaries, including the re-make of the movie *The Memphis Belle*.

Roger was always a modest man, continuing his farming activities throughout his lifetime. He preferred to stay out of the limelight, saying that his writing "was simply an extension of my enthusiasm for the memory of a unique period of history." His life centered on his wife, Jean, and their three children, his farm, the Mighty Eighth, and his many friends.

A Memorial service for Roger Freeman was held several weeks after his death, with many dignitaries and historians in attendance. Mark Copeland represented the 8th AF Historical Society, giving an emotional presentation that was well-received by the audience. The Memorial ceremony featured an impressive flyover by the B-17 Sally B escorted by two WWII P-51 Mustang fighters.

The 8th Air Force Historical Society has made a contribution to the Mighty Eighth Air Force Museum in his name.



Democracy has not only taught the Americans how to use liberty without abusing it, and how to secure equality: it has also taught them fraternity. That word has gone out of fashion in the Old World, and no wonder, considering what was done in its name in 1793, considering also that it still figures in the programme of assassins. Nevertheless, there is in the United States a sort of kindness, a sense of human fellowship, a recognition of the duty of mutual help owed by man to man, stronger than anywhere in the Old World.

Bryce in The American Commonwealth

The Bovingdon Trouble Shooters

by Roger A. Freeman, 8th AFHS Historian

When the Eighth Air Force was established in the UK in 1942 VIII Bomber Command soon realized that there was need of an establishment for specialized training and initiation of standard operational procedures. Bovingdon airfield in Hertfordshire, northwest of London, was selected for B-17 units and the organization formed initially became 11 Combat Crew Replacement Center. As the B-17s assigned were mostly E models and not regularly involved in combat missions, some of these were available for trouble-shooting and experimental engineering. Major Robert J. Reed from the 92nd Bomb Group was the titular head of this work and an extensively modified Fortress was later returned to the US for inspection and approval. Unfortunately, Materiel Command's Air Technical Services considered they should oversee the work at Bovingdon while Air Service Command also held that it should be under their control. Happily, Eighth Air Force resisted the bureaucratic interference from the Zone of the Interior that continued almost to the end of hostilities.

Scheduled to receive four groups of Lockheed P-38 Lightnings, in the summer of 1942 VIII Fighter Command formed a Flight Research and Engineering unit specifically to support the P-38s. In charge was Lt. Col. Ben Kelsey, who had been test pilot of the P-38 prototype, supported by Major Cass Hough, a brilliant engineer whose family owned the famed Daisy air rifle business. Bovingdon being the nearest airfield with the required resources to VIII Fighter Command HQ at Watford, it also became the base for Kelsey's and Hough's activities. Both these officers had piloted the P-38F in the first movement of the type to the UK and were Lightning enthusiasts. However, the P-38, beautiful to fly and with many advanced features, had several operational problems, particularly at high altitude. In the winter of 1942-43 the P-38s were moved to North Africa and Kelsey went with them.

Cass Hough was then confronted with problems encountered with the Republic P-47C Thunderbolts that arrived in the UK at this time. The north European atmosphere at altitude caused irregular engine cylinder temperatures and affected boost controls. Heavy radio interference was traced to poor ignition insulation. Hough and his ground-engineering officer, Lt. Robert Shafer, then made a major contribution to the radius of action of the P-47, most notably the ability for the fighter to carry external fuel drop tanks that eventually doubled its range. This was achieved by taking a bleed from the instrument stability vacuum pump to gradually pressurise the drop tanks as altitude increased. It allowed fuel to be drawn at high altitudes, which otherwise would not have been possible.

When Generals Spaatz and Doolittle arrived in the UK the following winter they were so impressed by the work carried on at Bovingdon that they arranged a larger development designated the Operational Engineering Section. Ben Kelsey

was brought back as head although Hough remained in effect as an equal in command. The staff was increased to near 200 and two Bovingdon hangars were made available. OES dealt with all aircraft models in addition to bombers and fighters. By the spring of 1945 it had undertaken some 350 different projects that had, both directly and indirectly, contributed greatly to both Eighth and Ninth Air Force operations. To placate Pentagon officialdom, in August 1944 the outfit's title was changed to Maintenance and Technical Services, although it had nothing to do with maintenance. To escape the on-going bureaucratic interference, the following March there was a final and more appropriate label, Technical Operation Section of 8th Air Force HQ.

An example of Pentagon red tape and Wright Field lethargy concerns the paper/plastic drop tanks made in the UK. On demand, some of these had been sent to Wright Field for testing in the summer of 1943. A year later, when near 15,000 had been used operationally by VII Fighter Command, a report was received that those taken were unsuitable for combat use.

Col. David Schilling, fighter ace, great man for ideas and popular personality, was a frequent visitor to Bovingdon and gave the Trouble Shooters an unofficial but pertinent motto "Nil Excretum Taurus."

Roger A. Freeman, Mays Barn
East Anglia

This article from Roger Freeman was submitted a few weeks before his death - his final article, appropriately addressed 8th Fighter groups that he observed daily from his family farm.



Roger Freeman



Roger Freeman at his home - Mays Barn, Dedham England

HERITAGE MUSEUM UPDATE

CHARLES E. GLOVER GALLERY DEDICATED AT HERITAGE MUSEUM



Charles Glover

The *Fly Girls of WWII* exhibit was opened to the public with special Dedication ceremonies honoring the service of Charles E. "Chuck" Glover who passed away on 19 March 2005. Chuck served in the U. S. Navy on the *U.S.S. Rocky Mount* the World War II, and had a long career in journalism. He was Editor of the *Dayton Daily News* before being named President of Cox Enterprises, headquartered in Atlanta, Georgia, with which his

career totaled over 40 years. In later years, he served on the Board of Trustees of the Mighty Eighth Air Force Museum.

For many years during his editing career, Chuck wrote a weekly nationally syndicated column on WWII and also compiled the Cox organization corporate history. The James M. Cox Foundation is a sponsor of the Charles E. Glover Gallery in his memory. Other sponsors of the *Fly Girls of WWII* exhibit include Mr. I. D. Brown in memory of his wife Lillian Grace Brown, Delta Airlines, and the State of Georgia.

The Ribbon-cutting ceremony to open the exhibit followed an early evening reception and some personal stories from Chuck's brothers, from the Museum Board of Trustees and Laurel Barrett, daughter of Chuck's close friend Judi.



Ribbon cutting for the Charles Glover Gallery from left: Major Gen. William Bland, Mr. I. D. Brown, Mr. Mark Glover, Mrs. Marian Hodgson, and Jimmy Hayes



Lt. Gen. E. G. "Buck" Shuler with WASP Mrs. June Drew

FLY GIRLS OF WORLD WAR II EXHIBIT OPEN

SAVANNAH, GA - The Mighty Eighth Air Force Museum announces the opening of the *Fly Girls of World War II*, an exciting new exhibit devoted to women in aviation and the Women Air Force Service Pilots (WASP). Officially opened to the public on September 24, 2005, the 1,500 square foot exhibit in the new Charles E. Glover Gallery incorporates original artifacts, video and audio stations, photo enlargements, and informative text panels. Visitors can hear the stories of WASP veterans Dora McKeown and Gloria Heath. The exhibit is dedicated to the memory of the 38 women who died in the line of duty.

In conjunction with the *Fly Girls* opening, author and former WASP Marion Stegeman Hodgson gave a lecture on her experiences during World War II and signed copies of her fascinating book, "Winning My Wings: A Woman Airforce Service Pilot in World War II." The book is available through the Museum Store. http://www.mightyeighth.org/museum_store/index.htm

Following a gala reception for the dedication, invited guests enjoyed a preview tour of the new gallery and exhibit.



HERITAGE MUSEUM UPDATE



Marian Hodgson tells her stories of WW II to an attentive audience in the Rotunda

Special guests were WASP pilots Marian Stegeman Hodgson and June Drew. Both flew military aircraft during the war. Mrs. Hodgson signed personal copies of her book, *Winning My Wings* in the museum Rotunda. She stated, "The WASP



WASP Marian Stegeman Hodgson at her book signing

exhibit is just great – a job well done! It is a fabulous museum and will keep the memory of the Mighty Eighth alive in all the years to come."

The women, too, were formed into companies: some working as pioneers; some guarding posts, as sentinels; and others employed, more suitably to their sex, in attendance on the wounded. An irresistible enthusiasm, in short, seemed to pervade all classes, to raise them above their natural level, and to make them capable of actions which, in calmer times, they would have trembled even to contemplate.

Lord Mahon

War of the Succession in Spain (Siege of Barcelona)

HARRY GOBRECHT NAMED HISTORIAN OF MIGHTY EIGHTH AIR FORCE MUSEUM



**HARRY GOBRECHT
HISTORIAN**

The Board of Trustees of the Mighty Eighth Air Force Museum has designated Harry Gobrecht, 303rd Bomb Group, to be its Historian for the facility in Savannah, Georgia and its national programs, serving in the capacity of past-Historian Roger Freeman.

Mr. Gobrecht retired from the U.S. Air Force and served as Historian for the 303rd BG for almost two decades, researching not only the detailed history of his Bomb Group but also the history of the role that all 8th Air Force servicemen played in winning World War II. He is a past-President of the 303rd BG. Several years ago, Harry authored the 975-page volume *Might In Flight* and was instrumental in developing the 5000 + page website for the Group. He has served on the Museum's Board of Trustees for many years and has sponsored the Harry D. Gobrecht Family Research Room at the Museum. He also has been a long-time supporter of 8th Air Force Historical Society activities and its educational programs.

He and his wife Barbara reside in San Clemente, California.



The Mighty Eighth Air Force Museum's Executive Committee has officially named Dr. Walter Brown as Interim President/CEO. The appointment comes as the Museum continues its search for a permanent replacement for C.J. Roberts who left the Museum in August. We are grateful to Tim Bottoms, who has acted as interim CEO since Mr. Robert's departure.

Dr. Brown has served on the Board of Trustees since 1993 and is expected to begin his duties the first part of December 2005.

submitted by Brenda Elmgren

Director of Communications Mighty Eighth Air Force Museum



**Dr. Walter Brown,
Interim President/
CEO - Mighty Eighth
Air Force Heritage
Museum**

HERITAGE MUSEUM UPDATE

SUPPORT YOUR LOCAL PERMANENT HOME OF THE MIGHTY EIGHTH!

It is coming up on the end of the year and next year is 2006, the 10th anniversary of the Mighty Eighth Air Force Heritage Museum in Savannah, our permanent home of the Eighth. The museum needs your support now to enable its programs to continue to operate at their present level and capacity. We are making a difference there: the museum's educational endeavors reach out with our story to over 15 millions students across the country. Teachers bring over 17,000 students to experience our story each year. We are part of their school curriculum. The Mighty Eighth Museum is also rapidly becoming the research center for historians and students of the air war in WWII, and with donations of 8th Unit and Group archives being catalogued weekly, these research activities will continue to increase.

With the recent tightening up of travel – gasoline usage and visitors to the museum have declined since the flurry of hurricanes – operating expenses have been on the rise and materials for further expansions have become noticeably more costly. The museum can use your active support now. All of us need to send in support contributions to the



Museum to allow the staff to move ahead with their programs ASAP. All donations are tax-deductible, so let's dig a little deeper this year. There is not a better place to send your check to offer the future generations of Americans an opportunity to learn about the contributions and sacrifices made by 8th Air Force airmen and the effect that had on the freedom we enjoy in America. Most already know the address: The Mighty Eighth Air Force Museum at P.O. Box 1992, Savannah, Georgia 31402-1992.

Put the museum at the top of your Christmas list, and have a very nice Christmas 2005!

Walter Brown, Editor

Youth Tour of UK, London And Polebrook Area For July 2006 Now Firmed Up

Sally Hatcher Ewald, daughter of the first commanding officer of the honored 351st Bomb Group stationed at Polebrook in East Anglia during WWII, announces that the scheduled tour of the United Kingdom will take place July 1 through July 10, 2006. Working through Cultural Homestay International, the itinerary and pricing are now in place. This means that second and third generation offspring of 8th Air Force veterans will have a good opportunity to view first-hand the very ground trod by their forebears. Additionally, time will be allotted for three days of sightseeing in the historic ancient city of London. Trained guides and long-time friends of the 351st and the 8th Air Force will accompany the travelers. Also invited are adult family members who wish to take part in this event. You may obtain the detailed brochure by contacting Sally Hatcher Ewald as follows:

Phone: (707)829-5600 Cell: (707)888-8070
sewald@lsaglobal.com”sewald@lsaglobal.com

Submitted by Lee Gingery PRO, 351st BG Assn.



8th AFHS Records Manager Connie Metts, before her tour in B-24 *Witchcraft*, pictured with Jimmy Adams from Statesboro, GA.

Join the Mighty Eighth Air Force Museum Today!

The Mighty Eighth Air Force Museum is a place where your stories are told; stories of courage and honor, discipline and teamwork, duty and sacrifice. Through these stories, history is preserved, and heroes of the past are introduced to those who may become the heroes of the future.

We depend upon the financial assistance of our members to preserve this history and share these stories with future generations. Your support makes everything we do possible. You know what we represent, you know the power of the stories that we share, and the importance of sharing these stories with future generations.

We invite you to take a moment and join the thousands of others who are helping the Mighty Eighth Air Force Museum fulfill its mission. Please review and fill out the attached reply card. Thank you for helping us preserve this important part of history.

Membership Privileges

- Unlimited Museum admission for one year
- Personalized membership card
- Subscription to the Mighty Eighth News, the Museum's newsletter
- Discount at the Museum Store
- Museum window decal
- Smithsonian Affiliate membership



Mighty Eighth Air Force Museum Membership Application

Name: _____

Address: _____

City/State/Zip: _____

Area Code/ Phone #: _____ Email Address: _____

Membership Level: Please Check

☐ Wing Commander - \$1,000

☐ Family - \$50

☐ Squadron Leader - \$500

☐ Individual - \$35

☐ Honor Guard - \$100

☐ Veteran/Student/Heir of the Eighth - \$25

****Smithsonian Affiliate membership included** ☐ Smithsonian Membership - \$15 (in addition to fee)

*Method of Payment: Check one ☐ CASH ☐ CHECK ☐ CREDIT CARD

Credit Card: ☐ VISA ☐ MC ☐ AMEX ☐ DISCOVER Card #: _____

Signature: _____

Exp Date: _____

Mail to: The Mighty Eighth Air Force Museum P.O. Box 1992 Savannah, GA 31402

For more information, please phone Jean Moore at 912-748-8888, Ext. 122.



Heavenly Body - the artwork.

Unusual choice of names for a Liberator that made frequent trips across the North Sea



This B-24's name speaks for itself



A rather unusual, albeit descriptive a/c name



Smiling, and very sweet



And war weary?



8TH AIR FORCE NOSE ART OF THE B-24 CREWS

Of late, the 8th AF News has been featuring B-24 Liberator nose art submitted by Fred Renken, Souderton PA.

These photographs were found in an 8th Air Force friend's footlocker. Roger Freeman estimated that 90% of WW II 8th AF nose art was of the feminine persuasion. These examples appear to be 100%.

Anyone who flew or crewed these aircraft may recognize the artwork and it would be appreciated if you would send us some special information about the aircraft.

This article tells what was going on down there, 25,000 feet below.

SOME TIPS FROM NORMANDY THAT MAY SAVE YOUR LIFE

by Arthur Goodwin

Stars and Stripes 27 June 1944

What you've been taught at Ft. Benning and Camp Blanding and Ford Ord, or wherever you did your training, is paying off in Normandy today.

Our boys are pushing and pushing - the Jerry can't cope with what we've got.

But the terrain is new. It's not Georgia or Florida or Illinois. It isn't Tunisia, Sicily or Italy. It's a new kind of country - and a new kind of war. The only old thing about it is the enemy - and even he is up to new tricks.

Notes from Normandy

Here are some of the lessons we're learning in Normandy. They come from the mouths of officers, non-coms and enlisted men who are fighting there. Your reporters went right to the front lines, to the hospitals, the supply dumps, the CPs and the foxholes to get them.

Sgt. (Infantry): We found out we don't shoot enough. We were taught only to shoot what we see, and in the desert it worked out fine. But here all you see is hedges. So we're shooting into whatever area we want to move into - we spray it with plenty of lead. Jerry hates it. It really has him dizzy.

Sgt. (Infantry): We lie behind the hedge until we see the Germans. Then we pin them down with machine guns. Once they're pinned down, we give them the old mortars and pretty soon they're all either dead or ready to surrender. When the going gets tough, they surrender.

Sgt. (Infantry): The big thing in marksmanship is alertness. You've got to pick them up fast and squeeze it off in a hurry. Jerry understands this cover and concealment business - you've got to be on your toes and wide awake.

Sgt. (Infantry): Keep your rifle ready for action. That means don't sling it over your shoulder and don't lean it against a tree five feet away. Coming up from the beach a Kraut stuck his head up five feet away from me and fired. He missed - I shot at him but my safety was on and by the time I was set to shoot again, he was gone.

Sgt. (Infantry): The best shooting here is at 50 to 100 yards. There isn't much long range stuff here.

Sgt. (Infantry): Want to know why old soldiers never die - and the replacements need to be replaced and replaced? I'll tell you. Old soldiers know what enemy weapons can do. They have plenty of respect for them. They don't expose themselves needlessly. They aren't afraid to be afraid - they don't act brave - they duck and run for cover when their eyes and ears give the warning. They know when to be alert - and when to relax. They travel and fight light. They hit the dirt and don't run



wild or freeze so they're helpless. They let the enemy get close so they can hit him - they aren't trigger happy. They don't bunch up. They look where they're going - up, down and around, not just at their feet like rookies. They keep doing something all the time in combat - they don't just do nothing.

The German Soldier

Lt. (Infantry): The Jerry is a poor fighter. He fires aimlessly, just to build up his confidence. Some of our guys are trigger happy, too. It doesn't pay. In this country, pour it on when you smell a target - but don't just shoot to keep up your own spirits.

Col. (Medical Corps): Any time you're tempted to sell the Germans short, think this one over: Do you know how many oxygen masks there are in the German Army? One per man! Their gas masks are built so that all you have to do is to flip a gadget, attach an oxygen tank, and the man can breathe. These guys won't be beaten by our underestimating them. They're smart, they're tough and they're plenty wicked.

Cpl. (Infantry): If you give a Nazi a chance to pull a fast one, he'll pull it. Stay back when they begin to surrender - let them come to you. Once in a while there are fanatics among them who take advantage of the white flag in one hand and a potato masher in the other. He pitched the grenade at us when he got close enough. He missed - we didn't.

Cpl. (Infantry): The Jerry doesn't like to work at night. It's a good time to go out and get him. You can pick up his position better at night than by day - just follow the line of the tracers from his machine guns. By day it's hard to see him because of his smokeless powder.

Driving on Right:

Pfc. (Quartermaster): You've got to get used to driving right all over again. At first it's easy, because the novelty keeps your mind focused on the job. But once the novelty wears off you tend to let your guard down. Then bang! It only takes one collision with a red truck (explosive) to finish up the war - for you.

Mines

Cpl. (Infantry): You can generally see Jerry's mines. They lived near their own mines so they're careful to mark them. Mines needn't stop you - there are "Achtung Minen" signs up all over this country. There are more signs than mines around here.

Notes on Supply

Sgt. (QMC): Tell them Joes to take only what they can carry. Forget all the love letters and stinky lotions. We left all that kind of crap on the beach - and we're taking with us only what we should have taken in the first place. Be sure you have blankets, raincoat, shelter half and extra socks and shoes. This is wet, cold country - if you dump that stuff you'll be sorry. But the other junk - forget it.

Artillery

Lt. (Infantry): Hug your own artillery. Get right behind it and follow it. Don't let it get too far ahead of you - if you hit the Boche after the artillery, he's easy picking. But if you give him a chance to snap out of it, your work is hard.

A Colonel of infantry in the 1st Division: One of our big problems in this kind of country is locating an enemy that has fired on you. We do it by the "crack and thump" method. First you hear the crack as the bullet passes you. Then you hear the thump of the muzzle blast of the gun that fired. The important thing is - look for the thump, not the crack. If the bullet is going to hit you, you won't even hear it, so no use worrying about the sound it makes. But listen for that thump and you have your target narrowed down. The crack and thump method works with everything except their mortar. Only a very experienced man can spot them, and the best way is to get to an observation post and watch for them. When you come to a minefield, start making a path through it. The fields themselves are usually clearly marked. Wherever you suspect a mine stand off away from it at a good distance and fire at it to explode it. You can generally spot them - all except the trip wire types. Be on the lookout for the wires - from a few inches to a foot off the ground.

First Aid

Captain (Medical Corps): I've held up the American tourniquet before my men and said, "This is a very dangerous weapon." Our boys watch it now. Our experience is that the tourniquet need very rarely be used.



THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces

in the European Theater of Operations



Vol. 4 No. 186

New York, N.Y.—London, England

Thursday, June 8, 1944

Beaches Clear of Enemy

Simple pressure dressings are all that's needed in by far the most cases.

Sgt. (Medical Corps): Our boys in this outfit put sulfa powder on the wounds quick as we can. Sulfa pills sometimes get puked up by a wounded man, but the powder stays on the job and cuts down infection.



Look you, the mines is not according to the disciplines of the war.

Fluellen in Henry V

PODINGTON, ENGLAND JULY 8, 2005

by Richard Bower and Frank Smoker

M/Gen Frank Smoker, Lebanon, Pennsylvania, served with the 92nd Bomb Group and is active in Group activities. He forwards the following report of the Group's recent return to England. While visiting the base, the 92nd members attended the impressive dedication of a new highway in Rushden, Northamptonshire named "Liberty Way" in honor of those who served in the area during the war. A feature report on that event will appear in March 06 8th AF News.

After today, students at the Christopher Reeves Lower School, as did their predecessor Podington students of 1943 - 1945 era, will see a B-17G climbing into the sky as they look at their new library window which overlooks the WWII Podington Airfield.

A stained glass window, donated and installed by the 92nd Bomb Group Memorial Association (UK), was dedicated to honor the memory of those who served at the Podington Airfield during the Second World War.

The window, shows a "Triangle B" Flying Fortress heading for the continent on one of the 92nd Bomb Group's 303 combat missions, and is climbing to rendezvous with other 8th Air Force units in the cooperative effort of the United States and the United Kingdom as represented by their national flags.

A plaque nearby, for the edification of later groups of Reeves students, acknowledges the many donations received from 92nd BGMA (UK) members in both the US and the UK and with particular gratitude for gifts made in honor of Navigator Mel Engel, 327th Bomb Squadron, who had visited the school frequently in years past.

The dedication was attended by Reverend Reed, who offered the dedication prayer, other church representatives, school staff and

students, Podington area residents, and 40 members of the 92nd BGMA (UK) including 20 from the US, three of whom flew combat missions from the Podington Base between 1943 and 1945.

The gift of the window is the latest of many supportive gestures to the Christopher Reeves Lower School by the 92nd BGMA (UK) as a means of inspiring the young students to appreciate the history and heritage of their local area. Many contributions from this Group were made toward the construction of the new library.

The Group has also purchased a large screen video and Second World War-related instructional videos for classroom use, and in addition, sponsored a trip to RAF Duxford so the students could see a B-17, up close. From the kids' view, best of all, the students enjoy an annual Bar-B-Q picnic in the school yard sponsored by the group!



B-17G at American Air Museum in Britain - awaiting inspection



Children and teachers of the Podington Christopher Reeves Lower School with members of the 92nd Bomb Group Memorial Association (UK) and friends at the dedication of the stained glass memorial window, July 8, 2005



Christopher Reeves Lower School Podington, July 8, 2005

Presentation of 92nd Bomb Group B-17 stained glass window in library. Present (l to r) John Walker, President 92nd Bomb Group Memorial Association (UK), three 1943-1945 92nd veterans; Captain Russell Bodwell, Bill Kincheloe and Richard Bower with Sandie Rhodes, Head Teacher

Keith Herkes, Treasurer of the 92nd Bomb Group Memorial Association (UK), first proposed the Window

487TH BOMB GROUP – BOMBSIGHT AND AUTOMATIC PILOT SHOP

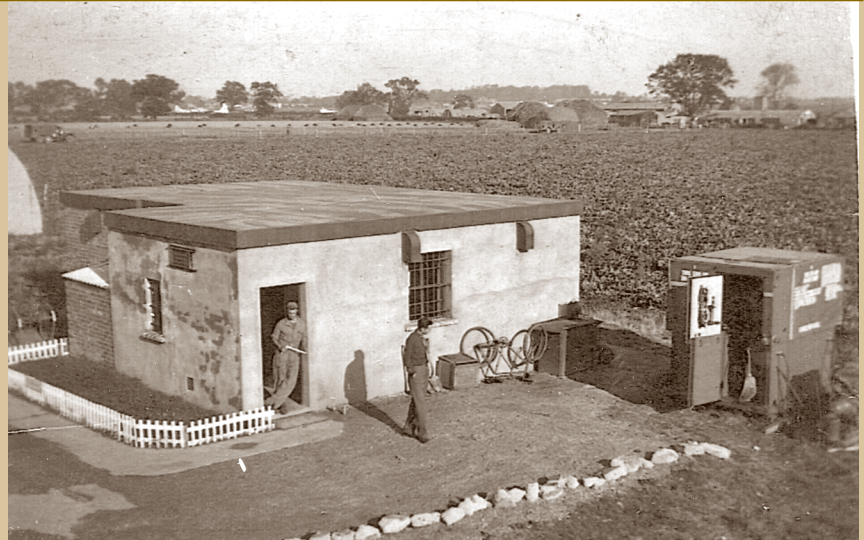
During the Bomb Group's reunion in May 2005 at Lavenham airfield a file of photographs of the men of the 487th's Bombsight and Automatic Pilot Maintenance Shop were located. They are submitted by Lawrence Galowin, Bethesda, Maryland, who served as one of the fifteen 8th AF airmen as a member of the shop team.

Two of the men, Bill Milliken and Pete Costello, were in a new B-17 during the Group's transition from B-24s to B-17s and were flying on a practice bomb run. They were undertaking adjustments to the Sperry (B-24) and Norden (B-17) bombsight autopilot systems – a customary function for those who worked in the shop.

Lawrence Galowin states, "Pete was severely burned from an engine explosion and parachuted out. He died after several days in a hospital. Bill fell from the bomb bay without a parachute."



Lt. Lawley, Lt. Cork at shop, Dec 1944



View of Bombsight & Autopilot shop with farm fields around the base and B-17's at hardstands in background. Bob Mauck (doorway); Lt. Lawley in front



Chester Kreidler, Lawrence Galowin at shop, April 1945

Nine of 13 personnel at shop: Dec 1944
Back row L to R: Ted Husig, H. Patterson, Brown, Harris, T/Sgt Ed (Bunky) Albrecht
Front Row, L to R: Shiner, B.E. Ferrel, Lawrence Galowin, O.C. Jenkins



Control Tower - Restored
487th Heavy Bomb Group - Lavenham
Station, England

HUNDREDS ATTEND THE 2005 ANNUAL REUNION IN WASHINGTON

Attendees Get a Grand Tour of our Nation's Capitol



Earl Wassom addresses the General Assembly regarding the 2nd Gens and our future programs



The Rendezvous Dinner

The 8th Air Force Historical Society's annual reunions seem to come more and more frequently each year, but that's alright – it is a great time for everyone. This year the reunion centered on the many sights and sites of Washington and its environs, with Headquarters hotel at the Sheraton National Arlington near the Pentagon and the Reagan International Airport.

The usual enjoyable reunion events were outstanding. Tours and dinners,

USO shows and Memorial ceremonies, seminars and banquets - all were run with the impeccable service of Armed Forces Reunions, Inc.; old friends Donna Lee and Molly Dey on top of things and on the ball.

The special event of the week was a visit to the new National World War II Memorial on the mall in Washington where the 8th veterans, their families and friends attended a laying of a wreath and special service conducted by

President Larry Goldstein for those of the Mighty Eighth who did not return home from the war and for those who were Prisoners of War. It was a beautiful sunlit day at the Memorial and most spent the afternoon enjoying the special attractions, the museums and restaurants of the city.

Another special event was the Gala Banquet, held on the last evening of reunion week. An Honor Guard made up of members of each of the armed services of

America presented the colors. The U.S. Air Force Brass Quintet Band played a catalog of appropriate tunes. After a special candlelight ceremony conducted by Board member Belton Wolf, dinner was served. Throughout the week, our dinners were not the usual "hotel fare," but well-prepared practically gourmet-type cooking. The banquet serving and service was especially good. Our after dinner special guest speaker was General John Shaub (USAF Ret.), who

demonstrated a natural talent of connecting with his message with the audience of over 650 attendees at the dinner. General Shaub, a command pilot with over 5600 hours logged, served 35 years in the Air Force, retiring after serving as Chief of Staff, Supreme HQ Allied Powers Europe.

Awards to outstanding current airmen of the present day 8th Air Force were a special part of the Gala Banquet activities. The Award of the General Ira C. Eaker Outstanding Airmanship Trophy was presented to Major Donald Temple, A U-2 aircraft Commander pilot, Beale AFB, California. The Pursuit of Excellent (Maintenance) Award was presented to Senior Master sergeant Ralph Giliken, 5th Bomb Wing, Minot AFB, North Dakota.

Present for the ceremonies and presenting the awards was the newly installed Commander of the 8th Air Force, Lt. Gen. Kevin Chilton.

Seminars were held with the stalwarts once again in the show: there was Jim Erskine's Unit and Chapter meeting; a meeting of the newsletter editors held by Gerry Miller; a meeting conducted by Earl Wassom with an overflow crowd of 2nd Gens; the 9th annual *Pearls* medical seminar by Doc Brown, and various Unit presentations such as that of the 447th Bomb Group's professional movie of the Rattlesden experience. The premier seminar of the week was a presentation of "Little Friends," organized by Board member Mark Copeland and featuring a number of fighter pilots and their stories. The memorabilia room stayed busy as did the PX, manned by Carlita Carter and Peggy Harden from the Mighty Eighth Air Force Heritage Museum.

There were over 700 people in attendance during reunion week, more than we have had at a reunion in several years. The Hospitality joints were jumping! A very special item of note was the large number of enthu-



Reception for 2005 Awardees and guests



At the Gala Banquet



8th Air Force Commander Lt. Gen. Kevin Chilton



8th AFHS Board Members – WWII Memorial

siastic younger generation attendees. Many were sons and daughters of the "original guys" and their enthusiasm was contagious. They weren't there just to "help out Dad during his reunion with his buddies." They were present to be an active part of the event, and as members of the Historical Society, they look forward to playing a role in the preservation of the history of the Mighty Eighth.

The next reunion – 2006 – is right around the corner. Make your reservations early. We will be hosted by the Barksdale AFB contingent at the home

base of the 8th Air Force in Shreveport. It will be one to remember.

SERVICE AT THE NATIONAL WORLD WAR II MEMORIAL – 8TH AIR FORCE HISTORICAL SOCIETY LAYING OF THE WREATH

We gather today at this beautiful memorial to honor our comrades who were lost in combat over 60 years ago, and to those who were POWs.

The placing of this wreath is done in the name of all Eighth Air Force veterans.

I ask you to observe a moment of silence to honor our comrades.

Sierra Leone Stamps of Interest to 8th Veterans

At the General Assembly meeting at the reunion, President Larry Goldstein brought out a packet of stamps, inquiring if anyone had any information regarding the origin of the stamps. The stamp issues are from Sierra Leone and show a B-24 Liberator and the other a B-17 F Flying Fortress with square-H tail markings.

Larry did comment that it seemed noteworthy that the B-17 stamp value was worth 16 LEs and the B-24 was marked as 2 LEs. There followed some noticeable "Boo's" from a number of members at the meeting. Of course, there was some enthusiastic applause as well.

If anyone has any info regarding these philatelic gems, please let us know.





The entrance



Ground crews on an 8th airbase



Bronze depiction of swing music dancing



Veterans enjoyed the plaque walls



Listening to President Roosevelt's Fireside Chats back home



Greetings! The swearing-in ceremony



The National WWII Memorial with the Lincoln Memorial down the Mall



A jalopy and its rumble seat

REUNION...



Honor Guard at the Gala Banquet



Special Guests at the Head Banquet table



President Larry Goldstein



A great evening!



past-President Richard Baynes and family



Lou and Molly, hosts of the 466th BG Hospitality Room



Faye and Vern Robb, 96th BG



Ann Shaw and daughter Susan Estes

REUNION...



Gen John Shaub, Guest Banquet speaker



A view of the crowd of 650 attendees



Kirk Brown with Joe Brown, lead bombardier of the 379th Bomb Group which was tops in bombing accuracy over the course of the war



Kerry Brown with Joe Brown and Walt Brown

Recipients of 8th AFHS annual Awards of Excellence and Valor: at left, Sr. M/Sgt Ralph Gilliken and Major Donald Temple



M/Sgt Gilliken and his wife Daniella



447th BG's Ed Luginbuhl with Richard Holliday and Hillori, representing the Capitol Wing of the Airman's Preservation Society



8th families at the WWII Memorial

REUNION...



Gerry Miller lights a memorial candle with his granddaughter Jamie Love, to honor Fighter Groups



Chaplain Steven Torgerson at his impressive Sunday morning all-Denominational church service



Edith Morrow took part in the Candlelight ceremony at the Gala Banquet, representing our friends and comrades in England



Carlita Carter and Peggy Harden, managers of the 8th AFHS PX



Three of the 50 State Monuments



The President's Family

Noseart B24 Style

Tinker Belle

Dear Sirs,
My father Robert E. Burton, now deceased, served as an aircraft mechanic/assistant crew chief with the 44th Bomb Group at Shipdham, England, during World War Two. In the article, "Nose Art B24 Style" in your last 8th AF News issue, a picture was displayed of a B24, "Tinker Belle". The accompanying note requests information on any of the planes pictured. My father served as the assistant crew chief to that plane.

"Tinker Belle" was a B24J originally assigned to the 492nd Bomb Group. She was transferred to the 44th bomb Group, being received on August 13th, 1944 and assigned to the 506th Bomb Squadron. Her serial number was 44-40158 and her call letter Bar Q. "Tinker Belle" served a lot of different airmen and crews flying various missions with the 44th. She landed at 5 SAD, Merville, France with #1 engine out on the January 14th, 1945 mission to Hemmingstedt when there was adverse weather in England.

"Tinker Belle" had the unfortunate distinction of being the final combat casualty of the 44th Bomb Group. She was shot down on the April 5th of 45 mission to the Plauen marshalling yards and crashed near Wipperfurth, Germany. The 44th was leading the Second Air Division for this mission. Due to extremely adverse weather conditions, 38 of the 44th planes attacked the second priority target. Four aircraft from the group landed on the continent, but were reported safe. "Tinker Belle" was the only plane listed as MIA. "Tinker Belle" was piloted by 2nd Lt. George F. Brown Jr. As with a lot of planes, her end was not quick. She survived long enough to allow most of the crew to escape from the aircraft.

The pilot, George Brown a veteran of 16 missions was listed as KIA, after being wounded in the head and bailing



Robert Burton with Tinkerbelle

out. The radio operator/gunner, Travis Nash, a veteran of 15 missions, was also listed as KIA, struck in the head with flak and going down with the plane.

AN EIGHTH AIR FORCE LIBERATOR STATION, ENGLAND

Back in England, the bombardier pieced together the missing patches of the story. "We let down through the overcast to about 300 feet," he related. "We were over the Ruhr pocket and they opened up on us with machine gun and small arms fire. Our gunners fired back and we could see the Germans running for cover. Right after that, though, they opened up on us."

The engineer, Howard Burkhart, took up from there. "Number one engine was feathered, number two on fire and the pilot, Lt. Brown, was wounded. Engines #3 and #4 were smoking, and the radio operator, Travis E. Nash was killed by flak. The decision was made to try to land at Brussels, Belgium.

"We didn't make it! Flak, along with small arms fire, got us about 60 miles east of Koln. I was busy transferring gasoline when the pilot rang the bail-out signal and we all hit the silk."

One man did not take to his parachute immediately, however, James Otto was busy strafing enemy troupes from his nose gun position. The 19 year-old gunner did not hear the bail-out signal and suddenly looked around to find that he was alone in the Lib with a dead radio operator. He bailed out immediately, his chute

opening at about five hundred feet. He landed in a tree and was hanging in mid-air for about five minutes until a German soldier climbed up and cut his straps so that he fell to the ground.

The treatment of the men varied according to circumstances. Otto even told of a German officer telling him about the respective air forces. "When we see a silver plane, its American," the Nazi said. "A black plane, it's British. When we see no plane, it's German." The Germans laughed heartily at this and Otto joined in a trifle uncertainly. Lt. Barry reported however, that at one point two armed German soldiers had ordered him to run for the American lines. Feeling certain that they would shoot him if he did, he refused and



Robert Burton with "Sandy"

walked along backward in front of them. "If they were going to shoot me, I wanted them to do it to my face," he reported.

My father, served with the celebrated "Flying Eightballs" during his entire military service during World War II. He had an intense respect for aircrews. Although all individuals in the command were subject to danger (crashes, accidents, bombings, etc.), the aircrews of course were subjected to danger on an intense and daily basis. The main strain on the ground echelon was 3 years service versus a combat tour and the emotional strain of increasing combat losses, the loss of friends and buddies. I remember my dad saying that he learned quickly war

was not very glorious when you had to clean up the remains of your buddies after a crash. I was named for one of his close friends in the service, 'Bucky' Richard Butler, who was killed on July 11th, 1944, when his B24, dubbed "Flak Alley II", ditched in the North Sea following a mission to Munich. He serviced 10 planes during the war and none of them survived the war. I also remember him telling me that he flew on a few missions during the war. When he flew, he threw 'chaff' or 'window', tin foil used to confuse German anti aircraft, from the waist gunner's compartment.

The last plane he serviced was "Tinker Belle" which turned out to be the last combat casualty of the 44th. I

believe my dad received his sergeant stripes when he became assistant crew chief for "Tinker Belle".

The fate of "Tinker Belle" demonstrates that the war could be just as deadly at its conclusion although planes were flying more missions and the allies controlled the skies. With "Tinker Belle's" demise, the war was almost over. My dad probably would have been able to fly home on "Tinker Belle" had she survived. Instead, he saw occupied Europe from another plane on one of the 'Trolley Missions', and returned home on the "Queen Mary", the same ship on which he had arrived approximately three years earlier.

by Buck Burton
-son of Robert Burton 44th BG

MEMPHIS BELLE FINDS ITS FINAL HOME AFTER SIXTY YEARS

The B-17 *Memphis Belle* has arrived at the Wright-Patterson Air Force Base, where its restoration will be continued over the next 7-10 years. Gen. Charles Metcalf, Director of the Air Force Museum in Dayton, Ohio, states that the aircraft then will be on permanent display.

The Flying Fortress was the first 8th AF Heavy bomber to complete a combat tour and return with its crew to the United States. It rested on Mud Island in the Mississippi River for several decades, having been flown to Memphis in

1946 by Hamp Crawford of Cookeville, Tennessee and other wartime 8th veterans. For a number of years, interested groups of historians in Memphis attempted to raise funds to place it in an indoor museum setting but were unsuccessful.

Col. Robert Morgan, recently deceased, was the crew's pilot and named the aircraft after his wartime girlfriend. The last surviving member of the crew, Robert Hanson, died recently (see TAPS in this issue).

New generation Memphis Belle - a C-5A Cargo aircraft of the Tennessee Air National Guard.



The famous Belle nose art

Memphis Belle being packaged for transport from the Millington, Tennessee airport on Thursday 10-6-05. This comes just more than 59 years after her arrival in her namesake city of Memphis. On her way to the USAFM at Wright-Patterson AFB, the famous B-17 is heading for a restoration of perhaps five or more years at the dedicated hands of museum professionals near Dayton, Ohio.

Happy Landings, Memphis Belle...
We're on your wing!



FROM THE EDITOR



8TH AIR FORCE MEMORIAL MUSEUM FOUNDATION STATES "MISSION ACCOMPLISHED!"

Distinguished Foundation Stands Down - Closes Its Doors



The 8th AF Memorial Museum Foundation was established in 1977 shortly after the 8th AF Historical Society began activities. It served as an independent arm of the Society, with its purpose being to perpetuate the history of the 8th Air force through museum collections, exhibits, and educational endeavors promoting the history of the Mighty Eighth. The same purpose, as stated in the 8th AFHS Bylaws, is also carried out by the support of the Foundation. From the outset, the MMF had its own officers, Board structure and organization Bylaws and established its own agenda of activities, expanding into numerous important areas. Funding of the Foundation and its activities was primarily from a percentage of income from dues of the members of the Historical Society, along with individual contributions from individual supporters.

During the early years of the Historical Society, organizational efforts were being expended forming Chapters in the majority of States and many 8th AF Association Units were also in the formative stages. The MMF branched out and performed the vital function of establishing Memorials that presented the history to a large number of people, both in the United States and in the United Kingdom.

Notable accomplishments in that regard were the establishment of an excellent exhibit area in the Museum of the Experimental Aircraft Association in Oshkosh, Wisconsin; construction of a WWII hangar on site at the Air Force Museum at Wright-Patterson AFB in Ohio; funding the unique publications of Paul Andrews and William Adams, which included Bits and Pieces of the Mighty Eighth—a listing of 8th AF B-17 and B-24 numbers and names—and his 3-volume set of combat crews of the 8th

according to the official Missing Air Crew Report files; the funding of the extensive Keith Hill aviation paintings honoring every 8th Air Force Unit in the England; with the valued assistance of Historian Roger Freeman, support of the American Air Museum in Duxford, England; annual seminars at the 8th AFHS reunions, filmed by combat photographer Dan McGovern; and placement throughout the years of numerous display and exhibits in museum facilities of all sizes.

In recent years, as funds became tight and with increased activity of Unit Associations and Historical Society Chapters in preserving the 8th history, the Memorial Foundation realized that its decades of work had been a success and its goals were accomplished, and its annual activity slowed its pace. This past year has been spent by newly-elected MMF President Robert Vickers, with assistance from past-Presidents John Greenwood and Charles Dye, closing up files on the Memorial Foundation. These leaders had all previously served as President of the Historical Society and as officers in the Foundation.

The Mission Complete final document lists several pages of funding of 8th AF-related projects, publications and historical programs, along with the amounts expended for each. The treatise also recognizes many of the individual members who served on the MMF Directorship and as its leaders. From their research, a final treatise of over a dozen pages has been developed, abstracts of which are presented here.

As Bob Vickers says, "It was a proud organization served by fine members, and we are proud to state that its Mission has been Completed."

"MISSION COMPLETE"

1976 – 2005

by President Robert Vickers

AN OVERVIEW OF THIS PAPER

This document and the brief accountings which follow have been prepared with one foremost purpose in mind:

To provide a final, end-of-mission report to the 8AF Membership which summarizes the documented and numerous hallmark educational goals achieved by the Society's 8AF Memorial Museum Foundation since its inception in 1976. The Foundation's existence, directly supported by the membership for over the past quarter century, made possible the accomplishment of its cardinal mission from the outset - to preserve and perpetuate the legendary life-story and historic legacy of the "Mighty Eighth" during World War Two. By every conceivable assessment from innumerable current day judgements, rendered by fully accredited historical sources, this goal has categorically earned without qualification a "well done."

THE MISSION EXECUTION

How was this many faceted task to be carried out under the MMF's newly created "educational charter"? As visualized early-on, it would be accomplished in many varied ways by working closely with clearly established, widely accredited historical networks such as air power museums; major libraries; literary publication sources and existing public interest (viewing) facilities, just to cite a few, both throughout the U.S. and overseas as well. Specific support in telling the "Mighty Eighth's story" of WWII would be tendered to these named agencies in the form of classic historical exhibits; approved displays; art work collections; appropriate

'memorial' structures of a very selective nature; future reunion air power symposia and theater programs as well as sponsorship of well-documented 8AF-related history publications in naming foremost major projects - all in keeping with the funds made available to the Foundation to do so.

Summarily, the underlying objective and purpose of each of these far-reaching endeavors were to visibly set forth, foster, and preserve the true-life legacy of this legendary Air Force and it's people of the Second World War for the wide-spread appeal and interest of the viewing public of all ages for all times to come, world-wide.

EXECUTIVE MANAGEMENT

The leadership life-line of the MMF executor-ship, as approved originally by the General Membership at inception in 1977 in all aspects of structure and management, has been faithfully carried out to the specific letter over the intervening, nearly thirty years now.

Specifically, as an example, of the forty-seven (47) individuals who have served on the MMF Directorship over these years, thirty (30) have also served as active members of the Society's elected Board of Directors with sixteen (16) of these latter persons having headed up the 8AFHS as Society President. A number of others in this group of (30) also served in some capacity at one time or other in other key slots on the Society's Executive Committee.

FUNDING THE MMF'S MISSION

Statistical extrapolations based on Society Membership growth records available (including that of the Life Membership) over the years 1977 through 1998 pegs the total fund paid to the MMF Treasury from the pro-rata dues sharing process over these (21+) years in an accountable range of: \$288,000 to \$291,000.

As a summation, additional funds came also to the MMF through the generous donations over the years from the Society members resulting from major Funds Drives (13%); major Book Sales, especially of the "8AF Album" on two offerings for which John Woolnough had given rights to the MMF (18%); and, finally from various and non-solicited, "volunteer" contributions from the MMF directorship proper, certain 8AF Chapters and organized WWII groups (2%). MMF's total funding amounted to an estimated \$428,400.

A rounded total of eighty-one percent (81%) of all funding which came to the MMF Treasury was expended exclusively for highly visible and bona fide programs and projects in direct pursuit of the Society's educational mission given to the MMF for preserving the legacy of the "Mighty Eighth's"

historical life story. As extracted from 'all source' documents, this total expenditure amounted to a figure of just at \$347,000.

TO SUM UP THE FOUNDATION'S WORK OF THESE YEARS

Roger Freeman, the esteemed Historian of the "Mighty Eighth" and long time active member of MMF Boards, had briefly and succinctly said it best, undoubtedly: "The MMF gave good value and had worthwhile successes; (and) there is no doubt that it's input was a major factor as the wonderful representation of US airpower, predominately the Eighth's, at Duxford - Europe's premier air museum. Overall, it's achievements have helped the 'Mighty Eighth' receive the lasting acknowledgement it deserves."

"If England comes into the War, then no matter who may want to make peace at the cost of right and justice, England will keep on fighting for years, if necessary. You may reckon on that."

"What, even alone?" asked somebody across the room. I said "Yes, even alone. But England will not be alone." I think at that moment I must have been inspired.

Joseph Conrad (1914)



447th Bomb Group Attends Screening Premiere of Movie of Group History

A special event at the annual reunion was the showing of the new movie about the 447th Bomb Group, *Though The Heavens Fall* – courage beyond history during their Unit Rendezvous Dinner.

The movie tells the wartime history of the 447th and presents emotional stories of and from the veterans themselves. The one-hour film is the culmination of 16 months of work, forty hours of film footage, and 16 hours of taped interviews. Julie Gerisch, Torrance, California and David Warren, son of a 447th B-17 ball turret gunner, produced, directed and edited the film materials. Julie has formed True Perspective films to complete work on three additional 447th-based film projects. David Warren is a successful software designer and developer, and has written four books.

Though The Heavens Fall will have a West Coast premiere in Torrance on December 3, 2005 and will become a major motion picture



**Board member
Robert Books**

Board of Directors - 8th Air Force Historical Society 2006

From left, Craig Harris, Gerry Miller, President Ivan McKinney, Scty Harry Tanner, Immediate past-President Larry Goldstein, Treasurer George Hoidra, John Pearson, Mark Copeland, Earl Wassom, Belton Wolf, Pat Keely

THE CHANGING OF THE GUARD

The 8th AFHS general assembly has elected new officers for the Society for 2006. Notice is made of the fact that the three new Board of Directors elected are all 2nd Gens, sons of original 8th Air Force veterans. These active new Directors should carry us well into the future in fine and competent style.

President: Ivan McKinney; Vice President: Craig Harris; Secretary: Harry Tanner and Treasurer: George Hoidra. Our Chaplain remains Earl Wassom. Central Office Manager is Connie Metts.

Three newly elected Board members are: Bob Books, George Hoidra and Pat Keeley.

Committee Chairmen are: Education: Belton Wolf; Future Planning: Earl Wassom; Reunion: Ivan McKinney; Fighter Liaison: Gerry Miller; Publications: Walter Brown, with Alpha Graphics.

All contact information for the officers and Board of Directors is found on the Masthead inside the front cover of the 8th AF News.

Interesting, and a big load of statistics to boggle the mind. Hard to believe it all happens in ONE SECOND.

Date: 24-Sep-05 11:27:30

"One Second in the Life of a Racer" by Tom Fey

The Unlimiteds go flashing through the racecourse, engines howling, air shearing, heat waves streaming. Four hundred eighty miles an hour is 8 miles a minute, and the elite racers take about 70 seconds to cover the 9.1 mile Reno course.

If you could take a souped P-51 racer flying the circuit at Reno, slow time down, and examine just one second, what would you find? In that one second, the V-12 Rolls-Royce Merlin engine would have gone through 60 revolutions, with each of the 48 valves slamming open and closed 30 times. The twenty four spark plugs have fired 720 times. Each piston has traveled a total of 60 feet in linear distance at an average speed of 41 miles per hour, with the direction of movement reversing 180 degrees after every 6 inches. Three hundred and sixty power pulses have been transmitted to the crankshaft, making 360 sonic booms as the exhaust gas is expelled from the cylinder with a velocity exceeding the speed of sound. The water pump impeller has spun 90 revolutions, sending 4 gallons of coolant surging through the engine and radiators. The oil pumps have forced 47 fluid ounces, roughly one-third gallon, of oil through the engine, oil cooler, and oil tank, scavenging heat and

lubricating the flailing machinery. The supercharger rotor has completed 348 revolutions, its rim spinning at Mach 1, forcing 4.2 pounds or 55 ft # of ambient air into the combustion chambers under 3 atmospheres of boost pressure. Around 9 fluid ounces of high octane aviation fuel, 7843 BTU's worth of energy, has been injected into the carburetor along with 5.3 fluid ounces of methanol/water anti-detonant injection fluid. Perhaps 1/8 fluid ounce of engine oil has been either combusted or blown overboard via the crankcase breather tube. Over 1.65 million foot pounds of work have been done, the equivalent of lifting a station wagon to the top of the Statue of Liberty.

In that one second, the hard-running Merlin has turned the propeller through 25 complete revolutions, with each of the blade tips having arced through a distance of 884 feet at a rotational velocity of 0.8 Mach. Fifteen fluid ounces of spray bar water has

been atomized and spread across the face of the radiator to accelerate the transfer of waste heat from the cooling system to the atmosphere. In that one second, the aircraft itself has traveled 704 feet, close to 1/8 mile, or roughly 1.5% of a single lap. The pilot's heart has taken 1.5 beats, pumping 5.4 fluid ounces of blood through his body at a peak pressure of 4.7 inches of mercury over ambient pressure. Our pilot happened to inspire during our measured second, inhaling approximately 30 cubic inches (0.5 liter) of oxygen from the on-board system, and 2.4 million, yes million, new red blood cells have been formed in the pilot's bone marrow.

In just one second, an amazing sequence of events have taken place beneath those polished cowlings and visored helmets. It's the world's fastest motorsport. Don't blink!

Submitted by Buck Schuler



P-51 Mustang racer at Reno, Nevada

Every man without exception is impoverished in heart if he kills the religious sense within himself. It is the freedom and depth of the religious life which in the last resort decides the fate of peoples.

Heinrich von Treitschke (1834-1896)

8TH AIR FORCE 2006 CALENDAR

Featuring the 8th Air Force in historical facts and photos. Order today!



The 8th Air Force Historical Society and the Mighty Eighth Air Force Museum is pleased to present this new 2006 Commemorative Calendar celebrating the men and mission of the Mighty Eighth during WWII. Each month features a unique collection of photography and A2 jacket art, plus memorable historic information detailing the Eighth's rich legacy.

This large format 17x11-inch, full color wall calendar is the perfect gift for any veteran, and will serve as a source of remembrance and reflection every day of the year!

Order now for Only \$14.95*!

*plus \$3.95 shipping & handling. Call 1-800-788-3350 or visit online at www.turnerpublishing.com



To order, mail your check/money order to Turner Publishing Company, P.O. Box 3101, Paducah, KY 42002-3101, call toll-free **1-800-788-3350** or visit us online at www.turnerpublishing.com (Visa and Mastercard accepted).

Be sure to include your name, shipping address and phone number with your order.



A water bridge crosses the river Elbe in the city of Magdeburg south of Berlin, joining the former East and West German countries. This feat of engineering took six years to build, cost 500 million Euros and measures 918 meters long. This photograph shows the bridge on its inauguration day. Farish Chandler, 491st Bomb Group, states, "I thought six times to Magdeburg would finish their bridges, but at least it took them sixty years to build this one."

Merry Christmas!



Air Force Fighting Three Wars

WASHINGTON -- The Air Force is now fighting three "wars," said the service's senior-most civilian leader.

Those three wars are the war on terrorism, the effort to provide disaster relief in the United States, and the push for reform of the Air Force acquisition process, said Pete Geren, acting Secretary of the Air Force, during the Air



U.S. AIR FORCE

Force Association's 2005 Air and Space Conference and Technology Exposition here Sept. 12.

Mr. Geren said the Air Force is engaged in the war on terrorism 24 hours a day, but many Americans do not see the service's contributions to that fight.

"Our support for the global war on terror has been so dependable and successful, to the general public it is almost invisible," he said.

Straight From Jake - the confidential files on the bombing of "Big B" - Berlin - are here reproduced from the records of Jacob W. Fredericks, HQ, 3rd Air Division.

In the "Casablanca Directive"...

CONFIDENTIAL – 1945

As forecast in the "Casablanca" directive, Berlin was attacked many times by the Eighth, with forces ranging from approximately 380 a/c in the early missions to over 1000 a/c in the later ones.

On three occasions in March, 1944, attacks were made on the industrial portions of the city when their precision objectives on the outskirts were obscured. Then from 29 April through 24 May, 1944, 5 heavy attacks were launched on the sector around the Friedrichstrasse where the military and civil government headquarters were located. At the time of these last attacks, the enormous power of the Western Allies was gathered in the British Isles ready at any moment to launch the invasion. The Germans knew this. A forcible and highly personal reminder to the heads of the enemy government and the people of their largest city of the might of the Allied military machine, might conceivably have caused them at this juncture to think seriously of capitulation. It was a long chance, but even if it failed, the destruction of the seat of enemy military and governmental planning would result in major disorganization at this critical juncture of the war.

Again in February and March, 1945 when the Russians were threatening Berlin from the Oder, the Eighth made its three largest attacks against the capitol city. In addition to the morale effect the attacks would seriously disorganize one of the major transportation centers behind the Russian lines. In the March attacks the large rail centers near the governmental area were the specific targets.

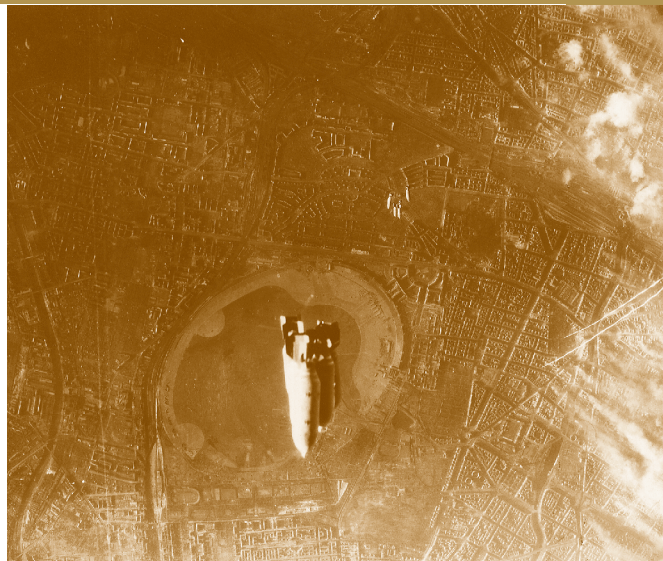
In addition to the above major diversions from the main strategic mission, the Eighth was called upon to give tactical assistance to the Russians on a number of occasions. Examples are the attack against German General

Staff headquarters at Zossen on 15 March, 1945 and on Swinemunde, then an important escape port for the German forces fleeing from Russians, on 12 March, 1945. Then there were the so-called "Frantic" or shuttle-bombing missions to Russian bases three of these were run in the summer of 1945 and involved a total of 316 a/c. While targets on the run from the UK were normally chosen from among our strategic objectives, nevertheless on operations from the Russian's requests.

There were many other occasions when the Eighth was called upon to attack on special request a target of great importance at the time, but a complete tabulation is beyond the scope of this paper. Examples are the request on 19 November 1943 to attack airdromes of the Bay of Biscay on 20 and 21 November to assist the passage of a convoy, the attack on the "heavy water" plant at Ryukan in Norway on 22 October 1943, and the three attacks in September, 1943 on a submarine supply ship in the harbor at Nantes.

None of the special defensive or diversionary operations had a place in the overall strategic mission of the Eighth. Nevertheless they all contributed in some degree to the general conduct of the war as a whole, and their necessity was forecast as early as January 1943 + by the authorities who mapped out the conduct of the air war in this theater.

John D. Legget, Jr.
Lt. Colonel AC
Asst to Director of
Intelligence



Destination Tempelhof Airfield - Berlin



On to Berlin

THE FIX

Re: HONORED TRADITION CONTINUES page 9 Sept 2005 edition of 8th AF News:

When 2nd Lt. Brian Dumm entered Intelligence Training at Goodfellow AFB, I'll be he didn't find the base at San Marcos Texas, but at San Angelo.

All the best,
George Hoerter
Lebanon, KY

P.S. I read every issue cover to cover - then I send it to my son Sam, the Director of the Charleston International Airport at Charleston SC.

B-17 Cadet Nurse

In Debriefing, Sept 05, an entry from John Roy was included and a paragraph and two photographs that were to accompany the article were inadvertently omitted.

John continues, following the successful crash landing of his crew's 95th BG B-17 *Cadet Nurse* returning from a mission to Nuremburg:

"I speak 'Cajun' French and was able to find out where we were. The local people were very helpful in getting us in touch with the closest Military Police Station where arrangements were made at a P-47 base near Florennes, Belgium to get us back to our home base in England the next day."

John returned to visit the crash site 43 years later in July, 1988.



95th BG B-17 "Cadet Nurse" crash-landed between Beauraing and Winnene, Belgium due to heavy damage on Feb. 20, 1945. I speak "Cajun" French and was able to find out where we were. The local people were very helpful in getting us in touch with the closest "Military Police Station", where arrangements were made at a P-47 Base (Florence, Belgium) to get us back to our home base in England the next day. In July 1988 43 years later, I visited the crash-site!

John Roy, 95th BG



Lee Young Crew at Halls training base, Dyersburg TN

Standing L to R: Milton Walls - togglier, Ed Fortun - radio operator, Hiram Fields - tail-gunner, John Roy - waist-gunner, William Nelson - ball turret, Michael Roberti - flt. engineer
Kneeling L to R: Joseph Alexander - co-pilot, Lee R. Young - pilot, Edwin Chaloff - navigator, no name available (must have been "Instructor" - he did not fly with us on missions)

BOEING FLYING (B-17G)

Engines: Four 1,200 h.p. Wright Cyclones

Wing span: 103 ft. 9 in.

Length: 74 ft. 9 in.

Height: 19 ft. 1 in.

Top speed: over 300 m.p.h.

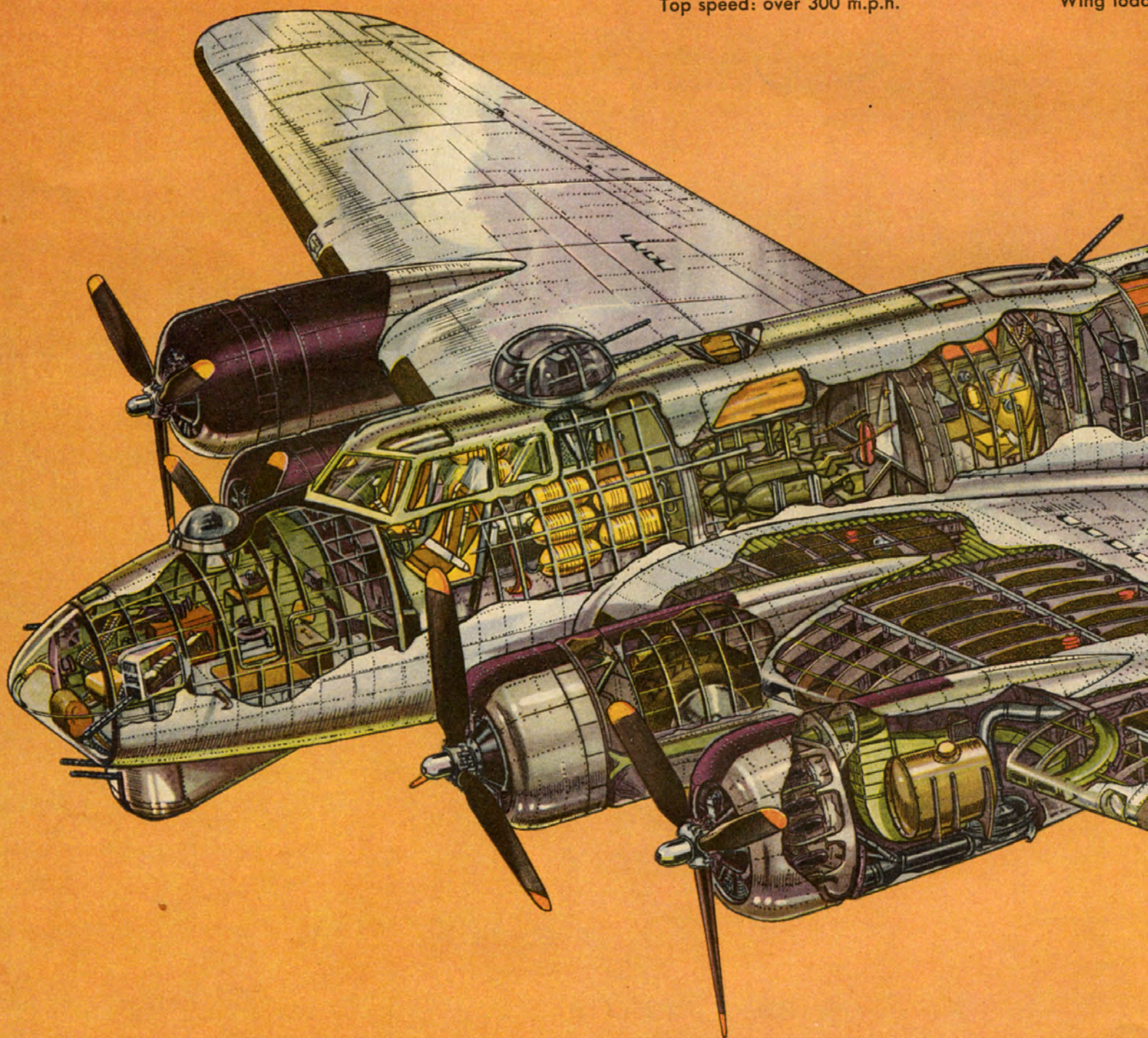
Gross weight:

Service ceiling:

Armament:

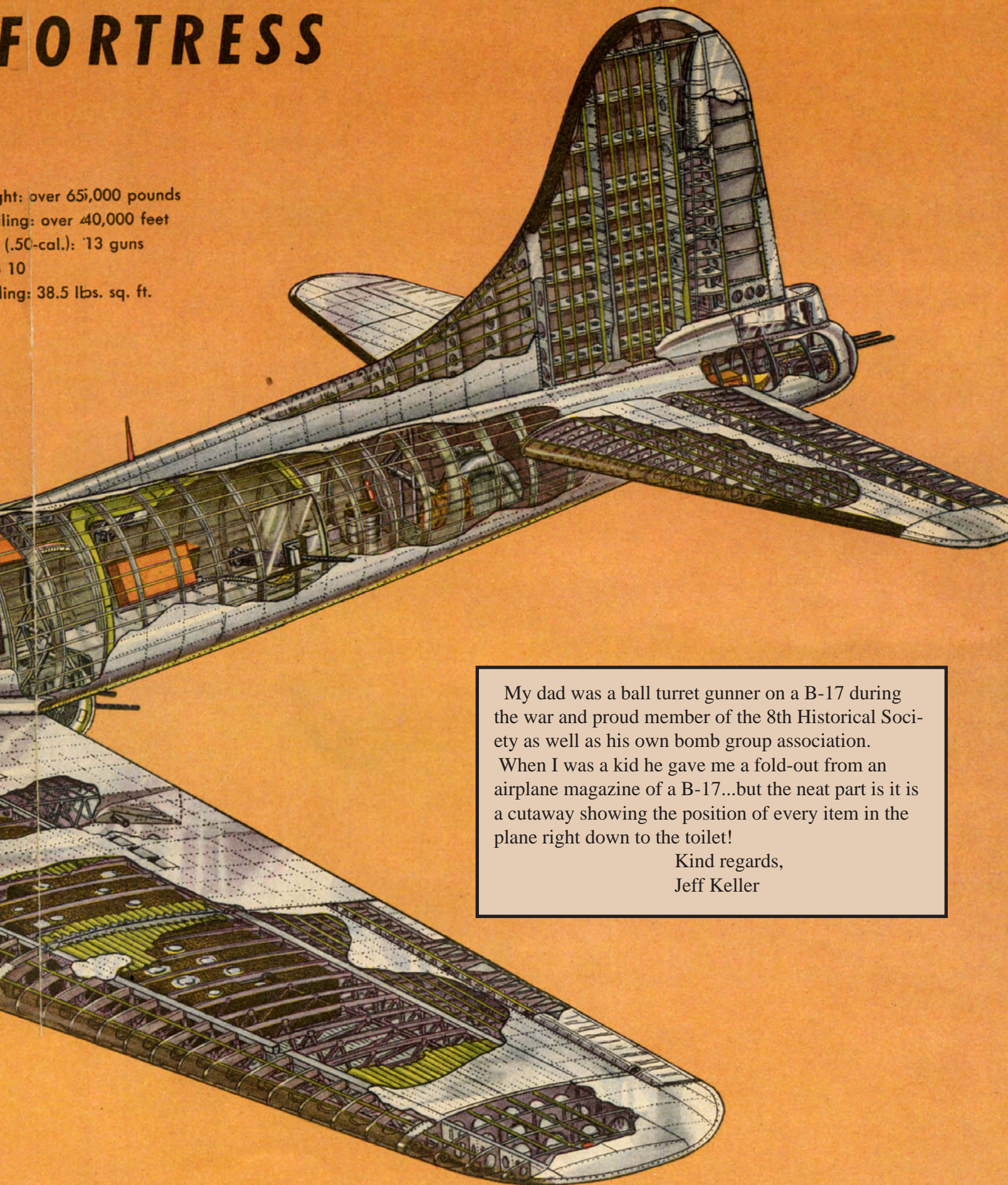
Crew: 6 to 8

Wing load:



FORTRESS

Weight: over 65,000 pounds
Climbing: over 40,000 feet
(.50-cal.): 13 guns
10
Fuel: 38.5 lbs. sq. ft.



My dad was a ball turret gunner on a B-17 during the war and proud member of the 8th Historical Society as well as his own bomb group association.

When I was a kid he gave me a fold-out from an airplane magazine of a B-17...but the neat part is it is a cutaway showing the position of every item in the plane right down to the toilet!

Kind regards,
Jeff Keller

REUNIONS

389TH BOMB GROUP

March 18-24, 2006
Norwich England
Holiday Inn Hotel
Contact: Fielder and Marge Newton
Tel 814-235-0889
Email: ruffylion@aol.com or
info@TheReunionBrat.com

BURTONWOOD ASSOCIATION

October 3-7, 2006
Philadelphia PA
Contact: George and Edna Loomis
geoloomis@juno.com

446TH BOMB GROUP ASSOCIATION

May 3-7, 2006
Tucson AZ – Viscount Hotel
Contact: Shirley Callighen
4361 E. Broadway
Tucson AZ 85711

398TH BOMB GROUP MEMORIAL ASSOCIATION

September 6-9, 2006
Livonia, Michigan
Contact: Sharon Krause, (743) 416-5993
email: tink46@comcast.net

398TH RETURN TO ENGLAND TOUR 2006

May 31 to June 9, 2006
For info contact Barbara Fish at 1-800-808-0154
email: barf@cascadelink.com

**2006 Annual 8th AFHS
Reunion
October 4-7, 2006
Bossier, LA**

A state of war is in itself a state of evil. We wish not for it, we would fain avoid it, we would be at peace could we so be with honour and security to ourselves. But whether at war or in the most profound peace, let us never neglect to encourage and maintain a military aptitude and spirit in the people. History teaches us that in all nations and times the extinction of this spirit has been rapidly followed by the loss of every other nation virtue.

William Windham
in the House of Commons, 1806

Customary dress
for 8th AF combat
crewmembers. Artwork
copyright Chas.
Taylor in *Iowans Of
The Mighty Eighth*

HIGH ALTITUDE FLIGHT CLOTHING AND BODY ARMOR



1. A-11 Gloves
2. A-4 QAC Parachute Harness
(attachable chest pack not shown)
3. A-14 Oxygen Mask
4. B-8 Goggles
5. A-11 Flying Helmet
6. B-15 Jacket
7. B-4 "Mae West" Life Vest
8. A-11 Trousers
9. A-6 Boots

FALLEN COMRADES HONORED

by James Frolking, 479th BG Shaker Heights, OH

Over the weekend of 14-15 May 2005, veterans of the 479th Fighter Group and the Royal Air Force (RAF) gathered together in Suffolk County, England to dedicate a war memorial at Wattisham Airfield (Station 377 near Stowmarket).

Veterans and their families from both services were treated to a full two days of nostalgic activities. The Wattisham War Memorial unveiling ceremony on Sunday 15 May was open to the public. More than 300 attended the dedication. The program opened with a color guard parade and a British military band playing the national anthems of Great Britain and the United States of America. Among the speakers was Kyle L. Riddle, USAF BG retired and former C.O. of the 479th FG and base commander of Wattisham Airfield. The 479th FG was known as "Riddle's Raiders". The ceremony culminated with a P-51 flyover.

The Wattisham Airfield Museum War Memorial project was started three years ago in response to requests for a place to pay respects to over 200 airmen from the 479th FG and RAF squadrons who were killed-in-action while flying out of Wattisham between 1939 and 1945.

479th and RAF veterans plus friends of the Wattisham Airfield Museum, chaired by Maggie Aggiss who spirited the memorial project, successfully conducted fund raising campaigns for the project.

The Wattisham War Memorial is located in Ringshall Village on the perimeter of Wattisham Airfield so as to provide public access for viewing. Wattisham Airfield continued to be an active military facility currently occupied by the British Royal Army flying Apache and Search and Rescue helicopters.

The memorial stone is of gray granite from Finland and was designed by British aviation artist Geoff Plaesance. It will be maintained by the Wattisham Airfield Museum.



Wattisham Airfield War Memorial - 15 May 2005



Veterans of the 479th Fighter Group - 479th FG Commander Kyle Riddle in Center (with hat)

Liberty is the only thing you can't have unless you give it to others.

William Allen White

REPORT OF THE UNIT & CHAPTER DEVELOPMENT COMMITTEE

The meeting of the Unit & Chapter development Committee was held at the 31st annual 8th AFHS reunion in Arlington, Virginia. The Committee Chairman, Jim Erskine, became ill before the meeting and was unable to conduct the scheduled meeting. The President Larry Goldstein, Craig Harris, Ivan McKinney and John Pearson conducted the meeting in his absence. Without a formal agenda, the meeting was a huge success with many Chapter and Unit contacts attending. A lively exchange of ideas was forthcoming with input from many attendees.

The major topics discussed were the importance of enrolling new members, particularly the second generation, and the situation of the decrease in Life Members because of

attrition. The attendees expressed their appreciation for the format of the meeting and many came away with thoughts and ideas that they would review and adapt to their Units and Chapters.

It would be a fitting gesture to Jim Erskine's past efforts for those who attended the meeting to install methods to increase and to revive their membership rolls.

The Units attending were: 94 BG; 96 BG; 305 BG; 306 BG; 379 BG; 385 BG; 447 BG; 457 BG; 466 BG; 493 BG.

The Chapters attending: Virginia, Oregon, Tennessee, Alabama Nat. Wing, Louisiana, New York So. Wing, Massachusetts, Washington. West Virginia, So. California Lemay, So. California Doolittle.

submitted by Larry Goldstein

JOHN CROWE

Dear Walt:

How pleased I was to open the latest news and find my friend John Crowe's account of the first loss of a 491st aircraft in World War II. John saved his aircraft and crew by his quick and decisive action as Bill Evans' plane almost collided with "Renegade," the pride of the Bill Getz crew. Two of Evans crew were murdered by Germans, Malcolm Blue and Raymond Lemay, the first of the Ringmasters to die in action. Sadly I received just the day before, a notice of John Crowe's final flight on September 23rd. A graduate engineer who had a full career with the Corps of Engineers, he was a frequent contributor of his "scribblings" to our 491st and other newsletters. The latest arrived in time to be published in the September 2005 News. As always John displayed his ease with words and crisp description of events.

Senator D.E. "Rusty" Crowe, John's son, was instrumental in passing a Tennessee Senate Resolution honoring and recognizing the Mighty Eighth Air Force Heritage Museum in 1997, one of the first states to grant such recognition. It is an honor to salute a valiant airman, a great American who now has returned to his mother's side in the hills of Tennessee.

Hap Chandler, 491st BG
Atlanta, GA

FLYING THE FLAG

Dear Sir:

In reviewing my recent edition of the "NEWS" (another great effort) I note with satisfaction and great pleasure on page 43 the presentation of an American Flag to St. Mary's Church, replacing the original donated sixty years ago by the 65th General Hospital.

I also note it "appears" to be a 50-star flag rather than the 48 star originally presented. Perhaps my photo interpretation is incorrect.

In any case, I respectfully "suggest" it truly would be in keeping historically and very appropriate if the flag displayed the 48 stars of the War II era. These can be obtained as I fly one from the cockpit of the P-51 Mustang I currently operate in 8th AF, 3rd AD, 66th FW, 55th FG, 343rd FS colors.



Reg Urschler

Our very best wishes to all members of the Mighty Eighth in which I proudly served during the 50's, sixties and seventies, flying Cold War RB-47H recce missions against the Soviets, Chinese and N. Koreans and also RC-135's during the Viet Nam conflict.

Respectfully, with kindest and best personal regards for continued success, I remain,
Reg Urschler
Brig. General USAF, (Ret.)

LOST AND FOUND

Last issue containing my submitted story of my bombardier husband, Marvin Fryden, arrived on what would have been my 63rd anniversary. I got a phone call from a very excited airman from Broadview Heights, Ohio who was so happy to hear of his friend who had been at Deming and even gone overseas in the same group, remembering Marv's fatal wound and subsequent destruction of the rest of the crew. He himself (also a bombardier) had been a prisoner of war after parachuting over Frankfurt. He gave me his address and asked me to send more photos, etc. But this was late at night and I accidentally threw out the paper. It was a very foreign (Italian) sounding name but he said he was from Slovakian heritage and his wife is Polish. I am sure there are not too many veterans of the 8th subscribers from Broadview Heights and I wonder in there is some way thru your subscriber list to find him.

Marilyn Samet, Cary NC
samet@mindspring.com

THE MIGHTY EIGHTH

It is with deep sense of sorrow and loss that I report that Roger A. Freeman, 77, 8th Air Force Historian, and the man who coined the phrase "The Mighty Eighth" has passed away.

Mr. Freeman was a mentor and someone I looked to as an inspiration and guide to my own work ethic as it relates to the 100th Bomb Group and the 8th Air Force. I had the pleasure of meeting him once in Savannah during the festivities for the 60th Anniversary of the 8th Air Force. He was like a long lost friend who would stop and listen to every vet, eager to hear just "one more story." Roger made sure Robert "Rosie" Rosenthal was recognized at this event by the large crowd gathered in Savannah.

As a young English boy, he watched you take off and come home from your air battles over Fortress Europe and he realized the tremendous cost American aircrews were sustaining to destroy Hitler's war machine. He never forgot and in 1970 published his first book on the 8th AF, simply entitled "THE MIGHTY EIGHTH" by Roger A. Freeman. This book and its subsequent reprinting are the benchmark by which other historians are judged on the subject. His physical appearance was small and frail but the legacy he has left us cast a very, big and long shadow. Roger Freeman did as much to cement "The Mighty Eighth's" place in history as any man in the 8th AF. He lost his innocence with us when he counted our missing aircraft returning to the fields of Little America. Roger would be

embarrassed by all these accolades and would say, "all of you are the real story," and he just wrote it down. Maybe so, but nobody could have put into words better. Roger Freeman may not be a member of the 100th Bomb Group, but he will be appropriately listed in our Taps section. Goodbye Roger and Thank You.
MP Faley, 100th BG Historian

RESEARCHING WILLIAM PATTON

Dear Doc,
Just got the latest issue of the 8th AF News and it is a dandy...as usual. I am about to complete the William W. Patton biography (MIA 1945-found-2001) and am missing one key bit of info that I have been unsuccessful in locating but might be unearthed with a piece in the 8AF News.

The original piece that you included a couple of years back in the 8th AF News brought fantastic results. Found several who remembered him from Pearl Harbor, Flight school and miraculously his best friend in the Army Air Force, Doug Hicks, who lives only 6 blocks from my house!

My missing link is his service in the 94th Bomb Group in May & June 1944. I have the names of his crew and of all pilots who flew on the same 7 missions that Patton accomplished. Also a photo which I suspect is his 94 BG copilot, Robert L. Stiles, or his co-pilot in combat crew training.

His crew included:

Co-pilot - R.L. Stiles, navigator - A.L. Hall, bombardier - K.J. Nefzger, top turret gunner - J.E. Conger, ball turret gunner - J.M. Binda, tail gunner - R.A. Mickley, right waist gunner - R.J. Poll, left waist gunner - D. Gilbert, radio operator - B.F. Younginer, tail gunner - W.E. Lewis, tail gunner - E.C. Wright, waist gunner - W.L. Siebold - radio operator - E.B. Cassler - contacted me after seeing a message on the 94BG Website. Flew only the 29 June mission for B.F. Younginer had no specific recollections of Patton or other crewmen. Waist gunner - A.E. Soltman, I found him on the internet. He flew only the 25 and 29 June missions for D. Gilbert had no memories of Patton or other crew.



William Patton and copilot William Stiles, 94th Bomb Group

My priority target is R.L. Stiles and anyone who knew or flew with him remember what happened after he completed his 7th mission...why he left the 94BG and went to the Aphrodite project with the 388 BG detachment and then to the 3rd Scouting Force.

Many Thanks,
Dick Atkins

Dick Atkins has been researching William Patton's war history after his P-51 and his remains were found recently in a farmer's pond in France. -Editor

TO ROGER FREEMAN

Dear Roger,
In 1942 and 43 you and I were getting a look at these great war birds, you peering over a stone fence at Boxted, the same time I was going all day to a B-17 training base at Halls (Dyersburg) Tennessee. With a young 1st Lt., Hank Dayton from Stamford, NY who rented a flat from my grandmother, I at age 13, perhaps had a good look at a young Robert "Rosie" Rosenthal who also trained there. That experience recalled after years at Mildenhall, becoming familiar with the East Anglia base sites then and many times thereafter and referring to your great books. Roger, I can't say that I will ever see you again because we don't ever know what life brings. We don't know as you so aptly put it, "When we get our ticket and check out." The saying here is we are one heart beat from eternity. There

is, however, a thing or two I want to tell you. I will never forget sitting with your lovely lady and you on the night of May 8th watching that TV tribute from Trafalgar Square observing the 60th anniversary of the end of the war in Europe. I was sitting there with a man who knows as much about air power at the time as Doolittle, Spaatz or Eaker. What a thrill for me! The other thought is that I have not met a more respected man than you in my 75 years and now I wish I could have spent more time in your seminars. In this letter I leave you with this belief. Once we arrive at the gates of our eternal home after this brief and temporary place, God will ask us two questions. What did you do with my son Jesus Christ...did you believe? The second is What did you do with what you had? The former is up to you and the latter, I think, is well documented.

Your friend,
Robert Moses
Brownsville, TN

Bob Moses has for several years taken tour groups to England with Roger as the UK leader. -Editor

RED CROSS GIRLS

Dear Sir,
About every time I read "8th AF NEWS" and other Army Air Force publications I think about those wonderful and beautiful Red Cross girls with their smiles, coffee and donuts, and good old American accents. I don't believe we have heard enough about how they came to be and where they are today. It seems that every one has an organization except the "Girls" who were not "Big Heroes", but gave a lot of us so far from home. I can hear their "Giggles" even today.

So, I wonder if the Society could start a little program and report on this activity that I'm sure we all remember. Some place, these women must be still around and would certainly appreciate contributing information on their support of the guys in the 8th. Thanks for a great report on the windows. The original 384th window in Britain is in a small old church in Grafton Underwood which was always worth a visit when I was young enough to make the trip. I'll see if I can get the

back cover framed and on the wall.
Sincerely,
Charles MacNeil, 384th BG
Charles - A good suggestion. Along that line, note the opening of the Fly Girls of World War II exhibit at the Heritage Museum reported in this issue of 8th AF News! -Editor

2ND GENERATIONS

Dear Walt:

I was interested in your report concerning bringing younger members into the 8th Air Force Historical Society. The 401st Bomb Group Association, of which I am president, recognized the desirability of that action some years ago and took steps to implement it. Since we were originally qualified as a veterans' organization, our first step was to offer Associate Member (non-voting) status to wives and children of veterans. However, in 2002, we amended our charter, qualified as a 501(c)(3) organization, and admitted non-veterans to full voting membership. We did not limit it to children and grandchildren; a number of our more active members are nephews and nieces of veterans. Our membership is therefore open to anyone who has an interest in our Association. Our "younger members," three of whom are women, now comprise one-third of our Board of Directors. And we are now engaged in a succession planning exercise to try to assure a smooth transition from the present officers to our younger members. At a mini-reunion we held at our old base in England last summer, over sixty of the eighty people in attendance were either wives or younger relatives of the veterans. I don't know, of course, how long the present enthusiasm of the next generation will last. However, so far it has been a very worthwhile and rewarding experience. So I think the Historical Society is on the right track, and I hope it isn't too late to implement the necessary changes.

Sincerely,
Art Seder, President 401st BG

ANGEL FRIENDS

Dear Dr. Brown,
While visiting my brother, Sgt. Bill Force, at Debden, Suffolk - a P-47

fighter group base, I heard about the following incident. Bill's 8-man crew handled one of the 40 mm anti-aircraft cannons, along with seven others around the perimeter of the grass field. During January, 1944, a Messerschmitt 109 paid them a brief visit. Bill was the first one to spot the incoming German fighter and immediately ordered his crew into position and fired. The 4-clip shells already placed in the breach of the barrel streaked at the ensuing Me-109. All four missed their target. By the time a second set was passed to the gunner, the plane, still within the 4,000 meter range, evaded those as well as he headed for the continent. No machine guns were fired or bombs dropped by the German plane since it was a scout or photographic aircraft. Bill took some "flack" from one of the commanders that went something like this: "What the hell is going on out there? What are those crazy ack ack guys up to?" But several minutes later the CO got word through the Brits that the 109 was in their area. So, those "little friends" who were now on the ground and not in the air helping to protect the B 17's and B 24's, had "guardians" around them as well. Sgt. Paul Force
32nd Service (Comp) Sqdn
92nd BG Podington

SHOOTDOWN

Dear Walter,
Referring to the Air Force News issue dated September 2004, on page eighteen and the article I submitted regarding the Joseph McCullough crew, it noted that Norman Schock replaced Alan Koeckler as Copilot on the day we flew our fateful mission, and were shot down and imprisoned at Stalag Luft #1, at Barth, Germany for forty days, when the war ended. During that period, I made sketches and kept a detailed diary. Several members of the crew were not survivors, including Robert Winterburn, ball turret gunner. Later, before I returned to the USA, I was able to return to Barth before the camp was demolished and was able to pick up some interesting historical data about the 401st Bomb Group. I would appreciate it if you could advise

me if Alan is still living, and if so would you please contact him and ask him to correspond with me so that we might exchange wartime experiences and also post-war experiences, career, family, etc. Thank you.

Sincerely,
John Maxwell, 401st BG
Greenville, PA
jemax@infonline.net
John, to check on a buddy, try the extensive database archive at The Mighty Eighth Air Force Museum: 912-748-8888 or our central HS office at 912-748-8884. Perhaps the 401st BG Association may have info. Good luck! -Editor

P-40 PILOT

Dear Sir,
Looking for anyone who might have known or flew with my late father, Cpt. Emery H. Montgomery, in the Aleutian Islands in the early 1940's. He flew P-40s. I would appreciate any info. Thank you and God Bless You.
Sincerely,
Mr. Thomas S. Montgomery
130 Patricia Dr. Tonawanda NY 14150
716-694-0640
An unusual request for the older 8th vets. Anyone train or fly with Emery Montgomery? -Editor

Q & A

Dr. Brown:
In the last issue of the 8th AF News an Ernie Krech discussed his 8th AF experience and wanted to know if he could be accepted as a life member. I would certainly vote him in as much he was about 12 or 13 years old. When flying his 30 missions, he said he was born on 6-27-33.
Item #2 - Why doesn't the 8th AF through the 8th AF News honor the 15th AF in an issue, they were our counterpart in Europe? Lets have a little history and recognition of that AF.
Item #3 - Why did some A/C serial numbers end with a letter - 466th BG *Black Cat* as an example serial # ending with Letter "U"
Item #4 - You do a super job and the magazine is 1st Class all the way.
Best Regards,
R.R. Rottman, 466th BG
Robert - Re: 1) you're correct, he may have meant 6-27-23

- 2) The 15th had a great history - look to future inclusions
- 3) Anyone have this answer?
- 4) Many thanks from all of us! -Editor

REBEL GAL

Dear Mr. Brown:

Enclosed are two pictures of "Nose Art" on a B-24. The article on page 28 (vol 05 number 2 - June 2005) by Fred Renken asked if anyone flew on one of the planes showing a Nose Art picture. Our crew did fly in this plane but I don't have the dates or mission numbers. We were in Capt. Roger Brandt's crew in the 579th squadron. After Jan. 1st, 1945 when we crash-landed in Mons, Belgium, he was made operations officer and was replaced by Capt. David Kerr until we finished our flying and flew home. The 392nd planes flew back to Willow Run airport in Ypsilanti, Michigan. I had sent a photo of the Debart newspaper, which had published the photo and written article in the paper. The photo of "Rebel Gal" shows 1st Lt. Henry Fabiani - copilot to our crew. The other photo shows 1st Lt. Rudy Boettcher our navigator and S/Sgt. William C. Richardson my waist gunner. I was the flight engineer top turret gunner of the crew. I had written to "Hank" Fabiani in Biloxi, Miss. but I lost contact with the rest of the crew. I know Rudy Boettcher passed on - but nothing of the rest.

The photo in the magazine brought back memories of long ago!

Hope this is helpful.

T/Sgt John Chilenyak

55TH FIGHTER GROUP MEMORIAL ESTABLISHED AT NUTHAMPSTEAD

Dear Sir:

8th AF Station 131, that the 398th occupied beginning in April 1944, had previously been occupied for seven months or so by the 55th Fighter Group of the Eighth Air Force. Recently the 398th BGMA and the English friends of the 398th headed by Wilfrid Dimsdale, have decided to install a 55th FG monument in their honor and memory as our "Little Friends" on 398th BGMA property at Nuthampstead. This 55th



FG monument will be funded and owned by the 398th BG although there will be donations for it by the 55th FG and others. The 55th monument will be apart from the 398th's and located at a very appropriate location of the 398th property.

The plan and design for this 55th FG monument installation will be presented as appropriate to Bobby Bell of Madingly for ABMC review. The cost of the installation will be about 4,000 English pounds. The leadership of the Friends group know of and understand the ABMC rules of how this must installation must be accomplished. Wally Blackwell, 398th BG

PRE-TEENAGERS AT WAR

Dear Editor,

Reference June 2005 issue 8th AF News, Page 33, "Ridgewell".

A number of under-aged men got into branches of military service in WWII by various and clever means. Mr. Krech, born 6/27/33 and flying as a crew member with the 381st Bomb Group, was unique! My math tells me that, for example, if had served during 1944 he

was only 11 years-old! True? Check birthdate.

Sincerely,

Ed Gustofson

Vergugo City, California

Ed - sharp eye! Surely it must have been 1923, or if Mr. Krech was "The Old Man", 1913. -Editor

MUSEUM APPRECIATION

Dear Sir:

To those who conceived, constructed and operate this great Mighty 8th Air Force Museum, my heartfelt praise for a job well done.

To me, this Mighty 8th Air Force museum is a wonder of the world.

It is a privilege to be a part of it.

Sincerely,

Herb Wilkov

Navigator 95th Bomb Gp. on

Pilot Joe Garrison crew

Aug 44 - June 45

8TH AF PILOT, CAPTAIN, 39 RECON MISSIONS...

A June article in the 8th AF News about a near death experience with a robo-mb by a gunner sergeant on a visit to London reminded me of my own similar experience, only with an O'Henry ending.

It was September 1944 and my navigator, Al Schlenker, and I had been flying our missions with the 25th Bomb Group since shortly after "D" Day, when we received our first 48 hour pass. Of course we were off to see London. After spending the day visiting historical and other sights, we decided to go to the officer's dance that night at the Red Cross center near Piccadilly Circus. It was a fun evening. The girls were recruited by the Red Cross to provide dance partners and the music was great.

After dancing most of the evening with one girl - she was about 18 and I was 21 - she told me that she needed to leave early because she had to go to work the next morning and with the black out, would I see her home. It was in Oval, which was across the Thames but the first Underground stop from Piccadilly.

When we arrived at the Oval station and went outside, it was black as pitch. You could not see even one step ahead.

She cautioned me that her home was close by, but I needed to literally count my steps so I could find my way back in the dark.

We had gone about a hundred yards when suddenly the whole area lit up like noonday. There was only one house standing. All the rest, as far as I could see, had been bombed to the ground, no doubt during the Blitz. At that moment we were hit by a great concussion that knocked us off our feet and left us lying in the street with our ears ringing and our eyes and noses burning with explosive smoke. Bricks, balls of fire and other debris were flying through the air and falling all around us. I was still on my back, shaking my head trying to pull myself together when this young English girl, already on her feet, was trying to pick me up and shouting, "Are you alright, are you alright?" It was a V-2, the rocket Bomb that gave no warning. While it has been over sixty years since that near death experience, I have often looked back on it and laughed. Here I was, a military officer and the one who should have been taking charge, but it was this Blitz-hardened young English girl that was first on her feet and trying to look after me. She was the real hero.

Sincerely,
Byron Pollitt, 25 BG, Watton
Dana Point CA

CHRISTMAS CARD

Dear Dr. Brown,
Firstly, many thanks and congratulations on a splendid magazine, keep up the good work.

Last Christmas you published a splendid article on the 8th A.F. in England at Christmas time during the war. Could I possibly contribute to this year's article. I live a few miles from the 305th B.G. base of Chelveston Stn 105. During the war my grandparents were landlord/lady of the

Chequers Pub in the village of Yelden just down the lane from the base. My grandparents and parents made many friends from the base and one in particular became my Godfather. His name was Harry Ballou and I still have in my possession a Christmas card that was sent by him in 1945 for my first Christmas. Also when I was christened he gave to me a child's Bible, it is a special edition published by The Baby Bible & Prayer Book Co. Peoria, Ill. I know that Harry passed away in the early 1950's so all contact was lost. I have tried to trace any history of him i.e. squadron, rank, ground crew or flight crew. He came from and returned to Dunlap, Illinois, I have written to the town hall records office in Dunlap trying to trace any family or history of him but received no reply. If any of your readers could help in this enquiry I would be very grateful. Enclosed are photos of the card and bible also of my 1942 Ford Jeep that I restored over a period of 15 months.



It is in honor of the 305th BG and the B17 *Miss America* that flew with the 422 Sq with the name of Nick Sanchez, B/T gunner on the bulkhead who completed 35 missions and whom I have become very good friends with. The first ride out in the jeep was with Nick Sanchez to the 303rd BG base at Molesworth as guest of honor at the annual WWII Hangar Dance in 2004.

We hold this dance every year and in 2006 it will be on Saturday June 10th. It is the original hangar where Bob Hope and Frances Langford performed with the USO group. Any veteran that is around this area at the time, feel free to come as a V.I.P. guest - just write to me with names & details.

Yours sincerely,
Brian Francis 18 Orwell Close
Raunds Northants NN9 6SG U.K.



I used to eat a lot of natural foods until I learned that most people die of natural causes.

Clyde White, 390th BG

JACK FELLER...

I was asked if I remembered Harold Jordan when we were in the 493rd Bomb Group in England and at the reunions. I do remember him as we went overseas together on the same ship. We, both being from West Virginia, got acquainted in camp at Greensboro, N.C. When we were at sea many of the boys got sea sick but not Harold and I. The two boys from the mountains of West Virginia would laugh at the boys from the seashore towns. We slept in the same quonset hut at Debach. While stationed at the Debach airbase, I was in the control tower as a clerk typist and Harold was the Motor Pool sergeant who scheduled the drivers on his shift and drove a 6 x 6 truck. Once or twice when I was not on duty and Harold had a trip off of the base to Ipswich or Woodbridge, I would ride along. On one trip we went Felixstowe to pick up some English A.T.S. (army) girls for the 100-mission dance we had at the Debach base. We had a nice dance and everyone enjoyed it. Harold and I made a date with two of the girls to meet in Ipswich on the next Saturday afternoon. With a 24-hour pass we reserved two rooms at the White House Inn in Ipswich. The girls had a room on the second floor and the boys on the third. We took the girls to the movie theater, to dinner, dancing and to a pub for a few drinks. It must have been just after payday. While we were walking to the Inn, Harold and his girl got in front of us. We were walking much slower. At the White House Inn we went up to the second floor and found that the door to the room reserved for the girls was locked. My girl's bag was laying outside of the door. After knocking, we heard someone say "Go up to the other room." We did. The next morning we all had breakfast together before they went back to Felixstowe and Harold and I to the Debach airbase. If you were a truck driver you could meet some interesting and nice people.

Jack Feller, 493rd BG
Mullens WV

DRESDEN...

On the night of 13th February 1945 British and American bombers flew

to Dresden, a name that has become synonymous with the controversy surrounding the bombing of the German cities.

By all accounts old Dresden was magnificent, its elegant palaces and churches inspired comparisons with Venice and Florence. It had twice been hit by American bombers but neither attack could have prepared the citizens for the savagery of the 13th and 14th February. It was intended to be so. The instructions to the crews at briefing and the composition of the bomb loads they carried - a mix of high explosives and incendiaries - leave no doubt that 'shock and awe' was the intention. The arguments over the numbers who perished that awful night continue today. Disposal of the dead began immediately and the ruthless Nazi efficiency helped - SS men came from the Treblinka concentration camps to put to use their expertise at disposing of bodies. A month later it was possible for an official report to conclude that the known number of dead was 18,375 and estimate that the final figure would be in the region of 25,000.

It suited the critics to exaggerate and distort the truth about Dresden and to demonize those who attacked it; the argument that Dresden was an 'innocent city' and hence the victim of a war crime began to take hold.

Historian Frederick Taylor drew on recently unearthed archive material to demolish this argument. The city's own yearbook of 1942 boasted that it was, 'one of the foremost industrial locations in the Reich'. It had 127 civilian factories which had secretly been switched to war work producing bomb-aiming apparatus, searchlights, and parts for V-1 flying bombs to name but a few. The city's chamber of trade admitted that 'the work rhythm of Dresden is determined by the needs of our army'.

But not only was Dresden pouring out materials for the war from its factories, it was also about to take a more active role in the fighting, whether its citizens wanted to or not. The German High Command had designated it a military strongpoint, part of the defensive line along the River Elbe at which the Soviet advance could be held, it was to be

defended at all costs. It was also a vital link in the German rail network and twenty-eight military transports a day came through Dresden with troops and tanks to fight off the advancing Soviet army. So 'peaceful' Dresden was in reality a war factory, a fortress and a transport hub - these factors alone made it a legitimate target for the bombers. Another favored argument of the critics is that the war was nearly over and hence the bombing should have been stopped. With this argument, the critics use a wonderful weapon called hindsight. That weapon simply wasn't available to the aircrews who dodged the flak and the German fighters in order to defeat the Nazis. The harsh reality of the time was that only total war would bring Hitler's Germany to its knees. And in a total war, you don't stop because you think the enemy might capitulate in a couple of months; you take the fight to the enemy until the final day. The end was far from apparent in those early weeks of 1945 when the Allied armies had still to cross the Rhine, and anyone bold enough to say the war was all but over would have received pretty short shrift from soldiers, airmen and public alike. There had been mass casualties at the Battle of the Bulge and Arnhem, the Germans were getting the first jet fighters airborne, and V-1 and V-2 rockets were raining down on southern Britain killing thousands of civilians. One wonders what the hindsight experts would be saying today if the RAF had stopped the bombing early and the war had gone on for months, perhaps even years. I know what one person might say; At the time of the raids, a Dutch woman, Elka Schrijver, was one of 4,000 political prisoners in a jail south-west of Dresden where the male inmates were digging a huge hole in the ground. She says. "After our liberation, documents found by the Red Cross showed that this was meant to be a mass grave and that orders from Dresden had been received to shoot all of us. Subsequent to the Dresden raids, nobody had the courage to execute these orders. Those of us who were political prisoners in Saxony at the time directly owe our lives to those air raids." Perhaps the final word on the Dresden

raid should be left to one RAF pilot, Freddie Hulance, whose Lancaster bomber was one of the first over the target. He has little time for those who deliver their judgements on his friends and colleagues with all the benefit of hindsight. "I once heard someone describe the bombing of Dresden as a holocaust," he says. "Well that was a word that I had never heard until the end of the war when we were shown what the Germans had done to the Jews. Knowing the real meaning of "holocaust" I am even more proud of what I did. I helped to shorten that war, a war that we simply had to win."

John Nichols

Tail-End Charlies, The Last Battles of the Bomber War 1944-45 in Bomber Command Association Newsletter

DON BOURGEOIS...

When World War II began, Mrs. Mildred Bradley Harris reacted like all other Americans; she felt a patriotic urge to assist in the war effort and took a position as an engineer helping to build B-17s for the Boeing Aircraft Company. By the mid-1930s, more and more American women were entering the workforce. Then, during the first months of World War II the demand for labor exploded. When many of the men left their jobs to enter military service, American industry was left begging for laborers. Overnight, women were considered fit for duties that only months before would have been deemed too strenuous for them. Obsolete job limitations that once had excluded females now were quickly modified. Women were no longer seen as "too delicate" for manual labor and they were now actually recruited for these jobs. Eventually 18 million American women would enter the workforce during World War II. To accommodate the huge wave of new laborers, once-lax safety standards were reformed. However, regardless of safer workplaces, 37,600 workers of both sexes died during the war years and 210,000 were disabled as a result of on-the-job injuries. Compared to some 300,000 total combat casualties is significant.

Major cities ballooned in size as workers from other parts of the nation hit

town to work in the defense industries. Housing was short. Government-built "defense houses," which were essentially apartment-style barracks, quickly filled with workers of all backgrounds. Women were still responsible for domestic duties when their shifts ended. Housework proved to be a difficult task as the production of domestic labor-saving devices such as washing machines had halted. Clothing was commonly homemade, hand-washed and repaired rather than replaced. The World War II era may have seen the last years of the darning of socks.

As Mrs. Harris reported, "single" women with children preferred to work the graveyard shift. By so doing, they were able to be on the job when their children were sleeping and be back home in time to get them up and off to school. A "single" woman was usually on whose husband was away in the military. Shortages resulted in a system that rationed essential items. Long food lines were common. Mrs. Harris reports that these lines were much worse in wintertime. To help relieve this shortage, she and others were encouraged to plant Victory Gardens which helped feed themselves and others. All in all, people were forced to learn and hone basic survival skills. Americans responded favorably to the challenge and for the most part everyone pulled together. The women's workweek was commonly 6 days. Due to the tremendous demands of war, shifts at Boeing Corporation operated around the clock. While the pay was certainly adequate, a portion of a worker's salary was automatically deducted for the purchase of war bonds. In this way every worker made his or her financial contribution to the war effort.

At the start of the war, Boeing began to hire women. In 1942 15% of the workforce were women. In 1944 the number had ballooned to 40% (19,416) and to 28,505 in 1945. To qualify for a job at Boeing, a woman had to be 18-42 years of age and not pregnant or overweight. While they were working in the aircraft plant, Boeing required the women to wear slacks, bandannas on their heads and, if they were in production jobs, short-sleeved shirts. Boeing implemented services and programs that seem

obvious by today's work standards: child care, carpooling, a cafeteria and regular rest breaks.

The massive effort was hugely successful. At the start of the war, Boeing produced only 60 aircraft a month. By 1944, the company was cranking out 362 a month. Translated into daily, the plants produced 1 plane per day at the war's start, a number that increased to 4 *per shift* in 1945. This figure is more impressive considering that these aircraft were huge four-engine, long-range bombers such as the B-17 Flying Fortress and the B-29 Superfortress. The perceived threat of Japanese attacks either by bombing or outright invasion was real. Immediately after December 7, 1941, barrage balloons appeared in the skies over Seattle and Tacoma. To camouflage its plants, Boeing constructed mock-ups of farms, houses and streets of their roofs. From the air, the Boeing facilities would appear to be nothing more than farmland or civilian residential areas. Even cars and cows dotted these "landscapes."

As she describes them, Mrs. Harris's engineering duties included "the inspection of the hanging of B-17 engines and the installation of gear and fuel tanks." Each inspector applied his or her individual stamp to the final assembly. In this way each inspector had a personal stake in the assembly's performance and each was very aware of the potential disastrous consequences of error. When the war ended in 1945, the Boeing Company shut down completely for four months. The large number of workers was no longer needed and what jobs remained were taken back by men returning from the war. The end of the war had been anticipated, of course, and by September 1945 only 340 women remained employed by Boeing.

Don Bourgeois
Oregon Chapter, 8th Air Force Historical Society

THE FIX

The recently released Warbirds U. S. Postal Service stamp sheet, *American Advances in Aviation*, features a B-24 Liberator mis-identified in Sept 05 as a 446th BG aircraft. The tailmarkings, and 466th veteran Don D'Luges confirm that the plane is in fact a 466th BG airplane, the *Black Cat*.

In the Sept 05 issue a featured article was that of the story of the B-24 *Jolly Duck* and the experiences of 8th air-men John McCormick. The introduction was by Leo Wery and the story was by Annette Tison, Historian of the 392nd BG Memorial Association. Credit for her excellent article was inadvertently omitted; with our apologies we would like to recognize her work.

Incidentally, the *Jolly Duck*, seen in the photo resting by a barn and farmhouse remained there for four days, being partially stripped by German soldiers and local towns-people. On the fourth day, RAF fighters strafed the aircraft in order to render it unflyable. In that strafing attack, the farmer, Trius Janson, went outside to see what was happen- ing and was hit by the gunfire, killing him.

We fight not for glory, nor for wealth, nor for honour, but for freedom which no good man will surrender but with his life.

From the Arbroath Manifesto, sent by the Nobles and Commons of Scotland to the Pope in 1320

In Memoriam

Something comes to the eyes
Something the ears cannot grasp
The snapshots of Billy's wife
And child, sitting on the shelf.

Wandering without Billy-
These pictures
In the blue expanse of sky
That he last spoke to going to Briefing.

We would write letters together
Side by side
Drawing the breath
Of life day by day.

He'd show me Carol's picture
With Ned.
I'd come to see them in Evansville
Out back, the flowering Spring.

We'd walk along a lake
Talk about things that
Made us laugh
Carol would have a feast for us all.

Something comes to the eyes
Something the ears cannot grasp
The snapshots of Billy's wife
And child, sitting on the shelf.

Marvin Silbersher, 447th BG
Lake Hopatcong, NJ

- Form may be reproduced -



JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

Name

FIRST

MIDDLE INITIAL

LAST

Address

CITY

STATE

ZIP

Telephone

Email

8th AF Unit

Not in 8th

Include me as a full Associate Member

In service

Branch

Dates

to

Were you a former member?

Member # if available

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

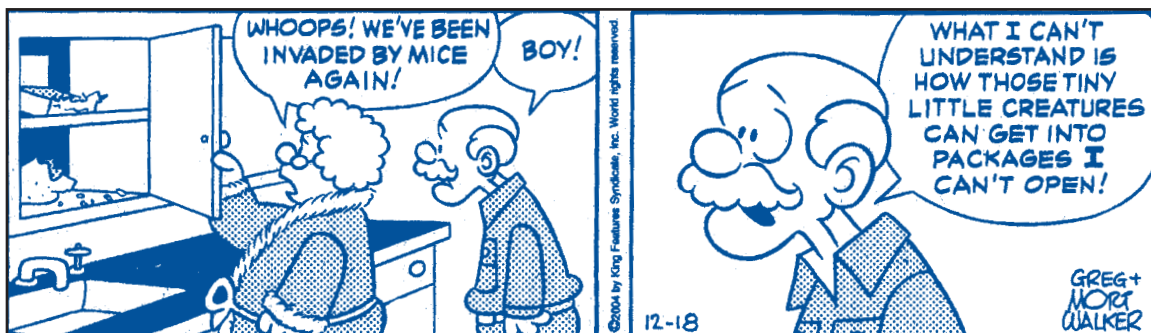
John Nicastro Inducted Into Ohio Veterans Hall of Fame

At the Franklin County Veterans Memorial in Columbus, Ohio an induction service and reception was held for the Class of 2005 Ohio Veterans Hall of Fame. John Nicastro served with the 303rd Bomb Group Hell's Angels in World War II. His post-war career was with the Ohio Bell Telephone Company, during which time he was active in community service and in numerous civic organizations.

John was the task force leader to implement the emergency 911 telephone system into Cuyahoga County. His three daughters continue his tradition of

service with careers in the medical and legal fields. His son and grandson serve as police officers. Another grandson has completed four years in the U. S. Air Force.

The Ohio Veterans Hall of Fame is not a military organization, but does recognize annually veterans who have shown outstanding service to their community and their country. Charter members include the six Ohio military veterans who have been elected to the Presidency of the United States and all Medal of Honor recipients from Ohio. John states, "In accepting this honor, I remind the Hall of Fame that this recognition is accepted on behalf of those that made the ultimate sacrifice and that we are fortunate to have a group of individuals called veterans."



A Bronx B-24 was installed in the Veterans Memorial Gardens, Balboa Park, San Diego. Dedication of both the Memorial Garden and the B-24 was Nov. 11, with B-24 crewmembers as honorees. In the picture are Brig. Gen. Robert Cardenas, 44th BG; Jack Stevens, 467th BG; King Schultz, 448th BG; C.N. Bud Chamberlain, 489th BG; R.C. Dick Baynes, 466th BG, and George Welch, *Bomber Legends* and Chairman of the B-24 Memorial.



Chapter News

LOOK LIKES THE FLORIDA CHAPTER WILL HAVE A GREAT CHAPTER REUNION!

Hey Jim:

Here's a heads up; the National 8th AF News printed my report on our May meeting and I gave your name and e-mail in the article for anyone who wanted to be with us from the national membership. So, hopefully, you will get some calls and e-mails from some folks who might be coming down for their winter in Florida who would like to attend.

Take Care, Ken

Hey, Jim:

I am very glad to hear it. I always have felt that we need to keep in contact with the National Organization and let them know what is going on with us, with our great new leadership and all. We also need to thank Donna at the 8AF News for taking such good care of us in the quarterly.

As far as helping out in Venice, just let me know what you want me to do when I get there.

Best Regards, Ken

Ken,

I can't keep up trying to stay caught up on my usual evening activities because of the emails and phone calls your AFHS News of our reunion appearance has caused! I hope these guys follow up by joining the Florida Chapter and/or attending the reunion as they promise. I sent out 3 News copies with registration form, and etc. Now, you better be here to help me next month as I'm already starting to get exhausted, before the fun will begin!

Regards,

Jim S.

KENTUCKY CHAPTER

The Kentucky Chapter organized a committee to raise money to place the kit "Honoring the American Past" in each appropriate school. This proved difficult so we are now proceeding on a plan to sell these kits to schools. We have reserved a booth at this year's annual conference of social studies teachers

and will be trying to sell these kits then. Carlita Carter has been able to get a proper carrying case for the kit. The case costs \$4.95 so with our costs and postage we'll be selling the case and kit for \$35.00.

Carlita has informed me that we are the only Chapter vigorously attempting to sell this kit. It looks like the Chapters are not doing much to promote this kit. In view of that it is my opinion that the kit will have to be sold through a company that sells educational material on a national basis. The extra expense involved will make it imperative to raise the price.

In spite of old age and infirmities we are fairly active for a bunch of dinosaurs. On Sept. 10 we exhibited at the National Guard Aviation Appreciation day in Frankfort.

On Sept. 13 we had a very attractive float in the Gaslight Festival here in Louisville.

On Sept. 20th and 21st we will be trying to sell these educational kits to the social studies teachers in Kentucky. Oct. 14-16 we will have a booth at the Kentucky Air Museum in Lexington at the same time as the Collings Foundations B-24 and B-17 appearance. Finally, when we mail a kit to the schools we will include the pamphlet "Lest We Forget" and a letter indicating our willingness to make a personal appearance and tell of our actual experiences during WWII.

Wayne Tabor Kentucky Chapter

NEW MEXICO CHAPTER

The New Mexico Chapter of the 8th AFHS held it's annual Fall General Membership Meeting and Luncheon at the Albuquerque Veterans Memorial Park, on Thursday October 13th, 2005. The members and guests in attendance totaled 94. Current Chapter membership stands at 213. Members and guests assembled at



New Mexico Chapter Monument Committee: in front, Chairman, Gil Martinez, Bob Vickers; in rear, Carl Albright, Hal Goetsch and Al Schwery

the dedication site at which time President Hal Goetsch opened the meeting. Chaplain Lem Boyles led the attendees in an invocation.

The Monument, dedicated to those from the New Mexico Chapter who served in the Mighty 8th during WWII, was ceremoniously unveiled by the Monument Committee: Chairman, Gil Martinez, Carl Albright (446th BG), Bob Vickers (392nd BG) and Al Schwery. During the ceremony the bag pipes were played by Ed McBride.

Following lunch, the nominated Board Members: Bill Pytenia, Charles Clendenin (401st BG), Robert Romine (97th BG) were elected.

MINNESOTA CHAPTER

Board of Directors Meeting

President Dick Kaminski opened the meeting calling on Treasurer Al Anderson for the Treasurer's Report. Balances total \$16,249.57 as of September 30, 2005. Treasurer's Report was accepted.

Larry Bachman gave a report on speakers at schools and other organizations. Refunds from National 8th AFHS was discussed.

Subscriptions to newsletter (local) and Minnesota chapter members will receive our local Newsletter.

A list of members of the Minnesota 8th AFHS will be published.

Annual Christmas Party will be December 4, 2005. 150 expected to attend.

Motion made, seconded and passed to donate \$250.00 to the Servicemen's Center at the Minneapolis-St. Paul

Chapter News

International Airport.
Meeting adjourned.
Bob Clemens Secretary

COLORADO CHAPTER NEWS

March general meeting:

David Shomper, Chapter newseditor,



Mike Quering, purple heart recipient, at the Colorado Purple Heart Memorial 19 Feb. 2005

presented a slide program of his days at the Kennedy Space Center, 1967-1970, where he was an engineer working on the Apollo Moon Landing Launches. Annual June general meeting was held at the US Air Force, most popular luncheon, with great attendance. Guest speaker was B/General Robin Olds. B/G Olds, graduated West Point, received Wings, credited with 17 enemy aircraft, triple ace, during WWII. Served



B/G Robin Olds, at left, with Col. Bill Bower

in Vietnam, credited with a lifetime 24.5 victories, Commander of the US Air Force Academy in 1968, retired in 1973. Included in the guests was Chapter member Col. Bill Bower. Col. Bower was one of the famous B-25 Pilots who flew with the "Doolittle Raiders" to strike the first blow against the Japanese in 1942. Both of these gentlemen are still in fine shape.

July activities included participation at the Centennial Airport July 4th celebration, recognizing WWII veterans and the arrival of the B-17 "Fuddy Duddy". Members visited with those interested in what it was like to fly the B-17 in combat missions. Later that weekend, Chapter member, George Meshko, was guest speaker at the EAA Regional meeting banquet, told of his 25

missions with the 96th BG. George was the second youngest gunner in the 8th to complete 25 missions. His comments and slides were great, especially his comments.

Incidentally, the original *Fuddy Duddy* went down over Germany in Dec. 1944 after colliding with another B-17. submitted by Mike Quering

NORTH EAST IOWA WING

The North East Wing Iowa Chapter met at the Elks Lodge in Waterloo on Friday Oct. 21, 2005 for a noon luncheon. 45 people attended the meeting.

Iowa Chapter President Charles Taylor, gave a report of our Iowa Chapter activities, our recent August state convention in Ames, and our Iowa Chapter members' album. The album is a hard cover book of 480 pages, in large print with good sized pic-

tures of each Iowa Chapter member. A copy of the album, "IOWANS of the MIGHTY EIGHTH" by Charles D. Taylor, has been placed in nearly every public library in Iowa, in our national museum at Savannah, Georgia, and some as far away as Texas. Leon Mehring served as cashier for the meeting with the very able assistance of his wife Vera, while Lorraine Reeves handed out name tags and after dinner treats. This was a great help, and very much appreciated.

Leon and Vera just celebrated their 60th wedding anniversary on Oct. 20, 2005. Leon also gave a report of their visit to the World War II Memorial in Washington D.C. He encouraged all to see it -- especially lighted at night. His sand castle pictures, which were on display, are outstanding. Our program was two professional videos: "Racing on the Winds" (Sailplane Racing), and "B-17G SENTIMENTAL JOURNEY".

Robert C. Reeves
N.E. Iowa Wing Commander

See Book Review of the Iowa Chapter's fine book in Book Review section of this issue, 8th AF News. -Editor

NORTH CAROLINA CHAPTER

The Fall business meeting was held Sat., Oct. 15, at the Statesville Holiday Inn with 25 in attendance. Officers and Directors were elected. Oct. 1, the Carolinas Aviation Museum, at the Charlotte-Douglas International Airport, dedicated the WWII Morris Field military flight operations building which is being restored. The building will be named in honor of Maj. Thomas Ferebee,



North Carolina Chapter meeting

Chapter News

the bombardier of the Enola Gay and a former resident of Mocksville, NC. Pilot, Gen. Paul Tibbets, and the surviving crew members of the Enola Gay, the B-29 which dropped the atomic bomb on Hiroshima in Aug. 1945, were on hand for the event. The significance of their attendance was noted by the recent 60th anniversary of Hiroshima.

The Eastern Wing met on July 14 and Sept. 29 at Abbottswood in Raleigh. The speaker was Col. Hal Shook, a P-47 pilot on D-Day.

On June 7, the Metrolina Wing met at the Red Rocks Cafe in Charlotte. NC Pres. Jim Jeffers was the speaker. He talked about his experiences during a 5-year period in the Middle East, especially Iran, their culture and aviation there. The Sept. meeting speaker was Gen. Tom Saddler.

In Hendersonville, the Western Wing has been averaging 28 plus at the monthly meetings. Wing Commander, Vic Brown, spoke about his pre-war jobs before joining the Army Air Force. Most were

war-related industries which gave him a good background and familiarity with the B-24s he would be flying. Bob Cheadle, a 1st Marine, shared his experiences in the Pacific. Flt. Engr./Gunner Don Lance, 93rd BG, was the Aug. speaker. John McLaughlin, B-17 pilot, and Bob Grosso, B-24 navigator, also had great stories about their experiences.

The B-17 "Fuddy Duddy" paid a visit to Asheville, NC. Many Western Wing members were on hand to hop a ride and later talk to visitors about their experiences. They also brought uniforms, flight jackets and many photo albums to share.

Jacques Morel

LOUISIANA CHAPTER

I am sure by now everyone knows where Louisiana is. Thanks to "Katrina" and "Rita". From reports that I received all our members had survived the storms. However some, including myself, had severe damage. Southwest Louisiana was hit by "Rita" where I live.

Now on the brighter side of things, our Louisiana Chapter will meet in conjunction with the Eighth Air Force Historical Society Reunion next year in Bossier City, Louisiana. These dates are October 2nd through October 6th. This past October in Washington D.C. Louisiana again was well represented at the reunion of the Eighth Air Force Historical Society. Ivan McKinney, one of our members from Bossier City and treasurer for the Society, was elected by the Board as the new President. Harry "Doug" Tanner, current President of the Louisiana Chapter, was elected as the new Secretary for the Society. A great reunion is being planned for Bossier City next year. As you know this is the current home of the Eighth Air Force and Barksdale Air Force Base. Many events are being planned under the direction of Ivan McKinney and Steve L. DePyssler. Please try and attend this reunion.

Harry "Doug" Tanner"
President

Two young physicians, one a Gynecologist specializing in diseases of women and the other a Psychiatrist treating mental disorders, decided to go into partnership and rent office space together to open their practice. They had to hang out their shingle and faced the dilemma of choosing the appropriate brief wording of their specialties following their names for the office signage out in front.

They first considered Drs. Andrews and Smith, *Heads and Tails*, but thought that may be confusing. The next idea was Drs. Andrews and Smith, *Nuts and Butts*, but that seemed a little crude. They finally agreed on just the right wording and called the sign company.

Their final decision: Drs. Andrews and Smith, *Odds and Ends*.

Dear Editor Brown:

This poem honors my husband, George R. Klare, a navigator on a B-17, imprisoned at Stalag Luft 1 (near Barth, Germany) after his plane was shot down over Hamburg December 31, 1944.

RECOLLECTION

Seeing a B-17
for the first time
after half a century,
he walks past the Queen
and notes her frailty.

Warfare, he thinks,
teaches you to dare-
without thought or care-
one true legacy
this thin-skinned machine.

Judy Klare
The Plains OH

During her career, Judy Klare has had over 490 of her poems published in news media and poetry review journals. -Editor



MIGHTY EIGHTH AIR FORCE
Historical Society
Heritage Museum

2006 Calendar



CAN BE PURCHASED EARLY DECEMBER

Women Take Flight T-shirt and Cap
Show your pride in the women pioneers of aviation by looking stylish and stunning. A soft yellow T-shirt cut in a flattering style is the background for a historic WASP photo. The baseball style caps come in mustard (yellow) or tangerine (orange) to complete a great casual look. T-shirts are ladies sizes and caps are adjustable one size fits all.



Pilot Bear and Sky Wings WWII Airplane Set

Here are two great items for the young or young at heart. The 10" plush bear is ready to take flight; complete with t-shirt, flight jacket and cap, scarf and goggles. The Sky Wings WWII collection has four air craft: a B-17, P-47, P-51 and F-4U. Each plane is about 4.5" long and has an information card describing the aircraft.



8th Air Force PX ORDER FORM

QTY	8TH AFHS PX ORDER FORM DESCRIPTION	PRICE	Circle One OPTIONS	TOTAL
	Golf shirt w/8 th AFHS logo on pocket Circle size and color choice	\$29.99	S, M, L, XL, 2X Red, White, Navy	
	Baseball Cap w/8 th AFHS logo embroidered	\$12.95	Red, White, Blue	
	8 th AFHS 4" jacket Patch	\$3.95	NA	
	8 th AFHS 3/4" pin w/clutch back	\$3.50	Member Life Member	
	8 th AFHS bumper sticker	\$.90	NA	
	8 th AFHS 4" round sticker	\$.75	NA	
	8 th AFHS plastic license plate	\$3.95	NA	
	8 th AF logo silk tie	\$27.99	Red, Navy	
	8 th AF 3" patch	\$3.00	NA	
	8 th AF 1" pin w/clutch back	\$3.00	NA	
	8 th AF logo white T-shirt	\$10.99 \$12.99	S, M, L, XL 2X, 3X	
	8 th AF logo ash gray T-shirt	\$12.99 \$14.99	S, M, L, XL 2X, 3X	
	Youth 8 th AF logo ash gray T-shirt	\$9.99	XS, S, M, L	
	Women Take Flight yellow ladies T-shirt	\$16.99	S, M, L, XL	
	Women Take Flight cap	\$14.99	Yellow, Orange	
	4 Pc. Sky Wings WWII Die Cast Airplane Set	\$24.99	NA	
	Stuffed 10" Pilot Bear	\$17.99	NA	
	Chapel window note cards, set of 8	\$10.00	NA	
	Stainless steel drink coozie	\$16.00	B-17, B-24, P-38, P-51	
	<i>Patriots Will-Surviving the Great Depression & WWII Combat</i> by Jack Hubbard, 246 PG PB	\$17.95	NA	
	<i>Willow Run-Colossus of American Industry</i> By Warren B. Kidder, 344 PG	\$39.95	NA	
	<i>Valor at Polebrook -Last Flight of Ten Horsepower</i> by School & Rogers, 142 PG, signed	\$24.95	NA	
	<i>Georgia's Army Air Fields of WWII</i> by M. L. Shettle, Jr., 139 PG, PB	\$14.95	NA	
	<i>Winning My Wings-A WASP in WWII</i> by Marion S. Hodgson, 286 PG, signed	\$24.95	NA	
	<i>Seventeen and Twenty-Four: The Barnstorming Bombers</i> Video	\$20.00	NA	

SUBTOTAL

6% SALES TAX-GEORGIA RESIDENTS ONLY

SHIPPING FROM CHART BELOW

TOTAL ORDER

Shipping and handling charges:

\$4.00 for orders \$.75-\$20.00

\$8.00 for orders \$20.01-\$40.00

\$10.00 for orders \$40.01-\$100.00

Alaska, Hawaii & International Orders Add \$15.00 to normal shipping charges

Order by mail or phone at 912-748-8888 ext. 116. Shipping and handling is added to all orders.

SHIP TO:

Name _____

Address _____

City _____ State _____ Zip _____

Phone Number (_____) _____

To pay with credit card.....complete the following:

VISA MasterCard Discover American Express

Card Number _____ Expiration Date _____

Signature _____

Or.....pay by check made out to the Mighty Eighth Museum Store

Send completed order and payment information to:

Mighty Eighth Museum Store, ATTN: Carlita Carter, P.O. Box 1992, Savannah, GA 31402.

WWII Aircraft Coozies

Enjoy your favorite beverage in one of these classic stainless steel coozies.

An insignia of the B-17, B-24, P-38 or P-51 appears on each coozie.

The stainless steel exterior has a gripping foam liner to hold your drink securely and a foam base to protect your furniture.



Book Reviews

Books reviewed in this section are presented for the information and pleasure of members of the 8th AF Historical Society and are related to the 8th experience. They are recent releases, currently in print and available from listed sources, many from usual book-seller outlets or online. All reviews are by the editor 8th AF News.

IOWANS OF THE MIGHTY EIGHTH

War-time Experiences As Told To
Charles D. Taylor

Charles Taylor, President of the Iowa Chapter 8th AF Historical Society, devoted years in collecting the stories of veterans from Iowa who served in the Mighty Eighth Air Force during the war. Here in *Iowans of the Mighty Eighth* are presented over 300 of these veterans' stories in their own words in a large hard-

back volume. In the course of the telling, these stories cover almost every aspect of the war – technical, historical and emotional. The personal experiences are expanded into perspective by additional sections of the volume telling the logistical and functional aspects of the air war over Europe.

Chapters are lengthy and very readable. They cover subjects of the war such as Base Life, Targeting, a breakdown of the various aspects of a typical mission (take off and assembly, escort, flight to the target and the bomb run), Life on American and British Homefronts, and Evadees who escaped capture after being shot down. There is a special Chapter on the individual Stalag Lufts – residences for over 28,000 8th AF Prisoners of War.

There are some very special chapters included here. A 50- page entry includes photographs of over 450 Iowans killed in action, airmen who served in every bomb and fighter group – an emotional tribute to those who did not return from the war. The central personal themes of the Biographies section of 165 pages present the individual stories related by the airmen from Iowa, replete with personal period photo-

graphs and many with current photos of the veterans as well. Their stories run the gamut of emotions, some humorous, some factually detailed, and others very personal and insightful. Author Chuck Taylor often traveled to the veterans' homes to obtain their oral history, sometimes sleeping out in a tent on the way. Notable also are two full-color sections: a description with WWII factual text, of each medal awarded to servicemen, and a very impressive presentation of over a dozen detailed paintings of the aircraft flown in combat by the 8th Air Force and by the Luftwaffe. This artwork and that of the book covers, was accomplished by professional artist/muralist Charles R. Taylor, the author's son, and alongside the stories of the Iowan veterans, is one highlight of the volume.

This is a weighty four-pound large-format book, 480 pages. When it arrived from the author, I kept it nearby on my desk and found myself picking it up many times reading the well-written interesting chapters, fascinated by the tales from the airmen. By reading this book, the extent of the war and the massive effort and sacrifice made by the 8th Air Force during the war becomes apparent. It is obvious that the cumulative history of 8th airmen from all 48 states is enormous. This volume gives a depiction of the personal side of that history from the men of Iowa, a history that can properly apply to everyone who served in the Mighty Eighth. Not just for Iowans, the memorable story of all American airmen in World War II is to be found here.

To obtain information and a copy of *Iowans of the Mighty Eighth*, contact: Charles Taylor, P.O. Box 847, Montezuma, IA 50171-0847. email: cdtaylor@netins.net

THE WINDOW AT ST. CATHERINE'S

by John F. Dobberty, Jr.

Here is a very timely edition to this issue's Book Review section, following the special presentation in Sept

05 8th AF News on the stained glass windows in the Memorial Chapel at the Heritage Museum in Savannah. Author Dobberty tracks the story of the 355th Fighter Group's accomplishment of designing and installing a special memorial stained glass window in St. Catherine's church in Litlington, England. He begins his tale discussing his meeting with fighter ace and outdoorsman Bill Cullerton and gives a gripping account of a fighter dogfight Bill had with two Me 109's during the war while piloting his fighter *Miss Steve*, named after his girl back home, Elaine Steven. He follows with the story of *Miss Steve's* low-level shootdown and Bill's trials in his attempt to evade capture by German forces. He tells of his contacts with 355th FG stalwart, Bob Kuhnert and with Pamela Sharp, warden of the church near the wartime base at Steeple Morden.

Dobberty designs a final window proposal of a large wreath with Group insignia and silhouettes of a P-51 and P-47 on either side. He becomes the only living American who has his window design honoring the 8th AF in any church in England. The Group motto *Our Might Always* is in the center, a winged 8th at the top. The design was approved and the window arrived at St. Catherine's church. The window dedication was held on May 16, 1993, with veterans and families in attendance. Bill Cullerton and the author visited the sunlit window one last time – the occasion of the 60th anniversary of the end of World War II in May 2005.

For information regarding this 153-page softback book, contact iUniverse, 2021 Pine Lake Road, Suite 100, Lincoln NE 68512 email www.iuniverse.com or tel 1-800-288-4677.



Book Reviews

MY WAR

by John C. Walter

He lived in "The Hut" for eight months while flying missions with the 95th Bomb Group. As pilot of the John Walter crew, he tells the story with the authority and humor of one who has been there and feels free to talk about it. The story entails his early years after enlisting in the Army Air Corps in 1942 while living in Long Beach, California. His journey through training, Dyersburg, and the trip over are told in most interesting detail. The details increase after arriving in East Anglia and flying his first mission with his crew. Author John Walter's first mission was to Merseberg!

"Tom began to call off the airspeed as we seemed to move ever so slowly down the runway. This was the first time we had flown the airplane with a full load of fuel, ammunition and bombs. We had less than one mile to get 60,000 plus pounds of airplane, fuel, and bombs up to flying speed.

"As the airspeed increased the rudder became effective, making it easier to keep the airplane going straight down the center of the runway. One third of the runway now lay behind. It was time to see if the tail could be brought up a bit. Not yet. Halfway down the runway. She still hadn't made up her mind to fly.

"Finally, with two-thirds of the runway gone, Tom called out "120." A little back pressure on the control column. The bouncing caused by the unevenness of the runway ceased. We were flying, just as the end of the runway flashed by only a scant few feet below. A light touch on the brakes stopped

the rotation and vibration of the main landing gear wheels. A thumbs up signal to Tom and the gear started up. Then the flaps were slowly raised."

Among combat crew tales, John Walter's *My War* is

an especially good one. The detailed descriptions of air corps life, the personalities, the commanders, the food and recreation and unusual aspects of combat missions as experienced by the author make the reader feel as if he was right there with him. Also unusual are Appendices that include labeled pictures of the bomb arming pins pulled from each mission flown, and explanations of the Pilot's Information Sheet.

The volume is hard-back and is 248 pages. Photographs included as part of the narrative. Contact: AuthorHouse tel 1-888-280-7715 or 1-800-839-8640 or email pressreleases@authorhouse.com online: www.aauthorhouse.com

COMBAT CREWS

The 306th Bombardment Group (H), 1942-1945

Compiled by Russell Strong

Combat Crews represents a life-long compilation of the men who were based at Thurleigh as part of the 306th Bomb Group, one of the "Four Horsemen" Groups who went over to England in 1942 as the first contingent of 8th Air Force airmen. The author was a navigator in the Group and was also assigned to Group intelligence. For decades he has served as historian and as editor of the 306th *Echoes* newsmagazine and has written and edited several extensive volumes preserving the history of the 306th Bomb Group.

This volume features crew photos of the crews who flew with the 306th, each with identifications, stations, and each a large half-page in size. An index lists each crewman alphabetically and where his picture appears. Where no photographs were available, the crews are listed, as customary, by the pilot's name in an extended Appendix to the volume. Most of the crews are posed with their aircraft, some being taken out on the airbase. The men pictured flew together on combat missions and are shown together in this unique presentation. They represent a true cross-section of young men who left home to fight a war for freedom.

There are 180 large-format pages in the book and is available by contacting: 306 Bomb Group Publications,

5323 Cheval Place, Charlotte NC 28205. tel. 704-568-3803 or email Russell. a.strong306@worldnet.att.net

GENTLEMEN

FROM HELL:

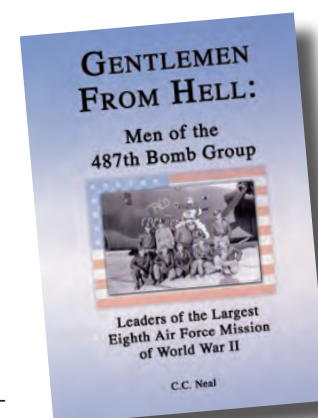
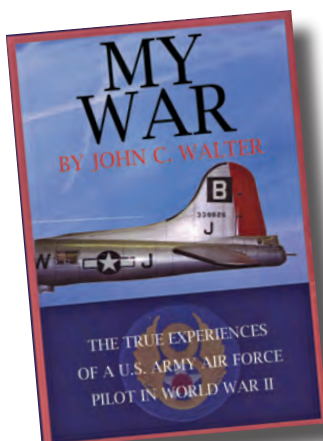
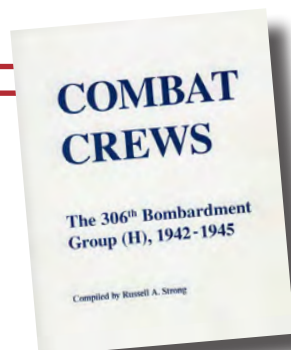
Men of the 487th Bomb Group by C.C. Neal

Author Cynthia Neal has spent the last 3 ½ years compiling a book of first-hand personal accounts of the airmen who served in the 487th Bomb Group, 8th Air Force, at Lavenham airbase. Her father, Tommy Craig, served with the 487th.

This volume is straight forward, presenting lengthy detailed text accounts of those who served. Interestingly, Cindy has printed the 301-page book in separate sections by each of the squadrons of the Group. Then and Now photographs accompany most of the chapter entries, with personal stories of 15 or 20 men of each 487th BG squadron, over 60 in all. The war in the air and on the airbases is told here, by the men, in compelling fashion.

The individual presentations are thorough and well-edited, and while each squadron had its own leaders and protocols, a central theme goes through each of the squadron's airmen's tales: these stories depict the character, bravery, perseverance, humor of youth, and the occurrence of too-frequent tragedies of the American airman in World War II.

The high-quality volume will take some time to read; its thought-provoking subject material leaves lasting impressions on the reader. For information on obtaining a copy please contact Turner Publishing at 270-443-0121, email: www.turner-publishing.com



CONTINUING THE 8TH AIR FORCE LEGACY #3 EARL WASSOM, CHAIRMAN

When in a situation where there is question about its outcome, people often exclaim, "Well, the jury is still out." Our war time combat missions in Europe are over but the mission of preserving the Legacy of the 8th Air Force is not finished. From what I have seen and experienced in recent months with our NEXT GENERATION population, the jury is in. They want the story to go on and on. I am proud to be an American and also very proud to have the assurance that the 8th Historical Society has many eager hearts and hands reaching out in support of not only preserving the work of the Historical Society, but on a larger scale, to continue the legacy of the World War II veterans and to begin the process of identifying, recruiting and documenting the deeds of all post WWII 8th Air Force veterans and the services which they have rendered to their country.

In planning for the Fall Reunion, I requested a meeting place for those of the NEXT GENERATION to assemble for their first ever Reunion in Arlington, Virginia. I was asked, "How large an area, and how many seats do you need?" I must admit that I had thought about it but a specific number, I didn't have a clue. I ventured a guess and responded, "Oh, I suppose about 40 or 50." The time-slot assigned to us was late in the afternoon, tours of the D.C. area had been taken, and others were still in progress. People were tired but at

the appointed time, around 60 gathered. Most of the seats were filled, and some of this eager generation stood for the entire session, attentive, responsive, and animated. This initial overture to determine interest in a NEXT GENERATION Initiative was an overwhelming success. Most of the Society Officers were present. As everyone entered the auditorium, a Personal Data Form was distributed to them. Vital biographical data, their relationship to the Society, and a listing of preferences for future service to the VDF Initiative was requested.

Over 50 data forms were received and extra copies were distributed to any who knew of others who would be interested in participating. In 45 minutes, much was accomplished. The NEXT GENERATION responded in a very positive manner. In that short time, many talents were discovered. Those with computer, communication, writing and illustrating skills presented themselves. They were ready to serve.

On Saturday at the annual business meeting of the Membership, three vacancies existed on the Board of Directors. When the Nominating Committee had completed its report, nominations were finalized, and the vote was taken, three NEXT

GENERATION individuals were elected to serve a four-year term. These individuals, along with NEXT GENERATION members of the Board, Harry "Doug" Tanner, Sulphur, LA; Mark S. Copeland, Lakeville, MN, and President Ivan McKinney, add significant strength to the Initiative! The *ad hoc committee* has functioned for over a year without a name. We are now officially The Eighth Air Force Historical Society, Next Generation.

The existing *ad hoc committee* has been formulating plans to harness the talents of these newly elected leaders and all others who have shown interest in the Legacy. Expansion of the size and scope of the *ad hoc committee* will occur. Areas which will receive immediate attention are units dealing with: (1) membership and data management (2) recruitment (3) reunion considerations (4) program development and (5) communications. All generations are taking seriously the responsibilities that come with association with the Society; that is, solidarity, faith, freedom, and loyalty.

As plans are finalized, more and more next generation individuals will be involved. You are invited to become a part.

– Fill out and mail in –

8th AIR FORCE PERSONAL DATA FORM NEXT GENERATION INITIATIVE

Name _____ Date _____

Street Address _____

City _____ State _____ Zip _____

Phone _____ (Cell) _____ E mail _____

Complete the following:

V Veteran Date of service _____

D Descendent Veterans name: _____, Military unit _____

You are a: child _____, grandchild _____, other relative _____

F Fellow You are a WW II: history buff _____, researcher _____, writer _____, collector _____.

Identify the organization (s) and give the unit number (s) of which you are now a member or are affiliated:

Bomb Group _____; Fighter Group _____; Ground echelon group _____;

State Chapter _____; 8th Air Force Historical Society _____; 8th AF Heritage Museum _____;

2nd Air Division _____; Heritage League _____; Other _____;

I have an interest in the following area in which I will assist the NEXT GENERATION INITIATIVE.

Legal _____; Financial _____; Membership and data management _____; Reunions _____;

Electronics and communication _____; Publishing and research _____; Development of Grants _____;

Museum and Memorials _____; Recruitment _____; Education and Scholarships _____;

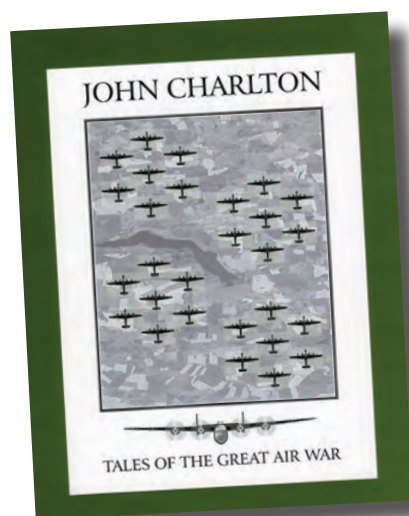
Other _____.

Contact Norma Chesser 13047 Bassford Drive, Houston, TX 77099-2207
E mail npchesser@yahoo.com phone (281) 498 6134
Dr. Earl Wassom 548 Brentmoor Avenue, Bowling Green, KY 42101-3772
E mail, e.wassom@att.net phone (270) 842 -0412



A very nice slick paper booklet by John Charlton is available, especially interesting as an adjunct to his fine book

B-24s At War which was reviewed in the June 05 issue 8th AF News. Four unusual stories are included by the author, who was a lead pilot in the 465th BG. These missions of March



1945 headed to the Graz, Austria marshalling yards, the Nueburg airdrome – home to Me 262 jet fighters – and to the Bleckhammer Oil Refinery. His personal accounts and especially his philosophy regarding his experiences as a B-24 pilot come through in the 8x11 account. Especially nice is the inclusion of a two-page Air Navigation Chart of the Munster to Brindisi, Italy route.

For those who want to experience the air war of the 15th Air Force in B-24 bombers, this *Tales of the Great Air War* booklet and the larger companion volume can be obtained by contacting Chris Charlton, 708 E. Hollywood St. Apt. #4, Tampa FL 33604-4257; email charltonc951@earthlink.net.

The P-38 National Association, located in Riverside, California next to March Air Reserve Base Museum, is producing a large-format calendar for



2006, featuring P-38 photos and historical highlights. The Association's hangar at the base is named after Tony LeVier, noted P-38 test pilot, and is full of P-38 memorabilia, photos, and history. Gil Cefaratt, Historian, is working with Turner Publishing on the project. P-38 Lightning enthusiasts may call 1-800-788-3350 for calendar information.

Gordon and Connie Richards, 8th AFHS representatives in the UK, recently were part of the 2005 Air Force Ball at Alconbury airbase, taking a good bit of their 8th AF memorabilia collection for display. They have a special request for a very special upcoming event. They ask that anyone – guys and gals - who were 8th AFHQ SC or the Air Force Composite Command please get in touch. A memorial dedication at Station 506 Milton Ernest Hall will be held in the upcoming year. The present owners have given permission to erect a memorial there – the location where Bandleader Major Glenn Miller lived while he was there. Find Connie Richards' address on the inside front cover of this issue 8th AF News.

Pentagon officials and the U. S. Air Force teams investigating the lost atomic bomb off the south end of Tybee Island, Georgia have determined, after analyzing 20,000 pieces of data obtained in a nine-month search, that there is no danger to people from the bomb. The 7,600 pound bomb was salvaged in 1958 by B-47 and 8th AF pilot Howard Richardson after being hit by an F-86 Sabrejet during nighttime prac-

tice exercises. Howard and his crew safely landed their crippled bomber at Hunter Field at Savannah, Georgia. The Air Force states that the plutonium capsule used to detonate the bomb was not in place at the time, even though 400 pounds of explosive charge and uranium was present. The USAF has closed the case – the bomb is still just off shore in shallow water.

Just a reminder to all **2nd Air Division Association** members:

Most know that the front section of an original B-24 from Duxford has been placed in the Combat Gallery of the Heritage Museum in Savannah. A major expansion of the role of the B-24 and the men of the 2nd AD is underway. Funding of the exhibit is over halfway home. Entitled *Second to None: The Legendary Liberator*, the B-24 *Fightin' Sam* needs your support. Send in contributions earmarked Fightin' Sam to the Mighty Eighth Heritage Museum, PO Box 1992, Savannah GA 31402. All contributions to the Museum and its programs are tax-deductible.

Time is of the essence. The crowd and the players are the same age always, but the man in the crowd is older every season.

Polo Grounds

A dedication of the newly restored American Section of St. Paul's Cathedral in London will take place on 17 November 2006. The Roll Book of 28,000 8th AF Airmen lost in the war is a special feature of the Cathedral. 8th AFHS Director Belton Wolf will be in attendance at the ceremony and will report on it in the next issue 8th AF News.

- Did you ever notice: The Roman Numerals for forty (40) are "XL"
- If you can smile when things go wrong, you have someone in mind to blame.
- The sole purpose of a child's middle name is so he can tell when he's really in trouble.
- When you put the two words "The"

and "IRS" together, it spells "Theirs."

The Wall of Valor program honoring crews and individuals who served in the Mighty Eighth or who have made a significant contribution to the country is now open again at the Mighty Eighth Air Force Museum in Savannah. The program had been stood down for awhile but now is up and running at full throttle. It was the initial program to honor 8th veterans when the Museum was being built in the early 1990s. For complete details contact Pam Sconyers or Peggy Harden at the Museum. tel 912-748-8888.

Also, Groups or 8th organizations who wish to place a memorial in the museum's Memorial Gardens may call the above number for information.

Research indicates that Bilberry extract may help with visual acuity and with disorders from glaucoma or diabetes. Before night missions, WWII Royal Air Force pilots would eat Bilberry jam



A B-24 Liberator flies past the Sparkleberries on the Greene farm.

and claim their night vision improved noticeably.

Jimmy Greene of Americus, Georgia operates a large family farm near Souther Field, a training base during the war and also the site of Charles Lindbergh's first solo flight. Bilberries, locally known in south Georgia as "Sparkleberries," abound on the Greene farm and were plentiful during the war. Jimmy recalls that RAF fliers who were training at the airfield would often be seen out on the farm in nearby fields

and woods, occasionally offering to help with the crops. Young Jimmy thought at the time that the British cadets may be coming there to gather Sparkleberries, but looking back in later years, he realizes that they were perhaps motivated by the daily presence of his personable and attractive older sister, and were looking for a date with her.

JAMES ERSKINE

Jim Erskine was a familiar figure at 8th Air Force Historical Society functions and reunions for many years. He served in the capacity as Unit and Chapter Committee Chairman developing and advised the formation and function of 8th AF and 8th AFHS organizations. Jim's updated list of Unit /Chapter contacts was always current and available, vital in keeping 8th AF programs steady and coordinated. His communications with 8th AFHS leaders were traditionally clear and always uniquely right to the point. Jim and his wife Joe Ann attended all Board of Directors meetings of the Historical Society for many years. His annual committee meetings at the reunions were enthusiastically attended and his leadership was essential to the ongoing functions of the Society. Jim was a founder and past-President of the Ohio Chapter.

Jim's 8th Air Force career was serving as a tailgunner on B-17s, flying with the 487th Bomb Group, the Gentlemen From Hell.

He was hospitalized for an emergency medical problem during the annual reunion in Washington and died the day after Veteran's Day, November 12, 2006. Memorials for Jim Erskine may be sent to the Mighty Eighth Air Force Museum in Savannah, Georgia in his name.



Jim and Joe Ann Erskine



BULLETIN BOARD

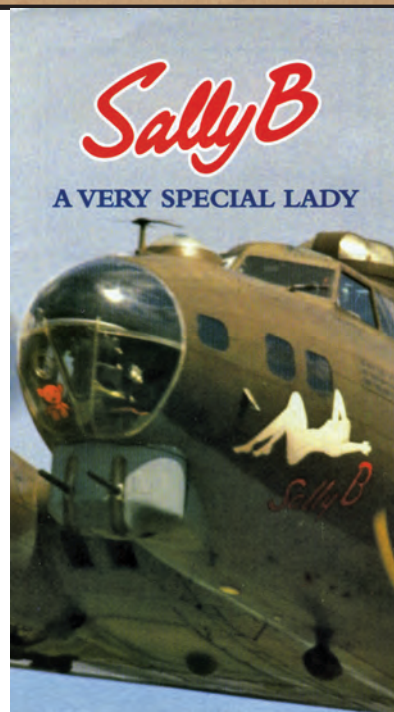
SUPPORT TO KEEP DUXFORD B-17 *Sally B* FLYING WIDESPREAD

The *Sally B*, based at Duxford in the UK is flying again. The Duxford B-17 bomber was grounded due to enactment of severe liability insurance regulations which took effect this year. With assistance of Lloyd's of London insurers, supporters, and Sir Richard Branson, the aircraft flew on July 10 in the flypast marking the 60th anniversary of the end of World War II.

The organization B-17 Preservation obtained a petition with over 7,000 signatures, headed up by enthusiasts such as Lisa Parnell, who has long been active with airbase preservation activities and with the naming of a

modern military transport as *Piccadilly Lily* – the name of a 100th Bomb Group's Square D wartime Flying Fortress. In addition, *Flypast* magazine, took part in publicity efforts for the fund drive.

The problem has not gone away, however, and for 2006 and subsequent years, support for the project is still needed. Check out information online at www.flypast.com. The B-17 Charitable Trust Appeal to keep the *Sally B* in the air as England's only flyable WWII American Heavy bomber has further info at sallyb@b-17preservation.demon.co.uk. Donations can be forwarded to: PO Box 92, Bury St. Edmunds, Suffolk IP28 8RR, UK.

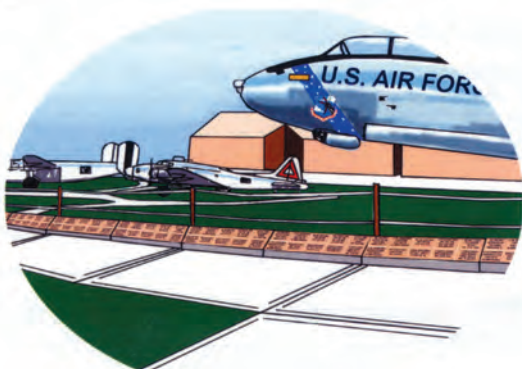


MALL OF MEMORIES HONOR PROGRAM UNDERWAY AT BARKSDALE

At Barksdale AFB, Louisiana the Eighth Air Force Museum is conducting a Mall of Memories program that lets you honor someone who, past or present, has served our country and also to honor their organizations. Service dates and Units may be included in your inscription. The inscribed bricks will follow walkways that are part of the outdoor exhibits of static aircraft, including all of those which were flown by the WWII 8th Air Force.

Bricks with personalized inscriptions are available and measure 4x8 inches. Four lines of 20 spaces each are ready for your inscription. There is a special price for members of the 8th AF Historical Society – just \$50. Print plainly your lines you wish to be inscribed, send a \$50 check or Visa/MC/Discover card number and expiration date along with your name and address to: **Eighth Air Force Museum Association, Inc., P.O. Box 8159, Bossier City LA 71113-8159. For further information call 318-752-0055.**

Your brick will be part of the Memorial Walkway in time for our 8th AFHS 2006 annual reunion in Shreveport!



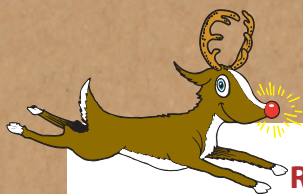
THE CENTURY FLY INTO NEXT CENTURY LED BY NEW GENERATION

by Cindy Goodman, Editor, *Splasher Six*

The 100th Bomb Group Foundation, acting at its October reunion in Pittsburgh, PA, has elected a "Next Generation" president to lead the organization. The 100th BG is one of the first of the "Mighty Eighth" groups to make this historic change.

At the recommendation of the Board of Directors and a vote of the group in general business meeting, Jim Bittle, son of Billy Bittle, a navigator in the 350th Squadron, assumed the lead of the Foundation. A Vietnam era Air Force officer, Jim met his father's crew in Sioux City, IA, in the weeks before they left for Thorpe Abbots. He was 5 months old at the time and doesn't remember much because "I was supposedly left in the hat check room to sleep through their drinks and dinners."

A few reunions ago, the question was raised, "Should we make the next reunion the last, since so many of the Veterans are gone and there won't be many to continue the Association/Foundation much longer?" There was a resounding, "NO!" The next generations are dedicated to continuing what has been established, to maintain and expand the website (www.100thbg.com), and to preserve the history of this magnificent group of WWII Veterans." The 100th Bomb Group welcomes the "New Generations" and our new President, Jim Bittle.



BULLETIN BOARD

RAF MUSEUM PURCHASES WORLD'S ONLY KNOWN SUNBEAM ARAB

The Wolverhampton firm of John Marston & Sons, bicycle manufacturers, produced Sunbeam motor cars from 1909 when joined by French engineer Louis Coatlén, who from 1913 designed a series of aero engines.

As discussed in Alec Brew's book on Sunbeam engines, the Arab, delivered from May 1917, was produced in two versions, the geared Arab I - as now acquired by the RAFM - and ungeared, direct-drive Arab II, both with cast aluminum cylinder blocks and cylinder heads. It was put into production without sufficient preliminary testing and suffered from casting problems and severe and unresolved vibration problems due to its connecting rod layout; these were so bad that the First F 2b fitted with Arab lost five exhaust stubs over the English Channel. Development problems meant delivery was protracted and its service life was short and unsatisfactory, though few Arab engined aircraft reached operational squadrons. Some 6,160 Arabs were ordered, of which 1,311 were delivered, being fitted to a variety of aircraft including at least 689 Bristol F.2b Fighters and 160 Sopwith Cuckoos.

Arab production was also sub-contracted to four other manufacturers, including 560 ordered under licence from Willys-Overland Co. in Toledo, Ohio, USA. They delivered from Spring 1918, from where this only known surviving example of the Arab may have crossed the border into Canada, being purchased from a Museum in Markham, near Toronto, Ontario in 2005, and delivered to the RAF Museum at Hendon on 11 April 2005. Its earlier history is currently unknown.

It is now displayed in the original Historic Hangars adjacent to the Bristol F.2B Fighter, a type particularly associated with the Arab.

SUNBEAM ARAB 1 TYPE Eight-Cylinder V-type water-cooled aero engine, TAKE-OFF RATING 208hp at 2,000rpm, BORE 4.72 inches, STROKE 5.12 inches, WEIGHT (Dry) 530lb

For information email: ajay@rafmuseum.org

THE WINDOW AT BURTONWOOD

The Burtonwood Association membership has in place a stained glass Memorial window in St. Michaels Church in Burtonwood village honoring those Americans and British who served at the base from 1939 to 1993. Paul Neuman, Tennessee Chapter member who served on the base during the war, states that the window was commissioned by the Association and is part of the church services held for the veterans during their reunions at the base.

The RAF Burtonwood base was the largest military base in the UK during the war, handling over 15,000 aircraft and responsible for the maintenance of the U.S. 8th, 9th, 12th, and 15th Air Force aircraft. The facility was operated as a Base Air Depot from 1942 until its return to the RAF in 1946. Its history includes operational functions during the Berlin Airlift in 1948 and throughout the Cold War. During its 54 years in operation, the base saw over 40,000 people serving as part of its contingent.

The Burtonwood Association is active in the preservation of wartime and aviation history and holds reunions, events and activities, as well as maintaining the Heritage Centre on the site. The U.S. Contact is James Ruel, 302 Peach Orchard Ave., Dayton OH 45419-2644. In the UK email Iris Simpson at: sgismp@aol.com.



Hogan, Donald, Ogden UT; 493rd BG; flew D-Day and 35 other missions –from friend John Lindquist Crowe, John, Citrus Heights CA; 491st BG Ringmasters copilot; On one mission saved his aircraft and crew by quick action in a near mid-air collision with the Bill Evans B-24 crew, of which two members were killed after capture by Germans – the first of the 491st airmen to die in action. After completing a tour as accomplished pilot in England, went to fighter pilot training to fight in the War in the Pacific after his brother was killed in a plane crash in Alaska fighting the Japanese; accomplished writer and contributor to 8th AF publications; career as Chief of Engineering Standards with Corps of Engineers –from friend Hap Chandler

Editor's note: John Crowe's story was told in Debriefing, 8th AF News, Sept 05.

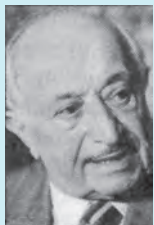
Hanson, Robert, Albuquerque NM; 91st BG; radio operator with Bob Morgan on the Memphis Belle; last surviving crew member of the Belle, the

Simon Wiesenthal

Living until age 96, Simon Wiesenthal dedicated his life tracking down Nazi war criminals, bringing justice to those who executed over six million Jews in the Holocaust years before and during World War II. He was first sent to a German concentration camp outside Lviv in 1941, and escaped from the Ostbahn camp in 1943 just before the Germans killed all the inmates incarcerated there. Recaptured in June 1944, Wiesenthal was sent to Janwska, but escaped death when the SS guards retreated before the Russian troops reached the camp.

He survived a dozen concentration camps before being freed by American ground forces. He played an important role in capturing and executing the SS leader in charge of exterminations, Adolf Eichmann.

During his fifty years of tracking down Nazi murderers, he brought over 1,100 war criminals to justice. Simon Wiesenthal was buried in Israel.



Wiesenthal

first 8th AF bomber to return to the US with its crew after completion of 25 missions; He flew his missions with his sweetheart Irene's name painted beneath the window of his radio compartment; career as sales manager in Walla Walla WA; his death occurred the same month his famous airplane was shipped to its final home at the USAF Air Museum in Dayton OH –from Linda Morgan; Larry Grauerholz

 Comment from a note from Gen. Bob Clements:
 Fate is a fluttering hawk
 Whose eyes survey the field's abundance
 'neath his talons' sway.
 And we who dart below in search of joy are seized
 And, one by one,
 Become his prey.

Dr. Maurice Bisharat

 McCabe, John, Havertown PA; 486th BG, r/o on Harry Strobe's crew; Pennsylvania Chapter; Past -treasurer 486th BG Association
 Biggers, Clayton, 490th BG; North Texas Chapter –from Dick Atkins
 Freeman, Roger A., Mays Barn, Dedham England; Historian and valued friend of the Mighty Eighth (see entry elsewhere in this issue 8th AF News)
 McGinnis, Delbert "Mac", Delavan WI; 306th BG pilot and also copilot on Lester Evans crew; long career as educator and superintendent of schools in his hometowns in Wisconsin
 Jordan, Harold, St. Petersburg FL; 493rd BG Motor Pool Sgt. – from his buddy Jack Feller (See Debriefing, this issue 8th AF News)
 Armstrong, Tobin, Houston TX; 56th FG pilot; lifetime of productive contributions to the world's cattle industry; owner 50,000 acre 153-year old Armstrong Ranch; grandson of Texas Ranger John Armstrong who captured notorious outlaw John Wesley Hardin
 Levy, Herbert, Miami FL; 303rd BG navigator/bombardier; POW for 13 months; founded in Houston TX Jack Rogers Shoes, with success in names like Rio Vista and Here We Go named for entertainer Willie Restum's trademark

phrase –from Al Lea
 Taylor, Robert; 303rd BG bombardier on B-17 Lady Luck; POW for 2 years
 Burns, Francis; Chelsea MA; 303rd BG radio operator on Skywolf, one of the original B-17s to enter combat with the 8th AF –from sole surviving crewmate Frank Hinds
 Newcomb, Harry "Bud"; 303rd BG; POW, shot down on 12 Oct 44
 Paris, Frank, Metter GA; USAAF pilot; long-time owner of seafood restaurant at Thunderbolt near Savannah
 Kyle, George; Ft. Lauderdale FL; 303rd BG pilot; recently attended the 303rd BGA reunion in Dayton OH with his daughter Carol, who spoke at the memorial services with him present on the front row
 Osborne, Mark, Poland OH; 457th BG radio operator with 32 missions
 Mann, Lewis, Decatur GA; engineer in England and on the continent building runways and airbases from 1942-1945
 Clump, Curtis, Coopersburg; 458th BG
 Wagner, Robert, Bethlehem PA; Base Air Depot 1
 Eddins, James "Cuz", Marietta GA; P-38 pilot; career as design engineer with Lockheed Martin
 Benscoter, Sheldon, Allentown PA; B-24 crewman 15th AF; POW Stalag VII A
 Motsek, Michael, Easton PA; 379th BG; 35 missions; shot down three times –from William Dreisbach
 Bachman, Donald, Dallas GA; 51st FG, 14th AF; Flying Tigers Assn. and P-51 Mustang Pilots Assn.
 Berry, Robert, Atlanta GA; 8th AF 1942-1945
 Whitfield, Douglas, Lilburn GA; B-17 navigator
 Long, Maurice, Bethlehem PA; 9th AF; B-26 pilot with Martin's Marauders
 Smith, Billie; 96th BG copilot of Smokey Stover; pilot of Wacky Woody; flew 25 missions during 1943; B-29 instructor 1944-45 –from his children Sheila, Bob and Donna
 Snyder, Norman "Stu"; 351st BG; New Mexico Chapter
 Mendel, Felix, Savannah GA;
 Kaspar, Billy, Springfield OH; 359th FG pilot; 70 combat missions supported Normandy invasion, the Netherlands campaign and the Battle of the Bulge

in the Ardennes –from his sons Larry, Steve and Mark
 Hunt, Calvin, Cortland NY; 401st BG navigator; 19th Troop Carrier Squadron pilot in Korean War; served with Air Refueling Squadrons in SAC; career as airline pilot
 Arnold, Billie, Houston TX; 8th AF
 Allison, Fred, Faucett MO; -from Joe Jameson
 Phillips, Capt. David Joseph, Savannah GA; Flying his F-5c Freedom Fighter "Skoshie Tiger" on a close air support mission over Kien Gang Province crashed on 3 July 1966 after releasing his ordnance; first reported as prisoner of war, remains identified recently after crash site excavation.
 Daughter, Donna Hatcher, attended the recent Vietnam Memorial Dedication at the Mighty Eighth Air Force Museum.
 Freeman, William, Germantown TN; career in USAF and political public service in Memphis; Tennessee Chapter
 Bischofs, Hans, St. Petersburg FL; 303rd BG copilot on Jack Breslin crew; 34 year career in USAF –from his son Paul
 Swindle, Vance, Birmingham AL; 36 missions as B-17 tailgunner; Alabama Chapter
 Brooks, Thomas, Athens AL; Alabama Chapter, North Alabama Wing
 Baker, Howard "Bill," McDonough GA;

28 missions as btg in B-34s and B-17s
 LaPorte, Anthony; 390th BG; engineer designing modifications to bomber and fighter aircraft – Wisconsin Chapter
 Rendleman, Charles "Chuck"; BAD 2 from 1942-45; Wisconsin Chapter
 Braeger, Robert, Milwaukee WI; 34th BG; a patriot, with a career as auto dealer who refused to sell any foreign made cars; Wisconsin Chapter
 Kempter, Joseph, Milwaukee WI; Wisconsin Chapter
 Drinkard, Walter, Trussville AL; Alabama Chapter
 Hall, Franklin, 303rd BG copilot; shot down twice; POW; Alabama Chapter
 Vear, Judd ; Moraga CA; 361st FG pilot; 40-year career in publishing with William Randolph Hearst Corporation; editor of Good Housekeeping magazine
 Pace, George, Hannibal MO; 361st Med. Ad.; Missouri State representative for 3 terms; active in community activities, Salvation Army, Evening Kiwanis, Hannibal Library Board
 Carpenter, Edwin "Rip", Houston TX; 458th BG –from Al Lea
 Bily, Joseph "Bob", Arlington TX; 8th AF; active lifetime in 8th AFHS activities
 Peterson, Lloyd, Northbrook WI; 381st BG navigator; flew Baboon McGoon to Berlin 21 June 1944, shot down, POW
 Stalag Luft III

Middleton, Emory, Nahunta GA; 4th FG pilot.
 Barnacle, John, Huntsville AL; 8th AF; evadee, shot down over Yugoslavia; Huntsville Wing Alabama Chapter
 Wingard, Charles, Fredericksburg VA; 351st BG ttg/engineer on B-17 Shoo Shoo Baby; War Between the States historian
 Todd, Gordon; 447th BG bombardier on B-17 Old Scrapiron; career as Owner of commercial construction company
 Todd Building –from his wife Marcia
 Erskine, James "Jim", Toledo Ohio; 487th BG tg; past-President Ohio Chapter; Chairman Unit/Chapter Committee national 8th AFHS; friend to many 8th veterans –from his wife and children Cindy, Diane, Mike, Jane, Scott, and Tim
 Siekman, Roy, Mulbury IN; 96th BG B-17 pilot; flew C-54s in Pacific Theater
 Vest, Stanley, Bailey's Crossroads VA; - from his daughter Mary

The bravest are surely those who have the clearest vision of what is before them, glory and danger alike, and yet notwithstanding go out to meet it.

Thucydides (Pericles speaking)

Senator D.E. "Rusty" Crowe II

321 War Memorial Building
 Nashville, TN 37243-0203

DEAR RUSTY:

I was saddened to learn of your father's death from Steve Preas. In his memory I am sending a contribution to the : "Legendary Liberator" exhibit at our 8th Air Force Museum. The B-24 was a man's plane and John was one of the best pilots we had - and a member of one of the best crews in the 852nd Squadron. He had a little problem with the Squadron CO, but, I seem to recall, that General Leon Johnson, our Wing Commander, noted his gold bar when decorating him \with the DFC directed that he be promoted immediately. John was a frequent correspondent

to our 491st newsletter and I always envied his facility with the English language. He was a great American and Tennessean, we will miss him. Please convey my condolences to the rest of your family

After an extended illness John W. Crowe died September 23rd at this home in Citrus Heights, California. John was a member of one of the original crews of the 852nd Squadron, 491st Bomb Group. For his service as a combat crew member he received the Distinguished Flying Cross, Air Medalw/clusters and battle stars. Completing his tour of combat in September 1944 he returned to the United States and began training as a fighter pilot. An older brother, a P-38

pilot, had died in a crash in Alaska while fighting the Japanese. John was anxious to join the war against the Japanese in the Pacific, an ambition which was thwarted by the surrender of the Japanese.

A graduate of the University of Tennessee he had a long career with the Corps of Engineers. He served in North Africa and the Far East before returning to Sacramento where he retired from the Corps as Chief of Engineering Standards. A frequent contributor to Eighth Air Force publications he was an accomplished writer and raconteur. His ashes were returned to the hills of Tennessee which he loved.

Sincerely,

F.C. Chandler, 491st BG Atlanta, GA



8TH AIR FORCE VETERAN LAYS WREATH AT MADINGLEY MEMORIAL CEREMONY

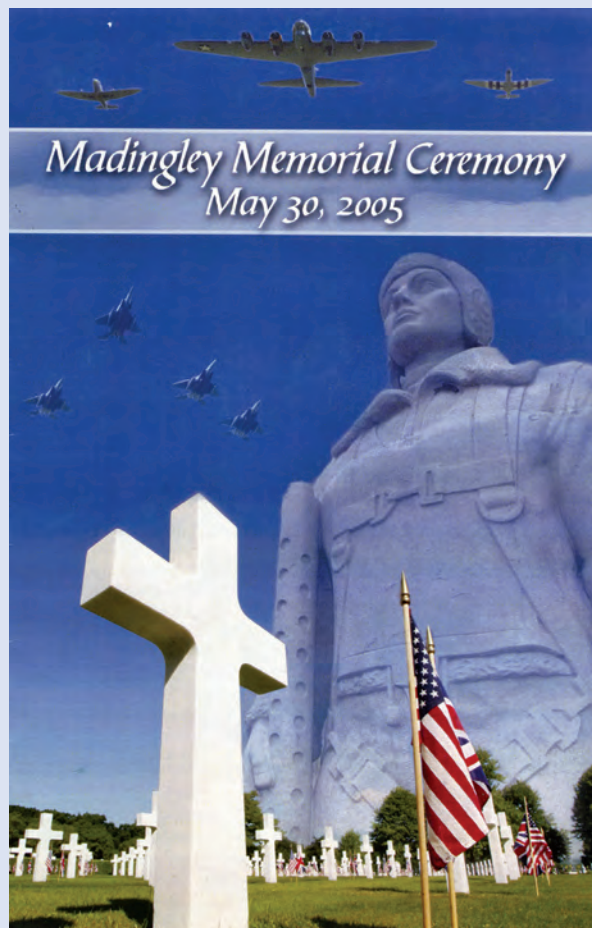
The Memorial Day ceremony at the Cambridge American Cemetery took place on May 30, 2005. The solemn ceremony, with honor guard, military band, and aircraft fly-by, is one of the most impressive of the yearly activities remembering those who were lost in the war.

Following the National Anthems of Britain and America, Chaplains Doug Sullivan and John Srode, 48th Fighter Wing RAF Lakenheath, offered the Invocation and prayers to the American airmen and women. The main speaker addressing the audience was Mr. Hugh Duberly CBE, Her Majesty's Lord-Lieutenant of Cambridgeshire and Mr. David T. Johnson, Charge d'Affaires A.I., U. S. Embassy in London.

The Presentation of Floral Decorations was introduced by Mr. Johnson and by B/G Mark T. Matthews, 48th Fighter Wing Commander. The 8th AF Historical Society was represented by Connie and Gordon Richards, who have attended the ceremony for many years. The 8th AFHS wreath was placed by an 8th AF veteran and Historical Society member, Harold Bougher, who was visiting relatives in Bedford.

After a "missing man" fly-by of 48th FW F15 Eagles, the national flags were raised.

The ceremony was organized and directed by the 48th Fighter Wing "Team Liberty" with special thanks to the members of the Madingley Memorial Ceremony Committee.



The new Mural at the Mighty Eighth Air Force Museum features the B-17 Snap! Crackle! and Pop! which was piloted by Jacob Wayne Fredericks, 303rd Bomb Group.



F 15s - The "Missing Man"



Connie Richards with 8th AF airman Harold Bougher and our 8th AFHS Wreath

WHO IN THE HELL IS FLYING THIS PLANE?

by John Truluck
56th Fighter Group

On October 15, 1943, my squadron was returning from an uneventful bomber escort mission over France. By the time we reached the Channel coast we began to receive radio reports about severe weather over the East Anglia portion of England. The controller, via radio, advised that the entire coastal area was weathered in and that we were to proceed inland for a clear area to land. After flying for some time over the thick clouds at about 6,000 feet, Capt. Bud Mahurin signaled me to close in and we began a decent down through the clouds. In clouds, the leader uses instruments and the others in the flight tuck in close and fly by the leader's plane. I found it easier to be almost touching wing tips and only a few feet behind and lower than the leader.

We started down through the clouds and after a few minutes instinct told me to move away from Mahurin. As soon as I had moved a few feet away a church steeple went between us. I broke off up and to the right and as soon as I was above the clouds I found and rejoined Bud. The controller was still advising to proceed west. After some time we began another descent down. This time, in addition to watching Bud's wing, I tried to keep a lookout ahead, the clouds were thick and visibility was near zero. When we reached thin clouds near the ground, we barely passed over a smokestack and I climbed back up. After more time, Bud called to say that he would attempt to get through alone and for me to stay above the clouds until I heard from him. He managed to break out of the clouds barely above tree tops and called to tell me not to try. He was fortunate to find an airdrome and landed, leaving me flying west.

After a discussion about the hilly country I was advised, "We think that you are too far into the hills and should bail out immediately." Naturally I did not like the idea of testing a parachute, and I certainly did not want to lose my new plane after all the work my crew

and I did waxing and polishing it with shoe polish, installing a mirror and sun visor, renovating the heating system, and painting "Lady Jane" on the engine cowlings using large bold script along with names of pilot and crew, plus three German crosses. After mulling a few seconds about this I told the controller that I was going to make one more attempt and the controller replied, "This is an order, bail out immediately." My answer was "Who in the hell is flying this airplane?"

I decided to try one more time but I would not go below 2000 feet in the clouds due to the possibility of running into a hill.

I was flying at 4000 feet when I began the descent and after not more than 1000 feet I broke through the cloud front. Never had I seen a more glorious sight since ahead there was not a cloud in the sky as far as I could see. However, I was completely, thoroughly and totally lost. I could see absolutely no sign of civilization, only hills covered with trees or other vegetation. I had only a second or two to choose which way to the nearest airdrome? Straight, turn right, or turn left. I turned left and after a couple of minutes or so I saw an airfield directly in front of me, truly a godsend.

When I was close enough I could see one runway and a large grass field. There were a number of gliders sitting on the end of the runway waiting to be towed off, and in the traffic pattern were two or three gliders coming in for a landing. I made a direct straight-in approach, disregarding the universal rule of glider priority for landing, dropping my wheels and flaps at the last minute and I set down on the grass. The wheels had barely touched the ground when the engine stopped due to lack of fuel.

As soon as the plane stopped I crawled out, kissed the ground, and sat there thanking the good Lord and grinning from ear to ear. While sitting



P-47 Thunderbolt

there a car drove up with the English CO, a Group Captain. He proceeded to chew me out for landing on a field with gliders in the air. I looked at him and replied, "Sir, there is nothing that you can say to me that will make me mad today," grinning all the while. He wanted to know where I came from and I made a facetious remark that the last place I recognized was a town in France near the German border.

The weather stayed souped-in and I lived a miserable two days, being totally ignored by the British personnel. The plane was refueled but the weather conditions were so bad that they refused to give me clearance to fly. I was unable to contact my base telling I where I was.

On the third day I definitely had had enough and went to the plane, gave it a partial preflight check, as much as I could, straining to pull the propeller blades the full turn necessary before starting the engine. This was a really hard task for a single, small man. I crawled into the cockpit, and without clearance, permission, or a flight plan, I took off and did not contact anyone on the radio until I was back at home base. I expected to be called on the carpet and chewed out for violation of a fist-full of rules. I never heard a word on this.

When I arrived at base several people asked me if I knew who the controller was when I was lost in the clouds. They could not wait to see my face when they told me that I told Gen. Kepner to go to hell - their facetious interpretation.

On March 14, 1944, we were visited by Lt. General Tooey Spaatz, Commanding General, Strategic Air Forces in Europe; Major General Doolittle, Commanding General 8th

Air Force; Major Gen. Kepner, Commanding General, 8th Fighter Command; and Brigadier Gen. Auten, Co, 65th Fighter Wing.

There was a command performance for all pilots to assemble at the Officers Club to meet the brass. Our pilots were lined up and with Colonel Zemke leading, each pilot was introduced as the brass went by. When General Kepner got to me and I was introduced, he asked "Are you the one called Lucky?" I replied "Yes sir," half-way grinning since I was expecting a reprimand. He said, "I think that we met before when you were lost in the clouds, and was

56th Fighter Group Thunderbolts



ordered to bail out and you wanted to know 'Who the hell is flying this plane?' I was the one you told to go to Hell!"

He laughed, put his arm around my shoulder and said "I got more kick out of that than anything so far in the war and I'd like to have more pilots like you."

John H. Truluck, 56th FG
Walterboro SC

—abstracted from John Truluck's book
"And So It Was" -Editor

8TH VETS LICENSE PLATES

Cliff Howard, Portage, Wisconsin, flew as waist gunner with 392nd Bomb Group's Ed Menarchik crew. Cliff states he gets lots of "thumbs up" signs on the highway and "Thank You" when he stops for gas at filling stations.



From Huntsville, Alabama appears a photo of William L. Dean with his license tag honoring his 351st Bomb Group.

W. L. states, "Old man, old car – ages 93 and 23 respectively. The car was built in Stuttgart, Germany. We dropped lots of iron on this factory 62 years ago. I may now be riding around in some of it.

We have the best organization, best people and best magazine in the country!"



W.L. Dean,
at left



The Gunfighter P-51 in a finger-four formation.

352nd Fighter Group Pilot Flies Again

Grady/Jane:

I was asked to write up my feelings about my flight in the P-51 at our 352nd FG reunion in Wichita in September and thought you might enjoy my comments on this nostalgic flight.

Although I flew some 87 combat missions with the 352nd Fighter Group dur-

ing WWII, about half of those in a P-51 Mustang, flew the Mustang again during the Korean War and had a ride with Tony Buechler, one of our warbird owner-pilots in the 80's, it had been many years since I had climbed into a Mustang until our recent reunion in Wichita.

There, for the first time in 61 years, riding in the now modified two-place P-51 with Al Schiffer doing the flying, I found myself once again flying in close formation with my wartime Flight Leader,

Don Bryan, off our wing in another beautiful bluenosed Mustang, a nostalgic moment.

This opportunity was provided by Ken Wagnon, who hosted our Wichita reunion and insisted that I take a ride in his "Cripes A' Mighty," and he told Al Schiffer to "give him a 'special' ride."

Although I did a lot of low-level strafing of trucks and trains and German airfields at under 50 feet during the war, Al did something I

would never have done on takeoff. As our wheels came up he pulled into a vertical turn no higher than the hangar. Of course, these warbirds, minus the extra internal fuel (where the second cockpit is now located), wing tanks and six .50 cal. machine guns, are not as heavily loaded as we were in those days.

After flying close formation with Don in the other Mustang, Al pulled away, gained some altitude and we did some aerobatics, something I always loved doing, and although I never doubted his piloting skills, this would have wiped out any doubts I might have had.

On landing, and Al 'greased it in', Ken Wagnon asked me how I liked the ride. My answer was, "Ken, the only thing wrong with that flight was that I wasn't doing the flying. Otherwise, it was great!"

So, at almost 85 years old I had the thrill of once again zooming through the blue in a Mustang, flying formation with Don again, but sadly knowing this will probably be my last flight in the best fighter of WWII. I am glad that Ken insisted I take it.

**Robert "Punchy" Powell,
352nd FG Atlanta, GA**



Randolph Mustang

How About It?

WORTH IT ALL !

I am uncertain when it all began but looking back, it may have started when I was a first grade pupil in a one-room school out on the plains of Oklahoma. Every morning, rain or shine, snow, wind or calm, around 20 rural students formed a circle out in front of the modest white frame building that stood stark and alone on the vastness of its prairie setting. One of the big kids (an eighth grader) presented a folded American flag to a second big kid who attached it to a well-worn cable and solemnly and slowly raised it to the top of the rusty pipe flag pole. With our right hand over our heart, we recited "I pledge allegiance to the flag of the United States of America.....". Miss Wheary had all of her students repeat this pledge every day until the words, their meaning and significance became etched in our memory and hearts. Once inside, we hung up our coats and stocking caps and took our seats and bowed our heads while the Bible was read and a prayer was given. Hanging on the wall over the chalk board was the unfinished portrait of the Father of our Nation, George Washington, gazing down upon us. I always felt that he was giving his approval to what we were doing.

One of the older kids, the one who conducted the flag-raising ceremony, was Robert Markley. He was a buddy of mine. His dad was a dairy farmer and lived only one mile directly south of our farm. He talked of his desire to be an Air Corps Pilot and serve his country. Being seven grades ahead of me, he finished public school, completed his university

requirements, enlisted in military service, became a second lieutenant, and earned his silver wings. He was my role model, patriot and idol. Robert became a P-40 fighter pilot assigned to Pearl Harbor.

I had finished high school, was enrolled in university studies and anticipated following the academic and military path that Robert had followed. War erupted. The newspaper headlines reported that the first Oklahoma casualty in the war at Pearl Harbor was Robert Markley, my friend and buddy.

Trotsky made the following statement, "You may not be interested in war, but war is interested in you!" Hundreds of thousands of the youth of our country became involved immediately. So did I. This one act only illustrates the basic tenets of our country, freedom, faith, and patriotism. If it is worth enjoying and cherishing it is worth defending, and we did. We exercised faith in our leaders and in our God. We allowed our patriotism to be demonstrated with a renewed commitment to freedom, even when we knew this required personal sacrifice.

At first, the war for the Allies was not going well. Winston Churchill said in a speech, "We have not journeyed all this way across the centuries, across the oceans, across the mountains, across



Earl Wassom

the prairies, because we are made of sugar candy." The words of Churchill were true. We were much tougher than our enemies understood. It was costly. The World War II Memorial standing mid-point between the monuments of George Washington and Abraham Lincoln in our Nation's Capital attests to the fact that the war cost many, many lives but freedom was preserved. The Freedom Wall with its 4,000

gold stars commemorates the more than 400,000 Americans who gave their lives for the cause of freedom. These stars remind me that 260 of them represented my comrades lost in the call of duty with the 8th Air Force. One of the earlier stars represented my Oklahoma friend, Robert.

Serving our country is an honor. As I looked at the sea of faces present at our recent final gathering at our Reunion, the faces of the Veterans and their descendents reflected the emotional gratitude, love and pride of freedom that they have in our nation, the United States of America.

**Earl Wassom,
466th Bomb Group Chaplain,
8th AFHS**





8th AF News **Dated Material Inside**
The Eighth Air Force Historical Society
P.O. Box 1787, SAVANNAH, GA 31402

Non-Profit
Organization
U.S. Postage
PAID
Nashville, TN
Permit 768

