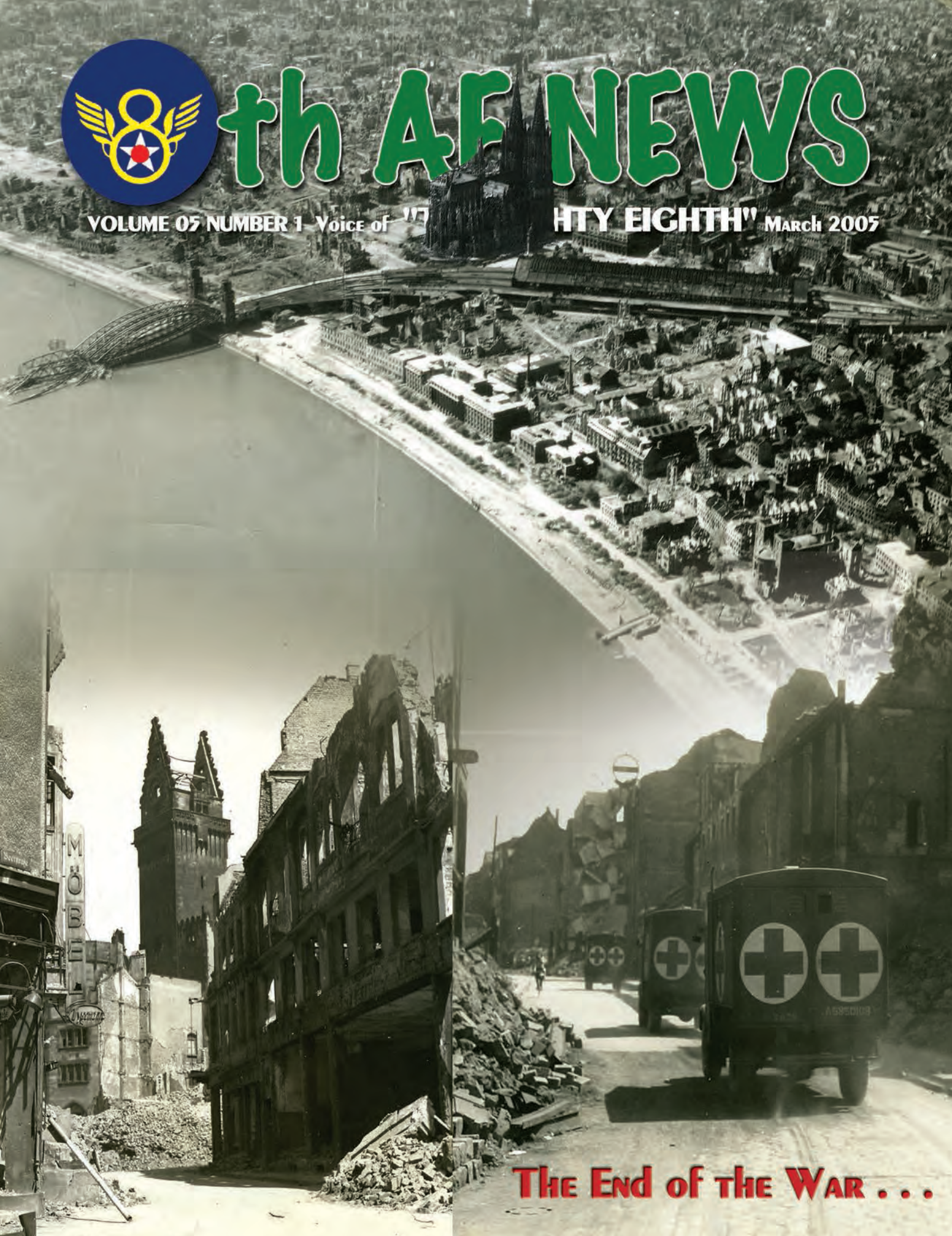




8th AF NEWS

VOLUME 05 NUMBER 1 Voice of "7

HTY EIGHTH" MARCH 2005



THE END OF THE WAR . . .



AF NEWS

Magazine of

March 2005

The Eighth Air Force Historical Society

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

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VE DAY 1945



353rd Fighter Group

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60th ANNIVERSARY VE DAY



SIXTY YEARS AGO

"This is Paris calling. . . This is Ed Kennedy. . . Germany has surrendered unconditionally. That's official." The faint muffled voice was that of the Chief of the Associated Press war coverage in Europe; the first to break the story.

It was ghostly quiet on the air-bases - a quietness which had not prevailed since before June 1942, when the 8th Air Force's first bombardment groups arrived in England for war on Germany. Some of the men of the 487th Bomb Group raided the flare bags in their B-17s and continued the war as intra-squadron battles, shooting Very pistol flares at targets of choice, and each other. Most of the 8th troops, ground and air servicemen alike, made it into the Clubs and pubs for their own long-deserved on-duty shots, and pints. It was 8 May 1945 and the war had ended. It was Victory in Europe Day. The 8th Air Force, which had battled the German enemy every day for two years before the invasion of U.S. Army ground forces occurred, finally took a day off. In their parlance, the American airmen were "stood down," with the exception of twelve B-17 crews who flew a leaflet drop mission over the defeated Rhineland. A few new replacement crewmen grouched that they had "not had a chance to get a mission in and now the war is over."

Their experiences of the war would never leave the men of The Eighth, but today - VE Day - was a holiday.

Back home in the States, Americans were ready to celebrate. Radio stations canceled all programs except newscasts, waiting for Stalin to join Truman and Churchill for the announcement of peace in the European Theater of Operations. A few broadcasted popular music of the time, such as *Look for the*

Silver Lining. Automobile horns blew, children ran outside and banged on pots and pans, and all who were able filled the streets of their hometowns to celebrate with smiles and hugs, and tears.

Londoners didn't wait for the official announcement from King George. Millions celebrated, not waiting for the two-day holiday the Government had promised them. British Guards regiments paraded, and pubs were packed.

German radio, the loudest propaganda machine in history, stumbled along and finally died away piecemeal. Berlin broadcasting grew fainter and fainter, and finally fell silent without a sign-off. From somewhere in Germany, those Berliners who had radio sets heard a final speech addressed to them: "Vapors and



The War's end on the continent - U.S. Army troops

smoke trail upward. Underneath is a sea of flame, a volcano of millions of fires and twitching shadows. Berlin, help us once more to conjure up all that you have meant!" Berlin's next announcements were in Russian.

Lord Haw-Haw, traitor William Joyce of "Jarmany calling, Jarmany calling..." notoriety, denounced Bolshevism on the Bremen radio and later on the Hamburg wavelengths, but after years of airwave harassment familiar to 8th airmen,



Frankfurt destruction paves the way to the Rhine river. Frankfurt cathedral still stands in center.

his words were indistinct. Wilhelmshaven, the first target in Germany bombed by the Eighth Air Force, tried to carry on but declared: "Transmission of news suffers from some difficulties connected with atmospheric disturbances and other interferences." The "other interferences" inferred were the air and ground attacks of Allied Armed Forces. "Atmospheric disturbances" had occurred for over 2 1/2 years from 25,000 feet.

Hamburg lasted for awhile as the official radio voice of the German command, but shortly it fell silent to the strains of *Deutschland Uber Alles*. When it was next heard, the words were in English - a rebroadcast of General Dwight Eisenhower's earlier proclamation: "The Allied forces serving under my command have now entered Germany. We have come as conquerors."

In the days following VE Day, the heavy bombers of the Mighty Eighth revved up again, this time for additional food drops to beleaguered European civilians, the transporting of Prisoners of War from the Stalags where many had spent years in German confinement, and in mercy flights bringing wounded servicemen to specialized medical units for care. Others ferried ground personnel on low-level "sight-seeing" tours of the continent, sights all too familiar to many airmen who just weeks before had seen these same sites from 25,000 feet. The vital part that ground personnel had played in the war became visibly evident to them as they flew over a devastated enemy homeland.

The U. S. Army commanders had a big job ahead of them. Estimates made at the time were that it would be a year before all of the 1,300,000 servicemen who had fought in the war returned home.

The target now was Tokyo. During the week before VE Day, Radio Tokyo announced to the Japanese people: "With but few exceptions, the nations of the entire world are enemies of Japan."

Victory in Japan - VJ Day - and the end of the war, would follow in 96 days.

Walter Brown, Editor



The men who helped put the bottles on the 447th BG's Milk Wagon. Her final total of 129 trips without once turning back for mechanical trouble was a record for 3rd Air Division. T/Sgt Robert Orlosky was her crew chief.



P-47's not dispersed, as they had been until now, VE Day 1945.



Halfway home - a B-24 Liberator, covered with mission bombs, lands at Valley to commence the flight to Iceland.

Presidents Message

We enter 2005 with an unfortunate turn of events. Our President Bill Rawson has resigned the position of President of the 8th Air Force Historical Society due to illness. Our By-laws provide that the Vice President shall assume the duties of President. With that in mind I have assumed the position of President.

Our Board is busy preparing for the 2005 reunion in Arlington, Virginia. There is much to do and we are looking forward to a tremendous turnout. The area of our nation's capitol offers so many things to do and so many places to visit. When we have set the plans for the reunion in place, it is imperative that you reserve early.

The new year will put extra pressure on the Board of Directors with the change in the Presidency. The members of the Society can be assured that this Board can handle this sudden change. I have served on the Board for two terms and I can report to the membership that this Board of Directors is dedicated to the preservation of the Historical Society.

The past year has been an active one for the Board. We started a campaign to approach Unit Presidents to consider having their

Group attend our annual reunion. Our 2004 reunion was very well attended. Several Units decided that planning their own annual reunions, with the work involved, was not worth the effort. The leaders of these Units had the foresight to forgo the "business as usual" attitude and decided to notify their membership to attend the annual reunion of the Eighth Air Force Historical Society. The result was a modern record turnout for the Society, and comments from first reunion attendees, "A wonderful experience," "I will not miss the next reunion". MISSION ACCOMPLISHED by the reunion and membership committee. Final plans for the 2005 reunion will be announced in the 8th Air Force News, June 05 issue.

The major problem facing the 8th Air Force Historical Society is the future of our Society. This subject was discussed at the Board meeting last October. As a result, a resolution was passed to appoint a Committee Chairman who was to review the options and discuss these options in detail with committee members, then to report back to the President and the Board.

The Mighty Eighth Air Force heri-

tage is preserved in our world class Museum in Savannah and we as veterans owe a debt of gratitude to the staff and leadership of the Museum for preserving the story of the accomplishments of the Eighth Air Force. The Museum is a living memorial to our fallen brothers-in-arms.

May I wish all of our membership and their families a Happy and safe New Year.
Sincerely,

Larry Goldstein, President 8th Air Force Historical Society



Lawrence Goldstein

A handwritten signature in black ink that reads "Larry Goldstein". The signature is written in a cursive, flowing style.

On Our Cover

The 8th Air Force's daylight bombing campaign targeted industrial and transportation sites in Germany for over two years. Communication facilities and Ministries were bombed as the war against the Nazi government progressed. Cologne Cathedral miraculously survived.

The effects on German cities and practically total destruction of most large areas throughout the country became evident as Allied ground forces occupied Germany. Low level flights following VE Day allowed 8th AF airmen witness the devastation of cities like Frankfurt, Cologne, Munich and Berlin.

Tens of thousands captured German soldiers were confined in crowded temporary POW camps, easily visible from the air.

During the following years, assistance in rebuilding the country and its economy was a result of massive reconstruction programs, such as the American Marshal Plan.



MAJOR GENERAL LEWIS ELTON LYLE HONORED AS WARBIRD OF THE YEAR 2004

Warbirds, Inc. of Spartanburg, South Carolina honored Gen. Lew Lyle, 303rd and 379th Bomb Groups Commander and founder of the Mighty Eighth Air Force Heritage Museum, as Warbird Airman of the Year 2004 in a weekend of festivities in January.

The annual affair was headed up by organizer David Fudge of Spartanburg and was attended by a number of 8th Air Force servicemen and by members of the 8th Air Force Historical Society. A special welcoming dinner for guests was held the night before the banquet at the old Victorian Plantation Club. Several hundred were in attendance for the Saturday reception and banquet.

The program began with an invocation by Lt. Col. Arthur "Ted" Ballard, USAF (Ret.), the group's Chaplain, who was held as a prisoner of war in Hanoi for over six years. The Master of Ceremonies was Hugh Oldham. After an Honor Guard presentation of the colors and pledge of allegiance, dinner was served.

Warbirds Inc. Commanding Officer David Fudge introduced M/Gen Maurice Lee McFann, USAF Chief of Safety, headquartered at the Pentagon. His daughter, television newscaster Kristen McFann, gave opening comments and Gen. McFann followed with an in-depth power-point briefing on the status and actions of today's Air Force. After an introduction of the exceptional career of the honored guest by Walter Brown, Gen. Lew Lyle entertained the audience with stories of his WW II days and some of his unique philosophy. He also related the story of the founding of the Mighty Eighth Air Force Heritage Museum which honors those who served in the 8th AF and provides a permanent home for their history.

General Lyle was presented with a special Warbirds jacket and cap along with a plaque recognizing his Award.

The banquet program ended with a recitation of the Warbird Prayer, with many of the party retiring to the Hospitality Room until late hours.

Betty and Lew Lyle, in the Warbirds jacket and cap



Major General Lew Lyle addresses the Warbirds, Inc. Banquet audience.



Lew and Betty Lyle, with Major General Lee McFann

Mission Briefing



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

The Board of Directors will assemble in Arlington, Virginia on March 19th for a one-day business session and tour of annual reunion headquarters hotel facilities. The 2005 reunion is set for September 27 - October 2, 2005 in Arlington VA. Missing will be past-President Bill Rawson, who is now at home but is actively treating a chronic but debilitating illness which inhibits his ability to easily travel across the country. Bill's quiet guidance, his thoughtfulness, and willingness to listen to all sides of concerns of the Historical Society's Board and members during his terms as President ensured that the 8th AF Historical Society continued on a stable and steady course. President Larry Goldstein will be at the wheel for the rest of this year. He will receive

the full support of the Board and joins each member in sending Bill our best wishes and Good Luck.

The 60th anniversary of Victory in Europe Day should receive special attention this year. The 8th AF News editor and staff has enjoyed researching and publishing a variety of material which should bring back some special memories. The national media will surely address the 60th Anniversary on May 8th, but we have beaten them to the punch - and that is as it should be.

The men of the 8th Air Force fought the enemy in daily deadly combat for two years before the invasion of the European continent in mid-1944. They were the vital enabling force which led to the total defeat of Germany.

The 60th Anniversary of the VE Day celebration and recognition is yours - the airmen of the Mighty Eighth - a proud and honored legacy of freedom for all Americans and for the free world.

Walter Brown, Editor
8th AF News

How is it that any great thing is accomplished?
By love of justice, by constant devotion to a
great cause, and by an unfaltering faith that
what is right will in the end succeed.

John Bright

May 8th, 1945

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

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

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

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

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

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

The Germans have surrendered

Marvin Silbersher
447th Bomb Group
Lake Hopatcong, NJ



Behind The Scenes

We would like to thank everyone for all your nice comments and material sent for this *March 2005 8th AF News*. We have received pictures and articles by mail and email. This has really helped us with our plan to lessen the load for "Ole" Walt Brown.

One question we received from an "8th Warrior" in return for his article and photos, was his request that we send him "A real live Varga Girl"...maybe

we can place a request in this magazine:
"Looking for Live Varga Girl"!

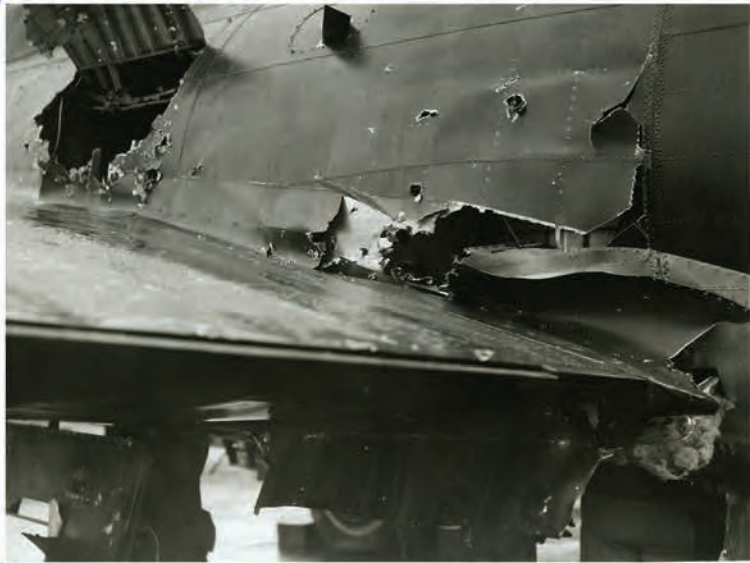
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Sincerely,
Donna Neely & Telisha Gaines



Flak Damaged B-17



This Flak-damaged B-17 came home. German anti-aircraft fire was a common reason for heavy bombers to be shot down by Luftwaffe fighters. Debilitating damage caused by flak explosions forced bombers to leave the protection of their formations, making them prey for enemy fighter planes.

You know you're getting old when you are asked if you're having an affair, and they want to know who's catering it.

Clyde White, 390th BG

The Longest Day

The voice came over the in-flight intercom to the passengers of a coast-to-coast commercial airliner.

"Folks, we have a little problem. We have lost power in one of our four engines; we will be about an hour late for our arrival to our destination."

A short time later the stewardess announced, "Now we have lost a second engine, so our arrival will be delayed by about two hours."

She reappeared after some time to announce, "I regret to have to tell you that we have another problem. We have just lost a third engine, but we are flying well. Our estimated arrival will now be delayed by approximately three hours."

One old Army veteran looked across at his buddy in the seat next to him and said, "Well, I sure hope that we don't lose that fourth engine – we'll be up here all darn night."

8TH AIR FORCE TROOPS TAKE PART IN VETERANS DAY PARADE

Dear Dr. Brown:

Some photos of the 8th Air Force float in the Veteran's Day Parade in Tulsa, Oklahoma on November 11th. This is the ninth year for us to participate in the parade and the first time we did not have enough vets to fill all the seats. It was a cold raw day.

I am enclosing a picture of an original 1942 Ford Jeep which I restored last winter.

Sincerely yours,

Roland C. Kinzer 381st BG
Jenks, OK



Roland Kinzer and his 1942 U.S. Army Jeep



A great 8th Air Force showing in Tulsa!

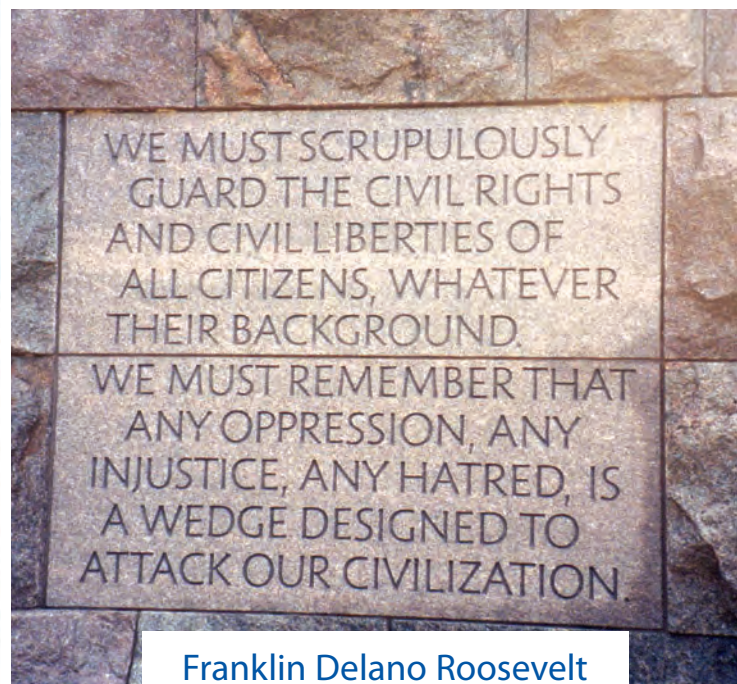
VE DAY



THE BIG THREE
One job done

We sleep in our beds because of those rough men who stand ready in the night to do violence on those who would do us harm.

Lt. General Brett M. Dula



Franklin Delano Roosevelt

Air Force Chief of Staff Gen. John P. Jumper told House Armed Services Committee members that while reconstruction of air expeditionary forces is not moving as quickly as expected, the concept is battle-proven.

"Last February, when I sat in front of this committee, we talked about the reconstruction of our air expeditionary forces and the fact that we were in the midst of experimenting to see if the AEF concept actually worked," General Jumper told more than thirty legislators. "I can report our ability to pull eight of our ten AEFs forward to engage in major combat operations, and then reset those, has been a success."

General Jumper also explained to legislators how the Air Force recently increased the AEF deployment length. "We have extended our deployment time from 90 to 120 days," he said. "We have about 80 percent of our force

on 120-day rotation. About 20 percent of the high-demand forces are on rotations lasting up to one year.

The general told committee members that while visiting deployed airmen and troops of their sister services, he picked up on a common theme.

"I have been to Iraq and visited the soldiers, sailors, airmen and marines over there," General Jumper said. "The singular message I bring back from them is 'let's not quit until we are done.' They believe that. They are dedicated to the mission they are engaged in over there and want to see it through."



Gen. John P. Jumper
USAF Chief of Staff

FIGHTER PILOT: OPERATION RED FLAG New IMAX film a first for the Air Force

WASHINGTON -- If you have never been part of a Red Flag exercise, you can at least watch the movie. The IMAX film "Fighter Pilot: Operation Red Flag" premiered Dec. 2 at the Smithsonian Museum, Udvar-Hazy Center, near here. The movie is the first large format film to showcase the U.S. Air Force. Viewers follow Capt. John Stratton, an F-15 Eagle fighter pilot, as he participates in a two-week long Red Flag exercise at Nellis Air Force

Base, Nevada. A typical exercise pits "friendly" blue forces against "hostile" red forces in mock combat situations. "Fighter Pilot" covers more than just the flying part of a Red Flag. The film also covers those people who put aircraft in the air and those who support the Air Force mission: engine mechanics, crew chiefs, firefighters, and even those who get up early to do the morning "FOD (foreign object and debris) walk."

The film began showing Dec. 4 at the National Museum of the U.S. Air Force at Wright-Patterson Air Force Base, Ohio.



THE FIX

In listing the 8th AFHS Chapter Presidents in the Sept 04 issue, Florida's President, Jim Hart come through as Jim King. Thanks to Chapter Board member Ken Sweet for the headsup and for his perceptive comment about President Hart: "Although we tend to think of Jim as 'King', he has a lot of 'Hart' too."



DOUGLAS A-26 RECOVERY IN ENGLAND

by Harry Holmes, Historian

The Eighth Air Force was well and truly in the news again as TV's Channel 4 "Time Team" visited the Lancashire coast to investigate the wrecks of two Douglas A-26 Invader medium bombers which collided after taking-off from Base Air Depot 2 at Warton on 29 November 1944.

Warton, which is still a very active airdrome from British Aerospace Systems, was home to BAD.2 for over three years as Station 582 during which time it established many records for overhauls, modifications and maintenance of every type of U.S. aircraft coming to the ETO. However, after early 1944 the base specialized on the B-24 and P-51 with all of those airplanes arriving in England being processed by BAD.2.

By the August of 1944 another new type was allocated to the base in the shape of the Douglas A-26 and it was on 29 November that two aircraft were being delivered to the 409th Bomb Group of the IXth Bomber Command. As the airplanes circled the field they joined up in formation but sadly collided, with both crashing into the estuary of the River Ribble which runs by the base. The pilots, 2nd Lt. Kenneth E. Hubbard and 2nd Lt. Norman Zuber along with passenger Pvt. John F. Guy were killed. British Lifeboatmen were soon on the scene. BAD.2's Sergeant Stanley C. Begonsky and British police constable Harry Crompton gallantly swarmed to the wrecks but it was too late to save the flyers. Sergeant Begonsky later received the Soldier's Medal for his bravery, especially as ammunition and flares were exploding the whole time of the rescue attempt.

The wreckage has remained partly buried for 60 years as various attempts to move it have always been frustrated by the tide which sweeps up the river from the Irish Sea. However, the TV crew with heavy lifting equipment and under the guidance of the Lancashire Aircraft Investigation Team recovered large sections of one of the A-26s, while the other airplane was too badly damaged by fire.

These sections, with two engines complete with propellers, will be cleaned up and preserved for display in the Cumbria Aviation Museum as a tribute to all who made such a vital contribution to the Allied war effort in the struggle against Hitler.

I hope that this will be of interest to your readers and all who are involved in preserving the great history of the Eighth Air Force. --- You certainly will never be forgotten over this side of the Atlantic.

Sincerely,
Harry Holmes
Manchester England



Rear fuselage and tail assembly of 43-22298 showing the star and bars insignia.



One of the remote-controlled gun barbettes with the twin .50s still in place.



A puzzle for the readers. In the rear fuselage of the airplane was this black plastic sheet rolled up and this shows various sighting marks with a Center Line, Pilots Site, Ring Sight, Range, Guns, etc., but hard to figure. Any help welcome!

Heritage Museum Activities

THE HARRY D. GOBRECHT FAMILY RESEARCH CENTER DEDICATED

After over a decade of planning, Harry Gobrecht's extensive collection of archives documenting the detailed history of the 8th Air Force's 303rd Bomb Group has come home. On January 19th, a celebration and dedication of the Harry D. Gobrecht Family Research Center took place at the Mighty Eighth Air Force Museum in Savannah with all of Harry's family, and many friends, in attendance. Members of the museum's Board of Trustees and museum staff attended the evening reception and festivities.

Harry Gobrecht has spent the past fifteen years serving as Historian for the 303rd Bomb Group Association and has voluntarily collected a huge volume of material which pertains to the preservation of 303rd history. Searching out and organizing information every day at his home in San Clemente, California, rooms were filled with period photographs, military records, and personal files of those who served. His documents have been used to develop a 5000-page website by webmaster Gary Moncur, son of Vern Moncur who flew in the 303rd B-17 *Thunderbird*. He assisted member Ed Miller's compilation of a definitive CD disk which contains information and photographs of the careers of every airman who served with the 303rd at Molesworth. In addition to writing and publishing a 975-page history of the group, *Might In Flight*, Harry has researched and provided information for a number of other authors and aviation historians over the years. Documentation of related aviation artwork, mission statistics, and personal histories add further depth to the collection.

The 303rd Bomb Group Historical Archives is one of the centerpieces of the special archival collections preserved at the Heritage Museum. It will be a focal point for future historians, researchers, and aviation enthusiasts who desire to learn what an 8th Air Force Bomb Group was in World War II from 1942 to VE Day in 1945. Along with ancillary materials from other Units, the museum's collection will demonstrate how a bomb group was formed and organized, how it operated during the war,

and what it was able to accomplish in the air war over Germany. The Historical Archives are a national resource.

The Gobrecht Family Research Center has been outfitted with the latest technology to allow access to museum archival materials. The Gobrecht family has contributed \$50,000 to supply computers, recorders, printers, microfiche screens, copiers and other equipment necessary for researchers to utilize museum historical materials on a daily basis.

Harry Gobrecht, a member of the Heritage Museum's Board of Trustees for many years, will continue to remain closely involved with the archive collection, offering advice and assistance when needed on the material's content and its utilization.



Dedication attendees check out the new computer technology, Harry Gobrecht at the controls while Board Chairman Bill Bland at left, looks on.



The Gobrechts: Harry, Dick, Debra Lange, Tom, Barbara and Sandra Edgerton



The Ribbon Cutting Ceremony of the Research Center

Heritage Museum Activities

MIGHTY EIGHTH AIR FORCE MUSEUM LAUNCHES ENDOWMENT DRIVE

Judge Ben H. Smith, Endowment Committee

The Mighty Eighth Air Force Museum is the spiritual home of the veterans of the Eighth Air Force. The 20,000 members of the 8th AFHS donated the start-up money for the Museum. The original governing body of the Museum were all 8th AFHS members. This dedicated band of veterans nourished its existence from its development through opening day in 1996 and continue to provide leadership today.

The Museum has been an astonishing success. Today, it is debt-free and in robust financial condition. It is a state of the art patriotic museum graced by its beautiful memorial gardens with reflecting pool and the Chapel of the Fallen Eagles.

Only one thing is lacking. A study of all successful institutions shows that an endowment is the foundation for each of them. The endowment serves as the cushion and safety net for these institutions. With this knowledge, the Museum established the Mighty Eighth Foundation. The Foundation has launched an endowment campaign with the goal to raise \$25,000,000. To date the Foundation has raised one million dollars.

The Mighty Eighth Foundation is dedicated to the preservation and interpretation of Eighth Air Force history. To this end, the Foundation supports the education programs, exhibits, research and operations of the Mighty Eighth Air Force Museum.

Each Eighth Air Force veteran has

the opportunity to share in this noble effort. Every gift is significant no matter how large or how small. We ask each of you to consider how you can support this important campaign. Judy Walker, Executive Director is ready to help. Please call her at **912.748.8888 ext. 123**.

The Eighth Air Force was never turned back on any mission. Let us not retreat from this proud record. Let's get on with the job and do what has to be done just like we did in our youth. The memory of the Mighty Eighth shall live on for posterity.

Judge Ben H. Smith, Jr. Ambassador Mighty Eighth Foundation

The time to ensure the permanent success of the Mighty 8th AF Museum is right now. The special collections in the Museum archives are known as the place for historians, researchers and families to go for extensive information about WWII aviation and especially to learn the detailed history of the 8th AF and its airmen.



Ben Smith

8th AF
Historical Society
Past-President
Craig Harris, 457th
BG, and F.C.
(Hap) Chandler,
491st BG, are on
the Endowment
Committee of the
Museum's Board
of Trustees along
with 8th AFHS

Past-President Ben Smith. F.C. "Hap" Chandler
& Craig Harris



MIGHTY EIGHTH FOUNDATION

- ☐ We have named the Mighty Eighth Foundation, Inc. in our will(s).
- ☐ Please send me information about the Mighty Eighth Foundation.
- ☐ Please send me information about Charitable Gift Annuities.
- ☐ Please send specific information on CGAs based on birthdates of _____/_____/_____ and ____/_____/_____.

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____ Email Address: _____

Please return completed form to **Mighty Eighth Foundation**

◆ PO Box 1667 ◆ Savannah, GA 31402

Heritage Museum Activities

EXTENSIVE RESEARCH COLLECTION PRESENTED TO MIGHTY EIGHTH AIR FORCE MUSEUM

At a press conference in La Baule, France on 3 June 2004, Mighty Eighth Air Force Museum Honorary Trustee Michel Lugez presented a collection of detailed research volumes and CDs to the museum's President and CEO, C.J. Roberts. The collection, entitled *8th U.S.A.A.F. Aircraft Losses During The Second World War on French Territory or in French Territorial Waters 1942-45*, is the product of more than 16 years of research conducted by Lugez.

The collection consists of a searchable electronic database and hardcopy detailing information Lugez has compiled on the fate of 6,515 U.S. airmen from 764 downed

aircraft. The information ranges from data found in the Missing Air Crew Reports (MACR) to newspaper articles, death certificates, and other documents found in various French archives. Translation of the French primary source documents is underway; these will be made to the museum at a future date.

"Mr. Lugez has spent countless hours and made a considerable financial investment in an effort to preserve

this history. Researchers, families of the downed airmen, and future genera-

tions will be indebted to him for his work. The museum is deeply indebted to him for his significant contributions and we are fortunate to have this as part of our collections holdings," noted Museum CEO C.J. Roberts.



Michel Lugez at the Memorial to the Clay Isbell crew, 306th Bomb Group, who were shot down at Ville De Piriac-Sur-Mer on the French coast 22 November 1942.



Ceremonies led by Michel Lugez on 23 November 2003

Reunions

BAD 2 ASSOCIATION

Warton, England 8th Air Force
Neenah, Wisconsin
Sept. 15-18, 2005
Dick McClune, 527 Quarterfield Rd.,
Newport News VA 23602.
Ph: (757) 877-3826 email:
BAD2trsr@msn.com

351ST BOMB GROUP ASSOCIATION

July 14 - 18, 2005
Reno NV
Golden Phoenix Hotel
Contact: Clint Hammond
PO Box 281
Mechanicsburg PA 17055
Tel (717) 766-1489

446TH BOMB GROUP ASSOCIATION

May 25 - 29, 2005
Boston MA
Radisson Hotel Milford
Contact: Shirley Callaghan, Bon
Voyage Travel
4361 E. Broadway, Tucson AZ 85711

457TH BOMB GROUP ASSOCIATION

Sept 18 - 22, 2005
Savannah GA
Savannah Hilton

100TH BOMB GROUP AND FRIENDS

Sept 29 - Oct. 1, 2005
Pittsburgh PA

Contact: Don Bradley 1310 Hansen
Ave., Bellevue NE 68005
email: donduckdk@aol.com

**8th AF HISTORICAL
SOCIETY ANNUAL
REUNION - 2005**

**Arlington, Virginia
Sheraton National Hotel
September 27 - October 2, 2005**

**Registration forms will be in
June 05 issue of
8th AF News**

UNIT AND CHAPTER COMMITTEE

TO ALL UNIT AND CHAPTER SECRETARIES

If you have had any changes in your Executive Committee or Unit Contacts in the last year please send those changes to the Chairman of this Committee. There is a list of all **Unit Contacts** printed elsewhere in this issue of the 8th AF News. Please check it for accuracy and let the Committee know of any corrections. The only way the Committee can keep up to date with our information is for the Unit or Chapter to tell us. Again **IF YOU DON'T TELL, WE DON'T KNOW!**

In the same vein, Nov. 19, 2004 a letter was sent to all Unit Association Presidents and Chapter Presidents requesting an update of newsletter editors. So far the Committee has received a reply from most but not all of the Unit Associations and Chapters. If you have not sent the information to the Committee or are not sure, please let us know. Many Editors would like to share newsletters with other Editors. Address is on inside cover, 8th AF News.

CHAPTER REBATES

The Chapter rebate checks have been sent to all Chapter Presidents and if your Chapter has not received

your check yet please notify the Committee through the Chairman. This year the Chapters will be paid for all Historical Society members in their area.

UNIT ASSOCIATION REBATES

Rebate checks to the Unit Associations that had at least 10 people in attendance at the 8th AFHS annual reunion have also been sent. There is a list of Unit Associations that received checks on page 24 of the December 2004 8AF Newsletter. If your Unit has not received it yet, please notify the Committee.

IF YOU ARE UNHAPPY WITH THE COMMITTEE please contact the Committee. This is where the buck should stop. If you go to anyone else they just they have to pass it on to the Committee and a lot of times things are lost in the translation or are sidetracked.

For the Unit and Chapter Committee,

Jim Erskine, Chairman



ELECTION NOTICE



Nominations of candidates for election to the Board of Directors of the Eighth Air Force Historical Society must be in the hands of the Secretary no later than May 15, 2005. The following information must be included:

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

The Secretary will relay all nominations to the Nominating Committee. Nominations received by the Secretary after May 15, 2005, or any nomination without complete information will not be considered.

Send all nominations to: John S. Pearson, 8AFHS Secretary
1900 Lauderdale Drive, Apt. C315
Richmond, Virginia 23238

"No man is really dead unless he breaks faith with the future. No man is really alive unless he accepts his responsibility to it.

That's the chance we are giving you here. It's just an opportunity to pay off to the future what you owe for having been part of the past. It's just another way of saying, 'I'm glad I lived. I'm glad I was alive. Now let me give you a hand'."

- Spencer Tracy,
in his role as a WWII airman in
the Dalton Trumbo movie A Guy
Named Joe

WAR'S END...

POWs CAME HOME...

THE CLOSING OF STALAG VII A

Thanks to German Colonel Burger's intervention via the Red Cross, Moosburg was not bombed. The safety of the POWs automatically insured the safety of the town. Burger also received orders to deport all officers and to send as many of his own men to the defense of Moosburg as he could afford. Both orders would mean a contravention of the Geneva Conference and would undoubtedly be dangerous for the safety of the prisoners and indeed, General Command seemed to have an ear for Burger's plea. However the local command was taken over on 28th April by the SS Division "Niebelungen" and the officer in charge was tricked into believing Burger was going to carry out the deportation orders.

When the officer had left, Burger assembled all the POW officers (15,000 American, British and Russian, including 200 generals) and informed them, in the presence of the head of the guard of his decision to hand over the camp en bloc to the approaching Americans. A delegation which included a Swiss delegate, two POW colonels and the SS officer of the night before as parlementaire was sent off for talks with the Americans in the hope that they could be persuaded to go around

Moosburg. No attack would mean that Burger had known they would turn down any plan of going round but accepted Burger's offer for taking over the camp. This was planned for noon on 29th April. Burger and Koller, the head of the camp guard, managed to hoodwink the SS into believing they were preparing for defense and planned the details of the handing over of the camp with the interned officers.

Burger's daring plan succeeded and the handover at noon took place without any untoward incidents. Catastrophe had been completely avoided and the lives of the prisoners and the people of Moosburg saved.

No sooner had the camp been emptied of its uniformed inhabitants than the next group moved in - civilian internees. In 1948 the camp was finally disbanded as a place of internment and was taken over by the Bavarian government and later on by the Bund. Since then it has been a place of shelter for German expellees and has formed the centre of the New Town.

—from post-war abstracts

FORBIDDEN WORDS

That some words and explanations used by allied Prisoners of War were not accepted by the Germans shows in the following German message to allied Officers:

Kriegsgefangenlager Nr. 1, d.Lw.Barth, den 2.7.44 Gruppe II

To: The Senior American Officer North Compound
The Senior American Officer Main Compound
The Senior British Officer Main Compound
Re: Use of the word "goon".

The use of the word "goon" was granted to the Ps.O.W. by the Kommandant under the condition that this word would not have any dubious meaning.

It has however, been reported to me that Ps.O.W. have been using the word "focking goon up", the meaning of which is beyond any doubt.

Consequently the use of the word "goon up" or "goon" is prohibited, severest punishment being in future inflicted for any disobedience against this order.

**Gez Schroder
Major u. Gruppenleiter
from The Killing Sky**

To My Daughter Betty, The Gift of God

In wiser days, my darling rosebud, blown
To beauty proud as was your mother's prime,
In that desired, delayed, incredible time,
You'll ask why I abandoned you, my own,
And the dear heart that was your baby throne,
To dice with death. And oh! they'll give you rhyme
And reason: some will call the thing sublime,
And some decry it in a knowing tone.
So here, while the mad guns curse overhead,
And tired men sigh with mud for couch and floor,
Know that we fools, now with the foolish dead,
Died not for flag, nor King, nor Emperor,
But for a dream, born in a herdsman's shed,
And for the secret Scripture of the poor.

T.M. Kettle 1880-1916

-submitted by Robert Robinson, M.D.

8TH AFHS EDUCATION COMMITTEE PRESERVATION THROUGH EDUCATION

Belton C. Wolf, 8th AFHS Director
Chair, Education Committee

Greetings! That word of welcome was one many of us received in the 1940s from Uncle Sam's draft boards. From that point on, many of us went into a world of history in the making. Part of that history was created by members of the Eighth Air Force in England, circa 1942-1945. And so, with many of us fitting that category, we carry in our memories a history to be preserved.

The memories of that era are not forgotten, as the 8th Air Force Historical Society's members give testimony by their preservation activities. These activities involve both original 8th Air Force members and post-World War Two generations. However,

this touches on the questions, "Are we doing enough through the publishing of 8th Air Force historiography? Are we doing enough

articulation on the subject? Are we reaching those of the present school age generation?" Specifically, let's take a look at recent surveys promulgated by the 8th Air Force Historical Society's Educational Committee.

In 2003 two 8th AFHS surveys asked input from Chapters, Units, and individual members on where they stood on 8th Air Force educational activities. The results of the surveys were disheartening. They indicated less than thirty percent of organizations and members were involved in telling the story of the "MIGHTY EIGHTH." Beyond the thirty percent of those involved, respondents indicated, "Age limits my involve-

ment," "Lack the time for educational involvement," and "I don't know how to get started on an educational program."

Let's explore these responses. We all

know the reality of age has a way of creeping up on original members of the 8th Air Force. Soon, our personal history of those times will fade into the shadows - unless we ameliorate 8th Air Force history to school age youth.

We must convince the younger generation that part of their national history contains the history of the Eighth Air Force. If we fail to promulgate our history, it will be relegated only to dusty book shelves and to museum displays. We must generate an inter-

est in the young in our history - their American History - through storytelling efforts.

This concept of storytelling to the younger

generation is not a new concept; it is being done by that thirty percent. Still, it is likened to the tribal elders in past eons. That is, the elder members tell the younger tribal members about past history.

Hence, those younger members then become the storyteller. So, it is up to the 8th Air Force's World War II "Elders" to go forth and relate their stories

before both storytellers and stories fade into the shadows.

Strangely enough, the older members in the 8th AFHS do tell their

"Are we reaching those of the present school-age generation?"

"We must convince the younger generation that part of their national history contains the history of the Eighth Air Force"

"Members must personally contact schools to gain entry to classrooms"

stories. They can be heard telling their stories wherever gathering of veterans take place. If you have ever attended an Eighth Air Force Historical Society reunion, the location is abuzz with story telling. However, it does appear as though the storytellers are "preaching to the choir." Why is it so easy to tell our stories amongst ourselves, but we fail to tell the anecdotes to another generation?

When asked if such stories are ever related to the younger generation, excuses as noted earlier are usually given for not going before a younger audience. "Age" and "time" aside, many of those not involved said, as indicated, "Don't know how to get started."

Those who responded to the surveys indicated they targeted the younger generation, in schools, museums or libraries. Unfortunately though, the percentage of non-involvement outweighs this group of active participants.

The main points learned from members, Chapters, and Units responding to the surveys all had the same common answers:

- Step 1. Members must personally contact schools to gain entry to classrooms. They first contacted officials in the schools, i.e. Principals and Teachers.

- Step 2. Have an outline on the program you wish to present. That is, list the material drawn from books on 8th Air Force history, including personal anecdotes. The

material you draw upon could also be drawn from a copy of *Honoring the American Past*. Also, copies of *A Student's Guide to the Eighth Air*

Force during World War II can be used as handouts. And finally, any memorabilia you may have will also add to your talking points. Below are a few of the "how to" responses to the surveys. Due to space limitations in this issue of the 8th AF News only three examples of the responses will be offered. Future issues will offer other programs instituted by members and organizations.

- Bill Varnedoe, a navigator with the 385th BG and presently a member of the North Alabama Wing, Alabama Chapter wrote: "Our greatest success was building a replica of the 385th Bomb Group brief-

ing room, located at Great Ashfield, England. The display contains a briefing platform, mission map, and blackboard showing crew assignments. The room is used to teach visiting students and others."

- Harry "Doug" Tanner, Louisiana Chapter President, wrote: "Norman Sisson, a Chapter board member and B-17 pilot, and I, contact schools directly. We present our format on telling the 8th AF history to school authorities and have not been turned down on visiting classrooms. We bring some of my 8th Air Force memorabilia to the classes for show and tell purposes."

"The project has grown; we are now raising \$8,000 to buy kits for every school in Kentucky."

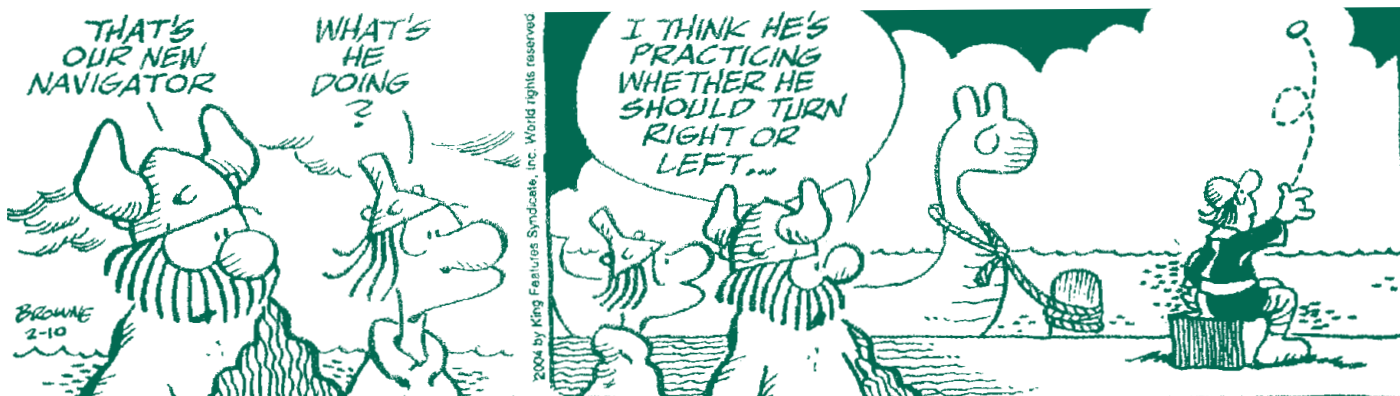
- Wayne Tabor, Kentucky Chapter, recently wrote of a project the Chapter is involved in. "The Chapter bought ten copies of the *Lest We Forget* educational kit. We gave these free to local school teachers. The project has grown; we are now raising \$8,000 to buy kits for every school in Kentucky."

NOTE: The *Honoring the American Past* "kit" is available via the 8th AF Historical Museum in Savannah, GA. The "Student Guide" may be requested through the 8th AFHS National Office in Savannah, GA. Remember, preservation of 8th Air Force history begins with education.

Belton Wolf



Memorial to the French Resistance fighters who gave their lives - Arche de Triumphe, Paris France



BOMBARDIER LOG OF RICHARD AYESH, 100TH BOMB GROUP

Mission Number 10, Thursday, November 30, 1944

Mission-Merseburg (Leuna Syn Oil); Bomb load-20-250#, Bombing Altitude 28,000 ft.

We were flying Deputy Lead (lead of the second element) of the Lead Squadron. Mission was delayed one hour because of weather. 10/10 all way to IP, then it broke to CAVU. 1st Division going to Leipzig.

We missed the IP by 20 miles, so we had to go over Zeitz to get to the target. There was supposed to be the greatest concentration of flak in the world here in this area. There was! It looked as though a huge black cloud hung over the target. We were under fire for 20 minutes. The target itself was obscured by smoke screens and smoke of the groups who had bombed

I went back and managed to get the bomb bay doors closed by turning the screw with my hands and a screwdriver. By this time we were down to 15,000 feet and unable to maintain altitude. We jettisoned all excess weight, i.e., Flak suits, guns, and ammunition. A lone P-51 flew with us a few minutes and then left. Our electrical system was shot out, and the plane was filled with smoke from the burning hydraulic oil. We were 2.5 hours away from friendly territory, solid undercast made navigation guesswork because our G-box and flux-gate compass were out. On the way out we flew over Coblenz, and they nearly shot us down. When we thought we were over friendly territory we let down through the clouds and broke out over the wooded area by Luxembourg. We were lost and trying to get to Brussels or Paris. We weren't particular and landed at the first airfield we saw. It was a B-25 field near Cambrai, France. All this time we had been at 1,500 feet because of the low cloud ceiling. Two other Forts had also landed there. One had a prop missing and another engine feathered.



before us. Anderson, who lived in our barracks was flying on our left wing, and got a hit between engines #1 and #2 and went down. Ball turret gunner reported he saw a fire in his wing, and later it broke off. He saw three chutes. I saw a ship ahead covered with flames shoot up and then dive down. It was a ball of fire. It was from the group on our left.

The 95th Group cut under us just before "bombs away." We got hit in the #3 oil line, and had to feather it: #4 engine was hit from the top and spilled oil so we feathered it. Flak sheared the connecting rod from the bomb bay motor to the door screws, and it was impossible to close doors. We dropped down to 20,000 feet and were still losing altitude due to the drag caused by the doors being open. Also our turbos (controls) were shot out and we lost a lot of the power of the two remaining engines. We started #4 again, and by this time we had lost the formation.

The other had a feathered prop.

That night we were to leave for Denain to get a ride home. This field had a good number of C-47's. It was the closest base to the front lines. Here the freight is brought by air and loaded on trucks for the front lines (Red Ball Highway). The field had been hit hard by the allies and was heavily mined by the Germans. I stored the bomb sight in a vault. All our crew got together and went to a small pub where we drank beers and wine. Next day we got a ride back home by the A.S.C. in a stripped-down B-17.

We, the 8th Air Force, had a large escort of our fighters. The 8th AF lost 56 bombers.

The crew's pilot, Eugene Jensen, states that Richard Ayesch, Wichita, Kansas recently received The Distinguished Flying Cross for his actions on this mission.

Mail Call

Clint Cansdale
No .2 Shetland
The Case
Stanton NR Bury St. Edmunds
Suffolk England
IP 312XH

COVER PHOTO

Dear Walter:

A few years ago, on the cover of the 8th AF News letter was a picture of an air crew member dressed in the full regalia for flying a mission. Would be it possible to get a photo copy of this picture? I am compiling a booklet of memories and would like to include this picture. I always look forward to receiving the newsletter and read it from cover to cover.

Recently, the ball-turret gunner on our crew called me by phone. What a delightful surprise. This was the first contact I've had with any of the crew members in 60 years. We had quite a lengthy visit.

Hoping to hear from you soon.

Thanking you in advance.

Sincerely,
Richard Hunschker
447th BG
Minocqua WI

LIGHTNING

Dear olddocbrown,
As a proud member of the 7th Photographic Reconnaissance Group (7th PRG) and the Association which followed, I would like to thank you for the mention of the 7th PRG in the December issue of your outstanding magazine. For those who might be interested, the photo recon version of the P-38 was designated the F-5. To give credit where credit is due, the photo on the cover of the P-38s headed for Normandy on D-Day is a 7th PRG photo. On page 5, the photo of the Spitfire accompanied by an F-5 is a photo recon version of the Spit flown by the 14th Photo Recon Squadron. Pilots really loved that airplane. The pilot of the P-38, actually an F-5, making a pass over Attlebridge, page 63, is Malcolm "Doc" Hughes of the 22nd Photo Recon Squadron.

The 14th and 22nd Photo Recon Squadrons were part of the 7th PRG, as were the 13th and 27th Photo Recon Squadrons. Keep up the good work.

Raymond J. Korczyk
22nd Recon Squadron
7th PRG

MEMPHIS BELLE MEMORIAL SERVICE

Dear Walt,

I'm aware that I really should have sent you this little item sooner... But maybe late is better than never. In the September issue of AF NEWS was the article that Craig Harris sent you about the Memorial Service we held in Georgia in memory of Bob Morgan and the crew of the *Memphis Belle*.

C.E. "Bill" Winchell, was a waist gunner on the "Belle". As a member of the Army Air Corps, back in those days Bill wanted to be a gunner but had a slight vision problem and was afraid he might not pass the eye exam. He talked a Medic friend into getting him a copy of the eye chart, memorized it, and passed the exam. He went to gunnery school and the was assigned to the 91st Bomb Group as a crew member on the *Memphis Belle*. He was credited with shooting down a German fighter, though some other crew members said he'd got two. Bill's Daughter, Jacquie Johnson and her husband Chad, took some vacation time from their jobs and came from Illinois to Savannah to attend the service.

When Bob Morgan eventually found out about Bill's eye problem, he told his friends "I have the only one-eyed gunner in the 8th Air Force."

The Memphis Belle came home to sell War Bonds and help the war effort a bit and Bill met Laura Dixon. They were married, and after the war they had a lovely little daughter. In the post-war years, Bill worked as a chemist for the Glidden Company in Chicago until he died.

Ralph Scott, BAD 2
New Castle DE

RING

Dear Sirs:

On page 17 of September 8th AF NEWS there is a photo of *Stars and Stripes* B-17. We lived in the small village where the B-17 crashed, 400 yards from our house. My brother went to school that morning but could not get there because the aircraft had crashed across the road. He also remembered seeing the remains of the the poor crew lying in the fields.

Our house was also hit by a bomb from the 388th BG. Nobody hurt too much. It came from a B17 called *Gremlins Hideout*; pilot was Richard Hutchinson. I think it was November 1944. Are there any of the crew still living?

The other photo on page 17 shows a B-17 *Half and Half*. This aircraft was part of I think *Dozey Doats*. It crashed in a field just outside Bury St. Edmunds. One crew was killed. He was thrown from the aircraft when it crashed. He was Joe Sterdivans.

Sometime back I spoke to a lady who knew Joe. She used to do the odd washing jobs for him. Joe had made a ring from plexiglass. The day before the crash he gave the ring to this lady and said to keep it because he "wasn't going to come back this time." The lady still has the ring in her handbag to this day. Is it possible to have a photo of *Stars and Stripes*, also the crew, and if possible a photo of *Gremlins Hideout* and any info of its crew?

Thank you,

Mail Call

REUNIONS

Dear Dr. Brown,
I have just received a copy of 8th Air Force News and as always I have read it cover to cover. It brings back memories of my late husband's service in the 8th, 457th Bomb Group. Unfortunately Les and I have had only one opportunity to attend an 8th AFHS reunion (Washington DC) where we also met several 457th members and all have been in contact at Christmastime with members or their widows ever since. In addition to the Washington reunion, however, the high point was that we did attend the first meeting held in Miami Beach in 1975. At that meeting my husband joined the group and became a Charter member. It is no wonder then that I continue the interest.

I was especially interested in the recent newsletter in which appeared an article from John Woolnough where the enthusiastic instigators of that first meeting and several men attending joined up on the spot. Interestingly, John Hildebran's wife, Aida, was the one who told me about the effort to form what became the 8th Air Force Historical Society. Although I didn't know her other than those chance meetings at the hairdresser's, she became a friend and we were in contact often after the 1975 meeting at subsequent local get-togethers until they moved to Oklahoma. I was so sorry to hear that Aida had passed away. Thank you for all your efforts in contributing to this wonderful organization.

Sincerely,
Mildred Peterson
Wife of Leslie R. Peterson, 457th BG
Hollywood FL

BATTLE OF THE BULGE MISSIONS

Dear Dr. Brown,
Years ago I became a Life Member of the 8th Air Force Historical Society. It was one of the best moves I ever made! It is by far the most important quarterly magazine

for 8th Air Force combat veterans. We just noted the 60th anniversary of the Battle of the Bulge, which began on December 16, 1944. The weather was so overcast that it prevented us from flying for nine days. The Battle of the Bulge ended on January 25, 1945.

Our 351st Bomb Group flew ten missions during this bloody battle. Our targets were mainly for support of our ground troops by bombing just in front of our troop lines. On a combat mission to Kassel, Germany on January 1, 1945, we were hit by anti-aircraft fire which knocked two of our engines out of action. Three Messerschmitt 109's intercepted us as we fell behind our bomb group. Our pilot, Bob Kasper, dove into the massive clouds and escaped from these fighter planes. We had a badly wounded waist gunner and our oxygen system was knocked out. I was able to climb back from my bombardier's position and administer morphine to this gunner. Our pilot was able to crash land our B-17G, named "Merrie Christie", just over the German lines near Brussels, Belgium. An ambulance took our wounded waist gunner to the medics, as I removed the Norden bombsight and handed it over to the M.P.'s for safeguarding.

Our flight crew returned to Polebrook Air Field the following day. Our following targets included Biblis, Bulley, Coblenz, Kaiserlautern, Kassel, Cologne (2x), Euskirchen, Rhine, and Aschaffenburg.

This major battle was the turning point of World War II in Europe. The Nazis were in full retreat after they were defeated, having lost over 50,000 casualties. According to the records, the Allies suffered 17,000 people killed in action, which made the Battle of the Bulge the most costly victory for America in World War II. Respectfully yours,

Stan Edelman, M.D., 351st BG
New York, NY

WAR BONDS

Dear Dr. Brown,
In early Nov. 1944 I finished a com-

bat tour with the 614th Sqd, (Lucky Devils) of the 401st Bomb Group at Deenthorpe. Col Harold Bowman, Commanding. The Colonel was respected by everyone.

I went home to Chicago. In Dec 44, I received a phone call.

"Would you appear at the Palace Theatre on the stage for a mock briefing of 8AF combat returnees?" I would indeed. It was the premier of Clark Gable's movie "Combat America." People would buy War Bonds as admission.

"Did I have flight coveralls and an A-2 Jacket?" I did.

There would be ten of us; it was on for 6 Dec. 44 - \$3,762,425 in War Bonds sold. I was a ball turret gunner and Togglier and a staff Sgt. It was an honor to be there.

Sincerely,
Howard Frohman, 401st BG
Oceanside CA

AIRBASE CONTACT TRIBUTE

Dear Editor,
Ted Clarke has been serving as Base Guide for our 466th Bomb Group Attlebridge Airfield longer than I can remember. Health problems are now preventing him from filling that duty. Aside from being an outstanding Base Guide, ready and willing to show any visitor interested in seeing the old airbase - now a turkey farm- Ted was always there when we needed a special favor or an errand that needed to be done. His dedication and enthusiasm made him friends of all who met him.

We hope his health improves, but in the meantime he deserves a good rest and the gratitude of all his American friends.

Dick Baynes
President, 466th Bomb Group Assoc.
Irvine CA

WEBSITE

Dear Donna,
It was great to see the faces behind all of the hard work that is done for the Newsletter. You and Telisha deserve a lot of credit for your efforts.

Mail Call

Now to the problem at hand. In September 04 Newsletter at the bottom of page 23. There is a notice about a book titled "The Killing Skies". I have notified Dr. Brown that I could not find any information about the book at the website listed. I only get a listing of restaurants and other businesses - nothing about books. Do you know of any other way to get in touch with the author or how to order the book? Thanks for your help.

Charles McGlynn

c.l.mcglynn@att.net

Charles - The review of Jaap van der Kuylen's book "The Killing Sky" is to be found, along with ordering information, in The Book Review Section of this issue. -Editor

LOCKHEED P-38

Dear Walt,

When the December issue of the 8th AF News arrived in yesterday's mail I was delighted to see your feature story on the Lockheed P-38. After World War II I was a career employee of the Lockheed Corporation in Marietta, Georgia for 33 years and had, and still have, many friends there who worked on the P-38 program in California during the war. In addition, the timing of your story particularly attracted my attention as I have just put together a pot pourri of extracts from old correspondence of mine that contains much discussion of the P-38 in relation to the Eighth Air Force. It took me a couple of weeks to put it together as I am a hopeless computer illiterate, but once I got the hang of moving blocks of text from one document to another it went pretty well. Hap Chandler, my neighbor here in Atlanta who has read the story, told me he thought you and others might find it of interest - and this was before I received your December newsletter. Most historians of the WWII air war largely dismiss the involvement of the Lockheed P-38 Lightning in Eighth Fighter Command in Europe, usually because of several painful problems initially experienced

by its pilots when the 55th and the 20th FGs were hastily thrown into the bomber offensive crisis in England in late 1943, virtually without warning. The P-38 has received far less publicity in 8th AF histories than Zemke's "Wolf Pack" P-47s and the outstanding P-51 Mustang. Yet, by the time the redesigned P-51 appeared in Europe in late 1943, the P-38 was in the process of attaining complete air superiority in the Mediterranean and Pacific theaters. In the Pacific the P-38 was the preferred fighter up to the end of the war, even above the Mustang. Frank Murphy 100th BG Atlanta GA
Frank Murphy is the author of an excellent 8th AF book Luck of the Draw. -Editor

MIGRATING BIRDS

Dear Walt,

What a thrill it was to see the spectacular cover photo on the December, 2004 issue. The P-38's, with their invasion stripes, appear like a flight of migrating birds. The cover story was terrific and accurately depicts the wonders of the P-38 in WWII. As a former P-38 driver with the 479th FG out of Wattisham, England, I flew 50 missions in P-38's before converting to the P-51 in September, 1944 and never experienced a mechanical problem. Obviously my crew chief was a marvel.

I had the opportunity to fly P-39's in OTU, P-47's as an instructor after returning from overseas, and the P-51 in combat. The Lightning was by far the "sweetest" of the four aircraft. With tri-cycle gear, no torque resulting from counter-rotating props, straight forward fire power and two engines, the P-38 had the most wonderful flying characteristics, unequalled by other fighter aircraft. Speed, range and maneuverability were first rate, too.

Happy New Year and thanks for another great issue.

James "Jim" Frolking, 479th FG
pjfrol@sbcglobal.net

P-38 PILOTS

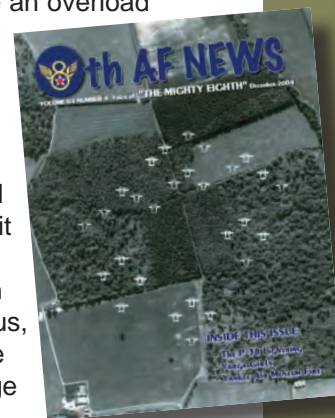
Dr. Walter Brown

Editor 8th AF News

Your Cover Story about THE LOCKHEED P-38 LIGHTNING was excellent. The cover picture showing the formation of P-38's was absolutely beautiful. I could say I saw that same picture, though undoubtedly I did not. I saw many other flights that were almost the same, I'm sure. I was a co-pilot, pilot, crew commander with the 730th Squadron, 452nd Bomb Group, 3rd Bomb Division. We arrived at Deopham Green on the 5th of January 1944. Both the P-47 and the P-51 Groups and number of planes were growing by then, but the P-38's were already there and escorting.

I admired the P-38 and on one occasion I almost got to fly one. I finished my required missions on D-Day. However, I volunteered to keep flying, but my five surviving crew members went home, so I could make the Poltava Mission. Then, while sitting around among the ashes of our destroyed airplanes, waiting for transportation back to England, I learned that the P-38 Recon Squadron, Elliot Roosevelt's outfit which flew from the Poltava Airfield, needed P-38 pilots. I found them and volunteered my skills. "OK, but you will have to study the Tec Orders before we will let you fly solo, because we don't have two seats in the bird," I was told. Well, two days later I was informed that I would very soon be sent back to England on the next available transport plane and would then be sent back to the USA. "We have an overload

of new crews and plenty of pilots and you are just extra baggage. You will be safer and of greater benefit instructing new combat crews in the States." Thus, I was denied the thrill and privilege



of flying that beautiful "Bird". Many times I have thought of what a great thrill I did miss because of that decision. I flew 28 missions with my crew, then four missions as a volunteer, taking new crews on their first mission, but flying in the pilot's seat. Seven missions to Berlin, The D-Day Mission, and several other great experiences left me with a lot of stories to tell. I kept flying and instructing until 1962.

I try to read and enjoy every word printed in the "NEWS". I have been a member for as long as I can remember. I have made quite a number of visits to the Museum and one time flew "The Combat Briefing and Mission".

Born near Copperhill, Tennessee in the Southeast corner, I spent part of my early life at Fontana Mine in the Southwest corner of North Carolina, thirty-five miles from the nearest town. We went to Bryson City once a year for new shoes, new overalls and new school books. A great life as I look back 82 years.

Respectfully,

Vernon V. Ferguson, 452nd BG
Gainesville, FL.

B-24 STAMP

Dear Walt,

The campaign to have a B-24 stamp issued has been in progress for at least 30 years.

There are a number of records of which B-24 crew members are justly proud, probably the most important being the role played by B-24s in the North Atlantic. The range of the B-24 closed the oceanic gap in mid-Atlantic. German submarines had been decimating the convoys because of the lack of defensive coverage. The situation had deteriorated to the point that there was a possibility that England could be starved by the inability to supply food needed to support the population. The appearance of the B-24 on submarine patrol closed the gap in the defenses and contributed materially to the defeat of the German U-boat offensive. As a consequence, England was rescued from starva-

tion.

Those of us who flew the B-24 welcome this long delayed recognition of one of the most significant warplanes ever built.

Three cheers for Col. Vin Cahill who brought this item to our attention.

Sincerely,

Hap Chandler, 491st BG
Atlanta, GA

SECOND SCHWEINFURT

Dear Mr. Brown,

The Veteran's Day of the SSMA with the Flakhelfers took place 11th to 15th October in Schweinfurt. On October 13th my daughter Christina (my translator) and I were there as well.

Unfortunately, I wasn't allowed to take part in their programme as I'm not a member of the SSMA. So I was very glad when I got the opportunity to briefly talk to two of the Veterans in the Mercure Hotel.

Mr. Dick W. Fox (306BG/ 369BS) has been badly injured on his right leg on his second Mission against Schweinfurt; he's bound to a wheelchair since.

Mr. Wilbur B. Klint (303BG/ 427BS) is a very active Schweinfurt Veteran. We stay in frequent e-mail contact. Unfortunately there is no more I can tell about the meeting, but I was very contented having met two real Schweinfurt Veterans.

Are you interested in publishing my report titled:

"When silver wings fell down from the sky" (including two pictures) October 14, 1943, Black Thursday in the 8th AF News?

I wish you all the best for the New Year.

Best regards

Viktor Jagodics

Kreuzwertheim, Germany

The Second Schweinfurt Memorial Association held their Reunion with The Association's Friends in Germany this past October. -Editor

ODSTOCK HOSPITAL

Hi Walt,

Is it possible for you to post an appeal in 8th AF News please re:

Odstock Hospital? I am in contact with the hospital radio station, operating under the name of Radio Odstock, for the Salisbury, UK, General Hospital, which has 'grown' from the Odstock Hospital which was an American hospital consisting of Nissen huts. Unfortunately I don't have the U.S. identifying # of the hospital, but I would very much like to contact anyone who was there as either a medic or a patient.

There are 15 volunteers working Radio Odstock. They interview people such as the widow of RAF Douglas Bader, and a Merchant seaman who served on the QE 2, and now the guy I am in contact with has asked to interview myself about the work I do with 8th AF veterans and U.S. Army veterans. It is an opportunity to have veteran's stories told, and I'm not going to miss it.

Thanks again.

Iris (Knight) Rowe

<iris@rebel999.freemove.co.uk>

14TH PHOTO SQUADRON

Hi doc,

I want to thank you so very much your P-38 article, and for your highlighting the work of the 7th Photo Recon Group, my outfit. We are often the red-headed step-children of the 8th AF, and it was good to see our work acknowledged for the benefit of those who don't know about us. We had four photo squadrons on base at Mount Farm, three flying P-38s, but my squadron (the 14th Photo Squadron) flew British Spitfires as photo recon for much of the war. That is no doubt a 14th Squadron Spit flying beside that P-38 in the photo on page 5 of the December issue. A 14th Spit, flown by Major Walter Weitner, is credited with the first 8th AF photo mission to Berlin in March, 1944. In addition to damage assessment missions, our pilots flew mapping missions over most of western Europe prior to the invasion.

Marshall Williams

<mtfm1410@yahoo.com>

Mail Call

306TH BG CREW

Many greetings from Czech Republic.

I am Air historian of II W.W. and our club: Ornamental Society of Army History /OSAH/ with the municipal office of a town Lazne Belohrad prepare the memorial dedication and to dedicate a monument to B-17G crew of Capt. Lewis /306th BG., 369th BS./ which crashed in Czechoslovakia eastern territory, from target Dresden in February 14th, 1945.

The crew Fortress B-17B 42 - 97185 /306BG., 369BS./ :Capt. Lewis Boylston B. - pilot, 2Lt. Whitelaw Robert S. - co-pilot, 1Lt. Harrison Lester A. - navigator, F/O Sicard Joseph R. - bombardier, T/Sgt. Standlee James F. - engineer, Sgt. McChesney Hardin F. - radioop, Sgt. Lubojacky Alfred S. - ball gunner, KIA, Sgt. McDonough Frank L. - waist gunner, Sgt. Nahmias Leon - tail gunner.

The date of the Memorial: May 8th, 2005 in Lazne Belohrad town, Czech.

I prepare the brochure about their final flights, it will print in April.

Who knows anyone from this crew? Please reply to me.

Thanks.

Please write to my address: Milos Podzimek, K. Capka 1134, 512 51 Lomnice n. Pop., Czech Republic email: MPodzimek@seznam.cz Thank you, best wishes.

Sincerely,
Milos Podzimek

DUKE

In the March 2004 issue of the 8th AF News page 32 - UK Contact Connie Richards asks "Did Major Carraway make it through WWII and did he ever find his dog?"

Lt. Colonel John B. Carraway survived the war and returned to his home in Raleigh, N.C. He went into business for himself - played a lot of golf. I got together just once with him. He died at least two years ago.

The enclosed pic is a reproduction of the official crew picture with Duke in the foreground Carraway at the far left. The official photo on the lower left reads -

(GPR-51-3-351)(9-9-43) Capt. Carraway Crew. "The Duchess" was our B-17-F. Our original aircraft "Mehitabel - wat the hell - wat the hell" was shot down over St. Nazaire sub pens early in the war.

The crew picture was the only time I saw Duke. He lived in the Officer's digs which I never visited - so whether or not Carraway's advertisement in The Peterborough Advertiser bear fruit I have no way of knowing.

Only three crew members including me are still on planet Earth.

Sincerely,
Steve Schmidt, 351st BG
Chicago, IL

MID-AIR COLLISION

Dear friends of the 8th Air Force Historical Society,

I am a ground technician at Brest-Guipavas Flying Club and, for many years, I have had a great passion for everything to do with the Occupation

and the Liberation of my area of France during the Second World War. As far as aviation is concerned, a few friends and I are trying to find the crash-site of every aircraft. I do this for the northwest part of Brest, which already represents around one hundred different aircraft. For each one, our aim is to find the crash-site, the date of the crash, the aircraft squadron, type and number, and the name of each crew member. We often find some remains of these aircraft, sometimes some photos, and try to get in touch with veterans or their next of kin in order to obtain exact accounts and photos of each airman, or of the aircraft.

I had collected accounts about a collision, in Brittany, France, then from other 2nd Division Veterans. It was the first time I was hearing about a ME-109 also concerned in these events.

Following the recovery of remains from one B-17, believed to be one of the two 486th BG lost on Sept. 5, 1944, Robin Smith, Heavy Bombers Forum Moderator, sent to me a copy of the original MACR's 8459 and



The Duchess, Duke and the Carraway Crew, 9 Sept 43

8460.

And two air guns positively answered our question, we had found B-17 #949 "Nobody Getzit" remains.

Robin says, This past Summer the 8th Air Force Historical Society published its newsletter with a letter from a C.P. "Buck" Sloan. Mr. Sloan describes a dogfight over Brest. He says on September 1, 1944 a P-38 was seen defending B-17s from a Bf109. The two fighters emerged from a cloud during the fight and the Messerschmitt nearly missed a B-17.

The P-38 wasn't quite so lucky and hit the Fort just forward of the empannage. He did not see anyone bail out at the time. Later they saw where the main fuselage had crashed and burned.

Now that I'm also in touch with "Buck" Sloan, a 2nd Division Infantry Veteran, if he did witness this collision between the P-38 and the B-17 and let me know:

"A couple of weeks before I captured the Germans we were taking a little community, and there was a Messerschmitt in a dogfight with a P-38. I was watching the dogfight. The P-38 was after the Messerschmitt, and they came out of a cloud and the Messerschmitt missed the B-17, but the P-38 caught him right in front of the tail. The P-38 split in two and it also cut the tail off the B-17. The B-17 got into a big spiral and we hollered for them to jump, but no one ever jumped. Undoubtedly they were pinned against the side. The tail was just floating down. The next couple of days we saw where the B-17 crashed and burned."



P-38 Lightning with Droop Snoot modification, carried a Norden bomb sight and bombardier in the nose. As lead plane a formation of P-38's would accurately drop 4,000 pounds of bombs on long range missions and then provide their own fighter coverage on their return home from the target. The Droop Snoot finished the war as a Photo Recon Group aircraft. —Editor

I never knew what happened to the tail until forty years later. I was visiting my parents and was reading this magazine. I was reading an article in back where the tail gunner survived. If you could help me locate this man, I think that would be a great reunion. At the time I think they were bombing Brest, France. Many thanks for help you can provide,
Gildas Saouzanet
<gildas4044@free.fr>

DROOP SNOOT P-38 LIGHTNING

Dear Doctor Brown:
Try as I may, I am unable to locate my photo of the rare P-38 Droop Snoot - a plastic bubble-nosed version accommodating a Norden Bombsight & Bombardier, to follow-up your December 2004 issue. Surely someone has a picture of it. Tactically they led large formations of P-38's armed with bombs in external racks, able to strike from almost any altitude without the fanfare/advance warning associated with large formations of four-engine "Heavy" bombers. The entire formation dropped on the lead ship "Droop Snoot", same

as done by B-17 and B-24 units.
Sincere Regards,
Alfred R. Lea, 452nd BG
Houston TX

THE LEGACY

Dear Connie Metts,
I want to thank you for the copies of the 8th A.F. News. These will mean a lot to my children and grandchildren. As they are always asking me about World War II and what part I had in it.

Thanks a lot.

Yours truly,
Alfred Ebbing
Quincy IL

GAS WARFARE

The article about the B-17 *Bonnie-B* by Bill Zachar, 303rd BG crew chief, reminds me of the following taken from my book *The Diary of a Serviceman*.

Saturday, 10th of June.

Worked at headquarters. In charge of quarters at base headquarters all night. The CQ's job was to sit in the Colonel's office and answer the phone and if there were alerts, to advise the base personnel. There was a red alert at midnight. You

were supposed to be a Sergeant to pull this detail, but since the orderly room disliked me, I got it. Probably the only time a Private was CQ in the ETO.

Being inquisitive, I started looking through the Colonel's desk, found a folder marked secret, and opened it. It was to the effect that if the Germans used poison gas against anyone, we were to load our planes with gas bombs and drop them on Germany. I put the folder back and never said anything about it. However, after returning to the air base in 1994 for a reunion, I found it was an open secret. I suspect they wanted the Germans to know this. But I'll bet if I had told it around in 1944, I would have been given a court martial.

I lay claim to the lowest ranking CQ in the 8th Air Force.

Robert Ralph Hartman, 493rd BG
Alexandria KY

RESEARCH

Dear Sir:

I recently received your letter for my subscription for 2005 year. I will return it next week. I wanted to be always in touch with the Eighth Air Force Society.

After the fight against the totalitarianism in Europe in 1939-1945 you

Mr. Phillippe Canonne, French researcher would like to find any informations concerning the 8th and 9th air missions and the units which bombed the cities of Chateauroux and Bourges in 1944. These Allied actions successfully destroyed German training schools, fighting units and aircraft factories settled there. I would be very honored to contact any veterans, members of their family, comrades in arms, and researchers to share database, photos, memories etc. with the idea to publish a book. Please contact: Mr. P. Canonne /1 rue Balzac/ 37.700 Ville-aux Dames / France / E-mail: canonne.phil@wanadoo.fr

are keeping high the flight for the Memory.

We have to know, to explain, to learn (I am teacher) what United States of America has done for Liberty and

France.

Best regards,

Avec toute ma consideration.

Mr. Phillippe Canonne, 8th AFHS

Roger A. Freeman, 8th AFHS Historian, wrote this touching classic poem a number of years back. It is a pleasure to put it once again into the 8th AF News to commemorate VE Day, 1945.

THE SKY WAS NEVER STILL

The old man sat in the English pub
As he had for many a year
And listened to the stranger's talk
As he sipped a temperate beer.

A stranger asked how long he'd lived
In the village here about.

"Why all my days," the old man said
An age, without a doubt."

"I envy you" the stranger sighed
Your tranquil village life,
The gentle fields, the muted sky,
Devoid of urban strife."

The old man smiled a wistful smile,
"That's just a townie's dream.
For I have seen the sky aflame
And heard the meadows scream."

"I've known a thunder at each dawn
That shook the very ground
As warplanes sought to gain the clouds
From airfields all around."

"They called some Forts and others Libs
And there were fighters too
I've counted hundreds at a time
Yes, what I tell is true."

"They'd climb and soar like flocks of rooks
And round and round they'd mill
From north and south, from east and west
The sky was never still."

"Sometimes there'd be a wondrous sight
A sight beyond compare
The bombers going out to war
Forging the frigid air."

Four miles above, just silver specks
Like sunshine on the dew
And trailing lines of cloud-like white
Across the cosmic blue."

"They set the heavens all a-throb
That did not fade away
For others rose to meet the night
Invisible to stay."

"And when was this?" the stranger asked
"And who were those you saw?"
The old man drank and then replied
"It happened in the war."

"They were but boys
and many died
Some lost without a trace
For then the sky in foreign parts
Could be a violent place."



Roger Freeman

"Yes, they were boys
and me a child
But I remember well
And if you have the time to spare
There's more that I can tell."

The stranger said that he must go
"Perhaps another day"
Indifferent to the old man's tale
He quickly slipped away.

The old man turned to inward thought
His memories to tend
He knew that those who were not there
Could never comprehend.

Those who'd not known the crowded sky
The sounds that drenched the land
Or stood in awe and wonderment
Would never understand.

The old man left the English pub
And stood awhile outside
The evening vault was milky blue
Cloud-free and stretching wide.

He raised his head and scanned the sky
That held so still and clear
And in his mind a memory
And in his eye a tear.

**Roger A. Freeman
Historian**

James Crow Files

Stinkey, and her 489th BG crew at Wendover, Utah. A female nose art figure was added in England. Pilot James Bebout, left lower front, was killed in action when the B-24 was shot down by flak on 2 June 44 near Dieppe, France.



Returning from the Hamm mission, *McNamara's Band*, 458th BG, was shot down by German night-fighters on 22 April 1944



The Nosewheel Thing

Anyone have comments about the perceived nosewheel problems?



9 August 1944
Crash landing of a
445th BG Liberator near
Tibbenham

458th BG, Horsham,
England



Missing propeller on No. 1 - 34th BG a/c with nosewheel collapsed



466th BG B-24 crash at Woodchurch England, May 1944. Note parachute on waist gun used to help slow the aircraft down on landing.

WILMER PLATE...

I know of no combat unit that shares the closeness of a bomber crew. Ten men alone in the frigid oxygen-starved hostile atmosphere depending on each other for their survival. Six to eight hours over enemy territory, while he attempted to kill us with fighters and heavy accurate anti-aircraft fire, did not seem conducive to long life. The bursting of anti-aircraft shells, analogous to flies swarming a piece of rotting meat, could be seen for twenty miles as we approached the targets. The enemy gunners knew our altitude, speed and direction. Deviations from the bomb run flight path were not allowed. In essence we were sitting ducks.

On one mission, a shell burst a few feet under our bomb bay. The plane suffered over 300 holes in that burst. The shrapnel from the burst severed oxygen, hydraulic and fuel lines in the bay. A large fragment penetrated the main fuel cell in the center wing section above the bomb bay. Fuel and other fluids were swirling around the bay and we were losing a lot of fuel. Tom Green, the engineer, entered the bay and pushed rags into the fuel cell hole to slow the fuel loss. He then returned to the flight deck and began transferring fuel from the tank. One engine was shot out and feathered and another was overheating.

According to a report from Sandy, in our later reunions, I had asked the crew if they wished to bail out, as our chances of a safe landing in England did not seem good. They all refused. We found later that the nose wheel could not be lowered, and we made a crash landing at Halesworth. One might ask if the thought of leaving the formation and flying to neutral Switzerland ever crossed our minds? I can state with all honesty that it NEVER crossed my mind. It just walked in with its dirty boots on and sat down on the couch, crossed its legs and rode with us until we left enemy territory.

I think our crew was closer than

most. We trained as a full crew in the States, flew our B-24 across the Atlantic Ocean to England and flew 31 missions together. Experiencing the adrenalin rushes and gut-wrenching fears together for 31 missions formed a strong bond, perhaps even stronger than sibling bonding. As I had inscribed on our plaque displayed at the 8th Air Force Museum in Savannah, Georgia: "Bonded Forever". When one of them passes away, a hole is pulled from the heart and it takes a long time to heal. Wilmer Plate, 489th BG pilot of *Plate's Date* Kingston OK

JAMES HIND...

One night we set up missions to Germany and France. Our B-17s were to be loaded with ten 500 lb. G.P. bombs. Our B-24s would be loaded with twelve each of the same load. The target in France was to be a real easy "Milk Run" for one of our new bomb groups consisting of B-24s. It was their first mission. They had been in England for almost two months, getting all their planes, practicing every day - Take-Offs, Formations, Bomb Runs and Landings. . . without bombs.

The "Milk Run" to France that our staff set up was where we wouldn't expect enemy fighters and little flak. We went to bed when the last field orders went out shortly after midnight, knowing that almost 750 bombers from our division would roll at dawn. I went down to the War Room shortly after 7 in the morning. As was his custom, General LeMay was there by himself, at the big table in the center studying the routes and waiting for flash reports from our Operations people across the hall. I came in

and sat at the big table top instead of at my desk at the far end of the room. It wasn't five minutes before the first report came in. I answered the phone and talked to a Captain Jones. His message: "Our group is half-way across the Channel on the way to the target. But they don't have any bombs on the planes!" I sure never heard that one before. I turned to LeMay and relayed this impossible fact. He asked for the phone and said, "LeMay here - What happened?" The answer from Captain Jones, who had never spoken to a General before, was that no one had informed Ordinance at the base. They were just getting up as the planes were up forming and thought that it must be another "practice mission."

LeMay told the captain coolly, "Give them the recall sign. It's a long day. Load them up. They will destroy that target yet!"

I knew that it always took quite a



**Elveden Hall
Third Air Division Headquarters**

staff of specialists to set up missions. In this case the winds and sun will change during the day, meaning a new I.P. and I'd have to work out new M.P.I.s. I asked LeMay for permission to wake up our team of officers. He said, "No, I don't think so. We'll do it ourselves."

He reached over and picked up the phone and said, "Pinetree". When he heard the answer at High Wycombe

he said, "Give me General Frank Anderson." Next, I heard, "Andy; LeMay. We had one of our new bomb groups take off this morning without bombs." A laugh was heard. A pause. "They will go out a little later - with bombs." Between LeMay and me, we worked out their mission in a little over 45 minutes. He even helped me work out my new M.P.I.s by stepping up to me when he saw my problem and said, "Let me help you. You call out the grid numbers and I'll place them." So I did. I thought that I was an expert on this. But he deftly placed every pin exactly on the new drop points. We both knew that if it was done wrong, the smoke and flying debris would block precision bombing. As the last pin was placed and examined by both of us, he completed the field order. I looked over the work and respectfully said, "Sir, I can see why you are a General." I didn't realize it as I took the Field Orders down to Teletype that his training and skill started way back there in Hawaii. The new group took off again, headed south with new directions and M.P.I.s.

About 3:30 that afternoon they radioed "P-1" (Primary on the Button). We also got similar radios from our main task force, which had heavy German air attacks, getting to their deep Germany targets.

James Hind

Headquarters, Third Bomb Division
Elveden Hall

DONALD NIELSEN...

With the shootig part of the war over, we began to take joy rides over the continent to see what damage we and the ground forces had done. On one, I headed right for the Eifel Tower in Paris with the intention of flying under it. But I chickened out. When I was in Paris some years later, and got a close up view of the tower from the ground, I could tell that I never would have made it. My plane and body parts would have been scattered all over Paris. On May 8, we were on another joy ride over the

continent.

On that flight, my radio operator reported that he had heard over the radio that the peace treaty had been signed. We began to notice people gathering in the squares of their villages to celebrate. It was just getting dusk, and I dove down to a village that had a nice square, with churches and steeples at each end. I made a circle and came over the village at church steeple height, banking sharply. My flight engineer was firing flares and everyone in the square was waving to me. I have thought of that wonderful moment so often since the war.

When I got back to our base, it was almost dark, and a bunch of drunks were lined up along the runway. They fired flares from Very pistols at me, but the colored fire balls just bounced harmlessly off the plane. Our commanding officer had grounded all cars, jeeps and trucks, because everyone was getting drunk. So, we had to walk about a mile to the Officer's Club. We expected to get something to eat, but all the cooks were stoned, so we made up some of our own sandwiches. Then, we decided to play "catchup" and started drinking double and quadruple scotches. What a mistake! I was soon in the lavatory, up-chucking. It was a few days before the Post got back to normal. Rumors were rampant that we would all go home, and after a short stay, go on to the South Pacific to finish the war. That never happened.

Donald Nielsen, 457th BG
Peoria AZ

HERBERT SHANKER...

19 Sept 1944 - we arrived at the Initial Point for the bomb run over the target and the three squadrons separated at two-minute intervals to conduct their individual bomb runs over a densely scattered undercast. The Lead squadron was able to bomb visually. The High squadron found our target obscured by clouds and our squadron Lead decided to make a 360-degree turn for another

run at the target. Behind us, the Low squadron was also able to bomb visually. Our second effort was as unsuccessful as our first and our squadron Lead decided to head for home and locate a "target of opportunity" en route. We were now on our own as the Lead and Low squadrons had joined up and were heading home together, their jobs done. Standard Operating Procedure discouraged the practice of mutual aid in this type of situation as it often led to greater loss. We were now a 13-aircraft formation, the last over Germany, with no fighter escort in sight. It had suddenly gotten very lonely.

Squadron Lead located a town to be our target and we dropped our bomb loads on a town our navigator, Neil Montone, identified as Osnabruck. The Squadron then took up a course for home. Not too long after we dropped our bombs, the following verbal by-play took place over our intercom. Navigator: "We should be passing just to the right of town". Response from Togglier Joe Cappucci "Yeah, that's right. Hold it! He's correcting - we're going over the middle of the town". Navigator: "That's Recklinghausen! Giddings (a call to co-pilot Les, who would be monitoring the inter-plane channel): "Call that son of a b---h up and tell him he's taking us into the Ruhr Valley!!" My heart dropped between my toes as I recalled estimates of the number of Flak guns in "Happy Valley" - as it was commonly called - ranging anywhere from 1200 to 3000. Very shortly after these stimulating conversations took place, the "stuff" started coming up. Name your caliber. The menu was complete. To this day I cannot recall how long we were in the "Valley". I just recall hanging my eyeballs on the rim of my top turret ready to spring up should any enemy fighters foolishly appear and try to attack us amongst all the debris that was being thrown up from the ground.

The Flak was extremely intense and extremely accurate. At one point I

Debriefing

could see Flak bursts about 6 to 8 feet off both of our wingtips at exactly our altitude. A call came from our radio operator, Gerry Meyer, that chilled the bones! "I'm hit!" Our pilot Bob Akers, directed our waist gunner, Fulton "Pop" Meyer, to go up to the radio room to check Gerry out. "Pop" reported shortly thereafter that Flak had shattered the small plexiglass window right next to the radio operator's head and that his face had been lacerated by the flying pieces of plexiglass but that he would be able to carry on. Meanwhile, the intense, accurate Flak barrage continued. I happened to look directly overhead at one point just in time to see a shell explode about 15 or 20 feet directly over my head. I instinctively let my body drop down below my turret dome. When I pulled myself back up, there was a sizeable piece of Flak imbedded in the skin of our aircraft directly behind my turret. At a future time, when I had time to think about it, it occurred to me that for a shell to have gotten to that position over my head, it would have had to miss the nose of our aircraft by inches! While all this was going on, our tail gunner Clete Vogel, reported that flak had destroyed one of his ammunition, luckily not hitting him. In more recent years, Joe Cappucci wrote me to report that he had been hit in the throat by a piece of Flak and thought that "he had bought the farm." He signaled Neil Montone to give him an estimate of how much longer he had on this earth but Neil shrugged it off and Joe finally realized that the piece of flak was at the end of its travel and had lost the ability to deliver a lethal blow. Somewhere during this time, the two aircraft from the 384th Bomb Group had disappeared. The dialogues in quotes are presented as they were actually expressed. I can still hear them after 60 + years.

**Herb Shanker, 303rd BG
Mashpee, MA**



Paris at the end of the war

Justly do we call barbarians the wretched nations that are governed by one man; and among them the most deeply plunged in barbarianism is the ruler.

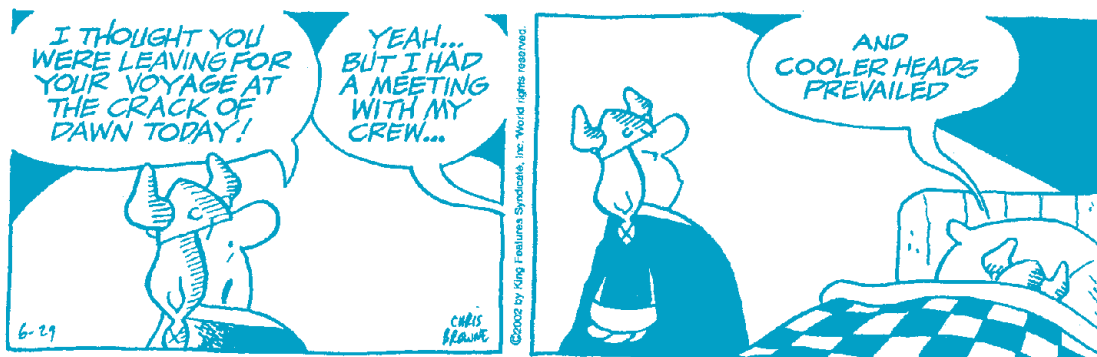
Landor

CHAPTER REBATES FOR 2005

CHAPTER	REBATE	CHAPTER	REBATE
Alabama	\$ 144	New Mexico	113
California - North	431	New York Central	98
California - South	635	New York - Southern	275
Colorado	165	New York - Western	154
Connecticut	179	North Carolina	259
Florida	822	Ohio	519
Georgia	249	Oregon	155
Illinois	437	Pennsylvania	544
Iowa	235	Rhode Island	55
Kentucky	110	Savannah	95
Louisiana	135	Tennessee	117
Massachusetts	334	Texas - North	236
Michigan	305	Texas Rio Grand	52
Minnesota	316	Virginia	113
Mississippi	100	Washington	232
Missouri	183	West Virginia	36
National Capitol Area	308	Wisconsin	234
Nebraska	90		
New Jersey	350	Total	\$ 8815



The 462nd Sub Depot crew was with the 445th Bomb Group
stationed at Base #124 Tibenham England 1943-1944
Photo submitted by - Arthur L. Bowers Sr. Fort Myers, FL
He is pictured in the back row - fourth from right.



– Form may be reproduced –

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With the 20th Fighter Group P-38 *Lucky Lady* from left: Max Pyles, Clyde Birdwell, John Cavalier, and Charles Fink. Pilot Art Heiden completed his tour in the *Lucky Lady* in August 1944. Actress Lorraine Day, who was also secretary to radio's Sam Spade, Private Investigator, often corresponded with the crew. Her photo adorns the nose of the aircraft.



Illustrating the advances made in cameras in a short time, the photo at left shows the city of Hamburg taken from a PR.Mk IF at about 30,000 ft. in September 1940 with an 8-in (203-mm) lens, while that at right shows the same area taken in July 1942 using a 36-inch (70-mm) lens, revealing much greater detail. To confuse RAF bomb aimers part of the Alster Lake has been covered with



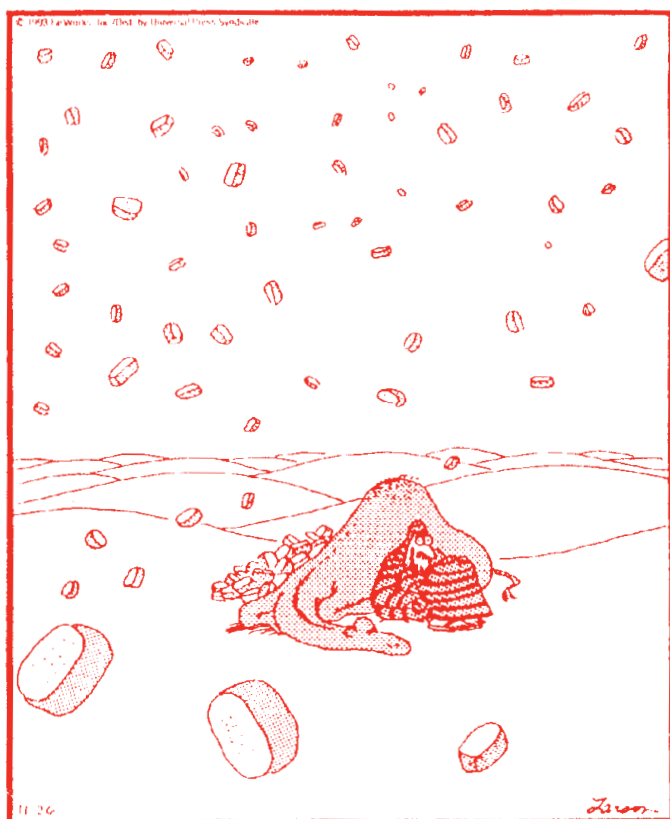
rafts painted with streets and houses, and there is a fake railway bridge a few hundred yards north of the real one, which can be seen clearly in the earlier photograph.

from Air Combat Legends Volume One Airtime Publishing Inc.



8 May 1945

The first two letters stand for Spiced; the last two for Ham. Just when you thought the mess hall had fixed it every way possible, Spam awaited your arrival back home - it's what we fought the war for!



Fortunately, both Ali and his camel knew to take refuge during a desert Spam storm.

ABANDONED AMERICAN AIRFIELD: WWII

when they have come back again
to the airfield and drowse in
the creaking snow
when they have come back again
in the dark veins
into the ground where chance has
taken up itself

in the mutterings in the airfield
they will rise from a bed
sharpened on their skin
not laughing or weeping
they will shadow along the runway
and disappear in the night like
fingerprints

they will walk and in phosphorescent
blossom turn here and there
in the Briefing Hall
in dead leaves they will move
through the heavy boughs
between big trees
through clear water they will fold low

arrowing into smoke past the bombers
to make something they once saw
they will send an omen
they will send a shout through the hangar
the empty huts in the wind
in the wave of the huge map
that once spoke life and death

As if by lightning, days and years in the war
No one speaks about,
Wandering images in the dark.

Please mark my words when broken loose
From the past
I don't know what to do with them all.

Comrades whom I knew for only a week
And the sea rose and roared again,
And they were gone.

A fairytale in Hell, a story that can't be understood
People, lost over
Germany

There is no place to talk about this,
Who will understand the memory
Of all these boys?

Who will understand that the world we have
Flawed and imperfect,
Is the glorious gift of these boys? LIFE.

Marvin Silbersher, 447th BG Lake Hopaeong NJ

Chapter News

MINNESOTA CHAPTER

The Minnesota Chapter continues to promote the memory of the MIGHTY EIGHTH as the 25th Anniversary of their Chapter incorporation approaches. The weekly Wednesday lunches set a record for attendance on October 6, 2004 when 78 showed up. The committee for the annual Christmas party, December 5, 2004, arranged for seating 142. Reservations filled this goal in a hurry, so "latecomers" were accommodated in an adjoining room and moved into the main dining area for the program. Other promotional activities, such as speaking at schools, participating at air shows and similar events continue at an increasing pace. Apparently the Iraq situation sparks increased



James Bass and other members, a great annual reunion for April 15-16, 2004. The event, to be held at the Comfort Suites in Lebanon, Tennessee, will have several special speakers and features, and a large turnout is expected. Last year's meeting saw a number of attendees from the Georgia Chapter take part in the events. Being held at a central location in Middle Tennessee, the relatively short drive to the reunion will not pose a burden to those who wish to see old friends and enjoy some great southern cooking.

OREGON CHAPTER

The quarterly meeting of the Oregon Chapter was held on Saturday November 13, 2004 at the Beaverton Elks Club. 120 people were in attendance.

President Bevins reported to the group that the Evergreen Air Museum in McMinnville, Oregon will be bringing another B-17 into service.

Historian and Board member Joe Conroy announced that articles that were submitted by members on their WWII service will be put on CDs. Thus, their wartime experiences will be preserved. The original works will be saved but no information will be released without the author's permission.

Joe also advised that the Chapter's membership level remains at 181. Officers for 2005 were elected: President, Don Bourgeois; Vice-president, Roland Fischer; Secretary, Tom Philo; and Treasurer, Jerry Andrews. Outgoing president Eldon Bevins was then given a

standing ovation for his tremendous leadership and service that he provided during his term.

At this meeting the Chapter was honored to have a very special person as its speaker. Don Malarkey, who was one of the storied Band of Brothers, gave the group an account of his experiences.

Don was born and raised in Astoria, Oregon. When the war began, he

was attracted to a new, experimental combat unit, the "airborne." He had never before heard the word, but the challenge and the extra pay of \$50 per month convinced him to sign up. The airborne was considered elite from the beginning, with training to match. Conducted in the Chattahoochee Mountains of Georgia, training included frequent 3.5-mile runs up Currahee Peak. In the end many washed out: only 1800 paratroopers graduated out of 6000 men who entered the program.

Don's unit, Easy Company, 506th Parachute Infantry Regiment, of the 101st Airborne Division (the legendary "Screaming Eagles") arrived in Liverpool, England on September 2, 1943. Bivouacked in Auburn, England, the training for the invasion of Europe continued. On one memorable day, the regiment made a demonstration jump to display the skills of an airborne unit. During the formation that followed the jump, some well-known persons reviewed Don's unit. Both Gen. Dwight D. Eisenhower and Prime Minister Winston Churchill stopped to talk to him.

Easy Company parachuted into Normandy late on the night of June 5, 1944. Their job was to destroy targets behind German lines in support of the Utah Beach landings that were to be made on the morning of June 6. Don gave our group a riveting account of the capture and destruction of the German guns at Braecourt. This event was featured in Stephen Ambrose's book and in the HBO series *Band of Brothers*.

In September, Don and Easy Company made a combat jump into Holland in the Market-Garden offensive. At this point Don recalled seeing hundreds of 8th Air Force bombers flying overhead on their way to bomb targets in support of the attack. "You don't know how much we appreciated seeing those bombers," he emotionally told us.

After Holland, the 101st Division was sent to France for well-deserved rest. The war was considered all but won. Even the 101st commanding



Members of the Minnesota Chapter at their October luncheon.

interest on the part of the public. The incoming officers plan to continue our established public relations and look forward to the continued amazing support of our membership.

JOHN H. ROBINSON TENNESSEE CHAPTER

Chapter President Vern Robb is planning, along with past-President

Chapter News

general, Maxwell Taylor had gone back to Washington to arrange for the division's transfer to the Pacific. On December 16 the Nazis had other ideas. On that date they launched the famous offensive through the Ardennes Forest that we call the "Battle of the Bulge." Don and Easy Company were immediately sent to Bastogne, Belgium to try to halt the German advance. He related dozens of fascinating tales of this battle and of life in a frozen foxhole during Christmastime, 1944. He reminded the group that no paratrooper in Bastogne ever has felt that they needed to be "rescued" by Gen. George S. Patton's troops. Don ended his talk by making sure that our group of 8th Air Force veterans was well aware of how appreciative the men on the ground were of what the airmen did in Europe. It was a team effort and without that effort, victory would not have been achieved.

Don Bourgeois

OHIO CHAPTER

The Ohio Chapter met in November at the Holiday Inn, Columbus East. On Friday evening the Chapter had dinner at one of the local restaurants. Saturday morning, the members visited the Motts Military Museum before the meeting. On Sunday, the members could meet again in the hospitality room if they wished, before returning home.

The guest speaker was Harry Guinther. Mr. Guinther had previously been a guest speaker for the Chapter's spring 2001 meeting. During his previous visit, Mr. Guinther discussed being shot down over Germany and his experience as a POW. This time he related several unusual experiences during the war that involved luck, time, near misses and good fortune. Following Mr. Guinther's talk, Chapter Board member Tim Erskine, gave a presentation on his visit to the World War II Memorial in Washington, D.C. Erskine gave a short history of how the memorial came to be, followed by

discussing the layout and design of the memorial.

The Chapter will meet in again in Columbus in late spring.
Chris Weber, Secretary

ILLINOIS CHAPTER

A number of Illinois Chapter members were in attendance for the dedication of The Illinois World War II Memorial in Springfield Illinois. The Memorial was officially dedicated on December 4, 2004 at the Oak Ridge Cemetery, Springfield, Illinois. The Memorial was constructed to honor the 987,000 men and women from the State of Illinois who served our country during World War II. 22,000 Illinois citizens gave their lives in pursuit of liberty.

The Memorial is a reminder to future generations of the sacrifices made to keep the United States and the world free and secure. The sacrifices made by the Greatest Generation must never be forgotten. The Memorial design centerpiece is a globe 12 feet in diameter which represents the world in conflict during World War II. It is surrounded by a granite wall engraved with the names and dates of major battles of the Pacific and European theaters of war. A central plaza of personalized engraved bricks completes the design.

NORTH CAROLINA CHAPTER

Plans are under way for the 21st Annual Reunion to be held Saturday, April 9 at the Statesville Holiday Inn I-77. The guest speaker is Major General Thomas M. Sadler, USAF Ret. When he retired in 1983, Gen. Sadler was the only General on active duty that had flown in combat in WWII, Korea, and Vietnam.

On January 22,

Major General Lewis E. Lyle was honored as the "Warbird of the Year" by the Warbirds of South Carolina, Inc. The banquet was held at the Army National Guard Center of the University of South Carolina Upstate campus in Spartanburg, SC. The North Carolina Chapter of the 8AFHS was represented by Pres. John and Alice Miser, Al Reid and Jacques and Marion Morel of the Western Wing; VP Mary Wylie and Jim Jeffers of the Metrolina Wing; and Craig Harris of the Eastern Wing. A few were unable to attend due to the threat of bad weather.

The EASTERN WING met January 27 at Abbotswood in Raleigh. The guest speaker was member Peyton (Woody) Woodson, a B-17 lead pilot, 96th BG at Grafton Underwood. He spoke about the war's end in Europe, a subject dear to everyone's heart - especially those air crewmen who had not finished all of their missions. The METROLINA WING March meeting will be held at the Red Rocks Cafe in Charlotte. The guest speaker will be Tom Easterling, a P-47 pilot with the 9th AF, 358th FG. Special guest will be Major General Tom Sadler, USAF Ret.

The WESTERN WING January meeting was held at the usual place, McGuffey's restaurant in Hendersonville. Twenty-eight members and guests heard member Bob Black, B-17 ROG, 100th BG 349th BS, describe his experiences as a



L to R Gen. Lewis E. Lyle, in back is David Fudge CO Warbirds, Inc., Pres. John Miser, Dr. Walt Brown Editor of 8th AF News, Jacques Morel Editor of NC newsletter, and Craig Harris.

Chapter News

POW from May 44 to April 45. Having been shot their first combat mission. February's guest speaker, Emmy Terheun, talked about her experiences as a young girl from the small village of Appenthal, Germany during WWII.

Jacques Morel

MICHIGAN CHAPTER

Members of the Michigan Chapter are pressing ahead with their programs involving the younger generations and schoolchildren. Thirty-five curriculum guides: *Honoring the American Past*, have been distributed to teaching institutions throughout the state. Member John Clark, 100th BG, writes, "Two Curriculum Guides I purchased have been donated to the University of Michigan and the Yankee Air Museum. Enclosed are funds to purchase ten more." Other Chapter members have made presentations to schools in their home areas, including Don Marble, Bob Palmer, and Barbara McAllister. News media have covered several of these presentations.

Rita Geising has been active in Hastings and also working with the educational programs of the Veterans of Foreign Wars National Home for Children in Eaton Rapids. Michigan has two such homes at the campus, both financed by VFW Units in the state. Posts in other states sponsor the 36 Homes on the 629-acre campus. There are a total of 71 buildings which make up the National Home. Historical educational programs such as those promoted by the Michigan Chapter are an important part of their teaching guidelines. The Home is online at: www.vfwnationalhome.org or tel (517) 663-1521.

A statewide essay contest, "What Honoring the American Past Means to Me" is being conducted during the present school year. Students have shown an enthusiastic response. Essay winners will receive cash prizes, membership to the Kalamazoo Air Zoo, and tickets to western Michigan University athletic events. The Chapter will also donate \$500 to the VFW Children's Home in honor of the student winners.

Teachers and libraries may arrange a free curriculum guide by contacting Chapter President Suds Sumney, tel (269) 598-3144 or email: suds@sumney.com.

ALABAMA CHAPTER

The Alabama Chapter Eighth Air Force Historical Society has recently received the Freedom Foundation at Valley Forge Certificate of Merit for the Adult Community Category. The award presentation was made as a result of numerous presentations by members of the Chapter throughout the state. Our program "Living America's History" began over three years ago and has been presented to thousands of Alabamians in schools, civic clubs, and church groups. The programs are well received and involve 8th AF speakers across the state. All Wings of the Chapter take part in these educational events. The Chapter is very proud of this expanding program of and of its accomplishments.

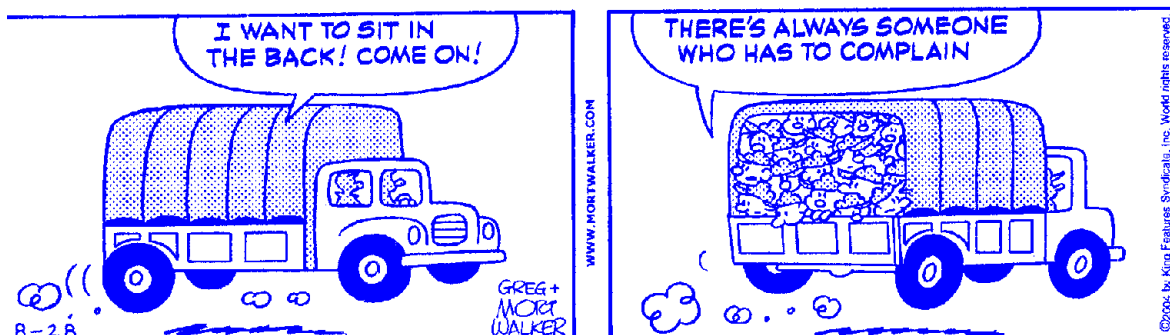
Russell Schultz, Executive Vice President of Freedoms Foundation at Valley Forge, presented the award at a luncheon at The Club in Birmingham. The award was received in the name of the Chapter by President Glenn Taylor.

PENNSYLVANIA CHAPTER

The Western Wing of the Pennsylvania Chapter held a Fall luncheon in Monroeville with an attendance of 80 members and guests. No program was planned. This allowed the members to spend time in fellowship, visiting and getting to know each other better, swapping stories and meeting families. One of the greatest things about the Wing is the caring friendship of everyone. It was a very successful meeting.

The Fisher-Booth squadron of the Chapter heard guest speaker Gerhard Hermes at their November meeting. Gerhard was a member of the German Afrika Corps and was captured in June 1943. He was sent to a Prisoner of War camp in Tennessee and has written several books about his experiences.

John and Ellen Fleming have a collection of Air Corps memorabilia which they set up in area libraries and schools. It is currently at the Pottstown Public Library. Library directors have noted the very positive feedback from the general public about these educational displays of memorabilia. Those who have items appropriate for the collection should bring them to the luncheon meetings at Williamson's Restaurant in Horsham.



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339FG Jim Mankie 304 Lake Forest Ln. Charlottesville, VA 22901

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

353FG Bob Brackstone 6106 Willow Hwy. Grand Ledge, MI 48837

355FG Robert E. Kuhnert 587 Pine Needles Dr. Dayton, OH 45458-3323

356FG Kenneth J. Male (Sept.-May) 8282 NW 47th St. Ocala, FL 34482

357FG Joseph DeShay 465 NE 34th St. Boca Raton, FL 33431-6031

359FG Anthony Chardella 511 Chresthaven Dr. Pittsburgh, PA 15239-3609

361FG Willis Walling 120 Lakes @ Litchfield Dr. Apt. 311 Pawley's Island, SC 29585

364FG Paul Goldberg 12616 Gulf Blvd. Treasure Island, FL 33706

479FG J. Ralph Helms 1103 Pincroft Dr. West Columbia, SC 29170

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92BG Arthur V. Belkowski 7 Tekening Way Hamilton Square, NJ 08690-1648

93BG Alfred Asch 6205 Meadow Ct. Rockville, MD 20852

94BG Mort Robinson 1333 W. Steel Ln. #443 Santa Rosa, CA 95403-2901

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457BG Joseph A. Toth 449 Sunset Ln. Pueblo, CO 81005-1140

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466BG Louis Loevsky 16 Hamilton Dr. East North Caldwell, NJ 07006

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491BG Hap Chandler 18 Willow Glen Atlanta, GA 30342

492BG W.H.(Bill) Beasley 1525 South Garfield St. Denver, CO 80210

493BG Jack D. Rude 2609 S. Bowie Amarillo, TX 79109

801/492BG (Carpetbaggers) Sebastian Corriere 4939 N 89th St. Milwaukee, WI 53225



The B-17 *Liberty Belle* became airborne on 8 December 2004 after completing a 15-year restoration in Kissimmee, Florida. The

airplane will go on tour and is now one of fourteen B-17s still in the air. For further info - website: www.libertyfoundation.org/index.php

From Vince Cahill: On July 15, 2005 the U. S. Postal Service will issue ten stamps in a pane of twenty depicting "American Advances in Aviation." One of the ten aircraft is an 8th Air Force B-24 J Liberator with 446th BG tail markings.

Notices found in night clubs:

~Sign above the mirror in the men's restroom of Ed Debevis, Beverly Hills CA: "No wonder you always go home alone."

~In Perkins Library, Duke University: "Beauty is only a light switch away."

~In the women's restroom at the Starboard, Dewey Beach DE: "Friends don't let friends take home ugly men."

~In the men's room, Linda's Bar and Grill, Chapel Hill NC: "No matter how good she looks, some other guy is sick and tired of putting up with her."

The Hormel Company of Austin, Minnesota is the home to the national Spam Museum - the corporate museum which draws over 60,000 visits annually, the majority of whom are not WWII veterans. Austin proudly calls itself "Spamtown U.S.A." If you can't drop by the museum, the book you may choose not to buy is by author Carolyn Wyman and is titled *I'm A Spam Fan*.

About 5,000 residents in Berlin were displaced when a 500-pound bomb

was discovered during excavation work for a hospital. Hundreds of German stores and businesses were closed while the bomb was defused by experts. It is believed that the bomb was dropped during the final months of the war. The old saying still holds good: *One more for the road*.

John Manocchio, Altoona PA, reports that: "Mr. Keys, the inventor of K-rations, the infamous food packets of WWII (Beans, Red, Dried, U. S. Army), died recently at age 100." Age 100 - probably stayed away from the K-rations.

SIGNS:

~ In a veterinarian's waiting room: "Be back in 5 minutes. Sit! Stay!"

~ At an electric company: "We would be delighted if you pay your electric bill. However, if you don't, you will be."

~ At a propane tank filling station: "Tank heaven for little grills."

The Airborne & Special Operations Museum Foundation, Fayetteville NC, has transferred the museumover to the U. S. Army. ASOM now is officially part of the Army Museum System which will budget the museum's maintenance, utilities, Army staff, and operating costs. This transfer has been the goal of the Museum's Board of Directors since its inception twenty years ago. The city of Fayetteville will remain owners of the property surrounding the building.

The museum tells the story of the army airborne and special operations units from 1940 to the present. The facility is free and open daily except Mondays, but is open on Federal holiday Mondays. Info contact: tel (910) 483-3003 ext 226.

The Mid-term meeting of the 8th AF Historical Society Board of Directors will be on Saturday March 19th in Alexandria, Virginia. The Friday evening before the meeting, George Hoidra, National Capitol Area Chapter, will host a pre-meeting informal dinner session. Any member of

the Historical Society who has items for consideration and discussion by the Board at the Mid-term should forward the material to President Larry Goldstein before March 15th. His address is on the inside front cover of this issue.

Jim Erskine, Chapter/Unit Development Committee chairman, has compiled a list of 8th AF airbase contacts in England. If you need the name and address of a base contact person, contact Jim - address inside front cover of this issue - and he will get it to you.

Our buddy, Roger Freeman, 8th AF Historical Society Historian, sends an update on his latest go-round with doctors: "I am completing my daily chemotherapy soon and everything appears to be going well, but it takes some time to overcome the results of two major operations in two months. Morale and outlook good and intent on coming back to the States in the future." Roger also sends his deep appreciation for those who have sent him cards and remembrances during these months.

The Vietnam Veterans Memorial will stand in the Mighty Eighth AF's Memorial Gardens honoring U.S. service personnel who sacrificed so much in the war in Southeast Asia. The monument will be constructed in a courtyard of bricks, funded by those who desire to remember a family member or friend in a permanent beautiful setting, at home among the courageous men of the Mighty Eighth. Final design plans for the memorial are near completion; memorial bricks may be secured now. Forty-two letter and number characters may be engraved on each brick. For further information call (912) 748-8888 ext 103.

8th AF News back-issues are available. Call Connie at 1-912-748-8884 or email eaafs@hotmail.com to order.

Book Reviews

Book reviews included in this section are those of particular interest to members of the 8th AFHS and that are newly released, in print. Each entry contains information as to how the volume may be obtained. All reviews are by the Editor unless otherwise noted.

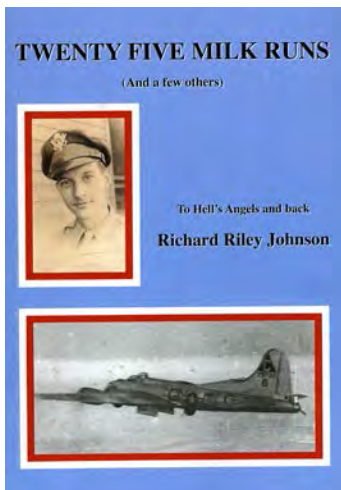
TWENTY FIVE MILK RUNS (And A Few Others) To Hell's Angels and Back by Richard Riley Johnson

Author Dick Johnson was born in Piqua, Ohio, living one block away from future fighter ace Don Gentile, who would achieve 22 kills with the 4th FG, 8th Air Force. They went to grammar school together. In the same school at the time a young singing group was winning all the local talent contests. They would go on to become the famous Mills Brothers quartet. Piqua was also the hometown of The Hartzell Propeller factory. After a short stay in Detroit, Dick turned southern when his family moved to Texas during the depression. They survived by sharecropping there and later in Ozone, Arkansas before their move to the Pig Ankle area of Butler County, Missouri. In Missouri Dick learned to pick cotton, after first "choppin' cotton" to clear it from weeds. He attended nine grammar schools in the family moves during those years. His childhood background leading up to his wartime experiences as a pilot with the 303rd Bomb Group - the *Hell's Angels* - is fascinating reading, full of personal stories of his family describing life during the Depression years of the 1930s in America. Descriptions of his combat missions in a B-17 are told in a similarly entertaining fashion. In April 1944 upon arriving at his base at Molesworth, Dick was told that his crew had a forty percent chance of finishing their tour of twenty-five missions without being shot down or wounded, and if they were shot down there was a fifty percent chance of survival from that. He flew tail-end Charlie on his

first mission - a true milk run, in his words "so called because it was no more dangerous than delivering milk." His second mission, 19 May 1944 was much different - a trip to "Big B" - Berlin.

From the ten-hour mission to Posen Polland: On our return trip to Molesworth we were joined by a twin engine P-38 that had an engine feathered to conserve fuel. He indicated that he was out of ammunition and wanted to fly with us so that we could protect him in case we were attacked again. However there was no other excitement and we led him to England where he waggled his wings and flew to his own base. It was pretty neat: a fighter having a bomber for

an escort. Many comments and facts here are not to be found in other combat volumes: after his last mission Dick was turning in his parachute and flight gear before returning to the States. He was told by the Finance Officer that he owed the U.S. Army \$31.50 to pay for the 42 box lunches he carried on the plane during combat missions. Despite the book's title *Twenty Five Milk Runs*, Richard Johnson and his crew flew some rough ones during their 32-mission tour. This is a 281-page softback volume, entertaining throughout. For purchasing information contact Trafford Publishing toll-free at 1-888-232-4444, website www.trafford.com. The author may be reached at: Richard Johnson, 5901 Joe Road, Deale MD 20751 tel (401) 867-0597.



HOME GROWN HEROES compiled by Sue Ann Dilworth

Home Grown Heroes is one of the most unusual personal stories book about the men of the 8th Air Force available. The concept upon which it was written is very successful. Its origin goes back to the anthology of stories collected and published as *Mississippians in the Mighty Eighth*, Ken Nail, Editor. That volume was comprised of the personal stories written by men and women in the Mississippi Chapter of the 8th AF Historical Society.

Debbie Dannel, Director of Education at the Mighty Eighth Air Force Heritage Museum, confronted Ken with the idea of producing a volume of stories especially written for elementary school age children. Sue Ann Dilworth's book is the result.

There is a Preface for Parents explaining the reasons for and approach to explaining war to children. Character values, 27 of them, are emphasized. Children are told that in this book are true, real-life stories of brave men who went to war for our country and the character traits they embodied.

Subsequent chapters explain why World War II began, who the enemy were, and the airmen and the machines they used to defeat the enemy. Eighth AF aircraft are depicted and described. The twenty-

nine stories are a wide cross-section of experiences rewritten from the original large volume published by the Mississippi Chapter. Essential elements of each tale have been left in, and the stories are presented in separate chapter form. The author taught school for many years and



Book Reviews

If you want people to know the truth, tell them. If you want them to understand the truth, tell them a story.
Eudora Welty, author

the language in her book is clear, precise and right to the point. They are enjoyable for adults to read as well. Illustrations throughout are by artist Glenn Payne.

Anyone who has children or grandchildren in school and anyone who has connections with local school libraries or young adult organizations, should have several of these copies on hand. There is nothing else available that tells the story of the 8th's war experience in this manner.

The volume is 143 pages hard-back. Information can be obtained by contacting: Sisters Publishing, 275 CR 514, Rienzi MS 38865. Email sueann7@bellsouth.net

Two from Schiffer Publishing:

JAGDGESCHWADER 2 "RICHTHOFEN" by Holger Nauroth

Jagdgeschwader 2 (JG 2) had its beginnings as the fighter unit of Manfred Baron von Richthofen, the "Red Baron" of World War I. During World War II, JG 2 and JG 26 were the only major fighter units to remain on the western front after Germany's invasion of the Soviet Union. On 8 July 1941, JG 2 "Richthofen" recorded its 644th air victory, matching the number of kills achieved by the original unit in World War I.

The fine volume from Schiffer Publishing tells the story of the Units daily activities and accomplishments, with many previously unpublished photos and descriptions of the JG of WWI up to the jet age "Richthofen" JG 25. The chapters give the most interesting aspect of the fighter war from the German perspective, somewhat disconcerting to the reader at



times, but very important to those who flew against them in combat, especially airmen of Britain's Royal Air Force and the men of the Mighty Eighth. 350 large-format high quality pages, with extensive photographs tell the story of the commanders, fliers, and ground men who were the enemy forces during two world wars. For information contact Schiffer Publishing Ltd, tel (610) 593-1777 or usual bookstore outlets. Website: www.schifferbooks.com or email: infor@schifferbooks.com. In Europe: email info@bushwoodbooks.co.uk

THE 479TH FIGHTER GROUP IN WORLD WAR II In Action over Europe with the P-38 and P-51 by Terry A. Fairfield

This volume tells the fighter war story from the American side. A very nice contrast to the book described above.

The 479th Fighter Group, 8th Air Force, began its formation in August 1943 and eventually was based at Wattisham, arriving 15 May 1944. This 502-page large format volume from Schiffer Publishing is an extensive history of the Group recounting their daily activities, missions, and personal interviews with those of the 479th. The 8 1/2 by 11-inch slick pages are replete with period photographs- a great collection depicting life in an 8th AF Fighter Group.

The men of the 479th maintained and flew P-38 Lightning fighters until 3 October 1944 after which time they flew their missions in P-51 Mustangs. Some of the seasoned pilots, accustomed to flying the outgoing P-38 "Cadillac of the Sky," objected the switch to the P-51 "Spam Can." These enthusiastic young fighter pilots were loyal to the machines with which they had success in combat. The 434th, 435th,

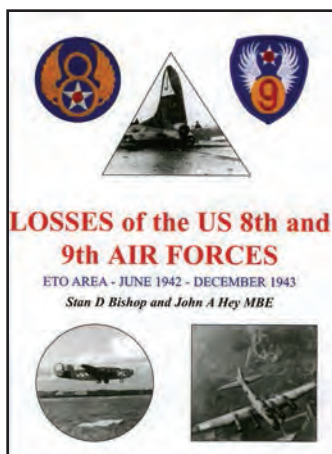


and 436th squadrons flew missions up until VE Day, 8 May 1945. In this volume missions are described in detail, with facts and photographs which augment the combat of that day. Appendices list the commanders, each pilot and his aircraft with aircraft nose art names where applicable, missions flown by each, and crew chiefs of the airplanes. Over a dozen 479th fighter plane drawings with markings are presented in color full-page format. Author Fairfield has done a superb job relating the history of this premier fighter group of World War II. Schiffer Marketing may be reached at tel: (610) 593-1777 or by email at: Infoschifferbooks.com. Website: www.schifferbooks.com. In Europe email: Bushwd@aol.com. Usual retail bookstores will be able to obtain the volume.

LOSSES OF THE US 8TH AND 9TH AIR FORCES ETO AREA- JUNE 1942 - DECEMBER 1943 by Stan D Bishop and John A. Hey MBE

In this unique volume, losses of 8th AF aircraft are recorded in detail on a day-to-day entry format. Photos of the aircraft, where available, accompany the author's write-ups of the crewmembers, Group and squadron, and particulars of the loss. Of special interest is the description of events of

Book Reviews



each month during the time period covered in the volume. The initial entry is 27 June 1942 when the first contingent of B-17s on the Northern Route had to land in bad weather on the coast of Greenland. Three fortresses crashed on landing. The B-17 *My Gal Sal* was recovered 50 years later by recovery specialists. Crash site photos and crew pictures add a personal note to the loss listings. Causes of the a/c loss, whether mechanical, weather-related, or in combat, are included. Final location of aircrew burial sites are also recorded. An appendix explains circumstances surrounding the deaths of 8th, 9th, 12th AF servicemen who were killed in action, but whose aircraft were not lost. Those servicemen who died in accidents or of natural causes are also included, again all on a daily entry format.

This is a very thorough and impressive book: the more you read its entries the more the reader gets some idea of the massiveness and sacrifices entailed in the 8th Air Force war experience. There are not just large numbers here. Each crewmember's name is a special entry with his aircraft, surrounded by his buddies' names and a/c positions, usually all ten crewmen. Aviation historian should spend some time with this book. The stories of the losses touching and impressive. Eighth airmen who served in the war will recognize several of the crewmen names, or several dozens of them, and will remember. It is hard to

ignore, in reading these daily entries, the heartrending fact that each airman who died, lost his life in an individual experience unrecordable in any volume.

The authors spent many months recording this invaluable data into one large format 540-page hardback book. A beautiful and factual volume on a subject of importance in the preservation of the 8th Air Force story. Every veteran reader will have close association with the airmen and events presented here.

Author Bishop report that he and co-researcher John Hey from Holland plan to release the next volume covering January 44 to April 44 this upcoming year. Contact Bishop Book Productions, 8 Mailes Close, Barton, Cambridge, CB3 7BQ England. Also available from usual book outlets.

AIR COMBAT LEGENDS Volume 1 Supermarine Spitfire, Seafire, Messerschmitt Bf 109 General Editor: David Donald

This volume from Specialty Press is about the airplanes - everything there is about the British Spitfire, Seafire and the German Me 109.

Within this volume is coverage of the most famous and most loved Royal

Air Force Fighter from the first edition, the Supermarine PR.Mk 1G to the last model, the Spitfire PR.Mk 19. Seafires were modified Spits with folding wings, Merlin engines and tail arresting hooks, allowing them to operate from aircraft carrier decks. A special Chapter is devoted to the use of the Spitfire as photo Reconnaissance airplanes, especially the MK XI, which were fitted out with camera installations, leading edge wing tanks, and enlarged cowl-

ings for extra oil. Some models were used by the 8th Air Force PR units.

The section of the volume of the Luftwaffe Me 109 is equally thorough and includes the later variants of this famous Battle of Britain and 8th AF adversary. Details of the developmental history, wartime action, rare configurations, production and engineering of the RAF and Luftwaffe fighters are laid out with excellent photos and text material. The photographs on this high quality large format publication are especially notable, many being double-page color. There are numerous period and combat photos as well. Paint schemes and markings are presented in full color scale drawings including those from all countries who flew these aircraft. This 256-page book is a definitive edition for warbird aviation and fighter history enthusiasts.



German engineers used techniques of camouflage in various settings throughout the war, but perhaps none more impressive than this color scheme on a JG 27 Bf 109E-4/Trop over the terrain of North Africa.

Book Reviews

For information Contact: Specialty Press tel: 1-800-895-4585 or at website www.specialtypress.com email: info@specialtypress.com

THE KILLING SKY **An US Eighth Air Force bomber mission to Germany** **by Jaap van der Kuylen**

Cover photo: "The Big O" by Arthur Whitlock, depicting the 303rd BG on 11 January 1944, commissioned by Brian McGuire, donated to the Mighty Eighth Air Force Heritage Museum.

Beginning with a visit to a B-24 crash site near his hometown of Exloo, Holland and to another in nearby Dwingeloo, author Jaap van der Kuylen expanded his interest into the entire events of the 8th Air Force mission of 11 January 1944. The mission records and personal

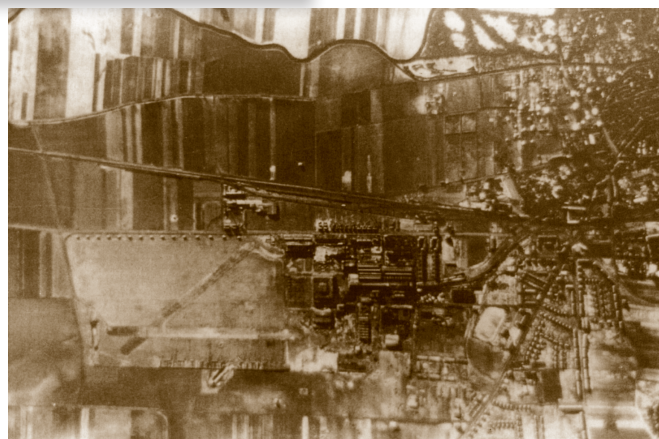
accounts of the men of the 1st Air Division who flew to Oschersleben, the 2nd Air Division who went to Brunswick, and the 3rd Air Division who also bombed Brunswick make up a large portion of the volume. Each bomb group's part in the mission includes photographs and interviews of their men and their aircraft. The human aspect and the eyewitness accounts of those

who took part on that mission augment the technical data as a significant part of the story.

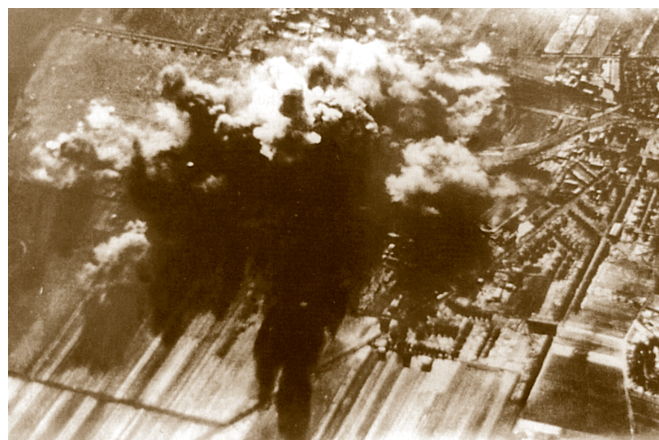
Aircraft losses - 60 bombers and 5 fighter planes - are detailed and an especially interesting section relates the minute to minute action and events of the entire mission. The story from the German side of the mission is presented as part of the story.

Author van der Kuylen's book preserves in detail the history of one mission of the 8th Air Force and allows the reader to see what went on during one mission - 8th AF Mission 182 - from the pre-mission briefings

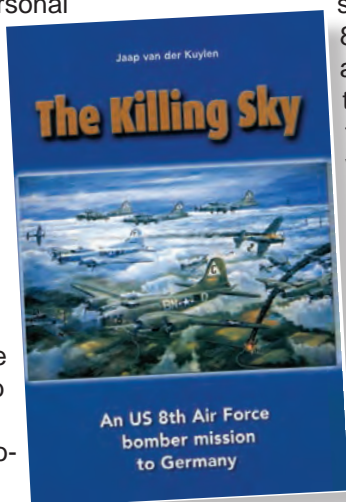
to the return home, capture by the Germans, or being killed in action. The book is large-format hard-back, 152 pages, in English. The Publisher is Rijpsma Printers, email:



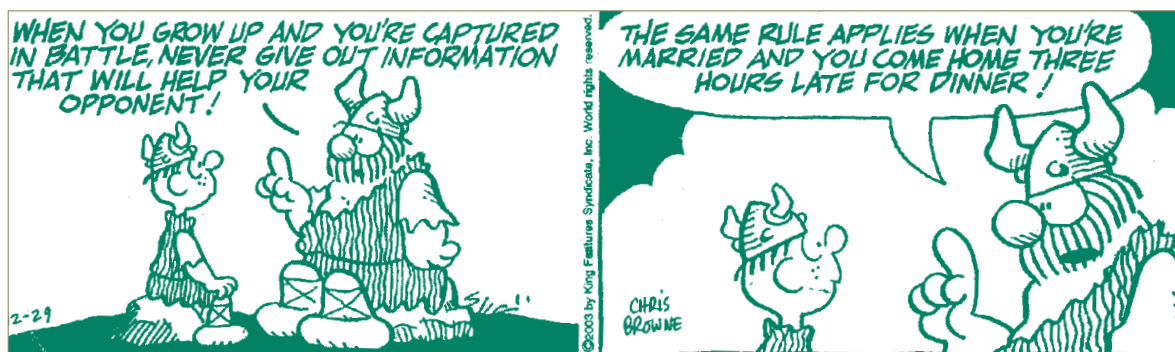
The AGO Flugzeugwerke A.G. at Oschersleben bombed by the 1st Combat Wing.



from *The Killing Sky*



rijpsma@euronet.nl tel:0031 (0) 181 212991 Emmastraat 12 3181 GE Rozenburg (ZH) The Netherlands



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NEW WEBSITE DISCOVERY

388th BG Associate Heather McCauley has discovered an excellent new internet research source. It's the National Archives Access to Archival Data System (also known as NARA AAD).

Using the search tools on this site you can find basic information about military personnel who enlisted during the years 1938-1946. The data provided includes military branch, serial number, year of birth, city and date of enlistment - among other pieces of information. This file is called "World War II Electronic Army Serial Number Merged File, 6/1/2002 - 9/30/2002."

Because the data was electronically compiled by scanning and coding computer punch cards, NARA says it has a 35% rate of error and is missing approximately 1.5 million records. It also does not appear to contain information on personnel who were drafted. The good news is that it does contain roughly nine million records.

The site takes a little navigation, and for best results, we recommend that you begin at the home page and read through the explanations and instructions. But if you want to quick start your search, type in the following string:

http://aad.archives.gov/aad/search.jsp?file_id=3475&coll_id=null&data_layout_id=494&table_id=893.

A slightly longer method is to start with the home page, www.archives.gov/aad. Click the red SEARCH button. On the next page, click the down arrow next to Subject and select World War, 1939-1945. Click SUBMIT. Next, select World War II Electronic Army Serial Number Merged File, 6/1/2002 - 9/30/2002. Click SELECT on the next to the title "Army serial number electronic file: merged processed file enlistment card records" that follows.

Now you can begin entering search criteria. Next to name type in Last Name (space) First Name (space) and middle initial if you know it (example: Pack Arthur B). Click SUBMIT to bring up all records with this criteria. Scroll down the page a little. At the far left, click the search box and then click show selected records. Note: if the last name begins with Mc or Mac, add a space (example: Mc Cauley Robert).

A second extremely valuable file on this site is called "World War II Prisoners of War File, ca. 1942 - ca. 1947."

YOUNGER GENERATION STOVISIT ENGLAND

The 351st Bomb Group is promoting a unique program which should appeal to other 8th AF Units. The premise is to give the children and grandchildren of WW II veterans an opportunity to visit the wartime airbase at Polebrook. Sally Hatcher Ewald is heading up this first-ever trip which will take place in July 2006. An advance tour by adults may be scheduled for this year, 2005.



Plans are to have the young people housed in English housing in the nearby towns of Oundle and Peterborough. They will be hosted by local families, many of whom embraced the American soldiers during the war. The respected company, Cultural Homestay, Inc., will propose the plans and itinerary. The group will tour East Anglia, concentrating on Polebrook airfield. Side trips to Madingley, Cambridge and Duxford will be included. The two-week experience will conclude with an optional four-day stay in London.

Sally, daughter of the first commanding officer of the 351st BG, Colonel William Hatcher, says, "My conviction is that the efforts and legacy forged by the men of the 351st should be celebrated by their descendants. In a tangible way, visiting the ground once trod by the men of the 351st will help achieve that end."

Families of the 351st who are interested in this trip for their children may get in touch with Sally at **tel (707) 829-5600 email: Sally.ewald@learningsolutions.com**.

ROYAL AIRFORCE MUSEUM LONDON NOMINATED FOR AWARD

The European Museum Forum has nominated the Royal Air Force Museum site at Hendon, London for this year's European Museum of the Year Award.

The Museum opened in 1972 to present the history and traditions of the RAF and aviation technology. It is Britain's only national Museum dedicated wholly to aviation.

Set on the grounds of the old Hendon Aerodrome, the site has expanded over the years to five huge halls containing over 100 aircraft, interactives, film shows, research archives and aviation related exhibits. It holds some extremely rare and unique examples of aviation history including the Ju87 'Stuka' and the Supermarine Stranraer. The Museum is committed to its preservation and conservation plan which ensures each exhibit is given due care and attention by qualified staff. As a public museum it welcomes on average 245,000 visitors a year and devotes a large part of its resources to Access and Learning Development to ensure that visitors have an educational and entertaining experience at the Museum.

In December 2003, the Museum led the UK's celebrations for the 100th anniversary of aviation, with the opening of the 'Milestones of Flight' hall. With suspended aircraft, split-level viewing, touch screen plinths and timeline wall, the exhibition hall takes static aviation display to a new level.

The European Museum of the Year Award has been granted since 1977. The decisive criteria in the choice of the Museum is how well its activities manage to serve the general public, i.e. the customers at large. Past winners have included the Guggenheim Museum at Bilbao in Spain.

Ajay Srivastava PR Manager Royal Air Museum T: 020 8358 6410 www.rafmuseum.org

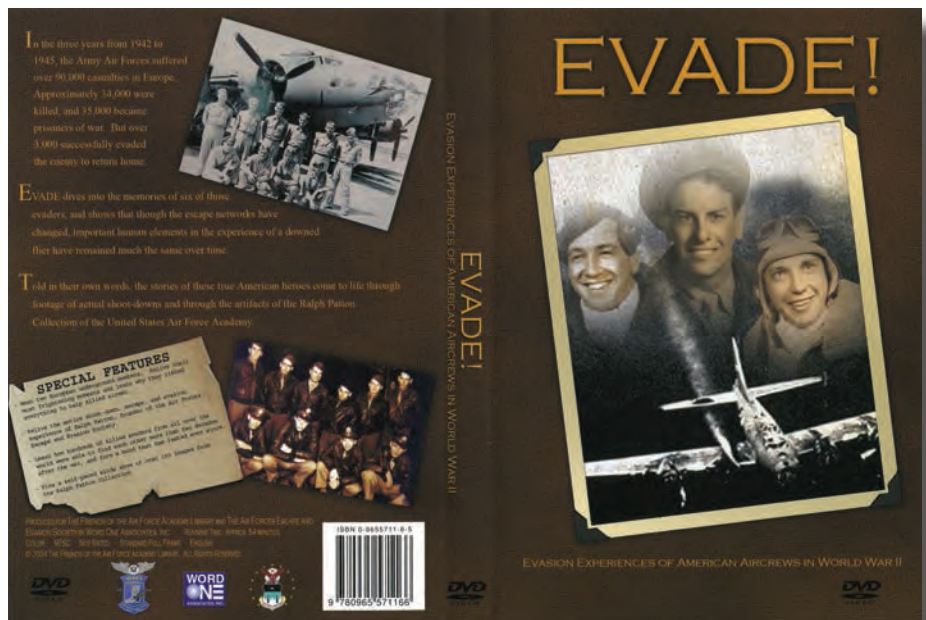
BULLETIN BOARD

EVADE! TELLS THE EVASION EXPERIENCES OF AMERICAN AIRCREWS

The Friends of the Air Force Academy Library and the Air Forces Escape and Evasion Society have produced a moving story of those who evaded capture after going down over Europe in World War II. The story is told with photos and in the words of a number of men who were able to evade capture. The 54-minute CD also relates the story of the resistance helpers and their families, many of whom were summarily killed by Nazi soldiers.

A good portion of the CD material derives from the files of Ralph Patton, AFEES founder, who has donated his collection for cadet teaching purposes to the U. S. Air Force Academy in Colorado Springs. During his more than ten trips back to Europe to research the events and individuals of the war, Ralph Patton has uncovered much new information about the escape networks during the war. This material was used to produce the CD. Members of AFEES also took an active part in the production.

For information about *EVADE!* contact: Ralph Patton, 8100 Conn. Ave, apt. #1205, Chevy Chase MD 20815.



AIR FORCE NAVIGATORS AND OBSERVERS ASSOCIATION

We are an association of US Air Force Navigators, Observers, EWOs, and WSOs, and Bombardiers. We currently have about 1200 active members from World War II to current active duty, guard and reserve navigators. The organization started at Ellington AFB years ago as a class reunion of a Navigator training class. Other classes from Ellington wanted to be included and the organization became The Ellington AFB Navigators Observers Association (TENOA). Later, other training bases asked to be included. The organization is now opened to all Air Force Navigators and Observers. AFNOA has a cross section of members, who have fought wars and peace, have written books and continue to be outstanding representatives of our profession.

For their tax-deductible dues of \$15 per year members receive *D. R. Ahead* as well as our recently published roster of approximately 1200 navigators with their class number, current address, phone number, etc. We hold a bi-annual reunion. The next one will be in Albuquerque New Mexico in October 2005. We also have a web site at www.afnoa.org with a message board and other interesting information.

Dr. James (Jim) Bannerman (Ellington 55-06)
AFNOA Secretary
Phone: 386.257.3853
E-mail: AFNOAsecretary@aol.com

MEMBERSHIP APPLICATION THE AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION (AFNOA)

Name _____
Spouse's Name _____
Address _____
City _____
State/ZIP _____
Home Phone _____
Work Phone _____
Fax _____
Internet Address _____
Base Name/Class Number _____

Send a Tax Deductible \$15.00 Annual Contribution payable to AFNOA to:

Clem Smith, AFNOA Treasurer
1095 Harriet
Canyon Lake, TX 78133-5244
Tel: 1-800-899-2699

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GOOD NEWS FOR PURPLE HEART AWARD RECIPIENTS

Carl Fyler, 303rd BG pilot, who was shot down on his 25th mission and shortly thereafter became a Prisoner Of War, has spent decades actively working for benefits for American Ex-POWs. He reports that the 1999 Veterans Millennium Health Care and Benefits Act made some important changes for those veterans awarded the Purple Heart for injuries incurred as a result of enemy action. These changes are now in effect.

As a Priority Group 3 recipient, veterans are exempt from the co-payments for hospital and outpatient medical care. This does not include pharmacy co-payments. There are no changes in beneficiary travel guidelines.

To achieve this status, the veteran must present his Service award record or DD214 Discharge documents to the nearest VA Medical Center or Health Eligibility Center. The medal itself or the certificate accompanying the medal alone is not adequate. If you need proof of your having received the Purple Heart Award, you may get Form 180 info at: <http://www.nara.gov/regional/mprs180.html> or: <http://www.va.gov/health/elig> or call **1-877-222-8387**.



NORWICH SUMMER SCHOOL FOCUSES ON U. S. AIRMEN

The Overseas Development Group, based at the University of East Anglia, has announced their seminar schedule for this summer. The five-day course will center on the 20th century American presence in East Anglia, specifically on the American airmen who were stationed at airbases there during the strategic bombing campaign of World War II. Course dates are July 18 – 22, 2005. Registration is open to everyone.

The experienced training staff will conduct illustrated lectures and also visit related sites of interest. Special tours will head to the Imperial War Museum at Duxford and to the 2nd Air Division Memorial Library in Norwich. Jane Donaldson, Training Manager, who lives in Seething near the 448th Bomb Group airbase, states that Historian Roger Freeman is scheduled to conduct the seminars. The expenses are all-inclusive of accommodation in single room facilities, tour transportation, and course materials.

The presence of 8th Air Force airmen

during the war years had a profound effect on the local population of East Anglia, an influence that still is felt and appreciated to this day. The ODG course will be a unique and enjoyable opportunity to discover this pivotal part of British, and American, history.

Related website is: <http://www.odg.uea.ac.uk/summer/course2.htm>

The Overseas Development Group training office email is: odg.train@uea.ac.uk
Tel +44 1603 592340 Fax +44 1603 591170



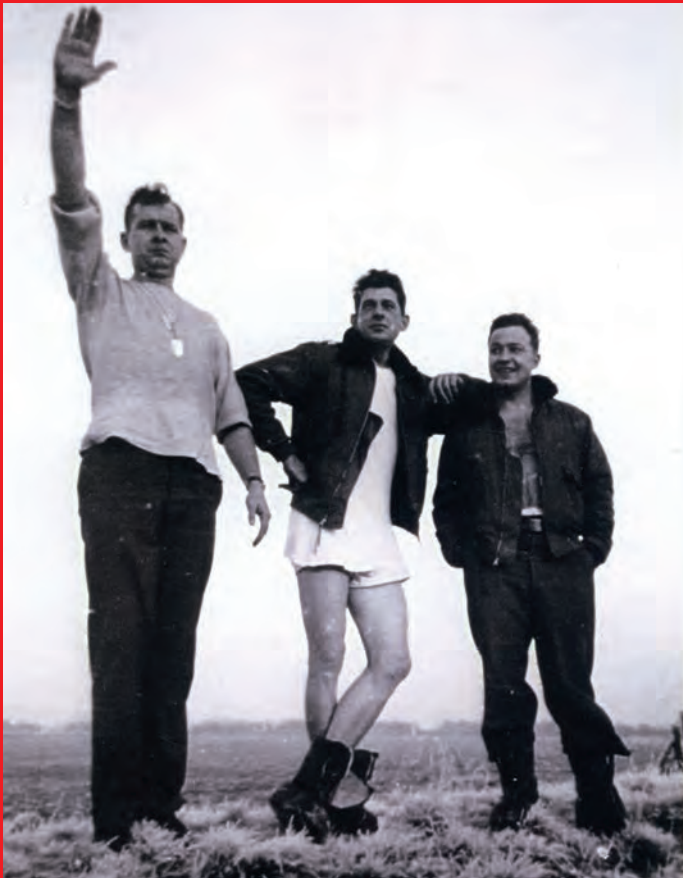
via Pat Everson

CHRISTMAS MORNING 8TH AIR FORCE STYLE

From Pete Langenfeld, Dallas TX
466th Bomb Group:

These pictures were taken on Christmas morning outside our barracks at Attlebridge in 1944.

We had flown a mission on December 24th and were not scheduled to fly on Christmas Day. The pictures certainly do not depict anything of real value to the war effort, but yet, in all the chaos and anxiety of combat, they show that we still had a bit of youthful humor left in us. That was sixty years ago!



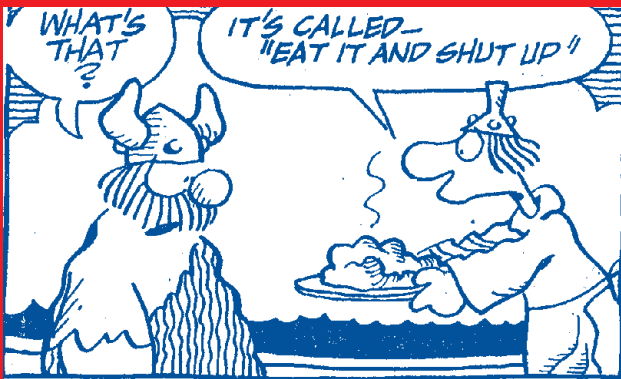
Duane Kinsey, Ed Kleczynski, and Pete Langenfeld



Ed Kleczynski, Bombardier - Kinsey Crew
Pete Langenfeld, Bombardier - Navigator - Wolf Crew #548
Dick Gray, CoPilot - Wolf Crew
Duane Kinsey - Pilot



Pete Langenfeld with his "Old Two Dozen" Texas license plates



Taps

Never let me hear that brave blood has been shed in vain. It sends a roaring voice down through all time.
Sir Walter Scott



Keating, Jack, Elwood IL; 381st BG bombardier; 35 missions

Goth, Weston, Madison SD; 361st FG armorer

Faye, Alma, Phillipsburg NJ; wife of Andrew Faye, deceased; 361st FG

Shivas, Gordon, Nashville TN; navigator/ bombardier

Hendrix, William, Wichita KS; 466th BG -from his wife Helen

Gunderson, B/G Brian, Alexandria VA; navigator with the Carpetbaggers; 50 night missions; Chief of Staff USAFE 1969; publisher *Air Power Journal* editing the popular "Slanguage" section: eg RAF term: *Frog* - U. S.: British nickname for a Frenchman; *George* - U.S.: an Autopilot; *Frying*

Pan - U. S. : an aircraft dispersal pad

Kenney, Paul, Decatur GA; 384th BG bombardier; POW; founding member Georgia Chapter

Dickert, Harvey, Millersville PA; 100th BG B-17 pilot Silva, Art; 487th BG gunner; organized first 487th BGA reunion in 1967; group contact for publications and 487th overseas organizations in England and Belgium -from Mike Quering

Johnson, P. W., Aptos CA; 447th BG original cadre pilot; 30 missions -from crewmate Ted Nurre: "Great guy, great pilot"

Alessio, Louis, Franklin TN; 398th BG navigator; Tennessee Chapter

Goodman, Charles, Memphis TN; flew B-17s & B-29s; writer and publisher; owner Castle Books

Bedinger, Tucker, Hendersonville TN; 486th BG; Tennessee Chapter

Venegas, Lewis, Santa Barbara CA; 466th BG ttg/engineer on the Earl Wassom crew; 35 combat missions and 8 gas haul missions to France in Sept 44

Beitler, Harold, Banning CA; 466th BG pilot; 35 missions -from crewmember Ed Smith

Shrewsbury, Paul, 305th BG; Missouri Chapter

Woodward, Ellis, Baltimore MD; 493rd BG pilot; 30 missions as lead crew -from crewmember copilot Bill Rawson

Marbury, William, Brownsville TN; Burtonwood;

Tennessee Chapter

Dodd, Bobby, 352nd FG pilot -from Robert "Punchy" Powell: "Bobby was one of our most popular pilots; he was always active in the Association."

Loch, Harold, Green Bay WI; 91st BG ttg/engineer of the B-17 *Memphis Belle*, the first bomber to return with its crew to the States after completing 25 combat missions Farmer, Mack, Clarinda IA; 35 missions as a radio operator/gunner -from Walter Schattel

Edsell, Robert, Mehlville MO; 385th BG bombardier on *Satan's Mate*; 35 missions -from crewmate Kenneth Laffoon

Stevens, Col. Kermit D.; San Mateo CA; 303rd Bomb Group Commanding Officer. He was the last surviving member on the original activation orders of the 8th Air Force when it was constituted in Savannah, Georgia in January 1942. Known for his admonition to his troops in pre-mission Briefings to "bow your neck on this one, men," a 303rd B-17 was christened *Bow Ur Neck* in his honor. Kermit was a professional baseball player and had a life-long love for the San Francisco Giants. He was a strong supporter of the Mighty Eighth Air Force Heritage Museum and made a number of trips with his daughters to the museum for special events, remaining very active up until his 96th year.

"With the grace of God and a fast infield, I'll see you soon."

Ilfrey, Jack, Houston TX; 20th FG pilot of the well-known P-38 Lightning *Happy Jack's Go Buggy* and author of a book by that name detailing his experiences and his shootdown just after the D-Day invasion. He flew two tours, 142 missions; was active in his FG Association, publishing the Group's newsletter *King's Cliffe* for many years.



Jack Ilfrey

Hendrickson, E. Mason, Frederick MD; 355th FG pilot; 65 missions in P-51 *Gin Rummy* named after his wife Virginia; active in civic and historical society affairs in

FRANK CHRISTOPHER DeCICCO JR.



Frank DeCicco flew with the 303rd Bomb Group "Hell's Angels" before returning and moving to Richmond, Texas with his family, where he founded and served as CEO of ReMax of Texas, Inc. He was an accomplished private pilot and flew to 8th AF Historical Society annual reunions for many years. Frank

was active in his 303rd BG Association, served on the 8th AF Historical Society Financial Advisory Committee, and was a member of the Board of Trustees of the Mighty Eighth Air Force Heritage Museum.

With his wife, Jean, and their daughters, the DeCicco family enabled the education programs of the Heritage Museum and the Historical Society to publish and send out to over 15,000 schools across the country the successful *Honoring the American Past* World War II educational curriculum. Because of their support, over 1.2 million schoolchildren have learned about the history and accomplishments of the 8th Air Force.

Maryland -from Frederick Biggs

Nelson, Rudy, Marion IA; 95th BG pilot; Iowa Chapter Chaplain and past-President - from his friend Leon Mehring

Penticoff, Ray, Hamptin IA; 55th FG ground crewman; post-war private pilot and motorcyclist

Flanagan, William, Albuquerque NM; 306th BG

Mateyka, Milan, Oradell NJ; 392nd BG

Bowman, Richard, Diamond Bar CA; 96th BG

Ballantyne, Thomas Tim, Houston TX; 94th BG navigator; 30 missions; served in the University of Arizona's last horse cavalry before enlisting; founded successful Metallic Building Co.; choir director for 35 years -from friend Al Lea

Hackney, Paul, Bellville TX; B-17 navigator; 35 missions; career as engineer; active in Boy Scouts program Sagolla, Dominic, Lancaster PA; 442nd Air Service Group

Jensen, Robert, Racine WI; 55th FG P-38 pilot; POW; downed on his 12th mission

Penn, Donald, Berwyn IL; 55th FG pilot; career with American Airlines

Koenig, Albert, Barrington NJ; 55th FG pilot

Bellis, Wendal Max, Spokane WA; 442nd Air Service Group HQ

Phlegly, John Jack, Eureka CA; 20th FG -from his wife

Butler, John, Dyersburg TN; 466th BG tail gunner on B-24 The Brute; 25th mission was on D-Day, 6 June 44 -from Tim Bivens

Gonda, John, Indiana PA; 100th BG navigator -from crewmember Eugene Jensen

Scott, M/Gen Richard, Lancaster PA; 364th FG pilot;

his plane was shot down over Europe and he spent four months successfully evading capture. After post-war commands in Taiwan and Japan, he served with the Atomic Energy Commission's division of Military Applications and later oversaw National Guard programs in Pennsylvania. He served as mayor of Lancaster from 1973 to 1979 and was on the Board of the 8th AF Memorial Museum Foundation.

Ward, Charles, Phoenix MD; 457th BG -from his daughter Trudy Guetler

Carter, Will, The Woodlands TX; pilot 91st BG; 35 missions, including the first 8th AF raid on Berlin -from Al Lea

Dinwiddie, William, Houston TX; pilot 390th BG; career in engineering with SW Bell; -survived by his wife Bebe, who he met while stationed at wartime Wright-Patterson Airbase

Childress, Hubert "Chili", Palm Desert CA; 7th Photo Recon Group P-38 pilot; served as President 8th AF Historical Society; career as attorney - from wife Kathleen

Jackson, Eulon, Brewton AL; 447th BG

Anderson, Warren, Boise ID; 385th BG

Grady, Jack, Albuquerque NM; 44th BG

Jensen, Ewald, West Palm Beach FL; 306th BG bombardier -from his cousin Mary Ann Sexton

Collins, Frederick, Brookside OH; 493rd BG ball turret gunner -from his son Frederick Jr.

Lee, John, Savannah GA

MacDonald, James, Chicago IL; 305th BG; forever Young at Heart

LT. GENERAL MARTIN J. RYAN JR.

Martin "Rip" Ryan retired as a Lt. General, United States Air Force, after serving as Commander 8th Air Force at Barksdale AFB, Louisiana from 1991 to 1993. He served a tour of combat with the 315th Tactical Airlift Wing during the Vietnam War, flying over 800 combat hours.



He commanded numerous military organizations to include the 2nd Bombardment Wing, the 7th Bombardment Wing, and the 45th Air Division. Before taking command of the 8th AF, Gen. Ryan served as deputy Commander-in-chief of the U. S. Atlantic Command, Norfolk VA.

He was a command pilot with over 6,000 flying hours in multiple aircraft and was highly decorated receiving, among others, the Legion of Merit, two Distinguished Service Medals, the Distinguished Flying Cross, and five air medals.

Interment was at Arlington National Cemetery, Arlington, Virginia, with full military honors.

Kemmer, Ed, Chicago IL; P-51 fighter pilot; shot down on his 29th mission; POW; actor who got his start playing the role of Hildy Johnson in his Stalag's production of *Front Page*; later played Cmdr. Buzz Corry on the 1950s Space Patrol radio program; in many TV westerns and 19 years as character actor in afternoon television soap operas -from Jim McClain

O'Gorman, Robert, Tamaqua PA; 445th BG

Saydek, John, Southampton PA; 91st BG

McCrea, William, Doylestown PA; 91st BG

Griffin, Milton, Clearwater FL;

Coen, Oscar, Baker City OR; fighter pilot with Eagle Squadron -British 71st Squadron; flew 200 missions in Spitfires, P-51s and P-47s earning 3 Silver Stars, 3 DFCs, british DFC, and the Croix de Guerre; shot down in 1941 and escaped over the Pyrenees on foot with the help of the French Resistance

Creech, Harvey, Charlotte NC; 447th BG; Metro Wing of North Carolina Chapter; 30-year career with Morton Salt Co.

Sherwin, Claude, Salt Lake City UT; 303rd BG wg/toggler; active supporter of the Hill AFB Museum for many years

Scripture, Ellis, York PA; 95th BG

McDowell, Bert, Irving TX; 55th FG pilot; shot down on 55th mission; POW; author of 22 poetry books and poet laureate of the 55th FG

Vaughn, Willis, Seneca SC; 401st BG gunner

Keating, Jack, Elwood IL; 381st BG bombardier; 35 missions

McKeag, Charles, Gahanna OH; 452nd BG

Gatti, Harold, Glen Rock NJ; 8th SVA

Newman, Robert "Bob," Soddy-Daisy TN; B-24 ttg/engineer; 36 missions; 38 years as Chief Chemist Norfolk Southern Corp.

Mitchell, Charles, Glen Mills PA; -from his son Charles, Jr.: "The family salutes all who gave to preserve the American way."

Rygiel, Frank; 486th BG -from his wife Dorothy

Caudle, Morrie James; Green Flag December 16, 1925 - Checkered Flag September 4, 2004 -from Morris John Caudle

Stebbins, George, Rickinghall England; staunch 388th BG supporter and Group UK contact at Knettishall air-base for many years. Services included tributes from America for his wartime work with Redgrave General Hospital and from his many friends in the 388th BGA.

Nieman, Walter; 303rd BG

Putnam, Norman, Naples FL; 453rd BG pilot; 35 missions; career as attorney in Ohio. As a stern and fair Ohio Court of Appeals judge he wrote: "All courts shall be open - far too much blood and treasure have been invested to secure liberty to permit the government to prosecute crimes in secret." -from crewman James Rex Mills

Jameson, Chet, Tulsa OK; 303rd BG - from his wife Betsy



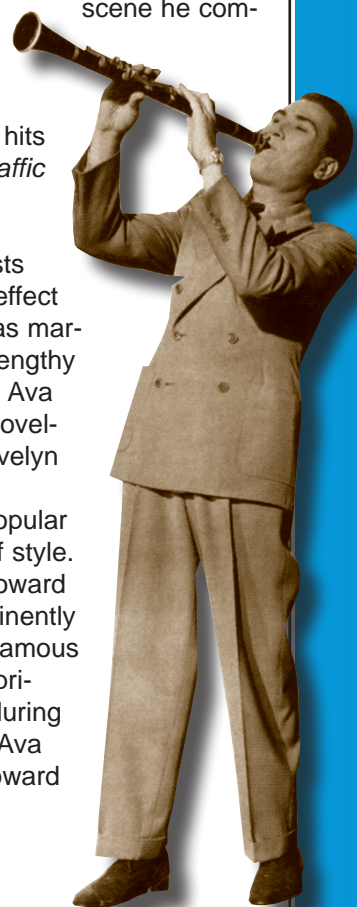
ARTIE SHAW

Artie Shaw ranked with the best at Swing Music. Goodman, Dorsey, Miller, Herman, and Shaw were at the top in the 1930s and 40s. Shaw's *Beguine the Beguine*, which topped the charts for six weeks in 1937, was the definitive clarinetist's rendition of a big band tune. After leading eight different bands, he left his musical career in the early 1950s, devoting the rest of his life to writing and various other pursuits. On retiring from the music scene he commented, "I did all you could do with a clarinet; any more would have been less."

Along the way, he recorded hits such as *Frenesi*, *Moonglow*, *Traffic Jam*, and *Summit Ridge Drive*. Shaw's artistry not only influenced numerous later clarinetists - Artie Shaw, the man, had an effect on Hollywood actresses. He was married eight times. In that rather lengthy list were Lana Turner (wife #3), Ava Gardner (#5), *Forever Amber* novelist Kathleen Winsor (#6) and Evelyn Keyes (#8).

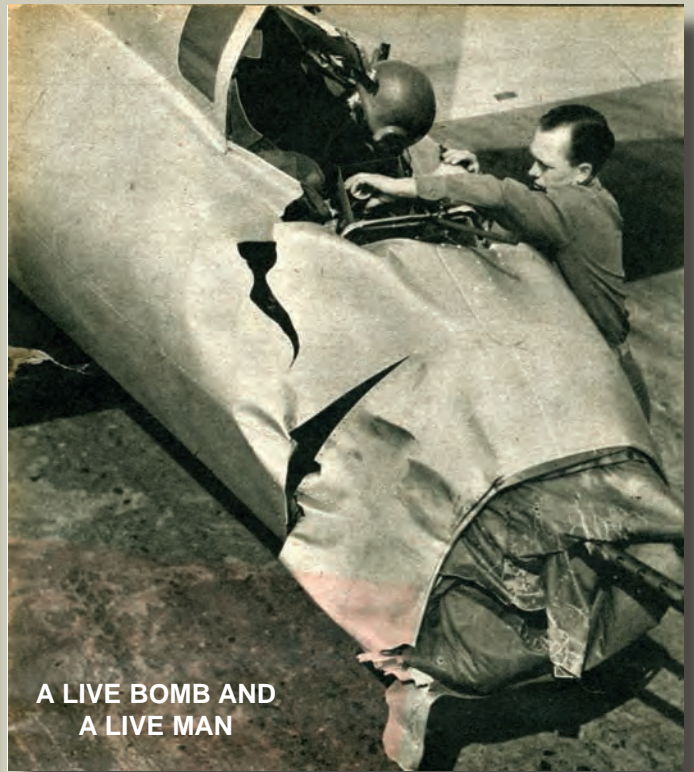
Artie Shaw's music is still popular today - it has never gone out of style. The recent motion picture of Howard Hughes life, *The Aviator*, prominently featured his clarinet - Shaw's famous theme song, *Nightmare*, appropriately plays in the background during the emotional scenes in which Ava Gardner is breaking up with Howard Hughes.

Artie Shaw was 94.



Evolution of the B-17 Tail Structure

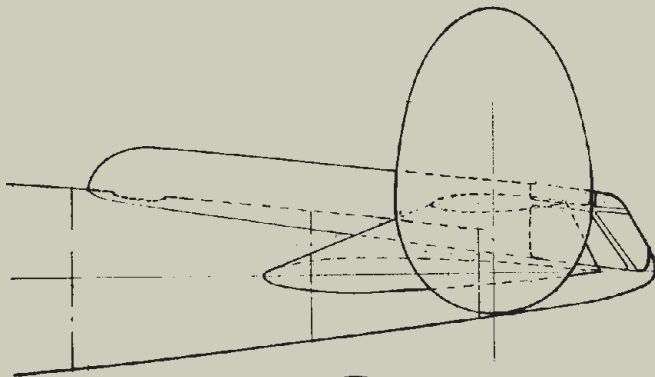
Boeing began initial design work on the B-17, as early as 1934 after receiving Air Corp type specifications for a fast bomber that could carry a big bomb load. Boeing engineers got to work and developed the tail structure. Later modifications included the Cheyenne modification of the tail gun emplacement.



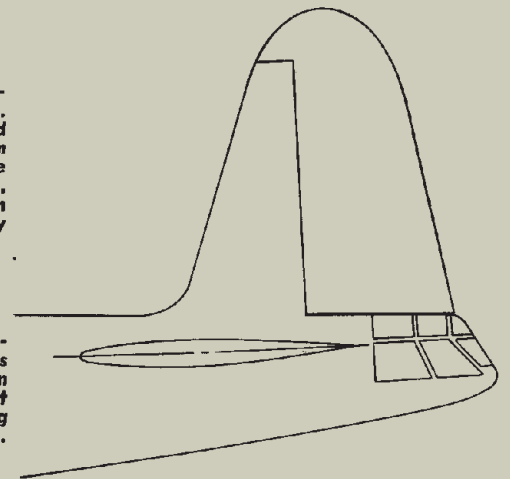
**A LIVE BOMB AND
A LIVE MAN**

Armorer expert Charles James removes the fuse from a live bomb next to a wounded tailgunner

EVOLUTION OF A TAIL STRUCTURE. Here, from left to right, is the sketching progress of the tail surfaces on the B-17E model.



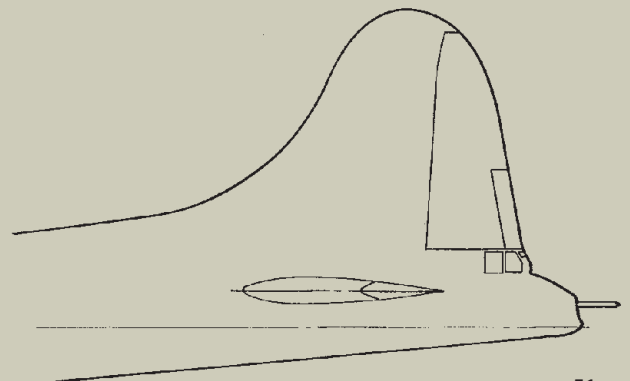
At left is a radical departure for Boeing. Somebody suggested twin rudders, when the tail guns were added to the bomber, in order to retain original basic body lines.



Right: Back to a single rudder, in this later sketch. Tail gun position added but rudder is something like the earlier models.



Left: The dorsal fin has evolved. Two ideas on length of stinger turret are here, one line showing an extra window.



Right: Final B-17E tail, a distinguishing feature of the Fortress and a potent weapon in today's aerial combat.

SERVICE AWARD PRESENTED TO LT. COLONEL DANIEL A. McGOVERN

On December 25, 2004 Lt. Col. Dan McGovern was awarded the Legion of Distinguished Service Award by the 8th Air Force Memorial Museum Foundation at his residence in Laguna Woods, California. The presentation of a special plaque of appreciation was made by Keith Roberts, who flew with the 392nd Bomb Group at Wendling.

The plaque states appreciation for professional excellence of over twenty years in direct support of the 8th AF Historical Society's annual membership reunions and events and film coverage of the Air War Symposium series sponsored for many years by the 8th AF MMF.

Dan McGovern was a combat photographer assigned to the 305th Bomb Group as NCOIC from May 1943 to February 1944, completing six combat missions filming air-to-air combat scenes flying with the group. He was promoted to 2nd Lt. with a combat field promotion. His combat footage was used in a number of training and informational productions including the historical documentary *Memphis Belle*. Dan's succinct comment to his many friends about his combat film efforts is, "If the film footage taken during those missions turned out blurred and shaky, it was my fault – I was the one doing the shaking."

After his retirement from the U.S. Air Force in 1961, Dan became active in numerous photographic endeavors in the film industry in California. A large part of his collection now resides in the John Woolnough historical research archives at the Mighty Eighth Air Force Heritage Museum.



Dan McGovern, left, presented with award by Keith Roberts

Remembrance Services - Bedford, England



Connie Richards at the Remembrance Services with friend Jean who had an American Lt. boyfriend during the war.

Veteran's Day in America was established in 1954 in the United States in gratitude for those who served in the name of freedom. The November 11th holiday was originally observed as Armistice Day, commemorating the end of World War I. In England, memorial ceremonies are held on the same day each year.

Connie Richards represents the 8th AF Historical Society every year for the Remembrance Services at her hometown of Bedford, England. As our 8th AFHS contact in the UK, this was Connie's 10th year to lay a wreath to honor the 8th Air Force airmen. She also performs this significant service annually at Cambridge American Cemetery, where there is a full military memorial service each May.

The Veteran's Day Service featured military music by the Royal Air Force Wyton Area Voluntary Band, with renditions of the two nations' anthems, *God Save the Queen* and *The Star Spangled Banner*. Chaplain Captain Robert Monagle, 423rd Air Base Squadron, delivered the invocation. Words of Remembrance speakers were Air Marshal G. A. "Black" Robertson and Col. James "JR" Smith, Commander 420th Air Base Group.

Colors were presented and retired by the EUCOM Joint Analysis Center Honor Guard.

SITTING ONE OUT

by Glenn Taylor, 466th BG

It is five o'clock in the afternoon. You enter the mess hall for a twofold purpose: to get a fill of stew and to observe the alert chart for tomorrow's mission. As you pass through the door you turn right and pause before the bulletin board. There is the alert list: Myers, Everett, Morgan, Craft, and a few other names with which you are not familiar. Each name is that of the First Pilot whose crew will be on tomorrow's mission. Clay's name (your pilot) is not listed, so you sigh with relief, knowing that tomorrow is a day of rest; you are not flying.

As time passes, and the sun recedes into a blanket of darkness, the base comes alive with activity. The ground crews are making last minute checks on their planes before the work begins tomorrow. Operations is bustling with the arrival of the late orders from Division.

The message center is busy giving and receiving coded messages. Armament and ordinance workers rush from ship to ship, loading the bombs which will be dropped on "Festung Europe" tomorrow. Meanwhile, crews are sitting around smoking, playing poker, writing letters, reading, clowning, or "shooting the bull" no one seems particularly worried. Tomorrow is the time to worry; tonight should be spent in complete relaxation. As you crawl between your blankets you think how nice it is not to have to get up at two o'clock tomorrow morning.

Sometime during the dead of the night, you are suddenly awakened by the roar of trucks climbing the hill to pick up crew members alerted for today's mission. There are shouts, some profanity, some jokes, and other shouts just to let us who are left behind know how lucky we are today. Another nap gives the crews time to "chow-down", attend briefing, go to the drying room to dress into their heated equipment, and catch trucks to their respective planes. As the first fingers of dawn push back the darkness covering the Anglican countryside pilots begin pre-flighting their planes. Though you

are a mile from the noise, you can detect every move in each cockpit by the sound of the engines. There is a whirr as the starter catches and kicks each engine to life. A slight pause for engines to warm, then you hear the engine labor and decrease in sound as left and right "mags" are checked respectively. Next comes both "mags" off and the engine sound decreases. Pilots then check the supercharger power "on" and "off" and the full power of the engine at 36 inches of mercury. Then the check is over for that engine. This is repeated three more times until all four engines are checked and ready to go. The planes taxi out of their revetments, down the perimeter to the runway, and take off one by one until all thirty or more are airborne. Takeoff is at thirty-second intervals and getting



466th Bomb Group formation B-24 *Ready and Willing*. This aircraft had flown the low-level Ploesti raid with the John Roche crew.

the group airborne takes fifteen minutes or more. You can then go back to sleep.

As the sun peeps through the crack between the window and the black-out curtains, shining directly into your face, you awake. The first noise that strikes you is the sound above. The drone of thousands of bees circling overhead - only these are the sounds of a thousand "heavies." You get up, go wash, and cycle over to the mess hall for breakfast. Outside, the sky is filled with hundreds, maybe thousands, of tiny dots, followed by contrails as far as you can see. They have been forming for two hours now and are at an altitude of fourteen thousand feet, you estimate. They fade from view as they approach Splasher 5 and head

out over the North Sea on their way to Germany.

Back at the base, a peaceful day begins. It will be a seven/eight-hour mission, with two already gone during forming. It's now nine o'clock in the morning so they should be returning around two o'clock this afternoon, at the earliest. Until about 1:30 activities at the base will proceed as normal. You kill time until noon chow, after which you cycle over to Operations for mail call and a one o'clock meeting for all crew members not flying. With the meeting over, you cycle out to your ship - providing it is not on a mission with another crew - and wait for the formation to return.

One by one there are 35 squeaks as the gear of each plane touches the runway. Each taxis into its revetment

and "chocks" throttles, beginning a new deathly silence. We are all thinking, "Who was it that "got it" and how did it happen?

Any escapes?

Suddenly you hear a faint noise! Breathing stops to shut out any noise other than the engine sound.

The dot develops into a majestic plane, badly beaten and limping on three engines. It is a thrill to see a plane and crew so determined in spirit!

As it lands, unsteadily, it moves into its revetment to conclude the mission of the day. All planes are in and accounted for.

You walk away, mount your bike, and ride over to interrogation to talk with some of the returning crews. Everyone agrees that it was much easier than anticipated. You hear those comforting words, "You should have been there!" While so near Operations, you decide to check the alert board for tomorrow's mission assignment. The list is already posted and as you read it: Lawbrich, Cockey, Earnhart, five more names of no concern to you, and then CLAY. That's your crew.

Tomorrow is not a day of leisure.

Tomorrow you go back to work.

**Glenn Taylor, 466th BG
Birmingham, AL**



James Free now lives in Swainsboro GA and shows his red, white and blue colors on his 457th Bomb Group POW tags.



The plates are special Air Force Association Texas issues to Marvin Graham, 392nd BG, of Amarillo TX, who flew on the Gordon Hammonds crew. Marvin states, "We had two airplanes during our tour, *The Jive Bomber* and the *Carol Ann*. The time span was from December in 1943 to early May of 1944 for our missions. Those were great times. I married a Welsh girl while over there, and we had fifty-seven wonderful years."



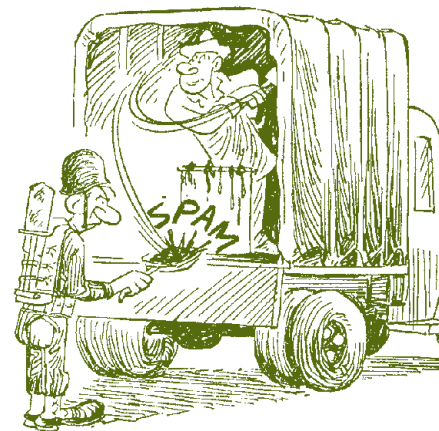
A tribute to his father, Edward Cunningham, pilot with the 95th BG, rides with his son, Michael Cunningham of Morgantown, West Virginia.

On his 24th mission, Edward's B-17 was badly shot up and the crew managed to make it to Switzerland. After a couple of months interned there, he "decided to take a walk," eventually contacting U. S. troops in France. He is now 87 years old and resides in Sebring, Florida.



I served with the 458th Bomb Group at Horsham St. Faith in England during WWII. I am a member of the Eighth Air Force Historical Society. Your current issue of the 8th Air Force News featured some special license plates of veterans along with many other great articles. I would like to add my license plate to your collection. I am proud of my affiliation with the Eighth Air Force. Bill Clark, 458th BG Wallingford CT

SPAM



How About It?

Gratitude, appreciation, respect, love. . . are just a few of the words that have been expressed to the Veterans by the younger generation who recognize the horrors of World War II and the great price which was paid for with their freedom. In England, decades after the end of the war, a Brit voluntarily approaches a visiting Yank and thanks him for his contribution in preserving his freedom and in "saving the world." At the dedication of the World War II Veterans Memorial in Washington D.C., tens of thousands of Veterans of that war were recognized and honored. The younger generation there openly wept and rejoiced with these men and expressed thanks to them for the sacrifice they made. In social gatherings, without fanfare, sincere face-to-face expressions of gratitude are not uncommon.

These are humbling experiences. They come unexpectedly. How does a Veteran properly react? Does he try to explain love for family, God and country? Can it be understood that "love takes the sting out of duty?" In the fury of war and without thought, duty and love become one. At the end of the Normandy campaign following D-Day, the Allies had 2,168,307 men armed, trained, and available and most were engaged in combat on what was called the Western Front. On the Eastern Front there were millions of Russians engaged in battle. Of those soldiers, untold thousands gave their lives on the ground and in the air. Many died

but many more survived. The survivors, after 60 years, are still humbled at the accolades they receive for doing what they considered only to be their duty.

Montgomery, the stubborn and opinionated British General, in 1942 assumed command of a beaten and dispirited English Army which had been pushed all over North Africa by the Germans and humiliated by their leader, "The Desert Fox", Field Marshal Erwin Rommel. In these circumstances, Montgomery issued a new order, perhaps his most famous. *"We will fight the enemy where we now stand: there will be no withdrawal and no surrender. If we cannot stay here alive, then let us stay here dead!"* Cold blooded? Not really. Monty asserted his leadership. His men entrusted their lives to him. He was a courageous and caring leader and they submitted to his authority. He once asked an infantry soldier what his most valuable possession was. The soldier replied, *"My rifle Sir."* *"No it isn't,"* declared Monty, *"It's your life, and I'm going to save it for you."*

It is not in the large military units where crises and danger are overcome, but rather by acts of individual gallantry. It is true that Unit Citations and Commendations by Commanders were awarded but those units were made up of individuals loving and caring for one another, and the survival of each other held preeminence. A wounded bomber aircraft is in danger of exploding at any moment.

The crewmembers preparing to evacuate, discover one parachute destroyed. A true friend and his disabled and wounded buddy somehow find a way to buckle

themselves together, share the same chute, bail out and descend to safety. A damaged bomber, smoke trailing from its engines and falling behind the group formation becomes a "sitting duck" for enemy fighters. From the formation, a friend in another aircraft sees its plight, drops out of the formation and falls in beside it. Together, they become a more formidable force against an enemy attack. The Master Teacher describes this as follows: ***"Greater love has no one than this, to lay down one's life for his friends."*** John 15:13 NIV.

What should our response be for these surprise accolades? *"My friends and I together cared for one another and our country. Thank you for your recognition."*



Earl Wassom

**Earl Wassom
466th BG
Chaplain 8th
AFHS**



SGT. GEORGE BAKER



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8th AF News
The Eighth Air Force Historical Society
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