

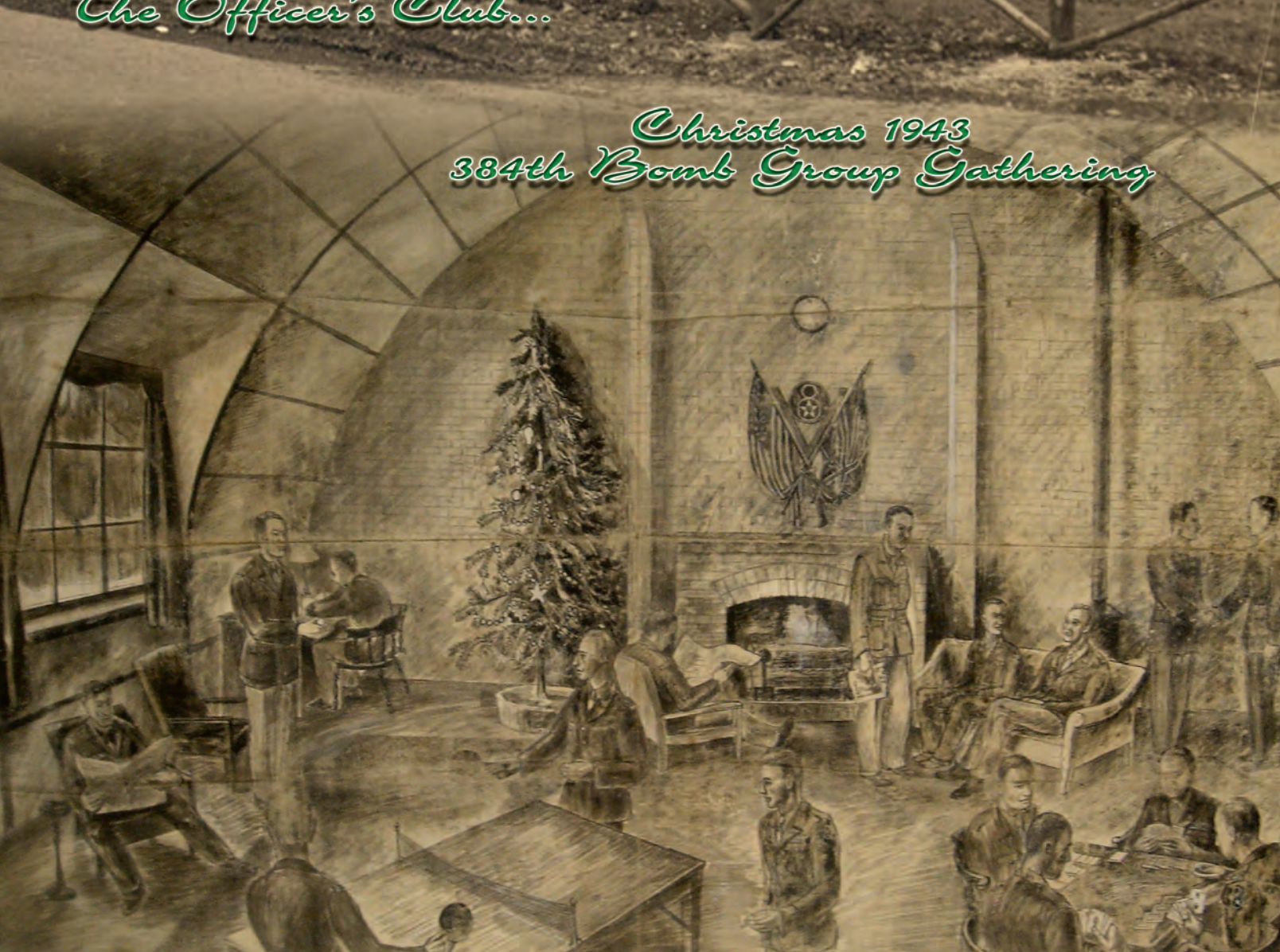


TH AIR NEWS

VOLUME 06 NUMBER 4 Voice of "The Mighty Eighth" DECEMBER 2006

The Officer's Club...

*Christmas 1943
384th Bomb Group Gathering*





AF News

Magazine of

The Eighth Air Force Historical Society

December 2006

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 956, Pooler, GA. 31322.

OFFICERS

President

Ivan L. McKinney (Mary) 2008
331 Greenacres Blvd.
Bossier City, LA 71111
Tel. (318) 742-0895
mckinneyivan@bellsouth.net

Vice President

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

Secretary

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

Treasurer

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

STAFF

Finance Manager Jeffrey R. Tucker, CPA
440 Mall Blvd, Suite A
Savannah, GA 31406
Tel. (912) 351-0525
FAX (912) 351-0226
jeff@cpa-ht.com

8th AFHS National Office

Membership Records Manager Mamie Kent
PO Box 956
Pooler, GA 31322
Tel. (912) 748-8884
eafhs@hotmail.com

8TH AFHS United Kingdom Contacts

Gordon & Connie Richards
U.K. Office The Croft 26 Chapelwent Rd.
Haverhill, Suffolk
CB9 9SD, England
01440 704014

8TH AFHS PX

Felice Steljes, **Director PX**
175 Bourne St. Pooler, GA 31328
P.O. Box 1992
Savannah, GA 31402
912-748-8888 store@mightyeighth.org

CHAPTER/UNIT LIASON

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

BOARD OF DIRECTORS

Robert Books (Carol) 2009
1432 Little Creek Drive
Pensacola, FL 32506
Tel. (850) 458-0777
bob@8thafhs.org

Norma Peace Chesser (Terry) 2010
13047 Bassford Drive
Houston, TX 77099
Tel. (281) 498-6134
npchesser@yahoo.com

Mark S. Copeland (Monica) 2010
20681 Hazelwood Trail
Lakeville, MN 55044
Tel. (952) 469-2633
moke388@isd.net

Joseph P. Keeley (Andrea) 2009
1335 **Belmont Ave.**
North Haledon, NJ 07508
(973) 423-4854
fxe84@optonline.net

Darrel Lowell (Becky) 2010
39 Peregrine Crossing
Savannah, GA 31411
Tel. (912) 598-7334
ddl333@bellsouth.net

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

Earl E. Wassom (Cynthia) 2007
CHAPLAIN 8TH AFHS
548 Brentmoor Drive

Bowling Green KY 42101-3772
Tel. and Fax: (270) 842-0412
e.wassom@att.net

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

DIRECTORS EMERITUS

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

HISTORIAN

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

8TH AF NEWS EDITOR

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



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PRESIDENTS MESSAGE

Our Society has just completed the 32nd Annual Reunion, held in Bossier City, Louisiana. I have received very few negative comments from our attending members, but I have received many positive responses, both here before departure for home, and even after arrival back at home. This makes it all worthwhile for me, because as those who attended know, I was a "one-arm paper hangar" for the whole thing – planning, organizing and executing. Residual funds will be deposited into our treasury, which in turn will add to our projected Society life-span.

For our 33rd Reunion, your Board has decided to do something different. In deference to our attempts to extend our life through recruitment of "2nd Gen" members, we will be holding our next Reunion in July instead of October (2nd Gen folks have children in school in October). The dates are 17 thru 21 July, at the Radisson Hotel at Kalamazoo Center, Kalamazoo, Michigan. The Reunion format will revert to that which we had been using before, i. e., AFRI will be doing the planning and organizing, we will have small rooms for Group Meetings, a night for Group Dinners, and hospitality suites for those Groups desiring one (instead of the large communal bar which we had this year). Your Board thinks that our 33rd Reunion will be a good one, and that the time and format will be conducive in attracting our "2nd Gen" members. It

is imperative that we "give it a try" to see if our recruitment of second generation members is a viable option. So make your plans to attend early! Full Reunion details and application forms will be in your MARCH 2007 8th AF News magazine, so look for your Reunion information three months earlier this year. I'm looking forward to a good member turnout, and a great 2007 Reunion in Kalamazoo!



Ivan McKinney
President

One parting comment – we have a new Membership Records Manager in Pooler, GA. Ms Mamie Kent has replaced Ms Connie Metts, who resigned in October. The office phone number and Email address remain the same, and Mamie is thrilled to be able to work for such a prestigious organization as the 8AFHS.

Sincerely,
Ivan L. McKinney
President 8th AFHS

2006-2007 BOARD OF DIRECTORS 8TH Air Force Historical Society



From left, front: Pat Keeley, Bob Books, Harry "Doug" Tanner, Ivan McKinney. Rear: John Pearson, George Hoidra, Darrel Lowell, Mark Copeland, Earl Wassom - Missing: Gerald Miller, Norma Chesser

MISSION BRIEFING



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

The annual reunion lived up to its advance hype - a huge attendance of 8th AFHSers and their families and friends enjoyed the days and nights in Bossier City/Barksdale AFB. Extensive planning and coordination of people and events were accomplished in fine fashion by our President Ivan McKinney and Steve De Pysller's group of Volunteers from the Barksdale Retirement Office. They all received deep appreciation and Many Thanks for heading up a superb reunion event.

The new Board of Directors is composed of a majority of NexGen members, including our first female Board member, Norma Chesser, who, along with Darrel Lowell from the Birthplace Chapter, was elected to the Board at the meeting.

Our Board turns over three members each year - those three whose terms have expired. I would like to emphasize the importance of members of Chapters across the country

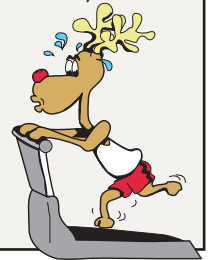
giving serious consideration to accept nominations and to run for the Board. I enjoyed the six years I was privileged to serve, meeting good friends and enjoying the opportunity to help achieve some of the goals of the Historical Society. There are just two Board meeting weekends per year and you will enjoy taking part in the successful continuance of our society. No previous Board experience is required - just a committed sense of responsibility to help preserve the history of the Mighty Eighth.

You will find nomination information in this issue - and remember: the 2007 reunion in Kalamazoo comes a little earlier than usual next year. The meeting is in July, allowing younger generation members who have children and opportunity to attend reunion activities. And the weather will be great that time of year in Michigan.

I want to extend thanks to many of our members who sent in photos from the reunion - you'll get to see them in the reunion section of this issue 8th AF News. Among photographers, they are Clayton David, Gene Buttle, Harry Tanner, Mary Lorenz, Pat Keeley, Belton Wolf, George Hoidra, Debbie Robinson, and Beverly Baynes Tomb.

Best wishes for a great Holiday Season from your 8th AF News staff!

Sincerely,
Walter Brown



Some people are like Slinkies. Not really good for anything, but you still can't help but smile when you see one tumble down the stairs.

Clyde White, 390th Bomb Group

ON OUR FRONT COVER



The 384th Bombardment Group flew from Grafton Underwood airbase. The cover photo is the 384th BG's Officer's Club building itself, while the drawing depicts Christmas, 1943 inside the club by the fire. The original drawing was given to the British Alby Thurland family as a Thank You for their hospitality by a young U. S. airman who the family had taken in as a 'family away from home.' Mr. Thurland was an RAF fireman at the airbase.

The art work was donated to the Mighty Eighth Air Force Museum in his honor and is part of the permanent collection in the Roger A. Freeman Air Force Archives. The depiction is in pen, ink, and gouache on linen rag paper and measures 33.75 inches by 22 inches.



ON OUR BACK COVER

The 303rd Bomb Group Station hospital - Christmas at Molesworth air base



BEHIND THE SCENES

Special "thank you" goes out to all that sent reunion pictures. Beverly Baynes Tomb was very helpful in the final late hours before this magazine went to print. Beverly emailed images and included very detailed descriptions of each reunion picture that she sent.

Your pictures are always appreciated, they add life to this magazine, so please continue to send hardcopy or digital pictures by mail or email. Please remember that it's very important to include names of each person in the photo.

Vivian Rogers has been working hard at the Mighty Eighth Museum selecting the best photos for each month on the 2007 Mighty Eighth Air Force Calendar.

The Calendars will be ready to order for Christmas. Place your orders today at the Museum
Mighty Eighth Museum Store
912-748-8888
store@mightyeighth.org



Telisha Gaines



Donna Neely

Merry Christmas

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

CHARLES BAKER! CHARLES BAKER! WORLD'S BEST IMBIBEMENT MAKER!

Hired by the Army Air Forces as a 15-year-old sprite, Charles began to work diligently to make sure things were right.

He began as a porter in July '46, Hoping for a chance to construct the mix.

Sent to get some ice in only his second year, Charles traveled to Bossier and back in second gear.

For at that time, shifting gears was a little out of his line, Charles thought: "I gotta quit this and start serving wine!"

In 1950 he was told to "learn two drinks a night," Charles, being a fast learner, had no fright.

A year after that, a bartender was he, Serving us all, those who kept the world free.

And while he was providing his imbibement solution, Charles became not a bartender, but an institution!

Providing our day's escapement, I'll be honest and frank, Charles did us all well, regardless of rank!

by Ivan L. McKinney, Pres. 8th AFHS

Charles Baker covered the bar full-time at our Reunion - still committed to our troops at Barksdale. -Editor



CHARLES BAKER



Lew Herron - North Carolina Chapter with his Heaven Sent A-2 jacket in the 2006 Calendar

**Please let us know if
your address has changed.**

8th AFHS National Office
Mamie Kent
PO Box 956
Pooler, GA 31322
Tel. (912) 748-8884
eafhs@hotmail.com

CHAPTER/UNIT LIAISON REPORT

The 8th AFHS annual reunion has come and gone. We had a very good turn out in Bossier City. Kalamazoo, MI is right around the corner. Year 2007 we will meet in July site Kalamazoo, MI. Main objective for this is to try and get more Nex Gen to attend. I am very sorry we ran out of time in our Friday morning Chapter/Unit meeting. Due to the Barksdale AFB tour we had to cut short the meeting. I have been promised in Kalamazoo we will be given more time for our meeting.

Let me point out all Chapters and Units are having the same problem: a decline in membership. Our Greatest Generation, the World War II vets, are leaving

us at a rapid rate. We have to go to recruit new Next Generation (Nex Gen) members. All Chapter and Unit Presidents should appoint a Recruiting Committee.

The states that have air shows each year: Do you set up a booth and try and pick up new members?

Try it, you might be surprised. Until next time,



Harry "Doug" Tanner, Director
Committee Chairman



Barksdale Air Force Base is named in honor of Lt. Eugene Hoy Barksdale, Air Corps, U.S. Army, who lost his life Aug. 11, 1926, while flight testing an observation-type airplane over McCook Field, in Dayton, Ohio.



Leave Us Face It of the 94th Bomb Group - #3 engine damaged in 1945

2007 8TH AIR FORCE HISTORICAL SOCIETY REUNION

Our 2007 Reunion will be held in lovely downtown Kalamazoo, Michigan, July 17 thru July 22, 2007. Summer dates have been selected specifically to encourage more second, third, and fourth generation involvement. Our host hotel is the Radisson at Kalamazoo Center, a superb 4 diamond hotel, anxiously awaiting our arrival and offering all the amenities that we require.

Our anticipated guest speaker at the Saturday night Banquet will be Jonna Doolittle Hoppes, granddaughter of General James Doolittle. New this reunion will be a specially designated Hospitality Suite for all the Fighter Group attendees; Bomb Group Hospitality Suites are also available, the "Mighty 8th Theater" is expected to return, we will have exciting speakers daily as time permits, Doc Brown will conduct his popular "Pearls" seminar, Earl Wassom and his associates will conduct in depth NextGen meetings on Friday, Mark Copeland will host a novel Symposium on Saturday titled, "Mission to the Big B: an

examination of the early raids to Berlin in March of 1944" with some very, very special speakers, and Donna Lee will weave our week together with outstanding daily tours, dinner theaters, and lunch tour options, along with our Group dinners on Friday, followed by our Gala Banquet Dinner on Saturday, resulting in a great time for all who attend.

Please be advised that several Bomb and Fighter Groups new to our reunions have expressed an interest in attending, and we have a commitment from 2 groups who say that they will make this their 2007 Reunion and attend in full force. So please book your rooms (and your airline flights) early to insure a good time.

Complete details, Reunion Registration Forms, Tour Information and all related costs will be in the March Magazine, and will also be available on our website at www.8thafhs.org soon, just click on "About Us" and then click on "Reunions".

We look forward to seeing you all, your children, and your grandchildren, in Kalamazoo.

George Hoidra, Treasurer



32nd ANNUAL 8TH AFHS REUNION SECTION

REUNION 2006 BRINGS 8TH AIR FORCE HISTORICAL SOCIETY HOME!



Awardees at the Gala Banquet 2006

Bossier City and Barksdale AFB Welcome More Than 400 members

Western Louisiana saw an influx of hundreds of 8th AFHS-ers in for a packed week of events, planning meetings, ceremonies and lots of good food and fellowship interspersed with occasional Casino action on the side. Our annual reunion had been in the planning for over a year, organized and accomplished by President Ivan McKinney and Steve DePyssler's crew at the Retirement Office at Barksdale, the current home of the Eighth Air Force and 2nd Bomb Wing. It was one of the best.

Tours included the local area of Shreveport and the Red River. The nearby Diamond Jacks Casino and Hotel was our base of operations. A few things stood out during the fine October week. Two Board meetings and a General Assembly meeting covered every aspect of the Society's business and new Board members were elected. Special attention was given to our plans for the immediate and long-term future, with an emphasis on the NexGens initiative - a movement growing rapidly throughout the Society Chapters and Unit Associations. Two meetings by Chairman Earl Wassom laid out plans and discussed ideas submitted by younger generations of HS members. It was evident during the reunion that the dozens of NexGen attendees to the reunion were not there just to accompany their Dad or Grandad. They were there to contribute and help plan the future course of the Society and its Chapters. It is noted that many of the Bomb Group, Fighter Group and Support Group Associations have similar plans underway and a number of them already are being led by younger members, both male and female.

During Reunion Week, which fell just prior to National 8th Air Force Week - October 8-14 - several special events took place. One special ceremony occurred on the Day at Barksdale, with eight busloads of members transported to the beautiful airbase which served as a Training and Staging base during World War II. A granite monument was dedi-



Dick Baynes and Jim Lorenz 466th BG and B-24 Liberator at Barksdale AFB



Bill Varndoe, Diane and Howard Polin in the 385th Bomb Group Hospitality Room in Bossier City, LA during the Reunion of the 8th Air Force Historical Society. They are members of the North Alabama Wing of the Alabama Chapter of the 8AFHS.



Two AFEES families attended the reunion. Left to right - Clayton C. David 303 BG, Jack Terzian 353 FG, "Scotty" David, Marty Terzian and their daughter Toni Wallhausen

32nd Annual Reunion

cated by the 8th AF Historical Society to Major General Lewis Lyle, Commander of two Bomb Groups during the war, a distinguished career in the U. S. Air Force during the Cold War years, and Founder of the Mighty Eighth Air Force Museum in Pooler, Georgia. The surprise event on a beautiful fall morning was attended by hundreds and received international media coverage. The ceremony was introduced by Lt Gen Howard Fish, who flew his wartime missions with the 15th Air Force. The impressive monument with its bronze photo depiction and plaques of General Lyle's career history is located in the static display area of WWII aircraft, in front of a B-17 displaying 303rd BG markings. A restored P-51 Mustang escorts the aircraft in the area. A dinner at the base Daedalian's Club followed.

SEMINARS AND HOSPITALITY ROOM HIGHLIGHTS OF THE REUNION

Throughout the week, seminars were presented to the attendees. Author Don Miller presented a fascinating discussion of material from his latest book, *Masters of the Air*, the story of the men of the Mighty Eighth (see Review in this issue). C. J. Crist led a seminar on the WWII Gulf of Mexico War, a Historical Round Table conducted by Mark Copeland was held, Harry Tanner led the Unit/Chapter meeting seminar, two extended NexGen planning sessions by Earl Wassom, and the ninth annual edition of medical Pearls was conducted by Walt Brown. As a final highlight of the reunion an afternoon presentation was headed up by Mark Copeland, *Behind the Wire - the WWII POW Experience*.

The hospitality room was communal during the week - all groups met and interacted in a large room featuring the bar and congenial bartender Charles Barker. Charles has served in this capacity at Barksdale for over sixty years, a fascinating story in itself.

There were a lot of things going on throughout every day at the reunion. Harry Tanner's display of artifacts and memorabilia was especially impressive this year, with the reunion being in his home state. Attendees were in the room till closing time each evening. Vivian Rogers-Price spent her days with the Oral History program, interviewing and filming 8th veterans for permanent archiving at the Mighty Eighth museum. The PX Ladies, Felice Steljes and Peggy Hardin from the Museum Store in Pooler, Georgia did an exemplary job with a wide selection of items and books for members to purchase and take home.

The Gala Banquet was as impressive as ever. Introductions of dignitaries and Board members were made as they walked beneath an entrance of crossed swords held by members of the Barksdale AFB active duty contingent. Belton Wolf did a very

special candlelighting ceremony honoring various aspects of those who lived and served during WWII. Lt. General Bob Elder and his wife were present and he presented a memorable after dinner speech. Awards presented by the Historical Society to outstanding members of the active duty Air Force was a highlight of the evening. Music was provided by the base military orchestra. The huge ballroom was filled with over 500 banquet attendees.

It was a very special reunion week and it was rewarding to see the turnout, especially of the younger generations - the NexGens. Many said they plan to be in Kalamazoo next summer to continue the festivities!



Lt. Gen. Robert J. Elder, Jr. made the rounds visiting before the Saturday night banquet. He is shown here with Lt. Col. Clayton C. David USAF, Ret. who was one of the MIAs from the 303rd BG who evaded capture in WWII.



Monica Copeland and daughter Emily await the start of the ceremony honoring Lew Lyle at Barksdale AFB. Husband and dad Mark Copeland was elected to the Board of Directors of the 8thAFHS the following day.



Clint Maiden with Charles the bartender in the hospitality room



Earl and Cindy Wassom



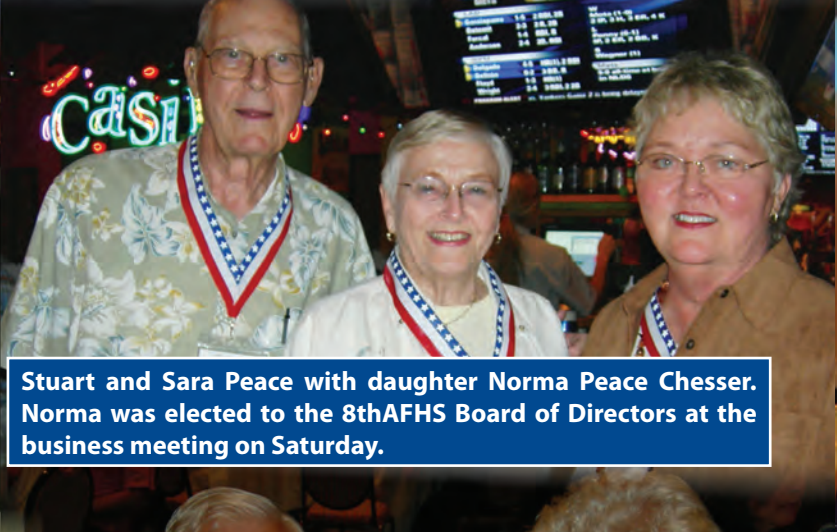
Stuart Peace (L) and Dick Baynes (R). Both served in the 466th Bomb Group and arrived at Attlebridge at the same time.



John and Irene Horan, 466th Bomb Group



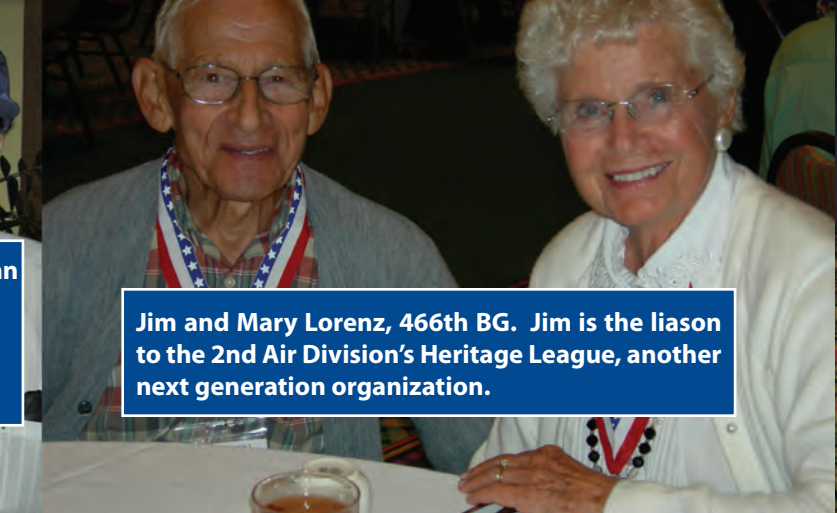
Frank and Louise Bostwick, 466th Bomb Group at the Friday dinner



Stuart and Sara Peace with daughter Norma Peace Chesser. Norma was elected to the 8thAFHS Board of Directors at the business meeting on Saturday.



L to R: Irene and John Horan, Margaret Calderalo and Bill Campbell. All are 466th BG



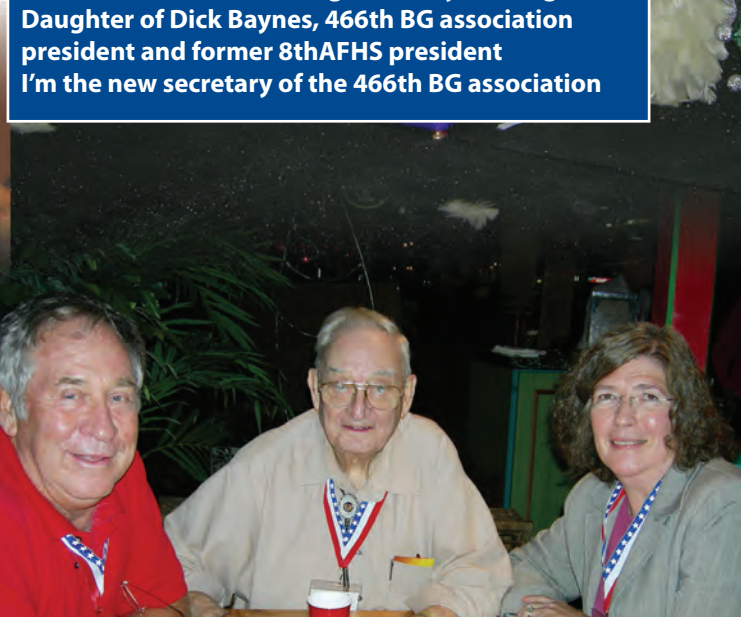
Jim and Mary Lorenz, 466th BG. Jim is the liason to the 2nd Air Division's Heritage League, another next generation organization.



Edward Dingivan, 447th BG and David Inman, 353FG admire the Mardi Gras costumes on the Thursday tour



Beverly Baynes Tomb trying on headpiece at the Mardi Gras museum during Thursday's Vintage Tour. Daughter of Dick Baynes, 466th BG association president and former 8thAFHS president I'm the new secretary of the 466th BG association



Dr. Walt Brown, Craig Harris, and Vivian Rogers Price



Clint Maiden, Dick Baynes, Bill Campbell, Elmo Maiden, and Wes Stone In front of the B-24 Louisiana Belle at Barksdale AFB.









GENERAL LEWIS LYLE HONORED AT BARKSDALE AFB BY THE 8TH AF HISTORICAL SOCIETY



Betty & Lew Lyle

The morning was sunny and warm as eight busloads of 8th AFHS annual reunion attendees disembarked in the static display area of the 8th Air Force Museum at Barksdale to honor all 8th Air Force veterans personified by Major General Lewis Elton Lyle. The crowded bleachers faced a beautiful granite memorial monument erected in front of the B-17G Flying Fortress, painted in markings of the 303rd Bomb Group which Lew commanded. A plaque with Lew's portrait and some of his career achievements and a full-color bronze 'Winged 8' were present on the face of the six-foot vertical pillar of the monument.

A welcome was presented by Historical Society President Ivan McKinney, who was instrumental in the conception and installation of the Memorial. Chaplain Ernie Savage presented the Invocation. Lt. General Howard Fish, who flew missions with the 15th Air Force



A B-2 Stealth Bomber Flies over the Dedication

out of Italy during the war and was eventually a Prisoner of War of the Germans, introduced the recipient to the attentive crowd. Walt Brown, one of Lew's many friends, detailed his distinguished career commanding 8th Air Force Bombardment Groups in World War II and his service and responsibilities with Missile Wings and in the Strategic Air Command during the Cold War with Russia. Several of Lew's wartime combat vignettes were related and also his post-war mission in establishing the permanent home of the 8th in founding the Mighty Eighth Air Force Museum in Savannah, Georgia.

Lew was accompanied by his wife Betty, and he spoke to the crowd in appreciation of all those who served in the Eighth and who spent part of their youth in the defense of our country. He also recognized the vital part played by the 8th AF Historical Society in early support of his quest to establish a Museum for the Mighty Eighth. A flyby of an 8th Air Force 509th Bomb Wing B-2 Stealth bomber took place just at the close of remarks by the honoree.

The ceremony was documented by extensive media coverage and news reporters. A special luncheon hosted by base Wing Commander Colonel Dan Charchian was held at the Dadaelians Club, with presentations by President McKinney and by Steve DePyssler of the Retirees Center on the base. A bus tour of the base offered a look at the beautiful airbase buildings and at numerous B-52 bombers on the ramps at Barksdale.



Major General Lewis Elton Lyle



Historical Society President Ivan McKinney



B-24 Liberator Louisiana Belle II



B-17 Flying Fortress Yankee Doodle II

NORTHGATE STREET

Along the runway under the moon
Where the weavers dreamt of nights of storm
Where they would fashion garments of glory
Where they would array the Saxon kings in ermine.

Along the half-timbered houses and thatch roofs
Along the runway under the moon
Where the American airplanes rose
In the dark crossing ornamental bridges and streams;

Over Bury St. Edmunds leading to the Roman coins
Of Lavenham walking hand in hand to the sea
Over Lowestoft where the bicycle stopped at the water
Where the bombers climbed higher over the Channel;

Where the air itself was held together by sinews and spit
Where the young men did not stop to recover their breath
Where the Christmas Eve party for the English children
Went off like clockwork, as the Yanks took off for Bastogne.

Marvin Silbersher, 447th BG
Lake Hopatcong, NJ



- "Lt. Gen. Fritz Bayerlein particularly noted the disastrous and calculated selection of the fuel tank trucks as fighter-bomber targets. He and others have vivid memories of precious forward gasoline dumps lost through air attack."
- -General Omar Bradley in 1945.
- Bayerlein's Panzer Lehr Division had to abandon 53 tanks from lack of fuel, and the Sixth SS Panzer Army had to abandon 180 tanks.

ELECTION NOTICE



Nominations of candidates for election to the Board of Directors of the Eighth Air Force Historical must be in the hands of the Secretary no later than May 15, 2006. 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, 2007, or any nomination without complete information will not be considered.

Send all nominations to: Harry "Doug" Tanner, Secretary
2923 Roy Bunch Road Sulphur, Louisiana 70663



THE BATTLE OF THE BULGE - 8TH AIR FORCE MISSES CHRISTMAS EVE 1944

“NUTS!”

On December 16, 1944, the German Army launched an offensive that started what was to become known as the Battle of the Bulge. When people heard that the Germans advanced, that undermanned American troops began to retreat, that many GIs had been made prisoner by the German divisions, everybody feared that maybe, just maybe, the hated Germans would come back. An uncle of mine, who was born in Bastogne and lived there until he moved to Brussels after his 4-year stint as a prisoner of the Germans in World War One, had family in the region of the fighting and was depressed about not being able to do something or even come in contact with his relatives.

Everybody listened permanently to the news on the radio, my father having details also via the BBC to which he listened without fear since the liberation and even I, barely 6 1/2 years old, followed the evolution of the battle. I looked into my geography book to locate the towns and villages that were mentioned in the news bulletins and “followed” the events happening only 100 kilometers away.

When news came that an American general had replied “Nuts!” to a German ultimatum in the encircled Bastogne, and a few days afterwards that the German advance had

been stopped, Allied reinforcements had finally come through and were pushing the enemy back, everybody heaved sighs of relief. “Nuts” was literally translated as “Des noix”, but I remember the adults, who were talking in the evening in the kitchen after my brother and I were put to bed in the little room next to it, using more expressive language evoking male body parts, words I had began to hear, and confidentially use, but didn’t dare utter in the presence of my parents or any other adults for that matter. I remember I was proud to “understand” what they were talking about. I remember also my admiration for the American heroes who were fighting over there. And when newsreels were shown in the movie theatre downstairs or in three others in our immediate vicinity at the time, I remember I looked with awe at the pictures of US soldiers running towards enemy positions, or keeping watch from their fox-holes in the snow, or marching in the winter mist; artillery canons blazing, tanks rolling, and, in January, when the skies had cleared, US fighter planes strafing retreating German columns. We went at least twice a week to see films, mostly American ones, which had of course not been shown during the occupation, and the newsreels were almost as much appreciated as was the main feature.

Edouard Reniere
Brussels, Belgium

MIGHTY EIGHTH AF MUSEUM CHRISTMAS TREE PROJECT

Our Christmas Tree project began last year, when our new President and CEO reversed the previous administration’s decision to not have holiday decorations at the museum.

We decided to stay within the spirit of the Mighty Eighth’s greatest era and create a tree that looked like one erected in the Home Front during the war years, with home-made decorations. That evolved into a lit tree with pictures of veterans in uniform. Between our volunteers and those who responded to local press releases, we garnered over 70 pictures in a couple of weeks. They ranged from WWII pictures to members of the military on active duty in Afghanistan and Iraq. We recognize and honor everyone who has served, even though our day-to-day focus is currently on the Eighth Air Force’s role in World War Two and will be expanded shortly to the history of the Eighth from its inception in Savannah in early 1942 to its present-day activities.

The tree project is just one small part of our overall mission and we would appreciate any assistance, whoever had a friend or relative in uniform, know of this opportunity to honor that person in some small way during the holidays. Cordially,
Lee J. Maltenfort, Director of Volunteers
Mighty Eighth Air Force Museum
912-748-8888 x123
volunteers@mightyeighth.org



MIGHTY EIGHTH MUSEUM ACTIVITIES

Thoughts for the end of the year

This is a reminder to all 8th AFers and supporters of the Mighty Eighth Air Force Museum in Pooler, GA.

If you would like a tax-write-off to benefit your financial situation for 2006, remember that the Mighty Eighth Museum is a 501c3 Non-profit organization and in supporting your permanent home of the Eighth, you can deduct all contributions - donations that will be used to preserve and present the story of the 8th Air Force to visitors and to future generations.

Contact info: Finances, P.O. Box 1992, Savannah GA 31402.

SEMINARS PRESENTED AT MUSEUM

Donald L. Miller, author of *Masters of the Air; America's Bomber Boys Who Fought the Air War Against Nazi Germany* presented two seminars at the Mighty Eighth Air Force Museum. On Friday October 13, 2006, his presentation marked the local launching of his new book and his analysis of the air war, especially of the role played by the Eighth Air Force in defeating Nazi Germany. Then on Saturday morning, October 14, he was the keynote speaker for the seminar, "Utilization of Museum Collections in Research and Publishing." Miller noted that the Roger A. Freeman Eighth Air Force Research Center at the Mighty Eighth Air Force

Museum has "the finest oral history collection of the Eighth Air Force and a magnificent collection of unpublished memoirs, diaries, and letters of Eighth Air Force personnel" as well as a "fabulous collection of photographs."

Both events took place in the museum's art gallery with its new juried art exhibit, *Form Takes Flight*, a selection of Savannah College of Art and Design student drawings inspired by the Mighty Eighth Air Force Museum's collection of World War II aircraft.

Miller is the John Henry MacCracken Professor of History at Lafayette College and is the author of prize-winning books on American history, including *The Story of World War II*. See Book Review section of this issue 8th AF News.

Both liberty and property are precarious, unless the possessors have sense and spirit enough to defend them.
Introduction to the Letters of Junius

MIGHTY EIGHTH MUSEUM STAFF MEMBERS TAKE PART IN COMMUNITY ACTIVITIES

Staff members of the Mighty Eighth Air Force Museum in Savannah have been doing their part for those in need. Taking an active part in the Savannah community's Light The Night walk and festivities, half a dozen staff members braved the rain and walked the streets of Old Savannah with over a thousand other supporters. The Light The Night annual walk supports the Leukemia and Lymphoma Society, sometimes referred to as "blood cancer," a disease that affects hundreds of thousands of Americans.

The Museum staff, led by the Museum's Special Events Coordinator, Allison

Steljes, sold cookies and participated in staff Jeans Days (\$5 each) for several months at the Museum. They raised almost \$2,000 and carried lighted helium balloons and Mighty 8th signs on the extended evening walk. Museum Board Vice-president Dr. Bill Cathcart was the local Chapter Chairman for the fundraiser.

Museum Maintenance Director Rick Ennis and staff member Larry Sanders contributed to an auction for the Pooler, Georgia Chamber of Commerce to raise money for the underprivileged. They, with the assistance of Connie Metts, constructed a huge playhouse,

with working windows and door, window boxes, shingled roof, and carpeted floor. Window curtains were supplied by Larry's wife, Debbie. The blue and white house sported a gold and blue 8th Air Force winged 8th on the front of the attached birdhouse. The playhouse joined other donated items that were auctioned off at the fundraiser event the evening of November 4th. JCB, the museum's neighbor, assisted in moving the 1,000-lb structure to the site of the auction at their facility next door on Bourne Avenue, using heavy equipment manufactured at their Georgia plant.

MIGHTY EIGHTH

445th BOMB GROUP DEDICATES BENCH TO KASSEL MISSION



Group photo of original Kassel Mission Survivors: from left to right--Clarence Luhmanns, John Knox, Howard Kreidler, Millard Warren, Ray Lemons, Chuck Graham, Sam Mastrogiacomio, Bill Mitchell, Bill Dewey; in front of bench--Ira Weinstein

Members of the Kassel Mission Historical Society met in Savannah for a memorial service and dedication of a special

bench to honor and remember those 8th Air Force airmen of the 445th BG at Tibenham, who flew the Kassel Mission of September 27th, 1944 - the mission that saw the highest number of losses of a single Bomb Group on a single mission.

Twenty-eight B-24 bombers and 150 Luftwaffe fighters clashed that day, when a navigational error put the 445th over heavily defended radar-controlled German territory. The battle lasted just a few minutes and 24 bombers and their aircrews were shot down.

The memorial service was held in the Chapel of the Fallen Eagles at the Mighty Eighth Museum. A candlelighting ceremony was held in the chapel and survivors of the mission spoke to the attendees. Tributes were given at the site of the bench and plaque, which were located at the foot of the Freckleton Children's memorial, another tragic event involving a crash of a B-24 of the 2nd Air Division. After a luncheon, KMHS president Linda Dewey, daughter of Kassel mission survivor Bill Dewey, showed an 88-minute film of the return to Tibenham and the dedication of memorials at the crash sites of German and American aircraft - all casualties of the air battle.

Exhibit plans, now underway at the museum, will include the facts of the mission and the Exhibit Committee will include the events in its plans.

One of the lessons of the War of 1914-1918, if posterity cares to heed it, is the bankruptcy of terrorism as a policy directed against the wills of the progressive and civilized peoples of Europe.

H.A.L. Fisher History of Europe

NATIONAL AWARD PRESENTED TO LT. GENERAL E. G. SHULER, JR.

The National Council of the Boy Scouts of America has awarded the prestigious National Distinguished Eagle Scout Award for 2006 to Lt. General E. G. "Buck" Shuler in recognition of his long service with the Boy Scout program and the Eagle ranking programs of Scout members. The Awards banquet was held in Montgomery, Alabama and was attended by a number of Eagle Scouts from Troops across Alabama.

Shuler, himself an Eagle Scout, has worked in the program throughout his military years, up to the present. In his acceptance speech, which followed a screen presentation of his life as a child and a Scout in South Carolina and his military career, Shuler noted that the standards of leadership and responsibility he learned in Scouting lasted him throughout all stages of his military career. He related certain events that occurred while he was in the U. S. Air Force to particular traits ingrained in him by the Boy Scout program.

Buck Shuler was instrumental in the development and

construction of the Mighty Eighth Air Force Museum in Savannah and served as its first Chairman of the Board and museum President for the first six years after its opening. He and his wife, Annette, reside in their home in Lake Martin, Alabama.



Buck Shuler, left receiving National Distinguished Eagle Scout Award

MUSEUM ACTIVITIES

COLONEL JOHN BERNT HOLST

by Christopher B. Story

One of the most interesting new collections at the Mighty Eighth Air Force Museum is the Colonel John Bernt Holst Collection. The highlight of the Collection is a large group of works by Holst. In "Off We Go, Into the Wild Blue Yonder," a book-length manuscript laced with humor, Holst recounts his extraordinary war experiences.

One such incidence occurred in June 1942, while Holst was attached to the Halvorsen Project, flying B-24s. For shelter while flying in the North African campaign, Holst and his men dug deep pits and pitched their tents over the tops, making a deep abode. For warmth and light, Holst and his bunkmate placed an Alladin lamp in a metal tray on the ground. One night Holst and his bunkmate were caught outside during a German air raid. They ran to their tent, darting inside just in time to see the flame from their lamp licking a pool of 100-octane gasoline that had somehow collected in the bottom of the lamp's tray. The gasoline ignited, turning the whole setup into a blazing conflagration that reached the tent roof. Holst and his roommate quickly threw the lamp and tray outside and attempted to extinguish the flaming mess. Sentries shouted at them to extinguish their light; losing his patience, a sentry screamed, "If you don't put out that light right now, I'm gonna shoot!" Holst and his roommate took that as their "cue to dive back into the tent and get into [their] cots." That night, says Holst, "we went to sleep in the dark."

Holst spent much of his post-war career in Psychological Warfare, where he became deeply interested in Communism's philosophical and political machinations. This interest resulted in his manuscript "Communist Propaganda: Still Alive and Well?," in which Holst analyses the methods and effectiveness of Communist propaganda both before and after the Cold War.

Colonel John B. Holst retired in 1962, at which time he was commander of Plattsburgh Air Force Base in New York and the 380th Combat Support Group, 8th Air Force. Holst passed away on January 24, 1998, a most unfortunate event. Holst's own recounting of his experiences would be an

extremely valuable addition to the Museum's Oral History Collection under the directorship of Dr. Vivian Rogers-Price. As it is, the Museum is honored to host the John B. Holst Collection.



Lt. Gen. Harris with Col. Holst retiring, 1962



Holst is second from right

Happy the nation who boldly seizes the first cudgel that comes to hand, without stopping to think what others would do in the same case, and then never lays it down till rage and revenge have given place to contempt and pity.

Tolstoy



NEXGENS

Dear Dr. Brown:

My name is John K. Robinson. I was the Navigator with the Bob Armstrong crew, Dec. 1944 through the end of the war in May 1945; 305th Bomb Grp., 365th Squadron, 8th AF; 35 missions. I would like to submit to you and the readers of your outstanding 8th AF News, something a little different in text and hope it appeals to all my 8th AF friends.

I recently received this letter from my 19 year-old grandson. Of course, he has been totally exposed to the accomplishments of the 8th AF!

Dear Grandpa Jack,

I hope that this letter finds you and Grandma well. This is somewhat out of the blue, but has recently come to my mind and I felt that I should write you a letter about your service to your country in WWII.

I can't begin to express the gratitude I feel and the pride I have to say that my grandfather flew during the war and had extraordinary bravery in the skies. I recently saw a documentary about bomber crews in WWII and a movie about the greatest rescue mission in military history involving the Cabanatuan Japanese POW camp, and it just provoked me to write this and tell you how grateful I am that you and men like you put their lives on the line so that I could enjoy the things I do today. It's much more personal when I think of it that way, that you defended the soil I am free to walk around on, get a college education, and do as I please. I can't begin to imagine how it must have been over there, or up in the sky. The bravery you showed and the courage you found amazes me.

I have to admit that I am obsessed with the whole WWII-era, what it took to win, and the men who fought in it. That's why I ask all the time to hear your story and see your WWII stuff, because it captivates me. The men that came to their country's said were a breed of their own, and I'm proud to say that you were one of that breed. I just don't think people could say thank you enough for your service. Most servicemen say they didn't do anything special; just doing their duty. That duty that you and others did is most honorable and for that you are my WWII and life hero. I hope everything is going well and I will keep you updated on how college is going. I love you both, take care.

Love,
Adam Robinson

This letter made me very proud and I am happy to know that some of the 3rd generation "after", have not forgotten us!

Sincerely,
John (Jack) Robinson 305th BG
Pierre, SD



LUFTWAFFE

Dear Dr. Walt,
Reading your Book Reviews, it came to me that there are some books also by our enemies in the Luftwaffe of WWII. More to the point, you may know that I flew as a Captain with the German Airline Lufthansa for ten years. A group from TWA assisted them in becoming operational again. I was also a member of the Deutschemilitarflugzeugbauamt (German FAA). I also was der Alte's (Bundeskanzler Adenauer) pilot on a month-long State Junket covering most of the world in 1960. When they wrote up the trip in Der Spiegel, they wrote me in as a Veteran Lufthansa Captain who was der Alte's Captain on the world junket. They never once mentioned that I was an American. They even wrote me in as Flugkapitan Wilhelm Heller!

I became close friends with all the fellows who flew against us in the war. Fine gentlemen, all of them. Many of them knew my two Cousins who flew in the Luftwaffe against us. In fact, one of my Cousins flew with me in my little

plane in the States in the mid thirties before he went back to Germany, (we told him not to go). My two Cousins, both KIA, must have been good pilots, for one of them had the Blau Max and the other the Ritter Kreuz. But, to the point. One of my very good friends, Peter Spoden, a Luftwaffe Captain in the war...wrote a book about his experiences. It can be gotten from Amazon.com for a very low price. Just ask for the book written by Peter Spoden...the title is ENEMY IN THE DARK and the ISBN is...1 84145 032 4.

I believe many of the 8th Air Force crew members will enjoy reading of his heroic exploits from the enemy side, as it were.

Cheers!

William Heller, 303rd BG
Las Vegas, NV

Bill Heller flew a tour of missions as a pilot fighting the enemy forces of his family's homeland. His patriotic support of America is a regular feature of his frequent emails. For excellent books on the Luftwaffe experience, see this issue's Book Reviews. -Editor

V-2's OVER LONDON

Dear Dr. Brown,

To follow up on Brian Pollitt's article December 5 issue on that near death experience, while walking a young English girl to her home during a black out and a V2 bombing:

Some weeks before Invasion Day, or D-Day, I was able to connect with my future brother-in-law, Frank Lynch, 5th Infantry Division, who had transferred from Iceland to southern England. We decided to go to London to see the historical sites on our 2-day passes. No sooner had we emerged from the Underground and reached the street level, when a terrific explosion occurred not more than a half mile from us. It was a V2 rocket which came in at 2,000 miles an hour with no advanced warning. The missile was equipped with a payload of a 1,000 lb. bomb.

We immediately ducked to the side of the abutment thinking that more were on the way, but to our amazement and chagrin, the British people on the street paid no attention to the rocket. They just continued on to where they

were going or coming - like nothing out of the ordinary happened. We took a strange look at each other as we sensed the same feeling...what a gutsy bunch of Londoners. We proceeded to do the rounds of the Westminster Cathedral and other historical sites, including, of course, Piccadilly Circus, and, like Capt. Pollitt said about the young English girl: "she was the real hero."

We need to include the 1,000's that day that were in earshot and the 100's who felt the debris and concussion of that blast.

Paul Force, 92nd BG
Bradenton, FL

BLACK CAT

Dear Walter:

Re: AF NEWS September 2006

Re Last Mission letter from James Dean Hill 398th BG page 18 September 2006 (06-3).

The BLACK CAT B-24 of the 466 BG was the last American bomber shot down over Germany during WWII. This was on April 21, 1945 over Regensburg.

The final 8th AF HB mission of WWII was April 25, 1945 to Pilsen, Czechoslovakia, German held territory. Six B-17's were lost that day from flak. 92nd BG (1) 303rd BG (1) 305th BG (1) 384th BG (1) 398th BG (2)

Re page 37 "Things Were Happening After V-E Day"

The 398th BG aircraft on that page was Betsy Ross #44-6083 not "Betsy Rose." BETSY ROSS was lost over Cologne October 17, 1944.

Cheers,

Ralph J. Ambrose, 398th BG

Typos such as Rose/Ross are editors' gremlins. Thanks, Ralph, for the Black Cat notes. -Editor

ROGER FREEMAN, HISTORIAN

Dear Walter,

Now that my feet have finally touched down, I would just like to take this opportunity through yourself to sincerely thank all the many people who helped to make my three days in Savannah so memorable.

And also for the unexpected opportunity to give some off-the-cuff remarks on Thoughts on Roger had made his

living for many years as a farmer, and had been, as they thought, a full time journalist and writer.

I was truly overwhelmed by the sheer size and scope of the facilities of the Mighty Eighth

Museum for the future expansion plans - all power to your elbow.

Also please pass my thanks onto Charles (who I think it was) who so attentively showed us around the memorial garden, and then gave us all a superb commentary of a Bomber raid in the Nissen huts.

Savannah, through superficial tourist eyes, is a fascinating city, from my hotel window on the 4th floor, I had a grandstand view of the active working river, with its paddle wheel boats and super cargo ships.

Maybe I can find another reason in the future to visit Savannah.

In the meantime,

Kindest Regards

Duncan Brown

Dedham, England

Mr. Duncan Brown, a lifelong friend of Jean and Roger Freeman, flew into Savannah for the Dedication of the Roger A. Freeman Air Force Research Center at the Museum. -Editor

8th AFHS Reunion

Hello Mr Brown,

We met briefly at the Reunion in Bossier City three weeks ago. I'm the Belgian guy, volunteer researcher, who gave you a copy of my wartime recollections.

You'll find a computer copy in attachment. Please feel free to share it with anybody you think would be interested. My four-day stay in the US - my first visit to your country - was an experience I will always remember. I'll never be able to thank enough 493rd BG veteran Bill Toombs and his son Clay, the friends who invited me over. Thanks to them,



Jean and Roger
Freeman dressed for
farming

I could attend the Society's October 6 and 7 activities there and had the opportunity to meet people whom I had until then only corresponded with via e-mail in relation to WW II searches. Plus, there were many other positive contacts, often moving, with 8th AF veterans and family members. I made new friends there and regret I didn't have more time to spend with all those nice, friendly people I met.

The organization, the atmosphere, the seminars, the Barksdale visit and ceremony, everything was perfect. What I particularly remember is the dignity and modesty of all the veterans I could meet. Many of them like myself had a glint of tear in the eyes when I told them "Thank You" for having helped in liberating my country way back when. They are not forgotten and you and the Officers and Directors and Staff of your fine Society are doing a great job in preserving the memory.

With best regards,
Edouard Reniere
riiren.belsuo@skynet.be
BRUSSELS Belgium



THE BLOODY HUNDREDTH

Dear Editor:

I found the "debriefing" article of March 2006 on the "The Bloody Hundredth" very informative. May I add a bit of research I did earlier on this subject? The total B-17 losses for the 8th Air Force were 4,754. If you convert these losses per mission, the average loss per mission, for all airplanes was 3.2.. The average for my group, the 388th was 2.2 per mission. If we separate the B-17s from the B-24s, the story changes. The 26 B-17 groups lost an average of 2.6 planes per mission, while the figure for the B-24s was 4.0. The 100th BG lost 1.7.

August Bolino, 388th BG
Silver Spring, MD

HARD T' FIND

Sir:

Subject, Information on WW II bomber #250373. 8th AF News, Vol. 6 #1 Page 21. March 2006.

Subject aircraft Hard T' Find was assigned to my crew #FF BJ103 on 29 April 1944 at Topeka KS. The crew

chipped in and while at Morrison Field in FA and had the name "Hard To Find" painted on the nose of the aircraft. Landing in England and after attending the necessary indoctrination, the crew was assigned to the 487th BG. We were delighted to discover that our aircraft was on the station. Upon requesting assignment, we were denied as the aircraft was to be upgraded and dedicated for lead aircraft missions. Sincerely,
Merrill Scharmen, 487th BG
Lusby, MD

WORMINGFORD

Dear Mr. & Mrs. Richards,
I would like some advice on how to contact veterans of the US Army Air Force stationed at Wormingford, Essex, UK in 1944/5. I am undertaking research on the wartime history of Colchester Castle Museum in Essex and have found that two exhibitions were held in the Castle in 1945 that were arranged by the USAAF. These were: The England that America Loves, 27 Jan-11 Feb 1945, organized by Lt. Frank Rittier, PR Officer, USAAF, Wormingford and America Sees Britain, in March 1945. I would be very interested to find any US servicemen who contributed to these exhibitions or who recall visiting them as I would like to incorporate their memories into the research project - full acknowledgement of any contributions will be given in the completed study. Many thanks for your assistance. Yours sincerely,
Cathy Pearson
PhD Research Student
Department of Museum & Heritage Studies, University College London, Institute of Archaeology, 31-34 Gordon Square, London WC1H 0PY

351st BOMB GROUP

Dear Sir,
I am a member of the 8AFHS over here in the U.K. I recently purchased the book "The 351st Bomb Group in WW II" by Peter Harris and Ken Harbour from a U.S. seller via the internet. Imagine my surprise on receiving the book and finding photographs and missions underlined and high lighted; and various statements written in the book

regarding the missions; obviously the book had belonged to an 8th AF vet, but who? The author thinks that Lt. Henry Triwush was the owner of the book. Henry was a navigator in the 351st BG, in April 1944 and they started their combat tour on 24/May 1944, their tour was complete in August 1944 on the 25th. The crew was: - Lt. Alfred D. Neal: - pilot/Lt. William Longa: - co/pilot/ Lt. Henry Triwush: - Nav/Lt. Donald W. Hersey: - Bombardier/S/Sgt. Frederick J. Hale: - TT/Eng/S/Sgt. Willis D. Hickman: - Radio OP/T/SGT. William W. Gough: - BTG/S/SGT. Charles E. Watkins: - WG/S/SGT. Charles R. Warren: WG/S/SGT. John S. Sado: - RG. If possible I would like to find out more about Henry and his crew. If any of you 351st BG out there remember the above crew and especially Henry, can you contact me please, and if a crew photo exists would it be possible to purchase a copy? I hope someone over there can help me. My email address is: captainshovel@yahoo.co.uk or you can write to my home address. Any information on Henry and his crew would be welcome. Many thanks,
Philip Levick
202 Ironside Rd.
Gleadless Valley
Sheffield
S14 1F J



MISSIONS

Dear Connie:
Thanks for the notice to those of us left that are life members of 8AFHS. I was a member of the 8th Army Air Force in WWII in the 34th BG, 7th Sqd., stationed near Ipswich in England, as a tail gunner in B-17, John Schroder's crew. I enjoy reading the 8th Air Force News and thinking of missions we flew; how young we were in 1943. My wife "Ginny" and I have been married 66 years, and we have had our physical problems. We thank God we are still able to get around with some limitations. We miss the reunions. To my knowledge, most of our crew has passed on from this life. I remained in the Air Force reserve after WWII, and retired after 25 years at Andrews AF Base, 459th TCW.

God Bless.
Sincerely,
Charles Edward Hayes 34th BG
Salisbury, MD

MOOSBURG AND PATTON

Dear Dr. Brown:
Just having really read the Sept. 8th AF News magazine and thought it was very well done. I was especially interested in article about the liberation of Stalag VIIA, Moosburg, Germany on April 29th, 1945. This was because I was a disgruntled resident of that camp having been shot down over Germany on Feb. 16, 1945. To get to Moosburg we had to walk under guard from the front lines, under fire from our British artillery and planes, to Dusseldorf, and then Frankfurt and then to the Interrogation Center and then to a reception camp for AF personnel, and then by box-car to Nurnberg Stalag XIII. From there after being bombed the first three nights, we settled down for a few weeks and then started on a long march, (no food) to Moosberg, which took over two weeks.

On April 29th, several tanks fired shots at the camp, and an advance party went out to tell the Armored guys that we were a POW camp. A lot of American military started to visit the camp when the shouting and celebrating slowed down. On May 2, General Patton walked, unannounced thru the main gate, alone, and strode down the street which was empty at the moment. I followed him up the street and he climbed up on a roll of wire and just started to talk, which was surprising as there were only about six of us standing in front of him. In minutes, prisoners poured out of the barracks and the street was full of POW's. Gen. Patton just continued talking until a column of vehicles came, holding a salute all the way out of the camp. It is still an exciting memory. He was a great leader who knew how to lead and capture everyone's attention.

I hope that the 8th Air Force flyers will be remembered for their devotion to duty. Only recently are we being told how many casualties the 8th Air Force sustained and how many MIA's there were. This information was not easy to obtain twenty years ago. Reason prob-

ably is that the 8th Air Force sustained the highest losses of any major unit of our Armed Forces in WW II.

Three of my crew were killed on our 22nd mission and the other six became POW's. Sgt's Ralph Warne, Kenneth Bennet and Richard Price are memorialized in my local church by a window and plaque I had placed there many years ago.

I designed the memorial for Connecticut 8th Air Force members which is in the Memorial Garden at the 8th Air Force museum which we dedicated back around 1996 or so.

In closing, thanks for keeping the memory of brave men alive, and General Lew Lyle deserves a lot of credit in working for so many years to have the 8th Air Force museum built. I was present with three of my crewmembers when they dedicated the entrance hall to him. My crew received the DFC on that same day presented by Gen. Lyle in that same hall.

"Keep 'em Flying"
Edward J. Giering
Clinton, CT



MEMORIES

It was a crisp fall day when I first saw him.

I caught him looking my way. A tall, blue eyed gentleman with a little crooked smile. I'd thought I'd like to get to know him. I gazed at him for awhile. His blonde wavy hair was all in place. His pearly white teeth caught my eye. The thought ran thru my mind, "What a good looking guy." He came forward and introduced himself saying "Hi! I'm Bill, glad to see you here. Having fun? Are you with anyone? We laughed and talked for quiet awhile. I felt comfortable with him and his ready smile. That started our love affair. We both felt we were made for each other. I do believe God had it all planned. That shy quiet girl and that handsome man. The flyboy from the "Mighty Eighth" had landed his mate. Time passed by as it will do. We decided to wed and he placed a little gold band upon my hand. Only happy blissful memories fill my mind of the years we spent together, which are now all behind.

I keep flowers upon his grave and sometimes I sigh "I think I'll soon be with you darling" where the "Flyboys" of the "Mighty Eighth" still fly. In loving memory of William Arnold Fisher, 453rd BG WW II by his wife Alice Hot Springs, AR

WHAT'S ALL THE FUSS ABOUT "FIGHTIN SAM?"

As a reader of the AF News and the Journal some readers are saying what is so great about The "Fightin Sam?" First you must be a Air Force Veteran to understand the question about this wonderful B-24 D of the 389th BG. Yes I love reading about our B-24 The Fightin Sam.

This plane was one of the greatest of many B-24s. We had plenty of B-24s and they all did a great job during WW II.

But in my mind the "Fightin Sam" is the one that I had followed reading all the time I was in the service.

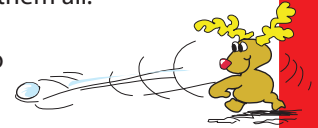
This plane did such a good job with the others on the Ploesti mission. The plane flew the low level mission, was never shot down and never aborted a mission.

Part of the story is about the crew chief who was awarded a bronze star for his work with "Fightin Sam." He is a friend of mine, and is a wonderful person to talk to.

Any story about a plane or groups of planes must be remembered as a team. The plane has a crew and everyone has a job to do on his plane. The pilot and copilot are the heads of this crew and without all the men doing his job the plane would be nothing. The "Fightin Sam" was in The Imperial 8th Air Force Museum in Duxford England. Now the nose of the "Fightin Sam" is in The Mighty Eighth Air Force Museum in Savannah, Georgia. Soon there will be no one to tell our stories to the children or grand-children of WW II veterans. To keep our memories forever. As I visit our local Veterans Hospital, I talk to those in wheel chairs and help them smile a little as I tell them they will never be forgotten for the job they did. I tell them about me putting flags on the grave

and I check them out weekly. If any need replaced or repaired I do this and replace those that need repairs. This I can do as long as my health holds out. My prayers are for all of those who never returned and the boys today in Iraq. God bless them all.

Sincerely,
John Manocchio
Altoona, PA



PIN UP GIRLS!

Dear Walter,
You asked for info on contacts with pin up girls for the 8th AF News. While stationed at Camp Santa Anita Racetrack in Arcadia, LA, I was stationed in Headquarters Co. my folding cot was in Seabiscuit's (race horse) stall where we had to polish the dedication plaque. As they had taken pictures and trophies away when they turned it over to the Army, I had a place to put the photo of starlet Lenore Anbert which I cut out from Yank magazine. I was made permanent party cadre of a new company that was formed. We were billeted in tents on a gross area by the parking lot. As I had no place to put up the photo in the tent we had, I folded it and put it in my coat pocket. A few days later, on pass, I went to Hollywood Canteen. On duty serving coffee and signing autographs was Lenore Aubert. When I unfolded her picture and had her autograph it, she was surprised as she didn't know what Yank magazine was or that her photo taken for publicity was in it. Also another time I had seen a photo of starlet Bunny Waters at the Hollywood Canteen. Four of us GI's were given passes to use the swimming pool at the Beverly Hills Hotel. When we sat on the lounges next to Al Jolson, he introduced us to Bunny. Al told us that it was no use to ask for dates as she was to marry orchestra leader Johnny Greer that Saturday. Another time my buddy and I went to the Mocambo on the Sunset Strip. Standing at the bar a waiter said that a couple invited us to sit at their table. It was Jinx Faldenburg, tennis star (USA) and her boyfriend in Air Force uniform, Tex McCrary. We complained about desert maneuvers training in

Hesperia and Victorville, CA. and long hikes in the Ordnance. So Tex told me about the wonders of the Air Corps. He convinced me so well, that I signed up for transfer to the Aviation Cadet program when I got back to camp. I wound up as ball turret gunner. Sincerely, Ed Morrison, 95th BG Fairfield, CA



BOMBING OF ORANIENBURG, 10 AUGUST 1945

Dear Mr. Brown, I was shot down over Oranienburg Germany on 10 April 45 - had a short stay at Luchenwalde. In April of 05 I received a letter from Mario Schulze post mark Oranienburg. He had gotten my name through the Pentagon somehow. We have been in contact of and on since. My son Barry visited in Oranienburg last month and had an impressive visit, including meeting the Mayor. Yesterday I received the letter (below) from the Mayor. My son was impressed with the fact that everyone thanked him for the Eighth Air Corps liberating them from Nazis. To these people the Eighth Air Corp stands at the top for them. They give the Eighth Air Corp credit for everything. Sincerely, Frank Lewis Mobile, AL

AZON MISSIONS

I was the navigator on the crew of "Bachelor's Bedlam", a crew of all single guys, well piloted by Patrick McCormick. We ten crews were then highly classified and kept under wraps. We were jokingly called the "Buck Rogers Boys" because we were combat testing what was called AZON bombs - which were radio controlled from each individual aircraft by the bombardier.

The bombs, once dropped, had color flares attached, as well as a radio receiver which turned the flexible fuse on the bombs - to turn left or right as the bombardier watched his flares need to move right and left to the target. Some of those selected targets were railroad bridges - more long than short. Those first and early AZON'S were not controllable for long or short. By Jan. 45 - RAZON was in use in the CBI theatre - and could move bombs not only left and right, but able to pull them back a bit - or extend their forward path.

We ten crews had trained for a month in Central Florida at an ordered 5 to 6,000 ft altitude. We flew the southern route through South America. When Gen. Doolittle in the UK learned of our existence, he pulled rank on our training and diverted us to his 8th AF. I have no personal regrets, but two whole crews and two aircraft were all lost - because below 24,000 feet in Western Europe was just short of suicide in the days before the P-51 Mustangs arrived about Oct. 44. We flew AZON missions through August - about two per week at 12,000 to 16,000 altitude. By September 1st the project was abandoned in the 8th AF, the special equipment removed from the planes and those eight crews still around were absorbed into the 458th Bomb Group - CO was then Col. James Isbell, a fine leader who eventually retired as a General. Sometime in July, the crew of Miss Used were short a navigator for a few days and I flew my mission #11 in that plane! I'm not sure, but I think the pilot was John Morford. I flew nearly all of my missions with the Bachelor's Bedlam crew. Sincerely,



Frank Limbert, flight engineer of Bachelor's Bedlam

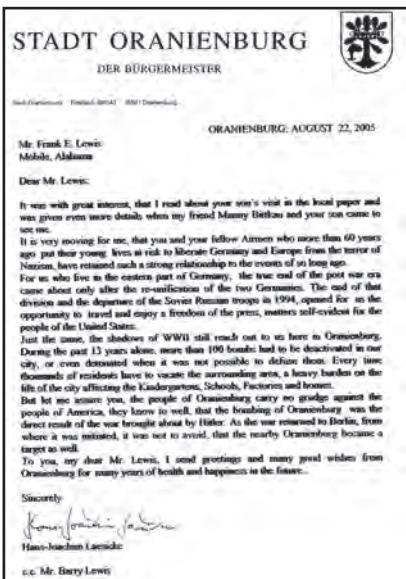
Harry Craft, 458th BG (nee Crabbe) New Wilmington, PA

SEPTEMBER 2006 ISSUE MOVIE STARS

Page 19, September 2006 issue of the 8th AF News, "Movie Stars" Line 9, the correct spelling is Istres. Also, I think NW of Marseille is more accurate. Maignane was 1/2 of an hour by 6x6 and Istres is a lot further. Please excuse no signature but I haven't the use of my right hand. Donald B. Hyde 204 Colorado Springs, CO

MISSIONS

Dear Connie: Thanks for the notice to those of us left that are life members of 8AFHS. I was a member of the 8th Army Air Force in WWII in the 34th BG, 7th Sqd., stationed near Ipswich in England, as a tail gunner in B-17, John Schroder's crew. I enjoy reading the 8th Air Force News and thinking of missions we flew; how young we were in 1943. My wife "Ginny" and I have been married 66 years, and we have had our physical problems. We thank God we are still able to get around with some limitations. We miss the reunions. To my knowledge, most of our crew has passed on from this life. I remained in the Air Force reserve after WWII, and retired after 25 years at Andrews AF Base, 459th TCW. God Bless. Sincerely, Charles Edward Hayes 34th BG Salisbury, MD



Chapter News

ILLINOIS CHAPTER

Recent meetings of the Illinois Chapter featured several interesting luncheon speakers including John Crotty, 487th BG, who related his story as a POW in Stalag III. As a lead navigator, John was shot down on his 19th mission on January 14, 1945. His talk honored those on POW/MIA Recognition Day - September 15th. In October Ron Walerowicz, who served in Thailand, told of his experiences as a fire rescue pilot with service with the 48th Tactical Fighter Wing at RAF Lakenheath, England.

Members of the Chapter will have a Holiday Luncheon Celebration on December 10th with a social hour and entertainment as part of the festivities.

NORTH ALABAMA WING

A recent Wing meeting featured as guest speaker Mr. Graeme Duthie who was a child in Scotland during the war. He related that everyone - even children - had to carry a gas mask with them at all times, but they were uncomfortable. His parents scheduled him and his brother to board a ship to South Africa to live in safety with relatives until the war was over, but the all such trips were canceled by Winston Churchill when the ship that left the port just before theirs was to leave was torpedoed by German submarines.

Mr. Duthie is a former college professor science, and live in Huntsville, Alabama. He cleared up that long-standing Scottish question in a scientific manner:



This is a 6 X 6 in which the NAL Wing of the Huntsville AL Chapter rode in the Veterans Day Parade.

the Scots actually do wear something under their kilts - shoes!

KENTUCKY CHAPTER

For a number of years, the Kentucky Chapter members have sponsored a student to the Summer Aviation Camp at Bluegrass Field, in Lexington. This past summer Nicholas Wilson attended with the sponsorship of the Chapter. In a letter to the Chapter, Nicholas describes his first day of school where he learned of navigation, flight plans, props and jet engines, and flew a flight simulator. The next day was the real thing. After a walk-around inspection check the nuts and bolts and flaps, they took off in a Cessna 172. "We got to about 1500 feet and the instructor pilot turned the yoke over to me. It was awesome (swell) flying a plane."

After a flight over the Ohio River, they returned to Bowman Field and took lessons in weather and flew another flight simulation, to put all they had learned together. This included night and instrument flying skills. On graduation Day, awards were passed out to the students. Nicolas states, "I won the 'Ace-of-the-Base' award for being the best virtual pilot in the Nighthawk squadron. Thank you - and Go 8th Air Force!"

Those who wish to help with this significant program for the opportunity of younger generations to learn of the wonders of flight, please send a contribution to: Ken Payton, 8602 Claudia Drive, Louisville KY 40219. For more info, you may contact Wayne Tabor tel: 502-267-9857.

IOWA CHAPTER

The Iowa Chapter of The Eighth Air Force Historical Society held it's 23rd annual reunion on August 26th, 2006. We had two excellent speakers. Our noon luncheon speaker was Lt. Nadine Wagner Lindsay. 1st Lt. Lindsay served as a nurse from 1942-1946. She served in Africa; Naples, Italy; Rome; and Leghorn, Italy. She was with the

12th General Hospital. Her slide program of her experiences were well-received by our group. Ernie Ley from St. Cloud, Minnesota had four tables of great memorabilia of WWII, as well as local displays. Greg Johnson won our raffle, a model of a P-51 fighter donated by James Zigrand of Eagle Grove, Iowa. Mr. Zigrand has been very good to us over the years with different models. We also had items on sale at our PX. New officers are: Charles Taylor, Pres., Barry Johnson, Scty, and Leon Mehring, Treasurer.

At our Banquet that evening our Guest Speaker was Captain Gary Selof, State Chaplain of the Iowa National Guard. He also had a slide presentation of his deployment in Iraq. He showed how the troops lived and the damage done by fire and road side bombs. It gave you something to think about. It was a very successful reunion, enjoyed by all.

Leon G. Mehring

LOUISIANA CHAPTER

The annual reunion of the Louisiana Chapter was held in conjunction with the 8th AFHS Reunion-Site was Diamond Jacks Casino and Resort, Bossier City, Louisiana, October 4th thru 8th.

Louisiana was well-represented with over twenty members in attendance. President Harry "Doug" Tanner conducted a short Board meeting on Saturday morning with those in attendance. A discussion was held on the future of the Chapter. It was decided by all there in attendance that we would stay active for another year. President Tanner suggested we have our 2007 meeting in Baton Rouge, Louisiana. He asked Norman Sisson and Jack Parson to check on motels in the area and submit a report to him by newsletters put out by editors Wiley and Earline Nobel will update members.

I want to thank all of you who attended the Bossier City Reunion. Have a Happy Holiday Season. Harry "Doug" Tanner, President

Chapter News

MISSISSIPPI CHAPTER

This Mississippi Chapter of the Mighty Eighth held its fall reunion in the friendly town of Brookhaven, MS, September 15-17, 2006. Fifty members and guests were greeted by reunion chairman Millard Smith in the hospitality room of the Hampton Inn. Following a short business meeting in the afternoon, attendees were free to shop, visit the Military Museum in downtown Brookhaven or meet in the hospitality room to renew acquaintances. That evening we assembled at the Western Sizzlin Restaurant for a full course steak dinner. Brookhaven Mayor, Mr. Bob Massingill welcomed everyone to the city and expressed his deep appreciation to veterans of the Mighty Eighth Air Force for all they have done in keeping America the land of the free. Mr. Paul Jackson, president of the military museum gave a brief history of the museum, described some of displays and memorabilia, and invited everyone to tour the facility during their stay in Brookhaven. Following the meal, guests were entertained by minister and ventriloquist, Dr. Talmadge Smith and "Charlie", his suitcase dummy. After breakfast on Saturday morning, some members toured the Military museum while others visited the "Ole Brook Festival" which is a signal event held annually in Brookhaven. Several streets were closed to traffic in order to accommodate the many booths, games and food stands manned by the locals. Other members took turns riding the little red train to view historic homes houses the museum of the late, great Hank Williams. That afternoon

we attended the First Baptist Church for a recital by Dr. Ray Daughdrill, church organist. A particularly inspiring rendition of patriotic songs caused more than one guest to reach for the Kleenex. When Dr. Daughdrill next played the Air Force song all the Chapter members stood and gave him a warm round of applause. Following the recital, we were treated to several song and dance numbers provided by a young people's ensemble. The program closed with an explanation of the special tapestry by church member, Bonnie Thornhill. The large tapestry in front of the church which is 24'X26' depicts Christ in the Garden of Gethsemane. This masterpiece was hand woven in China and contains 7.6 million hand tied knots. On Saturday evening we were treated to a Seafood Buffet at the "Country Fisherman". Entertainment was provided by the McCall Creek Bluegrass Band which kept our toes tapping from start to finish and reminded many of past days when we listened to blue grass favorites Lester Flatt, Earl Scruggs and Jim and Jessie, the Virginia boys. Following breakfast on Sunday morning we held our devotional in the hospitality room of the Hampton Inn. The reverend Mac Massey, a retired US Army Chaplain gave an inspiring message. He gave every chapter member a small pocket cross to remind us of our faith and challenged all to be true to our beliefs. The service was closed with a moment of silence and Chapter Vice President Bert Hill playing "Taps" in remembrance of members no longer with us.

Chapter President Kin Henserling thanked all those who had worked to make this reunion an eventful one. He then bade all a good bye and said he hopes to see everyone at our next gathering which will be held April 27, 28 and 29th at beauti-

ful Lake Tiak O'Khata near Louisville, MS. Full details will be included in future issues of our chapter newsletter, "Contrails and Propwash."
Submitted by, George G. Roberts
Robby49@cableone.net

GEORGIA CHAPTER

The members of the Georgia Chapter are looking forward to hosting the 65th Anniversary celebration of the founding of the 8th Air Force in Savannah the weekend of February 1-3, 2007. Events will be held at the American Legion Post 135 with afternoon tours and features at the Mighty Eighth Air Force Museum in Pooler. This event is a sequel to the 60th Anniversary celebration hosted by the Georgia Chapter in 2002. Host hotel for 2007 is the Savannah Marriott Riverfront.

The annual reunion of the Chapter, usually held this same weekend will take place in conjunction with the celebration, and the Chapter general business session will be at the hotel on Saturday morning 2 Feb 2007.

All 8th Air Force veterans and their families are invited to take part, as well as friends of the 8th and others interested in aviation and American history. For details and all contact information regarding the festivities and for hotel reservation contacts, please turn to the Bulletin Board Section of this issue, 8th AF News, where it is all spelled out for your convenience. Meeting organizers Henry Hughey and Al McMahon hope to see you in Savannah.

MASSACHUSETTS CHAPTER

The Chapter had its traditional annual fishing trip at the Quincy Yacht Club, the members being greeted by the Salvation Army with coffee and donuts, according



Mississippi Chapter members attend a great Fall gathering.



Colonel Anita Eigner Latin

Chapter News

to Chapter President Al Dusey in their fine newsletter, Vapor Trails. The troops caught sixteen flounders from Boston Harbor but had a great chicken dinner that evening. The Harvey Salt Water Fishing Club sponsored the outing and the Chapter kicked in \$150 to help with expenses.

The October Rendezvous' guest speaker was Colonel Anita Eigner Latin, Commander of the 653rd Electronics Systems Group at Hanscom AFB. Her focus was on our country's many vital defense and security programs now employed at Hanscom. Monthly Chapter meetings are held at the Minuteman Club the third Thursday of each month at 11AM.

Dick Luxner has taken the reins as newsletter editor, following the years of Vapor Trails being produced by member John Brennan.

NEW MEXICO CHAPTER

The New Mexico Chapter of the 8th AFHS held its annual Fall General Membership Meeting & Luncheon at the Albuquerque Petroleum Club, October 21, 2006.



Maj. Gen. Don Harlin (USAF RET.) on the left, and Lt. Col. Carl Albright (446th BG USAF RET.)



New Mexico entertainment - "THE ENCHANTERS"

President Hal Goetsch, opened the meeting. Six Board of Directors whose two year term expires this year, have been re-elected to another two year term. They are: Hal Goetsch, (385th BG) President, Carl Albright, (446th BG) Vice-President, Larry Stebleton, (8th AF) Treasurer, Samantha Blauwkamp, Director, Roy Connally, (306th BG) Director, Bob Hayes, Director.

The entertainment was provided by the "THE ENCHANTERS" a singing group of talented men and women who presented a program of patriotic and popular songs of the WW II era. New Mexico Chapter Treasurer, Larry Stebleton is a singing member of this group.

A Certificate Of Appreciation was presented to Maj. Gen. Don Harlin (USAF RET.) by Lt. Col. Carl Albright (446th BG, USAF Ret.) on behalf of the members of this Chapter, for his generous contribution of time and effort to the NM. Chapter, as a Member of the Board.

Gen. Harlin, who began his AF career in 1965, was Chief of Chaplains USAF from 1991 to his retirement from the AF in 1995.

Submitted by
Al Schwery, Secretary

NORTH EAST IOWA WING CHAPTER

The North East Wing, of our Iowa Chapter, met at the Elks Lodge in Waterloo on Friday Oct. 13, 2006 for a noon luncheon. Forty-two people attended the meeting.

The meeting began with the singing of "America", followed by the pledge of allegiance and the invocation under

the very able leadership of Syd Thomas. Bob Reeves played piano for the opening ceremonies.

Iowa Chapter President, Charles Taylor, gave a report of our Iowa Chapter activities, our most recent board meeting in Ames, and our Iowa Chapter members album. The album is a hard cover book of 480 pages, in large print with good sized pictures

of each Iowa Chapter member. A copy of the album, "IOWANS of the MIGHTY EIGHTH" by Charles D. Taylor, has been placed in nearly every public library in Iowa, in our national museum at Savannah, Georgia, and some as far away as Texas. Sales have been good - all of the 1,000 books have been sold.

President Taylor informed us of the progress at the Iowa Aviation Heritage Museum in Ankeny, Iowa where his son Charles is more than half finished painting the history of aviation murals in the museum. Our Iowa Chapter has five show cases of World War II artifacts - mostly supplied by our Iowa Chapter President, Charles Taylor.

President Taylor served as cashier for the meeting with the very able assistance of his wife Jane, while Lorraine Reeves handed out name tags and after dinner Mints. This was a great help, and very much appreciated.

Our program was a professional video: "F4U Corsair".

Robert C. Reeves
N.E. Iowa Wing Commander

NORTH CAROLINA CHAPTER

The METROLINA WING meets every three months at the Red Rocks Café in Charlotte. The Sept. meeting speaker, Paul Dusossoit, (B-24 pilot 44th BG), described his experiences in the Caribbean Islands and the Panama canal. He also told the story about how the song "Rum and Coca Cola" became a #1 song. The next meeting, Dec. 5, is the Christmas luncheon social where the members share stories and fellowship.

The WESTERN WING meets monthly



L – R Jeff Miller, Honor Air founder, Vic Brown, Western Wing Commander

at the Bay Breeze Seafood restaurant in Hendersonville. A recent speaker, Jeff Miller, a Hendersonville merchant and the founder of the Honor Air 2006 organization, explained how the Honor Air project evolved over the last few months. The mission of this organization is to celebrate Henderson County's WWII veterans and make it possible for them to see the WWII Memorial in Washington, DC. In six months residents raised \$130,000 to charter two jets to carry 207 veterans, forty guardians, support people, EMT's and two physicians. The first two flights took place Sept. 23 and 24. Another flight was chartered Nov. 4 with a fourth and final flight planned for the Spring. The Honor Air program is an unprecedented community effort to send willing and able veterans to Washington at no cost. Henderson County is the first community in America to honor its WWII veterans by sending them to Washington, DC to see their memorial. The vets were given the royal treatment from the time they arrived at the Asheville, NC airport, arriving at Washington's Reagan airport, as well as Park Police escorts in Washington for the motor coach caravan as they visited the WWII Memorial, Korean Memorial, Viet Nam Memorial, Lincoln Memorial and especially the Tomb of

the Unknowns at Arlington National Cemetery. Most impressive was the honor of being one of four, said Vic Brown, Western Wing Commander, to place the wreath at the Tomb of the Unknowns. Arriving at both airports, the planes were greeted with a "water arch." "It's like a dream," said Honor Air organizer Jeff Miller. "We accomplished what we set out to do. We gave these guys a day of honor. How does it get any better than that?" Unfortunately, five veterans passed away just before they were to fly. To date over 300 veterans have made the trip. The flight gained national attention. A "CBS News

Sunday Morning" crew arrived in the County early and followed the veterans throughout their day. NBC and ABC reporters also accompanied the veterans. It was a day of honor, a day to remember!

WASHINGTON STATE CHAPTER

The Washington State Chapter is finishing an active and exciting year. In February, the Chapter again took its Eighth Air Force model display to the Museum of Flight in Seattle. The collection has grown to nearly 30 models representing every fighter group in the Eighth as well as B-24's, B-17's, and F-5 Lightnings. By next year, the Chapter hopes to have represented in the collection, every fighter type flown by the Eighth's fighter groups, models of the top Eighth aces aircraft fea-

tured in Freeman's "Mighty Eighth", and representative aircraft from the Eighth's three bomb divisions. Chapter members Vern Arnold (384 BG), Warren Beecroft (447 BG), Ed Allen (93 BG) and Bob Culp (100 BG) as well as President Greg Pierce and Vice President Jeff Bomstead were on hand to answer questions from museum visitors.

In April, President Greg Pierce, moderated a panel discussion at Seattle's Museum of flight which featured pilots from the 56 FG. 56th aces Hal Comstock, Billy Edens, Frank Klibbe, and Robert Rankin each fielded questions from the moderator and the audience and shared many interesting stories of the 56th FG. The event was presented by The Friends of the American Fighter Aces.

The May chapter meeting was held at Boeing Plant II. Plant II was the Boeing production facility for the B-17 and is the home of the Museum of Flight's B-17F (42-29782). Guest speaker for the meeting was Mosquito ace Lou Luma (No 418 Squadron, RAF). The special meeting location was chosen for the Chapters Memorial Day observation. Members were invited to tour the B-17F on display after the meeting's conclusion.

June found the Chapter in Olympia, Washington taking part in the Olympic Flight Museum's annual air show. The chapter presented its "Target for Today" mission briefing. Greg Pierce, Dan Cathcartt, Kirk Skaggs, and Jeff



Greg Pierce and Jeff Bomstead present "Target for Today" at the Olympic Flight Museum.

Chapter News



Greg Pierce and Jeff Bomstead present "Target for Today" at the Olympic Flight Museum. "Bunny" Comstock, Bill Edens, Frank Klippe, and "Shorty" Rankin field questions from Washington Chapter President Greg Pierce.

Bomstead dressed in period uniforms and sent the crews of the 303rd BG to bomb Anklam October 9, 1943. In August chapter members JW Roundhill (379 BG), Mel Schulstad (303 BG), Jim Keeffe (389 BG), and Ralph Jenkins (405 FG, 9AF) were featured on an hour-long radio program on KUOW. The four gave listeners insight into what the air was over Europe and the radio station received many calls after the program requesting more information on the 8th AF.

If your group is planning a reunion in Seattle, let us know. We would enjoy meeting you.

– Jeffrey Bomstead

NEW JERSEY CHAPTER

Despite a November 8, 2006 deluge of

up to 4 inches of rain the 8th Air Force Historical Society New Jersey Chapter conducted its annual fall meeting/luncheon. President Irv Pliskin hosted the event of nearly 40 members and guests. The turnout would have been even more but due to the New Jersey Turnpike closing some did not make it. The meeting started around 12:30 and the luncheon at 13:00. Irv presented a motion to the floor that the Chapter cut back from 3 meetings a year to 2 meetings. The motion was seconded and passed. The Chapter will move onto a spring and fall meeting/luncheon. Since the guest speaker of Veteran Affairs was one of those sitting in traffic on the NJ



New Jersey Chapter meeting

Turnpike Joseph Keeley, a member of the Board of the 8th Air Force Historical Society, spoke regarding the Society's "Next Generation (NEXGEN)" initiative which is a very active campaign to get the younger generation involved.

–Joseph 'Pat' Keeley



65th ANNIVERSARY CELEBRATION OF THE FOUNDING OF THE MIGHTY EIGHTH AIR FORCE TO BE HELD IN SAVANNAH



Shortly after the bombing of Pearl Harbor in December 1941, the 8th Air Force was founded in Savannah, Georgia - the beginning of its storied history. That activation of the 8th will be remembered and celebrated with activities hosted by the Georgia Chapter of the 8th AF Historical Society. The three day event - from February 1-3, 2007 will be centered at the Marriott Savannah Riverfront hotel with ceremonies held on 2 Feb 2007. Early registration and hotel check-in on 31 January is available.

On 2 February transportation from the hotel to the American Legion Post 135 on Bull Street will be provided for a morning ceremony at this site of the founding of the Mighty Eighth. Refreshments and entertainment by the Vintage Vocals Group, along with a showing of the original Memphis Belle movie will follow. Then an afternoon at the Mighty Eighth Air Force Museum with transportation provided will precede an evening on the town in Savannah.

ROTC and Civil Air Patrol students will view the Memphis Belle movie and meet some of the original 8th veterans for Q&A sessions. Tours of the Museum facilities and exhibits will be offered by Museum staff and Volunteers. Other dignitaries will be on hand as well. The Georgia Chapter annual reunion morning meeting and evening banquet for all will be held on Saturday, 3 February at the Marriott. Sponsorship from the Chatham County Commission, support of the 165th Air National Guard and the American Legion will assure attendees of a very special weekend. Savannah Youth Commission members will also take part in the celebration.

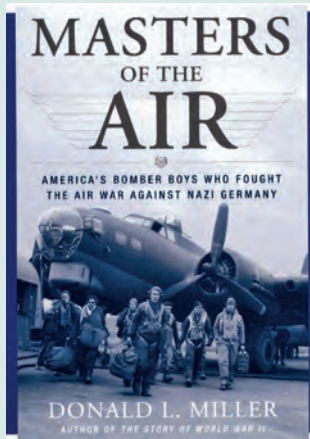
Contact information for the hotel is available from: Cindy Johnson, tel 1-800-228-9290 or 912-233-7722 (special room rate \$99). For Georgia Chapter Event Registration (\$115 all events inclusive) write GA Chapter, P.O. Box 73, Tucker GA 30085. Henry Hughey tel #770-939-2462. For Banquet entree choice, it is requested that banquet attendees indicate Sirloin or Salmon preferences.

All book reviews are produced by the editor and are presented to Historical Society members for their information and pleasure. Books included are current and in print. This issue of the 8th AF News features a number of books ready for Christmas giving!

MASTERS OF THE AIR **America's Bomber Boys Who Fought** **the Air War Against Nazi Germany** by Donald L. Miller

Don Miller is a long-time friend of the veterans of the Mighty Eighth. He has spent many weeks at 8th Air Force Group reunions and at the Mighty Eighth Air Force Museum as well as traveling around the globe meeting veterans and researching his novels of World War II. *Masters of the Air* is perhaps his best yet, a book whose publication by Simon and Schuster was launched this past October at the Museum. Miller tells the story of the Eighth Air Force servicemen, frequently using their words gleaned from his extensive one-on-one interviews gathered over several years. The tale is that of those who served - those who flew combat as close-knit aircrews, young men who would remain bonded as one throughout the rest of their lives - forever close; men who speak a language that is not known even to their families or their closest friends. This tells of the men who faced sudden danger and too often sudden death and the men who worked under severe conditions to enable their airplanes to fly into combat in the air.

Miller gets into it right from the start. Chapter one addresses the men and trials that are part of the lore of the 100th Bomb Group. His philosophy of wartime leadership - Miller has a Doctorate degree and is a Professor at Lafayette College in Pennsylvania - is made clear in his examination of the pre-war and early war years and the men who were wartime commanders of the 8th Air Force. The tale of this book is told in a most personal and believable style: quotations from Miller's interviews are



worked into his account of World War II, the concepts of war and especially of the air war, and the civilians and economics of the countries involved. Turning points in the war are discussed and evolving technology and techniques are scrutinized by the author. Confirmation of his topics is made thorough material from individual interviews. He reaches back into classic treatises of the 8th experience. Quoting Bert Stiles, who died in a crash of his P-51 Mustang, addressing innumerable casualties incurred by aircrews during combat: "Every time we came back from a rough mission, we had to shake up the line-up of our softball team, and twice we had to find a whole new infield."

There is a thoughtful and deeply researched approach to many topics of the war that are unique in themselves but that run parallel to the combat experiences of the airmen. A fresh approach to the German Stalag experiences of the POWs is related, again with the feelings and concerns of the prisoners paramount in those chapters. The pressures faced by the men of the war were faced not only by the combatants but by the leaders also, their methods of making wartime critical decisions being dissected and examined. The role of the 8th Air Force fighters and their changing role in the early days of 1944 is a particularly prominent subject of discussion in several chapters of the volume.

The reader will be taken through almost every aspect of America's air war of WWII. This entertaining tome is massive - 675 pages in hardback with period photo sections. Complete notes, chapter by chapter, and references make up a full

section and are accompanied by a matching extensive Bibliography, useful for those who want to delve further into the aviation war writings. Those who have had the opportunity to hear Don Miller's seminars and discussions of the 8th's war will feel right at home with this book, now on Best Seller lists and receiving awards from historians and researchers. World War Two magazine has named it the Book of the Year. You can contact the author online at: <http://ww2.lafayette.edu/~millerd>. Usual book outlets such as Barnes and Nobles carry the book or you may contact Simon & Schuster, Rockefeller Center, 1230 Avenue of the Americas, New York NY 10020.

The book will be released in the UK this spring under the name *The Eighth Air Force*.

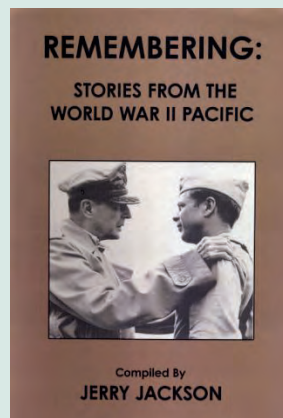
REMEMBERING: STORIES FROM **THE WORLD WAR II PACIFIC** Compiled by Jerry Jackson

This is a neat book, a fine addition to our special Christmas book review listings. What this book is, is a couple of dozen personal stories of a number of unusual tales of the South Pacific, in particular America's war in the Pacific.

Author Jerry Jackson grew up near the Lockheed plant in Burbank, California. The sounds of the P-38 engines stayed in his head, and recently he has compiled a collection of both rare and unusual stories of the war with the Japanese, accompanied by photographs not usually found in publications. The stories vary widely, many

of them ringing a bell of remembrance.

The sinking of the USS Lexington is recalled by JW Rumpfelt, a sailor from Hardin, Montana. Bob White recalls the sinking of the USS Neches. Airman



Richard Bong's experiences are here in one chapter and another chapter is entitled Zoomie Down: Saving Pilot Bush - the sea rescue of future U. S. President George Bush after the shutdown of his Avenger, flying from the San Jacinto in the Pacific. Bush was the only survivor of his three-man crew. Read the story of a Navajo Code talker on Iwo Jima, or if you prefer the submariner's tales, try The USS Growler, a Legendary Submarine, or perhaps the chapter called We Sank a Japanese Submarine!

You get the concept here. These are brief and fascinating personal histories written by those who were there.

A portion of all book sales will be donated to the Veterans of Foreign Wars (VFW). 224pp hardback. For info call Authorhouse at 1-888-280-7715 or www.authorhouse.com <<http://www.authorhouse.com/>> .

THANKS FOR THE MEMORIES

Love, Sex, and World War II
by Jane Mersky Leder

Historical Society members have not read a book like this one before. The reason for that is that there never has been a book like this published - one that examines the relationships between wartime young servicemen and women, and their brief and extended romances.

Author Leder writes with the analytical but very personal - this is certainly a most personal subject area - style befitting that of a historian with a psychology background. She approaches directly the prevailing mode of men who were going to war and their youthful interest in youthful women, who sometimes felt a patriotic obligation to establish a relationship with a particular soldier. It was the "tomorrow we might die" thing. She addresses the situation of those who were already married and those who got married on the "spur of the moment," one might say.

Examined in this volume are various topics of singular interest: the coming



out of women from the shadows of depression submission, the coming out of gays and lesbians - soldiers all, women in the workplace - a new second home for many of them - and women across the sea. Author Leder has her facts: there were 115,000 American British romances ending in marriage and a sky-high number of illegitimate births. (True, all births are legitimate, but these were kids-born-out-of-wedlock). The military higher-ups, both British and American, considered these liaisons to be "distractions." That distinction didn't seem to distract the young men and their ladies from their ultimate goals and achievements. She also gets the universal wartime slogan right: The Yanks were indeed, in the eyes of the Brits, "Over Sexed, Over Fed, Over Paid and Over Here."

The overriding theme of the publication is the examination of the reasons women evolved over the years of World War II from an unsuitable social situation that had persisted in our country, never again to return.

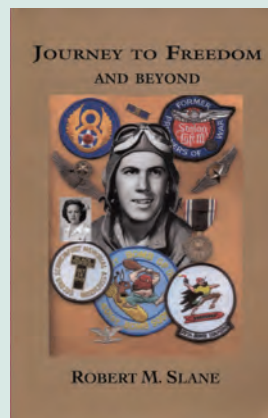
This book gets to the meat of the wartime situation and does it in a writing style both thoughtful and descriptive, but in a vibrant, stylish and respectful fashion. The volume, with its extensive singularly fascinating Bibliography, is a one-of-a-kind wartime dissection of a topic usually reserved for whispered conversation or for bar-time raucousness. It's hard to put this Love, Sex, and WWII book down after once picking it up.

There are photograph sections including aircraft nose art examples and the ever-present pin-up girls. The book is 185pp and is, of course, in hardback. For info contact: Greenwood Publishing Group, 88 Post Road West, P.O. Box 5007, Westport CT, 06881 or laura.mullen@greenwood.com; tel #203-222-1502.

JOURNEY TO FREEDOM AND BEYOND

by Robert M. Slane

There was no part of Robert Slane's tour of duty with the 8th Air Force that was uneventful. Author Slane went over early on, flying his first mission on September 27, 1943 to Emden. The trip



over on the Northern route ended with an emergency landing of his B-17 in Nutts Corner in Ireland with practically no fuel left, thought to be a result of sabotage after leaving the States. The Commander of the airfield noted at the time that there were an unusual number of planes that never were heard from on the crossing journey during those early months of air

combat.

The author was assigned to the 91st Bomb Group at Basingbourne. Other missions were as exciting for the Slane crew as the trip over from America. On the 10 October 1943 mission to Munster, they were forced to land in an English beet field in heavy fog. On Black Thursday, 14 October, the 20 year-old pilot crashed landed his plane on one engine in France after bombing Schweinfurt, Germany. For Slane the war was over - at least that's what the Germans said. His experiences as a POW in Stalag VIIA and Moosburg until liberation on 29 April 1945 make up a large portion of the book. The final chapters relate his experiences in B-47s and B-52s and detail the tragic events of a mechanical failure in his B-47, forcing a bailout over the Canadian wilderness.

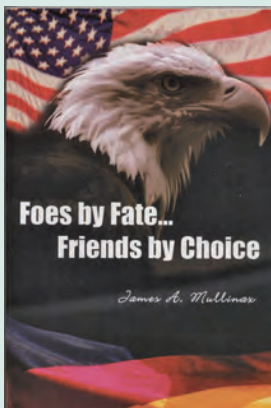
The entire volume is written in fascinating and entertaining detail. The events are exciting in their telling. The Stalag life and the author's nearly successful escape attempt from the prison camp are told in a style that only one who lived that event could relate. Credit is given to Ewell McWright who kept extensive clandestine logs of every prisoner who was incarcerated into

the Stalag during war. These logs are transcribed in historian Arnold Wright's book *Behind the Wire*. The author credits his wife Mary, for supporting and encouraging him during his many wartime experiences. He pays tribute to his crew members lost during the war and during the Cold War years. The author recently attended the 8th AFHS reunion in Bossier City. Soft back 300-ppg with photo sections. Available from Robert Slane, 1510 Carmel Drive, Shreveport LA 71105 tel# 318-797-7655 email: kriegie-1@Juno.com or through Amazon.com.

**FOES BY FATE...
FRIENDS BY CHOICE**
by James A. Mullinax

Author Mullinax and his crew were shot down on Black Thursday on the Schweinfurt raid, 14 October 1943, as one of the 60 B-17s, along with Robert Slane's aircrew. He was flying with the 94th Bomb Group, 8th Air Force. This is his story and it is presented to the reader in a somewhat unusual manner.

The major portion of the book details his life as a POW for 19 months, however he employs stories from others in his crew and in the camp to tell their viewpoints and remembrances as well. He tells of the liberation and return to freedom by way of the "Cigarette Camps." The final third of the book relates the interesting interactions between the members of the Second Schweinfurt Memorial Association and their annual reunions with citizens and dignitaries who reside in Schweinfurt today. Pete Mullinax's thoughts as well as theirs and some philosophical discussion also make up several chapters in the volume. These tales and documents take us up to the



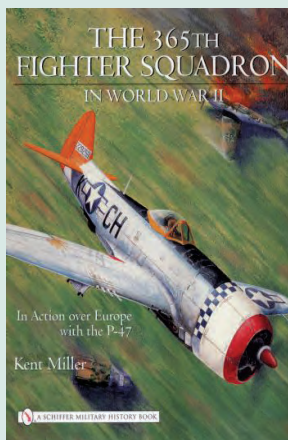
present, since his first return visit to Schweinfurt since the war occurred in 1998 with the SSMA annual reunion. In addition, there are stories told by those on the ground and by German combatants in the air on that fateful day.

The softcover book is 245 pages with period and recent photos. For ordering information see: www.friends-bychoice.com <<http://www.friends-bychoice.com/>> or contact: JMAC Interprises, Inc., 15072 E. Mississippi Ave., Aurora CO 80012.

**THE 365TH FIGHTER
SQUADRON IN WORLD WAR II**
In Action over Europe
with the P-47
by Kent Miller

The 365th Fighter Group was part of the 358th Fighter Group flying P-40 Warhawk fighters in the beginning before switching to P-47 Thunderbolts. Stationed at Goxhill in the UK, this 8th Air Force group was the tenth fighter group assigned to the 8th Air Force.

Author Kent Miller describes the daily exploits of the Group's history closing with a photo section of 60 pages in this 200-page volume. Appendices include rosters of all pilots and their combat histories as well as a Roster of all Non-flying 365th personnel. The Group's statistical history is also included. This book is interspersed with quotations and experiences as related by pilots, many after the group began flying from airfields in France following the D-Day invasion. This diary-style presentation on high-quality paper lends itself to a very personal account of the 8th Air Force's fighter war.



**THE 8TH AIR FORCE: VICTORY
AND SACRIFICE**
A World War II Photo History
by John W. Lambert

This is a photo book of war machines and the airmen who maintained them and who flew them into combat. Each photo of this fine 160-page large format



publication is presented on a half-page layout. The story is told in detailed cutlines beneath each photograph. It can be used as a source of every type of 8th Air Force aircraft in every airbase and combat situation that presented itself during the three years of flying missions from East Anglia. Some of the classic photos appear as well as many never before published.

The book closes with 15 pages of beautiful examples of aircraft and their nose art and names - a standard of 8th combat airplanes. The black and white photograph presentation concludes with pictures of the immediate post-war destruction of wartime enemy targets.

"JUMP, DAMN IT, JUMP!"
Memoirs of a Downed B-17
Pilot in World War II
by Edward F. Logan, Jr.

Author Edward Logan flew out of Sterparone with the 483rd Bomb Group, 15th Air Force - a Group that flew its first missions in April 1944 attacking vital German industrial and oil targets from the south. His original B-17 crewmen experienced a Group casualty rate of 39.8% - over 760 aircrew members were lost in action during the war. This volume outlines their



story and pilot Logan's 34 missions. It is unusual in that it describes through many chapters the shoot-down of the crew of the B-17 Je Reviere - named after a perfume

Logan's mother liked to wear back home. He also relates in detail the process of forming the Group up for a mission and specifics of important actions prior to the course to the target.

The book's title derives from the fact that three of Logan's crewmen refused to jump from their doomed aircraft that was at low level, his Flying Fortress that he was going to try and belly in after being hit over the target, hence the origin of the book's title. His story of how he survived and the events of the days following is one of courage, duty and valor in combat.

Often the events of war and their effect on airmen can be told in the experience of one aircrew of a heavy bomber on one particular day of the war - in this case that of 9 March 1945. The reader will get a sense of that here.

The book is softback 234 pages with photographs. Information to obtain the copy can be secured by contacting: McFarland & Company, Inc., Box 611, Jefferson NC 28640 tel 1-800-253-2187. online: www.mcfarlandpub.com <<http://www.mcfarlandpub.com/>>

BATTLE COLORS Insignia and Aircraft Markings of the Eighth Air Force In World War II Volume II: (VIII) Fighter Command by Robert Watkins

This is the sequel volume to the previous Battle Colors Schiffer Publishing edition that documented 8th Air Force Bomb Group markings and insignia. It has been anxiously awaited by historians and everyone who has an interest in the documentation of the Mighty Eighth. This volume presents all the insignia of the VIII Fighter Command - the Little Friends.

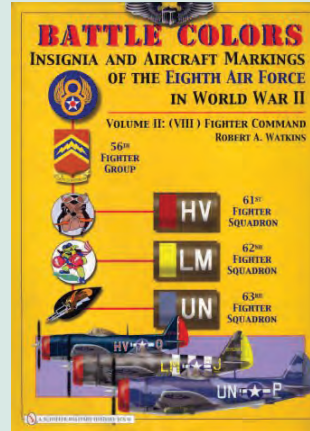
You will find every page in full color high-quality large format presentation with period photos interspersed.

Each fighter Group was assigned to one of the three Bomb Groups. There was some overlapping as the war progressed from the years early on and more airplanes and pilots and ground crews became engaged in the war. This book presents all 8th AF WWII fighter Units individually with depictions of Group and Squadron markings and insignia in color. Unit call signs accompany the insignia. Text material accompanies each Unit's pages that describe campaigns and special missions.

There is an excellent section, similarly presented, that relates the history of the three 8th AF Scouting Forces and of Special

Operations such as the Carpetbaggers, the 5th Emergency Rescue Squadron, the 36th Radar Counter Measures Bomb Squadron and the 7th and 25th Photo Recon outfits. The entire format of the book is arranged in sections easily located by several mechanisms: Air Divisions, Groups, Squadrons, and by indices of the 8th Organizations and includes depictions of all P-51 and P-47 Group nose markings, D-Day stripe markings of aircraft, and a number of RAF aircraft flown by the 8th.

This volume of Battle Colors in conjunction with Volume I, accurately portrays the proud insignia of the men who served in East Anglia during the war. It is an excellent referral work for all historians, newsletter editors and exhibit designers. There are 145 pages in this hardback compilation. Schiffer Publishing contact information is included in this Book Review Section.



Schiffer Military History Publishers have done it again! Here are brief entries of three impeccable historical books done in the usual professional Schiffer fashion. All are large-format hardback and are available from Schiffer Publishing Ltd., 4880 Lower Valley Road, Atglen PA 19310. tel# 610-593-1777 email info@schifferbooks.com. In England call tel #44 (0) 20 8392-8585 or email Info@bushwoodbooks.co.uk

• "Field Marshal Gerd von Rundstedt, the commander of the attack at the Bulge, stated that the main reason for the failure of the Ardennes offensive was his own lack of fighters and reconnaissance planes and the tremendous tactical airpower of the Allies."

-General Omar Bradley in 1945



Author and 8th Air Force veteran Starr Smith's book on Jimmy Stewart, 445th and 453rd BGs, has just been released in a paperback edition in the U.S.A. and in England. This fine volume, previously reviewed in the 8th AF News, is entitled Jimmy Stewart, Bomber Pilot and is available at usual book outlets and Amazon.com.

The Navy's F-14 Tomcat fighter, put into action as part of the Navy's fleet in 1972, was officially retired from service in a ceremonial final flight September 22, 2006. The jet has been replaced by the F/A 18 Super Hornet attack fighter.

Last year's Veterans Tree in the Rotunda at the Mighty Eighth Air Force Museum drew international notice. The tree will stand again this year through the holiday season. The limbs are to be decorated with pictures of 8th Air Force veterans and is impressive to see. Wallet-size photos should be sent to Volunteers@mightyeighth.org -address: P.O. Box 1992, Savannah GA 31402. Original wartime period photos and veterans' snapshots are preferred, but send copies if at all possible.

All 8th troops around the country are invited to be part of this unique Christmas tree.

A Memorial marker has recently been established to honor forty Americans killed in a crash of a B-17 Flying For-

ress in Australia on June 14, 1943. The converted aircraft was transporting the American soldiers back from an R&R location in northern Australia. The one crash survivor, Foye Roberts, is still considered to be a folk hero by children in Australia. Roberts died two years ago at age 82 in Wichita Falls, Texas. The memorial will be displayed outside the Australian Embassy on Massachusetts Avenue in Washington until a permanent location is located. The luckless B-17 was stationed at Clark Field and is one of the few that survived the Japanese attack on Pearl Harbor on 7 December 1941 as well as attacks on it in the Philippines.

From Brian Gunderson's Slanguage: the RAF lingo: Chickens. The USAAF: Friendly Fighter Aircraft - RAF: Eggs. USAAC: Bombs. - RAF: Jammy Trip. USAAC: a Milk Run. - RAF: Quilt. USAF: Above the Clouds

A New Veterans of Foreign Wars Post 5667 home is undergoing construction in Elizabethtown PA. The post is named in honor of 2nd Lt. Fred Barley of Elizabethtown, who was shot down on a 379th Bomb Group mission over Germany on 10 January 1945. He is buried in the Netherlands American Cemetery in Margraten. His immediate family members reside in the Post area of Pennsylvania. Contributions for the new home may be sent to POB 561, Elizabethtown PA 17022 or email dye-man@comcast.net.

Historical Society member Ron Parker of Goxhill Airfield is seeking some photographs that are included in the 1st Fighter Group album spanning four years of the war, The album is named Photo Offset and will be included in a book Ron is compiling about Station 345 at Goxhill. If a Society member has this book, Ron states he does not want the entire book and would appreciate a contact to assist him in his photo search. He may be reached at The Bungalow, Church Side, Goxhill, North Lincolnshire DN19 7HY, U.K. tel# 01469 532183.

Frank Murphy, 100th Bomb Group, was a career employee at Lockheed Aircraft Corporation, now Lockheed Martin. He reports that the new Lockheed Joint Strike Fighter, the F-35, has been named the "Lightning II" in honor of the WWII Lockheed P-38 twin-engine fighter. Frank says that the United States plans to buy 2,443 aircraft and partners of other Allied countries will purchase 710 aircraft. Also, the F-22 Raptor fighter, in a simulated air combat mission, took on five F-15 fighters and shot them all down before any of them even saw him. The fighter legacy of the 8th continues.

The B-24 Liberator calendar for 2007 by Bomber Legends magazine publisher George Welsh is now available to order. All twin-tailed aficionados may place their orders by contacting George at: 1672 Main St., Ste. E-124, Ramoina CA 92065-5257. tel# 769-788-3624 or online at: www.bomberlegends.com <<http://www.bomberlegends.com/>>. There is also a B-17 Flying Fortress calendar available.

Alden Rigby, 352nd Fighter Group pilot and 8th Air Force Ace, was recently selected as the 2007 inductee into the Utah Aviation Hall of Fame, by the Daedalians selection committee of the Pioneer Chapter.

The Honor Flight, founded by pilot Earl Morse of Springfield, Ohio, flies veterans of all services to visit the World War II memorial in Washington. The first flight of the organization, composed of six airplanes, flew eleven veterans - servicemen who otherwise would not be able to make the trip. Four more flights are scheduled for the fall of 2006, including a special flight on Veterans Day. Eleven aircraft owners take part in the Honor Flights, having transported more than 177 veterans to visit the memorial. Friends and families are on hand to greet the veterans to celebrate their return. Earl says, "For many of these veterans it is their last hurrah, and it is an honor for us to arrange the Honor

TANNOY

Flights." Information can be found online at: HonorFlights.org.

According to the Illinois Chapter newsletter, the established military tradition of the 21-gun salute signifies the sum of the numbers of America's founding in the year 1776.

A newly-founded museum, the No. 1 British Flying Training School Museum, Inc., is located in Terrell, Texas. Its mission is to celebrate the cooperation between the U. S. and Great Britain in training exercises during WWII. Expansion onto a 15-acre location is upcoming, and USAAC numbered services will be included alongside the British Flying Training School story. President Henry Madgwick has plans to develop a support Historical Society of the project, to be patterned after that of the 8th AFHS. Contact is: no1bftsmuseum@yahoo.com or tel # 972-524-1714.

German archives documenting in detail the Holocaust of WWII will soon be opened to the public for researchers, historians and families of victims of Nazi terror. They have been sealed in Bad Arolsen, Germany since the war and include over 50 million pages of lists, registration books, medical and death registers of more than 17.5 million people caught up by the death machines of the Nazi regime. Descriptions of the horrors of the wartime deportations to concentration camps and to the death camps make up a large part of the collection. The vast archive of files is 16 miles long housed in six non-descript buildings in the small Spa town in Germany. They have been under the control of eleven Allied wartime nations since 1946.

Sculptor Simon Maxwell, England and Paris, France, has spent the past eight months meticulously researching the details of 8th AF airmen's clothing. This was done in his preparation of the full size bronze statue of the late Ben Love,

351st BG navigator. The statue is a perfect depiction of an 8th airman as he was seen in his WWII apparel worn on the airbase, and of Ben Love. Ben was a supporter of the Mighty Eighth Air Force Museum in Pooler for many years and his close friends are arranging the installation of the statue to be placed at the head of the Museum's Memorial



Garden Reflecting Pool. Simon says, the statue is now at the foundry in the UK. A special Dedication Day will take place at the Museum in the Spring of 2007.

THE FIX

Several sharp-eyed 8th AFHSers noticed the typo on p.34 Sept 06 regarding the duplication of the Morse Code entries for X and Y. These standard genetic notations for the male and female genes most certainly are not the same as entered in the box: --! Thnx to Ben Roujansky, 95th BG radio operator, and also comes from Cornelius Kelleher, 388th BTG radio operator, South Hadley MA, what we in the trade and what 303rd BG historian Harry Gobrecht call "very picky" suggestions. Very Picky. May I point out to Brother Cornelius that the entire boxed-in affair was plagiarized by this editor from an unnamed Bomb Group newsletter.

In the Book Review Section Sept 06, the contact information for copies of Judge Ben Smith's excellent volume of his 303rd Bomb Group experiences, Chick's Crew, should read as follows: For ordering details write Judge Ben Smith, P.O. Box 1586, Waycross GA 31502 or tel # 912-283-6916. For those who may have placed an order for Chick's Crew using the previously printed address and were not successful, please use this updated information.

George Nunemacher, 352nd BG, is correct. The Gathering of Mustangs air event is in fact on Sept 27 - 30 2007 - not 2006 - as reported in the Sept 06 8th AF News. For those who

TO ALL WOP/AG'S, AIRMEN & WAAF
GROUND W/OP's WOM's & WEM's

Did you know?

Ever heard of the Morse Code? In part, you owe your mobile phone and your computer to a Christian named Samuel Morse. The world was a different place before this guy. First class news took two weeks to reach the USA. And reports of a major victory could take six weeks to reach Britain. One day a friend said, "Morse, when you were experimenting did you ever come to an absolute deadlock, not knowing what to do?" Morse replied, "More than once". His friend asked, "What did you do then?" Morse shared a secret: "I got down on my knees and prayed for light, and light came, and when my inventions were acknowledged by flattering honours from America and Europe, I said, 'Not unto me, O Lord, not unto me, but unto Thy name give the glory.'" That's why the first message sent by transatlantic cable read: "What God has wrought".

Title: . _ . / _ _ / _ . . / . _ . / _

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got there for good an early start and good seats, my apologies. Typos are the editor's scourge!

BULLETIN BOARD

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Michael O'Neil is the current President of the Distinguished Flying Cross Society, an all-volunteer organization founded to recognize valor and to preserve the history of airmen and their exploits. The DFC Society publishes a fine newsmagazine and has reunions around the country, the next to be held in Las Vegas, Nevada.

Larry Goldstein, Past-president of the 8th AF Historical Society has been active in helping spread the word about this distinguished Society. Included here is the logo and contact info for all who wish to become members of the distinguished Flying Cross Society.

MIGHTY EIGHTH AIR FORCE MUSEUM



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UTAH'S HILL MUSEUM ADDING ON



John Lindquist has been instrumental for many years in the development and growth of the Hill Museum and the Aerospace Heritage Foundation of Utah. The impressive aviation museum is routinely a high point of all 8th Air Force association reunions held anywhere near Hill Air Base in Ogden, Utah. The Museum is adding an immense - and final - addition to their building project in order to house their larger aircraft for public viewing. These aircraft will include a C-5, a C-130, a B-52, a B-29, a KC 135, and many others. A large classroom and theater are part of the building plans.

John writes to say that all that is now needed to complete the concrete and steel structure is a benefactor, "for which we have decided to advertise - there must be one out there somewhere!" Note is made that the Museum is a 501(c)3 organization and donations are therefore tax deduct-



ible.

Full naming of the Museum structure goes for just \$15 million; Gallery only at \$7.5 million dollars. For details, information, and for all /contributory support of this premier aviation museum, you may contact John Lindquist at: 3408 Washington Blvd., Ogden UT 84401, tel # 801-394-6666 or email: lom@lindquismortuary.com.

BULLETIN BOARD

THREE SIGNIFICANT EVENTS CELEBRATED AT 385TH BOMB GROUP ANNUAL REUNION

The annual reunion of the 385th BG Association was held in conjunction with the 8th AFHS 2006 reunion in Bossier City in October. A proclamation was presented from the group by 385th BGA President Arthur Driscoll.

Three significant events of the 385th BG Association history were recognized in the proclamation.

The Association's 50th Anniversary, with its founding in 1956, eleven years after WWI, paid tribute to Founder and President for the first 15 years, Ruel Weikert from Cleveland, Ohio.

The 30th Anniversary of the first Group tour back to Station 155, Great Ashfield, England was commemorated, noting that tours by the Association have taken place every four years since.

The third significant event in the Association's history was the establishment of a Memorial Trust Fund at All Saints Church in Great Ashfield 20 years ago, to maintain the 385th Memorial Altar, the stained glass window and the Book of Honor with the names of the 413 airmen of the 385th BG killed during the war while stationed there.

The proclamation was presented before the members of the Association and to the Historical Society attendees at the general meeting during the reunion, signifying their importance as part of the legacy of the 385th Bomb Group.



385th BG B-17 at
Great Ashfield

WANTED - TO BORROW

**PERSONALLY TAKEN PHOTOS OF
ANY WORLD WAR TWO AIRCRAFT
AND ARMORED VEHICLES. U.S.,
GERMAN, BRITISH, JAPANESE,
FRENCH, ETC. WRECKED, CAPTURED,
SURRENDERED, OPERATIONAL. WILL
RETURN AS SOON AS COPIED.**

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generously supplied
his photo collection
for use in the 8th AF
News - Editor

James V. Crow SFC USA RET. Member: V.F.W., A.L.
289 Yorkfield Elmhurst, IL, 60126-5315
tel: 630-834-7718



Hill, Donald, Charlotte NC; 361st FG Ground Echelon

Frazier, William, Orlando, FL; 384th BG lead bombardier with 24 missions -from his close friend Dr. George Starks

Henson, Leonard, Wayne City IL; 457th BG waist gunner on Roy Allen crew; shot down in June 1944 and featured in Thomas Childers' book *In the Shadows of War*

Pjesky, Paul, Portland OR; 355th FG Operations; Oregon Chapter -from Joe Conroy

Suplick, Robert, Fremont CA; 381st BG; service in Vietnam; 26 year career USAF -from his friend Merle Gerling

Hotaling, James, Stadhampton England; 7th Photo Reconnaissance Group United Kingdom contact

Adams, Gerald, Cheyenne WY; 7th PRG Squadron Commander

Wiktorek, Frank; 7th Photo Recon Group -from his wife Amy

Wolf, Frank, LaPorte IN; 466th BG pilot; in original 466th cadre at Attlebridge, England; 32 missions; 20-year career in USAF -from his bombardier-Navigator Ralph "Pete" Langenfeld

Lea, Alfred, Houston Texas; 452nd BG navigator; shot down over Poland and rescued by members of the Polish Underground, being turned over to Russian Allies after forty days disguised as Polish citizens - a story featured in *The Saturday Evening Post*; helped establish a monument to the B-17 crew members lost in Poland; member AFEES; successful career as architect of schools, civic buildings, hospitals and zoos; active with the Confederate Air Force warbirds preservation endeavors; a valued friend of and contributor to the 8th AF News - from Daryl Nooner, 7th PRG

Gordan, Andrew, Savannah GA; U.S. Navy wounded commanding a Landing craft at Normandy on D-Day; 30-year career at NASA, working as the Chief Systems Engineer for Werner von Braun, developing the computer and guidance systems for the "Surveyor" Lunar

landing vehicle; managed the guidance systems for all U.S. Space program rockets including the Space Shuttle and the International Space Station; awarded 27 patents during his career; recognized in world-wide scientific journals and organizations

Suddath, Jake, Columbus GA; flew 20 missions as a B-24 tailgunner

Winograd, Alfred, New York NY; 401st BG -from his daughter Gloria

Vrba, Rudolf, Vancouver BC; Jewish internee of Majdank extermination camp and Auschwitz, assigned to the removal of bodies from train boxcars of Jews who did not survive the trip to the concentration camp. Escaped with Alfred Wetzler in 1944 by hiding three days in a woodpile, covering himself with tobacco and gasoline to avoid detection by guard dogs. His reports of the camp conditions and death squads became known as *The Auschwitz Protocols*, a seminal Holocaust document that described eyewitness accounts of the atrocities and warned the world of the Nazi Final Solution, saving tens of thousands of lives. His story is featured in the 1985 documentary *Shoah*.

IN MEMORY OF . . .

A number of 8th Air Force veterans and their families choose to remember their deceased loved ones through donations to the Mighty Eighth Air Force Museum, including the contact information in notices and obituaries of their local newspapers. The Museum's contact information is: P.O. Box 1992, Savannah GA 31402. These kind contributions In Memory Of . . . go to continuing programs established at the permanent home of the Mighty Eighth, and each is recognized with an appropriate Thank You from the Museum.

HELENE DESCHAMPS ADAMS

Helene Dechamps used the code name "Anick" when she served the Allies as a spy in the Gestapo Headquarters in Vichy, France during the war. During her career, she was a member of the French Resistance, helping downed airmen escape capture by the Germans and also rescuing Jews from deportation to concentration camps. Mrs. Deschamps Adams also played a vital role in the secret preparations for the Allied invasion of France.

She was interrogated and beaten by German collaborators but never did give up cover as a worker for the French Underground and the American OSS. On one occasion, she knowingly entered a building that was wired with bombs in order to preserve her identity and was severely injured in the explosion. At the end of the war she married an American Army officer and moved to the United States.

Two books chronicle her life and exploits: *The Secret War* and *Spyglass: The Autobiography of Helene Deschamps Adams*.



DESCHAMPS
ADAMS

-submitted by James Butts, Rockaway NJ

Hargrett, Alonzo, D.O., Jesup GA; P-40 pilot in RCAF and USAAC; prominent country physician and state-wide leader in medical policies and reforms; active in Christ Church of St. Simons Island, Georgia

Gould, John Philip, Cayucos CA; 55th FG armament specialist -from his wife Vera

Patterson, Chet, Greenbrae CA; 55th FG pilot; Group Editor/Publisher reported as "transferred in Grade to other honored duties. . ." -from Robert Littlefield

Donalson, I.B. "Jack", San Antonio TX; 352nd FG pilot and Group leader; flew the last fighter out of the Philippines before the islands fell to the Japanese; instrumental in success of 487th Fighter Squadron and in interactions with pilot George Preddy; -from his wife of 65 years Maureen: "Jack always said he got his pilot's Wings on August 15th and got them clipped the next day - we were married on August 16th."

Berthold, Herman, Arlington Heights IL; career in USAF in three wars; Illinois Chapter

Daniel, Benjamin, Chicago IL; 448th BG radio operator of B-24 Rum 'n Coke; flew last mission on 25 April 45 to marshalling yards at Salzburg, Austria; Illinois Chapter

Perri, Benjamin, Glendale Heights IL; U.S. Navy USS Okaloosa; landed on Normandy on D-Day, remaining on the beach as Pharmacist Third Class treating injured and carrying medical supplies; Illinois Chapter

Green, Louis, Pasadena TX; 55th FG; -from his daughter Linda Petrille

Pierson, Ellis, Pensacola FL; 379th BG radio operator; shot down on his 29th mission; POW -from his wife and daughters

Kelly, Charles Jackson; 303rd BG; -from great-nephew Adrian Winham

Stresser, Richard, Liberty MO; 493rd BG

Burg, Walter, East Meadow NY; 351st BG

Paris, Russell, Westminster CA; 303rd BG

Taylor, Randall, Fort Myers FL; 452nd BG

Goland, Harry; 303rd BG; once asked by his daughter what he thought of the war, he replied with his usual spirit, "I thought I could win it all by myself!" -from his nephew Michael Bryan

Bresh, Paul, Fort Myers FL; 34th BG

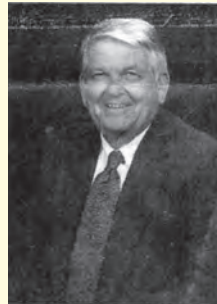
pilot -from his wife of 63 years Betty
Hines, Russell, Forest Grove OR; BAD 2 Maintenance Director; leader in his Elks Lodge for 65 years; Oregon Chapter -from Joe Conroy

Ziemer, Dare, Denver CO, 447th BG bombardier of B-17 Due Back; POW

Allen, Glen, Oneida TN; 100th BG;

flew D-Day with a special externally-mounted 1,000 pound bomb, his crew being instructed that "if we got in trouble, not to come back to land at the base - just fly as far as we could away."

Shot down on 17th mission, landing in the Seine River; POW Stalag Luft IV



Glen Allen

Petrowiez, Bill, Kennewick WA; 452nd BG co-pilot; volunteer at Oregon Air and Space Museum; Oregon Chapter

Hornyak, John, Oakton VA; 361st FG

Nutt, Sheryl, Springfield IL; 361st FG

Jewell, Lyle, Granite Bay CA; 361st FG

Harris, Shelby, San Antonio TX; 361st

FG P-47 and P-51 pilot; flew D-Day mis-

sions over the landing beaches; shot

down over Chateau-Thierry; POW at

Barth; career USAF; base Commander

at Randolph AFB -from Joe Redden

McGilvary, R.A. "Mac"; B-24 pilot

with 35 missions; shot down and crash

landed in Belgium three days after its

liberation -from his son Bill

David Nelson of Chicago IL, **Henry**

Kortebein of Maspeth NY, and **Blake**

Treece of Marshall AR were buried on

August 24, 2006 at Arlington National

Cemetery. The remains of these World

War Two airmen had been recovered

from an 8th AF B-17 crash site near

Caen, France. Their plane was shot down on 8 August 1944 with six of their crew members being found and buried by French villagers. A crash investigation team had unearthed their site in 2002 and it was excavated in 2004, finding crew effects and additional remains of the crew, returned in care of their families after an interval of 62 years. Fully military honors accompanied the ceremony.

Kiernan, James, Poway CA; 489th BG

Solomon, Theodore "Ted", Savannah

GA; USAAC 48th BG, 16th BS; served in

Burma-India Theater; Active as the old-

est past commander of Tybee Island

GA American Legion Post 154; Volun-

teer at the Mighty Eighth Air Force

Museum

D'Aquino, Iva Toguri, Chicago IL;

known as "Tokyo Rose" during the war;

she was accused

of broadcasting

anti-American ra-

dio transmissions

to servicemen in

the Pacific War,

taunting them

about unaccept-

able happenings

back home and

false reports of

battle action,

interspersed with

playing of popular

78 records for their

musical entertain-

ment to keep the soldiers tuned in.

Her radio show was called "Zero Hour."

Toguri called herself "Orphan Annie" on

the air, after her favorite childhood ra-

dio program. She was born in America

in 1916 to Japanese immigrant par-

ents, and was 90.



**Iva Toguri
D'Aquino**

Gordon, Lee "Shorty", San Francisco

CA; 305th BG ball turret gunner; shot

down over Wilhelmshaven, Germany

on 26 Feb 1943. POW; once called

a hellion on the airbase, demoted

frequently, however Col. Curtis LeMay

stated that "his sins were as scarlet,

but never quite deserving of capital punishment." Known for his escape attempts from Stalag VIIA - including one on a stolen bicycle while yelling the only German words he knew: "Heil Hitler!" The last attempt was successful, leaving Moosburg camp after bribing guards with coffee and cigarettes and using traded Australian ID tags. He rode freight trains to France and freedom, being the first known escapee from a Stalag, receiving the Silver Star for this feat.

Cooler, Norman, Murrells Inlet SC; B-17 flight engineer; POW, shot down over Czechoslovakia; Purple Heart; career in SC coastal state park service - from Herbert Guerry

Woodworth, John, Cincinnati OH; 458th BG navigator - from Loraine Rosen

Sellwood, Donald, Milwaukee WI; Oregon Chapter

Blum, Herbert, Manchester NJ; 8th AF

Giddings, Leslie, Liberty MO; 8th AF

Wagnert, Roman "Wag", Chicago IL; 453rd BG radio technician from 1943-45

Stocker, Jacob, Bismarck ND; 55th FG; 38th FS 1941; Air Inspector 1943; 8th Fighter command until Oct 45

Blanchard, Merle, Placerville CA; 55th FG P-38 pilot -from his son Roger

Brown, Joseph, California; 379th BG, Lead bombardier of Bomb Group that was, at the end of the war, first in bombing accuracy and tonnage; supporter of 379th BG Association and 8th AF HS -from his daughter Carol Petty, William Marvin. He was a B-17 pilot with the 351st Bomb Group stationed At Polebrook, England. On a mission to Berlin, 6 August 1944, lost an engine over the target, a second engine failed. Diverted to Sweden and crew of 9 was there for the duration. Missing Crew Report #7589. He died in Louisville, Kentucky, in November 2006. He was a family medicine physician for 50 years, Jefferson County, Kentucky and was Coroner in Louisville for 12 years. - from Francis Adams - 5th Grade teacher Rutherford Elementary

Dossett, Ken; 353rd FG crew chief 8th AF

Zolner, John, Ravena NY; 353rd FG pilot

Vance, Sam, Liberty Hill TX; 493rd BG pilot -from crewmate Jack Feller

Stickney, Norman, Brooklyn OH; 491st BG navigator; 35 missions; Purple Heart; remained active in

leadership positions for over 50 years in American Foundrymen's Society
Moran, John W., Pilot 458th Bomb Group England. Moran flew 28 missions over Europe in 44 and 45. He was shot down on his 16th mission as a result of damage over Magdeburg, then flew his aircraft 3 hours before bailing out over Andryes, France. All 11 crew members jumped and 9 survived.

-from Maurice L Watson, Gunner

American Air Force World War II Cemetery, Cambridge, England: 1990

On the loveliest day
Of the
Year

My comrades lie here on
Green
Slopes.

Oh, let angels and young women come
One by one,
And put a rose on each grave

For each young man
Buried
Here.

The pure blue sky against
The white
Flowers

Let a multitude
Kneel and murmur
To each soldier slain

Saying,
Here am I,
Beloved.

You, who have been
Here
So long

Marvin Silbersher, 447th BG
Lake Hopatcong NJ

GENERAL JACOB EDWARD SMART

General Jacob Smart was Commander of the 97th Bomb Group in Amandola, Italy during World War II. He led strikes against German industrial and petroleum targets in Italy, Austria, Hungary, Yugoslavia, Rumania, and Bulgaria. His aircraft was shot down on 10 May 1944 with seven of his crew being killed. He was wounded and became a Prisoner of War until liberation on 29 April 1945 by troops of General George Patton. Earlier in the war Gen. Smart had served in the Flying Training Command and then at Headquarters of the Army Air Forces in Washington, DC.

After the war, he retired to his home in South Carolina where he served as President of the Jasper County Historical Society and was instrumental in establishing its museum. In that regard, he authored a book entitled "A Survival Manual for Museum Builders," a tongue-in-cheek account of his museum experience. He also authored other papers and books that pay tribute to those veterans and their families of the Low Country of South Carolina. He was the uncle and close friend of the late Curtis Smart, 364th Fighter Group.

CHRISTMAS AT ARLINGTON CEMETERY



**REST EASY, SLEEP WELL MY BROTHERS.
KNOW THE LINE HAS HELD, YOUR JOB IS DONE.
REST EASY, SLEEP WELL.
OTHERS HAVE TAKEN UP WHERE YOU FELL, THE LINE HAS HELD.
PEACE, PEACE, AND FAREWELL...**

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MEMBERSHIP CATEGORY: LIFE MEMBER ANNUAL DUES \$25

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\$25 MEMBERS DUES NOTICES ARE MAILED ANNUALLY

Website: www.8thafhs.org

NIGHT RAIDS

This article is taken from *Battles with the Nachtjagd: The Night Air War Over Europe 1939-1945*, reviewed in this issue 8th AF News. The RAF night bombing experience will seem familiar to 8th Air Force aircrewmembers. -Editor

In the USA on 3 December 1943 radio listeners tuned in to hear their favorite foreign correspondent Edward R. Murrow, head of CBS European Bureau in London, begin his broadcast, This is London. Murrow who had become well known in America for his broadcasts during the Blitz when the USA was still neutral, proceeded to regale his listeners with a gripping account of his experience over Berlin in a Lancaster the night before. (Murrow had boarded Lancaster D-Dog of 619 Squadron RAAF at Woodhall Spa and flew with Acting W/C William 'Jock' Abercromby DFC* and his crew to Berlin. D-Dog was one of 458 aircraft that took part in the raid on the Big City).

"We went out and stood around a big, black, four-motored Lancaster, D-Dog. A small station wagon delivered a vacuum flask of coffee, chewing gum, an orange and a bit of chocolate for each man. Up in that part of England the air hums and throbs with the sound of aircraft motors all day. But for half an hour before take-off the skies are dead silent and expectant. A lone hawk hovered over the airfield, absolutely still as he faced into the wind. Jack, the tail gunner, said, 'It would be nice if we could fly like that.'

"D-Dog eased around the perimeter track to the end of the runway. We sat there for a moment, the green light flashed and we were rolling ten seconds ahead of schedule. The take-off was smooth as silk. The wheels came up and D-Dog started the long climb. As we came up through the clouds I looked right and left and counted 14 black Lancasters climbing for the place where men must burn oxygen to live. The sun was going down and its red glow made rivers and lakes of fire on top of the clouds. Down to the southward the clouds piled up to form castles, battlements and whole cities, all tinged with red.

"Soon we were out over the North Sea. Dave, the navigator, asked Jock if he couldn't make a little more speed - we were nearly two minutes late. By this time we were all using oxygen. The talk on the intercom was brief and crisp. Everyone sounded relaxed. For a while the eight of us in our little world in exile moved over the sea. There was a quarter moon on the starboard beam. Jock's quiet voice came through the intercom: 'That'll be flak ahead.' We were approaching the enemy coast. The flak looked like a cigarette lighter in a dark room - one that won't light. Sparks but no flame. The sparks crackling just about level with the cloud tops. We flew steady and straight, and soon the flak was directly below us.

"D-Dog rocked a little from right to left but that wasn't caused by the flak. We were in the slipstream of other Lancasters ahead: and we were over the enemy coast.

"And then a strange thing happened. The aircraft seemed to grow smaller. Jack in the rear turret, Wally, the mid-upper gunner and Titch, the wireless operator all seemed somehow to draw closer to Jock in the cockpit. It was as though each man's shoulder was against the others. The understanding was complete. The intercom came to life and Jock said; 'Two aircraft on the port beam.'

"Jack in the tail said, 'Okay sir; they're Lancs.' The whole crew was a unit and wasn't wasting words.

"We were still over the clouds. But suddenly those dirty gray clouds turned white. We were over the outer searchlight defenses - the clouds below us were white and we were black. D-Dog seemed like a black bug on a white sheet. The flak began coming up but none of it close. We were still a long way from Berlin. I didn't realize just how far.

"Jock observed: 'There's a kite on fire dead ahead.' It was a great golden, slow-moving meteor slanting towards the earth. By this time we were about 30 miles from our target area in Berlin. That 30 miles was the longest flight I have ever made. Dead on time. Box, the bomb-aimer reported, 'Target indicators going down.' The same moment the sky ahead was lit up by brilliant

yellow flares. Off to starboard another kite went down in flames. The flares were sprouting all over the sky - reds and greens and yellows; and we were flying straight for the center of the fireworks. D-Dog seemed to be standing still, the four propellers thrashing the air. But we didn't seem to be closing in. The cloud had cleared and off to starboard a Lanc was caught by at least 14 searchlight beams. We could see him twist and turn and finally break out. But still the whole thing had a quality of unreality about it. No one seemed to be shooting at us but it was getting lighter all the time. Suddenly a tremendous big blob of yellow light appeared dead ahead, another to the right and another to the left. We were flying straight for them.

"Jack pointed out to me the dummy fires and flares to right and left but we kept going on. Dead ahead there was a whole chain of red flares looking like stoplights. Another Lanc coned on our starboard beam; the lights seemed to be supporting it. Again we could see those little bubbles of colored lead driving at it from two sides. The German fighters were at him.

"And then, with no warning at all, D for Dog was filled with an unhealthy white light; I was standing just behind Jock and could see the seams of the wings. His quiet Scots voice beat into my ears. 'Steady, lads - we've been coned.' His slender body lifted half out of the seat as he jammed the control column forward and to the left. We were going down.

"Jock was wearing woolen gloves with the fingers cut off. I could see his fingernails turn white as he gripped the wheel. And then I was on my knees, flat on the deck, for he had whipped the Dog back into a climbing turn. The knees should have been strong enough to support me but they weren't and the stomach seemed in some danger of letting me down, too. I picked myself up and looked out again. It seemed that one big searchlight, instead of being 20,000 ft below, was mounted right on the wingtip.

"D for Dog was corkscrewing. As we rolled down on the other side I began to see what was happening to Berlin.

"The clouds were gone and the sticks

of incendiaries glowed yellow and started to flow to the preceding waves made the place look like a badly laid-out city with the street lights on. The small incendiaries were going down like a fistful of white rice thrown on a piece of black velvet. As Jock hauled the Dog up again I was thrown to the other side of the cockpit and there below were more incendiaries glowing white and then turning red. The cookies - the four 1000 lb high explosives - were bursting below, like great sunflowers gone mad. And then as we started down, still had one of those cookies and a whole basket of incendiaries in his belly and the lights still held us. And I was very frightened.

"We began to lose height over the North Sea. We were over England's shore. The land was dark beneath us. Somewhere down there below American boys were probably bombing up Fortresses and Liberators getting ready-for the day's work.

"We were over the home field; we called the control tower; and the calm, clear voice of an English girl replied, 'Greetings D-Dog, you are a diverted to

Mulebag.' We swung round, contacted Mulebag, came in on the flare path, touched down very gently, ran along to the end of the runway and turned left and Jock, the finest pilot in Bomber Command, said to the control tower, 'D-Dog clear of runway.'

"When we went in for interrogation, I looked on the board and saw that the big slow smiling Canadian and the red headed English boy with the two week-old-moustache hadn't made it. They were missing. There were four reporters on this operation. Two of them didn't come back - two friends of mine, Norman Stockton, of Australian Associated Newspapers and Lowell Bennett, an American representing International News Service. There is something of a tradition amongst reporters that those who are prevented by circumstances from filing their stories will be covered by their colleagues. This has been my effort to do so.

"In the aircraft in which I flew, the men who flew and fought it poured into my ears their comments on fighters, flak and flares - in the same tones they would have used in reporting a

host of daffodils. I have no doubt that Bennett and Stockton would have given you a better report of last night's activities.

"Berlin was a kind of orchestrated hell - a terrible symphony of light and flame. It isn't a pleasant kind of warfare. The men doing it speak of it as a job. Yesterday afternoon, when the tapes were stretched out on the big map all the way to Berlin and back again, a young pilot with old eyes said to me, 'I see we were working again tonight.' That's the frame of mind in which the job is being done. The job isn't pleasant - it's terribly tiring - men die in the sky while others are roasted alive in their cellars. Berlin last night wasn't a pretty sight. In about 35 minutes it was hit with about three times the amount of stuff that ever came down on London in a nightlong blitz. This is a calculated, remorseless campaign of destruction. Right now the mechanics are probably working on D-Dog, getting him ready to fly again.'

Edward R. Murrow
CBS Correspondent



Smashing Time in early 1945 in Europe - later salvaged

381st BG Smashing Time being christened by British ATS in September 1944



8TH AF HISTORICAL SOCIETY PX at the Mighty Eighth Museum Store

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	Baseball Cap w/8 th AFHS logo embroidered	\$12.95	Red, White, Blue	
	8 th AFHS 4" jacket Patch	\$3.95	NA	
	8 th AFHS ¾" pin w/clutch back	\$3.50	Member, Life Member	
	8 th AFHS bumper sticker	\$.90	NA	
	8 th AFHS 4" round sticker	\$.75	NA	
	8 th AFHS plastic license plate	\$3.95	NA	
	8 th AF logo silk tie	\$27.99	Red, Navy	
	8 th AF 3" patch	\$3.00	NA	
	8 th AF 1" pin w/clutch back	\$3.00	NA	
	8 th AF logo white T-shirt	\$10.99 \$12.99	S, M, L, XL 2X	
	8 th AF logo gray T-shirt	\$12.99 \$14.99	S, M, L, XL 2X	
	Youth Gunnery School White T-shirt	\$10.99	XS, S, M, L	
	8 th Logo watch	\$79.99	Men, Ladies	
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	Mahogany Replica Plane	\$169.99	B17,B24,P47,P38, P51B, P51D	
	Spirit of St. Louis	\$17.99	NA	
	Junior Pilot Suit with helmet	\$49.99	NA	
	Sheila's Collectible Mighty 8 th Museum World War II Monument Armed Service Tribute	\$29.99, \$24.99, \$23.99	NA	
	<i>Jimmy Stewart Bomber Pilot</i>	\$21.95	NA	
	<i>Masters of the Air</i>	\$35.00	NA	
	<i>Flags of Our Fathers</i>	8.95	NA	
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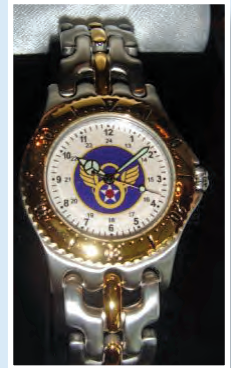
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8th Air Force Watch

Beautiful two-tone 8th logo watch with Citizen quartz movement. This watch is water resistant, has a 2-year battery and comes with a limited lifetime warranty. It is gift boxed for only \$79.99.



Victory Bags – Patrol Pack

Choose from the solid green **Husky** bag or the two-tone green with white strap, the **Overlord** bag or the green and yellow **Pointblank** bag. Each bag is approximately 9" wide x 10" x 1 ½" depot bottom gusset. The messenger bag is 100% pre-washed cotton canvas and has three storage compartments with zipper closures. The shoulder strap adjusts to 46" long. Each bag is priced at \$15.99



Sheila's collectibles

Enjoy collecting the authentic Sheila's wooden replicas. Choose from the custom Mighty 8th Air Force Museum for \$29.99, the World War II Monument for \$24.99 or the Armed Service Tribute for \$23.99. Each piece is beautifully detailed and made in Charleston, South Carolina. Display on your desk, windowsill or over the door.





Eleanor's Girls

Eleanor's Girls are 11 1/2" fully articulated figures. **Rosie the Riveter** pays tribute to the "Rosies" of World War II that proved their valor by stepping out of their traditional roles to successfully master the skills needed to construct the weapons of war. **WAACs** (the Women's Auxiliary Army Corps) provided a variety of services ranging from clerical positions to highly trained technicians both overseas and stateside. Our WAAC is dressed in the Winter Officer's Uniform worn in 1941. The **WASP** (Women's Airforce Service Pilots) was a fully qualified pilot who underwent extensive training on all types of military aircraft. They transported planes from aircraft assembly plants and military installations to locations where they were needed to supply combat and transport pilots. These dolls are priced at \$19.99



Mahogany Replica Planes

Display your favorite plane on your mantel or on your desk. These beautiful



scaled replicas come fully assembled and painted with a wooden display stand. They are hand crafted of mahogany and are highly detailed. These models are available in B-17, B-24, B-25J, P-47, P-38J, P-51B Mustang and the P-51D Tuskegee. Yours for only \$169.99

The Spirit of St. Louis

This 140-piece Spirit of St. Louis construction toy helps build your child's imagination and motor skills. This Best-Lock construction toy is Lego compatible. This kit comes complete with action figures. Recommended for ages 5 and up. \$17.99



Junior Pilot Suit

Let your little pilot soar in this authentic pilot's suit. It looks and feels like the real deal. This official one-piece design pilot suit comes with Air Force custom patches, lots of zipper pockets and an Air Force style helmet with retractable shield. \$49.99



Masters of the Air

Masters of the Air is a story of the American bomber boys in World War II who brought the war to Hitler's door-

step. It is also a story of life in wartime England and in the German prison camps. Author Don Miller draws from recent interviews, oral histories and American, British, German and other archives. This is a deeply moving account of the world's first and only bomber war. \$35.00

Flags of Our Fathers

Flags of Our Fathers is the riveting story of America's effort to secure Iwo Jima from the Japanese. Three servicemen from Iwo Jima are called back to the states as hero to help sell war bonds. \$8.95

Chick's Crew

Chick's Crew, by author Ben Smith, Jr., is an account of the hair-raising experiences of Lt. Anthony J. Cecchini's men. It deals with every facet of their lives in England. This true story tells what it was like to be a part of the greatest air armada in history. \$24.95

Christmas Ornaments.

Decorate your tree with these beautiful ornaments. Choose the Mighty Eighth blue ball for \$8.99 or this beautifully etched crewman for \$6.99



CONTINUING THE 8th AIR FORCE LEGACY #7

Earl Wassom, Senior Advisor

The 32nd Eighth Air Force Historical Society's Annual Reunion is now a historical fact but the gathering was the genesis for a new thrust regarding the future of the Society. The outlook is very bright. Traditionally, Veterans and their wives attend and support the business meeting conducted on a Saturday morning. The Veterans were present but this year, the NEXGEN attendees were present in large numbers and enthusiastically participated in this session. When the large number of the NEXGEN group was asked to stand and be recognized, the Veterans openly and enthusiastically responded with a heart-warming ovation.

Earlier in the week of the Reunion, two Seminars were conducted in which the next generation members came together in interest group categories to become acquainted with one another and discuss future strategies and the purposes for their existence. The final wrap-up session gave the entire group a concept of the thinking of the NEXGEN Initiative concept.

Membership: A Registry has been developed. Those attending both the Arlington, Virginia and the Bossier City, Louisiana reunions (the 31st and 32nd) have been entered into the Registry file. Norma Chesser, newly elected Director on the Board of Directors of the 8th AFHS, and Beverly Tombs are the coordinators for this Initiative. At this time, approximately 100 NEXGEN members are included in this file listing individual name, contact information (email, postal address, phone number), military affiliation and areas of interest for involvement in the Initiative. A goal of 1,000 names has been set for next year with various scenarios discussed for this recruiting effort. The plan is to connect with the newsletter editors and the main "contact" persons for all of the known chapters and units in order to publicize and expand the membership.

Reunion: George Hoidra, a member of the Board of Directors of the 8th AFHS, has been heavily engaged in the planning for the 2007 AFHS Reunion. Plans have been formalized. The Host Hotel; Radisson Hotel at Kalamazoo Center, Kalamazoo, Michigan is slated for July 17 – July 22, 2007. The reunion is being geared to appeal to the NEXGEN population. The Summer date will be more "attendee friendly" for family participation. Programs are being planned to appeal to all age groups.

Communication: Two members of the Board of Directors and coordinators of the NEXGEN Initiative, Bob Books and Pat Keeley, have the responsibility of disseminating all pertinent and current information regarding the activities, (past, present and future) of 8th Air Force news and events. This is being accomplished through the 8th AFHS Website, the 8th AFHS News magazine and the Membership list in Savannah. Other outlets are being explored. The NEXGEN population, descendants and future generations have computer skills, each of whom can be easily reached universally through our Website. The current web page address, www.8thafhs.org is an excellent of communication and information tool. Now available on this site is a sign-up form for joining the association that will greatly enhance the Membership Growth Initiative. Also, information is now available regarding the up-coming reunion for 2007 www.8thafhs.org/reunions.htm and other announcements that will be helpful to the membership.

Education: Mark Copeland, a member of the Board of Directors and 8th Air Force Historian is working closely with other Initiative coordinators in planning educational programs that will enlighten many age groups regarding the Legacy of the historic war-time aspects of the Eighth Air Force experiences. He has conducted annual symposia covering events and combat

engagements involving the lives of our own Veterans. These research endeavors make enjoyable presentations for the Veterans but also have a lasting impact on researchers and writers in the future. This Initiative Interest Group is examining program possibilities for the "younger members" (3rd and future generations).

Recruitment: Harry Tanner, Board Member, is the contact person between the 8th AFHS and all Chapter/Units. Direct dialogue exists between the leadership of the Membership Initiative and the Recruitment Initiative. It is felt that there is a direct correlation in the Chapter/Unit role of Harry Tanner and the expansion of the Registry. Almost without exception, all Chapters and Units have many individuals who are needed leaders in these organizations and who will become NEXGEN members. Many of these now hold office in those organizations.

Museums and Memorials: Several individuals, in completing the Registry Form, have indicated a preference to be involved in program development relating to the preservation and protection of the many memorials that have been conceived, funded and constructed by the many organizations of the Eighth. These museums and libraries, large and small, and other memorials are located throughout the United States, the United Kingdom, and the European Continent. Many organizations have developed on-site contact persons and Unit Trust Funds designed to provide maintenance and care for these hallowed places. Others have not. Newly elected Board Member, Darrel Lowell who resides in Savannah, Georgia has indicated a willingness to provide leadership in the development of this Interest Group.

It is gratifying to see the NEXGEN population stepping forward assuming a role in preserving the Legacy

LEGACY CONT'D...

of the Eighth. At the business meeting on Saturday, two Veterans retired from the Board of Directors and two new Second Generation persons, Norma Chesser and Darrel Lowell were elected to fill these vacancies. Mark Copeland was re-elected. Not only at the National Level but Unit and Chapter organizations are electing next generation individuals to serve in leadership roles. The Veterans and their spouses welcome them. Preserving the Legacy are children, such as the "Gold Star Kids", who were unable to attend an 8th Reunion with their Dad

because he paid the supreme sacrifice over there. They have never been held in Dad's arms. But they come alone showing honor, respect and love for him and admiration for his comrades. One of these, who often is seen at the reunions, calls herself "a war orphan." Another has said, "I love being with Dad at these functions, but when the time comes that he is unable to attend, I will come alone." These, our kids and grandkids, are embracing our past, enjoying the present and are now looking forward to an exciting future. Not only are our descendants

involved, but our 8th AFHS President, Ivan McKinney, who presided over the Reunion so beautifully as President of the Association and newly elected Board Member Darrel Lowell are second generation Veterans who are now involved in preserving not only WW II memories but Legacies of the Cold War 8th Air Force as well.

We must connect with the Next Generation Veterans and their descendants to preserve our Legacy. The Society faces a bright future!

Earl Wassom

December- 1944

What a month! I never knew such cold before. Little did I realize I would ever be washing and shaving in ice water, sleeping with so few blankets in such low temps. This is indeed a miserable life! Christmas rolled around rather fast and the news is none to encouraging. The Xmas Red Cross parcels were lifesavers and I think to myself, how odd it is to take a place, the time, and conditions such as this to make me really appreciate the little things in life. Everyone, I know, must be thinking of their families. We just make the best of it and look forward to next year. If Graves and Griffin would only chew with their mouths closed and Geo, Dave & Jim would quit "sniffing", this place would not get on ones nerves as badly. Little did I realize how truly wonderful a home really was. Think I shall never complain again in my life. 1945

Vernon Gayle Alexander, 493rd BG
Lexington, KY
POW Stalag Luft III

British school kids Christmas party with 303rd BG - December 24, 1943



CHRISTMAS EVE - GERMANY 1943...

Fw Karl-Georg Pfeiffer of 12./NJG 1 flying from Bergen on 4 December 1943 shot down a Stirling III of 623 Squadron into the Waddensea at 0303 hrs for his ninth confirmed victory. On 16 December he had to make a belly landing at Bergen with engine trouble: "One shook wildly and would take more petrol. I therefore did not dare to risk landing on my wheels and put the machine down on its belly beside the runway. They were not very happy about this at Leeuwarden and hinted that this had not been necessary, although there was a regulation about a situation such as this. I was annoyed about this but my life was more valuable to me. Our next sortie, On Christmas Eve, was criminal. We had hoped that the British would leave us alone. The worst of it was that on this night (23/24 December) only the north-west corner of Holland remained free of fog. All the airfields, even those in the Reich, were already closed at mid-day. Against our wishes, the British had sent out several hundred bombers. They flew far to the south along the French west coast to bomb targets in southern Germany (Munich, as it transpired later). From Bergenor, Leeuwarden the fuel was just sufficient to fly there and back, without time to fight over the target. We had just reached the area around Stuttgart, when we heard that Munich had already been hit. There was no point in trying to get the returning aircraft because we were in cloud at whatever height we flew. We headed for the radio beacon Rhein-Main and from there to Bonn-Hangelar. That was as far as the fuel would last. I had already shut down one engine to save fuel. The cloud base was reported to be 120 meters but it was not enough because of the Siebengebirge where many crews had struck the ground in bad weather and exploded. I said so to Willi and had him enquire what the visibility was at St. Trond. 'Cloud base 80 meters and very hazy!' In spite of this I decided on St. Trond because it is flat and I knew the field very well. I flew on using the

minimum of fuel and could see the place from afar. All the field's searchlights had been set vertically, brightly illuminating the cloud tops above. At least we knew where the field was, but going down into this bright murk I could hardly make out my wing tips. But all went well. Bathed in sweat and with our last drops of fuel we touched down heavily on the runway after a confused blind-landing procedure and were safe.

When the dawn broke the fog had become thicker and they would not let us go. But Willi wanted to get engaged to his girlfriend and he kept urging me so hard until midday that I decided on a blind take-off on my own responsibility. All went well and as we got closer to Bergen the clouds broke up and we landed in bright sunshine. The following party with the happy couple was one of the highlights of our flying life. Karl-Georg Pfeiffer
12/Nachtjagd

EDOUARD RENIERE...

Jean de Selys-Longchamp, a Belgian born in 1911 had, like many others, left the country after the capitulation on May 28, 1940 to continue the fight. He had reached England and volunteered for military service. He chose the Air Force and earned his wings in a Belgian squadron attached to the Royal Air Force. On January 20, 1943, he and another pilot left the airfield of Manston, England, on a strafing mission to Belgium. They attacked locomotives in the vicinity of Ghent, in Northern Belgium. The mission accomplished, only the other pilot flew back to Manston, not knowing that de Selys, flying alone in the direction of Brussels, had other plans.

The young pilot's plan was to strafe a Gestapo installation in Brussels, but he had received no answer, neither positive nor negative, from his superiors upon his request to risk such an adventure. So he took it on his own to get on with his daring enterprise. Flying very low to evade German radar, he flew his Typhoon above Brussels and approached his objective, a 12-story building on the Avenue Louise. In a

deafening noise, he fired his cannons and saw the shells mounting up the facade of the building, with glass and concrete flying everywhere. He threw two flags, one of Belgium, the other of the United Kingdom, before zooming upwards above the building and taking altitude to get out as soon as possible. Twenty-five minutes later, after having flown low over hilly Flemish countryside, the seashore and the sea, escaping detection by radar and anti-aircraft guns, he landed safely in Manston. Four Germans had been killed in the raid, amongst them one of the highest officers of the Gestapo in Brussels, Muller. A dozen were wounded, and the building was in shambles. The news spread all over Brussels and the people rejoiced at the kick in the butt that raid meant for the Germans who made life harsher and harsher everyday for the hungry, un-free population. The Germans were raving mad and arrested many innocent civilians as a retaliatory measure, but that courageous gesture from one of ours, fighting on despite a seeming German invincibility, lifted the spirits of a whole country.

When my father came home in the afternoon, he excitedly told us the news of the daring attack that the whole city was spreading around. He listened as usual to the BBC that evening and got more details about the pilot and his "forbidden" mission. The following day, like hundreds of inhabitants of Brussels, we went to take a look at the site, but were pushed back by angry soldiers. All I could see were shattered windows and bullet marks all over the facade. de Selys saw his rank reduced, but at the same time he was decorated with the Distinguished Flying Cross for his gallant action. He died on a mission above Ostend in August, 1943. The building he strafed is still standing on 453 of the Avenue Louise, and a plaque on the facade recalls the incident, as does a memorial nearby.

Edouard Reniere
"A Young Boy and the "Good War"
Brussels, Belgium

MARTIN WALLACE...

Skip Hunter, Tommy Thomas and I were

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assigned to the group in August 1944. We had been Bombardier Instructors in Victorville, California and Deming, New Mexico for 16 months, and students Officers in Radar Training for five months at Boca Raton, Florida, Langley Field, Virginia, and Alconbury, England. Our classification was Radar Navigator Bombardier shortened to Radar Navigator.

The radar equipped planes only flew lead missions and were referred to as Pathfinders (PFF). This allowed the groups to navigate and bomb when there was cloud cover. The first radar sets had a small round antenna on each side of the scope. Some person stated it looked like a large Mickey Mouse. Thus the word "Mickey" was born. The Radar Navigators were sometimes called Mickey Operators or just "Mickey".

Tommy Thomas drew Merseburg as his first mission. He was shot down August 24th and it was learned later that he was shot and killed on the ground by a German Civilian. Col. Normand was the Command Pilot. The 365th Squadron was hit hard as the Buck Crew and Housser Crew were shot down also. October 9 - The mission to Schweinfurt was not like the 1943 missions attacking the ball bearing plants, but it was eventful. On the bomb run, we lost two engines due to flak and had to leave the formation. You would think we would head for home, but the Command Pilot stated we would set up another IP and bomb the target all by our lonesome. This guy must have wanted to be a hero, but not me. All I wanted was to finish my missions and go home to my Mama.

I gave the Navigator a radar fix to confirm our position. We bombed the target at 10,000 feet and set out for friendly territory. I took over the left waist gun. We were lucky that no German fighter planes spotted us. As we approached the Rhine River, a gun boat started throwing up flak. We flew around it and made it to a field in France just in time as a third engine had lost power.

November 30 - Merseburg. This was the Big Daddy that everyone feared.

Hitler, after loosing his natural oil supply, at Ploesti, Romania, depended on synthetic oil to run his military. His orders were to protect the plants at all costs. From the IP to the target you encountered a solid wall of anti-aircraft fire. One intelligence report stated there were 807 - 88 MM cannons within a mile around the oil refinery. There were 63 "B-17's" shot down on this date attacking Merseburg. The Third Air Division took the worst beating. December 24 - Giessen. This Christmas Eve mission was one to remember. Maj. Shelton was the Command Pilot, Capt. Waltz, the Work Pilot, and Lt. Hunter, the Bombardier. The target was an airfield that was supporting German troops in "The Battle of the Bulge" that had been going on since December 16th. Bad weather had prevented planes from flying for about one week. When the weather cleared B-17's became tactical aircraft supporting the ground troops. When the group returned to England the weather had closed in and only a few bases on the East Coast were clear to land. We landed at a field where planes were all over the place. Now here is what is memorable. We slept on the floor of the operations building on Christmas Eve. I didn't sleep much for thinking about the party that was planned at the Officer's Club. A lot of girls were coming to the base including my "Little Squeeze" from Bedford, and Hitler was interfering with my social life.

January 10 - The target was Gymnich Air Field near Cologne. The Command Pilot was Maj Collins, TenEyck, Work Pilot, Hunter, Bombardier. This mission was a disaster in the making due to two things - A borrowed PFF plane and the direction of the wind. It has been written about by Abe Millar, who with Gillespie and Dahme had ring side seats as well as Loyd Slimp. Evidently the 305th didn't have a PFF plane available so we had to fly to the 379th Group at Kimbolton to get one. The mission was set up to fly from the IP to the target facing a head wind as opposed to the normal procedure of having a tail wind. With winds of 100 miles per hour we were just crawling

toward the target. The German gunners were knocking down the planes like shooting clay pigeons.

When the lead plane passed over the target no bombs were released. Collins asked Hunter to check everything and a second run was made with no bombs released. By this time the squadron was shot all to hell, but the lead plane had little damage which was a miracle. A possible third run was called off and we salvoed our bombs in an open field and headed home.

February 14 - Target was the rail yards in Dresden. Maj Thomas was the Command Pilot and Lt Schwartz, Navigator. It was said later that this was a "Churchill" target to appease the Russians who were closing in on the city.

For two nights earlier, the British had pounded the city causing huge firestorms. It was estimated later that these raids killed about 250,000 civilians. After leaving the target area on our return heading, we encountered some heavy flak as we were over Czechoslovakia.

At one reunion, Schwartz was kidding Thomas about swinging so wide after the target allowing us to be across the Czech border which was about 15 miles south of Dresden. Schwartz said, "You were shot down once over Germany. Did you want to add Czechoslovakia to the list"? Thomas answered, "You were the Navigator".

March 2 - For the mission to Bohlen, I was scheduled to fly the regular group lead. During the night at the strike force was being put together, the 305th was selected to lead the divisions with the following:

Command Pilot Lt. Col Crank - Deputy Group Commander

Work Pilot Capt W.R. TenEyck
Head Navigator Maj Melvin Robinson
Asst. Navigator Capt Paul Davidson
Bombardier 1st Lt Ira Beckman
Radar Navigator Capt David Flanagan

I switched to the Deputy Lead plane with Capt. Loyd Slimp. The target was an oil refinery at Bohlen with the 305th to hit a concentration of flak guns. The lead plane took a direct hit in the bomb bay area causing an explosion that sent

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the plane in a dive. No one reported seeing any one bail out. Later it was learned that the right waist gunner, Robert Lynes, survived as he was blown out of the plane. Capt Slimp took over the Command Position and led the task force back to England.

March 22 - My last mission was to Dorsten.

I took a leave on April 1st, for seven days to visit Scotland, home of my Ancestors. I was relieved of my duties as Group Radar Navigator on April 18th being replaced by Walt Thom.

Some other Radar Men were Charlie Noble, Fred Goldstone, Ed Tverskey and Neil Vincent. I received movement orders on April 27th for return to USA. Martin Wallace, 305th BG Greer, SC

LAWRENCE LYNN GRIFFING...

On my fifth mission over Cologne, Germany, #1 and #3 engines were hit sending oil onto the ring gear of the ball turret causing the gear to freeze. The pilot was saying "Prepare to bail out!". I was shouting, "I can't get out." With two engines out, Offhaus decided to try to get back to England. The lower altitude caused the oil to thaw. I was able to get out of the ball before we crash landed at Manston on the Sea Emergency Base, above the White Cliffs of Dover. The brakes were gone and we ended up crashing into a Lancaster which was being repaired. Fortunately, no fire started.

The English took us to their mess hall and gave us their standard meal of pork and beans on toast.

We were on a mission to knock out ball bearing factories in Essen, Germany. On the bomb run, a piece of flak came through the ball turret into my arm pit tearing my heated suit, my oxygen, all my clothes continuing down my side, tearing my shoe and shoelace, but never touching my body. I was chopped out of the ball, hooked to a portable oxygen bottle and put in a heated bag. I spent the rest of the mission lying on the floor of the plane. We had damage to the plane but Offhaus was able to get us back safely to Podington, our home base.

My suit and shoe were displayed in the equipment shack.

My mother's prayers were once again answered as I was able to check times and dates, on both occasions, from V-Mails I received two weeks later. Both times she was in bed asleep and had the urge to get up and pray. Both times I came back to England safely. Thank God for a praying mother and dad.

Lawrence Griffing, 92nd BG Canton, OH

RAMSAY POTTS...

Interview with Major General Ramsay Potts in Bar Report

BR: Did you ever fly in combat?

RDP: Yes, I flew many combat missions. My first mission targeted the marshaling rail yards at Lille, France, which was occupied by the Germans. By this time, I was operations officer of my squadron and had been promoted to captain. I was leading an element of three airplanes in a group formation of 24 planes. We headed out, circled around the base, and gathered in formation. We had a tail wind coming from the west, and before we knew it, we were directly over the target area, where we were attacked by German fighters. My best friend, who was flying on my left wing, was shot down. My tail gunner was in shock and wouldn't respond. It seemed as if it took us forever to get away from France and over friendly territory again.

Although a successful mission, we sustained numerous losses. At the base in England, the plane in front of me had to make an emergency landing and skidded off the runway, and broke in two. Afterwards, I went back to the Nissen hut I lived in and sat in front of the potbelly stove. I was cold, so I put on extra clothes and eventually went to the officer's club for a shot of whiskey. I wasn't frightened during the mission, but I was shaken afterward. I wondered if I could keep doing this. Just then Tommy Taylor, an officer from another group who was in my graduating class and on the same mission, walked in. I said, "Tommy, that was one hell of a mission," but he laughed and said, "That

was a piece of cake," And I thought, "If he can do it, then I know damn well I can too." I was never in that kind of shock again.

BR: So that incident didn't prevent you from flying combat?

RDP: Not at all. In fact, in November 1942 we were deployed to North Africa. I remember as we were approaching the African shoreline, I saw hills in the back distance that seemed higher than I thought they should be, so I called the navigator and told him. He examined the map again and realized he had been reading the altitude in feet, whereas the heights were in meters. When we finally landed, I was exhausted. As the bomb doors opened below, I heard a voice say, "Captain Potts, report to Group Operations immediately." I didn't like the tone of the voice, so I angrily said, "I'll be there." The voice persisted, and now I was annoyed. And as I came out of the bomb doors, a hand tapped me on the shoulder really hard and I swung around thinking, "Who the hell...," and there was my brother Van Dyke, who was in the 12th Air Force. It was a great surprise.

BR: You had not seen your family since you left?

RDP: No, not once. I was back and forth between England and North Africa. By 1943, I had also gone from squadron commander to group operations officer.

BR: What did you do in this position?

RDP: I was responsible for planning missions, assigning crews, deciding what squadrons flew in what order, and running training missions for the entire group. Later that year I was brought to Wing headquarters to be the Wing Chief of Staff, and in January 1944, the 453rd Bomb Group, a new group, came in. I helped with the group's orientation and battle training. But on one of its earlier missions, its commanding officer was shot down. I received a message to report to Division headquarters, which was commanded by Major General Hodges, a salty, West Point type. When I entered his office, he told me he had two colonels from Washington on their way to take commands, but General Timberlake, who was my Wing commanding officer,

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said he wanted me - not one of them - as the new Group commander. This was beyond my wildest dreams. I looked at Timberlake, who was nonchalantly blowing on his fingernails, looking up at the ceiling-like nothing was happening. Hodges continued and told Timberlake I didn't have the experience and was not a West Point graduate. But then he asked me, "Do you think you can do the job?" I seized the moment and said yes. He looked at Timberlake and said, "I give him six weeks."

BR: That's a lot of responsibility. Were you nervous?

RDP: I had a lot of trepidation because the squadron commanders were older than I was, and many were West

Pointers. I shuffled the structure of the Group and asked for a new operations officer, somebody outside. Low and behold, they sent an officer from another group - a guy named Jimmy Stewart, the actor, became my operations officer.

BR: Jimmy Stewart?

RDP: Yes, we hit it off very well, even though he was eight years older than I was. He was a wonderful addition to the group and had the same languid style as in his movies. Everyone loved him. We whipped that group into tip-top shape and it quickly became one of the best groups in the Air Force.

But we weren't together long. Sometime later I became the Director of Bombing Operations for the 8th Air

Force, a position I held until the end of the war.

BR: Who were some of the most influential people in your life?

RDP: There were quite a few. In my military career, I had a particular regard for Jimmy Doolittle, Tooey Spaatz, and Orvil Anderson. But the one who stands out the most is Ted Timberlake. He promoted me to squadron commander in the 93rd Bomb Group, and then convinced General Hodges to give me the assignment as Group Commander. He gave me the chance to prove myself and my ability as leader.

submitted by
Hap Chandler, 491st BG



AND ITS JUST A MODEL

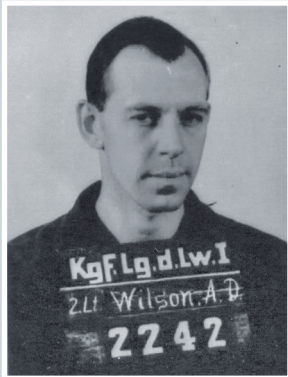
This 1/9th scale radio-controlled C-17 model was built in the United Kingdom. To date it has about 20 flights. It was built as the centerpiece of a 15 program television series produced in the U.K. for the Home and Leisure satellite TV channel. Built with the aid of three friends, it took one year to build and is powered with 4 Jetcat P-120 turbines with a total thrust of 108 lbs. The model weighs over 250 lbs fuelled, and carries 12.5 liters (3.3 US gallons) of 95% kerosene and 5% turbine oil fuel. Other details include 5 Futaba PCM receivers, 16 battery packs (93 cells), 20 Futaba servos, on board air compressor; electro/pneumatic retracts, etc. Wingspan is 20 feet 8 inches, and the top of the fin is 74 inches (6 feet 2 inches) above the ground. Takeoff weight is 264 lbs. The rear cargo doors open and they drop an r/c jeep on a pallet, as well as 2 free-fall r/c parachutists. The model also has smoke systems both of the inboard turbines, and uses 2.4 GHz data link to provide real-time data to a laptop computer on the ground while in flight, this data includes airspeed, turbine RPM, EGT, fuel consumption, etc. It is covered in fi-



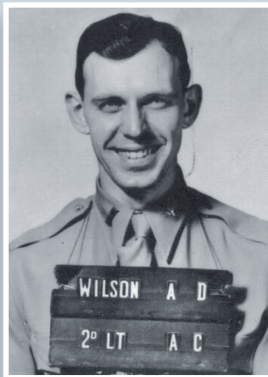
The four builders are shown in the lower left image above. Colin Straus, the owner, is at the nose of the aircraft.

berglass and epoxy resin. It is built mainly from balsa and ply, with many glass and carbon fiber moldings to reduce weight. This C-17 Globemaster III is one of the largest jet models in the world today! Complete with retractable landing gear and pneumatically operated flaps.

BIG BANDS PLAY A PART IN 8TH AIR FORCE AND WHEELING, WEST VIRGINIA'S HISTORY



Arden - German POW
Stalag Luft #1



Arden Wilson when
commissioned 2nd LT.



Arden Wilson flew 34 combat missions as an 8th AF pilot with the 381st Bomb Group at Ridgewell airbase in East Anglia. His B-17 Winsome Winn crashed on their last mission near Saarbrücken, Germany on 7 January 1944. He became a Prisoner of War in Stalag Luft I. Arden was the drum major in the Wheeling, WV High School's National Champion band, which won the competition held at the 1933 Chicago World's Fair. He established The Arden Wilson Band and continued in this career for many years following the war. The Arden Wilson Band traveled the Big Band circuit, but remained based as a mainstay at Wheeling social events. Arden may be the only 8th Air Force pilot who led one of the Swing Bands of that great musical era.

Lee Kelvington has founded the Wheeling Big Band Society and has done extensive research on those men of the Wheeling community who served in the war. Many were part of the Eighth. Lee says, "Wheeling, for its size, contributed airmen disproportionately to the services and the 8th Air Force during the war."

Mike Boury was a B-24 navigator in the 8th who was shot down on Easter Sunday, April 9, 1944. After learning that a friend had jumped with his parachute in flames but extinguished the fire by continuing his free-fall prior to opening, Boury bailed out the next day and states, "being aware of that story saved my life." Herman Sigal served as a bombardier/navigator with the 486th Bomb Group. He went down on the Merseburg mission and ended the war as a POW. Jack Maloney, Wheeling City Manager, was wounded with the 384th BG on the mission to Schweinfurt on Black Thursday. Ted Finck, a local Wheeling businessman, was shot down on his first mission in June 1943 and spent two years in a Stalag. Wheeling's Howard "Dutch" Kindleberger became the President and chief designer of North American Aviation and was instrumental in the designs of the B-25 bomber and the P-51 Mustang. The list goes on and the Wheeling Big Band Society is continuing its research into

those who served in the Mighty Eighth.

A detailed model airplane of the Winsome Winn was discovered at a 1982 airplane show in New York by the Wilson crew's ball turret gunner Robert Geraghty and is now part of the Society's collection. Lee Kelvington may be contacted at 24 St. Charles Avenue, Wheeling WV 26003 for further information.



Arden Wilson, front row, second from left and his crew

REUNIONS

55TH FIGHTER GROUP

May 3 - 7, 2007
St. Louis MO
Renaissance St. Louis Hotel
Contact: Edward Giller
14415 Soula Dr. N. E.
Albuquerque NM 87123
Tel 505-298-8053

AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION

October 4-7, 2007
Reston VA Hyatt Regency Hotel
Contact: email AFNOAPresident@CFL.
RR.com

100TH BOMB GROUP ASSOCIATION

September 6-9, 2007
Nashville Marriott Hotel
Nashville TN

8TH AIR FORCE HISTORICAL SOCIETY 33RD ANNUAL REUNION

July 17-21, 2007
Radisson Hotel
in Kalamazoo Center
Kalamazoo, Michigan

446TH BG REUNION

April 25-29, 2007
Hilton Garden Inn Midtown
Savannah, GA
Contact: Link Veazey
770-972-5883
email LINKVZ1@cs.com

WW II BOMBARDIERS REUNION

May 2-6, 2007
Academy Hotel
Colorado Springs, CO
Contact: Bom Thompson
280 Sharon Dr.
Pittsburgh, PA 15221
412-351-0483



91st BG B-17 Blue Dreams crew
celebrating after a mission to
Oschersleben, Germany
11 Jan 1944

New B-17F at Douglas Plant in Long Beach, CA. Eddie Rickenbacker shakes hands with a woman worker prior the 'Planes' first flight, January or February 1943.

335BG, 95BG, then 338BS, 96BG, IF SR-NR. 42-3089



**JOE ROTELLI
ALTITUDE TESTS THE B-17**

Attn: EDITOR 8TH AF NEWS
Dear Sir:

This letter is in regards to an item in the December 2005 issue. The center page contains a cut-away illustration of a B-17G and some aircraft specifications. I have a problem with the accuracy of the specifications of the service ceiling which was given as over 40,000 feet. I'm sure the service ceiling of the B-17 was 35,000 feet.

I completed U.S. Air Corps AM Mechanics School at Sheppard Field, Wichita Falls, Texas. Soon after I was assigned to the 29th B Group at Mc Dill Field, Tampa Florida. We were at war at this time, I consider myself very fortunate having been selected to be checked out as a flight engineer on the B-17 and becoming assistant to the crew chief.

The early model B-17 which I flew had no tail guns and instead of a ball turret, it had something they called a 'bath tub'. Also, there was a .30 caliber machine gun in the nose.

One morning when checking in for duty, our mission was simply "MAX ALTITUDE". We just took off and began climbing until something happened. The early attempts weeded out the men who could not stand the altitude for one reason or another. We then

started checking the aircraft engines and systems.

As I recall, there were about three deficiencies we discovered that limited our goal. We finally reached 40,000 ft. on two occasions.

Most of the problems we encountered were engine related. The first problem was with the ignition system. The early model magnetos had a trailing finger for starting the engine at slow propeller rotation. The trailing contact performed well for starting, but at high altitude and rarified atmosphere the spark would jump to the trailing contact and cause misfiring and engine roughness. This occurred somewhere above 35,000 ft.

The correction for this was to eliminate the trailing contact and install a booster coil in the system. It was used just for starting the engines.

The second problem was air flow at high altitude even with the turbo supercharger at full speed. On the early models, the screens installed in the wing intake ducting were a fixed installation for operations in dusty/sandy conditions. At first, we just removed the screens and continued our flights. Later the fix for this was to have the screens in place for ground and low altitude operations, but once high enough - around 10,000 ft. - the screens would be pulled aside within the ducts by cable control from the

cockpit. This occurred beyond the altitude where the ignition problem occurred.

One other problem we encountered was loss of generators due to excess commutator brush wear. This was also induced by the rarefied atmosphere. Better brushes were later developed for high altitude operation. The modern jets of today use these brushes.

We also found some other minor problems, but they all contributed to a more reliable operation.

Yes, we reached 40,000 twice, but we were barely able to keep the aircraft flying. It was very sluggish and unstable.

Now from the above testing findings, you can understand why I believe that the ceiling spec for the B-17 at over 40,000 is not accurate.

I was one of the original 96ers when it was formed.

96TH B GROUP, 338TH B. SQ.

Crew chief of aircraft named "STINGY". It was named by General Anderson after one of his young sons.

"Stingy" was involved in a mid-air collision during a training flight over England. At that time "Stingy" had completed 86 consecutive combat missions without a mechanical abortion.

Very truly yours,
Joseph J. Rotelli, 96th BG
Rancho Dominquez, CA



General James Doolittle and General Tooy Spatz check out Hub Zemke's 56th FG pin-up girls.

UNITED STATES AIR FORCE MEMORIAL DEDICATED IN WASHINGTON

On October 14, 2006 thousands of veterans of the U. S. Air Force gathered with dignitaries in our nation's capitol for the dedication of a memorial honoring those who served America in the Air Force and in its predecessor organizations, the U. S. Signal Corps and the Army Air Corps of World War II. The memorial is the last to be built honoring our country's separate Armed Services. Located just across the Potomac River in Arlington, Virginia, its location overlooks Arlington National Cemetery, the Washington Monument and the Capitol dome.



Three gleaming spires curve into the air, protected by 8-foot tall members of a bronze Honor Guard. A plaza and tribute to Air Force history is also part of the Memorial. During the event, many of our fighters and bombers took part in flyovers, including vintage aircraft such as the F-86 Sabre, the P-51 Mustang, and a B-24 Liberator and a B-17 Flying Fortress. The current B-2 Stealth bomber was also a participant. The dedication concluded with the laying of a wreath headed up by Secretary of the Air Force Michael W. Wynne, with a missing man formation flight of the USAF Thunderbirds.

A number of 8th AF Historical Society members made the trip to attend this special event and recognize the 8th Air Force veterans of World War II.

Air Force Secretary Michael W. Wynne at the Dedication of United States Air Force Memorial Washington, D.C., October 16, 2006



Lt. Col. "Hap" Chandler
489/491 BG
8th Air Force

Col. Al Asch
93rd BG
8th Air Force

Lt. Col. Neal Sorenson
489th BG
8th Air Force



Brig. General John Gray at left and 8th AF General Russell Dougherty in attendance at the Memorial Dedication ceremony



8th AFHSers LICENSE PLATES TELL THE STORIES

George Pelletier, New Bern, North Carolina flew 72 missions with the 356th Fighter Group. The P-47 photo was taken in October, 1944 - the Tags are of 2006 vintage. George says he is "still flying after 62 years."



John Francis Angier, Williston VT, flew as a pilot in the 457th Bomb Group, of which experiences he recorded in his book Ready or Not - Into the Wild Blue. His 1986 photo in uniform displays his automobile tags. The 8th AF A-2 jacket photo is of 2003 vintage taken on a memorable "last flight" in a B-17.



KELLEY'S CHRISTMAS

by Og Mandino

The Month of December was cold and wet and gloomy in England in 1944. Although the tides of war had shifted in favor of the Allies, our casualties were high, so our morale matched the weather.

Our B-24 airbase, fifty miles north of London, was just like a hundred others - spread carelessly over the face of England. And we were similar to all the others in personnel, with one exception...we had Kelley.

I don't remember his first name, but I do recall he was a navigator. And a good one. Kelley had habits that set him apart from most of us who assumed a phony air of boldness to hide our fear. For one, he was older than most of us, probably near thirty. While we went to London every two weeks and raised unholy hell, he remained behind and wrote letters to his wife, his mother, his son and every other relative whose address he kept in a little brown book. A forty-eight hour pass to Kelley meant stuffing his duffel bag with candy bars and canned food and bringing it to poor families in the village. Before each mission, Kelley attended chapel services while most of us slept those extra fifteen minutes. Yes, to many of us, Kelley was a strange guy.

Then about two weeks before Christmas, Kelley got an idea. He decided that we would throw a Christmas party at our base for all the British kids that lived in the area. He sold the idea to our Colonel and then he assigned projects to all of us. It was difficult to say no to Kelley, and when we weren't flying missions, we had plenty of time on our hands anyway.

Kelley set up collection boxes inside the Post Exchange and I painted signs that asked for contributions of candy bars, chewing gum, canned fruit and cookies from each man's weekly allotment. We filled dozens of boxes.

Then Kelley coaxed the mechanics on the flight line to make toys from spare parts and scrap metal. The carpenters got into the act and built

toy carts and crude rocking horses and even the nurses made stuffed dolls and animals. Everyone became involved and Kelley kept the whole operation coordinated in a way that would have made General Motors proud.

Two days before Christmas, the mess hall began to look like Macys' warehouse and Kelley was all smiles, until someone reminded him we had no Christmas ornaments or lights to hang. He solved this problem as swiftly as he solved the others. He commandeered boxes of silver chaff that we dropped during our bombing missions to confuse the enemy radar, and we had our "icicles". He had the base electrician wire a couple of hundred spare wing-tip lights to heavy cable and we spent a morning coloring them with paint that he produced from Lord knows where.

On Christmas Eve we decorated the mess hall and, though it was no Rockefeller Plaza, we were all proud of our work. On the way back to the barracks, we got the news that we were flying a mission on Christmas Day. We were all thinking the same thing, and what a day to die!

Our mission, of course, wasn't going to affect the Christmas party. The base personnel all had their instructions from Kelley and all the buses from the motor pool had been assigned a town or hamlet where they were to go to pick up the children.

When we returned on Christmas afternoon, from what had been a rough mission, we hurriedly changed clothes and rushed to the mess hall as soon as debriefing was finished. The place was bedlam. It looked like recess time at my old grammar school. Kids were pushing their new carts and toy trucks.

Little girls skipped and danced with their new stuffed dolls and boys ran from one end of the hall to the other "flying" their miniature planes. Every smiling face was smeared with chocolate, many for the first time ever. The wing-tip lights blinked overhead in multicolored joy and someone had found a phonograph which played tinny, but recognizable Christmas carols. I watched for a few minutes and then left, thinking about the only thing missing from this happy Christmas moment.

I walked into the chapel for the first time since I'd been on base. I felt myself kneeling down and before I could stop myself, I was sobbing. It was the first time I had cried since my mother had died. Finally I prayed - prayed for the only thing missing from the Christmas party I'd just left. Kelley, Kelley and the rest of the crew of his plane were gone. I had watched their plane explode into flames after taking a direct hit only a few hours ago.

Since that Christmas, so many years ago, I never hear a Christmas carol or watch a child open a Christmas gift without remembering Kelley and counting my own blessings. Why Kelley is not here to enjoy each Christmas like the rest of us is a question that I've stopped asking myself. His gift of sacrifice is priceless. It is a gift of love. The same kind of love that drove him to create the children's Christmas...that Christmas Over There that I can ever forget.



Christmas party for British school kids

AN ARTIST'S WARTIME CHRISTMAS

Ed Hobman recalled this about Christmas 1944.

Our crew, based at North Pickenham and flying with the 419th Bomb Squadron, had completed a dozen missions, or more. The week before Christmas in 1944, our turn came to "get away from it all." We were to spend a week at Cholsey in Berks County, away from even the occasional buzz bomb or V-2.

We arrived at Cholsey and were taken to what must have been an English Manor - or certainly was once the estate of someone who was far above the poverty level. Since Christmas was just a week away, the officer in charge had planned a party for children in the area who were refugees from the London bombings. Whether orphaned or just removed from the city and the ever-present danger, I'm not sure. But we all looked forward to seeing them at the party.

Somehow, the fact that I was interested in art and cartooning became evident and I was given all sorts of scrounged-up art supplies to work with. I'm not sure just how it all came about, so I can't take credit for initiating the idea, but I wound up making hand-painted Christmas cards for every child that came to that party. There were a few dozen cards, each with a Santa Claus on the front saying "Merry Christmas, Jimmy" (or Sue or Mary). I'd hate to tackle the same job today, even with years of art experience, but at that time - and in that place - it was a very pleasant assignment.

I watched the children come into the large, well-decorated room and take their places at the table. The joy and excitement that filled the faces of those children as they picked up their very own Christmas cards - for some, the only indication they had that it was indeed, Christmas - was really reward enough for what I had done.

AN EIGHTH AIR FORCE NIGHT BEFORE CHRISTMAS

'Twas the night before Christmas and all through the Group
The Wheels and Bigwigs were grinding out the poop.
The aircrafts were parked in their revetments with care
Waiting for armament soon to be there.

The airmen were nestled all snug in their beds,
While visions of milk runs danced in their heads.
When out of the darkness there came a knock,
we cussed the C.Q. and looked at our clock.

"Briefing will be in an hour," he said,
and we rolled over twice and wished we were dead.

But time marches on and the minutes fly by,
So it's out of the sack and ready to fly.
We rushed to the mess hall and quick as a flash
downed some powdered eggs and some hideous hash.

Then along a bumpy road to the briefing room,
where the Wheels and Bigwigs have decided our doom.

The target is told and the first six rows faint,
For lo and behold, Berlin it ain't.

The brain has slipped up, oh! my aching back.
We're bombing a target that throws up no flak.
So it's back to the truck and off to the line,
The road is now smoother and the weather is fine.
The crew at their stations, the check list is run,
the engines run smoothly, we give 'em the gun.
When the pilot cries out in a voice of despair,
"Look at the tower, they just shot a flare."

We rush to the windows, our hearts filled with dread.
The pilot is right, the damned thing is red.
So it's back to the sack to sweat out our fate,
A practice formation at a quarter past eight.

-from Illinois Chapter Newsletter

The four thousand men of whom Father Kane speaks were those unfortunates interned at Germany's Stalag 17B. Though not an 8th Air Force member himself, he certainly earned a place as an honorary member. Despite POW requests for others, Captain Stephen W. Kane remained the sole chaplain for the camp and became a source of spiritual and moral strength for the prisoners. In reports on the Stalag, US Military Intelligence stated, "Among many other activities, he serves 300 communions daily. Kane, hardworking & inspirational, is a pillar of morale. Germans do not directly interfere with his activities but guard him more closely than usually is the case with chaplains."

The tall Irishman with the thick accent is remembered for a poignant Christmas mass in 1944. Kane's message was carried by many other 8th Air Force members and his poem can be found on the Internet, on the 8th's Museum shelves, and in the Museum's archives. This poem and many others had been preserved in a notebook found among the recently donated collection of the letters and papers of Peter Edgar, radio operator on the B-24 Fascinating Lady.

Matt Perry, Mighty 8th AF Museum
From The Peter Edgar Archival Collection

EDDIE'S CHRISTMAS PRESENT

by Earl Wassom, 466th BG

Time passed and Christmas was approaching. We were thinking of home, but by then we'd only completed twelve missions, one-third of our assignment. So we knew we'd be spending our Christmas in England. With the season of giving approaching, we asked young Eddie Brightly "If you could have anything in the world, what would you ask for?"

"Anything?" He asked. "Yes, anything," we responded.

"A bicycle. One of my very own! A black bicycle, on black all over the silvery wheels and a leather seat and front and rear wheel brakes with the controls on the handle bars and tools to fix it, in a little leather kit that fits on the frame. And reflectors on the fender." That kid could dream!

Did a new bicycle meeting these specifications exist anywhere in the British Isles? We took the shuttle to the village and began our search. We found a small, broken-down shop on Market Avenue and parked outside were two battered, warweary bicycles along with a few other used items. We asked the shop owner if he had any NEW bicycles and he smiled when he learned it would be for a deserving English lad. In a back room, hidden behind a lot of used things, was a black bike with silvery wheels, a leather seat, a tool kit and reflectors! Surely Eddie's guardian angel had led us to this place! We paid for it in full, had a "sold" sign placed on it, and promised to find a way to pick it up as soon as possible.

Hitler had plans for us for Christmas. It was his last desperate bid for victory and the Panzer troops were slated for

attacks. Weather kept the planes on the ground, though. Fog and clouds grounded all air activity...until December 20 when the Battle of the Bulge began.

Eddie was always supportive. He felt our stress. On December 21, our ground forces were suffering, but the weather made air assistance impossible. We couldn't fly, so we concentrated on Eddie. We warned Eddie to wait and watch for a GI truck that would be returning from the village. He stood waiting in the English Fog. Just before dark, the truck returned from town bearing a black bicycle with silvery wheels for Eddie. The glow on his face may have had something to do with the fog disappearing from over England and the continent.

At any rate, December 23 was a day support missions could finally be flown and the enemy could be slowed down. On December 24th, Christmas Eve, the largest air assault ever assembled - over two thousand bombers and 936 fighters - delivered their Christmas loads of "gifts" for the American, Canadian, French and British troops who were slugging it out with the Nazis. That day, about 100 children from the area were invited to a Christmas party at the Aero Club on base. The airmen could not attend this party, as every "flyable" plane was in the air. But Eddie was there - with a special Christmas shine on his face.

In 1991, forty-seven years later, Earl Wassom - the author of this account - was reunited with Eddie in his home near Attlebridge, England. It was an emotional and rewarding experience.

Christmas 1944 at Boxted; 56th Fighter Group



Jack Perry, Ralph Eastwood, Don Smith, Jim Carter

During Gunnery School at a Texas training base, a group of young airmen boarded a B-17 to take target practice at targets towed by tow aircraft. On one such flight, the gunners at the waist window positions were taking their turns firing the .50 caliber guns at the practice target sleeves, when the tow plane suddenly flew out of their gun range.

The pilot, realizing the situation, radioed back on the intercom to the gunners. "We're going in, boys. Save your brass!"

On landing, the flight crew realized one of the gunners was not accounted for. They went in to operations for a debriefing. Shortly thereafter, a jeep pulled up with two MPs escorting a bedraggled enlisted man who had his opened parachute bundled up in his arms with shroud lines dragging along behind him.

The pilot officer asked where he had been and said, "I radioed to the back that we were returning to the base and not to keep on wasting your ammunition on the targets."

The gunner replied, "That's not the message I heard, sir."

- submitted by Jimmy Greene, Americus Georgia

WORLD WAR TWO FLYERS ORGANIZE - HIGH RIGHT SOCIETY TAKES OFF

Combat veterans of the Mighty Eighth Air Force are concerned about the lack of understanding of the history of the deadly air battles fought over Germany during World War II. They have organized The "HIGH RIGHT SOCIETY" to preserve the legacy of the Mighty Eighth Air Force. On a single mission, December 24, 1944, the Eighth put 2046 bombers and 853 fighters into the air. This mighty effort was a great help to the beleaguered ground forces. Hitler deliberately chose a period of inclement weather, grounding the air forces, to launch this massive attack. When the weather cleared the 8th Air Force helped turn the tide of Germany's last desperate ground offensive in the Battle of the Bulge.

Previously, with the Royal Air Force bombing at night and the Eighth Air Force by day this mighty aerial force pulverized Germany industry. From the evacuation of Dunkirk to D-Day the aviators were the only Allied force over Germany. Not until June 6, 1944 were ground troops able to invade the shores of France.

In the winter and spring of 1944 they defeated the German Air Force (Luftwaffe), then the finest professional Air Force in the world, in a series of deadly air battles. This achievement contributed greatly to the successful landing in France on D-Day, June 6, 1944.

This is the historical record of a group of volunteers, barely out of their teens, trained quickly and put to the test of combat fresh from civilian lives. Recent epics such as "Iwo Jima" and "Saving Private Ryan" have reenergized interest in World War II in its numerous aspects. We of the "The High Right Society" are keenly aware that immediate steps must be taken to preserve our legacy and present it to citizens here in America. For this reason we are recruiting veterans

and active duty members of the Mighty Eighth to participate, especially those who flew with and are supporters of the Second Air Division. Our intent is not to replace current organizations interested in the same objectives but rather focus and enhance their efforts to make the 8th Air Force story more widely known.

It should be known that the 8th Air Force continues to be active in every military operation since 1942 and is now engaged in active combat in Iraq and Afghanistan.

The High Right Society's mission is to focus on a unification of vision and efforts primarily with members of the Second Air Division who wish to move ahead with programs to present the B-24 Liberator story for younger generations in America. Membership of children, grandchildren, relatives of veterans desiring to preserve the historical record of the heroism and remarkable combat record of their ancestors is strongly encouraged. Historians, teachers, aviation buffs and anyone with an interest in these matters are encouraged to participate.

Additional information may be obtained by contacting **Richard M. Kennedy, 8051 Goshen Road, Malvern, PA 19355.**

The term "High Right" had its origin in the position in formation of a group of planes above and slightly behind the lead airplane. The purpose was to take over direction of the squadron should the lead planes falter or fall to enemy attack. It is said that numerous missions were saved by this arrangement. In a nutshell, this is the mission of the High Right Society.

"The Ardennes battle drives home the lesson that a large-scale offensive by massed armor has no hope of success against an enemy who enjoys supreme command of the air."

-German Maj. Gen. F.W. von Mellenthin, chief of staff of the Fifth Panzer Army at the Bulge, in a postwar memoir.

Two men were sitting next to each other at a bar. After a while, one guy looks at the other and says, "I can't help but think, from listening to you, that you're from Ireland." The other guy responds proudly, "Yes, that I am!"

The first guy says, "So am I! And where about from Ireland might you be?" The other guy answers, "I'm from Dublin, I am."

The first guy responds, "Sure and begorra, and so am I! And what street did you live on in Dublin?" The other guy says, "A lovely little area it was, I lived on McCleary Street in the old central part of town."

The first guy says, "Faith & it's a small world, so did I! And to what school would you have been going?" The other guy

answers, "Well now, I went to St. Mary's of course."

The first guy gets really excited, and says, "And so did I. Tell me, what year did you graduate?" The other guy answers, "Well, now, I graduated in 1964."

The first guy exclaims, "The Good Lord must be smiling down upon us! I can hardly believe our good luck at winding up in the same bar tonight. Can you believe it, I graduated from St. Mary's in 1964 my own self!"

About this time, another guy walks into the bar, sits down, and orders a beer. The bartender walks over shaking his head and mutters, "It's going to be a long night tonight. The Murphy twins are drunk again."

Germans and our airplanes



Sleepy Time Gal of the 452nd Bomb Group shot down 8 March 1944 on Berlin mission. Copilot and Bombardier KIA - two other crewmen killed by Germans on ground after parachuting safely out.



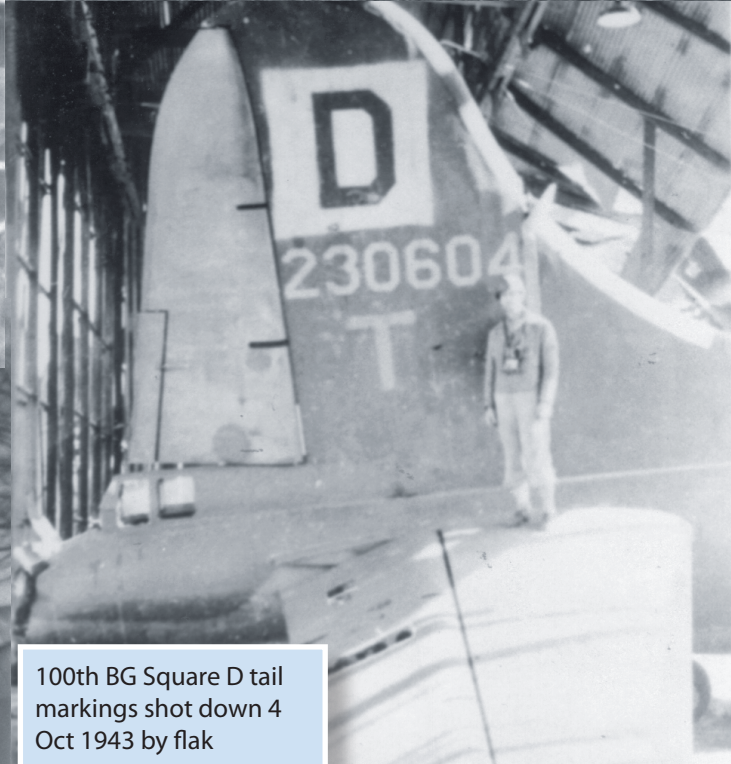
B-17 of 385th BG 17 October 1944. Note all props intact and not spinning on landing



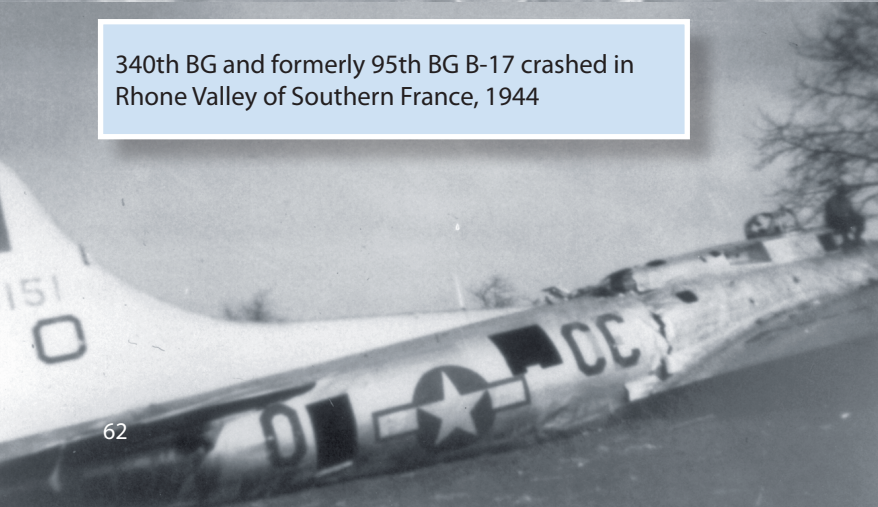
Germans visit 8th Air Force B-17s



340th BG and formerly 95th BG B-17 crashed in Rhone Valley of Southern France, 1944



100th BG Square D tail markings shot down 4 Oct 1943 by flak



How About It?

HAPPINESS ATTAINABLE

It has been said, "Change is often desirable, frequently necessary and always inevitable." But I would suggest some things never change. For instance, happiness is in constant demand...we all need it. When describing a happy child, we believe that his most pleasant memories center around his playmates, his school experiences and teachers, being with mom and dad, and receiving praise for something well done. This is a happy time for him. A parent is happiest when love is practiced among all family members, there is a congenial atmosphere, there is comfortable housing for the family, food in the pantry and the family members are healthy. A happy moment comes for an airman after having been in battle and on a difficult mission for a long period of time over enemy territory. Suddenly he realizes he is almost home. His aircraft is gradually descending toward the home field and then, the pleasant squeal of the tires as his aircraft touches the runway. Happiness is when this same airman sees his "buddy's" aircraft has also landed safely. Both of them can chalk up another combat mission and they are one mission closer to finishing their tour and going home.

There are many phases of life through which all of us pass. Aldous Huxley is quoted as having said: "Happiness is not achieved by the conscious pursuit of happiness, it is generally the by-product of other activities." Life is made up of many episodes and although when

going through them, happiness is not what is perceived, nonetheless it is hidden in that experience to be recognized only later. The Veterans have spent their youthful years and the war is behind them. Marriage followed for some and for years many existed on a "shoe string." Houses, sometimes sub-standard in quality, became their homes. Early on, there were financial difficulties, successful careers were slowly achieved and finally, working years are behind. Families are on their own, days of punching the clock are over, retirement funds are coming in. Maintaining reasonably good health is a challenge. What have we learned? What have life's experiences taught us? What Legacy can we pass on to our children and grandchildren?

We have had the privilege of living in an interesting era. Many Presidents have passed through Washington, D.C. Politicians come and go. Corporations rise and fall. Wars are a constant reminder that there are power-hungry self-appointed individuals always keeping the world in turmoil. With all of the negative forces attacking us from every angle, many would lead us to believe that happiness is unattainable. Perhaps we are looking for it in the wrong places. Recorded in Biblical history, King Solomon declared that man attains happiness through wisdom and understanding. From the 1940's, the war years to the present, time and experiences have taught us a few things. (1) Pass on money and it spoils. (2) Pass on power and it corrupts. (3) Pass on

knowledge and it breeds haughtiness. (4) Pass on beauty and it breeds pride. In fact, the true legacy that is passed on to humankind is intangible. To pass on



Earl Wassom

happiness is something we cannot do. That is up to the individual. But it is demonstrated through intangible traits such as love, morality, character, decency, compassion, kindness and a good name. These are the qualities that I experience when I meet with the "happy warriors", fliers, ground crew members and support teams of the 1940's.

"Happy is the man who finds wisdom, And the man who gains understanding; For her proceeds are better than the profits of silver, And her gain than fine gold....And all the things you may desire cannot compare with her. Length of days is in her right hand, In her left hand riches and honor." (Proverbs 3:13, 14, 16 NHJ)..

Earl Wassom, 466th Chaplain, 8th AFHS



*MERRY CHRISTMAS
FROM THE
8TH AF NEWS STAFF*





8th AF News
The Eighth Air Force Historical Society
P.O. Box 956, Pooler, GA 31322

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*303rd Bombardment Group
Station Hospital Christmas Party
December 24, 1944*

