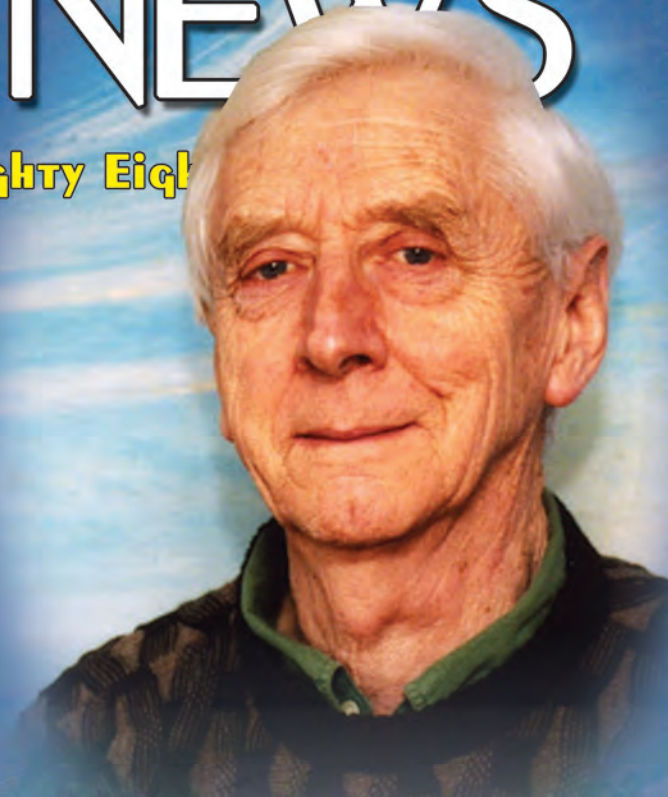




8TH AF NEWS

VOLUME 06 NUMBER 1 Voice of "The Mighty Eighth"



*Historian/Author
Roger Freeman*



Saying Goodbye...



AF News

Magazine of

The Eighth Air Force Historical Society

March 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 1787, Savannah, GA. 31402.

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PRESIDENTS MESSAGE

As the weeks go by, yours truly and Retired USAF Col. Steve DePyssler of the Barksdale Retiree Activities Office are beginning to fine-tune the schedule and activities for our 2006 Reunion, to be held in Bossier City, LA. The dates are October 4th thru 7th at the Isle of Capri Casino Hotel. It will be a slightly different reunion this year with a few changes that we think will enhance your enjoyment. For instance, instead of having a smattering of individual Group Hospitality Suites, we will provide a large dedicated hospital-ity room that can seat 110 people with spillover capability. It will be manned by a professional bartender, Charles Baker, who has been Barksdale AFB Officers Club's bartender for almost 60 years – a "legend." The hours of operation will be more than sufficient and the quality of imbibements and bar snacks will be first-rate. This method of socialization worked great here at the Isle of Capri for last year's very large reunion of the Strategic Air Command Veterans.

Also, on Thursday, Friday and Saturday nights, we will have common dining and entertainment each night. For the Saturday night banquet we will have the truly great 156th Army National Guard Band in uniform. There will, of course, be adequate private meeting rooms for seminars and Group

Business Meetings. A hotel dining room will be open around the clock for late-night or off-hours sustenance.

Our June 2006 8th Air Force News will have complete information concerning seminars, trips, meals, prices, etc., which all of us are used to seeing in the June Magazine. As always, I can't say enough that you should send your reservations in as early as possible to ensure that "you have a place at the table." I believe that this will be one of our best reunions, so please make your preparations to attend. I am looking forward to seeing and serving you all.



**Ivan McKinney
President**

Sincerely,
Ivan L. McKinney
President 8th AFHS

**Whoever said the pen is mightier than the sword obviously never encountered automatic weapons.
General Douglas MacArthur**



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, 2006, 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

MISSION BRIEFING



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

My thanks to all of our troops who jumped in on the "tin cup letter" recently sent out for support of the Mighty Eighth Air Force Museum in Pooler, Georgia. With travel and visitations down because of gas prices and weather problems, the contributions were needed and the Historical Society members did their part, and then some.

The Society's fund drive for the Oral History program has amassed over \$35,000 to date and the process of compressing and making the 1400 hours of oral interview information in the Museum's collection available to

historians and researchers is currently underway.

As the present CEO at the permanent home of the Mighty Eighth, I am excited about several aspects of occupying that position: We have already begun a concerted movement to re-establish the 8th AF presence in the Museum and in our publicity materials; we have an active team of "original guys"

meeting regularly at the museum regarding new exhibitry specifically telling the WW II 8th's story, the 2nd ADA history, and after that moving on into a presentation of the 8th's vital role during the "jet age." Your oral histories and contributions will be used in these projects.

In addition, I now have full access to all Museum archives including our bank of 21,000 original photographs, the entire Roger Freeman Collection and other collections which will be used in each issue of the 8th AF News – unique primary sources not previously utilized - to publish and get out to our membership in our own newsmagazine. We are now able to access specific files for Chapter and Unit newsletters as well. You will see some very interesting items and articles appearing in each upcoming issue of our 8th AF News.

This March 8th AF News is always a special issue for your staff and myself. As is our tradition, we use this "winter doldrums" issue to print some unusual articles which might not make it into our regular issues of each year. See what you think, and please continue to send in your articles and thoughts. We read each several times and are planning to get them into future issues of your magazine.

Cheers and Good Luck,

A handwritten signature in dark ink, appearing to read "W. Brown".

In forty hours I shall be in battle, with little information, and on the spur of the moment will have to make the most momentous decisions. But I believe that one's spirit enlarges with responsibility and that, with God's help I shall make them, and make them right.

General George S. Patton

BEHIND THE SCENES

Our 2006 calendar is more than just a one year calendar, it has become a must have collectors edition. We still have a limited amount of 2006 8th Air Force Calendars for sell in the Museum Book Store. We need your support to continue this yearly 8th Air Force calendar. Please call the Mighty Eighth Air Force Museum Book Store for your copy today.



Donna Neely & Telisha Gaines

We are very appreciative for all the compliments we have received for assisting Walt in producing the 2006 calendar and the 8th AF News magazine, which we have truly enjoyed for the last eight years. We continually meet and talk with some amazing people through the connections of this 8th AF magazine and the Mighty Eighth Museum. We feel very blessed to receive your articles and pictures (some originals) that you so graciously share of your heroic memories. It is an honor for us to have the close contact with you to share with others and to educate our younger generation. Please continue to send your emails and postal mail to us or Walt.

Thank you for all the nice letters and emails!!

Donna Neely & Telisha Gaines

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

Preparing For A Mission

A story developed in December 1944 for use at the 303rd Bomb Group base personnel at Molesworth, shows a somewhat stylized mission day wakeup and pre-mission activities of 8th combat crewmen. Nothing like a gentle morning wake-up call by the ops sergeant!



Wake-up



Breakfast



Combat Gear



Briefing

PR:803-3-303(9DEC44) MISSION STORY



Checking Guns



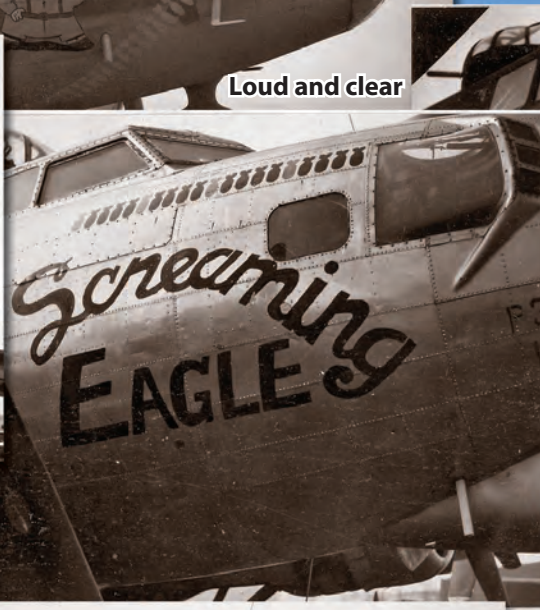
Briefing

Dangerous-Slightly!



The famous 5,000th B-17, autographed by riveters

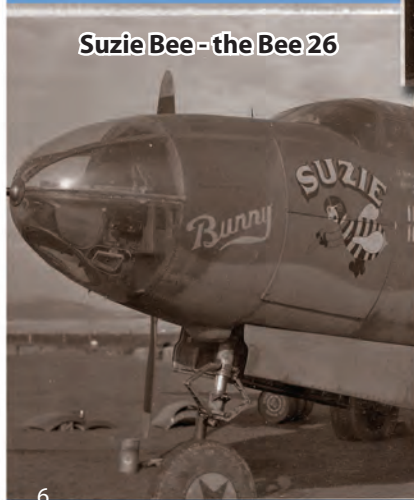
B-17 Flying Fortress Noseart (and one B-24)



Loud and clear



Suzie Bee - the Bee 26



Saying Goodbye to

ROGER A. FREEMAN

by Mark Copeland

On October 21, 2005 in the small quiet village of Dedham, England, a Memorial Service was held for one of the local townspeople who had recently passed away. However, on that afternoon, the service to honor one of their own was going to be something very special. This was a service to celebrate the life of Roger Anthony Wilson Freeman.

Our beloved friend, Eighth Air Force Historical Society Historian and author of some sixty books, finally lost his courageous battle with cancer on October 7th, 2005. A private family service had been held and against Roger's modest wishes, his family insisted that a public Memorial Service be held to remember and celebrate his wonderful life.

The Memorial service was held at the Parish of St. Mary's Church, which is the center point in the beautiful village of Dedham. This breathtaking church has a rich history dating back to 1492.

The Freeman family has lived in their quiet country farmhouse on the south side of the village for decades. Roger was known in the village as a quiet English gentleman farmer, but to the rest of the world he was known as the most prolific and authoritative historian of the United States Army Air Corps - Eighth Air Force 1942 to 1945.

On the morning of Roger's Memorial Service the weather was simply miserable, a gray dreary overcast with a cold northwesterly wind. A constant stream of drizzle was falling with periodic downpours of cold rain, making the mood of the day even more melancholy.

The concern for the weather was much like it was during World War II, for there was to be a very special mission scheduled that day. It was not a mission to destroy an enemy target over Germany, nor were there going to be any encounters with flak or fighters. The mission for today was, in its own

special way, was equal to our tributes to combat missions flown during the war.

Being that Roger Freeman was so highly respected and revered in England, the owner of the only flyable B-17 Flying Fortress in the

U.K. - the "Sally B" - Ms. Elly Sallingboe and its dedicated preservation crew, graciously arranged to pay the tribute to Roger and his family with a memorial flyover of the Dedham village prior to the start of the Memorial Service.

As the word spread throughout the aviation community of Ms. Sallingboe's kind offer, others volunteered to escort the Fortress for this amazing event. Maurice Hammond, owner of the beautiful North American P-51D "Janie" (353rd FG), offered to fly as escort for the B-17, along with the Duxford North American P-51D in colorful 78th Fighter Group markings.

As the morning turned into early afternoon, small glints of blue sky began to appear towards the horizon. The rain began to subside and thoughts of a complete washout started to diminish into optimistic prayers for flyable weather.

Shortly before the afternoon service was to commence, the family of Roger Freeman gathered privately up the village lane for some final private thoughts and family prayer. Several hundred people had lined the Dedham High Street in front of the church to pay homage to Roger. It was a sight that took your breath away.

What had been a cloudy, morning



had suddenly become a sunny, brilliant autumn afternoon. Rays of sunshine beamed down the village lane as if they were a gift from the angels. It seemed as if God saved this picturesque scene for Roger that afternoon.

As the crowd gathered around the church, a low engine growl began to echo throughout the village. Almost simultaneously people started to point towards the sky. Several people came out of their homes and shopkeepers scurried out to witness this remarkable event.

Suddenly, gleaming in the sunshine and in perfect formation, the B-17 and a P-51 proceeded to fly down the length of the village in a thunderous roar of respect. The moment was majestic, yet bittersweet.

The aircraft made several passes over the inspired crowd, concluding with the P-51 Mustang doing an elegant slow victory roll in final tribute.

The Memorial Service commenced in the solemn quietude of St. Mary's Church. Friends and family filled the five hundred year old church to its maximum capacity. The presence of former Imperial War Museum Director Ted Inman and world renown aviation artist Robert Taylor suggests the diversity of friends and admirers who attended the emotional service.

Dozens of U.K. Eighth Air Force historians, writers and enthusiasts were in attendance; Ian McLachlan, Mike Bailey, Ian Mactaggart, Dave Osborne, Frank Sherman, Winston Ramsey, Ron Mackay, Cliff Bishop, Geoff Ward and Ron and Carol Batley were just a few of the notables who were present.

Tributes were given by Mark Copeland and by lifelong friend and fellow farmer, Duncan Brown. A beautiful address was also given by the Vicar of St. Mary's Parish Church. But there was no more moving tribute than the exquisite poem written by Roger's grandson Samuel Freeman, which was read by Roger's daughter, Kio Blyth.

One cannot sum up in words alone what Roger Anthony Wilson Freeman has meant to this historical fraternity and those who served in the Mighty



Eighth. Generations not yet born will benefit from his passion. His enduring legacy should not be simply judged by his historical accomplishments, but by the love and the friendship he gave to all of us.

Sleep well our cherished friend.

Mark Copeland
Lakeville, MN
8th AFHS

The family and friends of Roger Freeman wish to thank the following people for their assistance with the Memorial Service; Mr. Norman Wells, Ms. Elly Sallingboe and the staff of the "Sally B," Mr. Michael Faley - 100th BGA, Mr. Maurice Hammond and staff of the Imperial War Museum - Duxford.

I hope none of you gentlemen is so foolish as to think that aeroplanes will be usefully employed for reconnaissance from the air. There is only one way for a commander to get information by reconnaissance, and that is by the use of the cavalry.

British Gen. Sir Douglas Haig, 1914, in an address to the British Army Staff

College – three months before the First Battle of the Marne had been decided on information furnished via aerial reconnaissance.

U.S. AIR FORCE MEMORIAL overlooking the Pentagon in Arlington, Va.

The illuminated three-spire structure, which looks like contrails from a split formation, is intended as a tribute to all Air Force personnel and heritage organizations and to the technological achievements of American air power. Dallas-based Centex Construction, LLC, working under a \$26.6 million CM-at-risk contract, leads the effort. It will construct three stainless steel, reinforced-concrete composite spires rising 270 ft, 231 ft and 201 ft, respectively.

The spires consist of triangular, arched sections, each 3/4 inch thick structural stainless steel with a bead-blasted finish.

The 13 ft. wide spires, which taper to 2 ft at the top, are anchored by 20-ft deep drilled, belled concrete piles, 3 ft in diameter that are tied to three separate 8-ft thick caps.

The memorial also includes two, 57-ft long by 10-ft high granite inscription walls highlighting values and valor, a glass panel depicting the "missing man" formation, a granite parade walk and entrance gate. Completion is scheduled for next fall.

The \$30-million-plus project is funded by the Air Force Memorial Foundation.



MIGHTY EIGHTH MUSEUM ACTIVITIES

Francis Gary Powers Jr. Visits Mighty 8th Air Force Museum

Taking what used to be called "a busman's holiday", Francis Gary Powers Jr., took time from a year-end vacation in nearby Hilton Head SC to visit the Mighty Eighth Air Force Museum.

The son of the most famous U-2 spy plane pilot is in the midst of opening The Cold War Museum in a new location in Lorton, Virginia during 2006 and came to the Mighty 8th to see how its artifacts and collections are presented. He also used the visit to open initial discussions about an artifact loan program between the Cold War and Mighty Eighth museums.

"This is an awesome experience," said Powers after a walking tour of the property. He cited the three-film Mission Experience and the Memorial Gardens design as ideas he might incorporate into his new facility.

The Cold War Museum was created in the mid-1990s and is dedicated to the "education, preservation, and research on the global ideological and political confrontations between East and West from the end of World War II to the dissolution of the Soviet Union".

To date, Powers has concentrated on a mobile exhibit of the famed "U-2 Incident," in which his father's U-2 was hit by a Soviet rocket. Francis Powers Sr. was captured by the Russians, tried, convicted and sentenced to ten years in prison. After 28 months, however, he was returned to the



Francis Gary Powers, Jr., is interviewed by Bill Edwards, Jr., host of a morning radio talk show in Savannah.

United States in a prisoner swap for a convicted Russian spy. He has also been negotiating with the Historical Electronics Museum in Maryland, the International Spy Museum in Washington DC and the Wings over the Rockies Museum to display artifacts from the Cold War Museum Collection. As an affiliate of the Smithsonian Institution, the Cold War Museum has pledges of support from Smithsonian Air and Space, American History, National Portrait and US Postal museums.

THE YANKS

Dear Sirs:

On the 19th September, 2005, I paid a visit to the Eighth in the USA not knowing what to expect or realizing the affect this visit would have and in fact turn into a pilgrimage of thanks.

You see I remember as a kid of five in 1954 The Yanks all around in there smart uniforms wide grins and Hershey bars, the ice cream given to a couple of small wide eyed kids at the main gate of ASAF Base Burtonwood by an MP who looked 14 ft. tall.

And most of all the way, my father spoke of The Yanks, all these young boys over hear he would say later in life, never a word of complaint flying day after day to keep us all safe. Then when it was all over, he said The Yanks will feed us and the Germans as well.

All my life I never dreamed that I would have the chance to say thanks, or visit the Eighth at home.

So this September in the hall with the Mustang, the wing of a B17 with tears in my eyes, I said prayers of thanks for all the men and women of the Mighty Eighth, and touched the plaques of airfields past.

Once more may I say an eternal thank you, and I remain forever in your debt. I remain Sirs,

Your obedient servant Jack Frost esq, a veteran of the Cold War



Mr. Jarl Linden was by the Museum and wanted us to see his new truck. He is a lifetime member and a member of the 96th BG. He has named the Museum in his will.

MIGHTY EIGHTH MUSEUM ACTIVITIES

Mighty Eighth Anniversary Ceremony

A beautiful January morning in Savannah saw a large gathering of 8th Air Force veterans in Forsythe Park adjacent to the Chatham County Armory building. This was the site of the founding of the 8th Air Force in January 28, 1942.

The Veteran's Council of Chatham County sponsored the event with the help of American Legion Posts 135 and 184. The George Ganem Chapter champion Honor Guard presented the colors in an impressive ceremony. After an introduction by Veterans Council Chairman Billy Quinan, 8th AF pilot Paul Grassey gave the principal talk, paying tribute to those who served during WWII. A reception in the Armory followed.



Betty Robarts, Walt Brown, Ed Robarts, Ken Scott, with Paul Grassey at the birthplace of The Eighth Air Force.

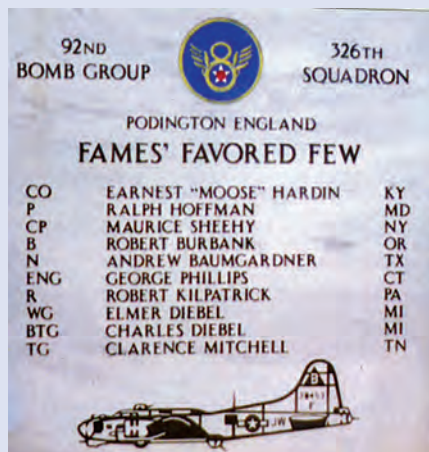
MEMORIAL GARDENS TRIBUTE PROGRAMS ARE NOW RE-OPENED!

The recently-dormant memorial programs at the Mighty Eighth Air Force Museum have been re-activated and are now once again open for subscription by 8th Air Force veterans and their families! The Wall of Valor Program, established at the Museum in 1994, and the Crew Plaque program are both back in full swing.

Men and women who served in the Air Force and related armed forces may be memorialized by have their name, Units, and crews inscribed permanently into the Walls of the Memorial Gardens - a program that is unique in the world.

Each Wall of Valor plaque consists of two lines that include the name, Unit, and some personal information about

the honored veteran. Crews and crewmen - air and ground - may be listed together with their aircraft markings, identification letters, and artwork. There is a choice of plaque sizes, materials, and colors. All plaques will be presented carved into high-quality polished granite before installation on the walls. Purchases may be made by veterans, families or by your entire crew.



A number of the troops have already called in their order. Information and pricing is immediately available by calling Peggy Harden at the Mighty Eighth Air Force Museum at tel. 912-748-8888 ext 103; email finance@mightyeighth.org.

Permanent care of the memorials will be assured by our museum staff at the permanent home of the Mighty Eighth located in Pooler, Georgia near Savannah.

MIGHTY EIGHTH MUSEUM ACTIVITIES

MIGHTY EIGHTH GOLF CLASSIC PLANNED FOR MAY 8TH

You can be a part of a special fund-raiser supporting the Mighty Eighth Air Force Museum. On May 8th the first annual Mighty Eighth Golf Classic will take place at Savannah Harbor Golf course in Savannah, Georgia. The Golf Classic has as its major sponsor Mr. O. C. Welch, a prominent Savannah area automobile dealer. Mr. Welch has, for a number of years, supported our country's military services. Recently, he provided special arrangements for automobiles for our active duty military and donated an automobile to a member of the 3rd Infantry Division who just returned from deployment in Iraq. His company's slogan, *Go See O. C.* serves well for support of our museum fundraiser and his personal interest in the military is the perfect fit for the military theme of the Mighty Eighth Golf Classic.

The premise is this: four-man golf teams will play, teams composed of members of the armed Services. The Army, Navy, Coast Guard, National Guard, Marines and (of course the eventual winner!) the Air Force. There will be 26 other teams to be sponsored in the shotgun start of the match. Team sponsorships go for \$500. Hole sponsorships are \$200. You or your Unit/Chapter can join in to support the

home of the Mighty Eighth. Recognition will be given on the holes and by television and print media. The Museum staff and Volunteers will be on hand for registrations, breakfast and lunch, awards and general enthusiastic support. There will be other activities during the day.

One special event will be the "Bombs Away Golf Ball Drop." A helicopter will drop numbered golf balls purchased by supporters, with the ball landing closest to the pin of the selected hole being the winner of a big cash prize. You may take part by buying a ball which will have your own special assigned number. Send your \$20 tax-deductible donation for your golf ball to the Museum: Jean Moore, PO Box 1992, Savannah GA 31402 or call her at 912-748-8888.

A report on the Golf Classic, recognition of supporters and sponsors, and the winners will appear in the Museum Update June 06 8th AF News. A great chance to show our support of the museum - if you are in the coastal area on May 8th, plan to spend a spring day with friends and golfers.



Deductions for Museum Memberships

U. S. tax laws allow full tax deductions for any 501c3 museum individual membership fee of \$75 or less with no tax for usual and customary benefits for members such as gift shop discounts, parking benefits, and small gift items, patches and newsletters.

For contributions to a non-profit museum, substantiation for tax purposes under \$250, your cancelled check is adequate documentation. Over \$250 in a donation may require a written note from the museum. It is SOP for the Mighty Eighth Air Force Museum to send you that letter. If you do not receive one or need one, call Jean Moore at 912-748-8888.

From Harry Wilson:

Thanks to each of you and yours who keep this wonderful Museum going. We Veterans (all branches) appreciate your dedication and devotion. Those of us who are living and who died for this country are proud to be a part of this Museum.

Best wishes,
Happy New Year and my thanks
For a "Job Well Done" always
Harry L. Wilson III

RETIRED AUTOMOBILE LICENSE PLATES WANTED



The Mighty Eighth Air Force Museum is planning to display 8th related vanity license plates. Send your 8th Air Force related automobile license plate (with your name and info) to the: Mighty Eighth Museum
175 Bourne Street, Pooler GA, 31322

MIGHTY EIGHTH MUSEUM ACTIVITIES

TENTH ANNIVERSARY CELEBRATION OF THE MIGHTY EIGHTH MUSEUM

Army Ground Forces Band Will Give a Special Concert

The weekend of May 19 -21 will be a special milestone at the Museum – the tenth anniversary celebration of its grand opening. Special programs will be presented throughout the weekend: A dedication of the Museum's new Navigator's Exhibit, sponsored by the 100th Bomb Group's Frank Murphy. Frank, shot down during the Black Week missions, will also participate in a Seminar about navigation in WWII. There also will be a Picnic on the Grounds, a unique Gospel singing concert, re-enactor programs, Exhibit Gallery Walks, and other Memorial events. Saturday, May 20, is national Armed Forces Day, and a big crowd is expected.

The Army Ground Forces Band, one of the premier military bands in the country, will present a very special concert the evening of Sunday, May 21st. Bandleader Captain Paul Bamonte has spent a day at the museum planning the event for his 60-piece concert band. Many local and military dignitaries will be present.

The highlight of the concert will be several pieces composed by nationally-known composer and Berkley professor Leland Forsblad. Leland Forsblad was a B-17 pilot who was shot down and served as a prisoner of war in Stalag III, along with Frank Murphy, 100th Bomb Group. The two were instrumental in organizing the Stalag's band The Luftbandsters, during their confinement. They have remained friends since and both musicians have



arranged to have the Army Ground Forces Band present this unique concert in the Rotunda of the Museum.

From his home in California, Lee has forwarded original scores to the band, scores written for the 8th Air Force many years ago, utilizing original intercom talk recorded during combat mission of the 8th AF during the war. The concert program has not previously been presented in this format and plans are to make the concert available for purchase on CDs.

This concert will be widely publicized. Reserved seating is available; tickets are free of charge.

The Pooler, Georgia area has seen a great growth in local motels and restaurants – there are eight new hotels in the immediate area of the museum. Call Jean Moore at the museum for information regarding area reservations. tel 912-748-8888.



MIGHTY EIGHTH MUSEUM ACTIVITIES

MIGHTY EIGHTH AIR FORCE MUSEUM BRIEFING

A Special Tree

A special treat at the Museum during the Christmas holidays was the unusual Christmas tree standing outside the Pub in the Rotunda. It featured hanging ornaments fashioned by original pictures of 8th airmen, most wearing war-time flying outfits. The impressive tree was suggested by Museum volunteer Chairman Lee Maltenfort, assisted by Historical Society Manager Connie Metts and Lee's wife, Judy.



The special celebration of Christmas drew an unusual amount of publicity in local news media and was a highlight to the visitors during the season.

Museum Board Expands

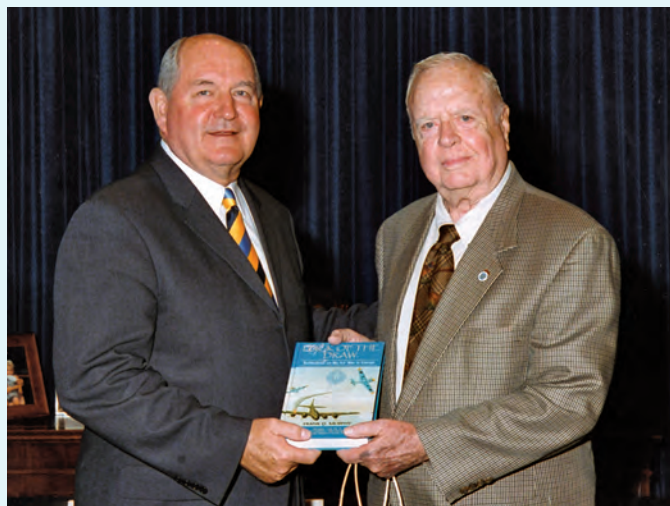
Two new members of the Board of Trustees of the Mighty Eighth Air Force Museum were announced at the January meeting of the Board.

Walter Mundy, 467th Bomb Group, resides in Oklahoma City and begins his first three-year term this year. Walt is past-President of the Second Air Division and he plans to play a part in the development of the new 2nd ADA exhibitry at the Museum. His career in civil engineering and Facility Manager of the Apollo Program, Command Space Module, will be valuable in the Fightin' Sam B-24 presentation.

Paul Keough is vice-President of JC Bamford Inc, the British heavy equipment manufacturer, located in the U. S. as next door neighbors of the Museum. His previous experience was in serving as Executive Director of Worldwide Marketing, JCB, and he is President of the Irish Chamber of Commerce in the USA. In the past, he was Director of Polygram Records in Ireland, working with musical acts such as U2, the Cranberries, and Van Morrison. His career began in Guinness at its Dublin brewery. His specialty in addition to his management skills, is that of marketing and publicity.

Georgia Governor Proclaims 8th Air Force Week

Georgia Governor Sonny Perdue presented a Proclamation to a contingent of 8th Air Force veterans and supporters recently at the Georgia State Capitol. The proclamation was the first signed by a Georgia governor recognizing Mighty Eighth Air Force Week October 8 – 14 annually throughout the state – dates known as "Black Week" in 1943. Frank Murphy of Atlanta, Georgia, presented a signed copy of his book, Luck of the Draw, to the governor.



Governor Sonny Perdue at left, with Frank Murphy



Joyce Norwood, Administrative assistant to Governor Perdue; Hap Chandler, 491st BG; Tom Parsons, 44th BG; Governor Perdue; Ed Knauth, 351st BG; Frank Murphy, 100th BG; Representative Joe Wilkinson, who sponsored the proclamation.



Bombardier Clyde White, 390th BG, resumes his post in a B-17 Flying Fortress 55 years later.



Dub Vandergiff and Peter Brame at The Red Feather Club, Horham

"An archeologist is the best husband any woman can have. The older she gets, the more interested he is in her."
Clyde White, 390th Bomb Group

8TH AIR FORCE 2006 CALENDAR

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



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

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

Order now for reduced price. Was \$14.95 today \$12.95 plus \$3.95 shipping & handling.
Call the Museum Store at 912-748-8888



MEMORIAL SERVICES IN ENGLAND



Madingley November 11th

Our loyal United Kingdom representatives Connie and Gordon Richards, attended very special remembrance ceremonies this year, as they have done for several decades. The Memorial Laying of the Wreaths at Cambridge American Cemetery at Madingley was an emotional tribute attended by several hundred and a number of American and British Military Honor Units.

The 8th AF Historical Society's wreath was laid this year by Gordon Richards. Connie represented the Society at Remembrance Day ceremonies, analogous to Veterans Day in the United States and presented the Society's wreath on that occasion. The Richards, along with many other supporters and airbase caretakers across East Anglia, always ensure that those who fought for freedom from air-bases in England are never forgotten.

REMEMBRANCE SUNDAY 2005

A few days ago I took my mother, Grace Ashby, to visit a lady who lives in a nearby village, Oakley. This lady has amassed much memorabilia about Second World War history relating to Bedfordshire, England, and especially the Glenn Miller connection.

On arriving, I said, "I'm looking for a lady called Connie Richards." The reply came from within, "Well, you have found her – come in!" My mother and I entered her home and we were overcome at the sight of all the memorabilia, in particular, the uniforms. My mother began to weep.

How our memories serve us. She could see the young Americans inside the uniforms, had served them drinks from behind the bar inside "The Feathers," a public house that used to stand in the High Street in Rushden, Northants. Mr. and Mrs. Hogg were the landlords.

Last week my mother celebrated her 90th birthday. We still, and still inside our minds, are remembering.



Connie Richards with 8th AF wreath
November 11th Bedford - our Remembrance Day

CHAPTER REBATES

For all; any queries about this years' Chapter Rebate cannot be answered yet, since Harry will have to receive Jim's documents, go thru them, & see if any correspondence is there concerning Chapter Rebates. Jim's son, Tim, hasn't been able to go thru his Dad's stuff yet, & hasn't shipped the documents yet. So unless we find that Jim was 'way ahead, & had corresponded with the Chapters before he became ill at our Reunion (which I very much doubt, because we're talking about September here), we will not be able to provide a rebate check to the Chapters AT ALL IN 2005.

A LONG WAY HOME

by Frank Bernd

The plane ride from Munich was probably the longest scared period of all my combat experience. What a great way to break in a green crew. All of our crew survived our missions. We were lucky. Some day I will tell the true story of the crash landing we made on Christmas Eve 1944 with Ken Nail as my partner in the nose of our B-17.

Our crew was under the command of Lt. Haven Burningham, and I was the bombardier. We arrived the first part of July, 1944 at the 457th Bomb Group, Glatton England. We immediately started a training schedule for high altitude bombing. On July, 16th the NUT HUT, a Quonset hut we were assigned to, our door opened at an ungodly hour of about three o'clock AM and we were notified our first combat experience was about to take place. Everything was new to us, briefing, a cup of something called coffee, a breakfast that wouldn't go down, a Catholic Priest who knew where the mission was going and when we asked where, he just shook his head. It wasn't until briefing with the red line on the big map ending at Munich, Germany that we knew where we were going. We were assigned a B-17G that was probably old before it ever came to England. Next, a copilot was assigned who had combat missions under his belt. We assumed he had a lot of missions under his belt because he was as nervous as a "cat on a hot tin roof". Apparently we were to draw on him for the questions that were sure to come up. We were assigned Tail End Charlie position in a formation of twelve B-17s which I believe was the toughest position to handle in the formation. The protection of the other planes' guns was also diminished at this position. As in any business, you start at the bottom and in this case, by survival, you work your way up to lead crew.

It was a clear day for takeoff and we assembled with the squadron and then the squadron with the group and then worked the whole group into the 94th Combat Wing. To our crew everything was exciting and new. Climbing to about twenty-five thousand for the first time and being part of hundreds of



Illustration by artist Roger Stuch

four engine bombers flying in combat formation was a sight you never forget. Everything ran as it should until just before the initial turn off for the bombing run.

A small group of German fighters made a half-hearted pass at our group. The copilot screamed out over the intercom to fire our guns at one o'clock high. The fighters seemed out of range from my viewpoint, but fire the chin turret two fifties I did and don't believe I ever fired them again in my thirty missions as bombardier and lead bombardier. For some reason or other, either fighter fire or flak from the 88 mm shells that were now all around us, number three engine started to lose oil, put out smoke and just quit running. I remember that we dropped out of formation so perhaps another engine wasn't performing properly. So here we were, about four and one half hours flying time from home base, could not get back with our group, and our copilot sought out the Swiss Alps and tried to make a case that this had to be our choice - Switzerland.

Our crew would have gone anywhere with Haven, our pilot. Haven then told the crew we had no choice, either try for Switzerland or try to make it back to England. I don't remember how the copilot voted, but our entire crew said "lets try for home base." That settled, we made plans for doing just that.

First of all I salvaged our bombs. Frankly, what I blew up was of little

concern at the time. Next we lightened the ship by throwing everything not attached and perhaps even a few things attached overboard. Guns, ammunition, hand guns etc. really cut our weight down. One thing I and the other officers did not know was that the tail gunner's parachute had been inadvertently heaved over board by the engineer. When Nick Toscano, the tail gunner noticed what happened, the engineer told him to hang on to him when he jumped. Even Las Vegas wouldn't give odds on that working.

Our altitude was slowly getting lower and our speed was nothing to brag about and with a clear sky we were defenseless without even a few clouds to fly into. If a German fighter or fighters had approached us, we would have bailed out in seconds. The amazing thing about this story is that with the hundreds and hundreds of B17 and B24 bombers, plus hundreds of American fighters plus German fighters and other miscellaneous aircraft flying around Germany, France and Holland, we did not see another plane until we were picked up by two P-38 fighters over the English Channel. I still don't believe it happened but it did. We landed at Glatton with little gasoline left. Our luck held out for all of our missions, thank God.

Frank Bernd, 457th Bomb Group
Naperville, IL

REUNIONS

389TH BOMB GROUP ASSOCIATION

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

BURTONWOOD ASSOCIATION

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

446TH BOMB GROUP ASSOCIATION

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

398TH BOMB GROUP MEMORIAL ASSOCIATION

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

398TH RETURN TO ENGLAND TOUR 2006

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

STRATEGIC AIR COMMAND (SAC) REUNION

24-27 May 2006
Doubletree Hotel at Reid Park, Tucson, Arizona
Guest Speaker Honorable Thomas C. Reed, former Secretary of the Air Force

For invitation Col Steve dePyssler, 1-866-544-2412 or RAO@Barksdale.AF.mil

SECOND SCHWEINFURT MEMORIAL ASSOCIATION

October 11-15, 2006
Las Vegas, Nevada
Contacts: Julee and Bob MacDonald,
336 West Rolling Hills Drive, Conroe, TX
77304 720-254-7418

351ST BOMB GROUP ASSOCIATION

June 15-18, 2006
St. Louis MO
Sheraton Westport
Contact: Clint Hammond
Tel 717-766-1489 email bomb-group351st@aol.com

BURTONWOOD ASSOCIATION

UK Reunion
May 26- June 1, 2006
Prince of Wales Hotel
Southport
Merseyside

AIR FORCES ESCAPE AND EVASION SOCIETY

May 11-14, 2006
Albuquerque NM
MCM Elegante Hotel
Contact: Yvonne Daley-Brusselmans
Tel 727-734-9573 email <gad-about127@msn.com>

452ND BOMB GROUP ASSOCIATION

Sept. 28 – Oct 1, 2006
Washington DC
Sheraton National Hotel Arlington
Contact: Hank North
Tel 1-800-452-9099 email hanknorth@core.com

457TH BOMB GROUP ASSOCIATION

May 27 – 31, 2006
Peterborough, England
Contact: Will Fluman tel 717-258-3090
Email Oakgrove35@aol.com

490TH BOMB GROUP

September 7-10, 2006
Crystal City VA
Crowne Plaza Hotel

303RD BOMB GROUP ASSOCIATION

September 12 – 16, 2006
San Antonio TX
Menger Hotel

HERITAGE LEAGUE OF THE 2ND ADA

July 13 – 16, 2006
Pooler GA
Holiday Inn
Contact: ecmahoney@gmail.com

352ND FIGHTER GROUP ASSOCIATION

October 4-8, 2006
Bossier City LA
Isle of Capri Casino

**8TH AIR FORCE
HISTORICAL SOCIETY
ANNUAL REUNION
OCTOBER 3-8, 2006
BOSSIER CITY LA
ISLE OF CAPRI CASINO**

An 80 year-old woman was arrested for shoplifting. When she went before the judge he asked her, "What did you steal?" She replied: "A can of peaches." The judge asked her why she had stolen them and she replied that she was hungry. The judge then asked her how many peaches were in the can. She replied, "Six." The judge Then said, "I will give you six days in jail." Before the judge could actually pronounce the punishment the woman's husband spoke up and asked the judge if he could say something. The judge replied, "What is it?" The husband said, "She also stole a can of peas."

CAMBRIDGE

Sir:

In 1989 Jane and I attended the reunion of the 305th Bomb Group. This was held in England and we visited our old base at Cheleveston. While we were in the area we visited the cemetery at Cambridge. The co-pilot of our crew was John Griffon. He was killed on our first mission, and is still buried in Cambridge.

We had a brief gathering at the flag pole led by Bill Foose. Bill was ground crew in England, now a minister. We were each given a flower. I placed mine on John's grave.

I'm sending a poem I wrote the next morning in a hotel in Bedford hope you enjoy it.

Sincerely,

**Robert Black, 305th BG
Burlington Junction, MO**

A VISIT TO THE AMERICAN CEMETARY AT CAMBRIDGE ENGLAND

We came again to Cambridge,
one hundred and fifty of the best
We came to honor those who died
and had been laid here to rest.
The war was over long ago,
the battles have all been won
First we ask God to forgive us
for all the wrongs we had done.
We remember when we laid them
here, some almost warm to the hand
The bugle blows taps we stand bare
headed and still, here in a foreign
land.
All around us are stars and crosses,
each one marks a grave
For each grave a young man died,
the result of being brave,
We turn away our heads bowed low,
for in every eye are tears
Memories come flooding back again
that have haunted us for years
Oh may this be a lasting peace -
May we never again have war, I
pray again that this is all.
Please God never more.

ALLISONS

Dear Walt:

With regards to the Army B17 #12401, with four Allison engines installed, pictured on the cover of the December 05 Issue, 8th Air Force News, I can give

some information. In October of 1942 I was working as an aircraft engine installer on the production line for B-34 and B-37 Ventura Bombers, being built by the Vega Aircraft Company, a Lockheed Subsidiary, at Union Air Terminal, now Bob Hope Airport, Burbank, California. One day the bay next to our production line was cleared out and a new B-17 was parked there. As the days went along, the engines were pulled off down to the firewall and a whole crew of mechanics started a serious modification. By the end of the year, four Allison Engines had been installed. It must have been an open secret, because there it was in the open bay, but no one could tell us why they were doing it. At this point I cannot tell you more on this story, except that the last time I saw that B-17 all four Allison Engines were running and it sounded like a flight of P-40s. I didn't know that sound then, but I did get to know it later. In 1943, I was drafted into the Army, and in December 1943 I was commissioned a 2nd Lt. fighter pilot. I went to England and the 8th Air Force in April 1944 for training in P-51s. As I was a P-39 and P-40 pilot, I was then assigned to the 378, Fowlmere. On my 2nd Combat tour, 68th combat mission, 14 January 1945, I hit high tension wires while strafing a train and spent the rest of the war in German prison camps.

In January, 1947, I was hired to be full time maintenance officer for the new 195th Fighter Squadron, 146th Fighter Group, California Air National Guard, being formed at Van Nuys, CA, which were to be equipped with P-51s. The Group was commanded by Col. Clarence Shoop. Over the years I came to know Col. Shoop quite well. I asked him if he ever saw a B-17 that had four Allison Engines installed instead of the regular radial engines. He said that not only had he seen it but in 1943 he had flown it several times. He said they were very disappointed in the flight characteristics of the plane, it did not perform well and it was heavy and only about 15 mph faster than the standard B-17. He said that after many months of trying to get more out of it, it was finally flown to Wright-Patterson AAFB, Ohio in late 1943 or early 1944.

He said he never heard of it again.

The picture on the December cover is a beautiful picture. Army 401 looks like it is on a speed run, nose down, over what is now Santa Clarita Valley, heading for the new hall pass, on its way to Burbank for landing. That area is all houses now. But regardless of its performance characteristics, it is one pretty airplane, and that's from a dyed-in-the-wool fighter pilot.

Sincerely yours in friendship,

**An old fighter pilot
Larry Powell, 339th FG
Northridge, CA**

COVER AIRCRAFT

Dear Dr. Brown,

Saw the request for more information about the B-17 (with Allison engines) pictured on the cover of the December 2005 issue of the 8th Air Force News magazine. I was sent the following: "Serial number 41-2401, originally built as B-17E, construction number 2412, converted to XB-38-VE with Allison V-1710 liquid-cooled engines. Wrecked June 16, 1942 near Tipton, CA, after engine fire. As part of its participation in the Boeing-Vega-Douglas manufacturing pool for the Fortress, the Vega division of Lockheed had been requested by the USAAF to explore the feasibility of adapting the basic B-17E airframe to the 1425 hp Allison V-1710-89 liquid-cooled V-12 engine.

Negotiations for development of the new design, known as Vega Model V-134-1, began in March of 1942 and a contract was signed on July 10. The project was considered sufficiently different from the stock B-17E that a new series number was assigned--XB-38. The ninth production B-17E (serial number 41-2401) had been turned over to Vega for study during the initial formation of the Boeing-Vega-Douglas manufacturing pool, and this plane was selected for the first XB-38 conversion. The basic airframe of the XB-38 was essentially that of the B-17E, with a few revisions necessitated by the installation of the new power plants. For example, the oil coolers of the B-17E were mounted in the leading edges of the wings, but they were moved to positions underneath the propellers in the XB-38. Also, the coolant radiators for the Allisons were mounted in the

wing leading edges between each pair of engine nacelles.

The XB-38 made its first flight on May 19, 1943. As a result of the increased power of the Allison engines, the XB-38 was slightly faster than its radial-powered B-17E counterpart. However, the XB-38 prototype was destroyed on June 16, 1943 as a result of an engine fire which could not be extinguished, and a full comparison with the Wright-powered B-17E could never be made. In any case, the performance improvement offered by the XB-38 was only marginal, and since the liquid-cooled Allisons were in great demand for the P-38 Lightning and P-40 Warhawk fighters, the USAAF decided to abandon further work on the XB-38, and plans for two additional XB-38 conversions were canceled.

My best wishes to you,
Mark Ellis, Los Angeles, CA

XB-38

Dear Sir;

Have some information re the cover photo of a B-17 with Allison engines. Going to my book by the guru on Boeing aircraft, Peter Bowers—"Fortress in the Sky", the a/c was redesignated to XB-38 re the Allison engines. In 1942 the Army signed a contract with Lockheed re any improvements in performance. Three prototypes were to be manufactured. Other than the engines and related controls configurations no other basic changes were made. The a/c made its first flight on 19 May 1943. The a/c was lost on 16 June re an in-flight engine fire. All but one of the crew bailed out safely. At tha time it only had 12 hours of flight time. As a result a full performance envelope was not explored. The contract was cancelled re the other two a/c. Reason given, needed the Allisons for the P-38s. The B-17 used was an E model. Since it had an early demise, what exactly the improvements, if any, would have provided is unknown. At the time it appeared to increase top air speed by 10mph. Thus it will never be known if there would have been a B-38. The reason to cancel the contract was suspect as apparently Allison production could have provided engines for both the P-38 and the B-38.

More info and photos can be found on



pages 182-85 in the above book. You probably have received other input on the machine. It is "pretty" with the Allisons and visible changes. I am an associate member of the 8thAFHS with a relative who was in the 446thBG
Regards, Richard Herman

THE BOEING XB-38

Hi Walt:

I'm a bit late, but better late than when- ever. The beautiful photo gracing the cover of the December 8AF News (one of the best ever) is the XB-38. I quote from "JANES all the World's Aircraft 1945-46." "The Boeing XB-38 was an experimental modification of a Vega built B-17E fitted with four Allison V-1710-89, 12 cylinder Vee liquid cooled engines in place of the standard radial air-cooled units. Except for the engine installation, this aircraft was identical to the B-17E Fortress."

Jane's also stated that the B-17E was a major modification of the B-17D, including the addition of two turrets, a tail gunner's position and a redesigned tail.

William Rawson, 493rd BG

B-17 Modifications

Dear Sir,

The airplane featured on the cover of the latest issue of "8th AF NEWS" is an XB-38. This was a B-17E (note the framework on the nose) which Vega experimented with. There are no exhaust stacks visible as you would normally have on an Allison or Rolls-Royce/Packard V-12 engine.

So, there was a lot of "plumbing" done to pipe the exhaust. Maybe they tried to power a turbo-charger with the exhaust similar to a P-47 Thunderbolt so they could get some high altitude performance out of the Allisons. By the national insignia, it would appear that the plane was modified and flown somewhere in the last half of 1942 or first half of 1943. It is a beautiful "bird" and I bet it sounded really good.

I greatly enjoy the magazine and wish it came out monthly. I have been a fan of the "Mighty Eighth" ever since I was a young boy (I'll soon be 68 years old) and have been a voracious reader of everything pertinent I could get my hands on.

Many, many thanks go out to you, Doctor Brown, and all the rest of the guys for your service to our country.

Best regards,
Fred Sangster

December Cover

Dr. Brown;

Reference the B-17 on the cover of the December issue 8th AF News:

B-17E 41-2401 was manufactured at Douglas - Vega plant as B-38 Allison engine product.

Crash landed June 16, 1943 at Tipton, CA due to engine fire. One passenger was killed. The plane was salvaged.

*Source: The B-17 Flying Fortress Story by Roger Freeman and David R. Osborne *

I certainly appreciate your efforts editing the 8th AF News, a truly good

magazine.

**Best Regards, Joseph K. Waddell,
Jr. Secretary/Treasurer 381st Bomb
Group Memorial Assn.**

JUNE 2005 ISSUE

Dr. Brown:

I am slowly catching up on past issues of the 8AF News. On page 18 of the June 2005 issue, the top article gives the weight of a .50 cal machine gun round as 1.71 oz.; the lower article states a .30 cal round weighed 2.1 oz. Surely a .50 slug weighed more than a .30, no? Perhaps this was explained in a subsequent issue, but I did not see it.

David Shomper

Newsletter Editor Colorado Chapter
David, It's good to know that folks are reading that technical info! -Ed.

December NEWS issue!

Walt,

Just received my copy. I cannot begin to relate to you what a truly masterful, professional product you have produced in this special issue, notwithstanding all the many past you have done. KUDOS to you personally once again - and to your remarkably capable support elements for the NEWS publications! I have personally read every issue of our Society NEWS since inception for over (30) years now, as I was honored to be on the very first elected Board of Directors. In my honest opinion, your Christmas '05 December, the one just received, is the FINEST publication I've ever read, truly. It is chock full of news, the old, the new and the blue - a treasure trove of special "Mighty Eighth" memories for everyone - and especailly our newly "found" 2nd GENs! It is so gratifying to know that there is a kindred interest out there in our later generation, younger folks who are willing to 'carry on' what we began what now seems like many eons ago. I, personally, never realized, much less hoped for, that the Society would and could be kept viable after we old 'dinosaurs' of WWII pass the scene? Now, it is like a fresh breath of wind to know that these later generaton men and women are willing to keep alive the dream - and certainly support our legendary MEHM hallmark facility in this quest into the future. We certainly will need more representation of these dedicated

folks elected to the Society BoD when possible it is hoped.

Should all else fade away, the NEWS must survive as the memberships', both the old and the new, imbilical connectivity to the 8th's historical past. There will never be another - 'Mighty Eighth' in the annals of U.S. miitary commitments, my conviction. For all of us who are and were part of it - and never, ever knew or realized this legacy was to happen as it did - our pride will never cease. The 8AF NEWS makes it all so vivid and real as it's pages are turned today.

Finally, thank you most sincerely for your treatment of the MMF's "Mission Complete" summary. It too was a masterful editorial piece on your behalf and did well -deserved justice to all who served the Membership in this fine companion organization over the years. I know that Roger, too, would have been most proud of your final summation in this regard.

Cheers and Warmest Always,
Bob Vickers, 392nd BG
Albuquerque, NM
Director Emeritus 8AFHS

Miss Manooky

Editor;

Found two other 303rd BG(H) B-17G "different spelling from "Miss Manooky" & "Miss Minookie" B-17G #42-39769 "Miss Manooki" 303rd BG(H)/ 359th BS (BN-P). Delivered to USAAF by Boeing, Long Beach, CA 25 August 1943 Assigned 303BG/359BS Molesworth England 18 October 1943 Flew on two combat missions - 2Lt Billy M. Goolsby (Pilot) #82 - 26 Nov 1943 to Knaban, Norway & #88 - 13 Dec 1943 to Bremen, Germany Crash landing at Molesworth & salvaged - 19 December 1943 Was on a practice formation flight. Upon landing at Molesworth the landing gear collapsed - 1Lt Donald W. Stouliil (Pilot). For Nose Art photo, dated 20 November 1943, 1Lt Noel E. Shoup Crew, see: <http://www.303rdbg.cfom/359shoup.html>

In my previous E-Mail I made an error in stating that the Miss Minooki nose Art photo, 1Lt Shoup Crew, was with B-17G 42-39801 "Miss Minookie" B-17G #42-39765 "Missmanooki" Delivered to USAAF by Boeing Long Beach, CA 26 August 1943 Assigned 303rdBG/359BS



Miss Minooky

Molesworth, England 11 Oct 1943 (BN-?) as "Missmanooki" Transferred to 401BG/422BS Deenethorpe, England 14 Nov 1943 (SC-A) Name changed to "Baby Lu III". Returned to USA 24 July 1945. To RFC Kingman, AZ 7 May 1946 where she was salvaged. No known nose art photos of # 42-39765 "Missmanooki" aka "Betty Lou III". Out of curiosity I looked up "Nookie" and Nooky" in my Webster's Dictionary and Roget's Thesaurus and can find no listing.

Harry D. Gobrecht, 303rd BG
San Clemente, CA

MISS MYNOOKEY

Dr. Walter Brown,
I have been asked to send you some photos of the Plane 337795, or "Miss Mynookey" by Bruce W. Greenho. You can find a description of all the information at http://www.hanz.cc/miss_minookey/ and print ready version of those photos at http://www.hanz.cc/miss_minookey/miss_minookey_tiffs.zip which is a zip file that contains the two photos in TIFF format.

Sincerely,

Hans Mathre
Mathre Communications, Inc.
email: hans@mathre.com
Office: (727) 894-4629

LOST HISTORY

Dear Sir:

This is a request of Mighty Eighth Vets to help complete a circle begun in 1962. At that time, I was an editor of The Air Pulse, the base newspaper at Offutt AFB, Omaha, NE. The Base Ops Commander, whose last name was Arnold, asked me to help him with the 20th Anniversary Reunion of his Bomb Group from WWII. The event was to commem-

orate the establishment of the Group. With the help of a civilian employee I researched and wrote a brief history of the Group. It was distributed at the reunion dinner, which took place in late Summer or early Fall of 1962 at Offutt AFB. About a year ago, I joined the Mighty Eighth Air Force Museum as a volunteer and have since become the Director of Volunteers. One of the priceless treasures of the Museum is the Roger A. Freeman Research Library and the memorabilia donated by veterans of various Mighty Eighth units in WWII. I'd like to have a photocopy of that history, if anyone still has a copy, to scan into my personal library and then offer that copy to the Museum for the Library Archives.

Please forward the copy to me, c/o Mighty Eighth Air Force Museum, PO Box 1992, Savannah GA 31402.

Thanks.

Lee J. Maltenfort
Director of Volunteers

AIR RAID

I read in the Feb 2006 edition of "Contrails" that Craig Harris celebrated a birthday on 2/20/1945 by flying his first mission. I was there also, but in a different capacity.

The mission's target was located a mile or more from Stalag 3D, a vermin infested POW camp, where two weeks before, approximately 5,000 American evacuees from Stalag Luft III had been placed. I was one of them.

The bomber formations flew directly over the POW camp on their way to their target, and I am certain the camp was located along the line from the IP to the target. I remember worrying about the possibility of a premature bomb release while watching the bombers pass overhead. That did not happen however, and every bomb seemed to land in the target vicinity.

After the bomber formations left for home there was a parachute that came floating down, and it landed in our prison compound. Ironically, it was probably the safest place in Germany for an American to land. Everyone hoped it would be a German in the parachute, but it turned out to be an American fighter pilot. Later he became the butt of a camp joke.

After landing, as he did, in a POW camp to become an instant inmate, we found that the way he was dressed clashed with what we were wearing. We were a crowd of ratty looking, dirty, and hungry former bomber crew members, and he likely missed his appointment in England because under his coveralls he was sporting a class "A" dress uniform and a white "Hollywood" type silk scarf.

A second air raid came three weeks later from the RAF on the night of my 21st birthday. They unloaded their bombs on the city of Nuremberg itself, and it all developed into a huge spectacle of lights, sound, and fury which lasted about half an hour. Bombs were still going off well after the bombers left for home.

It was a birthday party I will never forget. Air raids were dangerous for POW's, but they were always a welcome event.

Herman Cranman
Savannah, GA

RADIO OPERATOR

The article in the September issue about the plaque placed in front of the Brampton Grange (now Brampton Hotel) in honor of the 1st Air Division brought back a lot of memories. I was a Radio Operator and helped to run the 1st Air Division Radio Station, which was situated in that building. It was also the officer's quarters.

James Smith Sr.
1050th Sig. Co. 1st Air Div.
Trenton, N.J.

THE WATCH AND THE POKER GAME

Dear Sir,

I am a member of the 8AFHS, and of the Eighth in the UK, 92BG Memorial Association (UK) and B17 Preservation (UK).

My purpose for writing is that I have a American Long Blue wristwatch that belonged to an airman serving with the 306 BG, Thurleigh, England.

The watch was lost to a fellow airman in a poker game. The winner, when about to return to the USA,

sold it to a British civilian worker on the base who paid for it as a present for his daughter's birthday.

On the back are the initials G.L.B. with the serial no. 19052217. I would dearly love to find out if the original owner can be traced, or anyone who knew him. The watch runs, thanks to a new main spring and was given to me by the daughter of the British civilian worker.

Might I thank you for an excellent magazine which I always read cover to cover and is kept for research and back-referencing.

Yours sincerely,

Alan Sanderson
58 Loring Rd.
Sharnbrook Bedfordshire
MK44IJF England

B-24 NOSE ART

Sir,

This is all the information I was able to find regarding B-24 names and nose art, from the Dec 05 issue.

Varga Girl - #252662 445th BG. Crash landed occupied Continent on 9/8/44. Salvaged 2/15/45.

Chesty - #129598 34th BG 391st Sq. Transferred to 406th Sq. 1944 Night Leaflet Operations

Sweet Job - #294927 493rd BG 860th Sq. Shot down near Dinan, Fr. Lt. Raymond Towles Crew. 6 evaded, 3 POW, 1 KIA. 6/8/44. MACR #5487

Miss Used - #440277 458th BG 753rd Bomb Sq. AZON Bomber

Booby Trap - Serial # unknown. 490th BG

"Briney Marlin" - #295183 458th BG 755th Sq. Code J3U. 5/27/44 collided with #295129 Landed, salvaged 7/30/45 Altus, Ok.

Hard T' Find -

#250373 466th BG 786th Sq. Code U8E. 487th BG 839th Sq. Code R5R

Heavenly Body

- #128878 34th BG #294939 445th BG #129210 453rd BG #128875 489th BG

Regards,

Michael Howell



V-2 ROCKETS

Dear Walt,
Burton Pollitt's account with the V-2 rocket, in the December 2005 issue 8th AF News, reminded me of my experience with one in later December 1944. As two other airmen and I were preparing to leave a London ramshackled, bombed out, almost windowless hotel one morning at the close of a three-day pass, we were shocked and numbed by the explosion of a V-2 close by. Shortly thereafter we heard a strange noise which could indicate another bomb coming our way. It seemed, however, that the noise was coming from up the street. Rushing to the window we observed a wildly frightened horse harnessed to a milk wagon, rushing at full speed down the cobblestone street. As we watched the poor animal, he ran headlong and entangled himself in a wrought iron fence at the crossing about a block away. It was a sympathetic to behold. On the street below there arose a weeping and wailing like we had never heard before. Women and children were milling around on the glass that had been sucked out of the windows. We rushed down to try and comfort the pathetic souls who were evidently in great discomfort. We moved among them and one woman weeping with pain showing plainly on her face, came up to me asking when the bombing would stop. I patted her on the shoulder and told her that we were doing everything we could to stop it. With a great cost of material and men we did.

**Walter Sturdivan,
34th BG Mendlesham
Stockton, CA**

CADET NURSE

Dear Donna and Telisha,
I received my Dec '05 "8th AF News" and want to thank you for the B-17 "Cadet Nurse" entry on page 31. It surely brings back memories! Also will try to make the 2006 reunion in Shreveport at Barksdale AFB. My little hometown

is centrally located and about 140 miles south of Shreveport on Hwy LA-1.

Best wishes to all in 2006, and keep up the good work.

Sincerely,

John Roy

P.S. I'm still in touch with Lee Young (pilot) and Joseph Alexander (co-pilot) - both living in Texas; also Milton Walls (togglier) lives in Grand Jct., Colorado.

ILLUSTRATIONS

Dear Sir:

Enclosed you will find an illustration of the B-17G, "Yankee Lady" from the Air Museum in Bellevue, Michigan near Ypsilanti, as well as a couple of pencil "vignettes" of 8th Air Force life. I would consider it an honor if you would consider publishing these illustrations in tribute to those who gave so much over the skies of Europe. My father served on B-25's as a bombardier and navigation instructor during WWII. I served with the 17th Air Force in Germany during the early to mid sixties in the security forces. My son is currently serving in the USAF with the 45th Recon sqdn. at Offutt AFB in Omaha, Nebraska in jet engine maintenance.

Both my son and I have been 8th Air Force Historical Society members for the past 2 1/2 years, and thoroughly enjoy

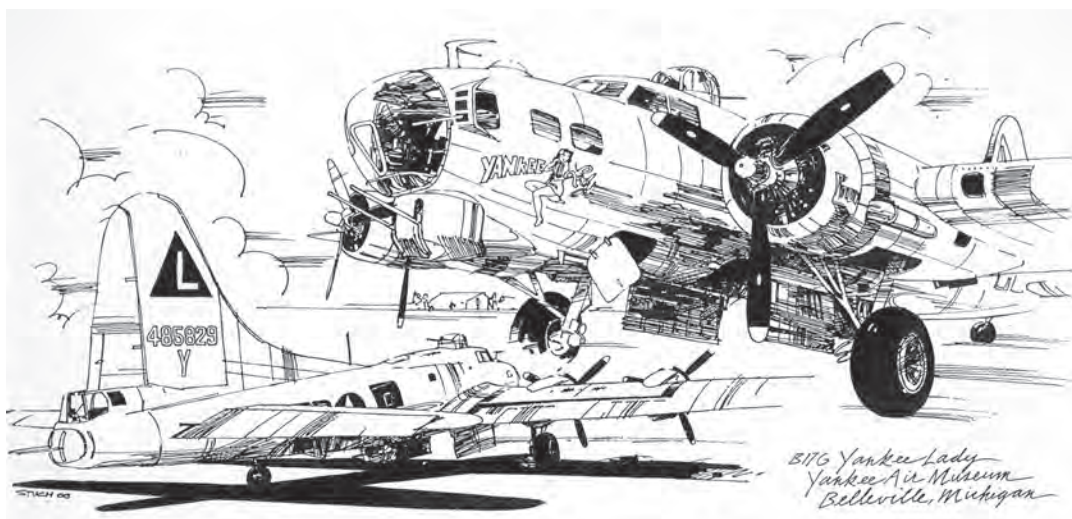
each issue of your excellent magazine. I hope to get to Savannah in the near future to visit your museum. Respectfully,

Roger Stuch Kentwood MI



**These are illustrations of the B-17G
Yankee Lady from the Air Museum in
Bellevue, Michigan and pencil vi-
gnettes of 8th Air Force Life.**

by artist Roger Stuch



Six O'clock, November, 1944
711th Squadron, 447th Bomb Group

A door opens
A crew enters
Chalk-white
Back from Berlin.

We surround them,
We've never been in combat
They answer every question
We ask.

Like survivors from a shipwreck
They can't fall asleep.
Past eleven o'clock
They're sitting up playing cards.
At two a.m.
The light goes on
Their names are called.
This'll be three in a row.

They dress without a word
And leaving
The last one turns out the light,
Closes the door,

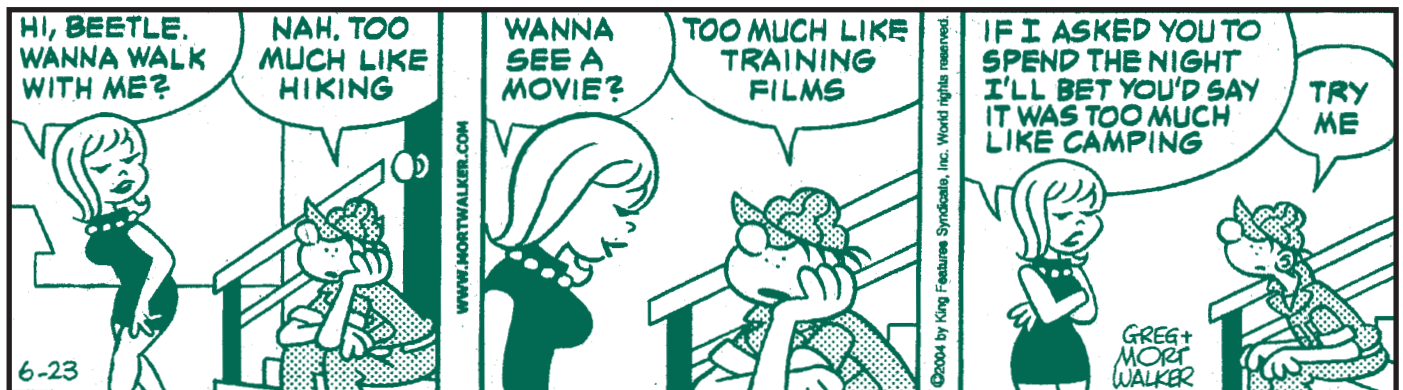
And
They
Never
Returned.

Marvin Silbersher, 447th BG
Lake Hopatcong, NJ

Oceana Air Show! Beautiful F-86 Sabre jets



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





Rare B-17 photo

A rare photograph for these days, TWO B-17s in the same picture! That's so unusual I thought y'all might like to see it. One is Duxford's *Sally B*, the other the French *Pink Lady*.

-Bill Varnedoe, 385th BG

- Form may be reproduced -



JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

Name

FIRST

MIDDLE INITIAL

LAST

Address

CITY

STATE

ZIP

Telephone

Email

8th AF Unit _____ Not in 8th _____ Include me as a full Associate Member _____

In service _____ Branch _____ Dates _____ to _____

Were you a former member? _____ Member # if available _____

MEMBERSHIP CATEGORY: LIFE MEMBER ANNUAL DUES \$25

PAYMENT: CHECK MASTERCARD VISA CARD # _____

SIGNATURE: _____

SEND APPLICATION AND PAYMENT TO 8TH AFHS P.O. BOX 1787, SAVANNAH, GA 31402 TEL: 912-748-8884

\$25 MEMBERS DUES NOTICES ARE MAILED ANNUALLY

Website: www.8thafhs.org

THE BLOODY HUNDREDTH

Look up child and you shall see with
your own eyes,
A thousand white streamers rising
over England's blue skies.
And listen to the thunder of a thousand
engines' roar.
Ghosts of the Hundredth still guarding
her shores.

*Ode to the Bloody Hundredth
by Cadet Benjamin Rosser, VMI
grandson of Frank Murphy*

In the summer of 1983, thirty-eight years after my separation from the Army Air Forces, I became aware of the existence of the 100th BG Association (now Foundation) and in a sense returned home. And, at last I learned the full folklore of the Eighth Air Force and the origin of our nickname, The Bloody Hundredth.

I am sure that I have now heard at least most of the fables, legends, and myths regarding the 100th BG that became so widespread throughout the VIII AF during the war. They, of course, include the story of the newly arrived aircrew that as a body went "over the hill" when they were assigned to the 100th BG; they would rather have taken their chances going AWOL than report to The Bloody Hundredth. And, there is the story that when new crews arrived at Thorpe Abbots they were regularly told not to unpack as they would be flying the next day and all of their belongings would be sent home to their next of kin. And, who could ignore the famous "wheels down" story and the vendetta that supposedly led the German Luftwaffe to chase all over the sky seeking out the hated American bomb group with the big Square "D" on their vertical stabilizers in order to destroy them. This story has been thoroughly discredited. The German fighter pilots who fought against us and who I have spoken with in recent years laugh at this story and say it reflects badly on the professional, disciplined Luftwaffe.

As barracks humor I can enjoy such stories as well as the next person, but when it is suggested that they contain an element of historical truth I find

them offensive. My direct knowledge of 100th Bomb Group operations at our Thorpe Abbots base ended on October 10, 1943 when the Charles Cruikshank crew was shot down over Munster, Germany.

I have never been thin-skinned or resentful about our label, The Bloody Hundredth as I have always believed the basis for it to be without merit. I have, however, had problems with some of the explanations offered for our high loss days. Fundamentally, my views are: (1) based upon my association with, and personal knowledge of, a very large number of the original air crew members of the group who were lost at Regensburg, Bremen, and Munster, many of whom were long-term prisoners of war with me, I do not accept the negative characterizations of their attitudes and abilities I have sometimes seen, and (2) despite versions of events that through repetition have attained the status of dogma, I have yet to see any hard evidence that would support a charge that any 100th BG airplane, during my time with the group, was lost as a result of poor airmanship, lack of crew discipline, or leadership at the squadron or group level.

I have never felt that the 100th aircrews I knew were perfect or free from fault, only that based on my personal recollection, we were no different from the aircrews of any other USAAF unit in WWII.

I have no doubt that every military commander in the world would like all members of his unit to be convinced that they are part of "the best damned outfit" in the Army, Navy, Air Force, or Marines as the case may be. Nothing could be more conducive to superior morale within the unit. The hallmark of the elite United States Marine Corps is that it is the finest fighting force in the world. In my judgement, however,

the reality is that when hundreds of thousands of young Americans of comparatively similar talents are brought together in training camps, put into the same uniforms, given the same weapons and training, randomly assigned to combat units, and sent to perform the same tasks, as was the case with the USAAF in WWII, the level of competence, abilities, and efficiency will vary very little from unit to unit. Leadership will play a part in the effectiveness of the group, but the performance of the individual members of the units will differ little. The idea that a single military unit with the turnover of any bomb group in the VIII BC in WWII would consistently be poorly led and constantly under perform is absurd.

From time to time as I look up at the young, happy faces of the men of the 100th BG who fell in battle so long ago at Regensburg, Bremen, and Munster smiling down at me from their pictures on my wall, I shed an emotional tear. They gave their country their most precious possession - all their tomorrows. They failed neither themselves, their leaders nor their nation. They deserve better than they have received at times. They were my brothers, my comrades-in-arms, and will always be my heroes. I believe, therefore, it is incumbent upon those of us who survived, who knew them personally and served with them, to do all in our power to ensure that their deeds and dedication will be honored and preserved from discredit or oblivion.

Frank Murphy, 100th BG
Atlanta, GA

100th Bomb Group B-17's



Grandfather Clocks

The 8th Air Force was formed on January 28, 1942. My dad, Mack Mashburn, went to Savannah, Ga. in March of 1942 to join the 8th Air Force. He shipped out with them on April 28, 1942 with the first Air Force to ever leave the United States. This is when they left Boston Harbor the middle of May, 1942.

The veterans of the 8th Air Force started a group 22 years ago and decided that there was a need for a Museum for the 8th. My dad helped with the original fundraising by donating two clocks which still stand in the Museum and eight porch swings that were sold to raise money for the Museum. His sister, Hulda Abernathy, donated afghans to be raffled off to raise money for the museum.

Through a lot of work of a lot of people, the Museum was built and opened in 1996 in Pooler, Georgia. It is north of Savannah at the I-95 Exit of Hwy 80, Pooler, Ga. You can see the Museum from Interstate 95.

I want to invite everyone to visit the Mighty 8th Air Force Museum. These men who were our fathers and uncles really did save the world in the 1940's and later. I want all of us to support this Museum in their honor and memory. It would be worth your time to visit the museum. They are planning a lot of new exciting things for the museum.

I think the two clocks are a great addition to the wonderful museum to honor the Men who Saved the World in the 1940's. There is no other way to say thank you to these men. They really don't think they did anything but to me they are heroes by just doing what they did. They didn't stay home and complain. They made a difference and saved the world so people like me and my children and husband could grow up sleeping at night without worrying and having a wonderful life without the threat of war in our back door.

My dad's clocks are in front of the offices behind the cafe and in the hall above the pub. I am glad they are there to honor him and in his memory.



Mack Mashburn

I found a picture of my Dad and his granddaughter, Erin Rusin, that was taken at his sister's 90th birthday, Feb. 7, 2004. It was taken five months before my dad died. I plan to tack it inside the top of the clock so it is not noticeable but that 20 or 30 years down the road some one who looks inside the clock will know who built the two clocks.

From now on someone will know who Mack Mashburn was. He loved the Museum and really wanted the Museum to be built.

Thank You.
Jan Mashburn Rusin

Actually, Connie Metts is totally responsible for getting everything back in order. She had the new name plaques made, found the clock repairman, even had the clock that was in the Reading Room moved out to a better location where it can be enjoyed by all.



Chapter News

FLORIDA CHAPTER

Please thank all of the attendees on coming to Venice and helping make it one of our best reunions in a long time. We picked up 13 new members from the Venice, Florida area. All of the Florida Chapter members are a great group of people. Thank you Charles (Charlie) Brown for being a great "One of our own" guest speakers on Saturday nite. Do hope all Venice reunion attendees follow up our successful gathering with an even better showing in Orlando this coming April when the Eagles gather once more to tell stories and thank God for being so kind to all of us who are survivors of a war that was an "Infamy" in our past that must be remembered and never forgotten by us and our children and grand-children. Thank you all, so very much! See you at our next gathering in the Orlando area.

Jim Stuthers Sr. Venice
Chairman 2005.

Our Spring meeting will be in the Orlando area April 28, 29, 30. For details, those interested in attending can call Jim Hart at 561-795-4854 or e-mail him at hartklamking@aol.com, or Ken Sweet at 407-869-6693 or e-mail ksotown@netzero.net.

Ken Sweet
Board Member, Florida Chapter

OREGON CHAPTER

November 12, 2005 meeting
The Oregon chapter initiated a "memories" drive for members starting in 1996. This drive asks members to record their experience and allow it to be placed into the archive as well as any documents, photos, logbooks, and other items. Items that they want to keep, but they want others to access, are scanned and returned.

To allow easy access to the material gathered, the Board of Directors authorized the creation of a web site. This was accomplished during September and the web site is now "live" with an initial collection of material available for the world to access in Adobe® PDF format. The web site is <http://www.8thafhsoregon.com>. The material will also be available in the future on CD / DVD for easy reference.

March 2006 (06-1)

The November 2005 Chapter meeting program was a panel discussion of POW experiences with Lt. Clint Gruber (who had two huge display boards with pictures and captions) who flew as a co-pilot in B-24 "Liberator" bomber named "Iron Ass" and ball turret gunner T/Sgt Ramsey Fendall who flew in a B-17 "Flying Fortress" heavy bomber whose ship was called "Good Ship Lollipop." Ramsey stated he liked Clint's ships' name better.

Don Bourgois

WISCONSIN CHAPTER

The tradition that was started with the first observance of 8th AF Week in October 1998 is continuing: a proclamation by South Milwaukee's Mayor David Kieck, and a display arranged by Don Almon. Four members of the 8th AFHS Wisconsin Chapter were present at the City Council meeting on October 4 to accept the proclamation. Normally we have had a larger group, but illnesses, attrition, and other conflicts were responsible for the light attendance this year.

The display this year consists of two sections. The left portion includes war plane models, photos, and framed pictures devoted to the historical years 1942 to 1945. The righthand portion pertains to the present-day Eighth Air Force with a B2 Stealth Bomber model, photos, and posters furnished to us by



Mayor David Kieck with Wisconsin Chapter Members

8th AF HQ at Barksdale, Louisiana, on a previous occasion. In the middle of the display is the new proclamation, beautifully mounted on a dark Walnut wood block.

The 8AFHS group thanked the Mayor for giving us permission to use the display cabinet all these years as well as his cooperation with the proclamations, and wished him well on his last term of service as Mayor of South Milwaukee. After each of the four veterans commented about their experiences leading to enlistment in the Army Air Corps and then some brief accounts of wartime experiences, a standing ovation by the City Council members and others in the Council chamber concluded the ceremony.

Donald Almon

MINNESOTA CHAPTER

Earlier this year General John Vessey met socially with a group of businessmen, Community leaders and elected officials. Out of this session a decision to do something special for our soldiers in combat zones was born. The Appreciation Fund resulted and fund raising began under the direction



Wisconsin Chapter Display



Minnesota Chapter

Chapter News

of a nineteen member board with six co-chairs.

The goal is to provide benefits to Minnesotans in combat:

- \$500 - \$1000 to all who served
- \$2,500 - \$10,000 to those wounded
- \$10,000 to the families of those killed

An important event is scheduled later this year when Senator John McCain will attend a major fundraising in Minneapolis.

NORTH CAROLINA CHAPTER

The North Carolina Chapter will hold their Spring Reunion Friday, April 21, 2006 at the Speedway Club, Lowes Motor Speedway on Highway 29 between Concord and Charlotte.

The Eastern Wing meets at Abottswood, 7900 Creedmoor Rd., Raleigh.

The Metrolina Wing will meet March 7, 2006 at 11:00 am at the Red Rocks Cafe in South Charlotte. The speaker will be Charles Richardson of the 390th BG.

The Western Wing meets monthly on the third Thursday at 11:30 am. The February meeting will be held at Bay Breeze Sea Food Restaurant, 1830 Asheville Highway, Hendersonville. The speaker is Mike Murdoch, the local veteran's service representative.

—Jacques Morel



Christmas Luncheon 2005 hosted by the Metrolina Wing at the Speedway Club, Lowes Motor Speedway.

NEW YORK STATE SOUTHERN WING CHAPTER

On January 21, 2006 the Board of Directors met in Douglaston, Long Island New York. President Gus Nathan presided over the meeting. Topics discussed were the nomination slate



New York State Chapter Board members

for next year's election of officers. Those officers elected for a one year term required replacement. The Chapter's next meeting/luncheon is to take place on April 22, 2006 at the Hofstra University Club. There will be 3 or more Tuskegee Airmen as guest speakers who will speak of their experiences. We are looking forward to the luncheon/meeting as being one of the Chapters best.

The ongoing issue regarding our Chapter's 258 members of which 152 are Life Members and 106 Yearly Members was discussed. Regarding this the Board is having difficulty contacting all to confirm these members are still active.

Lastly we would like to thank Board Member Stan Bussis and State Senator Maltese for their fantastic work on getting the New York State 8th Air Force license plate available. For more Chapter updates please visit the Chapters website at www.ny8thswcafhs.org.

Joseph Patrick Keeley, Historian



**New York State
8th Air Force license plate**

MINNESOTA CHAPTER

President Dick Kaminski welcomed the Luncheon attendees to the annual Christmas party at Mancini's Restaurant in St. Paul. He recognized Larry Bachman who was back with us and had provided beautiful floral centerpieces and gifts.

Thanks were expressed to Al and Toni Anderson for arranging the luncheon and to Dwight Olson for the nametags.

The guest speaker, Major General (Ret) Eugene R. Andreotti, USAF, was introduced. Andreotti retired in 2003 after serving 38 years with the Minnesota Air National Guard, the last 15 years as Adjutant General. General Andreotti spoke about the changes in the military from the early 70's until today, the effects

of the elimination of the draft, and the influence of politics over the military. He stated 90% of Congress today never served in the military and the percentage is even greater in the State House. He believes the military is more professional and better trained today. Costs are going up because more want to stay in, more are married, price of equipment is going up. He spoke about the changes taking place in equipment and things coming in the future.

**Bob Clemens
Secretary**

MISSOURI CHAPTER

As I look back over the past year, I wonder where the time went. Since our cruise down the Missouri River on the million dollar luxury yacht "The St. Charles Empress", June 22, 2005, and our Sept. 21st visit to the theater "Stages" where we enjoyed the smash hit musical "Hello Dolly!" Time seems to have flown by.

We celebrated with our annual Christmas party at the "Column Convention Center" St. Charles, MO. It was a musical afternoon. During the buffet luncheon we were entertained on the piano by Mrs. Patricia Treacy, and after the luncheon three gentlemen from the St. Louis Symphony Orchestra delighted us with their superb musical

Chapter News



String music at the St. Louis Wing Christmas party



Christmas in St. Louis

talent. There was not one member in attendance that did not wish for them to stay longer.

After our string/trio played, we held a meeting and voted the officers year 2006/2008 ...Ralph Covinsky/President, Al Villagran/Vice President, Robert Harper/Secretary, Carroll Forister/Treasurer.

Our wives received a square glass candle holder, with a hand painted santa design in bas-relief, which were lit on the dining tables throughout all pro-

ceedings! After the meeting we held the drawing of the door prizes, which consisted of six \$25.00 tickets to various restaurants.

tion of Lincoln's birthday and Valentines Day. The Members and Guests in attendance totaled 95. Current Chapter membership stands at 226.

President Hal Goetsch (385th BG), opened the meeting

at 12:00 pm with a period of silence in remembrance of departed members, followed with the Pledge Of Allegiance by members and guests.

Al Villagran

NEW MEXICO CHAPTER

The New Mexico Chapter of the 8th AFHS held its annual Winter General Membership Meeting Luncheon at the Albuquerque Petroleum Club, on Saturday February 11, 2006, in recogni-

at 12:00 pm with a period of silence in remembrance of departed members, followed with the Pledge Of Allegiance by members and guests.

The Enchanters, a singing group of talented men and women, entertained members and guests with their beautiful music capturing the magic of Valentines Day and Patriotic songs as well.

Bob Vickers (392nd BG), spoke briefly of the urgent need for son's and daughters of the Mighty Eighth veterans to participate in the functions of this 8th AFHS Chapter to maintain it's viability in the future.

The New Mexico Chapter has seven new members. They are David Lepori, Sharon Walker, Ken Jensen, Warren Johnson, Tom Davidson, Mr. and Mrs. Tony Quintana.

Submitted by:

**Al Schwery
Secretary**



New Mexico Chapter entertainment -The Enchanters

NEW 8TH AF LOGO TIES NOW AVAILABLE

Choose either the stubby winged 8 in a circle (shown) or in silhouette embroidered on a quality polyester 58" Navy Blue tie.

Your cost: \$22.50 (plus shipping and handling for mail order).

Add your Group or Squadron number or Aircraft name for just \$2.50 additional.

Available by mail at the Mighty Eighth Air Force Museum Shop. 912-748-8888 ext. 116

Allow 4 weeks for mail order delivery.



This poem was found during World War II in the barracks at Kimbolton.

There's pride in Her every movement
and strength to forge ahead
till the job is done
and the battle is won
Though half Her crew is dead.

There's more to Her than engines,
more than a pair of wings,
than rivets and wires
and rubber tires
and all those manmade things.
She has the heart of a warrior
We know for we've seen her die
and her gallant fight
Was an awesome sight
Far in the dome of the sky.

She has a soul immortal
She fills her mission well
With head held high
We've seen Her fly
Straight into the jaws of hell.
She has a will of iron,
She seeks no chance to hide
Though her flight be straight
To the fiery gate
No fury can turn her aside.

Great is Her fame and mighty
And great is Her gallant crew.
Wherever their base
They've won a place
By the side of the gallant few.

You think of her as only metal
Welded and riveted strong.
She's a living thing
A queen on wings
Who carries a warrior throng.

Strangers someday may replace Her,
Higher and swifter to fly.
But we will always recall
She's the top of them all
The Queen of The Azure Sky-
The Flying Fortress B-17.

Author Unknown
submitted by
Chris Yeakos, 379th Bomb Group
Defuniak Springs, FL

Eighth Air Force Historical Society Financial Report Year Ended 31 Aug 05

ASSETS AND LIABILITIES

ASSETS

Cash in Banks & Money Mkt Funds	\$ 182,363
Life Member Funds	211,504
Furniture & Equipment	
904	
Total Assets	\$ 394,771

LIABILITIES

Life Member Fund	\$ 211,504
General Fund	182,363
Website Development Fund	315
Other	589
Total Liabilities	\$ 394,771

REVENUES AND EXPENSES

REVENUES

Annual Member Dues	\$ 131,505
Life Member Dues (Net to General Fund)	32,745
Foreign Dues	4,328
Reunion Revenue	20,726
Museum Contributions	6,430
General Contributions	1,111
Interest	1,737
Total Revenues	\$205,855

EXPENSES

Library & Museum Donations	\$ 6,430
Board of Directors	10,059
Finance Manager	8,550
Audit	674
Contributions	100
Computer Services	415
Chapter Rebate	8,771
Liability Insurance	
Office Supplies	
Postage & Printing, Including Dues Postage	6,956
All Membership Office Labor	31,036
Telephone	
Health Ins, Travel, Membership Mgr	2,844
Reunion Expense & Reunion Rebate	6,125
Membership Office Rent	9,960
Employer's FICA	2,376
Magazine Expenses Total	
Awards, Unit Devel & Membership Solicitation	4,199
President & Treasurer	1,565
Other	826
Total Expenses	\$ 222,207

2,451
717

3,441

114,712

"Lady luck was good to me. Whenever she looked at me, I gave her the wink and away we went."

William Allen White

Book Reviews

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

KIPLING'S ERROR III

They Were Good Americans
by Brooks Mitchell, Ph.D.

The first and second B-17 bombers named Kipling's Error were turned into Hangar Queens due to extensive battle damage incurred on combat missions. Lloyd Mitchell completed his 25 missions in Kipling's Error III, flying with his 96th Bomb Group. The author, Lloyd Mitchell's son, used diaries of five members of the crew to construct a fascinating story of combat and life in the 8th Air Force. The aircraft's name arose from the premise stated by poet Rudyard Kipling that "East is East and West is West, and never the twain shall meet..." The Ruben Neie crew, on which Mitchell flew as navigator, found the statement to be inaccurate: half the crew was from east of the Mississippi river and the other half from west.

The crew flew very early in the war. They arrived at Grafton Underwood on May 2, 1943 and flew raids opposed by experienced German Luftwaffe pilots and went to "flak cities" as targets of the day.

The book is unusual in that it is presented in daily format for the period the crew was flying. Each daily entry depicts the missions and other activities as seen through the eyes of five different airmen, and it is interesting to see how different crewmen wrote the events down at the time. There are tales from some of the most dangerous missions – the crew flew the first Regensburg/shuttle raid – and there are times for humor:

"I got to try out my new relief tube I installed, which can be used while sitting in my pilot's seat. It works fine,

but my poor ball-turret man, S/Sgt Malinowski, catches it all." – Lt. Ruben Neie, pilot

"Were we scared? Oh, yeah! Always. Always scared. ...I never talked to a guy yet who wasn't scared witless, you know. You wanted to quit – really, you know. If there was an honorable way to quit, you'd quit." – Lt. Lloyd Mitchell, navigator

The volume includes events of the family life of author Brooks Mitchell's father, both before and after the war. The large-format hard back is 229 pp. with foreword by Col. Stanley Hand, and includes photographs and paintings. For information on obtaining the book, contact 21st Century Publishers, 13210 Curt Gowdy Drive, Cheyenne, Wyoming 82009 tel 307-638-2254

THE 467TH BOMB GROUP (H) IN WORLD WAR II

In Combat with the B-24 Liberator over Europe
by Perry Watts

This volume, dedicated to Col. Albert Shower and all who served with the 467th Bomb Group, covers the entire history in detail of the 467th BG throughout the war. This is a complete history done in the thorough style of all Schiffer Publishing Ltd. Military History books. It is a large format, weighty volume, replete with period photographs.

The early history of the group precedes a daily description of 467th activities and all of the group's 206 missions. Paragraphs relate the stories of each individual B-24 Liberator, with a special chapter devoted to the celebrated aircraft Witchcraft. Operational

statistics and an account of missions flown by each crewman span over 100 pages of the book.. A tribute to Col. Albert Shower, the only 467th airman to serve as station commander at Rackheath covers an entire chapter, and Biographies of Operations personnel is an additional feature. This is a beautiful book, as are all Schiffer volumes, and is one that relates the story of a premiere Bomb Group of the 8th Air Force, and not just for those airmen of the 467th.

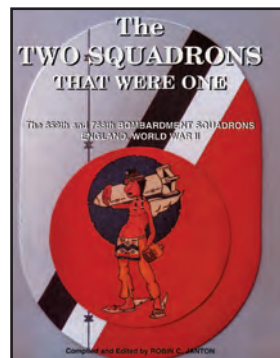
Hardback, 424 pp, high quality pages and binding. Contact: Schiffer Publishing, tel 610-593-1777 email Info@schifferbooks.com website www.schifferbooks.com or in the UK: Bushwood Books tel 44(0) 20 8392-9876 email Info@bushwoodbooks.co.uk, or usual retail booksellers.

THE TWO SQUADRONS THAT WERE ONE

The 859th and 788th
Bombardment Squadrons
England, World War II
by Robin Janton

Editor Robin Janton has produced an unusual volume that tends to grow on you the more you spend time delving through its pages. The font style chosen is "wartime typewriter" with literal "cut and paste" photographs, drawings, and charts. But the style is very effective, as it also includes a large number of period photographs.

This is the story of the 859th Bomb Squadron, 492nd Bomb Group - one that lost more aircraft and more men than any other 8th AF unit is a short period of time, flying from their base in North Pickenham. The 788th Bomb Squadron then was



Book Reviews

attached to the 467th Bomb Group at Rackheath which ended the war with fewer losses than any other Second Air Division unit. (See previous review).

Author Janton was motivated by the facts of his father's service during the war, and in his research was able to collect original primary source materials and diaries of a number of crewmen in the units. He includes excerpts from the diaries and centers on particularly rough missions of the Squadron, with stories of shoot downs and Prisoners of War experiences of the airmen Kriegies. Many of the stories are presentations by the original airmen themselves. Proper recognition of ground crews and engineers are given, along with descriptions of B-24 crew positions, aircraft markings and of the aircraft themselves.

It is apparent to the reader that a lot of work went into the making of this friendly but large book – there are 560 pages, large format. Available from the editor, each copy is signed and numbered. Contact editor Janton at 23573 Pole Ridge, Laurelville OH 43135 tel 740-332-1271 or check out Amazon.com ISBN 0-9607298-6-0

STEARMAN AIRCRAFT

A Detailed History
by Edward H. Phillips
Hardbound, 216 pp, - presents the history of the Stearman Aircraft Company.



Boeing's B-47 STRATOJET

by Alwin T. Lloyd
Hardbound, 256 pp, - the story of the USAF's first strategic jet bomber, a stalwart of the Strategic Air Command



R-4360

Pratt & Whitney's Major
Miracle
by Graham White
Hardbound 608 pp, -
the definitive work for Pratt
& Whitney engines

Specialty Press email contact: Karin@cartechbooks.com



I am in receipt of three new releases from Specialty Press contact tel 1-800-895-4585, but they are simply notices of releases that came in on CD, therefore I have not read the actual books and cannot review them here. The titles are presented here for your information.- Editor

The Army Ground Forces Band was organized as the Fourth Infantry Regiment Band on July 21, 1845 in New Orleans, Louisiana. Its heritage includes twenty-six campaign streamers and the French Croix de Guerre with Gilt Star. The history of this unique band began with the Mexican War, where its members fought heroically, becoming the only Army band to receive a combat distinction from a President of the United States. President Zachary Taylor, who commanded the Fourth Infantry Regiment during this war, authorized the band to wear red piping on the uniform in commemoration of its distinguished service in the battle of Monterey, Mexico. There, on September 21, 1846, the band captured and turned an artillery battery against the enemy.

The Army Ground Forces Band's history includes service

in the Civil War, the War with Spain, the Philippine Insurrection, and both World Wars. The band fought with the victorious Third Division, which spearheaded the Battle of the Marne in July 1918. During World War II, the band participated in the Aleutian Islands operation in May of 1943.

Since 1945, this organization has been stationed in Fort Lewis, Washington, Fort Hood, Texas, Fort Meade, Maryland, Fort Richardson, Alaska, and Fort McPherson, Georgia. Following World War II, the name of the Fourth Infantry Regiment Band was changed to its current title, the 214th Army Band. In 1985, the Secretary of the Army conferred upon the unit the distinctive designation *The Army Ground Forces Band*, laying the foundation for its current mission - serving as the Musical Ambassador of the American Combat Soldier.



Beautiful Pillows

Pillows obtained at WWII training bases, usually sent home as gifts to sweethearts, wives and moms.



IMPORTANT NOTICE TO ALL LIFE MEMBERS of 8AFHS

Your 8AFHS Board of Directors last October made it a requirement that all Life Members affirm to us, during this year, their status: if living or by their family if deceased. The cost of sending the 8th AF News to the addresses of deceased Life Members has become prohibitive. Please fill out and sign the information sheet below, clip it out and send it to our Membership Office, indicating whether the Life Member is alive or deceased. If we do not receive this information from you by the end of 2006, we must reluctantly cease sending the 8th AF News to you.

Fill out, sign & mail to: Connie Metts, Membership Office, PO Box 1787, Savannah, GA 31402

Life Member Name _____

Address _____

_____ I am ALIVE and doing well! Please continue the 8th AF News.

_____ This Life Member was deceased on _____.

Life Member or Survivor



8th AF News, page 3 "Miss Minooky" aka "Terry and the Pirates" This is B-24 #42-50438 Arrived in United Kingdom on 07 June 1944 and assigned to 466th BG(H) 786th BS (U8 - H/F) at Attlebridge, England. Salvaged Albuquerque, NM 10 August 1945 There were also three 8th AF Bombers named "Miss Minookie" B-17G - #42-30712 - 91st BG(H) 323rd BS (OR-O/R) MIA 21 Feb 1944

Robert Hecker, author of several 8th AF-related books, spoke to the Romance Writers of America on electronic publishing of eBooks and Print books, including presentations of his "Yankee Peddler" and "The Angelic Prophecy." Robert states that some of the ladies thought he was a big hit, and the others were still sleeping.

John Clark, 100th BG copilot, of Ann Arbor MI, sends in a fascinating story of his experiences and research on the raids on Dresden several months before the Germans capitulated in 1945 – raids that saved thousands of Allied soldier's lives. He, and a couple

of others, note that the Dresden Debriefing article printed in the Dec 05 8th AF News addressed the night-time raids and that of course, after the first few months of the 8th's war, the U.S. flew daylight missions (apart from Carpetbaggers and OSS night flights). It would have been prudent for the article to have an intro note that the article was written by a British author and was originally published in the excellent RAF Bomber Command Association's newsmagazine, however with attribute at the article's -30-. John's article will be printed in its entirety in an upcoming 8th AF News.

"If you see a bomb technician running, follow him"
-USAF Ammo Troop

Alain Charles, our representative in France, reports that the dedication of the World War II Hall at Paris' Le Bourget Air and Space Museum will present a series of 8th AF photos along with nose art and other wartime art works. The program is currently set for 20 May 2006.

'Q' is the only letter that doesn't appear in any of the names of the fifty states.

After one year since Australia passed a law that required all owners of guns to surrender their 640,381 firearms, homicides in that country are up 3.2 percent, assaults are up 8.6 percent and armed robberies are up 44%. In Victoria alone, homicides with firearms are now up 300%. The assumption

is that criminals did not obey the law requiring them to turn in their guns.

The cover photo on the Dec 05 8th AF News brought out a lot of comments and letters from the troops as regards the XB-38 aircraft powered by four Allison engines. Editorial thanks for their erudite contributions go out to our members including Robert Steinberger, 96th BG; Joseph Waddell, 381st BG; Richard Herman, 446th BG Assoc; Jack Keller, 447th BG tailgunner on *Ol' Scrapiron*; Harry Gobrecht, 303rd BG pilot; Mark Ellis, Assoc; Wilbur Richardson, 94th BG; and Fred Sangster, Assoc.

"Any ship can be a minesweeper... once."
-Anonymous

The Wings of Eagles Discovery Center, the former National Warplane Museum, announced it has sold its B-17 bomber, Fuddy Duddy, and is now debt-free.

Fuddy Duddy's new owner is Martin Aviation, an aircraft maintenance company based in California, who also have an A-26 and a B-25 bomber.

If you rearrange the letters in THE MORSE CODE you get the phrase: HERE COME DOTS.

The Army Guard Forces Band will appear in the beautiful Rotunda of the Mighty Eighth Air Force Museum in Pooler, Georgia the evening of Sunday, May 1st to present a concert featuring compositiontribute to the 8th Air Force written by 8th AF POW Leland Forsbland, noted composer. A pre-concert reception is planned at the Museum. Everyone is invited and there is no admission fee.

From the Editor...

The Telegrams of World War II

The announcement from Western Union appeared several weeks ago: The company was discontinuing its telegram services after leading the rapid communications field from the latter days of the nineteenth century. These small yellow epistles enclosed in their windowed envelopes with their choppy abrupt inked sentences and Stops, were well known during World War II. Often delivered by a uniformed courier on a black bicycle to homes that displayed a blue star flag in their windows, telegrams were symbols of sorrow and grief to mothers and fathers of servicemen who faced the dangers of combat in foreign lands.

"The Secretary of War regrets to inform you that your son has been missing in action during operations against enemy forces STOP We will contact you when we receive further information."

General Ralph Moor of Atlanta is 92 years old and recently paid a visit to the Mighty Eighth Air Force Museum for his first inside look at the museum's archives and collections - archives which contain a number of original examples of these aged, dreaded wartime telegraphic notices. The general was spry and alert and exhibited a noticeable sense of colloquial one-liner humor during discussions about his career during the war. He, for example, with a slight smile and an unmistakable sparkle in his eyes suggested: "I knew she was all over me when I saw she was all over him."

General Moor grew more serious when he turned to discussing his years in Washington during the war. He lays no claim to having been a successful combat field officer during that conflict. He states, "They sent me to Washington early in the war and put me in charge of notification of casualties. We were assigned to contact the families of those soldiers who were missing or killed in action." Telegrams delivered to families, notices that bring shock and tears to families across the country, originated under his jurisdiction. They continued to be delivered even after the war ended, as more and more missing soldiers were at last identified. General Moor realized then, as he does today, that his un-

enviable job was a necessary one, an important responsibility of a country that sends its young men to fight for their family's freedom. His department carried out its activities with professionalism and compassion, and the telegrams were a necessary part of their duties. His comments did not dwell for long on the wartime notices, but soon moved on to other aspects of his career.



Walter Brown

Many families and friends never recovered from the shock of seeing the Western Union courier walking up to their front door, bearing the news they hoped would never come. Most would never be the same again.

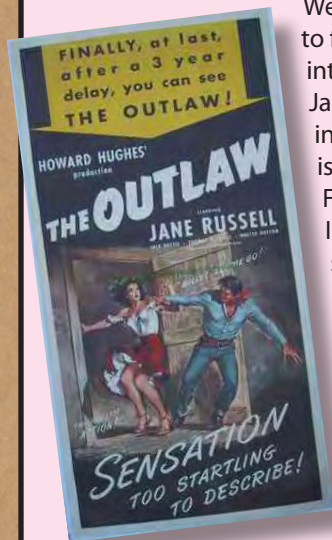
The tears still flow with some of these families today. A few days ago, museum Volunteer Judy called me to come down to the Rotunda at the museum. A visitor had a couple of suggestions for me. Greeting her and her husband, a teacher of history in Donaldsonville, I inquired as to what her concerns were. She replied, "The museum needs to install Kleenex boxes in two locations: at the exit of the Mission Experience for those who emerged from the film depiction of a typical briefing and combat bombing mission over Germany during the war, and also out in the Memorial Gardens where the Walls of Valor and the Crew plaques honoring 8th Air Force combat crewmen who actually flew the raids and who did not return. Her tears were still on her cheeks. A big hug brought a smile and she said as she left that she would return often to this revered place of honor.

Walter Brown serves as President & CEO of the Mighty Eighth Air Force Museum in Pooler, GA



BULLETIN BOARD

Jane Russell



We expect to feature an interview with Jane Russell in the next issue of 8th Air Force News. In it, Miss Russell will be reminiscing about her time as one of the 8th Air Force's favorite pinup girls and more.

We're looking for your memories of Miss Russell - where her picture appeared in your barracks, elsewhere on the base, if you wrote her and what she wrote back to you - anything that's fit to print in family reading will be greatly appreciated! And if anyone has a picture with Miss Russell - please have it copied and sent to us to help dress up the stories we'll be running. As a matter of fact, everyone who had any dealings with any of the many stars and starlets who were pinup girls are welcome to contribute their stories for publication in this or future issues.



A good-looking woman and a handsome man met for the first time in a bar. Leaving together, they wound up at his place for coffee. Showing her around his condo, she noticed that his bedroom was completely packed with stuffed teddy bears.

There were dozens of cute little bears on a shelf along the floor, medium-size teddy bears on a shelf above those, and larger bears in a higher area above the others. The young lady was surprised that a man would have such a

vast collection of stuffed bears and was actually impressed that he could so freely express his sensitive side.

After an intense night of passion with this obviously sensitive man, they lay together as the morning sun came through the windows. She leaned towards him and whispered, "Honey, how was your night here with me?"

He replied, "Not too bad. Help yourself to any prize from the bottom shelf."

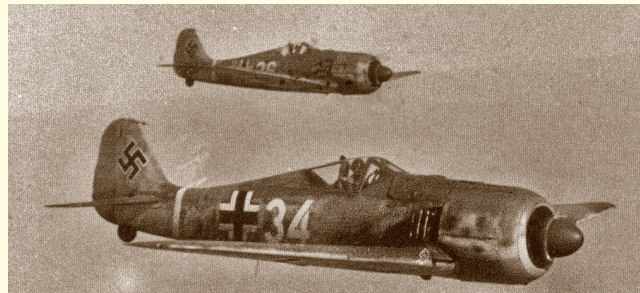
THE FLUG WERK

Fw 190 Is Coming In!

For those who want to recreate a live Battle of Britain, there are authentic replicas of RAF Spitfires and Hurricanes available to go up against the Luftwaffe FW 190s. GB Replicas is constructing full size aircraft with full markings. Their fighters have appeared in a number of movies. For info : email: gbreplicas@ntlworld.com

FLUG WERK, the Manching, Germany-based company which is producing new-build Focke-Wulf Fw 190s, recently reached a milestone in its flight test programme. Since October, its flagship aircraft, FW 190A-8 D-FWWC, has been flown with its main undercarriage retracted - although the system had been extensively used in ground trials, it had remained firmly in the 'down' position for the air tests.

Further evaluation flights with Horst Philipp at the controls are now scheduled and will include the testing of the landing flaps. Following that, the lower undercarriage fairings will then be fitted and the high-speed regime of the 'Butcher Bird' will be explored.



Flug Werk has sold all 13 FW 190 kits originally built and demand was so high that it is manufacturing a further three examples, bringing the total production run to 16. These 'extra' aircraft were quickly snapped up and are in the final stages of production in Germany.

The company is currently making an Allison V-1710-powered version of the 'long nosed' FW 190D-9 variant. The engine is currently being prepared by Bud Wheeler's specialist engine workshop in Latrobe, Pennsylvania. www.flugwerk.com

BULLETIN BOARD

A380 UPDATE

Here are some more photos of the Airbus A380 Behemoth. They were on a PR tour to Australia and painted it up in Qantas colors. The blue tanks in the fuselage contain water for ballast and changing the CG of the aircraft. If you walk up to one of the landing gear tires, they come to about chest high for reference. The computer screens on the side mounted 45 degrees and behind the joystick contain the maps and approach plates for all the airports including taxiway charts. The white donut-shaped device on the lower part of the nav computers in the cockpit and left and right of the throttles are a joystick that can be used to modify and capture routes and airways for electronic navigation.

Marty Richards



The A380 Airbus



Not your usual Wright Cyclone



Any heavy bomber pilots feel comfortable on this flight deck?

Air Force Releases New Mission Statement

Air Force leaders released a new mission statement Dec. 7 that defines the current and future direction of the Air Force. "The mission of the United States of Air Force is to deliver sovereign options for the defense of the United States of America and its global interests -- to fly and fight in Air, Space, and Cyberspace." The statement includes two new concepts, "sovereign options" and "cyberspace." Click here for story. <http://www.af.mil/news/story.asp?id=123013440>



Lost Airmen Laid to Rest at Arlington

After spending the last 37 years entombed in a glacier, two Airmen were finally laid to rest in Arlington National Cemetery. Col. Wilfred B. Crutchfield and Lt. Col. Ivan E. O'Dell received full military honors at their Dec. 7 burial ceremony, with several family members in attendance.

AEF's Annual Jimmy Stewart Aerospace Education Award

The Jimmy Stewart Aerospace Education Award is an award given by the Aerospace Education Foundation to the AFJROTC Unit that produces the most compelling 60 second public service announcement on a given theme. The 2006 theme is "How Skills Learned in Air Force ROTC Build Character and Better Citizens."

Eaker's Way

Gen. Ira C. Eaker helped shape World War II airpower and pave the way for an independent United States Air Force. For those and other reasons, his name is respected, yet his historical image is often overshadowed by his more prominent colleagues and friends, Gen. Henry H. "Hap" Arnold and Gen. Carl A. "Tooey" Spaatz. For AFA's Magazine story. <http://www.afa.org/magazine/Dec2005/1205eaker.asp>



Kouzes, George, Peachtree City GA; 392nd BG gunner
Smith, William, Snellville GA; flight engineer for tow-target squadron towing bullseyes for target practice up and down the East coast
Atchison, William, Decatur GA; C-46 pilot dropping paratroops and towing gliders over Normandy during the D-Day invasion
Kieferndorf, Frederick, Springfield MO; 493rd BG bombardier on Anthony Jablonski crew; wounded on Christmas Day mission, 1944; career as artist and painter - from John Ramsey
Burkholder, Harvey, Grayling MI; 91st BG copilot; flew "Ack Ack Annie" back to the States at war's end
Roop, James, Keizer OR; 305th BG copilot; - from crewmember Joe Conroy
Holston, Charles, Elkhart IN; 44th BG cook crew - from his wife Doreen
Bunker, Leo; 457th BG navigator - from his daughter Janet
Hutton, Joseph, Mobile AL; 91st tailgunner on William Bateman's crew; served in Korea; flew F-94s with 66th FS Alaskan Air Command - from his wife Paulette
McGinnis, Delbert, Delevan WI; B-17 pilot
Smith, Earl, Bartlett TN; 486th BG; supporter of the 8th AFHS - from his son Mark
Deal, William "Bill"; 466th BG gunner/engineer on Glen Alexander Lead crew
Ruppert, John, Iowa City IA; 447th BG
Bunker, Leo; 457th BG navigator; from his daughter Janet
Russell, Robert, Houston TX; 490th BG; career in Banking
Myl, James, Los Alamitos; 351st BG

pilot;
Edens, William, Victoria TX; 361st FG armorer -from B. J. Redden
Yates, Joseph, Bamburg SC; 361st FG Crew chief
Rames, Stanley, Hot Springs AR; 361st FG pilot; POW Stalag Luft III
Kasper, Billy D., Springfield OH; 359th FG pilot; 70 combat missions -from his sons Larry, Stephen, and Mark
Deschenes, Paul, Sanford ME; 56th FG; Chaplain for VFW Post 9935 - from his wife Theresa

Ashworth, Frederick "Dick," Santa Fe NM; weaponeer on the B-29 *Bocks Car*, responsible for arming the atomic bomb for the drop on Nagasaki, Japan, ending World War II
McGovern, Daniel, Laguna Woods CA; stationed at Chelveston in East Anglia, flew missions filming combat raids used in the original "Memphis Belle" movie; survived two crashes; filmed footage following the atomic bomb drops on Japan; co-founder of the International Combat Camermen Association. He was a fixture for a number of years at 8th AF Historical Society meetings, filming Seminars and related events. His film collection was donated to the Research Archives at the Mighty Eighth Air Force Museum in Pooler, Georgia.

Rich, Robert, Buffalo NY; inventor of the first non-dairy whipped desert topping in 1945 after the end of WWII. No other comment regarding the whipped cream thing.
Ryan, Warren; 96th BG - from his wife Clara
Brown, Alvin, St. Petersburg and Largo FL; 95th BG pilot; led the first

8th AF raid on Berlin; with his crew was the subject of the most famous wartime crew photograph of WWII, published by Life magazine; former President of Florida Chapter - from George Lawson
Owades, Joseph, Sonoma CA; the inventor and father of light beer
Burdette, Joe, Conyers GA; 8th AF; POW
Bayes, Willie, St. Louis MO; 401st BTG radio operator on Mays crew - from crewmate Herman Livingston

BEN F. LOVE 1924 - 2006



Ben Love of Houston, Texas, was always very proud of his service during World War II as a lead navigator with the 351st Bomb Group and of his association with his friends in the

8th Air Force. He returned from the war and developed banking techniques which culminated in his becoming President of the Texas Commerce Bank - Houston and Chairman/CEO of Texas Commerce Bancshares. Under his guidance, TCB grew from a single bank to banks in over 80 locations.

Ben was a life-long supporter of health care organizations and was on the Boards of the Texas Medical Center, M. D. Anderson Cancer Center, and Cox Enterprises, in addition to many other civic, cultural and charitable organizations. During the 1980's he became interested in the founding of the Mighty Eighth Air Force Museum, to honor those who have served in the 8th Air Force and to preserve their history. His support continued in the founding, with his wife, of the Ben and Margaret Love Foundation at the Museum as a part of their philanthropic initiatives and of their support of the Museum.

Ben was known by his friends and business associates as a man of integrity, humor and great faith. His skills as a man of letters was ever-present in the very personalized correspondence he enjoyed throughout his life with his many acquaintances across the country.

Jacobs, David, Atlanta GA; Operations 8th AF
Fanning, William, Macon GA; 489th BG radio operator on B-24 *The Lonesome Polecat*; career in electronics – from William Dreisbach
Erwin, Chester, Atlanta GA; P-38 pilot; POW
Cavalier, John, Smithers WV; -from his son John
Horvath, Steve, Bremen IN; 398th bombardier – from his copilot Bob Blacker
Cottrell, Ellen, Savannah and Tybee Island GA ; pilot in Women's Air Service Corps in WWII
White, John, Burke VA; 100th BG waist gunner; shot down over Berlin 6 Mar 44; POW
Teahan, George; 92nd BG radio operator – from his son Larry
McCabe, Joseph, Brookfield CT; 305th BG; 30 missions as a B-17 bombardier



Ellen Cottrell

Anderson, Alfred, London England; last surviving soldier of World War One to hear the "eerie sound of silence" on the spontaneous Christmas Truce when troops from both sides came up out of their trenches to greet each other. He was 109.

Gilmont, Robert; 306th BG radio operator/gunner; Oregon Chapter Beck, William, Savannah GA; forty-years career in USAF
Atkinson, Leslie, Fontainebleau, France; hero of the French Resistance; with Ralph Patton, instrumental in founding the Air Forces Escape and Evasion Society
Johnson, Robert L., Chaplain, Siloam Springs AR; 303rd BG -from his daughter Mary Hemminger and son Thom Johnson
Shope, George William, 303rd BG; - from granddaughter Kimberly
Dixon, Donald, Riverside CA; 55th FG pilot

Veal, M/Gen William; 100th BG; distinguished early Commanding Officer of the 349th BS; flew the 17 August 1943 mission to Regensburg, flying over the Alps and reaching North Africa on three engines

Wild, Jack; 100th BG navigator on John Williams crew; Pathfinder
Hanson, Lewis, Laconia NH; pilot for four U.S. Presidents: Truman, Eisenhower, Kennedy, and Johnson. He was copilot on the aircraft that flew Kennedy's body to Washington after assassination.
McKee, John, Michigan City IN; 44th BG r/o on B-24 *My Peach* with the Bernard Kominski crew; POW Stalag IV; was in the Death March of the Kriegies – from crewmate Frank Schaeffer
Anderson, Carl, Sun City FL; 390th BG, 35 combat missions – from friend Alfred Cool of 8th HQ at High Wycombe
Clarke, Ken, Houston TX; 303rd BG ball turret gunner, 32 missions
Cheswick, Richard, Darien CT; B-17

navigator, 29 missions; career in investment counseling
Province Harold "Hal;" 34th BG
Miller, Thomas, Houston TX; 8th AF –from Al Lea
Duffy, William, Manchester Township; 91st BG copilot, 35 missions –from Emily Duffy
Roop, James, Kelzer OR; 305th BG bombardier; Oregon Chapter
McCrary, James, Baton Rouge LA; 492nd BG Carpetbaggers radio operator
Wnek, Anthony, Chicago IL; 361st FG Crew chief
Sabatose, Adam, Brockway; 95th BG asst. crew chief
Siekman, Roy, Mulberry IN; 96th BG B-17 pilot; 35 missions; flew C-54s in the Pacific
Webster, Kenneth (Sam); 445th BG pilot; POW Stalag Luft I
Tavis, Stacy John; 95th BG; -from crew-member Chuck Luciano
King, James, Panama City FL; 385th BG; POW
Clark, Charles, Littleton CO; 95th BG;

NORMAN "BUD" FORTIER 1922 – 2005

Bud Fortier, Guilford NH, was a pilot with the 355th Fighter Group who volunteered for "Bill's Buzz Boys," a group of 16 pilots who in March 1944 developed low-level strafing tactics for attacking German airfields and fighters on the ground. He flew 113 missions and became Squadron Commander of the 354th Fighter Squadron in 1945.

Bud related that the low point of his wartime career came on 24 March 1944, when he and wingman Herb Frits strafed a German train in a low-level mission. He saw Frits fly through the geyser of steam that erupted from the stricken train engine and then saw his fighter explode in a ball of yellow-orange flame as it hit the ground. "Through the shock, I felt a great weariness descend on me. I was tired. Tired of flying. Tired of war. And tired of seeing young lives snuffed out in balls of fire."

Later that year, he caught up with an Me 109 that had just taken some shots at a damaged B-17 which was trailing smoke as it attempted to get back to England. The B-17 blew up and as Fortier pressed home his attack, scoring several hits on the Me 109, he saw the German pilot bail out. "When I saw him dangling there in his parachute, my first impulse was to kill him. After all, he had just killed ten young men in their B-17. He deserved to die. I started toward him with my finger on the trigger. But I just couldn't do it." There are some things a hero can't do, and shooting down a helpless enemy is apparently one of them.

Bud Fortier was known as Guilford's "Ace of the Eighth," being credited with six kills in aerial combat. He wrote the story of his experiences in "An Ace of the Eighth – An American Fighter Pilot's Air War in Europe."

flew on B-17 Heavy Date

Liakos, James, Loma Linda CA; 447th BG bombardier

Martin, Mary Fister, Park City UT; noted artist with galleries in Aspen, Colorado and shows throughout the United States for several decades; composer, writer and producer; archaeologist; wife of Lt. Gen. William Martin, 487th BG commander in WWII

Abrams, Morton; B-24 pilot, 35 missions; -from the crew's sole survivor Robert Steiner

Stout, Donald, Simi Valley CA; 305th BG; shot down on firss traid over Germany - 27 Jan 1943; POW - from his wife Ercell

Lane, Harold, Sonora CA; 389th BG copilot on Walter Ketron's crew; 30 missions -from Robert McCormack

Kinsey, Claude, Springfield VA; one of the first "flying sergeants" trained before the war; wound up in P-38s

Scott, General Robert, Warner Robins GA; pilot WWII American Volunteer Group "Flying Tigers;" Chairman of Museum of Aviation Foundation Board of Advisors; author of "God Is My Copilot"

Taylor, Earl, Easton PA; 96th BG radio operator on Brockman's crew flying in "5 Grand" -from Weldon Thatcher

Sedam, Jason, Atlanta GA; 96th BG pilot; Georgia Chapter; career as engineer with Coca Cola developing dozens of patents now being used world-wide

Norman A. Kriehn, Group navigator for the 457th died on August 31, 2005, as a result of infection caused by the

flood waters of Hurricane Katrina. He was in the water for four to five hours before being rescued. He was buried in the National Cemetery in Biloxi, MS on September 20, 2005, with full military honors. A resident of Biloxi, his home, although still standing, was totally destroyed inside.

Norman Kriehn was lead navigator on the 7 October, 1944, mission to Politz (Settin), was rescued from the icy waters of Stettin Bay and spent the remainder of the war as a POW.

A growing number of 8th AF veterans and their families are including wishes in their Obituary notices that contributions in memory may be sent to the Mighty Eighth Air Force Museum, POB 1992, Savannah GA 31402. A note of appreciation from the Museum is sent to each donor for their gift.

SAMUEL NATHAN BLATCHFORD

Sam Blatchford died December 23, 2005. Born June 23, 1924, he led a full and remarkable life. He was a Navajo Indian born at Fort Defiance, AZ. After a boyhood spent on the reservation and an education in mission schools, he first enlisted in the 7th Cavalry in 1941. He later transferred to the Army Air Corps where he served as a radio operator on a 379th Bomb Group B17 Flying Fortress. During WWII he was shot down three times, the last time over Brittany, France. He was rescued by the French Resistance and stayed with them for three months, assisting in subversive activities despite being wounded. He was captured by the Gestapo as he was trying to make his way back to England and was a Prisoner of War interned at Stalag XVII-B for 18 months until he was liberated by the 13th Armored Division of Patton's 3rd Army. Despite his ordeal, he went on to serve in both the Korean Conflict and the Viet Nam War.

His military career lasted until his retirement in January 1977 during which he received 28 medals including the Silver Star. In 1990 he was adopted by the Sioux Nation and was given the Yellow Eagle Feather, the highest honor a Lakota warrior can receive. A highly patriotic man, he remained active throughout the rest of his life in both the military and the Native American communities. While still in the military, he returned to France and reunited with his dear friends in the French Underground. He was honored several times by both the Underground and the French government. He will be interred at Arlington National Cemetary in Washington, DC.

To Meet Death-Flying

They flew away in the early morn,
Through mists that rose from the sea;
Flying in search of the unknown thing
With hearts that were light and free.

We never knew how far they flew,
The time or even the place.
But we know that when they reached the land,
They met God face to face.

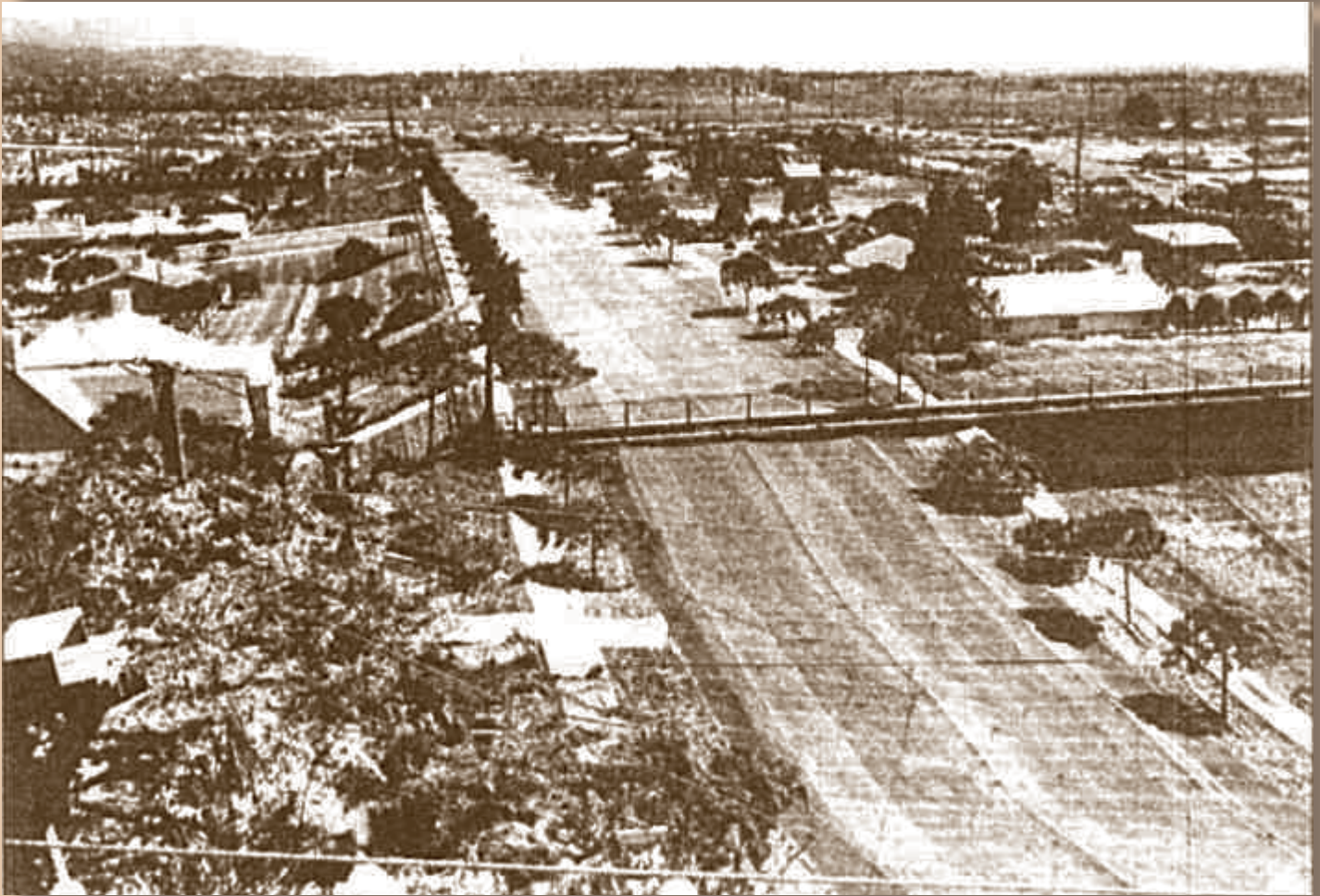
Perhaps someday when shadows creep
About us, and we know
That death is waiting silently
The time when we must go -

We'll wish we had a ship to sail
Over an unknown sea.
That we might go as they have gone
To meet death fearlessly.

To fly on and on past the edge of the world,
Meeting the winds that blow,
And find death there in the great unknown,
With only God to know.

Helen Parkinson Neal - mother of Alan Neal, KIA
The Scroll

Camouflaged Douglas Aircraft Company



The above photo, taken in 1944, appears to be an aerial view of a residential neighborhood, but it is actually a life-sized replica of a neighborhood, built upon millions of square feet of chicken wire, mounted atop tall poles and covering the entire Douglas Aircraft Company site at Santa Monica, California -- a suburb of Los Angeles. Following is an excerpt from a Los Angeles Times news article dated August 4, 2002:

"With World War II raging in Europe, [Donald] Douglas realized well before Pearl Harbor that his plant was a sitting duck for an air attack. He didn't wait for the government to protect him; he took the controls. Douglas asked his chief engineer and test pilot, Frank Collbohm, and a renowned architect, H. Roy Kelley, to devise a way to camouflage the plant. Together with Warner

Bros. studio set designers, they made the plant and airstrip disappear -- at least from the air. Almost 5 million square feet of chicken wire, stretched across 400 tall poles, canopied the terminal, hangers, assorted buildings and parking lots. Atop the mesh stood lightweight, wood-frame houses with attached garages, fences, clotheslines, even trees made of twisted wire and chicken feathers spray-painted to look like leaves. Tanker trucks spewed green paint on the runway of the aircraft plant to simulate a field of grass. Streets and sidewalks were painted on the covering to blend into the adjacent Sunset Park neighborhood of modest homes that housed the Douglas employees. The tallest hanger was made to look like a gently sloping hillside neighborhood. Designers even matched up the painted streets with the real ones.

When they were done, the area was so well disguised that pilots had a hard time finding nearby Clover Field. Some of them landed at nearby airstrips instead, protesting that someone had moved the field. Douglas adapted. When planes were due, he stationed men at each end of the runway to wave red flags like matadors. Eventually, signalmen were replaced with white markers painted on the hillsides. The facade was such a success that Warner Bros. replicated it, fearing that its motion picture studio looked like an aircraft plant from the air. The simulated neighborhood became such a part of the community that, when Douglas Aircraft shed its disguise in July 1945, it was as if a landmark had been destroyed." About 3,000 of the 12,731 B-17 bombers that were made were manufactured by the Douglas Aircraft Company.



CONTINUING THE 8TH AIR FORCE LEGACY, #4

Earl Wassom, Chairman



At the Fall meeting of the 8th Air Force Historical Society,

we received a favorable response on the part of the Veterans and the Next Generation participants. Of the 57 respondents at this first meeting, 41 were children of Veterans, 4 were grandchildren, and the rest reported in as: a son-in-law, wife, next generation veteran of the 8th AF, niece-in-law, nephew, and a niece. Of these individuals, all showed interest and were willing to participate in one or more areas of the Initiative: 11 were history buffs, 7 were researchers, 3 were writers, and 6 were already collectors of memorabilia. Without exception, all of these respondents were "joiners", 35 of them were members of one or more of 15 bomb groups, 12 were members of 7 different fighter groups, unfortunately, no ground echelon individuals reported.

Those present presented a variety of organizations: 6 were members of state Chapters, 35 were members of the 8th AFHS, 10 identified with the Mighty Eighth Heritage Museum, 6 with the Second Air Division and 4 with the Heritage League. The responses to the talent and interest category were very gratifying. There was someone interested in every facet of the proposed organization! Reported were, Legal matters (2), Financial (1), Memorabilia (15), Reunions (14), Electronics and communications (10), Publishing (10),

Grant development (3), Museums and memorials (9), Recruitment (4), and Education (3). In addition, there were a number of write-ins where individuals indicated talents, skills and interests. They responded as follows: Public Relations, Video Production, Artistic skills in military aviation, Publication Editors, Administration, Archivist, and the "Big Picture" of the initiative.

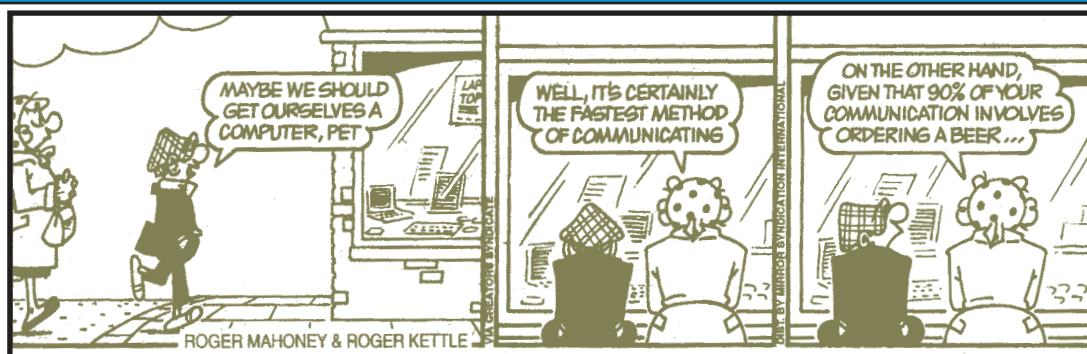
We will always have "sons and daughters of the Veterans". As long as there is an 8th Air Force, we will have Descendents, Veterans, and Fellows who will be motivated to preserve the legacy of the Mighty Eighth. They desire to enter into the heart of a previous generation and discover the compelling force of the men who lived then and why they did things the way they did them. They have a longing to reenact the experiences and understand the generation which shaped their lives and which had such a vital influence on making them the persons they are today.

And, we don't have to pump up enthusiasm to bolster the Next Generation Initiative. Throughout the post-World War II 8th AF organizations, the Next Generation is already alive and functioning. There is an outstanding example I would like to cite. This is only one of many. This Bomb Group made its 10th junket to England. Seventy-five flew over, and fifteen were our heroes (the Veterans of the WW II 8th). The report states, "...of the 75 who traveled to the UK, most were

sons, daughters, nephews, and nieces who were there to help our heroes celebrate and 'Keep the Show on the Road'". They want to become a part of an 8th AFHS Initiative to keep this spirit alive. There are now several existing State, Group, and Division organizations of the Next Generation meeting, organizing, and "Keeping the Legacy alive". The committee formed by the 8th AFHS Board of Directors, is working to identify individuals and existing organizations to build a strong coalition. Its purpose is to encourage all existing groups to become stronger and assist others in creating new ones. By coming together, there will be strength. Now there are existing unit and Chapter organizations made up of Veterans who meet together, to share, communicate and enjoy fellowship. They support their memorials, museums, and libraries as well. The Next Generation will continue these activities and even expand in the areas of program development, membership, research, and the support of educational endeavors.

There is no thought on the part of the Board of Directors to minimize the importance of the solidarity now present among existing organizations. This is the strength of the Initiative. By unifying, there will be a central core giving guidance and coordination to this generation of descendents and all of those who follow.

Legacy Committee



It was a great weekend at Hilton Head, South Carolina. The Collings Foundation B-17Nine-0-Nine and their B-25 Tonde-layo were the center of attraction for visitors, many of whom took flights around the coastal area. The Historical Society was represented by our office manager Connie Metts, who was out there with her Society banners and a membership table, hawk-ing our calendars, mem-berships and HS PX items. Lee and Judy Maltenfort, accompanied by a number of museum volunteers and Birthplace Chapter mem-bers, represented the Mu-seum with similar sign-up material. The event was lively and the response was excellent. So were the distinctive sounds of the Wright Cyclones.



Just a little more difficult to "pull it through" than it was in England.



A beautiful day to Rev 'em up!

The Music Makers

Music makers played a vital role in sustaining morale among the prisoners of Stalag Luft III, a POW camp for downed Allied airmen in World War II. Among the 10,000 prisoners eventually incarcerated in the five compounds of the German camp deep in middle Europe, a goodly number were talented musicians. With instruments provided by the International YMCA they plied their skills to provide psychical escape from the drab environment and ominous uncertainties of prison camp life.

For popular music, "Big Band" arrangements were lifted from phonograph records, or from memory, or even from hummed tunes, by skilled composers such as Leland Forsblad in the South Compound and Nick Negorka in the Center Compound.

Some music makers left their mark for life. Recalling an episode from the evacuation of Stalag Luft III started in a howling blizzard, former POW Jim Cullen wrote:

"It was mid-afternoon on the march from Moskau to Spremberg when one of those freaks of nature occurred.

As if by a miracle, the wind stopped blowing; the drab, cold grey disappeared; and the blue cloudless sky was everywhere. The sun danced along the snow-covered fields and among the snow-covered trees, turning everything into a wonderland of gold and white.

"It was during a halt for a brief period of rest that Vince Shank played his trumpet.

"The beautiful, vibrant tones of Vince's horn bit softly into the azure sky. Like warming slivers of sun those notes danced from the rear of the column to the front, touching everyone with their upbeat life. It didn't last long, but it lasted long enough so that the melody 'When Johnny Comes Marching Home' came through loud and clear.

"When the prisoners resumed their march they stepped a little smarter and held their heads a little higher. Vince Shank and his horn lifted all their spirits and left a warm memory that has lasted a lifetime."

-Joe Consolmagno
Navigator, 306th BG POW Stalag III
Editor: *Kriegie Klarion*

The 384th Bomb Group and the 2nd Gens

As always, I really enjoyed reading the latest issue of the News and this time feel compelled to write.

I am so excited about the Second Generation inputs to the magazine and want to tell you that the 384th Bomb Gp is moving in that same direction. My father was a tail gunner in the 545th BS, 384th BG, and was a member of the 384th Association until his passing in 1982. I have always been interested in my father's WW II exploits and really got "into it" in the late '80s and especially during my assignment to the Pentagon in the early '90s, when close to the National Archives. I joined the Bomb Gp as an associate in 1985 after visiting Grafton Underwood while I was stationed at RAF Upper Heyford.

At that time our veterans were already beginning to thin out and I was concerned about how we might help "Keep the Show on the Road," which is the Group's motto. Now that question seems to be answered with the evolution of a "next generation" sub-unit of the original 384th Bomb Group.

Last September 8-12, the Group had our tenth junket to England. There were about 75 of us who flew over from the States and of those, 15 were our heroes. We were joined by many of our English friends at the Duxford airshow that Saturday, during which *Sally B* flew, among dozens of other remarkable aircraft, and again at the Sunday memorial at Grafton Underwood.

Saturday evening was the banquet, attended by over one hundred people, including pilots and crews from RAF Lakenheath's 48th Fighter Wing. Sunday we had church services at St James, the village church which has the 384th stained glass window, and later at the monument at the airfield. During the ceremony, after the laying of wreaths, the 48th FW performed a flyby with two F-15Es. The 48th also provided the color guard and news coverage. It was such a memorable reunion and hundreds of photos on the 384th website only hint at the cameraderie and fellowship that was there.

The one thing that stuck out for me was that of the 75 who traveled to the UK, most were sons, daughters, nephews, and nieces who were there to help our heroes celebrate and Keep the Show on the Road. Even my daughter, who is now a third generation AF aircraft maintainer stationed at RAF

Lakenheath, was there and laid one of the wreaths at the monument. During one of the luncheons several of us "NexGens" discussed the formation of a group to perpetuate the history of the Group and help fund the activities for our heroes into the foreseeable future. I collected names, addresses, and e-mail contacts and we are slowly pulling this together.

But, not wanting to re-invent the wheel, I am open to suggestions from the 8AFHS on how best to do this. It seems many of us next generation folks are interested in "Keeping the Show on the Road," and I would like to put our heads together and learn about ways to make this idea work in the best way possible. Can you put me in touch with others who are establishing second or next generation organizations at the Group and 8AFHS levels? The 384th is having our next reunion in Washington, DC in September and I would like to have a good start now in order to help with planning and executing a great reunion for and with our heroes.

Keep the Show on the Road!

Frank Alfter, 384th Bomb Group

You will want to contact The Society's Unit/Chapter Chairman Harry Tanner – info on inside front cover masthead.



384th Junket Photo

Our heroes at the AAM at Duxford. The two young USAF guys are two aircrew from RAF Lakenheath's 48FW and helped arrange the F-15E flyby for the reunion.



Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.
Clyde White, 390th Bomb Group

AIRPLANE COSTS DURING THE WAR

The following prices were what the US Government originally paid for these WWII aircraft:

**Source: 385th Bomb Group publication: "Hardlife Herald."

Stearman PT-13, "The Yellow Peril", \$11,000. Today's price, \$110,000

Boeing B-17G, "Flying Fortress", \$276,000. Today's price over \$1,000,000

Curtiss P-40, \$45,000. Today's price, close to \$1,000,000

Piper L-4, Military version of the J-3 Cub, \$2,600. Today's price, \$45,000

North American AT-6, \$27,000

North American B-25, \$96,000

Lockheed P-38, \$115,000

Bell P-39, \$46,000

Consolidated B-24, \$336,000. Today's price: worth ANY price.

Martin B-26, \$227,000

Republic P-47, \$94,000

North American P-51, \$54,000

Boeing B-29, \$639,000. Today's price: incalculable.

Post W.W. II aircraft:

Lockheed P-80, \$108,000

Republic F-84, \$769,000

North American F-86, \$178,000

Convair B-58, \$12,442,000

Convair B-36, \$3,701,000

Boeing B-47, \$1,888,000

Lines To Noel Coward

By Capt. Gill Robb Wilson

Dear Noel Coward: These lines refer
to that Young Yankee officer
Who in Glasgow on a drink or two.
Said: "We're here to win the war for you."
I'm sorry you were hurt and fled away;
another drink or word might well have saved the day.

His words were sticky, I'll agree, to British ears
They touched the quick of British pride, which fears
Naught but to be shaken in its aloofness from fate,
Which decrees no murmuring, save "too little and too late."

He did not know you're born a thousand years of age
And by that margin, tardily enrolled upon your parish page.
He did not know the island soul that dwells in time,
And reads today as but a verse in an historic rhyme.

So, with a drink or two.....
He did what youth must always do.....
He said the thing he thought was true:
"We're here to win the war for you."

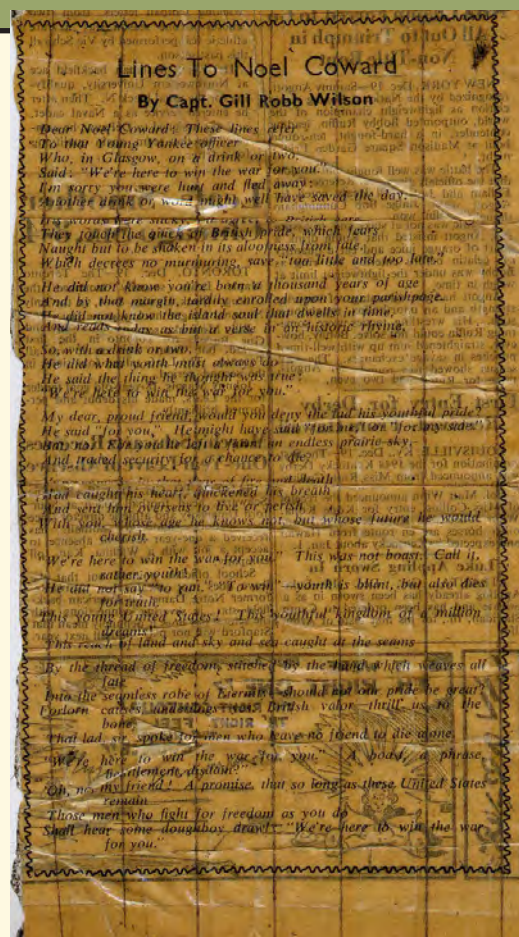
My dear, proud friend, would you deny the lad his youthful pride?
He said "for you." He might have said "for me", or "for my side."
But no. For you he left a farm, an endless prairie sky,
And traded security for a chance to die.

Your courage in that year of fire and death
Had caught his heart, quickened his breath,
and sent him overseas to live or perish
With you, whose age he knows not, but whose future he would cherish.

"We're here to win the war for you." This was not boast. Call it, rather, youth!
He did not say "to run." "To win"..... youth is blunt, but also dies for truth.
This young United States! This youthful kingdom of a million dreams.
This reach of land and sea and sky caught at the seams
By the thread of freedom, stitched by the hand that weaves all fate.
Into the seamless robe of Eternity.....should not our pride be great?

Forlorn causes, underdogs....yes British valor....thrill us to the bone.
That lad, sir, spoke for men who leave no friend to die alone.
"We're here to win the war for you." A boast, a phrase. belittlement, disdain?
Oh no, my friend! A promise, that so long as these United States remain.....
Those men who fight for freedom as you do, shall hear some doughboy drawl
"We're here to win the war for you."

written. He authored a number of books on aviation and other subjects and was an ordained minister. I don't know what his status was at the time of this writing, but it is obvious where his heart was.
Hoping you find this of interest. Joe Kendrick 2nd SAD



Dear Editor,

The attached file was scanned from a clipping from Yank Magazine or the London edition of Stars & Stripes in 1943. Datelines for news stories on the reverse side are Dec. 19. It is difficult to read, but I think my text files are accurate.

I don't remember what publication Noel Coward's complaint appeared in, but I liked Gill Wilson's response well enough to clip and save it all these years, preserved (poorly) under Scotch tape in my WWII album.

A veteran of the World War I Flying Service, Gill Robb Wilson is recognized as the founder of the Civil Air Patrol. He was the editor of Flying Magazine for many years with most issues of the magazine featuring a poem he had

How About It?

PIONEERING SPIRIT

Today, when recognized as a "pioneer pilot" by those much younger, I feel honored. I was never a barnstormer pilot but as a youngster, I was a "pioneer spectator". Early in the century, the airplane symbolized danger and adventure and I watched in awe and amazement as those early flyers performed their daring feats. They loved the showmanship but they also took the risks to raise money to support their aviation adventures. Every mishap or crash, and there were many of them, only added to the fame of this privileged few. The air races conducted in their noisy but flimsy aeroplanes caused my eyes to dance with excitement as they roared past our prairie homestead farm at tree top level and breath-taking speeds. At one of their shows, I took my first airplane ride and it cost my dad fifty cents. After that, I was hooked. The cow pasture near our house became a landing field from which they operated.

I actually got to talk to these daring young men who risked life and limb to be innovators, gamblers, and dreamers for early aviation. I heard about Charles Lindbergh, but when Wiley Post landed his white Lockheed monoplane, the Winnie Mae, at our local airfield, I actually stood near him and heard his voice. I recall the black patch covering one of his eyes and I remember reading all of the strange sounding names printed on the side of his plane listing all of the cities and countries he had visited on his around-the-world flight. These pio-

neers were our mentors and we learned valuable lessons from them.

World War II broke out and tens of thousands of teen-agers were destined to become "next generation pioneer pilots". In the early 1940's, we served in the 8th AF in the European Theatre flying out of England. But, the pioneering spirit was kept alive at the end of that military conflict. Man wanted to fly faster, further, higher, safer and in more comfort. The jet airplane was built, pressurized cabins were developed, the sound barrier was broken, space travel was introduced. Man walked on the moon, aviation military strength became awesome, and commercial flights traveling near the speed of sound at high altitudes carrying hundreds of passengers have become commonplace. The men who were teenagers back in the 1940's have witnessed all of this and have become a part of the legacy of flight.

All of these pioneers are regarded by many as heroes. We admire their accomplishments but we must not forget that they were humans with the common characteristics of the human race. New challenges brought excitement, an increase in adrenalin flow and often great fear. When circumstances found them at the "end of the rope"



Earl Wassom

the final alternative was to reach out to a higher power. If we will really be truthful, the punch line of all the activities of our life is this: we will at some time in our life, reach the end of ourselves.

Humanity often acts strangely toward God. Our arrogance is met with His patience, our denial with His assurance, our guilt with His forgiveness. When the Almighty

is cursed and accused for all of "the bad things" that have happened, He remains faithful. When we desperately desire to know if this "God thing" is real, He is there. We must realize that we are never alone. The song writer describes man's dilemma with these words, "... without Him, I can do nothing, without Him, I'd surely fail." The hope is found in His word, "with man it is impossible, but with God, all things are possible (Mark 10:27 KJV). Regardless of who or where we are, help is only a prayer away.

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



**Mobile Instructional training -
B-17F aircraft Flak Alley Lil - background.**



**Lt Col Robert W. Waltz, 390th Bomb Group Operations
Officer (seated), and Maj. Russell F. Brannen, Assistant
Operations Officer at work on a mission schedule.**





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