



8TH AF NEWS

VOLUME 06 NUMBER 2 VOICE OF "THE MIGHTY EIGHTH" JUNE 2006

*John W. ...
Major Gen. USAF*

*Paul L. Anderson
Major Gen. US Air Force*

*Leighton R. May
Major Gen. 3 Div 8 AF*

*Nathan F. Downing
General USAF*



Leighton R. May

*Thomas W. Hill
Chief of Staff
US Air Force*

*John B. ...
AVM. RAF*

*R. Sanderson
Air Marshal RAF*

*William ...
Chief of W. Air Staff
1952*

*John ...
Chief of Staff
U.S. Army*

*James ...
Gen. USAF*

James ...

*Joe Eaker
Lt Gen USAF
J.H. ...
Lt Gen USAF*

Isaac ...

*Montgomery of Alamein
F.M.*

*James ...
Lt. Gen.
Royal Netherlands Forces*

*Arthur T. Harris
M. RAF*

David ...

*Paul ...
MRAF*

REUNION ISSUE



AF News

Magazine of

The Eighth Air Force Historical Society

June 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

Shortly after you receive this magazine, the Barksdale Retiree Activities Office and I will be working diligently to see that your 2006 Reunion in Shreveport/Bossier City, LA, not only meets – but exceeds your expectations. Planning the Reunion has already been accomplished, as you can see inside these pages. Please make your decisions early and send in your Reunion Registration Form and the Hotel Registration Form, along with payment or documentation for each, as soon as it is practical for you. There is only “so much room,” and being tardy might be very costly, as some discovered at our last Reunion. You will note that both the Reunion Registration Form and the Hotel Registration Form are to be sent back together – to the Barksdale Retiree Activities Office. We’re doing it this way so that this June magazine can be sent out “bulk mail” instead of first class mail, thereby saving your 8AFHS about \$4,500. These savings might allow Walt Brown to publish a few more pages in subsequent issues of our magazine!

Our “open bar” will be available most days for beer and soft drinks beginning at 2:00 PM, then beginning at 4:00 PM, our “legendary bartender,” Charles Baker, will satisfy any request until the late hours. I believe that most of you will appreciate our Communal Hospitality Room, which seats 100+ people, more and more, as the Reunion progresses – especially those of you who do not have the luxury of a large number of people from your Group at the Reunion.

One change I want to call attention to is the “Waiver of Responsibility” signatures which are required at the bottom of your Reunion Registration Form. For several years, your Society has purchased “event insurance” at considerable cost – which no longer will be required when each attendee signs the Waiver.

Members of your Board were very complimentary about the quality of our hotel in March, as they viewed it during our mid-term Board meeting. And I believe that you, too, will be quite appreciative of its quality and service. Most domestic airlines service Greater Shreveport Airport (call letters “SHV”), and most car-rental companies provide service at the airport if a rental is desired. Of course, you all know how the cost

of fuel is affecting airline fares, so my advice is to “lock in” your tickets as soon as possible.

I have been negotiating with the airlines companies for a “Convention Rate,” a discount from regular fare. I have contracts with three – Northwest, American & Continental. A minimum of 5% discount from published fares are available from all three.

We will have more information in the September 8th AF News concerning transportation from the airport to the hotel. The hotel has free transportation to/from the airport, and we are working to provide additional quality transportation. More on that in the September magazine.

I have had, and will continue to have, my “hand on the tiller” during all facets of this 2006 Reunion. I trust and believe that each of you will reflect back in belief that “this was one of the best.” So don’t be late – fill everything out and join with your comrades here in Louisiana during this October!



**Ivan McKinney
President**

Sincerely,
Ivan L. McKinney
President 8th AFHS

For Northwest, call 1-800-328-1111

**Quote the 8AFHS Ticket Designator “NYUMN
Contract Number 311787”**

For American, call 1-800-433-1790

Quote “Discount Code A88H6AM”

For Continental, call 1-800-468-7022

Quote “Z Code ZTSG, Agreement Code WK3691”

All three also have a “Ticket Charge” of \$10.

ON OUR COVER:

Nemesis was donated by General Cabell’s three children: Charles P. Cabell, Jr.; Catharine Cabell Bennett, and Benjamin Cabell IV. B/G Cabell wrote that “It is my understanding that there were only 2 or 3 of these signed pictures in existence. I believe that it was B/G Harris Hull - intelligence officer of 8th AF - who got them signed.”

It is a unique part of our country’s history in that original signatures of most of the Allied World War II military and civilian top leaders surround the drawing, including those of Winston Churchill and General Dwight Eisenhower.



MISSION BRIEFING

In March 2005 the Historical Society Board of Directors voted to enter a joint project with the Mighty Eighth Air Force Museum to produce a first annual Calendar to be available to members and other supporters of the two organizations. Our Donna Neely worked closely with the Museum and with Turner Publishing to produce an excellent large-format 2006 calendar that quickly sold out and now has become a collector's item. The calendar features A-2 jackets worn by 8th airmen in the war - ones that are now part of the A-2 exhibit collection in the Museum's Collections and Archives. The project took months to accomplish and it resulted in some widespread publicity for



Walter Brown, Editor
Ewell Farm
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the Historical Society and the Museum, as well as promoting the distinguished history of the Mighty Eighth. A few dollars also were derived from the sales for the good of the order.

Calls now are for a 2007 edition, subject yet to be determined. The proposal will be made to the Board at the October annual reunion, but work has already begun. If any of you have suggestions for subject themes for the 2007 calendar, let me know and they will be considered and researched. Our editorial staff will get on the ball and produce a calendar to be proud of.

I wish an enjoyable summer season for all of our members, looking forward to the Reunion this fall. Note can be made that this edition of the 8th AF News is a "skinny issue" due in part to budgetary constraints, and rightly so. Please keep your contributions to the magazine coming in - each gets thorough consideration and are in the files for future use.

Sincerely, Walt Brown

BEHIND THE SCENES



Donna Neely

Visiting the Tennessee Chapter Reunion on April 21, 2006 was a very rewarding experience. The night began with a warm welcoming reception and dinner. This was my first time to meet some of the guys that I have corresponded with through emails and phone calls for the last 8 years.

President Henry Barker co-pilot 453rd BG, shared his story of *Wandering Wanda* his B-24 that completed 117 air combat Bombing missions and the book "Wild Blue Yonder" that pictured Barker and an attractive English girl "friend" which included Henry Barker's combat history and the friendship of

Iris Borrett. Earl Wassom "How About It" spoke on perserving the Legacy of the 8th. Bob Moses shared his last visit with Roger Freeman, quoting Roger as saying "I think they're going to punch my ticket soon" Roger died in October 2005 a few months after Bob's visit. Harold Robinson shared his book, "A Reason to Live" which he is out of stock and in its 6th printing.

Walter Brown was presented the book *I'll be home for Christmas* from James Bass, for giving so much of his time and efforts to the Tennessee Chapter, for his dedication to the Mighty Eighth Museum and for his Editorial skills on the 8th Air Force News magazine. He has also taken over the task at the Mighty Eighth Museum as President/CEO. Henry Barker also stated that behind every "Great Man" there is always a "Great Woman." Alice Brown works behind the scenes giving her time and supporting the 8th Air Force Heritage

Newcomer, Roy Trask wore his replica A-2 jacket. Roy and his daughter Joy were sure proud of his accomplishments.

Major General Lewis E. Lyle's biography was the topic for speaker Walt Brown. Walt was also informative

about the present programs and future updates for The Mighty Eighth Air Force Museum.

Everyone I spoke with had interesting and impressive war stories to share. I had a wonderful evening with all the guys and gals. Thank you "Tennessee Chapter" for the warm welcome and delicious food. Hope to visit again next year!

Keep the articles and pictures coming.. Thank you to all that contributed in this magazine.

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Walt Brown & James Bass



Henry Barker

Roy Trask

**MAJOR JOHN C. BISHOP BUZZING THE
FIELD AFTER FINISHING HIS TOUR
OF 25 MISSIONS**



A CLOSE ONE

BISHOP'S 25TH

THE MIGHTY EIGHTH AIR FORCE MUSEUM'S COLLECTIONS INCLUDE WILLIS C. STINSON'S WORLD WAR II DIARY AND PHOTOGRAPHS. WILLIS C. STINSON (1910-1992) SERVED AS BASE MESS OFFICER FOR THE 91ST BOMB GROUP AND IN HIS DIARY, "LEST WE FORGET," HE RECORDED THE MISSIONS OF HIS GROUP. ON THE GROUP'S 104TH MISSION HE WROTE: "ALL RETURNED. MAJ. BISHOP AND IKE FINISHED THEIR 25 ON THIS ONE. THEY WERE GIVEN A WATER TREATMENT (DUCKING) IN FRONT OF THE TOWER AND BOTTLE OF SCOTCH TO KEEP THEM FROM GETTING THE FLU. "BISH" GAVE US ONE OF THE BEST BUZZINGS WE'VE HAD."

THESE TEN PHOTOGRAPHS DOCUMENT THE EVENT.



DOWN CLOSE

June 2006 (06-2)



RIGHT ON THE GROUND

**MAJOR JOHN C.
AND 'Ike' GLADSTONE,
his co-pilot GET A
SOAKING "back home"**



**THE GROUND CREWMEN
GIVE 'BISH' A DUCKING**



'Ike' HITS THE BOTTLE AFTER THE DUCKING



**'Ike' AND 'Bish' shake hands
FOR THE PHOTOGRAPHER.
FATHER REAGEN LOOKS ON**

8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION

ISLE OF CAPRI HOTEL 3 – 8 OCTOBER 2006

SEMINAR FOR EVERYONE, PARTICULARLY THE LADIES

Wednesday 4 October, a special entertainment awaits with the presentation of "Yesterday's Lady." Owner Jan Pettiet shows this remarkable private collection of vintage and antique ladies' clothing and accessories. It is a "Traveling Museum" that's been featured on national television. An hour of fun with fascinating facts and stories about life in the Victorian Era. Wednesday, 1 PM at the hotel--cost is included in your Registration Fee.

TROLLEY-BUS RIDES

On Wednesday 4 October, a mini-bus (Trolley) will be running all day, making frequent trips, to/from The Louisiana Boardwalk. The Boardwalk is brand-new and offers outlet shopping, movie theatre, bowling, carousel and trolley rides, dancing fountains and non-stop entertainment. You board the Trolley Bus beginning at 2 PM, catch it back to the hotel when you desire. The Trolley will go back & forth until 8 PM. Wednesday, frequent trips from 2 PM to 8 PM. Cost is included in your Registration fee.

NEIGHBORHOOD DRIVE TOUR

On Wednesday, this narrated tour will include a leisurely drive thru the historic prominent housing of the Highland and Fairfield neighborhoods. Listed on the National Register of Historic Places, these lovely estates are known for their impeccably groomed lawns and large stately magnolia and oak trees that line the streets. Stopping at the Norton Art Gallery is on the agenda. This "hidden gem" in our city houses incomparable collections of American and European paintings, sculptures and decorative arts spanning more than four centuries. There are 19 galleries including antique dolls, Steuben animals, Wedgwood, Bonheur and many more. Also, you will visit the Barnwell

Garden and Art Center, one of the few combined art and garden centers in the Southwest. Domed botanical garden conservatory with tropical plants, seasonal and native plantings, and a Fragrance Garden for the visually impaired.

Wednesday: Board bus at 9 AM, back at hotel 12 Noon, or board bus at 2 PM, back at hotel 5 PM. \$35 person includes bus, guide, and any fees.

VINTAGE TRIO TOUR

On Thursday, this narrated tour will travel to the Shreveport downtown area visiting two popular attractions within the original city grid. The architecture within these blocks comprises the largest collection of early twentieth century buildings in the state. Stops will include the ArkLaTex Antique and Classic Vehicle Museum and the Strand Theatre. The "Car Museum" is much more than just cars! Housed in a 1920's era car dealership building, this facility is exquisitely detailed with mahogany vaulted ceilings and doors, Italian tile floors, and thousands of square feet of space for showing vintage autos, trucks, mopeds, and a few surprises! The Strand Theatre was built in 1925. This gem has been restored to breathtaking beauty with its magnificent 80-ft stage and 900 piece pipe organ. The large Art Deco Murals on the walls and detailed ceiling design are well worth seeing. The theatre is still used today by touring Broadway productions, concerts and events. The last stop on this tour is a visit to the Mardi Gras Museum. This museum in Bossier opened just over two years ago and is one of the "must see" attractions. Recently proclaimed as having the largest collection of costumes in the South, all displays are from Mardi Gras Krewe's in Shreveport-Bossier. This facility always draws a crowd!

RIVERFRONT VIEW TOUR

On Thursday, this narrated tour will remain in the downtown area visiting different attractions. Included as stops on the tour are the J. Bennett Johnson Waterway Welcome Center, Holy Trinity Catholic Church and the Stage of Stars Museum. The Johnson Waterway Center is the newest addition to the riverfront. It is a state of the art facility highlighting the history of the clearing of the Red River and the construction of the lock and dam system along the river. Through a series of ongoing programs, exhibits, displays and a short film, the center provides an excellent opportunity for groups of all ages to marvel at the Corps of Engineers' latest project. The front of the building is shaped to resemble the front of a riverboat with a second-floor indoor observation deck. The facility also includes examples of area wildlife & artifacts found in the Red River. The Holy Trinity Church is a surprise in the middle of downtown skyscraper buildings. As the oldest surviving church in Shreveport (built in 1899), this magnificent building has been completely restored over the years. The 60 stained-glass windows are only fully appreciated when viewed from inside. The 15-20 minutes taken for this stop are totally worth it! The Municipal Auditorium – "Stage of the Stars" is most famous for the "[Louisiana Hayride](#)" radio program broadcast from KWKH radio station. Many celebrities launched their careers from the late 1940's through the 1960's via the Hayride. Recently opened to the public for tours, this grand auditorium also has a museum, "Stage of the Stars," dedicated to those who performed here. Countless memorabilia is on display in showcases for Elvis, Hank Williams, Dolly Parton and many others.

Thursday, board bus at 9 AM, back at hotel 12 Noon, or board bus at



The B-52H is an awesome system

1 PM, back at hotel
4 PM. \$37 person,
includes bus, guide and
any fees.

DINNER BUFFET AND ENTERTAINMENT

On Thursday, a celebration buffet is held at the hotel. It will feature two entrees (chicken-fried steak with cream gravy, and fried fillets of catfish), with lots of side dishes and desserts. Entertainment will be provided during dinner by "America's Singing Ambassadors," the voices of the Shreveport Centenary College Choir, under the direction of Dr. Will Andress. Then after dinner, Robert Trudeau, the "Cajun Entertainer," will do his thing. You can't miss Thursday's dinner!

Have a drink at our Communal Hospitality Room from 4 to 6:30 PM, then enjoy dinner beginning at 7 PM. Cost is included in Package #1, or \$30 Separately.

A DAY AT BARKSDALE TOUR

On Friday, our tour is at Barksdale AFB. We will begin with a very special presentation at the 8th AF Museum. You'll be enjoying the sunshine, outside, on chairs or bleachers, in front of the Museum's B-17. We'll have a very special speaker for this event, which will be followed by a short interval to view the B-17, B-24, C-47, C-45, P-51, B-47, B-52, KC-97, KC-135, SR-71 and other aircraft. Then we'll board the buses for a short trip to Hoban Hall for a delicious



The B-52H can drop or launch every weapon in this nation. This picture shows its capability - wouldn't it have been great to have had a few of these in England during 1942-45.

served lunch. After lunch, those who wish to return to the hotel may do so. For those who remain, we hope to have a "copy" of every aircraft that 8th AF currently flies, with crews, "on the ramp" for your viewing up-close. This will be a special treat provided by the 8th AF Commander, in honor of you, a part of "The Greatest Generation." Of course, military priorities will determine whether or not this last part of our Barksdale tour will be possible. Afterwards, we'll all board the buses for a short trip back to the hotel. Friday: Board bus at 9 AM, back at hotel by 2:45 PM. \$30 Person includes bus, guide and lunch.

LOUISIANA BLACK POT BUFFET

On Friday, a typical Louisiana buffet is held at the hotel. After a busy day, "tank up" on seafood gumbo, crawfish alfredo, catfish strips and blackened chicken, side dishes, salads and desserts. Be entertained by Dan Garner,

who sings, plays, does magic tricks and solicits audience participation. We Hope to have all the current 8th AF Wing Commanders dine with us – You can "arm wrestle" to get one at your table!

Have a cocktail at the Communal Hospitality Room from 4 to 6:30 PM, then enjoy dinner at 7 PM. Cost is included in both meal packages, or \$42 Separately.

SAFHS ANNUAL GALA BANQUET

On Saturday, our gala banquet will feature a choice of New York strip steak or Salmon. This is our most formal affair: The flags will be posted and a Memorial Service will be conducted. Music will be provided by the outstanding 156th Louisiana Army National Guard Band. After dinner, major awards will be given to active duty crew and maintenance personnel, followed by our Guest Speaker.

Have a cocktail at the Communal Hospitality Room from 4 to 5:00 PM, then enjoy more than an hour of band music in the ballroom, followed by dinner at 7 PM. Cost is included in both meal packages, or \$46, separately.

Driver and guide gratuities are not included in tour prices. Please board buses 10 – 15 minutes before the scheduled departure time.

SAFHS ANNUAL REUNION TIMELINE OF EVENTS

ISLE OF CAPRI HOTEL 3 – 8 OCTOBER 2006

TUESDAY 3 OCTOBER

3:00 – 7:00 PM Early Bird Registration open

WEDNESDAY 4 OCTOBER

8:00 - 10:00 AM Reunion Registration open, PX & Memorabilia Room open thru Saturday

9:00 – 12:00 Noon NEIGHBORHOOD DRIVE TOUR

1:00 - 2:00 PM Seminar: Yesterday's Lady by Jan Pettiet

1:00 - 5:00 PM 8AFHS FY-2006 Wrap-up Board Meeting

1:00 - 5:00 PM Reunion Registration open

2:00 - 5:00 PM NEIGHBORHOOD DRIVE TOUR

2:00 - 8:00PM Trolley Bus frequent trips from Isle of Capri Hotel to/from Boardwalk

2:00 – 4:00PM Communal Hospitality Room open (Beer & soft drinks only)

4:00 - 5:00PM Group Business Meetings – Assigned – in 2 hotel rooms

4:00 - 11:00PM Communal Hospitality Room open

5:00 - 6:00PM Seminar: Historical Round Table by Mark Copeland

5:30 - 7:30PM Seminar: Our Next Generation by Earl Wassom

THURSDAY 5 OCTOBER

7:00 - 8:30AM Continental Breakfast

8:00 - 9:00AM Reunion Registration open

9:00AM - 2:30PM Group Business Meetings – Assigned in 3 hotel rooms

9:00 - 12:00 Noon RIVERFRONT TOUR

9:00 – 12:00 Noon VINTAGE TRIO TOUR

1:00 - 4:00PM RIVERFRONT TOUR

1:00 – 4:00PM VINTAGE TRIO TOUR

2:00 - 4:00PM Communal Hospitality Room open (Beer & soft drinks only)

2:00 - 3:00PM Reunion Registration open

3:00 - 4:00PM Seminar: New 8AF Book Masters of the Air by Don Miller

4:00 - 6:30PM Communal Hospitality Room open

7:00 - 9:00PM Banquet Room Dinner & Entertainment

9:00 – 11:00PM Communal Hospitality Room open

FRIDAY 6 OCTOBER

7:00 – 8:30AM Continental Breakfast

8:00 – 8:30AM Reunion Registration open

9:00 – 9:45AM Seminar: Unit/Chapter Meeting by Harry Tanner

9:00 – 9:45AM Seminar: WW II Unaccounted-for MIA by Dick Atkins

10:00AM – 2:45PM A DAY AT BARKSDALE TOUR

3:30 – 4:30PM Seminar: WW II Gulf of Mexico War by C. J. Christ

4:00 – 6:30PM Communal Hospitality Room open

5:00 – 5:30PM Reunion Registration open

7:00 – 9:00PM Banquet Room Dinner & Entertainment

9:00 – 11:00PM Communal Hospitality Room open

SATURDAY 7 OCTOBER

7:00 – 8:30AM Full Breakfast Buffet

9:00 – 10:30AM General Membership Meeting

11:00 – 12:00 Noon Seminar: Medical Discussion, PEARLS by Dr. Walt Brown

1:00 – 4:00PM Communal Hospitality Room open (Beer & soft drinks only)

1:30 – 4:00PM Seminar: Behind the Wire WW II POW by Mark Copeland

4:00 – 5:00PM Communal Hospitality Room open

5:00 – 5:30PM Reunion Registration open

7:00PM - ? 8AFHS Gala Banquet

9:00 – 11:00PM Communal Hospitality Room open

SUNDAY 8 OCTOBER

7:00 – 8:30AM Continental Breakfast

9:00 – 9:45AM Separate Protestant & Catholic Services at the hotel

10:00AM - ? 8AFHS FY-2007 Annual Board Meeting

--- Cut Here and Mail To Barksdale RAO Along With Your 8th Reunion Registration Form---
(Barksdale RAO will make your hotel reservation for you)

Isle of Capri Hotel
Registration Form – 8AFHS
4 thru 7 Oct 2006

NAME _____ PHONE# _____

ADDRESS _____ ZIP _____

Email Address (If Available) _____

Number of Rooms Needed _____ Number of People in Each Room _____

Special Room Requests: _____

Smoking Room _____ Non-Smoking Room _____ (Room Types Cannot be Guaranteed)

ARRIVAL DATE _____ DEPARTURE DATE _____

The 8AFHS has reserved a few rooms for Tues 3rd & Sun 8th (for early arrivals & late departures if desired)

Rate: \$99. + Tax (1-2 People), Total \$112.37. Cut-Off Date: 09/18/06

(Space Avail Only After 09/18/06)

Cancellation Policy: Deposit Refundable if cancelled 24 hrs. in advance of arrival date.

Call (318)678-7777

Guarantee: Reservations must be guaranteed by credit card or first night's deposit
Please make a separate check for hotel if paying by check for first night

MC _____ VISA _____ AM EXPRESS _____ DISCOVER _____

Credit Card Number _____ Exp Date _____

(If paying cash): Check # _____ Amount \$ _____

Signature (Regardless of Payment Method) _____

TRANSPORTATION INFORMATION

Arriving by _____ Airlines, Flight # _____, Time _____, Date _____

Arriving by Private Vehicle, Date _____

8AFHS OCTOBER 4th -8th 2006 REUNION REGISTRATION FORM

Please list the number of people who will be participating in each event and total the amount. **Send a check or money order for that amount payable to Retiree Activities Office (RAO). No credit cards accepted for activities on this form.** Deadline for RAO's receipt of this form and full payment is Monday 18 September 2006. Space available only after that date. Please make a copy of this form after filling out for your records.

Barksdale Retiree Activities Office
P. O. Box 134

OFFICE USE ONLY
Check # _____ Date Received _____

Barksdale AFB. LA 71110-0134

Inputted _____ Package Completed _____

REGISTRATION FEE (Required for all hotel guests, and

"locals" who attend more than just the Saturday night Banquet) Price Per \$ 50. # of People _____ Total \$ _____
Includes symposia, unit rebates, free hospitality suite, other expenses

REGISTRATION FEE (Required for "locals," who attend

Only the Saturday night Banquet) " \$ 15. " _____ " \$ _____

Includes name tags, one day's free hospitality suite, other expenses

MEAL PACKAGES (Choice #1 begins with breakfast on Thursday, 7 meals) " \$ 196. " _____ " \$ _____

(Choice #2 begins with breakfast on Friday, 5 meals) " \$ 144. " _____ " \$ _____

Please Select Your Entrée Choice for Saturday's Banquet:

New York Strip Steak ----- # desiring Steak _____

Golden Gate Salmon ----- # " Salmon _____

SEPARATELY PRICED MEALS (If not purchasing a package)

Thursday: Celebration Buffet Dinner Price Per \$30. # of People _____ Total \$ _____

Friday: Louisiana Black Pot Dinner Buffet " \$42. " _____ " \$ _____

** Saturday: Banquet " \$46. " _____ " \$ _____

**(Please select your Banquet entrée): # Desiring New York Strip Steak _____ # Desiring Golden Gate Salmon _____

BUS TOURS

Wednesday: Neighborhood Drive Tour

(Departs hotel at 9AM or 2PM) Price Per \$35. # of People _____ Total \$ _____

Thursday: Riverfront Tour (9AM or 2PM) " \$37. " _____ " \$ _____

Vintage Trio Tour (9AM or 2PM) " \$39. " _____ " \$ _____

Friday: A day at Barksdale (Includes Lunch) (9AM) " \$ 30. " _____ " \$ _____

Total Amount Payable To Barksdale Retiree Activities Office----- Total \$ _____

PLEASE SEND A CHECK OR MONEY ORDER NO CREDIT CARDS ACCEPTED FOR ACTIVITIES ON THIS FORM

(Please Print)

MEMBER NAME _____ 8AFHS MEMBER # _____ LIFE MEMBER? _____

WW II GROUP _____ SPOUSE NAME _____ GUEST NAMES _____

MEMBER'S STREET ADDRESS _____ CITY, STATE, ZIP _____

PHONE # _____ EMERGENCY CONTACT _____ THEIR PHONE # _____

Disability/Dietary Restrictions of Attendees _____

*****WAIVER OF RESPONSIBILITY***** (Note: Your signature(s) required to participate in our Reunion)

*** I (We) hold both the coordinators and the 8AFHS Free of All Liability ***

(Signature)

(Signature)

MIGHTY EIGHTH MUSEUM ACTIVITIES

NAVIGATORS EXHIBIT DEDICATED AT MIGHTY EIGHTH

Frank Murphy was a navigator with the 100th Bomb Group when his B-17 was shot down on the Munster raid during Black Week in October 1943. He was a Prisoner of War in Stalag Luft III for the next 18 months. In special ceremonies during the 10th Anniversary celebration of the Mighty Eighth Air Force Museum an extensive interactive exhibit on air navigation was unveiled. Frank and Ann Murphy are sponsors of the exhibit, dedicated to those brave men whose fearless sense of duty enabled 8th Air Force bomb formations to reach their mission's target for the day.

The new exhibit presents on four flat-screen monitors what the science of navigation entails, gives choices of types of navigation, depicts navigator's tools, and lets the visitor fly missions with choices a navigator was faced with on actual bombing missions. The entire program is state of the art and is a highlight of museum exhibits since the opening. Accompanying the technological exhibit is a manikin fully dressed for a mission in an outfit using items from the Museum collections. Sextant and programmers are also

displayed. These exhibits, done in house by Curator Vivian Rogers-Price, were fabricated by facility deputy Larry Stanley.

The opening ceremony featured comments and tales of his experiences by Frank Murphy and by fellow navigator Hap Chandler along with remarks by General Lew Lyle. A Question and Answer session with the audience preceded the ribbon-cutting by the Murphy family and members of the Museum staff. A reception in the Combat Gallery for all the guests followed.

The Murphys live in Atlanta and were accompanied for the occasion by their brother John and his wife Diane along with the Murphy's son Kevin and his wife Alicia.



NAVY TEAM WINS SHOOTOUT

The First annual Mighty Eighth Golf Match was not a victory for the USAF team, not this year anyway. Of the six different Military service teams entered - Air Force, Marines, National Guard, Coast Guard, Army and Navy - the Navy guys won the whole tournament. In fact, they shot such a low score at Savannah Harbor Golf Course, they were in the clubhouse, had eaten lunch, ate dessert, and patiently waited for the other teams to get in. You might think that the Navy would not be in such fine golfing form, what with being on ship decks a big percent of the time.

The beautiful trophy will be inscribed with their name and permanently displayed at the Museum. Other civilian teams were awarded prizes of framed WWII signed prints in the very competitive tourney. The \$1000 winner of the closest-to-the-hole helicopter Golf Ball Drop was 8th AFer Wayne Davis who purchased lucky ball #10. O. C. Welch, prominent Savannah area automobile dealer was the primary sponsor of the event. "Wait till next year!"



MUSEUM WALL OF VALOR AND MEMORIAL PLAQUE PROGRAM MOVING AHEAD

Peggy Harden, Memorial Gardens Director at the Mighty Eighth, states that the recently re-opened Plaque program for the Memorial Gardens has seen a lot of activity the past few months. Orders to place the name and unit info on the Wall of Valor have been coming in at a fine pace. Beautiful granite crew plaques are being ordered by a number of 8th veterans and their families to honor those who flew combat during the war. The entire Garden area has become known across the country as one of the unique and impressive memorial to those who served our country.

For information on ordering, contact Peggy Harden at 912-748-8888 x#103

MIGHTY EIGHTH MUSEUM ACTIVITIES

ORAL HISTORY PROGRAM

Collections at the Mighty Eighth Air Force Museum welcome two new faces, April Duffie and Matthew Perry. Both are graduate students in the History Department at Armstrong Atlantic State University and are spending part of their summer helping catalog incoming collections. Additional collaboration with Armstrong Atlantic State University enables students to connect with the history of military service on a personal level by interviewing veterans at the Mighty Eighth

Air Force Museum. This University level oral history section meets at the museum during June 2006. The interviews the students conduct will become part of the museum archives. Tim Bottoms resigned his position of Curator of Collections. Please contact Dr. Vivian Rogers-Price regarding donations to the collections as well as for oral history information. The Mighty Eighth Air Force Museum continues to welcome your donations of material you saved from your service with the Eighth Air Force during World War II and the Cold War.

Vivian Rogers-Price, Director of Oral History

COLUMBARIUM PLANNED FOR THE MUSEUM

The Mighty Eighth Heritage Museum is moving ahead with plans to develop a very special area on the North side of the Memorial Chapel for placement of a Columbarium to house niches and personal plaques as individual repositories for veteran's cremation ashes, to rest at the permanent home of the Eighth in Pooler. Many Society members have asked about this possibility and now it is in the works.

Designed by one of the nation's foremost architects, Eugene Aubrey, the beautiful site will be especially landscaped and cared for every day. Drawings and information will be published in the Sept 06 8th AF News. Let us know if you or your family may be interested in reserving a place. Call Brenda at 912-748-8888.

SENIOR JOINS BOARD AT MUSEUM

Alan Senior, 446th Bomb Group, is the newly-installed President of the 2nd Air Division Association and in that position is the Association's representative on the Board of Trustees of the Mighty Eighth Air Force Museum in Pooler, Georgia.

After flying 35 missions as a B-24 waist gunner, he returned home, married and had a successful career in the property and casualty insurance business. Allen's activities within the 2nd ADA include being chairman of the B-24 Stamp Committee and in designing a poster and medallion for the Memorial Library in Norwich. Attending his first meeting of the Museum Board during the Tenth Anniversary Celebration, he joined in as an advisor to the development of the current 2nd ADA exhibit of the Museum. Alan's home is in Sugar Land, Texas.

491ST BG NAVIGATOR RECEIVES HIS DISTINGUISHED FLYING CROSS

During the Tenth Anniversary celebration at the Mighty Eighth Museum, a special awards ceremony was performed. F. C. "Hap" Chandler who served as a navigator with the 491st Bomb Group and flew 50 missions in the Korean War pinning on the DFC he was awarded while on active duty. The ceremony featured a reading of the DFC Citation and his medal was presented by Lt. Gen. E. G. "Buck" Shuler, past-Commander of the 8th Air Force.

The Distinguished Flying Cross was authorized by Congress in 1926 and was first awarded to Charles Lindbergh. It is awarded to a serviceman who shall have distinguished himself in actual combat in support of operations by "heroism or extraordinary achievement while participating in an aerial flight subsequent to November 11, 1918."

The award citation of merit was read by Hap's old friend Craig Harris, 457th Bomb Group. Hap states that "I know I had been put up for the DFC and that it had been awarded, but it had never been presented to me. It is an honor to have served and to receive the medal on this special occasion."



Craig Harris, Buck Shuler & Hap Chandler

MIGHTY EIGHTH MUSEUM ACTIVITIES

DAUGHTERS OF THE AMERICAN REVOLUTION AWARD DAR MEDAL OF HONOR TO LT. GENERAL SHULER

The Daughters of the American Revolution Medal of Honor is the most prestigious honor awarded by the DAR, an organization of patriotic women dating back to 1890. Recipients must be native born Americans who have shown extraordinary qualities of leadership, trustworthiness, service, and patriotism. The recipient must have made unusual and lasting contributions to our American heritage by truly giving to the community, state, country and fellow man.

Lt. General E. G. "Buck" Shuler, Jr. was honored in an Awards Ceremony at the Mighty Eighth Air Force Museum in Savannah, a facility that he was instrumental in constructing and developing and of which he was the first President and CEO.

Shuler is a command pilot with more than 7500 flying hours including 229 combat hours accrued on missions in the Southeast Asia war. A graduate of the Citadel in Charleston SC, he retired after a distinguished career in the United States Air Force with his last command serving as Commander of the 8th Air Force during the Persian Gulf War.

The presenting address was given by Mrs. Elaine Lester of the Bonaventure Chapter of the DAR in Savannah, following introductory remarks by Col. F. C. Chandler. Mrs. Lester pinned the award and presented two descriptive plaques to the awardee. General Shuler's wife, Annette, and their son Buck were among the many friends and family attending the presentation.



Lt. General E. G. "Buck" Shuler, Jr.

THEO R. DILTZ DONATED BRIEFING MATERIAL

Theo R. Diltz was Formation Commander of the 96th Bomb Group on D-Day, June 6, 1944. He donated the briefing material and rice paper details of the operation. This includes the 45th Combat Wing Take Off and Assembly Plan for the 388th, 96th, and 452nd Bomb Groups, the Frag Order on rice paper, and the map of the Assembly routes.

Theo R. Diltz presented these items to the Mighty Eighth Air Force Museum with his grandson, Michael P. Diltz.



Dr. Vivian Rogers-Price, Dr. Walter Brown, Theo R. Diltz & Michael P. Diltz

306TH BOMB GROUP

Dear Sir,

I write to you as a long time member of the 8th Historical Society, also a member of the 306th bomb group. First of all I am not the only one who belongs to both groups. We have reunions each year, this year in Omaha Neb in November. Also we of the 306th (first over Germany) have an up and running Museum at Thurleigh, Bedford England at our old base, which by the way is intact. Ralph & Daphne Franklin, our British representatives, run it. Well stocked and put together very well. It shows the war years while the 8th was there and also the 306th was first in England and the last unit to leave in 1945. Our Museum has grown to be known internationally and is a very popular tour stop. Also many groups of school children from the area are bussed there to learn of what went on during the war. The setting of the Museum is right near the old main runway and in the summer months you can picnic outside on a patio with tables and chairs. Any 8th member of any group or family would be welcomed and I would say would be impressed with what they see. Information: Ralph Franklin National School Cottage Mill Hill, Keysoe, Bedford U.K. 306Museum@nscmh.fscmh.net.co.uk Sincerely, Robert G. Rockwell, 306th BG Munster, IN



Sally "B" flying over The 306th BG

DEC 05 ISSUE

B-24 nose art and names

Dear Sir,

I am the present 490th BG (H) historian.

Below is the information about two of the aircraft shown "Booby Trap" Ac no. 42-94802 Pilot - Lt Charles C. Deano 850th Sq 490th BG (H). This aircraft was painted by M/Sgt Jay D. Cowan and it was painted in the likeness of his then girlfriend and now wife with some artistic license. Her mother was none too impressed. This story was told to me by his wife. Did not fly any combat missions with the 490th BG before she was transferred out. According to Tom Brittan she went to the 493rd BG and was then transferred to the MTO 3rd Dec 44. "Sweet Job" Ac no. 42-94927 Pilot - Lt. Frank M. McMullen 849th Sq 490th BG Did not fly any combat missions with the 490th BG before she was transferred out. According to Tom Brittan she was lost MIA when flying with the 493rd BG on the 8 June 44 raids.

Eric Swain

490th BG

MOVIE STARS

Dear Walter,

In the March issue you asked if anyone came in contact with any movie stars during the war.

In 1943 while stationed at Boise, Idaho our crew was making an over-seas flight to Hawaii and back. Due to engine trouble we crash-landed in California.

The Red Cross picked us up and took us to MGM Studios to meet some movie stars. I was very fortunate to be introduced to Gloria De Haven and June Allison, who was making a picture called "Two Gals and a Guy."

The Director asked if I would like to have my picture taken with them.

Naturally, I said yes. He told me to stand between the two actresses and have my picture taken.

I told him I was on my way over-seas and would he please have the picture sent to my mother in Brooklyn.

After my tour, when I came home from England, the first thing I asked my mother was if a picture came for me from Hollywood, California? She said, "yes it's on your dresser."

I looked on the dresser and saw a picture of me all alone, no actresses. I'll never forget the feeling I had. I have that same picture mounted on the wall in the middle of all my medals.

John Rickey, 392nd BG Bay Shore, NY

B-24 NOSE ART

Dear Editor,

I was browsing through the June 05 issue of your June magazine a few days ago, and noted something I had overlooked the first time around.

In the aircraft photos on page 28 the nose art from two 489th aircraft is at the top left; *Rebel Gal* was one of our originals, flown by Lt. Hugh Carroll and crew. Bombardier Paul Valachouic is the only surviving member. Just under that photo is "censored."

I've also enclosed a photo and words about a monument erected in Saxmundham. A friend sent it to me, and he received it from an English friend of his. As far as I've been able to discover, the RAF didn't have a base there and I think it was very considerate of the British to include the Americans. All the best, Charlie Freudenthal, 489th BG Vienna, VA



The townspeople of Saxmundham recently unveiled a memorial to all Allied who "flew from local airfields never to return". Military ceremonies recognized the monuments designer, Valerie Leverett from Farnham. General Sir Michael Walker, Chief of Defence staff performed the unveiling ceremony.

ROGER FREEMAN

Dear Dr. Brown,

I felt compelled to write about Roger Freeman. I met him during the 305th reunion in England in the late '80's. Although our chat was quite short,

I was pleased to have made the acquaintance of a very gracious person. It was very sad to learn of his passing through the article in the latest 8th AF Newsmagazine. It was a well deserved and fitting salute to him by the flyover of the B-17 and P-51.

The cover on the Newsmagazine was an outstanding tribute to him and a fine example of the graphics and work you and your staff put into this project. Sincerely,
Frank Cummins, 305th BG
Rio Rancho, NM

HISTORIAN

Dr. Brown,
There is a historian in New Zealand who is very interested in the "Mighty 8th AF" and it's part in WWII. At the present time he is seeking information from anyone who would have been over St. Die, Starsburg at 11:00 hours on 27 May 1944. He would like to match any information he gets with information he has on a German fighter plane that was shot down that day. The historian, Arthur Arculus, may be contacted at: awarculus@xtra.co.nz
Thanks,
Ted Hood, 306th BG
Little Rock, AR

RAMMING INCIDENT

Attention 8th AF Air Crew Members of WW II:
If you or your air crew were involved in a Luftwaffe ramming attack on the mission of 7 April 1945 or know any details of such an incident in your Group, would you please contact me?
W. Budd Wentz, MD
19607 Fairmount Blvd.
Shaker Heights, Ohio 44118
Tel.# 216-321-4676

FOR YOU THE WAR IS OVER!

Dear Dr. Brown,
I have visited the Museum several times and, although not a veteran, I have some understanding of and deep appreciation for the men who put their lives on the line.
We are all well aware of the hundreds of times airmen who had bailed out and were apprehended, heard the words, "FOR YOU DA VAR IS OV'VAR"... I have always been curious about why



it was said just that way by so many Germans to so many captured fliers in so many different places. Was it an established part of the German "approved" procedures?... Was it by government "regulation" or was it just a catch phrase that became popular? Perhaps some of your readers have knowledge about it more than just that it has been quoted by so many in various stories. Any German veterans who might be able to shed some light on the subject?

I would greatly appreciate any info that readers could contribute.
Congratulations on the superb standard of AF NEWS. I, as many others, look forward to each issue.
Respectfully,
Adam Lynch
2301 Haymaker Rd.
Monroeville, PA
15146-4325

B-24 INDENTS

Dear Dr. Brown,
I was given a copy of your magazine, The 8th AF News, Dec. 2005; it was my first copy. I am an aircraft enthusiast and historian and have been collecting aircraft photos for over 50 years and belong to the

American Historical Society and several other aviation related organizations. I have in my collection a number of 8th Air B-17's and B-24's photographs that I have identified by serial number and unit. I am enclosing a couple of B-24 photos with nose art 'Hot as Hell' and 'Our Baby' to see if any of your members could identify these two B-24's by serial number or unit.

Any assistance in this matter will be greatly appreciated. If there are any responses, please have them contact me.

Sincerely,
Dave Steinbacher
8405 Melba Ave. West Hills, CA
91304-3119
(818) 348-6367



BEN LOVE, 351ST BG

Dear Dr. Brown,
It was with regret that I noted the passing of Ben Love in the recent issue of the 8th AF News. For many years, I have had a photograph over my desk of a group of officers, just returned from a mission over Germany. This was a Division Lead crew from the 351st Bomb Group

based at Polebrook and includes Ben Love as Lead Navigator along with Lt. Col. Clint Ball, Division Commander, Capt. Gibbons, Pilot, Lt. Rich, Radar Navigator, Lt. Real, Radar Operator, Lt. Ralph, Bombardier and myself as Observer, Tail gunner.

I remember Ben as a quiet and kindly person who was well liked and respected by the men with whom he flew. It

was a pleasure to have served with him.
Sincerely,
Robert Bowen, Pilot 351st BG
Houma, Louisiana

B-17 and B-52 in Formation

Amazing! A B-17G Flying Fortress and a B-52H Stratofortress fly in a heritage flight formation on Saturday, May 13 during the 2006 Defenders of Liberty Airshow at Barksdale Air Force Base, La. These two aircraft represent 70 years of "fortresses." It was the first time in 50 years that they flew together in formation. (U.S. Air Force photo - Master Sgt. Michael A. Kaplan)

A termite walked into a bar and asked the cocktail waitress, "Is the bartender here?"

8TH AF PLATES

Dr. Lewis Smith, 385th Bomb Group was a B-17 pilot with 35 missions to his credit - now a Lincoln pilot with his 8th AF plates - Wichita, Kansas



"Berlin Express Arrives in Paris"

When you have Bill Overstreet on your tail, not even a daring maneuver such as flying right under the Eiffel tower is going to save you, as this ME109 pilot discovered the hard way. In the spring of 1944, Bill Overstreet of the famous 357th FG was hot on the tail of a German ME109G. The pilot of the 109 flew right over Paris where German anti-aircraft artillery was heavy, probably in hopes they would solve his problem by eliminating Bill and his P51C named the "Berlin Express". Bill persisted through intense flak closing the gap with the enemy fighter. As a last resort, trailing smoke from hits to the engine, the ME109 pilot aimed his aircraft toward the imposing Eiffel tower and

in a breathtaking maneuver flew right under it. Even this was not enough to shake Bill as he followed right behind scoring several more hits in the process. The German ME109 crashed moments later and Bill escaped the heavy flak around Paris by flying low and full throttle over the river.

Here is the encounter described in Bill's own words:

"I had followed this 109 from the bombers when most of the German fighters left. We had a running dog-fight and I got some hits about 1500 feet. He then led me over Paris where many guns were aimed at me. As soon as he was disabled, I ducked down just over the river (smaller target for the Germans). Followed the river until I was away from Paris." - Bill

When asked what was around the tower at the time, Bill said, "I'm not sure, I was a little busy." Quite understandable!

Many thanks to Bill Overstreet for his help on this project and the kind of story pilots dream of - Len Krenzler

Bill Overstreet in his P51C Mustang the "Berlin Express" chases an ME109G under the Eiffel Tower - Spring of 1944

Signed on plate by Bill Overstreet
- 363rd Fighter Sq. - 357th Fighter Group



MONCUR EXHIBIT

Case contains:

A-2 Jacket with a hole in the left sleeve from flak on the crew's 18th mission, 6 March 1944, to Berlin.

Moncur's original Pilot's Log, showing the first flight and the first missions of Thunderbird.

Medals: Distinguished Flying Cross, Air Medal with 3 Oak Leaf Clusters, Distinguished Unit Citation



Dean Moncur, Vickie Campbell, JoAnn Matern, Gary Moncur & Marlowe Moncur



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GERALD JOHNSON...

It was on a Sunday morning, very quiet. It was a very quiet, peaceful, typical Sunday morning, and we had a bar-rack bomber raid going toward Berlin -- I'm not exactly sure what the bomber targets were -- so we were going in pretty much on a straight line toward Berlin, and the continent of Europe was snow-covered, and we were up around 23,000 feet or so, and we had been with the bombers for a while, and it was totally quiet. There was no radio transmission, no enemy airplanes anywhere. And I happened to look down and I saw a single airplane going due north and just a little bit ahead of me. And I thought, hmm -- he was way down there. And we were over Germany then, and he obviously was an enemy airplane, and there wasn't anything else to shoot at, so I thought about whether or not I should go down or not, and so I decided, yeah, I'm going to go down. So, I called my leader -- I was leading the second section, I had eight airplanes -- and said, "I've got an enemy airplane I sighted" -- no, I didn't say that -- I said, "I've got a bandit low at 10:00 o'clock, I'm going down to take care of it, and everybody else stay up here, I'll just take my flight." So I start down in this P-47, and it turns out to be a long way from 23,000 feet. When I finally got down there, this airplane was no more than like 2,000 feet in the air. And I had dived all that distance and I was really moving, but this airplane was slow compared to my speed, because -- I don't know -- I was 450 miles an hour going down like that. And so he wasn't moving fast enough, so he was getting under my nose. I realized I wasn't going to be able to have a shot at him. So, I called my wingman and I said, "Well, I'm overshooting this guy, so you take him." And there was no answer. So I thought, well, I'll just pull up, so I went across over the top of him and I turned in a tight turn like this to come back around and watch my wingman shoot down this airplane which, by that time, you know, they had the swastikas and two engines and I identified it as a JU-88, a German medium sized bomber. So I came around like this, and to my

utter amazement, there were seven airplanes behind me. Both flights had come down and they were all tucked in, coming right around behind me, nobody was shooting at this airplane, and I thought, well, that's strange, I guess they've decided they're just going to save it for me. So I came back around, got behind the JU-88, and shot it down like that -- you know, just a big ball of fire and it went right down, no parachutes or anything. So we climb back up, got back into formation, and finished the mission, and I was anxious to know what happened, and we got back to the base and it turned out that nobody had seen the airplane until I set it on fire. And they misunderstood my transmission which caused them all to come down with me instead of just my flight. So it turned out that in the entire 8th Air Force on that particular day, that was the only airplane seen by anybody, and I was the only one that had seen it, and I destroyed the airplane. It got quite a bit of news coverage in Stars and Stripes and whatnot at the time. Interesting incident.

I think we really had a very fine group of guys, and once we got started, we kind of thought that we had an attitude toward combat that most of the other outfits didn't have, and we were kind of determined to keep it that way. So, when we got in a new pilot, we

immediately took them up on training missions and simulated dogfights and so forth over around our own base, to indoctrinate in them the same aggressive spirit, same attitude that we thought we had. I think it was effective, because we had a lot of turnover. We had a lot of guys that went down, an awful lot of guys, including myself, Gabreski, Zemke, and many, many others, but the guys coming along behind, seemed like they were just about as good. And I think that we did instill in them that determined, aggressive spirit. Some of the other outfits I don't think ever had that. Now, you've got to bear in mind that not everybody in the 56th had that either.

We had a guy who went a long time and never fired his guns. And, finally, he was in reach of finishing his tour, and so he said, "Well, I think my goal is going to be now to get through this whole thing without ever firing my guns", and sure enough, he did. So, you could stay out of combat if you wanted to, or you could really mix it up if you wanted to. And we had a lot of competition in our group, really had a lot of competition. I know I was competitive. I wanted to be the number one guy, and a lot of others did, too. So we had a lot of competition, had a lot of aggressive guys. Jerry Johnson, 56th Fighter Group



Gerald Johnson was the first 56th Fighter Group pilot to become an ace, who achieved this unofficial status on 19 August 1943.

REUNIONS

BURTONWOOD ASSOCIATION

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

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

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

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

379TH BOMB GROUP ASSOCIATION

September 6-9, 2006
Doubletree Hotel Seattle Airport
18740 Pacific Highway South

Seattle Washington 98188
Phone: 206-246-8600
Contact: Teresa Cabanski
Phone: 303-697-6265
Email: cabanskit@aol.com

447TH BOMB GROUP

July 12-16, 2006
Holiday Inn, Buena Park, CA
Contact: George Hoidra 301-953-2813
ghoidra@yahoo.com

95TH BOMB GROUP (H)

August 29 to September 3, 2006
Portland Oregon
Marriott Hotel, Portland Oregon
Contact: Marilyn Gallagher, 16185 SW
Colleen CT Beaverton OR 97007
503-649-6080 mlg2@att.net

28TH WING ASSOCIATION

September 7-11, 2006
Rapid City, South Dakota
Contact: Al Leenknecht
Phone: 605-348-7244
P.O. Box 3092
Rapid City, SD 57709-3092

SWISS INTERNEES ASSOCIATION

Oct. 20-23, 2006
Holiday Inn, Arlington VA
Contact: James Goings
2991 Eastburn Ave.
Broomall, PA 19008
Phone: 610-353-0385
Email: jdgoings@aol.com

78TH FIGHTER GROUP ASSOCIATION

October 12-14, 2006
The Royal Sun Inn, Palm Springs,
California

486TH BOMB GROUP ASSOCIATION

Oct. 11-14, 2006
Holiday Inn Select, Dallas Texas
Dallas-Ft. Worth Airport North
Contact: Bill Phelps
Phone: 812-867-2991

361ST FIGHTER GROUP ASSOCIATION

September 11-15, 2006
Marriott Riverfront Hotel, Savannah GA
Contact: David Landin, 8419 Michael
Rd., Richmond, VA. 32210
Phone: 804-288-5889
Email: david.c.landin@verizon.net

SECOND SCHWEINFURT MEMORIAL ASSOCIATION

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

351ST BOMB GROUP ASSOCIATION

June 15 – 18, 2006
St. Louis, Missouri
Sheraton Westport Hotel
Contact Clint Hammond, PO Box 281
Mechanicsburg PA 17055
Tel 717-766-1489
Email bombgroup351st@aol.com

398TH BOMB GROUP ASSOCIATION

Livonia, Michigan (Detroit)
September 6-9, 2006
Contact: Sharon Krause 11690 Paciocco
Ct. Plymouth, MI 48170-2870
Tel 734-416-5993
Email tink46@comcast.net

491ST BOMB GROUP

Denver, Colorado
October 11-15, 2006
Marriott Denver South Hotel
Contact: Bill Hagan tel 619-583-9388

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

Chapter News

NEW YORK STATE SOUTHERN WING

On April 22, 2006 the New York State Southern Wing Chapter held its annual luncheon at the Hofstra Club at Hofstra University in Long Island NY. There was a good turnout of 85 of the Chapter's members and guests and a great time was had by all. There were also representatives from the American Airpower Museum in attendance.



L-R. Mj. Victor Terrelonge, Cpt. Glendon Fraser President of the Newburgh Chapter of the Tuskegee Group, Lt/Col Clayton Lawrence, Lt/ , Col Floyd Carter, Mj. Humphrey Patton & Lt. William Wheeler

ALABAMA CHAPTER

The Alabama Chapter 8th AFHS recently decided to erect a Memorial honoring the 26,000 airmen who were killed in World War II. It is to be located in "The American Village" at Montevallo, Alabama. The American Village is a reproduction of a colonial community and has gained wide acclaim in its historical mission. The marker will be

made of granite, polished on both sides, inscribed with the 8th AF logo and suitable copy. While no final decision has been reached as to exact messages, it is the committee's intention to honor those who perished during WWII and to signify the importance of the "Mighty Eighth".

The committee consists of Chuck Bowman, President; W.E. (Bill) Massey, Vice President; Amy and Henry Arnold, Secretary and

Treasurer; C.B. (Red) Harper, Editor of the "Prop Wash"; the three wing Commanders: Ann Vaughn, Huntsville; Tom Richardson, Montgomery and George Grau, Gulf Shores. Glenn Taylor has been

named Chairman of the project. Several meetings have been held with the Village, Monument company and the committee membership.

As soon as the final design has been agreed upon and necessary funding raised, we will have a memorial that does credit to those we honor, the Alabama

Chapter and to the Eighth Air Force. With plans underway, a target date of late fall has been designated for erection and dedication. Glenn Taylor

BIRTHPLACE CHAPTER SAVANNAH, GEORGIA

On March 17, 2006, we had the honor of being part of the Mighty 8th Air

Force Museum entry in the Savannah St. Patrick's Day Parade. Our group consisted of a Color Guard from the 165th Air Wing of the Georgia Air National Guard, the Museum Banner, a Korean War vintage Jeep driven by owner and Chapter Board member Tom Mehrlich with passengers Linda Mehrlich, Jack Marvin and Bud Porter.

We had just passed the TV platform when our Jeep, showing its age, decided to take a rest. The diagnosis by its driver/owner was "vapor lock". After a period of rest and at the end of the parade, we started up and got safely back to the Museum.

It was a great day! We can all be justly proud of the Museum/Birthplace Chapter entry and the enthusiastic reception of the record crowds.

A special vote of thanks to Connie Metts, a member of our Board and Manager of the National Office for taking care of all the details of putting the parade entry together.

At our Chapter dinner, March 21, 2006 we awarded a Certificate of Appreciation to Jo Howe. From the many years ago, when the Chapter seeds were sown as a Wing, until the present day, Jo has always been willing to volunteer her help, whatever the task. Truly an Angel amongst us.

Bud Porter

NORTHEAST IOWA WING

The North East Wing of our Iowa Chapter, met at the Elks Lodge in Waterloo on Friday April 21, 2006 for a noon luncheon. Forty-nine people attended the meeting.

Iowa Chapter President, Charles Taylor, gave a report of our Iowa Chapter activities, our most recent board meeting in Ames, and our Iowa Chapter members album. The album is a hard cover book of 480 pages, in large print with good sized pictures of each Iowa Chapter member. A copy of the album, "Iowans of the Mighty Eighth" by Charles D. Taylor, has been placed in nearly every public library in Iowa, in our National Museum in Savannah, Georgia, and some as far away as Texas. Sales have been very good -- of the 1,000 books, our chapter has only 14 books left. Leon Mehrling served as cashier for the

Chapter News

meeting with the very able assistance of his wife Vera, while Lorraine Reeves handed out name tags and after dinner treats.

Leon mentioned that we have been giving two Air Force ROTC scholarships to Iowa State University at Ames, each year. Next year our Iowa Chapter will award one Air Force ROTC scholarship to Iowa State University at Ames and one Air Force ROTC scholarship to the University of Iowa at Iowa City. Our program was presented by Dr. Robert Hansen of Waterloo, Iowa, who was a B-24 Pilot with the 461st Bomb Group -- 15th Air Force -- Italy. Robert Reeves

FLORIDA CHAPTER

The Florida Chapter of the Mighty Eighth Air Force Historical society met in late April at the beautiful Plantation Inn and Resort in Crystal River, Florida, on Florida's west coast. We were fortunate to have as our host, associate member Paul Wigoda, an executive at the Plantation Inn. Paul's father Steve was a long-time Florida Chapter member and it is great see Mrs. Helen Wigoda and Paul carrying on their husband and father's affiliation with the Chapter since his passing last year.

We arrived Monday afternoon and the board members met in the Presidential Suite of the hotel. The

board meeting was open to all as the Suite was also our hospitality room for the event. As usual, an important topic before the board was the number of Chapter newsletters that are returned because of changes of address. Also, we continue to wrangle over what to do about members who are behind in their dues. Various plans were discussed on how to gently remind the membership to keep current on their dues.

Monday night's dinner was attended by Crystal River's Mayor, the Honorable Ron Kitchen, who proclaimed it "Mighty Eighth Air Force Week" in Crystal River. Mr. Kitchen thought enough of our attendance in his city to be late for a City Council meeting so he could welcome us.

Tuesday morning's business meeting was opened by remarks from Chapter President Jim Hart and Vice-President Bill Uphoff. President Hart then introduced Mr. J. J. Kenney, CW04, USMC, retired, who spoke to the membership about the many programs and benefits available to veterans and their families. Mr. Kenney is the Veterans Service Officer for Citrus County, Florida. Secretary John Guinn then presented the minutes from the fall meeting and President Hart advised the membership of the business from the board meeting.

In the afternoon the membership boarded pontoon boats for a trip around the waterways near the resort.

Some manatees were spotted making their way around the lagoons and channels. Skippers Hart, Uphoff, Stuthers, and Sweet managed to return all their passengers safely to the dock after the excursion. The rest of the afternoon was spent "hangar flying" in the hospitality suite.

Saturday night's banquet was opened by the Citrus River High School USAF Junior ROTC presenting the colors. Our speaker for the evening was their commander, Lt. Col. John Sanders, who gave us a brief history of the Mighty Eighth and its significance to the present day Air Force as an example of courage and sacrifice.

Sunday morning, the Memorial service was opened by the Korean War Veterans of America Citrus Chapter 192 presenting the colors. Bugler John Stark of VFW Post 4252 of Hernando, Florida, blew "Taps", as we remembered our friends and colleagues who are no longer with us. I.D. Brown, long-time member of the Florida Chapter, did his usual superb job of leading us in our singing.

Our next meeting will be in early November in Boca Raton and anyone who plans to be in the area at that time are welcome to join us. You can e-mail Jim Hart at hartklamking@aol.com, or Ken Sweet at ksotown@earthlink.net for more details as we finalize our plans over the summer and early fall.

Ken Sweet



Joris Baudoin was involved in the development of this tribute in a newly developed housing area in Opinjen, Holland and took this picture the day before the unveiling of this unusual memorial to a 91st BG B-17 crew that crashed its bomber "Man-O-War" in that area.

The B-17 and P-51s photograph is from the Charles W. Haggerty Collection, Mighty Eighth Air Force Museum. The B-17 is from the 96th Bomb Group. The Mustangs are from the 3rd Scouting Force.



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](#)



"Evacuation of Stalag Luft III"
by artist Helen Cranman

A MEASURE OF LIFE

War - Captivity - Freedom
by Herman L. Cranman

Herman Cranman flew combat as a B-24 navigator with the 367th Bomb Group, 15th Air Force. He describes his bailout after his bomber was hit by a squadron of German Me 109 fighters: "The gunner had his chute on now, so I motioned for him to jump but he declined. He wanted me to go first. I hated the thought, but it was time to bite the bullet and jump, so I did. Facing to the rear and sliding through the nose wheel door feet first, my first reaction was one of surprise that I had no sense of falling. My adrenalin was so pumped up at that moment that I have no memory of feeling fear or any other emotion. Surprisingly, I distinctly remember being rather calm and thinking about what I had to do to land safely. The fear I felt prior to leaving the aircraft was completely forgotten."

Cranman's experience as a Jewish POW in Germany is a different story. "There is no comparison between how we were treated, and the poor concentration camp victims, but things are relative

and there are degrees of fear, hunger, filth and depression. The Nazis did not kill us as they killed Jews from all over Europe, but they did kill some prisoners of war, and they did starve and mistreat us. Living conditions were utterly depressing and they grew worse with every passing day. I had to reconcile myself to the idea that, even though my situation was miserable, there was no alternative but to deal with it. This was the

time when religion became personal between me and God. It remains that way even today."

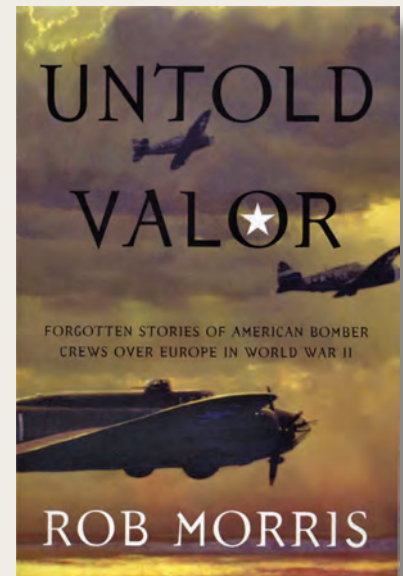
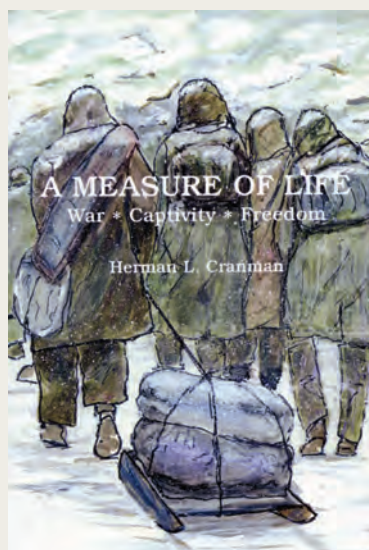
The entire volume is a compelling story of an airman's faith and determination to return home to his best girl and wife, and to lead a rewarding life in a free America.

The book is available through the Mighty Eighth Air Force Museum Store, tel 912-748-8888 or email mightyeighth.org.

UNTOLD VALOR

Forgotten Stories of American Bomber Crews over Europe in World War II
by Rob Morris

The history of war and the history of the 8th Air Force in particular, is the story of the men who fought. Those who faced combat each in his own personal way and with his own thoughts and afterwards, remembrances. Rob Morris has interviewed many 8th airmen and has compiled their stories, along with related descriptions and analyses, and presents them in a compelling manner.



The stories are often told retrospectively, from the viewpoint of the airmen after 60 years. Many are recalled as if they took place just yesterday. All leave a unique impression of the airwar against Germany. The chapter on The Ball Turret Gunner gives personal perspectives not found elsewhere. It begins, "It's hard to imagine a worse place to go to war in than the ball turret position of the B-17 Flying Fortress." Interviews with a number who flew and fought in that crew position follow. The fascinating ongoing story of the 92nd Bomb Group's *Memphis Belle* and the 303rd BG's *Hell's Angels* is thoroughly examined, especially regarding the misconception that the *Belle* was the first aircraft to complete the tour of 25 combat missions. *Hell's Angels* finished its first 25 six days prior.

There is a tale of Werner Goering, a nephew of Luftwaffe Chief Herman Goering, who flew as a pilot in B-17s. The FBI selected Jack Rencher to fly as his co-pilot and keep a sharp eye on him during his missions. As it turned out, Goering flew one tour with the 303rd Bomb Group and volunteered for another, all missions successfully completed. Several chapters of author Morris' current volume, his sixth wartime historical book to be published, tell the stories of Jewish airmen and of the POW experiences, some quite unusual and not previously printed. Each of the 15 Chapters is accompanied by foot-

Book Reviews

notes and there is a complete index. Rob Morris is currently a history teacher near Idaho Falls, Idaho and has had a lifelong interest in WWII aviation history. Softback, 255 pp. Available from Potomac Books, Inc., 22841 Quicksilver Drive, Dulles VA 20166 or contact: Claire Noble at tel 703-996-1017; email Claire@booksintl.com.

IN A NOW FORGOTTEN SKY

The 31st Fighter Group in WW2
by Dennis C. Kucera

This 420 large-format hardback volume has been in print by publisher Flying Machines Press. The 31st Fighter Group arrived in England in June 1942, being assigned to Atcham and High Erroll. They were personally welcomed by the 8th Air Force's General Frank "Monk" Hunter and were assigned British Spitfires in which they were to go to war. The Group was subsequently sent to the Mediterranean Theater and flew combat with the 12th and 15th Air Forces throughout the war, based in Italy.

The volume is a very detailed story of the men and aircraft of the 31st FG. Especially notable are the wealth of previously unpublished period photographs fleshing out the personal side of the airmen who served. This is an in-depth description of a distinguished fighter outfit of World War II - a fascinating and revealing depiction not often

readily found in many history books of the war. Its contents will be appreciated by those interested in the fighter squadrons who flew out of North Africa and Italy and in the fighter war of the Second World War.

Flying Machines Press is found at 35 Chelsea St., Stratford CT 06497. The author's contact info is Dennis Kucera, 3621 NE 71st Avenue, Portland OR 97213.

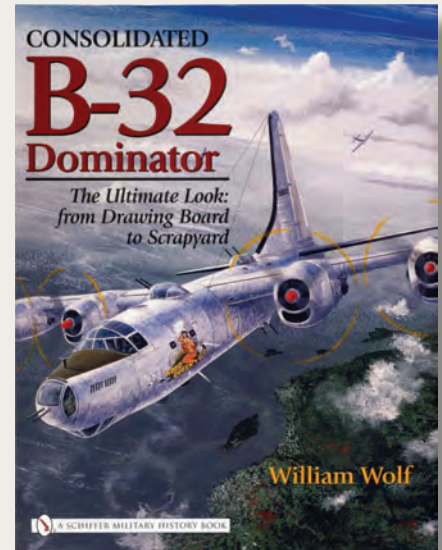
Two new releases from Schiffer in their fine tradition of preserving all aspects of WWII Aviation History - One, the story of a little-known WWII Bomber and the other more familiar but with a little - known bomber outfit. - Editor

CONSOLIDATED B-32 DOMINATOR

The Ultimate Look: from Drawing Board to Scrapyard
by William Wolf

This volume tells the story of problems faced by developers and test pilots of a bomber aircraft during the war years. Author William Wolf is the complete aviation historian with 35 years of amassing 15,000 books and hundreds of reels of microfilm relating to aviation historical topics. The four-engine B-32 Heavy bomber began testing in 1942, being built at Consolidated plants in Fort Worth and San Diego. The Chrysler-Chicago plant began fabrication shortly thereafter. Due to production and testing problems over a span of two years, the first B-32 was accepted by the Air Force in January 1945.

In May 1945 the first missions of the B-32 crews were flown, bombing Japan after deployment to the Philippines. They later flew from bases in Okinawa. Early missions generally were flown at 10-15,000 feet bombing altitude, with a 10,000 pound bomb load and a standard crew of 10 airmen. This book is separated into chapters detailing all systems of the aircraft. Wright-Cyclone R-3350 engines were used, first tested in 1942. Superchargers were installed in production and the reverse-thrust propeller system as standard was an



innovation at the time.

Large format high quality 270 pages, replete with photos, extensive text of the airplane and the men involved, and multiple technical diagrams tell the story of this unusual U. S. aircraft. After the war over 80 were scrapped along with many thousand B-17s and B-24s. The B-32 Dominator lives in this very fine volume. Contact for purchasing information: Schiffer Publishing Inc, tel 610-593-1777 or email Info@schifferbooks.com - In the UK: tel 44 (0) 20 8392-8585 email: Info@bushwood-books.co.uk

B-24 LIBERATORS
of the 15th Air Force/49th Bomb Wing in World War II
by Michael D. Hill and John R. Beitling



Book Reviews

The 49th Bomb Wing in Italy was composed of the 451st, 461st and 484th Bomb Groups. The B-24 Liberators they flew are presented in this large-format volume individually including their history, their air and ground crews and frequently, their fate. Hundreds of bombers are enumerated and discussed, with period photos of most of them. Each of the three bomb groups' histories are supplied to the reader in text form, from their inception and training to the trip over - and back.

The authors relied in large part, on files of the men of the 49th Bomb Wing who flew and the ground crews that repaired the airplanes so that they could go up again into a war that is well-known to aviation historians but not often given proper recognition for their daring raids into enemy fields of flak. These men and their airplanes form a brotherhood with the men of the 2nd Air Division of the 8th Air Force flying out of England. Their history is one of courage and daring.

Here is another excellent Schiffer book - very high quality and professionally presented. Contact info is to be found in the preceding Book Review (B-32 Dominator). Or email Info@schifferbooks.com



Burma Bound in trouble - #4 feathered and #1 smoking



The *Extra Joker* Note the large hole in the right wing



484th Bomb Group's *Vivacious Lady*

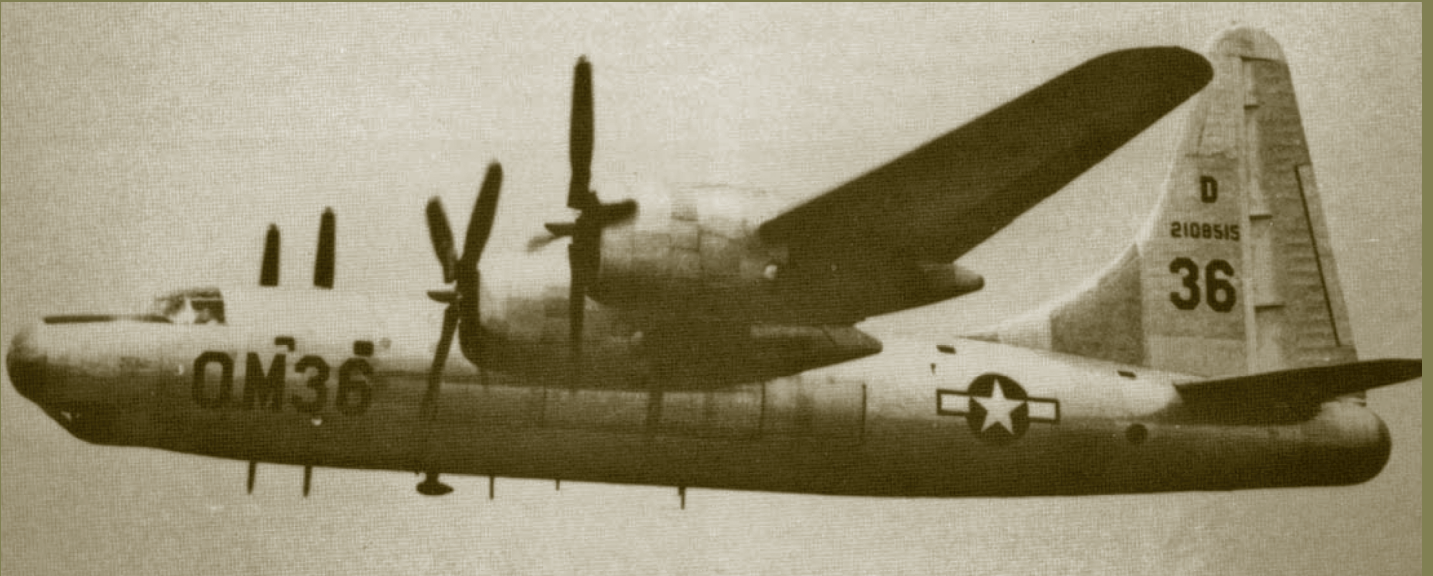


The *Extra Joker* on fire and going down



451st leaves Ploesti flak behind

Book Reviews



Lt. General James Doolittle and General Henry "Hap" Arnold
- from the Willis C. Stinson Collection, Mighty Eighth Air Force Museum.

CONTINUING THE 8th AIR FORCE LEGACY #5

Earl Wassom, Chairman of the
NexGen Committee

As a kid, I would go to the Roxy Theater early on Saturday morning, stand in line and shove my way toward the glassed-in booth, pay the attendant my nickel, get my ticket and force my way through the noisy crowd to get the best seat in the house. As the lights dimmed, we had to wait for what seemed an eternity, watch a cartoon before the "serial" came on. Last week, the runa way horses and buggy were plunging to certain destruction with our hero Tom Mix trying desperately to save the beautiful heroine. They were plunging over the cliff and suddenly.....silence.....and then an announcement in black and white on the screen, **TO BE CONTINUED NEXT WEEK.** I had waited since last Saturday. Did the good guy and the beautiful damsel escape? I was there to find out.

This is what the so-called *Greatest Generation* did for entertainment back then. There were no computers, cell phones, I-Pods, CD's DVD's, TV's or electronic games. We lived in a day of **TO BE CONTINUED** for our excitement.

And we are still living in a day in which the watch-word of this generation embodies the idea of CONTINUING. The Veterans have lived out their childhood, youth and their military stint. They returned home, married, had children, a career and somewhere along the way had the desire to remember their military past by having reunions. Every phase of this life has been rewarding and there have been occasional waiting periods when things seemed to be at a standstill, the screen of life became blank, then the message:

NOT TO BE CONTINUED seemed to be the only alternative. Many military organizations do not want to continue. They want to fold, give up, forget the past, cease meeting, 'let her die', their basic philosophy. But the 8th Air Force was never noted for turning back from its mission, regardless of how difficult the route to the target or the assignment appeared to be.

The Veterans are facing the reality that there is not as much time left as there used to be. Time is short and is slipping away. This is not to be interpreted as a time of gloom and despair but rather a realization that whatever we are going to do that's worth doing, lets do it now. And we are.

It is amazing that the generation following thinks it worthwhile to keep the Legacy of the Eighth Air Force alive. The NEXGEN folks are responding in the same motivating spirit given to our nation by President Reagan, "If not us, who? If not now, when?"

Within the past 24 months, when the NEXGEN Initiative was started, the **(VDF), Veterans** (WW II and all Veterans of the Mighty Eighth since that time), the **Descendents** of the Veterans, and **Fellows** (history buffs) are stepping forward. By-laws of the various 8th AF units, chapters, organizations, and military interest groups, are being changed to accommodate this new and vibrant body of supporters. NEXGEN Presidents, Editors, Board Members, Historians and Committee groups are emerging. Their purpose is to preserve the Legacy. Of course, there will be changes in the methods, but the purpose is unchanging. The original *ad hoc* study group has already been superseded. The immediate tasks to be addressed and the chair/co chair assignments follow:



Communications:

Bob Books and Joseph "Pat" Keeley

Recruitment:

Harry Tanner

Education:

Mark Copeland

Reunions:

George Hoidra

Membership/Records: Norma Chesser and Beverly Tomb

Senior Advisors:

Craig Harris and Earl Wassom

At the Arlington Reunion in the Fall of 2005, a survey was taken. Around 50 NEXGEN individuals responded with a "preference for involvement" in the Initiative. Others, since that time, have shown interest. The **Membership/Records Team** has contacted each of these individuals who have indicated interest and forwarded their names to each chair/co chair team listed above. In Bossier City, LA on October 4-7, 2006 in Bossier City, LA during the Fall Reunion, all NEXGEN will gather for a 30 minute joint session and then each of the Initiative Groups will break away and discuss their concerns and formulate plans for future activities.

TO BE CONTINUED. What will happen in the next episode? The NEXGEN will be writing the script. The outcome will be exciting.

NexGens

Greetings to all who attended the Next Generation Meeting at the Arlington Reunion last October. The Eighth Air Force Historical Society NEXGEN is the name which has evolved for ours and future generations following that of the WWII Veterans.

We hope all of you will plan to attend this year's reunion in Bossier City, LA on October 4-8 at the Isle of Capri. More info at this web page:
<http://www.8thafhs.org/reunions.htm>

All the info and forms you need for this will be in the June issue of the 8th AF NEWS. If some of you are not yet members of 8th AFHS and receiving this quarterly journal, please contact me, and I will send you the registration forms for the reunion.

A two hour NEXGEN update meeting is planned for Bossier City. We are at the forefront of an important task and a unique opportunity to help ensure the Continuance of the Legacy of the Mighty Eighth.

We hope to see all of you at the reunion. See some links to a few interesting web sites:
8th Air Force Historical Society
www.8thafhs.org
Mighty Eighth Air Force Museum:
www.mightyeighth.org
8th Air Force Museum at Barksdale Air Base: www.8afmuseum.net

Norma Peace Chesser
tel: 281 498-6134
E-mail: npchesser@yahoo.com

BOMBARDIERS OF THE 381ST BOMB GROUP



**This group of Bombardiers of the 381st Bomb Group was taken at Ridgewell in late 1944.
—contributed by Robert Stephens, 381st BG, Helotes, Texas**

BULLETIN BOARD



RARE LANCASTER BOMBER COMING TO VENTURE OSHKOSH

EAA AVIATION CENTER, OSHKOSH, Wis. - One of just two Lancaster bombers left flying anywhere in world will be part of EAA AirVenture 2006, as this World War II bomber from the Canadian Warplane Heritage Museum will be in Oshkosh this summer. The 54th annual EAA fly-in convention, The World's Greatest Aviation Celebration, will be held at Wittman Regional Airport in Oshkosh on July 24-30.

The Lancaster bomber, which has not been seen at Oshkosh since 1989, combines with the Commemorative Air Force's B-29 "FIFI" and B-24 "Diamond Lil," and up to five B-17s to create an unprecedented "Big Bomber Reunion" at this year's event.

The "Big Bomber Reunion" will be an extraordinary part of these shows, as these aircraft have not been flying in the same location for decades.

The Lancaster's appearance at Oshkosh was made possible through the assistance and participation of EAA's Canadian members, led by EAA Chapter 1410 of High River, Alberta.

World War II Missing In Action Panel To Be Featured At The Reunion in Louisiana

The death of a patriot in defense of our great nation is the source of Indescribable sorrow for the loved ones left behind. Defining that loss as "Missing In Action" amplifies the grief and denies closure to all concerned. There are approximately 87,000 American MIA's. 78,000 (89%) are from WWII and a substantial number of these are from the 8th Air Force. The balance of 11% are Korea, Southeast Asia, the Cold War and the Gulf Wars. Fortunately, there is a DOD Directorate and a Field Command active in the recovery of MIA's. Only about 5% of their services are being devoted to recovery of our WWII heroes.

A group of dedicated World War II veterans and families of the missing have teamed to seek balance in this US government program. A portion of the team will conduct a panel session at the 4-6 October 2006 reunion. All are invited to hear the problem defined and describe actions that can be taken to solve this problem. Contact is Dick Atkins 817-274-5424 dick8af@flash.net

NEW COMMANDER AT 8TH AIR FORCE HEADQUARTERS

Major General Robert J. "Bob" Elder has taken command of the 8th Air Force and is now stationed at Barksdale AFB, Louisiana. He arrives from his previous command as Commandant, Air War College and Vice Commander Air War University at Maxwell AFB, Alabama.

His previous leadership positions have been with the Joint Staff, Air Staff, Air Combat Command and NATO. He has command a number of USAF combat units. General Elder is a Command Pilot with more than 4,000 hours in the air, proficient in varied combat and training aircraft. He is a most welcome addition to the long and distinguished Mighty Eighth.



BULLETIN BOARD

"A VISIT FROM AN OLD FRIEND"

I haven't seen him in over sixty years.
I may have recognized the rounded-hut,
Or the sparse rectangular room, voices excited,
Voices embedded for eternity in the silicone crystal
Receivers of the stone and bricks of the walls,
Sounds which one day will be released and relived

By generations
Who will not realize that they are
Listening
To the voices of freedom -
Voices
Which were never heard again.

My friend's voice was among them,
Along with his buddies, above the pulsing engines
Reaching for the clearing in the night fog.
I had heard the sound before
Where we lived on our army base
West of the Mississippi

Where there was no end to the sounds of the
Bomber engines taking off and landing around the clock.
One spring afternoon, the sounds of car-horns
Brought us outside running
As a voice proclaimed:
"The Germans have surrendered".

Tonight, in this abandoned 8th Air Force base,
In the silence, I hear the voices from the
Half-timbered houses along the runways,
A deserted Briefing Hall opening into a farmer's field,
The roar of the bombers, mixed with the sounds of
The air crews... and the voice of my friend.

Poem by Marvin Silbersher, 447th BG
based on a letter by the Editor

WE SHOULD NOT FORGET THE LIBERATORS OF THE SECOND WORLD WAR

Free American Association, called "born from the release", seeks correspondents, in order to exchange our points of view on the life in each country, we have for the majority among us bonds in the USA, however we would like to especially look further into our knowledge for the period of the second world war, how that has it was lived by those which had one or more members of their family which fought for our freedom, some bound of friendship with whole families, much more like to know what they became, how they lived.

With St. Avold or I remain, there is the largest American cemetery of Europe, we go there, without being able well to include/understand who were these soldiers that died for our freedom.

We are aware today more than ever, of advanced our veterans in the life, today some are present at the commemorations, tomorrow they will be it less, our generation to have it to perpetrate these moments of memories honorably, while being present at the commemorations. "We should not forget".

My father Laurent Joseph took part in the release of France.

Michel Dalla Via

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57500 ST AVOLD (FRANCE)

tel: 00 33 3 87 94 57 52

nes-de-la-liberation@wanadoo.fr

www.nesdelaliberation.fr

2ND DUES CARD NOTICE

The second 8AFHS dues cards did not have the red box in the top left corner of the cards. The copy was suppose to read,

**IF YOU HAVE SENT YOUR DUES CHECK IN,
PLEASE DISREGARD THIS NOTICE.**

Please except our apologies for the confusion.





Shirley, Clifford, Stockbridge GA;
Burdette, Joe, Conyers GA; 92nd BG
Hughson, Robert, Amherst NY; 379th BG
Grande, Stephen, Sudbury MA; 452nd BG
Buchholz,

Wayland, Chicago IL; 466th BG gunner; POW Stalag Luft IV; frequent guest lecturer at schools teaching patriotism, self-respect, love of this country and loyalty

Mordecai, C.R., Montgomery AL; 351st BG

Gates, Boyce, Chidester AR; 493rd BG

Appel, Roy, Old Greenwich CT; 56th FG

Conner, John M., Attleboro Falls MA; 384th BG

Bock, Warren, Houston TX; 385th and 482nd BG Pathfinder pilot; POW at Stalag Luft III; one of 4 brothers serving during the war -from his wife Margaret

Hughes, Clifford,

Clanton AL; 466th BG

Hiller, Stanley Jr., Los Angeles CA; inventor at age 16 of the Hiller-cop-ter, XH-44.

Hensey, William, San Antonio TX; 448th BG -from Cater Lee

Fisher, Richard, Silver Spring MD; 379th BG

Kappmeyer, John, Harpers Ferry IA; 306th BG

Heidtbrink, W. Henry, Denver CO; 466th BG

Miller, William, Chesterfield MO; 447th BG

Smith, Walter, Fleming GA; 42 missions as a waist gunner 8th AF; three Purple Hearts

Smart, Curtis, Ridgeland SC; 364th FG P-51 pilot with more than 100 hours of combat time; injured during a bailout, he returned to combat until the end of

the war; career in SAC serving in Korea and Vietnam and afterwards in the Pentagon; nephew of Gen Jacob Smart; long-time supporter of and volunteer at the Mighty Eighth Museum - from his wife Dorothy

Lamvic, Norolf "Knut," Gresham OR; 381st BG B-17 pilot; Oregon Chapter
Wunder, Virgil, Baker City OR; 96th BG in Refueling section; received Purple Heart while flying combat missions; Oregon Chapter - from Joe Conroy
Stokes, "Milt," Westown PA; 453rd BG; instrumental in placing memorials to Generals Andy Low and Jimmy Stewart in the Mighty Eighth Museum and Memorial Chapel

Clostermann, Pierre, Montesquieu des Alberes France; French fighter pilot who flew 320 sorties with the Free French Air Force of the RAF in the Battle of Britain and then with the City of Glasgow Squadron on D-Day and until the end of the war; author of "Le Grand Cirque" ("Big Show: ..."); career as a Gaullist in French politics - from Sharon Egan

Reidy, James, Southampton PA; 453rd BG lead pilot; SAC

Marzarka, Frank, Hemet CA; 351st BG

Bayes, Willie "Bill," St. Louis MO; 401st BG radio operator on Mays crew -from his copilot Herman Livingston

Deschenes, Paul, Sanford MI; 56th FG; Chaplain of VFW Post 9935 -from his wife Theresa

Balint, Joseph, Allentown PA; 325th BS; career as head surveyor

Nidich, Joseph, Bayport NY; 447th BG radar navigator with Marvin Lubinsky's Lead crew

Kratschmer, Martha Catharine, Knoxville TN; wife of Norman Kratschmer; worked in Remington Arms plant during the war; lover of books; fashion designer; Tennessee Chapter

Slowik, Joseph, Countryside IL; 301st BG, 156th AF; 55 missions; developed androids that tested NASA space-suits, one of which is on display at the

Smithsonian Air and Space Museum; Scoutmaster; Illinois Chapter
Osika, Walter, Gary IN; 457th BG - from his daughter Susan Nowlin
Burdette, Joe, Conyers GA; 392nd BG
Felgers, Leon; Oregon Chapter
Anson, William, Baytown TX; 489th BG
Erwin, Chester, Atlanta GA; P-38 pilot
Gunner, Peter, Charbonneau OR; 453rd BG gunner; Developer of Hotels; author; Oregon Chapter

Beck, William, Savannah GA; 8th AF; 40-year career in the USAF

Clarke, Kenneth, Houston TX; 303rd BG ball turret gunner -from Al Lea
Hennessy, John, Savannah GA; 448th BG navigator Escaped after being shot down over Germany

Clements, James, Martinsburg WV; 351st BG; Korea

Hensey, William, San Antonio TX

Pester, Robert, Miamisburg OH; 361st FG Headquarters

Nicodemus, Loynal, Ottawa Lake MI; 361st FG crew chief

Piscitelli, Patsy "Pat;" 7th Photo Recon Group -from his son Ben

Edens, William, Victoria TX 361st FG armorer

Yates, Joseph, Bamburg SC; 361st FG crew chief

Rames, Stanley, Hot Springs AR; 361st FG pilot; MIA over Berlin; POW

Felgere, Leon; 8th AF Intelligence, OSS; Oregon Chapter

Hupfel, Richard, Stuart FL; 8th AF; career as Grower of Flowers; active for decades in Elks

Willis, Robert, Lebanon PA; 92nd BG -from friend Frank Smoker

Blakely, Billy, Conroe TX; Carpetbagger waist gunner on Heaberlin's B-24 "Dark Angel;" -from friend J.J. Gladden

Spencer, Virgil, Carlton OR; 509th armorer; Oregon Chapter -from Joe Conroy

Green, Ralph; 351st BG; POW -from his daughter Deborah Eason

Shade, William, Fleetwood PA; 384th BG r/o shot down ove Schweinfurt on his 24th mission; POW in Stalag 17B

Miller, Robert, Pullman WA; 493rd BG pilot -from his wife Janice

Shy, Charles, Jersey City NJ; -from his sister Theresa Fiumecaldo

Williams, Raymond, Houston TX; 7th



Warren Bock

PRG, 8th Photo tech –from Charles Borneman

Golay, Leonard, Nampa Id; 446th BG armorer; near Melfield explosion July 1944

Webster, Kenneth "Sam," Springfield OH; 445th BG; pilot; 22 missions; POW –from his wife Ruth

Anderson, Alfred, London England; age 109; last surviving World War I soldier who heard the guns fall quiet on the Western Front during the spontaneous "Christmas Truce" – the "eerie sound of silence" as shooting stopped and soldiers clambered from trenches to greet one another December 25, 1914.

Crossfield, Scott, Herndon VA; test pilot after the war; flew the X-15; in crash of his private plane near Ranger GA

Wiley, Eugene, Conifer CA; 92nd BG pilot

Desmond, Arthur –from his wife Ann: "a good man, good husband and good father."

Wagner, Roman, Chicago IL; 453rd BG radio technician; Illinois Chapter
Schmeltzer, Charles, 303rd BG; former treasurer of 303rd BGA –from Mel Schulsted

Noyd, Joel; 447th BG pilot –from his son Joel

White, John, Burke VA; 100th BG B-17 waist gunner; shot down during Berlin raid of 6 Mar 44 as a replacement on Lautenschlager's crew –from Bill Worsham

Teahan, George; 92nd BG radio mechanic –from his son Larry

Lester, Kenneth, Treasure Island FL; 398th BG pilot –from friend Jack Keller Collins, Clifford "C.D.," Statesboro GA; P-47 pilot 8th AF and F-84 pilot in Korea; long-time counselor at Willingway Hospital

Schuchmann, Clarence, Hawkeye IA; 457th BG pilot - from his wife Lois

Lewis, Harry, New Milford CT; career in USAF; "Sarge" as ROTC advisor in Danbury CT from his daughter Sandra Schwartz

Christensen, Fred, Northborough MA; 56th FG pilot; 21 combat kills; on 7 July 44 Shot down six Ju-52s on one

mission - a record at that time was the highest number of shoot-downs on one mission for an 8th AF pilot

Buchholz, Wayland, Algonquin, IL; 466th BG; shot down on 14th mission; POW; frequent lecturer in local schools
Vetromile, Alfred, Tuckahoe NY; 490th BG navigator; world famous artist in Western and Indian art; creator of Lucky Strike "Marching Cigarettes" TV commercial; featured in writeup in 8th AF News for his artistic works, esp. depicting the Leuna Works missions –from his wife Birgit

Telthorst, Harold, Topeka KS; 379th BG tailgunner

McNair, Russell, 466th BG navigator with 30 missions on George Zeigler crew

Smith, James, Stanford CT; 306th BG waistgunner on "Weary Bones" –from his wife Patricia

Meyers, Alfred; 351st BG tailgunner on Frank Chase crew

Berger, Ernest Henry, Winner SD; 467th BG top turret gunner/engineer –from Leonard Schutta

Anderson, Carl, Sun City Center FL; 390th BG

Gilmont, Robert, Toledo OR; 306th BG radio operator

Seabolt, Oliver, Marietta GA; 8th AF tailgunner 18 missions; SAC

Wick, Norbert, Apopka FL; 392nd BG

Sullivan, Dan, Atlanta GA; B-17 pilot with 25 missions in "SueDan;" career at Lockheed Martin

Woodruff, Leonard "Woody," Rockwall TX; 100th BG tailgunner with 24 missions - from his wife June

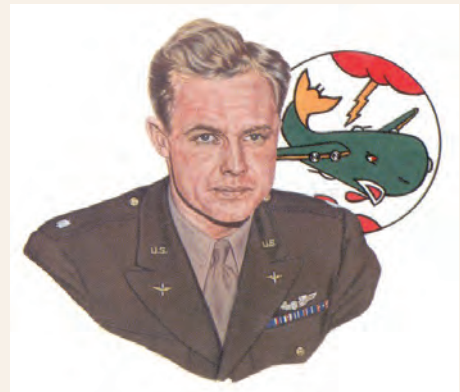


Major General Ramsay Potts

Ramsay Potts was from Millington, Tennessee and had a long career in law with his successful law firm in Washington, DC. After graduating from the University of North Carolina in Chapel Hill, he went into the Army Air Corps. He went overseas with the 93rd Bomb Group, "Ted's Travelling Circus." As a B-24 pilot, he flew from North Africa and flew the dangerous low-level Ploesti raid in Romania. After receiving severe damage to his plane the "Duchess," he managed to bring it back to his base.

Col. Potts was Group Commander of the 453rd BG, with actor Jimmy Stewart as his Operations officer. He moved up to 3rd Air Division where he was in charge of targeting and bombing operations. Right after VE Day, he interviewed a number of high-level Nazi leaders for the U. S. Strategic Bombing Survey. In 1945 he married Veronica Raynor who was in the RAF Women's Auxiliary, before returning to the states.

Ramsay Potts was a life-long tennis player and served on the Board of Trustees of the Mighty Eighth Air Force Museum in Pooler, Georgia for 14 years.



Ramsay D. Potts

WWII warbirds at EAA Oshkosh Air Show 2005

The release of a new stamp by the U.S. Postal Service won't occur until Friday at the international air show in Oshkosh, Wis., but 10,000 people at the open house last Saturday at Palwaukee Municipal Airport got an early peek.

The stamp honors the Black Cat, the last U.S. bomber shot down over Europe in World War II. It marks the first time the Postal Service has honored the B-24, which was a workhorse in both the European and Pacific theaters of operation.

The "Summer Sizzle" event at Palwaukee drew a large crowd, with a variety of events including appearances by a restored B-24 and B-17, other WWII aircraft, and formation fly-overs, aviation exhibits, a classic car show food and refreshments.

Many WWII veterans attended, including John Horan of Ingleside, a B-24 pilot who served in the same bomb group with the Black Cat crew.

Among the speakers, representing families of the Black Cat crew, was Art Peterson, a News Sun staff writer. His father, Robert E. Peterson, Sr., was a gunner on the Black Cat, and one of the nine crew members killed in action when the plane was shot down over Germany on April 21, 1945.

Victory in Europe Day was celebrated May 8, 1945, but it wasn't until several weeks later that the families got telegrams informing them the Black Cat crew was missing in action. It was another several weeks before they got "killed in action" telegrams.

The Black Cat crew had flown 23 combat

missions, many as the lead plane which was the first to target and first into anti-aircraft barages.

Peterson said appreciation should be extended "to everyone who was part of the B-24 effort, from the manufacturing teams who built a complete plane every hour, to the combat crews who paid a steep price in blood."

"On one raid in 1943, 60 U.S. bombers were shot down and 600 Americans killed," he said. "In one week, 148 bombers were destroyed and 1,400 U.S. airmen killed. Over the course of the war, 41,186 Americans died in combat serving their country with the 8th Air Force."

He added, "Many more survived and their brave efforts helped bring the war



Back row (l. to r.) William S. Phillips (stamp artist), John Horan (B-24 pilot in 466th who flew missions alongside the Black Cat crew) and his wife Irene, Mr. and Mrs. Judson and Sandra Noe, Judy Noe (Judson and Judy are children of Black Cat bombardier George Noe), Lori and Al Perella (Lori is a niece and Al a brother of Jack Perella, navigator on the Black Cat). Front row: Art Peterson (son of Robert E. Peterson, Sr. a gunner on the Black Cat).

to an end. The courage of these veterans helped preserve our freedom and democracy."

The new commemorative "American Advances in Aviation" stamp sheet will include the Black Cat and nine other classic U.S. aircraft from the 1930s through the 1950s.



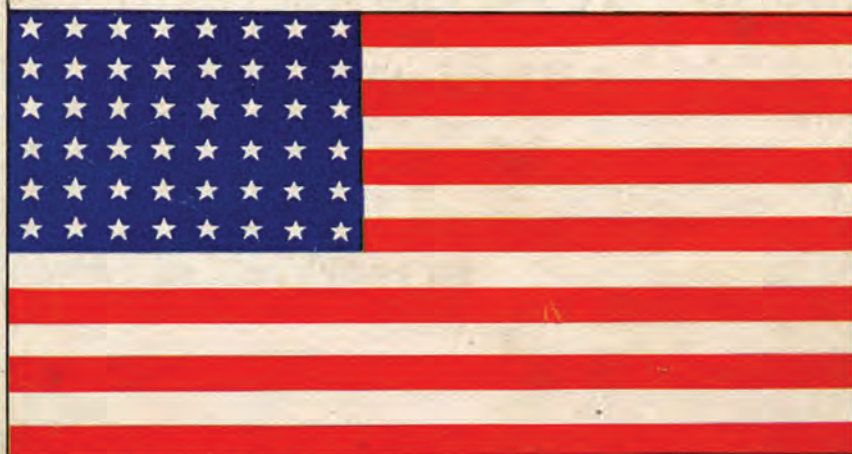
Black Cat Crew

VOLUME I

Happy Fourth Of July

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	Baseball Cap w/8 th AFHS logo embroidered	\$12.95	Red, White, Blue	
	8 th AFHS 4" jacket Patch	\$3.95	NA	
	8 th AFHS ¾" pin w/clutch back	\$3.50	Member Life Member	
	8 th AFHS bumper sticker	\$.90	NA	
	8 th AFHS 4" round sticker	\$.75	NA	
	8 th AFHS plastic license plate	\$3.95	NA	
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	8 th AF 3" patch	\$3.00	NA	
	8 th AF 1" pin w/clutch back	\$3.00	NA	
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		\$12.99	2X, 3X	
	8 th AF logo ash gray T-shirt	\$12.99	S, M, L, XL	
		\$14.99	2X, 3X	
	Youth 8 th AF logo ash gray T-shirt	\$9.99	XS, S, M, L	
	Women Take Flight yellow ladies T-shirt	\$16.99	S, M, L, XL	
	Women Take Flight cap	\$14.99	Yellow, Orange	
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	Stainless steel drink coozie	\$16.00	B-17, B-24, P-38, P-51	
	<i>Patriots Will-Surviving the Great Depression & WWII Combat</i> by Jack Hubbard, 246 PG PB	\$17.95	NA	
	Mighty 8 th tie silhouette Mighty 8 th tie small circle Mighty 8 th tie large circle Available in clip for \$24.99 For personalization please add \$2 per line	22.50	NA	
	Mighty 8 th Roll Up blanket with handle Red, Black, Blue	\$28.99	Red, Black, Blue	
	Island Mist Aloha Shirt	\$42.99	S(34/36), M(38/40) L(42/44), XL(46/48)	
	<i>Winning My Wings-A WASP in WWII</i> by Marion S. Hodgson, 286 PG, signed	\$24.95	NA	
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HAWAIIAN ALOHA SHIRT

Enjoy wearing this bright Hawaiian shirt to your next party. This lagoon blue background has bomber prints of B-17s, B-29s, B-24s and B-25s worked into a tropical motif. These shirts are 55% cotton/45% rayon and are machine washable.

ROLL UP BLANKET

Cuddle up with this great Mighty 8th fleece blanket on those chilly nights. This blanket rolls up for easy storage. It has a convenient handle making it great to take on trips. It is machine washable and comes in your choice of red, blue or black.



Navy blue polyester tie beautifully embroidered with the Mighty Eighth logo. Choose from 3 available logo styles - small logo with blue background, large logo with blue background or silhouette large logo. These ties can be customized with your choice of bomb group, squadron or aircraft for an additional \$2 per line up to two lines. For those of you who prefer, a clip tie is available for \$24.99. The clip ties can also be customized. Please allow 4 weeks for delivery.



How About It?

WAR AND PEACE

War is a horrible thing, but loss of freedom is even worse. How do we as Americans view our loyalty, citizenship and love for country? There are those who take our citizenship for granted and fail to realize the beauty, liberty and freedom we enjoy everyday. These are the losers in our society. The majority of our citizens are not like this. We have, as a Nation, demonstrated a fighting spirit to preserve freedom, not only for ourselves, but also for the peace-loving people throughout the world.

In our own history, we sent millions of white men into battle, made tens of thousands of our citizens homeless, destroyed farms and industry, and crippled the infrastructure of our nation to free millions of black men. Later our nation was thrust into a world-wide war, we sent millions of men to Europe and the Pacific at great cost in resources and the lives of our youth, won the war and then taxed ourselves to pay for the rebuilding of these defeated nations. Later Communism began invading the nations of the world, spreading their doctrine of greed and domination. To overcome their threats, we engaged ourselves in what was called the Cold War to defeat their goal of world dominance. Again, we taxed ourselves to help restore freedom and liberty in those oppressed nations throughout the world. Has ever in human history another nation in the world done this?

We have not been an aggressive nation but we have been, nevertheless, engaged in almost all world-wide conflicts. While America enjoyed relative peace in October of 1939, only 16.8 percent of Americans favored entering into the war that was simmering in Europe. The politicians were willing to help the allied war effort but in July,

1941, only 14 percent were willing to declare war. However, when we were attacked in December, 1941, we were suddenly willing to step up and defend our freedom. Just prior to the declaration of war with Germany and Japan, 71 percent of all Americans favored a bill requiring mandatory drafting of its citizens to build our fighting forces. For the next four years, 1942-1945, recruiting men for an army was not the problem, training and equipping it was. America was not only able to mobilize but also willing to meet the challenge of becoming the "arsenal of democracy" for the free world. In the end, a mobilized civilian force supplied the food and war time materials to support our military force of twelve million men and also helped to feed and arm all of our allies. The staggering price was the 400,000 American fighting men who died in the war.

Until our freedom was challenged in the early 1940's, America wanted to stay out of the war. It was Europe's war. The killing of Jews, Frenchmen, Englishmen, Russians was "not an American problem." But, when our freedom was challenged, everything changed! The consequences of indifference were very clear. The goals and aspirations of the citizens of the United States were threatened. We understood that whenever our freedoms are challenged, we must act! The love for our great nation must be understood by everyone and is worthy of defending. When you don't love something, you lose it.

Our nation has too many ungrateful people with an eye on "what's in it for me?" attitude. Ours is the greatest nation in the world and people throughout the world have a strong desire to come to America, join us, and become a citizen of the U.S.A. Unfortunately the vocal minority in our Nation are "getters", not "givers", but still



Earl Wassom

it is a nation made up of people who have an honest appreciation and gratitude in their hearts. Without this love for America, we begin to lose what we hold dear. God made this a very special place, whose streets are not paved with gold but rather with golden opportunities. Our war-time leader, President Franklin D. Roosevelt, spoke of these as "four essential human freedoms," the protection of which is our nations great calling: (1) Freedom of Speech, (2) Freedom of Worship, (3) Freedom from Want, and (4) Freedom from Fear.

Those who have gone before, the Patriots, Statesmen, Veterans, Citizen Soldiers and all unnamed heroes have paid the supreme price. This is the price that was paid for the privilege I have of being alive today!

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



Within us all there are wells of thought and dynamos of energy which are not suspected until emergencies arise.

Thomas Watson



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