



*Reunion Information Issue*

# 8TH AF NEWS

VOLUME 07 NUMBER 1 VOICE OF "THE MIGHTY EIGHTH" MARCH 2007





# AF News

Magazine of

## The Eighth Air Force Historical Society

March 2007

The Eighth Air Force News is dedicated to Lt. Col. John H. Woolnough, founder of the Eighth Air Force Historical Society and editor for sixteen years. It is published quarterly and is the official newsmagazine of the Society. The 8th AF NEWS is sent to members of the Society and is not for public sale. The home office is at 175 Bourne St., Pooler GA. 31322 - P.O. Box 956, Pooler, GA. 31322.

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## PRESIDENTS MESSAGE

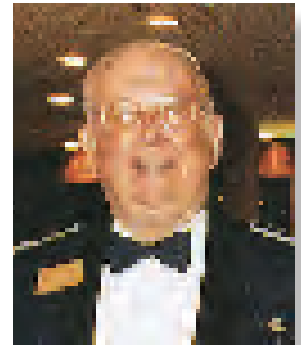
On 21 January, as is our custom, your Board conducted its mid-term Board Meeting in the hotel that will serve as host for our upcoming Reunion. The Radisson Hotel in Kalamazoo, Michigan, is a grand old hotel, modern and recently renovated in every respect, with a spacious foyer, lots of sleeping and meeting rooms, and a staff that from top to bottom reflected a "desire to serve" that is becoming so rare these days. I believe that everyone will be pleased with our selection of location and hotel for our 33<sup>rd</sup> Annual Reunion, 17 thru 21 July 2007. In this issue of your quarterly magazine you will find detailed information and application forms for both the hotel and Reunion activities. Please give serious consideration to attending this year, particularly if you haven't attended a Reunion lately. At our age, breaking bread and visiting with old comrades becomes more valuable with each passing year, and one never knows how many more years we'll be able to do that. So please extract the forms from this magazine, fill them out and send them in early! Remember the statement on promptness from an old Civil War General: "He who gits thar fustest, never ends up with the leastest!"

Now for a few other short topics: Thank you so very much for participating in our St. Paul's Roll of Honor Project. It

was totally successful, enough so that we're negotiating to also obtain a duplicate of the original book, where we'll place it in the foyer of the Mighty Eighth Heritage Museum, in Pooler, GA. Our "5 for 4" membership drive will begin almost immediately – information is elsewhere in this magazine. And our new Membership Records Manager, Mamie Kent, along with her "helper," Board Member Darrel Lowell, are aggressively reorganizing – totally – your Membership Office. As a result, you are getting better service now, and you will continue to receive better service in the future.

See you in Kalamazoo!

**Ivan L. McKinney**  
President 8<sup>th</sup> AFHS



**Ivan McKinney**  
President

An Athenian's true holiday is the day on which he serves his country best.  
Thucydides



### ON OUR FRONT COVER

The 392nd Bomb Group B-24 Liberator is low level over the Netherlands following a re-supply mission to the Rhine river area of Germany on 24 March 1945. Supplies to Allied ground troops pushing the Nazi forces back across the Rhine River were delivered air mail by several 8th Air Force Bomb Groups in the later stages of the war, weeks before VE Day. The low-level drops drew opposing ground fire and a number of 8th bombers were lost on these vital re-supply missions.

### ON OUR BACK COVER

America's symbols of Freedom over New York City and the site of the World Trade Center. The flyby of four aircraft, spanning our country's fighter history for the past 65 years, serves as a message to all who choose to attack the United States of America that the Statue of Liberty will remain as our symbol of Liberty and Peace.



## MISSION BRIEFING



Walter Brown, Editor  
Ewell Farm  
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Spring Hill, TN 37174

This seems to be a good time to talk about the history of the Mighty Eighth. I have had the privilege of serving as President/CEO of the Mighty Eighth Air Force Museum for the past one year. Here's what I have found.

Our museum staff members are seeing more and more 8th veterans and the families of the Original Guys who visit the museum bringing in diaries, photographs, uniforms and artifacts from their service tours with the 8th Air Force to donate to our museum Collections. Their visits are welcomed and enjoyed by everyone at the Museum.

Every donated item is accepted, photographed, catalogued in, and made available to future researchers and historians. Families will always have future access and a number of these artifacts will be displayed in Museum exhibitions. Many extensive collections, such as Merle Olmstead's 357th Fighter Group history and Harry Gobrecht's 303rd Bomb Group history, come to Director Dr. Vivian Rogers-Price by mail, according to prior arrangements made to accomplish the transfer.

All donors receive Deeds of Gift and appropriate documents to be used for tax purposes. Vivian is available at the museum daily as well as on many weekends and can be reached at telephone 912-748-8888 x108.

As editor of the 8th AF News for almost nine years, I am especially excited about this increase in activity in the Roger A. Freeman 8th Air Force Archives at the museum. After a number of years of restricted access to these archives and collections due to previous administrative policies, I now have full, complete access to all of the 8th AF materials. In the next few issues, 8th AF Historical Society members will see in this newsmagazine major presentations of rare period photographs and previously unpublished 8th AF wartime documents and memoirs. This valuable historical source will let readers around the world learn the story of the Mighty Eighth straight "from the hosses' mouth" - the airmen who fought the war against Germany for over three years. The preservation and presentation of the 8th Air Force's history is the charge of the Museum's 25-member staff and our Volunteers and supporters.

The ongoing relationship between the 8th AF Historical Society and the Mighty Eighth Museum will become stronger and more interactive as each year rolls around.

Sincerely,

Walter Brown, Editor

## BEHIND THE SCENES



Telisha Gaines



Donna Neely

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Our file folders are overflowing with exciting new articles just waiting to be placed in the *June & September 8th AF News*. Preparation for the June 07 issue is already in process. Please don't get discouraged if your article did not make this March issue. We have reunion information included in

this March edition, because of the early July reunion.

**FYI** - We are continuing to hold the page count to 48 pages for first three issues, and are planning for the big 64-page Christmas reading issue again this year.

Our 2007 Mighty Eighth Air Force Calendars are still available for purchase through the **Mighty Eighth Museum Store 912-748-8888**  
**\$14.95 plus s&h \$4.95**

**8th Members  
\$ Special Price \$**

Every member who receives this magazine can purchase the 2007 calendar at a special price of **\$11.95 plus s&h.**

**Hurry before the  
calendars sell out!**





# ALLIED AIR/SEA RESCUE OPERATIONS IN WORLD WAR II

by Christopher Story



A collection has recently come to the Mighty Eighth Air Force Museum that draws attention to a little-covered aspect of Allied operations during World War II. This collection is from Capt. Ed Larson, commander of the 65th Fighter Wing Air Sea Rescue operations from October 16, 1944 through the end of the war. Air Sea Rescue operations were the product of close cooperation between British and American forces, who joined together to ensure the safety of Allied airmen forced to put their aircraft down in the English Channel or the North Sea. The joint action of the Air Sea Rescue units saved the lives of nearly a thousand airmen during 1943-45, and the operation's excellent record did much to assuage the fears of airmen facing a Channel or Sea crossing in a damaged plane.

The English had an Air Sea Rescue operation established long before U.S. forces arrived on the scene in late summer 1942. The British RAF and Royal Navy operated jointly to provide rescue services for British pilots who ditched in the waterways between England and the Continent. Planes experiencing an emergency would switch to Channel B, a radio channel reserved



for that purpose. The pilots communicated with a number of Fixer Stations placed along the eastern coast of England. Fixer Stations utilized directional antennae to get a bearing on a plane's location, which they relayed to a Triangulation Center at Hornchurch. The operators in the Triangulation room ran strings across an oversized map in the directions indicated. The place where the various strings intersected revealed the location of the plane. This information was then communicated to the RAF Debden Sector operations room in a Grammar School at Saffron Walden. From the school, operations officers coordinated rescue units until the pilot and/or crew were successfully located and retrieved.

Operators had several different types of units at their command for the rescue of downed airmen, often utilizing several units in tandem. Fighter aircraft of the RAF were available as spotters, and RAF Hudson and Warwick type bombers carried lifeboats and supplies to crash survivors. The RAF actually commanded and manned a group of boats known as High Speed Launches, small craft of 67 to 73 feet long and capable of speeds of 28 knots. The Royal Navy also contributed ships



in the form of Rescue Motor Launches, larger ships of 110 feet with a maximum speed of 18 knots. Operators often utilized several different units together, with pairs of fighters acting as observers while bombers dropped lifeboats or as sea craft ploughed through the choppy waters towards stranded airmen.

On one occasion, at dusk on May 20, 1944, a B-17 ditched into the North Sea approximately 100 miles off the coast of Denmark. Operators quickly dispatched P-47s and Warwicks. The search was carried on through the night, and at dawn the bomber crews' dinghies were spotted. Shortly afterwards, a Danish fishing vessel approached the dinghies and took the men on board. P-47s circling nearby observed this and kept vigilant watch. The fishing boat turned, heading back towards the Continental coast. The P-47s quickly dived, firing warning shots across the bow of the vessel, which halted. Warwicks nearby met and guided in an approaching HSL, which pulled alongside the fishing boat and rescued the airmen.

During the early stages of the war fighters and bombers were borrowed from other units for rescue missions. With the entry of the United States into the war, however, the British system was hard-pressed to keep up with the steadily increasing rescue demands and the American 56<sup>th</sup> Fighter Control Squadron was formed in June 1943. It became apparent that the formation of an independent, full time search unit with its own aircraft was necessary. The 65<sup>th</sup> Fighter Wing ASR unit was created to this end in May 1944. Captain Robert Gerhart, a former ASR controller himself, was placed in command of the new outfit. The unit was issued "war-weary" P-47s as spotters and assigned to the P-47 airfield at Boxted, home of the 56th Fighter Group under the command of Col. Hubert Zemke and the famous "Wolfpack" fighters. Gerhart, with the assistance of Zemke, over-

came many supply and maintenance difficulties the new unit faced. It was at Boxted that Capt. Ed Larson took command of the group in October 1944.

ASR units made several operational, supply, and training changes during the course of the war. VHF radio was adopted, and another emergency channel was added to accommodate the higher volume of communications. The 65<sup>th</sup>'s P-47s began carrying one M-type four-man dinghy per wing, one 150 gallon drop tank under the fuselage, a smoke flare rack behind the fuel tank, and also reduced their armament to two .50 cal machine guns. Headquarters began informing ASR units of daily missions' flight paths so ASR boats could station themselves at rendezvous points long the routes.



Captain Ed Larson

Pilots capable of controlling their aircraft would be steered towards these "R/Ps." After one landing it was claimed the B-17 crew ditched so close to a waiting HSL that the crew members never got wet, but simply walked directly off their aircraft's wing onto the ship.

ASR units also initiated substantial changes in U.S. training procedures. Training of units in the States rarely anticipated such problems as ditching an aircraft into the frigid waters of the English Channel or North Sea. Aircrews and pilots began receiving heavy instruction on emergency water landings and safety equipment operation. ASR personnel were not without

some need of training themselves. Lt. Hart, a spotter pilot in a P-47, was once dispatched to assist in the rescue of a downed bomber crew. On the scene, Hart dropped both of his four-man dinghies to the crew. Each dinghy failed to land anywhere close to the men in the drink below. Knowing one could die of hypothermia in mere minutes in those cold northern waters, Hart decided to drop the men his own one-man dingy. He opened his cockpit and brought the plane down low over the water. Holding the dinghy in hand, Hart waited for the right moment. As he bore down on the swimming crew, Hart turned the inflating valve on the dinghy releasing all the air from an attached CO2 tank, almost instantly blowing the dinghy up to full size. He immediately discovered the error of his thinking when the dinghy inflated inside the cockpit, wedging itself between Hart, the instrument panel, and the P-47's canopy. Hart struggled with the dinghy for what seemed an eternity, racing only feet off the water and unable to see anything but the yellow dinghy. This sort of near-death accident, while remembered humorously, made it clear to ASR personnel the necessity of proper training and discipline to successful operations.

Under Capt. Larson the 65<sup>th</sup> Fighter Wing received B-17s and OA-10 Catalina amphibious aircraft. The B-17s carried A-1 lifeboats, manufactured by the American company Higgins. This lifeboat held ten or more men and was stocked with self-warming rations, purified water, flares, clothing, and cigarettes. The bombers would drop this boat by parachute to men stranded in the water. Upon leaving the aircraft, two buoyancy chambers in the lifeboat inflated, making it almost unsinkable. Anchors would drop on impact, holding the lifeboat in place, and rockets shot ropes out in all directions to ensure airmen made it to the boat. To top it all off, the boats had



two outboard motors, a sail, compasses, and maps. These boats became famous among men who had ditched in the sea and were the final product in a long line of models.

The introduction of the OA-10 Catalina was a vast improvement. Previous amphibious aircraft had been very unstable, often malfunctioning and leaving their crews stranded with the airmen they sought to rescue. The Catalina was a stable, reliable aircraft with plenty of room inside for the treatment of wounded airmen. The Capt. Ed Larson collection contains photos that captured an ASR crew going through a rescue drill under the watch of several Allied generals. The Catalina would land and taxi to a waiting Jeep. Men climbed on the hood

of the Jeep to take men on stretchers from the Catalina crew, who evacuate the wounded airmen through the aircraft's waist-gunner blister canopy. The men on stretchers would be quickly placed into waiting ambulances and whisked away to the base hospital. The structural integrity of the Catalina dramatically increased the success rates of such rescues, granting airmen and ASR crews peace of mind.

ASR crews under the command of Capt. Gerhart and Capt. Larson performed a vital task for the Allied war effort. Their Unit's reputations grew with its excellent track record, reassuring bomber and fighter pilots by demonstrating the existence of a competent and ready group dedicated to saving Allied crewmen's lives. Pilots faced

a Channel or sea crossing much easier knowing the 65<sup>th</sup> Fighter Wing was keeping watch. In addition to rescuing more than 938 downed airmen during the period of 1943-45, the ASR operators and pilots guided in thousands more wounded aircraft. The reassurance they gave pilots returning from Continental missions restored morale and helped keep the Allied mission on track.

*Christopher Story is one of several Graduate Students working in historical research in Archives and Collections Department at The Mighty Eighth Air Force Museum. – Editor*

## Gentlemen...

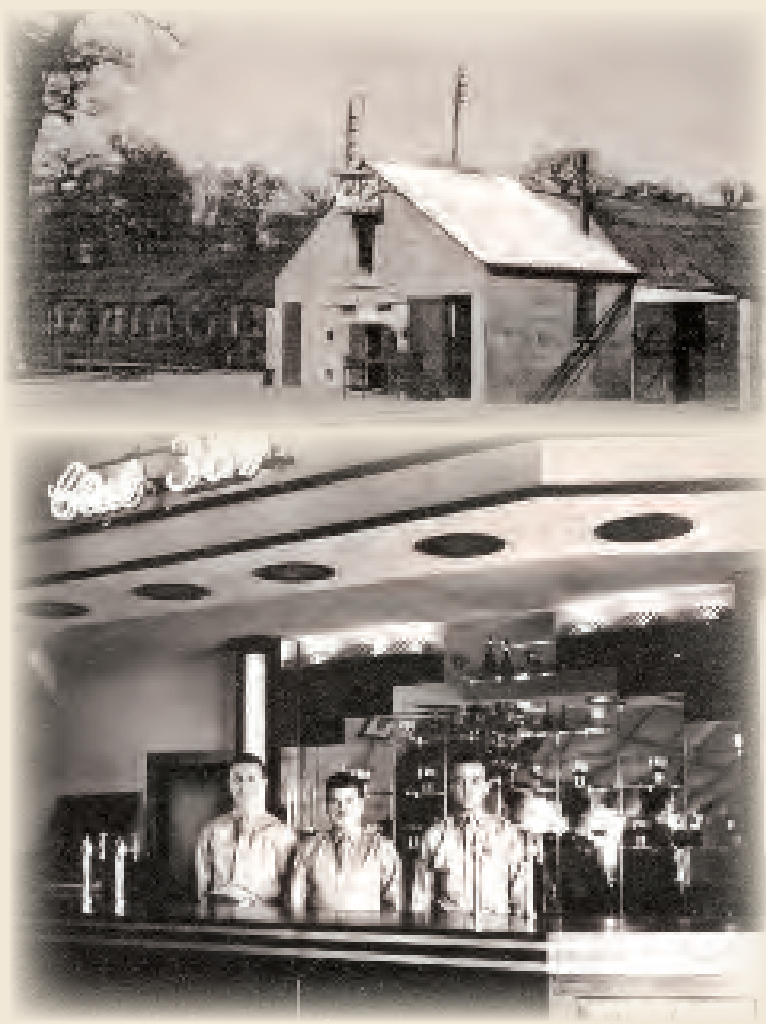
**Wow!** What a treat to find our old 384th Officer's Club photo on the front cover of the December issue of the News! Our group managed a reunion back at the old base at Grafton Underwood in '05 but, of course, all the buildings up in the barracks area, including the old Officer's Club, are gone.

I am enclosing a couple of snaps of the area taken by me back in about Sept. of 1944. If you look closely just on the left in back of the Foxy, our movie house, you can make out the Officer's Club building. Incidentally, a magnifying glass disclosed that the movie showing that day was a Laurel and Hardy!

The inside shot at the club shows the newly installed "Club 384" sign and the bartenders serving at that time. Unfortunately, my memory doesn't reach back far enough to recall their names.

Yours truly,

**Vern Arnold, Bombardier, 384th BG**



**The laws of war force us to secure what belongs to the enemy...but when men proceed to wreak their fury on inanimate objects, the destruction of which cannot profit them at all nor prevent their antagonists from carrying on the war, specially if they burn temples and destroy private property - what can we say but that such acts are devoid of all decency and are the work of maniacs?**

**Polybius**

## CHAPTER/UNIT LIAISON REPORT

Not all state Chapters and Units have sent me an updated list of their current officers. I am in need of this to update my files. Some Chapters are on the verge of folding up. I have talked with members from all around the country and I am hearing the same old stories from all of them. There seems to be two main problems, first is lack of interest. Second, lack of recruiting new members. We are going to have to start reaching out to the Next-Generation to keep these Chapters running.

All State and Unit Presidents should be forming a recruiting committee. The 2007 Eighth Air Force Historical Society reunion will be held in July. The purpose of this is to try and reach the younger generation. A very popular Fighter Group just folded up last year. If you did not fly that type of fighter (P-47), you could not join. Another fine Association went

down because they would not reach out to the Next Generation. As I have stated, before we are losing our Greatest Generation at a rapid rate. Kalamazoo, Michigan 2007, all Chapters and Units should make an attempt to try and get as many members as possible to attend. Until next time.



**Harry "Doug" Tanner  
Committee Chairman**





## 8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION RADISSON PLAZA HOTEL & SUITES, KALAMAZOO, MI JULY 17 - 22, 2007

Summer is on its way, so make plans now to attend the 33rd annual reunion. Secure your reservations early, as rooms may be limited, as well as some of the tours. The weather is almost perfect this time of year with daytime temperatures in the low eighties.

### REGISTRATION INSTRUCTIONS

See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. Remit by check or money order payable to Armed Forces Reunions by June 15, 2007 (no credit cards or phone reservations accepted). Forms received after this date will be accepted on a space available basis only. Hotel reservation forms should be filled out completely and mailed to the hotel by June 15, 2007.

### ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed

Forces Reunions, Inc. (AFR) shall process a full refund less a \$5 processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$5 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 or email [cancel@afri.com](mailto:cancel@afri.com) to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn't cancel your reunion activities.



### MEALS / EVENTS CHOICES

#### CHOICE #1 TOTAL PACKAGE \$169

Package includes 7 hotel food functions starting with breakfast on Thursday. Tours are separate.

#### CHOICE #2 PARTIAL PACKAGE \$119

Package includes 5 hotel food functions starting with breakfast on Friday. Tours are separate.

Breakfast menus: The continental breakfasts on Thursday, Friday, and Sunday include juice, breakfast breads, cereal or yogurt (changes each day), fruit, coffee, and tea. The breakfast buffet on Saturday includes juice, assorted breakfast breads, eggs, bacon, sausage, hash brown potato casserole, fruit, coffee, and tea.

#### CHOICE #3 INDIVIDUAL EVENTS

Friday Rendezvous Dinner \$39 and Saturday Banquet \$49 can be purchased separately, but are included in both packages above.

### TOUR OPTIONS

Tours and trips are described on the Reunion Highlights Pages. Prices are listed on the registration form. Driver and Guide gratuities are not included in the tour prices.

# REUNION SCHEDULE

## RADISSON PLAZA HOTEL & SUITES, KALAMAZOO, MI

### TUESDAY, JULY 17

2:00pm - 6:00pm

Early Bird Registration open

### WEDNESDAY, JULY 18

8:00am - 10:00am  
(hours tbd)

Reunion Registration open

9:30am - 12:30pm

Hospitality/Gathering Room, Memorabilia Room, & PX opens

11:00am - 2:30pm

CITY TOUR

1:00pm -

WINERY TOUR

3:00pm - 6:00pm

8AFHS Board Meeting

5:00pm - 11:00pm

Reunion Registration open

CORNWELL'S DINNER THEATER

### THURSDAY, JULY 19

7:00am - 8:30am

Mighty Eighth Theater open Thursday & Friday (hours tbd)

8:00am - 9:30am

Continental Breakfast

8:00am - 10:00am

Unit Advisory and Chapter & Unit Development Meeting

9:30am - 2:30pm

Reunion Registration open

10:00am - 2:30pm

AIR ZOO

3:00pm - 6:00pm

GILMORE CAR MUSEUM

3:00pm - 3:45pm

Reunion Registration open

4:00pm - 5:00pm

Speaker – Martin Bowman, English Author

6:00pm - 7:00pm

Medical Advisory Seminar: Pearls, by Dr. Brown

7:00pm - 9:00pm

Cash Bar Reception

Group Dinner & Entertainment

### FRIDAY, JULY 20

7:00am - 8:30am

Continental Breakfast

8:00am - 9:30am

Reunion Registration open

8:00am - 9:30am

Individual Group Meetings

9:45am - 1:45pm

AIR ZOO

10:00am - 2:30pm

GILMORE CAR MUSEUM

3:00pm - 5:30pm

Next Generation Meeting

3:00pm - 6:00pm

Reunion Registration open

4:00pm - 5:30pm

Research Seminar (break-out group from Next Generation Meeting)

6:00pm - 7:00pm

8AFHS Cash Bar Reception

7:00pm -

Rendezvous Dinners and 'Hangar Flying'

### SATURDAY, JULY 21

7:00am - 8:30am

Full Breakfast Buffet

9:00am - 11:00am

General Membership Meeting

11:30am - 4:00pm

W.K. KELLOGG MANOR HOUSE

1:00pm - 3:30pm

Norman C. Grant Symposium: THE BIG B

4:00pm - 5:30pm

Heritage League Meeting

5:30pm - 6:00pm

Reunion Registration open

6:00pm - 7:00pm

8AFHS Cash Bar Reception

7:00pm -

8AFHS Gala Banquet

### SUNDAY, JULY 22

7:00am - 8:30am

Continental Breakfast

8:30am - 9:15am

Separate Protestant and Catholic Services at the hotel

9:30am -

8AFHS Annual Board Meeting

**Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.  
All tours must have a minimum of thirty people, unless otherwise stated.**



## REUNION SCHEDULE

### RADISSON PLAZA HOTEL & SUITES, KALAMAZOO, MI

Our 2007 Reunion will be held in lovely downtown Kalamazoo, Michigan, July 17 thru July 22, 2007 (See details below). Summer dates have been selected specifically to encourage more second, third, and fourth generation involvement. Our host hotel is the Radisson Plaza at Kalamazoo Center, a superb 4 diamond hotel, anxiously awaiting our arrival and offering all the amenities that we require. (Please make hotel reservations early as rooms are limited).

Our guest speaker at the Saturday night Banquet will be Jonna Doolittle Hoppes, granddaughter of General James H. Doolittle. In addition, the B-17 "Yankee Lady" will be flying into the Air Zoo for the day Thursday morning specifically for our reunion, and will be available for free walk-thru tours. Limited rides will also be available at a tax deductible cost of \$400 per person, booked in advanced. Contact George Hoidra at 301-953-2813 for reservations and more information.



**Joanna Doolittle**

New this reunion will be a specially designated Hospitality Suite for all the Fighter Group attendees; Bomb Group Hospitality Suites are also available thru Donna Lee. The "Mighty 8<sup>th</sup> Theater" is expected to return, Martin Bowman will speak Thursday afternoon, just before Doc Brown's popular "Pearls" seminar, Earl Wassom and his associates will

hold in depth NextGen meetings on Friday, The Heritage League will conduct a special Researcher's Seminar, Mark Copeland will host a novel Symposium on Saturday titled, "Mission to the Big B: an examination of the early raids to Berlin in March of 1944" with some very, very special speakers, and Donna Lee will weave our week together with outstanding daily tours, dinner theaters, and lunch tour options, along with our Group dinners on Friday, followed by our Gala Banquet Dinner on Saturday, resulting in a great time for all who attend.

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

Complete details, Reunion Registration Forms, Tour Information and all related costs are available in this Magazine, and are available on our website at [www.8thafhs.org](http://www.8thafhs.org).

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

## RADISSON PLAZA HOTEL & SUITES, KALAMAZOO, MI

### (www.radissonkz.com)

**Room Rates:** \$89 per night (plus tax)

(Room Rates honored 3 days prior and 3 days past, subject to availability)

**For Reservations call:** 1-269-343-3333 or 1-800-333-3333; Just say that you are with the group "8<sup>th</sup> Air Force"

**Hotel Amenities:**

300 Rooms, to include:

15 handicapped rooms

2 are "Barrier Free" (Reserve Early)

Free Airport Shuttles (Multiple Busses running)

Covered Parking -\$5 per Day (Free Sat. and Sun. to overnight guests)

Valet Parking (\$10 per Day)

4 Restaurants on site

3 Bars on site

Shops on site

Sister Hotel (4 miles away by Hotel Shuttle) is the Holiday Inn Fundome, for those with younger children, wishing to have more "on site" entertainment for the kids.

**Weather at Reunion Time:** Mild, mid 70's to low 80's, low humidity, some chance of afternoon showers

# REUNION HIGHLIGHTS

## CITY TOUR Wednesday, July 18

Begin a professionally guided tour of downtown Kalamazoo's well-known landmarks and areas. You'll learn lots about the cities as you ride by Stuart Neighborhood, Pedestrian Mall, Bronson Park, and the Kalamazoo Institute of Arts. Stop at Bells Brewery for a brief tour. We'll meet in the conference room for an overview and then proceed on a short walking tour. You'll learn the sequence of events of brewing beer from grain to glass! On the way back to the hotel, buses will make a brief stop at the Taste of Kalamazoo Festival in downtown. You may eat lunch here if you want, and then walk back to the hotel. Buses will also drop off at the hotel for those wishing to return for lunch.

**9:30am board bus, 12:30pm back at hotel**

**\$31/Person includes bus and guide.**

**\*\* OR \*\***

## WINERY TOUR Wednesday, July 18

If tasting wine is your 'cup of tea,' then join us today for a trip to Paw Paw, Michigan. Warner Winery is the second oldest winery in the state, celebrating their sixty-ninth year. They make twenty-four different types of wine, so there's sure to be one for you. You may sample several during our tasting time. At St. Julian Winery, we'll take a tour of the winery beginning with a film explaining the winery's history, where the grapes are grown, prime picking

time, and how they're processed into the juices and wines. From there, we'll go through the white wine cellars, red wine cellars, the bottling line, brandy still, awards room, and end up back at the tasting room. In between, we'll have lunch at Kevin's Tavern on the River, a wonderful restaurant at Warner Winery. Lunch includes your choice of sandwich (chicken salad, roast beef, or fish) along with fries and a drink. Note: This tour is limited to the first 100 people registered.

**11:00am board bus, 2:30pm back at hotel.**

**\$48/Person includes bus, escort, winery tour, and lunch.**

## CORNWELL'S TURKEYVILLE DINNER THEATER Wednesday, July 18

Step right into Cornwell's Dinner Theatre, Professional Dinner Theatre at its finest. Join the group for a traditional style turkey dinner before sitting back for the show. See stars of tomorrow on their hometown stage.

Tonight's show is "Nunsense, A-Men." The whacky Little Sisters of Hoboken need to raise money for burials after Sister Julia accidentally poisons 52 nuns...the solution? A musical revue, of course! With one twist - all the performers are men! An evening at Cornwell's Turkeyville Dinner Theater means laughter, food and fun all rolled into one! Note: This evening requires a minimum of 75 people, and a maximum of 150.

**5:00pm board bus, 11:00pm back at hotel**

**\$64/Person includes bus, escort, and dinner show.**

## AIR ZOO Thursday, July 19 and Friday, July 20

The Air Zoo has grown into the 10th largest non-government aviation museum in the nation. Celebrate the Wright brothers' first flight. Tour the International Space Station like never before. Take the controls of a military jet plane. It's all part of a multi-sensory experience aimed at submerging guests into the wonders of man-made flight. With indoor amusement rides, full-motion flight simulators, the Midwest's only 4D theatre, live character actors and a collection of over 80 rare aircraft, there's something to make everyone's time fly. The Air Zoo is home to a variety of permanent exhibits that celebrate everything from the history of flight to its inner workings. While there, enjoy a box lunch in the café area, consisting of a sandwich, fruit, chips, brownie, and beverage.

**Thursday: 9:30am board bus, 2:30pm back at hotel. Friday: 9:45am board bus, 1:45pm back at hotel.**

**\$55/Person includes bus, escort, box lunch, and admission.**

**\*\* OR \*\***

## GILMORE CAR MUSEUM Thursday, July 19 and Friday, July 20

Rated as one of the ten best automobile museums in the United States, the Gilmore Car Museum sits on ninety landscaped acres. In



# REUNION HIGHLIGHTS

restored historic barns you will find more than 175 extraordinary vehicles spanning more than 100 years of automotive heritage. Visitors will find exhibits ranging from an 1899 Locomobile to the classic Duesenberg, the elusive Tucker, the Model T and the muscle cars of the '70s. The popular gift shop offers fun memorabilia and is located in an architectural reproduction of a small town bus depot. Transportation will be available to help shuttle between areas. Enjoy a box lunch in the picnic area, consisting of a turkey and swiss sandwich, cole slaw, chips, cookie, and a beverage.

**10:00am board bus, 2:30pm back at hotel**

**\$54/Person includes bus, escort, box lunch, and admission.**

## GROUP DINNER Thursday, July 19

Spend the evening with your comrades and friends at the hotel. The buffet will feature two entrees (roast sirloin and chicken) along with side dishes & dessert. After dinner, enjoy the tunes of the Barbershop Quartet, *Four-Got to Shave*. They'll wow you with their harmony, wonderful voices, and great songs.

**6:00pm Cash Bar Reception, 7:00pm Dinner and Entertainment.**

**Cost is included in Meal Package #1.**

## RENDEZVOUS DINNERS Friday, July 20

Gather in your respective banquet rooms with your individual groups for dinner featuring a Chicken Breast

w/ Madeira Sauce. Units (BGs, FGs, etc.) with approximately fifty or more people in attendance will have a private room. Smaller groups will be combined with others. Think of this as your "reunion within the reunion."

**6:00pm Cash Bar Reception, 7:00pm Dinner.**

**Cost is included in both meal packages or \$39 separately.**

## W.K. KELLOGG MANOR HOUSE Saturday, July 21

Otherwise known as Eagle Heights, the W.K. Kellogg Manor House served as the Cereal King's summer cottage beginning in 1926. The family spent many summers here enjoying the privacy and natural beauty of Gull Lake. During World War II, the estate was used as induction and training areas for the Coast Guard. Later, it was used by a hospital for rehabilitation services. Despite all of the varied uses of the Manor House, restoration began in 1998. Now, it is once again an elegant lakeside estate. On the tour of this beautiful Tudor-style home, you'll see many of the original seven bedrooms, huge living room, kitchen, dining room, breakfast room, exercise room, Billiard Room, and more. Furnishings are not original, but true to the era. The woodwork and tilework are amazing. While at the estate, enjoy a cafeteria-style lunch at the adjacent conference center. Time will also be allowed to wander around to view the lake and see the beautiful garden.

**11:30am board bus, 4:00pm back at hotel**

**\$46/Person includes bus, escort, lunch, and admission.**

## SYMPOSIUM

### "THE BIG B"

**A Historical Study of  
the First Berlin Raids -  
March, 1944  
Saturday, July 21**

This fascinating Symposium will feature actual veterans who flew these historical missions; with a special emphasis on the March 6, 1944 mission when the Eighth Air Force mounted the first full-scale daylight raid on Berlin, resulting in the loss of 69 heavy bombers and 11 escort fighters. On no other single mission, before or after, would the Eighth Air Force lose more aircraft.

**1:00-3:30pm at the hotel**

**Cost is included in your Registration Fee.**

## 8th AIR FORCE HISTORICAL SOCIETY ANNUAL BANQUET Saturday, July 21

Assemble in the ballroom for the Posting of the Colors and Memorial Service. Dinner will be a choice of Roasted Tenderloin of Beef or Cedar Plank Salmon and the usual accompaniments. After dinner, we'll proceed with the awards ceremony and guest speaker.

**6:00pm Cash Bar Reception, 7:00pm Banquet.**

**Cost is included in both meal packages or \$49 separately.**

*Driver and guide gratuities are not included in the tour prices.*

# 8AFHS ACTIVITY REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order (no credit cards or phone reservations accepted). Your cancelled check will serve as your confirmation. Returned checks will be charged a \$20 fee. All registration forms and payments must be received by mail on or before June 15, 2007. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form.

**Armed Forces Reunions, Inc.**

**PO Box 11327**

**Norfolk, VA 23517**

**ATTN: 8<sup>th</sup> AFHS**

## OFFICE USE ONLY

Check # \_\_\_\_\_ Date Received \_\_\_\_\_

Inputted \_\_\_\_\_ Nametag Completed \_\_\_\_\_

**CUT-OFF DATE IS 6/15/07**

	Price Per	# of People	Total
<b>REGISTRATION FEE</b>			
Includes Unit rebates, Saturday's Symposium expenses, and other reunion expenses.	\$45		
Reg. Fee for children ages 10-17 attending more than 1 function & staying at hotel	\$30		
<b>MEAL PACKAGES</b>			
Choice #1 includes 7 hotel meals beginning with breakfast on Thursday. Choice #2 includes 5 hotel meals beginning with breakfast on Friday.			
Choice #1	\$169		\$
Choice #2	\$119		\$
<b>Please select your entrée choice(s) for the Banquet:</b>			
Roasted Beef Tenderloin		#	
Cedar Plank Salmon w/ lemon-pepper		#	
<b>SEPARATELY PRICED MEALS (if not purchasing a package)</b>			
Friday: Rendezvous Dinner (chicken)	\$39		\$
Saturday: Banquet ( <b>please select your entrée</b> )			
Roasted Beef Tenderloin	\$49		\$
Cedar Plank Salmon w/ lemon-pepper	\$49		\$
<b>TOURS</b>			
Please choose one of the following two tours:			
Wednesday: City Tour	\$31		\$
Wednesday: Winery Tour	\$48		\$
Wednesday: Dinner Theater	\$64		\$
Please choose one of the following two tours:			
Thursday: Air Zoo	\$55		\$
Thursday: Gilmore Car Museum	\$54		\$
Please choose one of the following two tours:			
Friday: Air Zoo	\$55		\$
Friday: Gilmore Car Museum	\$54		\$
Saturday: Kellogg Manor	\$46		\$
Total Amount Payable to <b>Armed Forces Reunions, Inc.</b>			\$

MEMBER NAME \_\_\_\_\_ WWII GROUP \_\_\_\_\_

8AFHS MEMBER # \_\_\_\_\_ LIFE MEMBER? \_\_\_\_\_ PH. # (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_

SPOUSE NAME \_\_\_\_\_ LIFE MEMBER? \_\_\_\_\_ MEMBER # \_\_\_\_\_

GUEST NAMES \_\_\_\_\_

MEMBER'S ADDRESS \_\_\_\_\_

DISABILITY/DIETARY RESTRICTIONS \_\_\_\_\_

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? ☐ YES ☐ NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

EMERGENCY CONTACT \_\_\_\_\_ PH. NUMBER (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_



## RADISSON PLAZA HOTEL & SUITES, KALAMAZOO, MI

269-343-3333 or 800-333-3333

The Radisson Hotel is located at 100 West Michigan Ave, Kalamazoo, MI 49007. The hotel is located in downtown Kalamazoo, close to shopping, theaters and museums. If you are driving, please call the hotel at (269)343-3333 for accurate driving instructions. The Radisson Hotel features beautifully decorated rooms, and are all equipped with a coffee maker, hair dryers, iron/board, cable TV and complimentary high speed internet access. The hotel also features the Kalamazoo Athletic Club, with pool, sauna, whirlpool and fitness equipment. Located inside the hotel are a few different shops as well.

Handicapped and non-smoking rooms are subject to availability. Please request these special accommodations when making your hotel reservation. Self-parking is being offered to all attendees at a rate of \$5 for Monday-Friday, and parking is complimentary on Saturday and Sunday of the reunion. Check-in time is after 4pm and check-out is 12 noon. Zazios offers a modern Italian experience for dinner only and brunch on Sundays. Old Burdick's Bar & Grill has a sports theme and serves lunch, dinner or drinks. SOL World Cafe offers buffet or a la carte breakfast and an excellent Sunday brunch. Webster's, a fine dining restaurant, serves dinner Monday-Saturday. Room service is also available.

The hotel offers several different types of suites for various purposes. The best 'hospitality' suites for units wanting to entertain their members are called the Manhattan Suites with separate bedrooms. This parlor offers a sitting area, dining table, along with a small kitchen with large refrigerator, sink, microwave, and stove. The sleeping room is separate. These ten suites will rent for \$149 per night (plus tax), but 8AF units must contact Donna Lee, Armed Forces Reunions, Inc. to make these reservations. [DonnaLee@afri.com](mailto:DonnaLee@afri.com) or 706-356-1905. For other suite requirements, please call the hotel for information, rates, and reservations.

The Radisson Plaza Hotel provides free shuttle to and from Kalamazoo/Battlecreek International Airport. Please proceed to the hotel courtesy telephone board located in the baggage claim area of the airport. You may want to consider other transportation services, as space is always limited on complimentary services.

The Radisson Plaza Hotel & Suites has parking for RVs at a parking lot close to the hotel. Should hookups be required, call American Campgrounds at 1-800-340-2267 for information, reservations, and directions. The address is 8368 West C Ave, Kalamazoo, MI 49009, and the park is approximately 13 miles from the hotel.

Should you need to rent a wheelchair for the reunion, ScootAround rents both manual and power wheel chairs by the day and week. Please call their toll free number at (888) 441-7575 for details.

Vendors, Schedules, and Prices are subject to change.

----- CUT HERE AND MAIL TO THE HOTEL -----

### 8<sup>th</sup> AIR FORCE HISTORICAL SOCIETY - HOTEL RESERVATION FORM REUNION DATES: JULY 17-22, 2007

NAME \_\_\_\_\_ SHARING ROOM W/ \_\_\_\_\_

ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

TEL. # (\_\_\_\_\_) \_\_\_\_\_ FAX # (\_\_\_\_\_) \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ARRIVAL DAY & DATE \_\_\_\_\_ DEPARTURE DATE \_\_\_\_\_ # NIGHTS \_\_\_\_\_

# OF ROOMS \_\_\_\_\_ # OF PEOPLE IN RM. \_\_\_\_\_ HANDICAP ACCESS \_\_\_\_\_ SMOKING \_\_\_\_\_ NONSMOKING \_\_\_\_\_

KING BED \_\_\_\_\_ 2 DOUBLE BEDS \_\_\_\_\_

If room type requested is not available, nearest room type will be assigned.

RATE: \$89 + state and local tax (currently 11%). Rate will be honored 3 days before and after reunion dates, based on availability. Reservations must be guaranteed by credit card (information below) or first night's deposit enclosed. For Suites, please see information above.

CUTOFF DATE: 6/15/07. Reservations received after this date will be processed on space & rate availability.

CANCELLATION POLICY: Deposit is refundable if reservation is canceled by 6pm on day of arrival. Attendee will be charged for one night's stay if cancellation is made after 6pm on expected day of arrival. Adjustments to departure date after check-in, resulting in a shortened length of stay, will result in an assessment.

RESERVATION BY PHONE: 269-343-3333. Please inform the hotel that your reservation should be under the 8<sup>th</sup> Air Force Historical Society Reunion group rates.

\_\_\_ AMEX \_\_\_ DINERS \_\_\_ VISA \_\_\_ MASTER CARD \_\_\_ CARTE BLANCHE \_\_\_ DISCOVER

CREDIT CARD NUMBER \_\_\_\_\_ EXP. DATE \_\_\_\_\_

SIGNATURE (regardless of payment method) \_\_\_\_\_

Mail to: Radisson Plaza Hotel & Suites, 100 West Michigan Ave, Kalamazoo, MI 49007 Attn: Reservations

# THE 385TH BOMB GROUP OF WALTON HAYES

Walton Hayes flew with the 385th Bomb Group at Elmswell, Suffolk, England early in the war and was involved with radar navigation. His family recently placed his memoirs and photograph collection in the Archives at the Mighty Eighth Air Force Museum. Text material written by 385th airman Hayes.

Walton  
Hayes at  
the Radar  
Shack on  
base

B-17s lined up ready to take  
off on an early morning mis-  
sion - 385 BG, 548 Sq



Jenson's crew - All friends but lost over Germany



As you can see this is the second to bear this name. The first edition had 70-some missions and was my favorite to fly in. A Louisville boy was crew chief.



Marvonovich's crew - called the Unlucky Crew. Shot down over Channel once, over Spain once and had a plane to blow up but all men jumped. Boy at left was my bunk mate while I was in Senna. The 5 from left came back and finished 50 missions.



This plane is the only B-17 to my knowledge that ever turned a loop in the air. 677 did this on the way home from her 78th mission





Scene taken from a British base. I flew in one of the "Lancasters" on a night R.C.M. mission



One of the most famous planes shot down 12 German planes on one mission. Had a three page writeup in LIFE magazine. Was lost over Germany. First plane I rode in after arriving in Germany.



A B-24 that landed without a mishap and that's almost history for the flying eighth

About the nearest I came to being knocked out of the air by so-called friends - A B-24 ran into our tail while we were returning from a mercy mission. We all landed but the boy in the tail position never knew what hit him.



A crew that came back from Africa. Shuttle mission of August, 1943. (kneeling crewman holds a valuable box of Whitman's Hard Candies)



Taken at the enlisted men's Aero Club. All in the picture are from Kentucky

# ORDER OF DAEDALIANS

MACDILL AIRFORCE BASE FLORIDA 19 JANUARY 2007

Photo Credit by Wendy Garcia of Capture an Angel



**George Drew  
signing the flag**

**Dr. Walter  
Brown being  
presented  
with the Icarus  
pin by CDR  
Marty Kaiser**



## ELECTION NOTICE

Nominations of candidates for election to the Board of Directors of the Eighth Air Force Historical must be in the hands of the Secretary no later than May 15, 2007. The following information must be included.



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

The Secretary will relay all nominations to the Nominating committee. Nominations received by the Secretary after May 15, 2007, or any nomination without complete information will not be considered.

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



# REUNIONS

## 55TH FIGHTER GROUP

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

## AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION

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

## 446TH BG ASSOCIATION

April 25-29, 2007  
Savannah GA  
HOTEL: Inn at Ellis Square  
Contact: Shirley Callighen, 4361 E.  
Broadway, Tucson AZ 85711

## WW II BOMBARDIERS REUNION

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

## 100TH BOMB GROUP

September 6-9, 2007  
Nashville Marriott Hotel  
Contact: Don Bradley 1310 Hansen  
Ave., Bellevue, NE 68005  
email donduckdk@aol.com

## 398TH BOMB GROUP REUNION

November 27 - December 1, 2007  
Best Western Grace Inn at Ahwatukee  
Phoenix, Arizona  
Contact: Sharon Krause  
11690 Paciocco Ct  
Plymouth, MI 48170  
734-416-5993  
tink46@comcast.net

## 95TH BOMB GROUP (H)

2007 REUNION  
May 19 - 23, 2007  
SAVANNAH, GEORGIA  
Highlighting the  
MIGHTY 8th Air Force Museum  
DeSoto Hilton Savannah  
Contact, Marilyn Gallagher  
16185 SW Colleen Ct.  
Beaverton OR 97007  
503-649-6080  
e-mail: mlg2@att.net

## 486TH BOMB GROUP ASSOCIATION

October 3-7, 2007  
Evansville IN Executive INN  
Contact: Bill Phelps tel 812-867-2991

## 401st BOMB GROUP ASSOCIATION

October 8-14, 2007  
Sheraton National Hotel  
Arlington VA near Washington  
Contact: George Menzel  
POB 15356  
Savannah GA 31416

## 457TH BOMB GROUP ASSOCIATION

November 1-4, 2007  
Pensacola Beach FL  
Hilton Garden Inn Hotel  
Contact: George Grau  
POB 1473, Gulf Shores AL  
36547-1473  
graugulfshores@gulftel.com  
251-968-2673

## 306TH BOMB GROUP ASSOCIATION

Sept 12 - 16, 2007  
Doubletree Hotel  
Dayton OH tel 800-222-8733  
Contact: Bob Rockwell  
229 Beverly Place  
Munster IN 4632  
Tel# 219-836-5745

## 359TH FIGHTER GROUP ASSOCIATION

June 28 - July 1 2007  
Charlottesville VA  
Doubletree Hotel  
Contact: Char Baldridge  
715 Sardis Road  
Amherst VA 24521  
Tel# 434-946-0901  
Email: baldridge@prodigy.net

## 351st BOMB GROUP ASSOCIATION

June 14 - 17 2007  
Pooler GA  
Best Western Bradbury Suites  
Contact: Clint Hammond  
POB 281  
Mechanicsburg PA 17055  
Tel # 717-766-1489  
Email: bombgroup351st@aol.com

## 467th BG ASSOCIATION

October 4-8, 2007  
Crowne Plaza Hotel  
Dayton OH  
Contact: Ralph Davis tel# 937-426-2988  
Email HYPERLINK "mailto:mrddavis@  
ameritech.net 1-877-882-7235

## 8TH AIR FORCE HISTORICAL SOCIETY 33RD ANNUAL REUNION

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

**To Souls like these, in mutual friendship  
joined, Heaven dares entrust the cause of  
human kind.**

**Addison The Campaign**

**Both liberty and property are precarious unless the  
possessors have sense and spirit enough to defend  
them.**

**Introduction to The Letters of Junius**

### 493RDBOMBGROUPIPILOTDONATESORIGINALFERRISPAINTINGTOTHEMUSEUM



**Henry Johnson 493rd BG,  
with Dollar Ninety-Eight**

During the low level drops, flown at slow airspeed with wheels and flaps down, German troops were instructed to not fire on the aircraft. To show their appreciation, the Hollanders spelled out "Thank You Yanks" in the tulip fields and in chalk on the streets of the towns. There are numerous tales among Dutch citizens that relate various circumstances surrounding the life-saving sustenance supplied by those who flew the missions. The painting required months of extensive research, done by the artist and by historian Jeff Ethell. It was framed and arrived at the Johnson home in time for Christmas 1984.

Artist Keith Ferris has generously offered the Museum paid up license to reproduce the painting for Museum purposes and that reproduction of the painting of course be accompanied by the statutory copyright notice. The

The call came from Martin Johnson who stated that his Dad, Henry "Hank" Johnson and his wife, wanted to place a rare painting by noted aviation artist Keith Ferris in the Museum's permanent art collection. The original oil painting, "Vitamin Special #2" had been commissioned in 1984 to depict Hank's 493rd Bomb Group B-17 \$1.98 (Dollar Ninety-Eight - the last three serial numbers of his Flying Fortress, 338198) flying the Operation Chowhound missions the last weeks of the war. The humanitarian Chowhound missions, designated Operation Manna by the RAF which also flew them, dropped food supplies to the starving citizens of The Netherlands.

Johnsons have enjoyed the painting as it hung in the living room of their home in Florida for the past 23 years and have said they would see it on their future visits to the Museum. With grandchildren grown, they are moving to a more convenient home in Florida.

The painting was obtained and delivered to the Museum by Brenda Elmgren, Chief Administrative Officer, who drove from Savannah to Bonita Springs with her husband, Charles, to ensure its safe transport to the Museum Art Collection.

#### Dear Mr. Jim Donatelli,

Please let me take this opportunity to tell you what a wonderful time the children who reside here at St. Mary's had when they toured the Mighty Eighth Museum last week. The tour was certainly very informative and even though we had children as young as seven as well as teenagers they were captivated by all they saw and learned. Thank you for providing such a wonderful experience for our young people. Our prayers. May God bless you! Peacefully in Our Lord,

**Sr. M. Alvin Seubott Administrator  
St. Mary's Home  
Savannah, GA**

I was a bombardier and, in my opinion, was pretty good. I bombed whatever needed bombing. A favorite target was those big buildings that had a red "X" painted in a white circle on their roofs - X marks the spot. My bombing was always extremely accurate - I always guaranteed my pilot that all of my bombs would hit the ground.

**Clyde White, 390th Bomb Group**



## MIGHTY EIGHTH AIR FORCE MUSEUM ACTIVITIES

**There are a number of activities of interest going on at your Museum in Pooler, Georgia:**

### MUSEUM NEWS

- The Museum is taking part in a dozen WWII Seminars this spring, taking the message of the 8th Air Force to a broad range of conference attendees. The Lifelong Learning Institute's series on World War II Remembered was the occasion of a program presented by Museum Historian Dr. Vivian Rogers-Price, Birthplace Chapter president Bud Porter, 95th BG, and CEO Walt Brown.
- The Learning Center at Senior Citizens, Inc., Savannah, will present World War II topics in April and May, during which the Museum staff will offer diverse weekly seminars for nine consecutive weeks, utilizing the Museum's collections and archival material. A major presentation was also made by Dr. Rogers and Dr. Brown at the Georgia Aviation Expo & Conference hosted by the Georgia Aviation Trades Association in Atlanta this past February.
- The Colonial Oil Group, Inc. has designated a generous donation totaling \$75,000 to refurbish the Museum and help get it ready for its next ten years. President Rob Demere, a member of the Museum's Board of Trustees, and his Board of Directors at Colonial Oil responded significantly to a program to address the wear and tear effects on the museum of over a million visitors and to repaint the necessary outside facades of the structure.

The Colonial Oil Group was among the first to sponsor a portion of the Museum, namely the Art Gallery of the Museum. Over the years, the Art Gallery has featured art exhibitions of numerous Aviation artists, beginning with the World War II paintings of Peter Hurd, that were done on 8th airbase in East Anglia in the early years of the war. Other artists' shows have included those of Keith Hill, Gil Cohen, and presently, British painter Keith Hill. Several juried art shows have been featured as well, exhibiting works by art students of several colleges. The Museum's in-house collection has grown steadily over the past decade and subsequent exhibitions will feature a number of these unique works.
- The celebration of the 11th Anniversary of the Mighty Eighth Air Force Museum will take place the weekend of May 4-6, 2007. Special dedication ceremonies, seminars, and entertaining events and tours will be part of the festivities at the museum.
- Seminars addressing the history of the 8th AF and associated subjects will be presented by museum historical staff members every Wednesday in April and May at the Senior Citizens complex in Savannah.
- The dedication of the Ben Love Memorial statue will take place in the Memorial Gardens on Saturday, 5 May.
- The 2nd Annual Mighty Eighth Heritage Golf Classic tournament will be held at Crosswinds Golf Club in Pooler, Georgia on Monday 7 May.
- The Mighty Eighth will be out in force and well-represented in the Savannah St. Patrick's Day parade on May 16th. This is the second biggest parade in the USA and will be on live television. A number of 8th veterans and Museum staff and volunteers will join up with the Birthplace Chapter 8th AFHS for the Wearing of the Green.

The Museum will also be represented in the St Patrick's Day parade May 11th, on Hilton Head Island.

### COLUMBARIUM PLAN IS UNDER CONSIDERATION FOR THE MIGHTY EIGHTH

All clearances to establish a Memorial Columbarium adjacent to the Chapel of the Fallen Eagles have been accomplished. When the Chapel was dedicated six years ago, a number of 8th AF Historical Society members wrote to ask if their ashes may be interred at the Chapel upon their deaths. Since then interest has accelerated, with inquiries from the veterans and also their families. The museum has been examining this possibility the past several years.

We are seriously considering offering a final resting place - a Columbarium - for 8th veterans and their families at their permanent home of the Eighth. With cremations being preferred by

many families, the Museum will have special staff members and guidelines in place to begin accepting requests for niches in a beautiful professionally designed memorial area. Costs will be in line with or lower than Columbariums nationally. Niches may also be purchased for a nominal fee prior to demise of the purchaser, a service offered by most cemeteries across the country. Memorial services or placement can be accomplished by the museum, or families may choose to have their own services at the Chapel. All arrangements can be made by the staff, if preferred.

Available also in the Columbarium will be areas designated especially for

Units and Chapters. The perpetual care facility in the Museum Memorial Gardens will be accessible by families every day of the year.

It is vital, before implementing this program, for the Museum to have a feeling of the extent of interest in moving ahead with the Columbarium program - to see the feasibility of such an important program. If you, without obligation of course, or your family member might be interested in this most special museum program, please contact Allison at the Museum tel# 912-748-8888 x 166 or email:admin@mightyeighth.org"

## INFO SEARCH

Dear Sir:

I for a private search look for photo I you he she it document and other material of airplane B-25d, searial 43-3620, belonged at 340th Bomb Group/487th Bomb Squadron (12th Air Force) dejected April 6, 1944 beside the airport of Perugia (Italy) and of his composed crew from : 2nd Lt. Robert B. Hicks, pilot: Lt. Billy Baker, Gunners: Sgt. Stanley Tulin, Sgt. Jhon T. Raschetz and Bombardier: S/Sgt. Arsene H. Vervacke, missing air crew report: MACR 3587, thank you and I am sorry my English.

My address: Marcaccioli Graziano via Dedalo n8 S.Egidio 06080 Perugia (Italia) mail to: marcaccioli@alice.it

## 44TH BG

Dear 44th Bomb Group:

I am writing to try and find information on the B-24 J 42-50806 "Louisiana Belle" assigned to the 68th squadron of the 44th Bomb Group. I would like to know how the crew members were that served on the plane. Would like to correspond with any who are still living. I would like to get an original snap shot picture of the plane for my World War II Airmen collection. Any help you can give me on this will greatly be appreciated.

Sincerely,

Harry "Doug" Tanner  
Secretary 8thAFHS

## "HARD T FIND"

Dear Walter:

The rest of the story on the Hard T Find. We were in the 466 BG in September when we were assigned the ship. Blumenstock was the pilot and I was bombardier. I took the picture and also



printed them in a small darkroom I set up. The story to the best of my 90-year memory is we flew a test mission and crashed on take-off. The nose wheel collapsed. The Radio operator Rex Taber felt the plane shiver and fired off the Very pistol before the pilot said to. Then fired the second one. Fire trucks came out and filled the plane with fire retardment all over our bags. What a mess: no injuries. See the wrecked photo only I have.

Sincerely,

Peter Forrest, 446th BG  
Sonoma, CA

## ARCHIE HOLLODAY

Dear Sir,

Way back in 1996 when I was staying with friends in Georgia, it was suggested I might like to go to the opening of the Mighty 8th Museum in Pooler, I jumped at the chance. Never in my wildest dreams did I imagine what that visit would materialize into. When walking around the Museum after the opening ceremony, I was lucky to meet an ex-veteran Kenneth 'Archie' Holloday who was stationed at Thorpe Abbotts Norfolk in 1944.

The base is not far from where I live. We chatted for just 15 minutes. The following year on the anniversary of the Museum's opening we met again. I presented him with a photographic record of his old base, which I had visited several times on his behalf. Seeing this it made him cry, remembering those days, long ago, when he was just 20 years old. 'Archie' was turret gunner on a B17 bomber at the base, his 'ship' being the "Hard Luck".

From that time we became firm friends. It has been my privilege to have stayed at his home in Manning, South Carolina.

During my many travels across America I always enjoyed staying with 'Archie'. I have been honored to be invited as a guest at two of his reunions at Cincinnati and Pittsburg.

For the past fourteen years I have traveled all over America by your Amtrack rail system. This year my journey took me 11,000 miles.

My journey started in Kingstree S.C. and 'Archie' and his nephew drove me to the station. As we said goodbye

'Archie' hugged me saying, "Malcolm I want to you to come back next year for our big reunion in Nashville." Unfortunately, its not to be. On November 12th I had a telephone call to say my good friend had died. I shall miss him and my trips to his home.

Since my return, I have been interviewed on B.B.C. Radio about my trip and I mentioned the Mighty 8th Museum. I have mentioned the Museum many times, to the dozens of illustrated talks I give each year (42 in 2006).

Many thanks again.

Yours sincerely,  
Malcolm Metcalf  
Norfolk, England

## BARKSDALE

Dear Walter Brown,

I'm writing about mission briefing in the AF News of Sept 2006.

You said Barksdale AFB was the home of the Eighth. I was there May 1945 to Nov 1945 and they were training crews for the B29 for the Pacific.

I think there should be something in the AF News about the air force men in the Pacific. We had the 20th and 21st bombing in Japan.

After Germany, then the 8th came to Okinawa in July 1945. Colonel Joseph Nazzaro commanding officer of 316th Bomb Wing, took over with headquarters in Okinawa.

I was stationed there March 1946 to Nov 1946.

I was with the 301st Fighter Wing 413 Fighter Group 1st Fighter Squadron. We had ninety-five P-47s in our Group. I worked in engine changing.

I was in Barksdale and was in Sq. 331st AAF BO CCTS MB. I was in inspecting and the flight line on B29s.

Sincerely yours,  
Merle Keister  
Brockway, PA

## STEVEN CANYON

Dear Walt:

Many servicemen of WWII remember Milton Caniff's comic strip "Terry and the Pirates" as it appeared in the "Stars and Stripes" and many other newspapers of that time.

In 1947, Caniff introduced a new hero to the comic books and newspaper strips - a former airforce captain named





Steve Canyon. To honor this new dashing comic hero, the small town of Idaho Springs, Colorado changed the name of nearby Squirrel Gulch to "Steve Canyon." Three years later, a massive limestone statue of the comic hero was erected on the main road (Colorado St.) leading into downtown Idaho Springs. A brass plaque on the statue describes the purpose of the monument:

"This statue is dedicated to all airmen who wore the uniform of the Armed Forces on The United States in time of conflict, and who stand ready in the Air Force Reserve and Air National Guard to fly again in defense of their country, should the need arise."

July 1950

Sincerely,

Gen. Carroll "Curly" Lewis, 379th BG

## MEMORIALS

Dear Dr. Brown,  
I received the 8th AF News Vol. 06 - No. 4 two days ago. The pictures I found on pages 13 and 16 motivated me to compose this letter to you. I specifically

refer to the 486th BG memorials on the said pages. After our BGA was formed in 1981 I headed up the memorial committee and ultimately designed all seven of the 486th memorials. The memorial you have displayed was my last one and I think the sad story behind the creation of this memorial is worthy of more detail.

On one bombing mission in 1944 one of the 486th B-17 bombers took off on a mission but mechanical trouble caused it to crash land about a mile from the base at Sudbury. The B-17 crash knocked off the top corner of a farm house and severely wounded a 15 year-old boy sleeping in the house. The boy died a few days later. All the B-17 crew men were killed except the pilot who was severely wounded and never fully recovered. In the removal of the crashed B-17 one of the props was never found. This farm house stood where an old English castle had once stood and the castle was surrounded by a typical moat. When the farmhouse was built the only remnants of the moat was a fair size pond. The year 1976 was the second year of an English drought which caused enough of the old moat pond to evaporate and a native saw what he thought was an unexploded bomb sticking up out of the pond. The RAF bomb disposal service was called. When they removed "the bomb" it was found to be an airplane propellor. It had been buried in that pond since 1944. The salvage story about the lost propellor ultimately got to Bob Nolan, a veteran navigator from the 486th BGA. The owner said he would donate the prop only if he was given assurance that it would only be used as a memorial. After many calls and several letters the prop was finally boxed and flown to Barksdale AFB where it remained for over a year. It is worthy to note that the lost prop was found in 1976 and that was also the year that the year that the pilot died. Bob Nolan and Bob Bee wanted to place a 486th memorial using that recovered prop in the memorial park at Barksdale AFB.

Barksdale had a civilian working there who was also a retired colonel from the 486th BGA. We got this man interested in the memorial project. He used his rank to gain a well selected spot for the

486th memorial.

The memorial was assembled and made ready just in time for the 486th reunion in October 2000 when we dedicated the memorial. For what it may be worth, the Barksdale people offered us an undamaged prop. We said no, our salvaged prop indicates a silent story, which is recorded above. In finale, thanks for printing the 486th BGA memorial. We love it. With all due respects, I remain, Robert Bee, 486th BG Reynoldsburg, OH  
P.S. The 486th was one of the five groups in the third division that was given two weeks to change from B-24s to B-17s. I flew 15 missions in the B-24s and 15 missions in B-17s. I was 90 years-old last September and my address is a retirement community and I am still a very healthy old geezer. I was a navigator in the Mighty 8th AF.

## 436TH FIGHTER SQUADRON ASSOCIATION

Dear Dr. Brown,

The 436th Fighter Squadron Association has disbanded. It was not a pleasant decision, but one that became inevitable as time marches on. The funds remaining in the treasury are to be shared with three very special organizations: The Mighty Eighth Air Force Museum, the Wattisham Airfield Museum in Suffolk County, England, and the East Essex Aviation Society in Essex County, England.

The 436th FSA is pleased to enclose a bank check for \$900 to honor all the brave young men of the 436th Fighter Squadron who served with the 479th Fighter Group from 1943-1945 during World War II.

The men, women, other family members and friends of the 436th FSA enjoyed many years of comradery and reminiscence at annual reunions at fun locations around the country. The memories of the good times will remain forever.

We wish you continued success in your endeavors to perpetuate the historical significance of the Air War over Europe during World War II.

With warm personal regards,  
James E. Frolking, 436th FSA, 479th FG Shaker Heights, OH

## MERSEBURG

Dear Sir,

I believe I am one of the few left living who bombed Merseburg five times 7/10/44, 30/10/44, 2/11/44, 30/11/44 and 6/12/44 as I remember the flak was so damn thick you could almost walk on it. I think we were bombing as synthetic oil refinery. I understand the Brits went in low level at night and took it out thank God! I was co-pilot on a B17 493rd Bomb Group. I wonder if anyone knows the loss over this target. As I remember there were 3-4,000 guns, 88s & 105 mm, protecting this particular target. It still scares me to think of what we went through at such a tender age. Gerald Lucas, 493rd BG Bakersfield CA

## AMERICA

Gentlemen:

Dr. Walter Brown's message of July 5, 2006 has moved me to contribute a tray of 35mm Kodachrome slides for whatever use they may be at the Museum. These were taken in June/early July 1945 after the hostilities were past in Europe. The ground support crews who had served us so well when we air crews were busy over Europe were offered sight seeing trips at lower altitudes that we normally flew during our combat missions. I took many of these slides while the co-pilot flew the aircraft, and were taken through the glass in the nose at the bomb-sight position. They include views of ground damage around Paris, the Arc de Triumph, the Eiffel tower, bridges destroyed and at other locations I cannot identify. It is unlikely that these pictures would be seen and survive the ravages of time after those of us who were involved are no longer here.

Many of us in our youth had not yet developed a sense of direction nor identified distinct personal goals when WW II began. Such was my condition December 16, 1939 when I enlisted in the Army Air Corps and was sent to Hickam Field Hawaii. December 7th, 1941 was a great awakening. With the need for rapid increase in the armed forces many opportunities were offered. Much has been written about the sacrifices we made. For me the train-

ing, added responsibilities, discipline and experience was of tremendous value and laid the groundwork for any success which may have been achieved in civilian pursuits. No, my years in service were not a sacrifice, they were years of great, great benefit and have been a major factor in my life. In our youth we often do not comprehend the value of opportunities. In retrospect, one lesson has become evident for us older people. Never underestimate the native capacity of our youth!

Sincerely,

Charles M. Judd, 487th BG

## LITTLE FRIENDS

Dear Mr. Brown:

At eighty-eight years old I am kind of slow reading letters, papers and the 8th AF NEWS.

The picture on page 18, 8th AF News, Sept. 2006 brought back many memories. Got all shot up on a Berlin Mission, our first, April 29th. Got all shot-up. Had to return to our home base - 95th Bomb Group at 10,000; were scared as hell all alone at that altitude. About 1/2 / 3/4 hrs. we had a little friend join us. Were told not to worry we had little friends - P-51s covering us. Got back "Home" for thirty-four more missions. No one in our crew was hit but all eager to get them over with. Would very much appreciate a picture, just like our 1st return, of The Little Friends covering us. They were with us, thank the Dear Lord, on four of our Berlin Missions 4/29/44, 5/7/44, 5/8/44 and 5/19/44. God bless them.

Sincerely,

Frank Deitz, 95th BG  
Bombardier; Pickwick Crew

## KILROY WAS HERE

Dear Sir:

People who visit our World War II Memorial think it is a shame to see Kilroy's name there. Well I, as a WWII Veteran, think they do not know what Kilroy did for our service men. We as veterans always had a smile or laugh, when we saw Kilroy. When we saw Kilroy on our trucks and tanks. He was a bit of morale for us. He was our best thing to make us feel that we were not alone in this war. He made us smile when we were feeling low. Then we

looked up and saw a convoy coming and there was Kilroy all over our trucks and tanks.

It did something for us that no one could understand if he wasn't a veteran during WW II.

I am glad that he is in the WW II Memorial. After all he was one of us. He was everywhere - in the Atlantic and Pacific.

He deserves to be our veteran friend and be at the Memorial.

Sincerely,

John J. Manocchio  
Altoona, PA

## V-2'S OVER LONDON

Dear Dr. Walt,

Firstly, the December '8th AF News' is something special - if I may say.

The letter on pages 22/23 from Paul Force, of the 92nd BG, brought back a memory or two.

Briefly, I was born in London and was nearly five at the time of the Battle of Britain, and I can still see the vapour trails overhead as the RAF and the Luftwaffe fought it out. Then came the 'Blitz' and the continual air raids which became a part of life - you just got on with living. There was no other option. I know I became fatalistic - if it happened...it happened.

Anyway, to the 'V weapons over London'. I was in a major London Hospital, for a minor operation in August 1944. While I was in one operating theatre a V-1 dropped on an adjacent theatre - I'm lucky to be still around!

So all best wishes for Christmas and the New Year to you, and all 8th Air Force Veterans - and how do we repay what you guys did in your youth of recent memory? And there's no answer to that.

All best wishes,  
Dennis E. Oldham

## RED CROSS GIRLS

Dear Editor Brown:

The American Red Cross Aero Club was the enlisted men's club. Word has been mentioned how much we appreciated the cheerful faces of the American girls who ran it. Remember how they were always at the briefing room to serve coffee when we returned from a mission?



It has been suggested we try to find one of those girls and get them to our next 390th Bomb Group reunion at Salt Lake City. In the "Story Of The 390th Bombardment Group" is listed Red Cross Personnel: Pruss Moniot, Merle Mapes, Margaret Avalon, Chicago; Betty Cornell, Hudson, NY; Rosanne Coyle, Seattle; Betty Merrill, Kansas; Cornell Kinsey, Toledo, Ohio; and Hilda Edwards, Atlanta.

This letter has gone to our Board members with the hope of getting some results.

Regards and sincerely,  
Eldon Bevins, 390th BG  
Dallas, Oregon

## EIFFEL TOWER

Dear Dr. Brown,  
I enjoy reading 8th AF News. I am an early member - John Woolnough signed me up in 1975 on his visit to the UK. For the past 30 years I have been the UK representative for the 94th BGMA.

I was very interested to see the picture of the 94th BG "The Eagles Wrath," under the Eiffel Tower in the September 2006 news. I have enclosed a photo of the same event, from a different angle. "The Eagle's Wrath", was a 410th squadron aircraft 2107180 GL-K in 1945 colours, yellow engine cowlings, indicating squadron. Red chevrons on wing and 3ft. Red band on fuselage, indicating 94th group, and allover yellow tail, indicating 4th wing. All guns and top turret have been removed, and civilian markings GK painted under the port wing.

The chin and ball turrets had been removed on all 94th B-17s in March 1945 for the loading of the Disney Rocket Bomb 4500lbs, a memo sent to other 8th AF units, stating these aircrafts were friendly and not to be fired on. Also in the photo is a P-51 336 FS 4th Fighter Group and a P-47 63rd FS 56th Fighter Group. ZEMKES WOLFPACK. 56th Fighter Group, can just be seen on the nose. There was also a B-24 parked under the Eiffel tower, with the other aircraft.

Yours Sincerely, Cliff Hall



**94th Bomb Group the Eagle's Wrath under the Eiffel Tower in Paris 1945**

## WATTISHAM AIRFIELD

Hi Jack,

Several years ago, I found a website dedicated to the history of UK control towers. At the time, the sight did not display a picture of the Wattisham control tower. Our original Group history has a picture of the tower that I copied with my digital camera and e-mailed to the webmaster, Robert Truman.

Recently, I revisited the site and found that it has the "old" tower picture (with credit to Al Haigh) and with more recent pictures plus some history. The site's history of the 479th Ftr Gp. at Wattisham is quite accurate for the most part but I felt compelled to send Mr. Truman a couple of corrections. He had printed the fact that Col. Riddle was "shot down".

Although true, a wrong impression of the circumstances might be reached. I urged Mr Truman to print that it was "ground fire" that downed Col. Riddle.

The website also stated that Col. Zemke was shot down and that needed correction.

All the best, Al Haigh

## 8TH AF NEWS

Donna,

George Hoidra gave me your name and address. George and I have been involved with the 447th BG for quite a few years and I have been a life member of the Historical Society for a long time.

I am trying to learn the source of a photograph that appeared in the September issue of the 8th AF News. George thought you might be able to help. Page 38 shows a picture of Stormy Weather, I am trying to iden-

tify the bomb group and serial number of the aircraft in this picture. We have had several similar photos of this plane for years and it was always thought that it belonged to the 447th. There were actually 3 planes in the 447 named Stormy Weather and we just assumed this was one of them. Unfortunately we never had a photo that showed enough of the plane to see the group identifier on the tail or the serial number. Recently we have had reason to question if this

photo really is of a 447 aircraft. Various records show that there were planes named Stormy Weather in at least half a dozen different Bomb Groups. My hope is that your files, or the person who sent the photo to you, would be able to supply the missing information that can positively identify this particular Stormy Weather. Any information you can provide would be greatly appreciated.

Regards,  
Hal Kiena  
HALKIENA@COMCAST.NET

*While it is the long-standing policy of the 8th AF News not to reveal search information of 8th troops, we most certainly can search for the aircraft they flew! - Ed.*

## Ruby's Raiders

### HAPPY NEW YEAR !!!

Just recieved the December issue of 8th AF News and was I ever surprised when I got to page 39 Bulletin Board !!

A very good photo of my crew (Frank Blackwell's) the day we recieved our new Fortress. We all got dressed up in class A's and met the most beautiful WAC in the ETO, Ms.(Cpl) Ruby Newell. Cpl Pless had done a perfect job painting her likeness on the nose of the shiny new Fort. We were so proud to meet both those beauties!!

That day, we became "Ruby's Raiders" and finished our thirty-five. Just wanted to say Thanks for a nice surprise, Sorry we had to miss the Bossier City reunion. I know it was a good one.

We plan to visit Barksdale this Spring.

Best,  
Earl Martin (Teddy)

## LICENSE PLATES OF THE MIGHTY EIGHTH



Vernon Gauger, a B-24 waist gunner in the 492nd Bomb Group has his plates on his Buick in West Plains MO. Vern completed 41 missions and the crew flew their plane back to the States at the war's end. The Air Medal plate is an unusual one.

Vernon Gauger, West Plains, Missouri, flew 41 missions with the Allman crew and sports the 492nd BG on his car tags. He also forwards an unusual contribution to the 8th AF News Pin-up girls collection. Vern purchased these ties depicting Milton Caniff's Miss Lace at the 1950 AFA convention. Caniff was perhaps the most popular cartoonist of World War II drawing the serial Terry and the Pirates and later the Steve Canyon strip.



Check out the Ruptured Duck on the license plate of John Curcio, 458th BG, North Bend PA. Also check out the beautiful 458th B-24 Liberator on his Chevy S-10 pickup tailgate, screened on by his auto mechanic. John completed 35 missions flying as a tail and nose turret gunner from Horsham St. Faith.



A great shot of Robert Cohn, 452nd Bomb Group, Highland Park IL



H. A. Bradley served in the 398th Bomb Group at Nuthampstead. This photo which proudly proclaims the number of his bombing outfit, was taken in a little village between Barkway and Braughing/Puckeridge, Herts. He resides in Surrey, England.



# Chapter News

## NEW MEXICO CHAPTER



Shown are Carl Albright 446th BG, Past President and Board Vice President, Nancy R. Bartlit, Speaker, and Hal Goetsch, 385th BG, President. The presentation of a Certificate of Appreciation was presented to Ms. Bartlit.

Ninety-five members and guests attended New Mexico's Chapter of the 8th AFHS Winter Membership Meeting & Luncheon at the Albuquerque Petroleum Club, on Saturday, February 17, 2007.

The luncheon speaker was Nancy Bartlit who wrote and published the book entitled *SILENT VOICES OF WORLD WARII* (When sons of the Land of Enchantment met sons of the Land of the Rising Sun).

Her presentation dealt with the Navajo Code Talkers, Japanese American Relocation/Camps in New Mexico and the Los Alamos activity which produced the atomic bomb. Richard Rhodes, Pulitzer Prize Winner says, "SILENT VOICES is a fascinating and well-organized revelation of the many connections--human, military and technical--between New Mexico and the Pacific War."

Chapter members and guests purchased signed copies of her book.

## OHIO CHAPTER

The Ohio Chapter met on November 3-5 at the Midwest Hotel and Conference Center in Columbus, Ohio. On Friday evening, the Chapter had dinner at the hotel restaurant followed by the board of directors meeting.

The guest speaker was Jack Welsh, a B-24 Liberator lead navigator, who served in the 15th Air Force, 456th Bomb Group in Italy. Welsh completed 34 missions and earned the Distinguished

Flying Cross and the Air Medal. One of Welsh's more memorable experiences was a flight in a Lockheed P-38 Lightning "Droop Snoot" version. Being a navigator, the flight was for him to observe where the front line was for a later mission.

He provided some differences and comparisons between the 15th and 8th Air Forces. The 15th AF had less casualties than the 8th. However, the 8th had better living conditions and amenities. In addition, it had several famous personalities, Clark Gable and Jimmy Stewart. Members of the 8th may have been able to go to London and visit pubs for R&R. The 15th was able to go to the Isle of Capri off Naples.

The Chapter will meet again in May in Columbus.

Chris Weber, Scty

## GENERAL JAMES H. DOOLITTLE CHAPTER

The General James H. Doolittle Chapter of the 8AFHS held their Board of Directors meeting on Saturday, February 17, 2007, at the Western Aerospace Museum. The current officers and directors are Larry Goldstein President, Paul Wallace, Vice-President, Daniel D. Freitas, Secretary/Treasurer, Gale D. Moore, Director and Belton Wolf, Director. We currently have approximately 250 paid members in our Chapter.

Our annual luncheon meeting will be on Saturday, April 21, 2007 at the Western Aerospace Museum. The Museum is in a large hangar which features many vintage airplanes including a replica of the Lockheed Electra that Amelia Earhart flew in. The hangar was used in WWII to train airplane mechanics. It now houses many other exhibits including the history of the Oakland airport, Tuskegee Airman, Naval Aviation, Commercial Aviation and Women in Aviation.

The museum has

an Eighth Air Force room dedicated to the men and women of the 8AF and includes both flight and ground personnel. The museum tells the story of the 8AF in World War II, includes pictures, uniforms, equipment, models and memorabilia.

The room was built and the displays were by Albert M. Freitas. He was a member of the 100 BG, 350 BS on the crew of Lt. Benny DeMarco in a B-17 named Our Baby.

One small room tells the story of General James H. Doolittle. It houses many of his awards and commendations and has replica of model airplanes he flew during his career. There is a large model of the Hornet, carrier of WWII, with the bombed 16 B-25 model airplanes on its deck. Jimmy Doolittle led the attack of the 16 B-25s that bombed Japan in April of 1942.

The lunch tables and chairs will be set up among the vintage airplanes and members will be served a catered luncheon. There is no charge for lunch to members and to members' guests. We expect to have Joan Hoppes, Jimmy Doolittle's daughter, as our guest speaker. All 8AF veterans are invited. Sincerely,  
Daniel D. Freitas

## ST. LOUIS WING

St. Louis Wing held their 37th Christmas Luncheon and Meeting at the Columns Convention Center in St. Charles, Missouri, December 14th 2006. The board members did not expect as big a turnout as we had last year. However, it turned out we had a larger group. Al



St. Louis Wing Christmas Luncheon

## Chapter News

Villagran believes the reason is that many of the St. Louis Wing members have heard of the good times that we have at the many events that the Wing Villagran gives a lot of the credit for this turnout is due to the write up they get in the Rally Point and the 8th AF News.

On arrival at the Convention Center each lady was given a colored ceramic holder with a Christmas Motif. The party favor candle holder held a lighted candle for the ladies to place on the table of her choice, it was also hers to take home. For many years we have given the ladies candle holders at our Christmas celebrations.

Prior to luncheon we pledged our allegiance to the flag. A prayer was given by our board member Clarence Cherry for our deceased comrades. During lunch we were entertained by the same pianist who played for us last year. Her selection was Christmas music, as well as music in the forties.

After our luncheon we were entertained by the Golden Girls who danced for us. These girls were the same age as our members, and we all enjoyed their routines.



The Golden Girls

### NORTH ALABAMA WING

Our February meeting began with Harold McMurren giving the invocation and then leading us in the Pledge. The Wing was honored to present the Prisoner of War Medal to Russell Alcott. Russell's B-24 was shot down over Germany in April, 1944 and he remained a guest of the Germans until April, 1945. Somewhere along the way papers were

lost and Russell never got his medal. This situation was rectified when the medal arrived shortly before our meeting. It was presented to him by Vice-Commander Doug Garner. Doug commented, "On behalf of the Wing, and a job well done, I present you with this prestigious medal." Russell's wife Lois pinned the medal on him. In attendance, to see Russell receive his medal were his daughter, Linda Maples, grandson Drew Pope, his friend Alex Lydon, family friend Jim Alexander, and, of course, his wife, Lois. Lois is a good reminder of the sacrifices made by families during World War II. Lois was one of the "Rosie the Riveter" girls. She had a sister who was a cook in the Army Air Corps; a brother wounded twice during the Battle of the Bulge; a brother wounded at Iwo Jima; a brother in the Sea Bees; and another brother doing stateside duty.

### MINNESOTA CHAPTER

President Dick Kaminski welcomed the attendees to the annual Christmas party at Mancini's Char House in St. Paul. President Kaminski introduced Bob Clemens as the Master of Ceremonies. Bob led in the Pledge of Allegiance to the flag. Two Air Force Cadets sang the Star Spangled Banner. Don Kent gave the invocation praying the Airman's Prayer. Gifts provided by Larry Bachman were passed out to all the ladies present and gifts were sent home to those unable to attend. Following the meal, President Kaminski presented an award to Larry Bachman in appreciation for his devotion and service to the 8th Air Force Historical Society. Bob Clemens called attention to the availability of the book WITNESS TO BARBARISM.

Bob Clemens introduced Ken Wofford, Col. USAF Ret., a former Tuskegee airman with 100 combat missions during WWII. He had over 9000 flying hours and 100 combat missions. After the military he served over 20 years with the State of Minnesota as Director of the Aeronautical division. He is dedicated to promoting aviation and Aerospace Industry for youth. Colonel Wofford spoke on his perspec-

tive on aviation history and those who made it possible. He talked about the 3 C's: Bonding for Common Cause, Competence as a priority and Cooperation for mission accomplishment. He spoke eloquently about recognizing support people. It took ten workers to get one airman in the air. Their parting words were, "Bring my plane back." Our society had racial segregation. He spoke about how the 1941 experiment came about. The unique thing about the 332nd was they had all types of missions - with 4 fighter squadrons they provided ground support of army units, escorted bombers, strafing missions, wiping out planes around the Ploesti oil fields. Colonel Wofford told about how the red tails came to be. The Cadets led in singing AMERICA. Bob Clemens, SCTY

### BIRTHPLACE CHAPTER SAVANNAH, GEORGIA

At our January 16, 2007 dinner meeting, Colonel Jack Debrill, US Army, Retired, was our guest speaker. The topic of the Colonel's presentation was "Laos, the Ho Chi Minh Trail and the search for missing Americans." Colonel Debrill's Army career spanned thirty years, serving most of the last ten years in South East Asia with recent



Bud Porter & Colonel Debrill



tours in Laos, Burma and Thailand. Most of his presentation was devoted to his leading of the US Laos mission to resolve the fate of those Americans unaccounted for during the Vietnam War. We have had many great speakers in the past and Colonel Debrill was one of the best. The audience was enthralled by his slide presentation and oral comments, with emphasis on the problems encountered in the search for missing American because of the time lapse, terrain, climate and local populace.

Just prior to the speaker program, Dr. Walter Brown, President and CEO of the Mighty Eighth Air Force Museum was presented with a check for \$500 by the Chapter, as a donation to the construction of a Korean War Memorial in the Museum Memorial Garden.

Bud Porter

### FLORIDA CHAPTER NEWS



Vice President Bill Uphoff attempting to keep a pleasant evening rolling.

The Florida Chapter of the Mighty 8th Air Force Historical Society gathered for our Fall 2006 meeting at the Double Tree Inn and Resort in Boca Raton in November. The early birds gathered in the hospitality suite for welcoming fellowship and some hangar flying. The Florida Chapter Board met earlier in the afternoon to discuss important matters before the Chapter.

As usual, Chapter President Jim Hart, Vice-President Bill Uphoff, Treasurer Connie Galus, and Secretary John Guinn addressed the issues of returned mail on the quarterly newsletters sent out by the chapter. It seems a small



Boca Raton High School ROTC presenting the colors at the banquet



Bill Uphoff's memorabilia exhibit - Ash tray, base he made from B17 prop blade with a P51 carved out of a solid piece of aluminum. Norden Bomb Sight Optics, I found in an English newly plowed field following a B17 crash after takeoff. Boeing B17 control column yoke cap, with production line girls names and addresses scratched on the back. Plastic folder, holding secret mission info, typed on rice paper.

thing until you add up the postage that is wasted by newsletters that go to the wrong address and have to be returned because they do not get forwarded. Also under discussion was the issue of money in the treasury. We are fortunate to have surpluses and the officers, as well as Board members Jim Stuthers, Sheldon Green, Bill Roche, and Ken Sweet brainstormed

some plans to return the money to the membership in the form of incentives at the reunions. These might be the form of free registration, a free meal, or a free excursion during our gatherings. Tuesday we boarded a bus to the port of Palm Beach for an afternoon cruise on the Palm Beach Princess casino boat. There were great food, great shows, and great weather on the ship. Some of



Candle light Memorial Service conducted by Vice President Bill Uphoff. President, Jim Hart reading the prayer

the members took a turn at the games of chance on board and were lucky at it. Tuesday night's buffet barbecue dinner was preceded by welcoming remarks from President Jim Hart and the notation that this was the Florida Chapter's 30<sup>th</sup> year of reunions, a nice milestone for our Chapter.

The general membership meeting was addressed by the Mayor of Boca Raton, the Honorable Steve Abrams, who welcomed our gathering to the city, and then spoke to us about the military presence in Boca Raton during World War II. Also introduced during the Wednesday morning meeting was Evie Kapp Martin who spoke about her quest to find information about her uncle, Sgt. Shimen Sherman of the 493<sup>th</sup> Bomb Group, as well as her involvement in the Mighty 8th's "Next-Gen" membership initiative.

Wednesday night's dinner banquet featured speaker for the evening was Eugen Visco. During World War II, Mr. Visco was a member of a national consulting group to help the Mighty Eighth in mission planning and target selection. His power point presentation was most enlightening for us all. Thursday morning's memorial service was very moving, as usual. Vice-President Uphoff distributed Presidential Citations to the widows and families of our comrades who are no longer with us. Candles were then lit

in their memory.

At the close of the service, President Hart announced that our Spring 2007, meeting will be in Venice, Florida the week of April 16<sup>th</sup> through the 19<sup>th</sup>. Board member Jim Stuthers will serve as the reunion chairman, ably assisted by members Jerry and Mary Lund again, for our visit to their city. If you are a member of the National Chapter and have not joined the Florida Chapter, please try to be with us to meet old friends and meet some new ones. If you are interested in the exploits of the Mighty Eighth, and would like to become an associate member of the Florida Chapter, please try to join us as well. For more information contact Jim Hart at 561-795-4854 or e-mail him at hartklamking@aol.com or, Ken Sweet at 407-869-6693 or e-mail him at ksotown@earthlink.net  
– Ken Sweet

## VIRGINIA CHAPTER

The Virginia Chapter held elections on October 21, 2006. A new President was elected. Lew Burke, the former Vice President replaced Bob Noziglia as Chapter President. John Pearson was elected Vice President. All other offices remained the same. Total Chapter membership now stands at about 90 members.

The Board of the Chapter realizes that activities requiring great physical ef-

forts and dexterity is too much of a challenge for our "old folks" veterans. We know other Chapters must face a similar hurdle. If there are suggestions of successful activities from other Chapters, Lew would like to hear them. He can be reached at 703-631-0510. The Chapter produces a newsletter which will be mailed out at least three times a year. Should any other Chapter wish to have a copy of "Plane Talk," please contact Lew at the above number. If a Chapter would like to mail us a copy of their newsletter or bulletin, please address it to Lew Burke, 5287 Ellicott Drive, Centreville, VA 20120-1759.

Lew Burke

Chapter Officers are:

Founding President Christopher Bowers

Past President Edward Ewing

Past President, Emeritus James Trask

Immediate Past President Robert Nozigia

President Lewis E. Burke

Vice President John Pearson

Secretary Robert Gates

Treasurer Paul Adams

Director Monique Pitts

Director Pat Grillo

Director Ordway Gates

Director James Harvell

Director A.J.Z. Firestone

Editor, Plane Talk Ordway Gates

## OREGON CHAPTER

The February meeting of the Oregon Chapter followed its traditional theme, an early salute to Valentine's Day. 389<sup>th</sup> BG vet Stan Greer, in his customary role of MC, presented an enjoyable skit, aimed at the ladies, each of whom received a complimentary corsage. The highlight of the meeting was a presentation by Barbara Crookham Euler, the second volunteer from Oregon for the Women's Army Auxiliary Corps (WAAC) in



Barbara Crookham Euler



## Chapter News

the early days of World War Two. After beginning officer training at a base in Iowa, she was commissioned a 2nd Lt. in the WAAC in September of 1942. As a teacher in civilian life, much of her service was in training slots, until late 1943 when she was assigned to the Army Air Corps at Wright Field in Dayton, Ohio. After two and a half years wartime service in the WAAC and the Air Corps, she was discharged as a Captain.

Her well-received story was new to many in her audience. Among the career highlights she listed were the opportunities, while at Wright Field, to meet and talk to Orville Wright and Eleanor Roosevelt.

The meeting was chaired by our new President, Tom Davis. Tom is one of the "new kids on the block" for our Chapter, not a veteran, but highly qualified to lead by his life-long interest in WW2, especially the war in the skies over Europe. He has extensively researched the history of the US 8th USAAF, and authored published articles on its aircraft and the people who flew them. As a youngster, he began building models of WW2 airplanes, which hobby he still enjoys. Now, as he says, he has a "house full".

Tom and his wife came to live in Oregon six years ago when he retired after 42 years of service as a Civil Engineer with the U.S. Army Corps of Engineers. He says the highlight of his move was to find and join the Oregon Chapter of the 8AFHS, where he could meet with, listen and talk to, and get to know the veterans of the Mighty Eighth. Immediately upon taking his new office, Tom developed and instituted a plan to contact the Presidents of 8AFHS Chapters in other States, for the purpose of trading information on the activities of their Chapter with ours. The response has been very good, and it is expected that this cross-fertilization process will provide some new ideas for the Oregon Chapter as well as others. Our much-anticipated May quarterly meeting will be held at the Portland Air National Guard base, including lunch at the base Columbia Pointe Club, and a tour and briefing by personnel of the

142nd Fighter Wing, headquartered at PANG Base. Fulfilling their role as a major part of the air defense of the Western United States, 142nd pilots fly the F15.

We are pleased to report that our membership is holding up, with 99 vets and 66 non-vets now enrolled. Two new members signed up at this meeting.

### JOHN H. ROBINSON TENNESSEE CHAPTER

Chapter President Henry Barker represented the Chapter at the 24th Annual Veterans Day 2006 Commemoration in Knoxville. This prestigious tradition, hosted by the East Tennessee Veterans Council, honors veterans of all American wars and is attended by Veterans Organizations from several states. Tennessee Chapter members were seated at specially reserved tables for their contingent. The keynote speaker was Lt.Gen. C. Robert "Bob" Kehler, Deputy Commander, U.S. Strategic Command, USAF.

The Chapter is looking forward to its 3-day Annual Reunion to be held April 13/14/15 in Lebanon, TN. Southern cooking and entertaining programs will highlight the events. Host hotel is the Comfort Inn Suites and members and friends are all invited. For info call Scty/ Editor Robinson at 901-854-4116.

### GEORGIA CHAPTER

The recent activities of the Chapter are focused on the recent annual reunion and the successful celebration of the 65th Anniversary of the founding of the 8th Air Force in Savannah. Hosted by the Georgia Chapter and sponsored in part by the Chatham County Commissioners, events were held at the Post 135 American Legion, the site of the founding of the Mighty Eighth on 28 January 1942. Chapter members Henry Hughey, 487th BG, and Al McMahon, 306th BG, were in charge of making arrangements and staying in contact with all who attended.

Attendees came from around the country and were represented of a number of Bomber, Fighter and Support groups of the WWII 8th Air Force.

Skits by the Savannah Youth Council and a special historical film presentation presented by Pete Nichols, manager of the Chatham County Television Division were held at the downtown SCAD Theater. The Vintage Vocals, a singing group patterned after the Andrews Sisters of WWII, performed vintage songs of the war era at events throughout the weekend. After a Commemoration ceremony at the American Legion, busses from the 165th Air National Guard Unit transported attendees for an enjoyable day at the Mighty Eighth Air Force Museum. The Hospitality room at the host hotel in Savannah stayed active until the late hours and the Chapter Annual Banquet on Saturday evening topped off the three-day event.

Chapter activities included a business meeting to conduct Chapter affairs and plans for the upcoming year. At that meeting, the Chapter voted to purchase a new computer system to be used by Museum Librarian Jean Prescott for research and cataloguing assistance for researchers and families of veterans of the 8th Air Force.

### LOUISIANA CHAPTER

Final plans have been made for the 2007 reunion of the Louisiana Chapter. Site will be the "Marriott Baton Rouge, Louisiana April 13 and 14th 2007. Members will arrive on Friday for an afternoon of hanger talk and possibly a tour may be planned for that afternoon. Friday night will be a Cajun Fish Fry with a speaker. Saturday morning a tour has been planned for the the "Rural Life Museum and Windrush Gardens there in Baton Rouge. A noon lunch of buffet style is planned guest speaker will be former German ME163 Komet Pilot III/JG400, Mr. Joachim "Joe" Hoehne. Mr. Hoehne was a teenage Rocket Pilot of the Third Reich. He is the Author of "Glory Refused". He lives in Denham Springs, La. Information along with a newsletter will be mailed soon to all members. Please make plans to attend. Harry "Doug" Tanner President.

All Book Reviews are of recently published books that are related to 8th Air Force interests and are included for the pleasure of the 8th AFHS membership. All reviews are written by the editor 8th AF News.

## ECHOES OF ENGLAND

The Eighth Air Force in World War II  
by Martin W. Bowman

Martin Bowman's latest - he has

dozens of previous publications concerning the World War II experience and of the Mighty Eighth - is a very personal rendition of Those Yanks in England and their stories. He presents this volume in

forty-two chapters, using the experiences straight from the horses' mouths - the 8th Air Force airmen and the British they interacted with for 3 1/2 years. Verbatim quotes from interviews make many of the points the author wants to address, and there is text material that is explanatory and additive to the unfolding story of the air war against Germany.

Some of his quotations are brief: "It looked like the beginning of a 'milk run' but I was getting scared. It was too easy." - Cliff Hatcher - 94th BG copilot on Kac's Flak Shack. Others are more descriptive: "I remember looking down somewhere after Eupen and counting the fitful yellow-orange flares I saw on the ground. At first I did not understand them. Here were no cities burning. No haystack could make a fire visible in broad daylight 23,000 feet up. Then it came to me as it came to others - for I remember my headset cracking with the news - that these were B-17s blazing on the ground." - Elmer Bendiner, 379th BG navigator on Tondelayo, Schweinfurt 14 Oct 1943, "Black Thursday."

Various other chapters deal with Flak houses and R&R and the impression of 8th airmen by a WAAF with the 44th BG at Shipdam: "We see them in the train

and bus, There isn't any room for us, We walk and let them have our seats, Then get run over by their Jeeps."

Bowman approaches Ditching, Paddlefeet, Death and of course, there is a discourse on the Pin-Up girls. Period photos (150) abound throughout the volume of 290 pages, soft cover. An interesting Glossary of terms and wartime slang is included. For further info contact <http://www.tempus-publishing.com/> or in the US: Trafalgar Square Books. UK tel# is: 0 1453 883300 email: [cjackson@tempus-publishing.com](mailto:cjackson@tempus-publishing.com). Usual book outlets may also be contacted.

## A LIFE IN THE SHADOW

Divine Sparks of Chemical Imbalance?

by Alan I. Davies

The author of this unusual book spent his youth in wartime England and his teen years in the war's aftermath in the UK. He was among the thousands of British school-age children who were transported away from the years of incessant bombing of London and other cities within reach of German aircraft and guided bombs. One of Davies' homes was at Waterton Estate during the late 40s.

The story unfolds with a fascinating approach to his adult years, eventually arriving in the USA, taking jobs in a post-war America. Getting through the trials of personal depression led the story to a philosophical analysis and the

thoughts surrounding yet another effect of the war on children who were caught up in the society of a country being attacked, and with an uncertain outcome, by a proven merciless enemy.

The style here is direct. The subject matter pulls no punches. This is a straightforward approach to how war may affect civilians' later lives in ways that are not often discussed openly and rarely are put into print. This material is certainly not found in the majority of volumes that approach WWII. The soft-bound book is a healthy 416 pages and contact may be made to: BookSurge, LLC <http://www.booksurge.com/> [www.booksurge.com](http://www.booksurge.com) tel 1-866-308-6235 email: [HYPERLINKmailto:orders@booksurge.com](mailto:HYPERLINKmailto:orders@booksurge.com) "mailto:orders@booksurge.com"orders@booksurge.com

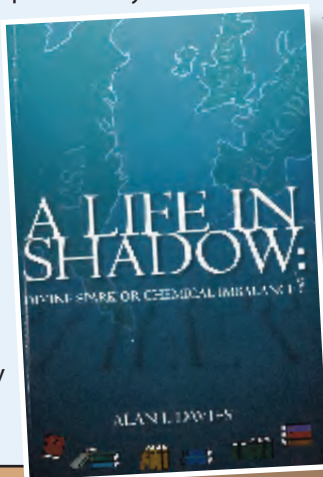
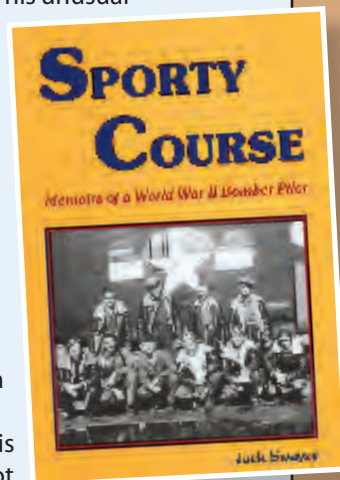
## SPORTY COURSE

Memoirs of a World War II Bomber Pilot

by Jack Swayze

The usual policy of the 8th AF News is to review books in this Book Review section of recent publications in print and available. This unusual memoir of an 8th AF pilot is still available even though it was written a few years back. The author's son has maintained the copy files and may be contacted for a copy.

The story is that of a pilot of the 448th Bomb Group and his experience in the war. After relating his course of training, the author tells his very personal tale of arriving in 1943 in England, attempting to adjust to base life and then embark on a course of combat missions against Germany. What is unusual is his direct and analytic style of relating the story to the reader. He talks of the mistakes made both by crews and by Headquarters in a war in





which America was having to learn how to fight a bombing war against a powerful defense put up by the enemy. There are other special subjects he approaches: the lack of gas gauges on B-24 Liberators; the facts that on occasion several airplanes would leave the formation and turn off to the neutral countries of Switzerland and Sweden; the several crash landings he experienced and other specific details of particular missions. Jack Swayze served 30 years in the US Air Force.

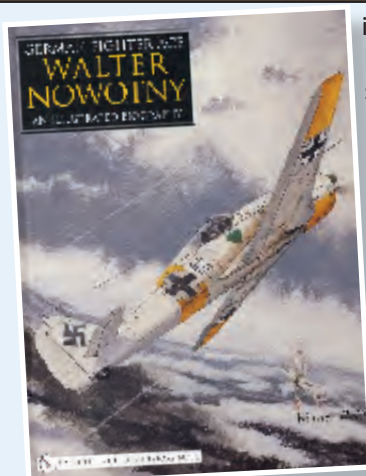
This 153-page soft back with photos tells of war experiences in an direct and entertaining manner. To find out about obtaining this very affordable volume, you may contact Gordon Swayze at tel 520-777-7912 or email [arizonaswayze@cox.net](mailto:arizonaswayze@cox.net).

Frequently the 8th AF News receives books that present some interesting aspect of the World War II experience. Schiffer Publishers are leaders in making available extensive collections relating the German Luftwaffe's air war. Several now available follow.

## GERMAN FIGHTER ACE WALTER NOWOTNY An illustrated Biography by Werner Held

Fighter Pilot Walter Nowotny was credited with 258 air victories during World War II and became the first commander of an activated jet fighter combat outfit, the Messerschmitt 262 Erprobungscommando later known as Kommando Nowotny.

The book is presented as a photographic depiction of the life and military career of this young Luftwaffe pilot. The cutlines accompanying the hundreds of photos tell the story as it happened. Text material includes the formation and deployment of Dusenjager-Jagdkommandos Me262. Documents



included here tell of some of the problems faced by this unit from October until Nowotny's death in combat against an 8th Air Force bomber stream on 8

November 1944.

On that day Nowotny's turbine apparently caught fire and he bailed out just before impact, but too late. His 262 crashed near Achmer airfield and the Mittlelandkanal. His comrades erected a memorial in Epe bei Bremsche and attend memorial ceremonies there for their fallen commander each year on Totensonntag.

Walter Nowotny was revered by his airmen as a leader who cared about his men, a man who could separate himself from the military strictness of command and impart his love of flying and strong religious beliefs to his comrades and to his family.

The photos are excellent, most never published before. This volume will add depth to those 8th historians who desire to see the real story of the events experienced by those who flew for the enemy. There are

168 pages, large format high quality in the Schiffer tradition. For information contact: Schiffer Publishing Ltd. In Atglen PA. Tel. 610-593-1777 email [Info@schiffer-books.com](mailto:Info@schiffer-books.com) or check with your usual bookstores. In the UK it's email [Info@bushwood-books.co.uk](mailto:Info@bushwood-books.co.uk).



## GERMAN FIGHTER ACE WERNER MOLDERS

An Illustrated Biography  
by Ernst Obermaier & Werner Held

At age 17 Werner Molders volunteered for pilot training, receiving his certificate as a pilot in 1934. His career was one of those who flew combat with the Luftwaffe early in World War II. In 1938 he was assigned to the 3.Staffel commanded by Adolph Galland. His first victory occurred in July 1938 over Spain, shooting down one of a flight of Curtisses, to be followed by dozens more. He became the first pilot of the war to achieve 40 air combat victories.

The news of his death as a passenger in an He 111 shocked the German population, closely following the suicide of Generaloberst Ernst Udet. The Henkel lost an engine and in heavy fog hit an embankment at Breslau-Gandau airport on 17 November 1942.

This excellent volume, as that of the biography of Walter Nowotny, is replete with period photos, both military and personal of this famous German fighter Ace. Schiffer and the authors present here 230 gloss pages, large format, with descriptive informative cutlines accompanying each photograph. Ordering information may be obtained from Schiffer Publishing tel 610-593-1777 or email [Info@schifferbooks.com](mailto:Info@schifferbooks.com). or usual book outlets. In the UK tel 44 (0)20 8392-8585 email [Info@bushwood-books.co.uk](mailto:Info@bushwood-books.co.uk)





**Dangers of night missions; A RAF Stirling bomber after a mid-air collision with Wellington 6 November 1943**

## BATTLES WITH THE NACTJAGD

**The Night airwar over Europe 1939-1945**

**by E. W. Boiten & Martin Bowman**

The night missions of the Royal Air Force began in 1939 and continued throughout World War II. The Germans opposed these bombing missions with the development of special fighters and tactics during this same period, right up to the use of the Me 262 jet fighter towards the end of the war. This volume tells the story of the airmen and the German technology employed in this unique and deadly area of combat. Included are the methods used by the RAF to avoid interception by Luftwaffe nightfighters.

This volume relies heavily on

personal experiences and stories of those who flew the missions with the major portion of the first section in the book being devoted to the airmen of the RAF.

Of his mission of 6 June 1944 to Normandy beachheads,

W/C Rollo Kingsford-Smith of RAAF 463 Squadron recalls:

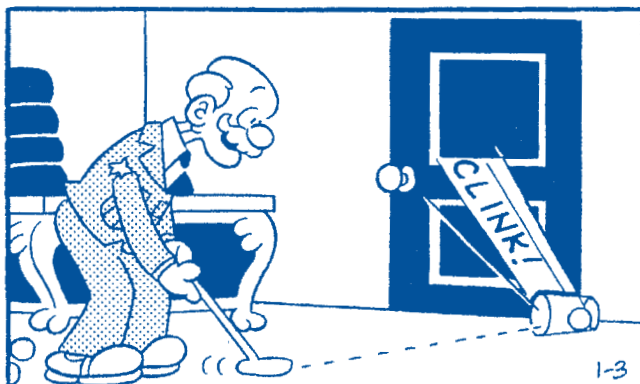
"We took off about 2am on 6 June and had a leisurely flight down the south coast of England and across the Channel. Until that moment, Bomber Command had alone been taking the British war to the Germans."

"The enemy gun battery was at Pointe du Hoc, a high point surrounded by cliffs overlooking Omaha Beach. In my mind this attack would be the about most important my squadron had ever made and we were all determined it would succeed. The battery was well marked by Pathfinders and from a relatively low height, about 6500 feet, we all took our time, each aircraft dropping 13,000 pounds of bombs. The whole Pointe was bat-

tered; the battery including its concrete bunkers was destroyed. Even a part of the cliff tumbled into the sea."

Appendices in this volume are unique, including listings of victories of the most successful German nightfighters and a listing of British wartime slang. Over 400 photos accompany the extensive text material, both combined to tell a story of the war well known to the RAF and its airmen but rarely compiled in a complete presentation. Members of the Mighty Eighth will learn of the "other side" of the Allied airwar against Germany. 349 pp; hardback large format high quality, all in excellent Schiffer fashion.

Contacts are to Schiffer Publishing for further information or to the usual store and online book sources. Schiffer may be reached at tel 610-593-1777. In the UK tel 44 (0)20 8392-8585.







The 486th BG group of 32 veterans and families and friends will return to their Sudbury airbase in England June 11-19, 2007. They will attend the "Spring Steam Rally" to be held on the base and ceremonies at the Group Memorial near the town square. A reception at the Town Hall will follow. The entourage will also visit the Cambridge American Cemetery at Madingley and the British Air Museum at Bury St. Edmunds.

## Duxford England Airshows 2007

20 May; 7-8 July; 8-9 September; 14 October 2007

A legendary pilot has returned home. The skeletal remains of a soldier of fortune, "Earthquake McGoon" - James McGovern Jr., were returned to the United States after the discovery of his remains in Viet Nam in 2002. His C-119 Flying Boxcar cargo plane was hit by ground fire in 1954 while parachuting a howitzer cannon to the besieged French garrison at Dien Bien Phu. His copilot Wallace Buford, a WWII bomber pilot, was also returned. They will have a military funeral in New Jersey.

From John Robinson, 445th BG waist-gunner, comes the inquiry: Does anyone out there recall any acronym or nickname give to the links that held the .50 caliber ammunition used by gunners on 8th AF bombers? The bullets were by three in the belt; tip colors were Silver: armor piercing; Red: incendiary; blue: explosive nose. He and Paul Billings

state regarding the links and casings, "they made a hell of a mess on the floor of the plane." Robbie's email is: jrobins2@midssouth.rr.com

... \_ \_ \_ \_ \_ ! The final days of official instructional courses of Morse Code have gone the way of the: Bombardier, Navigator, Waist gunners, Nose gunners, Tailgunners, and nowadays - even Pilots. The Federal Communications Commission has dropped the requirement of learning the Morse Code for ham radio operators, of whom there are over 630,000 in the United States. The Code has been around since the mid-1800s and was the staple of communications of the telegraph services in the American west. Licensing for ham operators previously required reading and sending Morse Code at 20 words per minute. The edict took full effect on 23 February 2007. The Internet and damnable cell phones caused the Code's demise.

The 447th Bomb Group returns to Rattlesden, England from July 4 to July 12, 2007. The trip is open to all veterans, relatives and friends. All arrangements will be made and the trip includes and taxes, tips and VAT. Airline accommodations should be made by those who plan to be on the loading list. For information and details contact: Tamarac, 10837 Piping Rock Circle, Orlando FL 32817-2939.

An unexploded Allied WWII 550-pound bomb was recently defused and removed from Nantes, France, causing the evacuation of 20,000 residents of the city. The three-hour operation required that everyone in a 540-yard radius of the bomb evacuate the area or be blown out of it. For some French citizens, this was their first taste of the bombing war.

Bill Nevitt, Jr., whose father is President of the 353rd Fighter Group Association, is sending out a letter to all FGs requesting possible incorporation of NexGens into a group to promote and preserve the history of the 8th - in particular the contributions of the fighter groups. Info may be found online at npchesser@yahoo.com or www.8thafhs.org or from the 8th AFHS membership office: tel# 912-748-8884.

Starr Smith's book, Jimmy Stewart Bomber Pilot, is now available in Braille for those with visual impairments. A copy has been donated to the Library at the Mighty Eighth Air Force Museum. 8th AFHS troops may wish to forward this message to those friends and family who may not be aware of this availability.

## ODE TO THE SAD SACK

I find that I'm a kindred soul of Sack's...  
His silence twangs the cat gut of my heart.  
Anon, with baggy, bottle-edged slacks,  
His antics make me weep my soul apart.

Lurks there behind that sad, forlorn dead pan  
Dreams which can squelch warlords and men of pelf?  
Yes! We appreciate you, little man.  
If nothing else, you'll always be yourself.



# BULLETIN BOARD

## RACKHEATH CONTROL TOWER BEING RESTORED

The 467th Bomb Group flew out of Rackheath airbase in East Anglia. The base control tower, constructed in 1942, has been in disuse since the war. The restoration project includes emphasis on the renowned B-24 *Witchcraft* that flew 130 missions, always reaching the target - a USAAF record. The road leading to the tower has been named "Ralph Elliott Road" after one of the pilots who flew the aircraft. The road to the hangar, the airfield's only other remaining building, has been designated "Albert Shower Road" to honor the Group Commander.

Support for the project is being undertaken by members of the 467th Bomb Group Association and others are asked to help complete the project. The contact for information and to help with the restoration is Jill Hollis-Graves, Aquafire House, Wendover Road, Rackheath, NR 13 6LR, tel.# 01603-722892; email: [jill@tiliaproperties.co.uk](mailto:jill@tiliaproperties.co.uk). For checks sent to the project, direct them to "Tower Fund."

## COLD WAR EXHIBITION OPENED AT RAF MUSEUM COSFORD

On 7 February, HRH The Princess Royal officially opened The National Cold War Exhibition at the Royal Air Force Museum in Cosford. A number of dignitaries were present and had the opportunity to view a flypast by an RAF Meteor and a Vampire. The new permanent exhibition hall tells the story of the Cold War from national, international and cultural perspectives. Included within are static exhibits, kiosks, aircraft, and theaters. More than 17,000 visitors attendees viewed the exhibition the first week of opening.

Dynamic exhibits range from military hardware to film posters, Russian dolls, and tanks and submarine models. Several aircraft, including the USAF F-111 are among those on exhibit. For further information email: [www.nationalcoldwarexhibition.org.uk](mailto:www.nationalcoldwarexhibition.org.uk) or [ajay@rafmuseum.org](mailto:ajay@rafmuseum.org)



**The Royal Standard flies  
over The National Cold War  
Exhibition**



**NEW WORLD WAR II DOCUMENTARY**  
**HELL'S ANGELS**  
**THE 303RD BOMB GROUP (H) IN THE BATTLE FOR EUROPE**

EIGHTH  
AIR FORCE



## NEW WORLD WAR II DOCUMENTARY

Wilbur "Bud" Klint, 303rd BG and Second Schweinfurt Memorial Association founder, reports on two documentaries now available to the troops. The hard-to-find classic film *Target For Today* has been remastered and reissued and is now available on DVD. This is one of the very best wartime documentaries that depicts what went into a bombing mission during WWII. It takes you through a mission from wakeup to Interrogation and beyond. The film features original actual footage throughout.

Hell's Angels: The 303rd Bomb Group in the Battle for Europe is a new VHS/DVD

film that includes eyewitness accounts of the airmen of an 8th AF bomb group - their experiences and life on their Molesworth base. Both productions are masterminded by Dr. Vernon Williams, Department of History at Abilene Christian University in Abilene, Texas as part of his involvement with the East Anglia Air War Project.

Information on both of these authentic historical documentaries may be obtained by calling 888-562-8451 or online at [www.oldsegundo.com](http://www.oldsegundo.com).



# BULLETIN BOARD

## VETERANS TO WEAR MEDALS ON PATRIOTIC HOLIDAYS

Veterans Administration Secretary has called on America's 24 million veterans to wear their military medals on Veterans Day, Memorial Day and the Fourth of July.

This show of pride will show all generations what our veterans have done for freedom in the defense of our Nation. Family members and descendants of veterans are also invited to wear the medals of their deceased veteran relatives to honor their service and their memory. Medals and awards may be worn over the left breast pocket. Further information may be found online at [www.va.gov](http://www.va.gov).

- from the Illinois Chapter newsletter

## NOTICE FOR ALL 8TH AFHS CHAPTER PRESIDENTS AND 8TH AFHS MAGAZINE EDITORS

We need all "Chapter Presidents" & "Chapter Editors" current information to submit in the next 8th issue.

Please contact Mamie Kent  
at the 8AFHS Office

Call: 912-748-8884 or  
email: [mamie@8thafhs.org](mailto:mamie@8thafhs.org)

Mamie will be happy to make the necessary entries i.e., president's name, editor's name, address, email address, and any additional contact information.

## ROLL OF HONOR TO BE PLACED IN MUSEUM BY HISTORICAL SOCIETY

The Roll of Honor listing the names of 28,000 8th Air Force airmen killed in World War II is in the American Memorial Chapel in St. Paul's Cathedral in London, England. The chapel was built and paid for by the people of England in 1948 to honor American soldiers. The 8th AF Historical Society undertook a special fund drive in 2006 to fund the production of a Digital DVD listing all the names.

The membership came through, as always, in fine style with donations that allowed enough extra to put a replica of the original book in an especially-designed case in the Rotunda of the Mighty Eighth Air Force Museum in Pooler, Georgia. This Memorial book will have lighting so that it may be read by all visitors and a page of the names of the 28,000 will be turned each day.

This Historical Society project will allow many American citizens, who would not otherwise have the opportunity, to see this Honor Roll as it appears at St. Paul's in London.





**Megin, Walter**, South-  
ington; 457th BG tail-  
gunner, 30 missions

**Belden, Merland  
"Chick"**, Eden Prairie  
MN; 385th BG, engi-  
neer on B-17 *Perry's  
Pirates*

**Dupont, Philip**, Man-  
chester CT; 457th BG  
bombardier/navigator  
on the George Grau  
crew

**Greenwell, Howard  
"Gene"**, Dallas, TX;  
Pilot, 355th Fighter  
Group and 2nd Scout-  
ing Force. -from wife,

Connie

**Miller, Ken**, Downey, CA; Pilot, 355th  
Fighter Group -from son, Mike

**Haslett, Charles "Chuck"**, Atlanta GA;  
487th BG tailgunner; shot down the Ger-  
man fighter pilot that shot down his B-  
17; 60 years later the wing of his bomber  
was placed in the Mighty Eighth Air  
Force Museum after having served time  
on a European farm as a bee-hive con-  
tainer - from his daughter

**Gudiness, Thomas**, St. Leonard; B-24  
navigator with 14 missions; career  
at Westinghouse

**Rudloff, Paul**, Ft. Walton Beach FL;  
385th BG copilot and pilot; his third  
mission was the Regensburg shuttle to  
North Africa -from Michael Campbell

**Kreidler, General Howard "Doc"**, Hilton  
Head Island SC; 445th BG pilot and  
Squadron Commander; was the room-  
mate and friend of actor Jimmy Stewart



**Major Kreidler**,  
445th BG, 701st  
squadron com-  
mander at  
Tibbenham, England

at Tibbenham airbase in England; served  
President Eisenhower as commander of  
the 1254th "Sam Fox" unit - known as Air  
Force One; later career was in real estate,  
boating and developing Boy Scout  
Programs. Before his death, Doc Kreidler  
attended the dedication of the Bench  
Memorial to the 445th BG at the annual  
meeting of the Kassel Mission Memorial  
Society at the Mighty Eighth Air Force  
Museum. -from his daughter Linda  
**Shultz, Robert**, Lutz FL; 8th AF bomb-  
ers he flew on included: Weber's Wagon,  
WePromised, Skipper, Rose O'Day, Fightin'  
Pappy, Fightin' Car Barn Hammerslaw,  
Rose of York, Duration Plus, Md. My Md,  
and Larrapin Lou.

**Quigley, Edward**; 96th BG navigator/  
bombardier on the B-17 Little Caesar; his  
wife was Priscilla, a Navy nurse in WWII  
-from Richard Banks

**O'Hearn, Robert**, Jupiter FL; 303rd BG  
waist gunner on A. J. Cecchini's crew  
(Chick's Crew) -from crewmate Ben  
Smith

**Stickney, Norman**; 491st BG B-24  
navigator

**Green, Louis**; Pasadena TX; 55th FG  
**Hoffman, Ted**, Chadron NE; 55th FG  
pilot

**Mercier, Donald**, Dayville CT; 55th FG  
pilot; career with Pratt and Whitney Air-  
craft -from his daughter Loretta Hayes  
**Gage, Ripley**, Lake Oswego OR; Oregon  
Chapter

**Hines, Russell**, Hillsboro OR; Oregon  
Chapter -from Joe Conroy

**Fallow, Robert**, LaGrande OR; 306th BG  
pilot; Oregon Chapter

**Kiser, James**, Gaffney SC; 95th BG bom-  
bardier; 15 missions; shot down over  
Berlin 4 Mar 44; POW

**Batayias, Peter**, Savannah GA; B-17  
flight engineer; career for 37 years in the  
Merchant Marine in Korea, Vietnam, and  
Desert Storm

**Hart, Fred**, Roeland Park KS; 479th FG  
P-51 Mustang pilot

**Dupuy, John**, Keithville LA; 55th FG  
pilot -from his wife Jorene

**Stitt, James**, Piqua OH; 55th FG, 37th FS  
engineer

**Elliott Welles** served twenty years  
as head of the B'nai B'rith Nazi-hunt-  
ing Organization, eventually tracking

down the Nazi fugitive who ordered  
his mother, Anna's, death in the woods  
of a German concentration camp near  
Riga. He learned that she had been  
shot to death after they returned her  
clothes two days later. He was born Kurt  
Sauerquell in Vienna, Austria, and was  
interned in several concentration camps  
in Latvia before his eventual escape at  
the end of the war.

**Blanchard, Merle**, Placerville CA; 55th  
FG P-38 pilot -from his son Roger  
**Lewis, Warren**, Indian Harbor Beach;  
55th FG P-51 pilot; POW; 40 year career  
in the USAF

**Staggs, Dr. Bill**, Dunlap TN; 55th FG P-  
51 pilot; career as pharmacist -from his  
son Bill

**Wheeler, Edwin**, Sun City AZ; 55th FG P-  
38 pilot; POW -from his daughter Christy  
Frechett

**Preston, Roger**, Geneva NY; 487th BG  
B-17 pilot

**Duina Zacchini Norman**, early pioneer  
of flight, died in Nashville TN. She and  
her sister were conscripted by the father  
to take the place of their brothers, The  
Flying Zacchins, as human cannonballs  
in their world-famous circus act when  
the two boys went to serve in WWII.  
Featured on the cover of LIFE magazine,  
she operated an Antique shop for many  
years in Nashville.

**Bliss, Kermit**, Madison WI; 8th AF; from  
daughters Gail and Lynn

**Stocker, Jacob**, Bismark ND; 55th FG,  
HQ 38th and 343rd FS; Air inspector  
from Sept 43 to Oct 45

**Adgate, Dr. Wayne**, Grand Ledge MI;  
94th BG B-17 pilot; Dentist; active in  
civic groups and the Head Start organi-  
zation -from Joe Jedrzejek

**Donovan, James**, Fon du Lac WI; 32  
missions as B-24 navigator Hutchinson,  
Jack, Ft. Myers FL; 389th BG lead pilot  
with 26 missions -from classmate John  
Hyatt

**Pflug, Paul**, Tampa FL; 8th Air Force  
**Bjornberg, Clarence "Jack"**, Clearwater  
FL; 390th BG copilot on crew of Chet  
Gunn -from his navigator Warren Hasse



### Vladimir Ivanovich Palaniuk 1919 - 2006

Born in Pennsylvania from Ukranian immigrants, Vladimir trained as a B-24 pilot after joining the USAAC. During pilot training, on one flight an engine failed and he suffered severe facial injuries and other burns in the crash of the bomber. Extensive plastic surgery resulted in his having a distinctive gaunt look that remained with him throughout his life. He was honorably discharged from the service in 1944.

In 1947 Vladimir graduated from Stanford University with a major in Drama. His acting debut was in plays on Broadway and then he was discovered by Hollywood. His career included becoming proficient in the Arts, starring in movies, painting, and writing. He spoke six languages. Vladimir Palaniuk's screen name was Jack Palance.

**Ward, Brigadier General Hugh,** Pineville NC; joined the Royal Canadian Air Force and flew with the RAF and USAAF in the Eagle Squadron, then the 4th Fighter Group flying P-47s and P-51s. He was shot down over Berlin and wound up in a Berlin park with a "noose around his neck" before being rescued by townspeople; POW in Stalag Luft I; 39-year career in military service of his country. Known as "Opa" to his beloved grandchildren and "Opa the Dogfather" to his favorite dogs. -from his daughter Nancy Ward Jones and from Jim Jeffers

**Baffaro, Louis,** Raleigh NC; 398th BG navigator; career with IBM; NC Chapter Treasurer for 15 years; never missed a national 8th AFHS reunion during which he was a persistent affable and friendly contributor to the annual medical seminar; constant attendee at the 398th BGA reunions -from NC Chapter founder George Hood

**Lewis, Warren,** Indian Harbor Beach; 55th FG pilot; POW -from his daughter Corda Conkey

**Rosenblum, Martin;** 8th Air Force  
**Shultz, Robert;** 306th BG radio opera-



Lou Baffaro

tor on the Ledgerwood crew and on the Robinson crew; flew his first mission to Lorient, France on 16 April 1943; wounded on his 12th mission to Kassel, Germany

**Fallow, Robert,** Wilsonville OR; Oregon Chapter

**Aiello, Edward,** Racine WI; 8th Air Force

**Beall, Ninlan,** Annapolis MD; 8th Air Force -from his daughter Janet Burdette

**Logoluso, Leonard,** Fresno CA; 55th FG; Detached Services at Sawston Hall in the Codes and Ciphers detachment  
**Wilkins, Charles "Chuck",** Salina KS; 55th FG pilot; served in Korea and Vietnam

**Dupuy, John,** Keithville LA; 55th FG pilot -from his wife Jorene

**Stitt, James,** Piqua OH; 37th Fighter Squadron, an early component of 55th FG

**McKee, Robert,** Decatur GA; 91st BG orderly room for 3 years at Basingbourne

**Marberg, Roy;** Georgia Chapter past Secretary

**Jones, Kenneth,** Janesville; 389th BG B-24 pilot and Pathfinder Flight Commander; transported his B-24 with 12 passengers back to the USA after VE Day, arriving at Bradley Field CT in time to celebrate his 21st birthday; Deacon Jones had a 31-year career as in the Janesville Police Department and as Chief and freelance writer; expert pistol marksman; strong supporter and friend of the 8th AFHS and the Mighty Eighth Air Force Museum

**Remus, Melvin,** Brighton CO; 8th Air Force -from his wife Doris

**Orologio, Anthony,** Bronx NY; 361st FG Radioman

**Cavuoto, Carl "Whitey",** Rochester NY; 55th FG Medic

**Luehrs, James,** Corpus Christie TX; 55th FG Headquarters

**Hayes, Phil,** Odessa TX; 447th BG pilot; 35 missions; survived a mid-air collision with full gas and bomb load on board, landed in Eindhoven with all crewmembers safe - from his wife Judy

**Sellwood, Donald;** 100th BG flight engineer; career with US Postal Service; Oregon Chapter -from Joe Conroy  
**Story, Ralph nee Ralph Snyder,** Santa

Ynez CA; WWII fighter pilot; M.C. of TVs \$64,000 Challenge in the 1950s

**Rawson, William,** Flower Mound TX; 493rd BG pilot. Bill had moved to Texas to be near his family just before serving two terms of distinction as President of the National 8th AF Historical Society. He was a long-time editor of the 493rd BG newsletter and active on 493rd and 8th AFHS Boards. The Historical Society has sent a contribution to the Mighty Eighth Air Force Museum in his memory.

**Weixler, Jean Lois,** Louisville KY; Life member and long-time supporter of the 8th AFHS and active in activities of the Kentucky Chapter; beloved wife of Robert "Bob" Weixler

**Linnun, Edward,** Portland OR; 487th BG waist gunner; Oregon Chapter

**McCabe, Emmett**

**"Bud",** Detroit MI; 91st BG copilot on Sweet 17/The Spirit of St. Louis

**Armijo, Diego,** Albuquerque NM; 55th Fighter Group

**McCoy, Clarence;** 7th Photo Recon Group

**Orloff, David,** Portland OR; 8th Air Force; Oregon Chapter  
**Rogers, Steve,** New York; Was Captain America beginning in the early 1940's - a patriotic symbol of America in its fight against foreign aggressors, revived in the 1960s in color comic format; by gunfire in New York City

**Trask, Roy,** Chattanooga TN; 306th BG pilot; flew 35 missions; traveled the world post-war; Lt. Col. USAF Reserves (Ret.) attended the 2006 annual reunion of the Tennessee Chapter -from his son Roy, Jr.



Emmett "Bud" McCabe



Roy "Tracker" Trask

## KALAMAZOO - HERE WE COME!

Richard Giesing, 392nd BG, Shelbyville, Michigan, forwards some information useful for the upcoming Kalamazoo reunion. Kalamazoo derives from an Indian name of unknown origin. Potawatomi Indian folklore interprets the word as "stones in the water that look like otters."

Moundbuilders subsisted mainly on farming efforts at that time. The first white men in the area, primarily traders, passed through in 1680. Trading posts appeared about a century later. A fellow named Tinus Bronson built the first Kalamazoo cabin in 1829. Five years later, the town of Bronson changed its name to Kalamazoo. Development of the waterways and railroads resulted in significant growth of the town. The newspaper, the Kalamazoo Gazette was one of the state's oldest publications.

Specific features of the modern city is the development of the nation's first downtown walking mall, developed in 1959. The Kalamazoo Public Library and the Kalamazoo Val-

ley Museum have received top honors nationally. The oldest brewery and largest and oldest winery in the state are in the area. Kalamazoo is the leading producer of bedding plant and African violets in the United States. The nature Center has been voted best in the U. S. The city is also rated as one of the best places for people who are blind to live. The United Way won first place for per capita giving in the country. Kalamazoo is home to eight Frank Lloyd Wright homes.

Famous Kalamazooans include author Edna Ferber, baseball star Derek Jeter, and writer James Fenimore Cooper, author of The Last of the Mohicans.

Dick and Rita Geising have been active in state Chapter and national 8th AF Historical Society activities for many years, working in schools with younger generations of Americans. He recently was honored by the City of Wayland, Michigan with a proclamation and special ceremonies as 2006 Veteran of the Year.



sketch by Roger Stuch

- Form may be reproduced -



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Website: [www.8thafhs.org](http://www.8thafhs.org)



## RUSS ABOLT...

In my reverie, these months run together. The protracted killing beginning in January continued with no let up. I do have memories of specific events falling sometime between February and late March.

Though alone, we were never alone. The United States' force of arms was ever present.

We had "Spooky" and "Puff the Magic Dragon"! They were two especially adapted aircraft. Spooky could deliver rapid and accurate machine-gun fire from on high. Particularly at night, her tracer rounds looked like fiery rain. Puff brought continuous illumination during dark nights. Well placed flares kept Charlie lit up. This airplane brought daylight and denied the enemy the comfort of movement in the open. She was a far cry from the pop flare I was introduced to on Christmas Eve.

In the early morning hours with the sun coming up over the China Sea about 50 miles to the east, I could walk to that side of the plateau and see the might of the Battleship *New Jersey* off the coast of Vietnam. Her rounds would land in the DMZ, coming in close to Con Thien, the Marines' most northerly outpost. What an awesome sight that can't be described in words. Incoming 16" shells have been likened to freight trains, obliterating the destination.

Then came the arc lights. That was a code destination for B-52 bomber strikes. These planes are being used today in the Middle East War. Only occasionally could you see the aircraft because of the altitude in which they roamed. But you could hear their falling bombs and see destruction wrought.

Technically, arc lights were targeted at a grid square on a map (one thousand meters by one thousand meters). The ordnance could eradicate any living thing in that grid. It was my pleasure to see an arc light strike on a relatively flat terrain. With such accuracy you could identify the straight lines formed by surgically applying destruction in grid square "cutouts."

Then came the day when the arc lights were danger-close to Carroll. It was a sunny and very clear afternoon. We had to get out of our bunkers because the concussion and tremors could collapse our subterranean refuges. When they came over, I laid on my back looking up. No planes could be seen. Then came the whistling of their payload. The earth shook for sometime. Force and havoc were applied precisely. Though not the smart bombs of today, I had no reason to question their IQ!

**Russ Abolt, USMC, Savannah, Georgia, from his Vietnam memoirs 395 and a Hook written of his experiences in 1967-68 serving at Camp J. J. Carroll - the artillery plateau - on the DMZ.**

*The B-52s were finally released from the 8th Air Force Command on Guam, to bomb Hanoi and other North Vietnam targets effectively in helping to bring an end to the long war in Vietnam. The call from the Nixon White House to begin the*

*bombing attacks came on the red phone at 11pm at night. Lt. General Gerald Johnson, 8th Air Force WWII fighter ace and POW, was in command of the 8th AF B-52 Stratofortress bomber units. The constantly ready aircrews began their missions that same night. After a number of B-52s were lost to SAM missiles during their raids, Washington contacted him to see if it would not be advisable to discontinue the bombing missions. Johnson's reply was "Hell no! The 8th Air Force was never turned back in World War II and we are not going to be turned back now!"*

- Ed.

## EIGHTH AIR FORCE HISTORICAL SOCIETY FINANCIAL REPORT

Year to Date 31 July 2006

### ASSETS AND LIABILITIES

#### ASSETS

Cash in Banks/Money Mkt. Funds	\$161,874
Life Member Funds	\$218,514
Furniture and Equipment	\$408
<b>Total Assets</b>	<b>\$380,797</b>

#### LIABILITIES

Life Member Fund	\$218,514
Web Site Development	\$100
General Fund	\$171,998
Net Income (Loss)	(\$10,638)
<b>Total Liabilities</b>	<b>\$380,797</b>

### REVENUE AND EXPENSES

#### REVENUES

Annual Member Dues	\$123,077
Foreign Dues	\$3515
Life Member Dues (Includes Interest)	\$32,484
Reunion Revenue	\$25,504
General Contributions	\$1373
Interest	\$3454
Investments	(\$1000)
<b>Total Revenues</b>	<b>\$188,407</b>

#### EXPENSES

Public Relations	\$114
Awards	\$712
Unit Development	\$631
President Expenses	\$1608
Treasury Expenses	\$33
Magazine Expenses Total	\$104,757
Financial Manager	\$7900
Membership Office	\$63,960
Bank Charges	\$344
Returned Checks	\$265
Contributions	\$466
Dues and Subscriptions	\$602
Insurance	\$2115
Unit Rebates	\$2515
Board of Directors	\$8731
Reunion Expenses	\$4539
Membership Chairman	\$74
<b>Total Expenses</b>	<b>\$199,366</b>

# CONTINUING THE 8th AIR FORCE LEGACY #10

Earl Wassom, Senior Advisor



The Board of Directors for the 8th AFHS met in Kalamazoo, MI on January 20, 2007 for the mid-term planning session. Many important issues were on the agenda—one of

the principle concerns relates to the future of the 8th AFHS. Our Historical Society has many gifted men and women of the NEXGEN population, both Board Members and those non-Board members, who are stepping up and assuming responsibility to advance and perpetuate the Legacy of the Mighty Eighth.

Challenges are being identified and needs are being addressed by the Board. Technology, which did not exist when the Veterans' organization was

founded, is now being utilized and is assisting greatly in the advancement of the current program. Informative web-pages are being expanded and new features are being added. They are identifying, informing and recruiting the veterans, descendants and history buffs who are dedicated to the preservation of our Legacy. Procedures are in place to coordinate information, talents and skills of the members between the National Membership Office and Initiative Programs that will bring all interest groups together. The education program is expanding to insure that our history be preserved with honesty and integrity. There is a revival of awareness that exists among our 2nd and 3rd generation members concerning the negativism that exists about WW II. Modern historians who seek to glamorize and popularize the enemies the United States faced in the

1940's are creating such criticism. With the available research tools, educational programs and dedicated individuals involved in research and publishing, the endeavors of the so-called revisionists can be negated.

The NEXGEN members are talented, energetic and willing to serve. Among these is one I wish to introduce to you, Joseph "Pat" Keeley. Pat is the son-in-law of a 486th Bomb Group airman stationed at Sudbury during the war. He has been very active in the 8th AFHS and was elected to the Board of Directors in 2005. His assignment will be to coordinate the efforts of the NEXGEN Initiative and the Society. He will be writing this column that appears quarterly in the 8th AF NEWS. I will continue to serve with Pat, the Board of Directors and the Initiative leadership as Senior Advisor.

Earl Wassom, 466th BG

## GREETINGS FELLOW MEMBERS OF THE MIGHTY EIGHTH

Joseph Patrick Keeley



My name is Joseph Patrick Keeley but please call me Pat. I would first like to state what an honor this is to take on this assignment and to stress the impor-

tance to 'Keep the Memories Alive'. Please allow me to give you a brief bio on myself for those of you who do not know me. I live in New Jersey and am a Next Generation myself. I have been actively involved with the New York State Southern Wing Chapter of the 8th AFHS since its inception in 1990 and am also a Board Member of it. I am also a member of the New Jersey State Chapter of the 8th AFHS. I was elected to the Board of Directors of the Mighty Eighth AFHS in 2005.

My articles will incorporate keeping you updated to our continuous progress concerning the NexGen Initiatives of Membership, Reunion, Communica-

tion, Education, Recruitment and other initiatives.

This past January 20th the Board of Directors held its mid-term meeting in Kalamazoo MI. and the NexGen Initiative was discussed in detail. We have scheduled on Friday July 19, 2007 a two-hour NexGen meeting at 3:30 pm at the reunion Hotel.

**Membership:** This very active membership campaign has grown considerably with the Registry, the 8th AFHS website, [www.8thafhs.org](http://www.8thafhs.org), and the 8th AF News magazine. Thanks to the efforts of Norma Chesser, Beverly Tombs, Bill Nevitt, Jr. and others the Membership Initiative has been progressing very impressively. The campaign to update and contact all the known Chapters and Units information has also been moving forward. Reunion: The very impressive Radisson Hotel in Kalamazoo Michigan has recently gone through a \$60 million renovation and is excited in hosting our 33rd Annual Reunion from July 17 - July

22, 2007. Daily tours of the area have been planned along with interesting seminars, programs, guest speakers and as always a fantastic Mark Copeland Saturday symposium. We are expecting on Thursday July 19 the Yankee Air Force B-17G Flying Fortress "Yankee Lady" to be available for walk-through tours and rides. Information regarding the July 2007 Reunion is available in this issue and on the Society's website at [www.8thafhs.org/reunions.htm](http://www.8thafhs.org/reunions.htm).

**htm.** I would like to thank fellow Board member George Hoidra for his fantastic work on coordinating and planning this upcoming Reunion. Well done George.

**Communication:** At the mid-term meeting Board of Director Bob Books and I discussed with fellow Board members involved with the NexGen Initiative, changes to the Society's website, regarding either renewing or becoming a member. Bob has implemented these changes with much success and now new members can join either via credit card from our secure



## LEGACY CONT'D...

site of by printing off a hard copy of the application and submitting it by mail. Bob has also added to the site, a USAAF Forum provided by ArmyAir-Forces.com which lists WWII 8th AAF Bomb Groups and WWII 8th AAF Fighter Groups and also WWII 8th AAF Troop Carrier Groups. These Forums are most useful for research and gathering information. The website is also the place to see updates regarding the upcoming Reunion.

**Education:** Mark Copeland, the Society's Historian, has been busy with several exciting projects and events. Mark receives emails, letters

and phone calls regarding questions varying from book references and educational material to more involved research. Mark is also busy organizing again an educational and most interesting Symposium pertaining to the 'Big B', the first Berlin raids, for the Reunion on Saturday July 21. Mark's Symposiums are something not to be missed by either Veterans or NexGen members.

**Recruitment:** Board of Director Harry Tanner is currently the liaison between the Chapters and Units and the 8th AFHS. This role works closely with the Membership Initiative in gathering

information regarding the Chapters and Units and how NexGen members are moving into positions with these Chapters and Units to help preserve them. We need to keep in contact with them and assist them whenever possible and have them join our NexGen Initiative. We are all working to **"Keep the Memories Alive."**

We are continuously moving forward and I am excited with what has transpired and what is to come. Please remember to **"Support Our Troops."**

**Pat Keeley**

## "FIVE FOR FOUR" OFFER

### Next Generation Initiative - Special Membership Offer

One of the most important missions of the Eighth Air Force Historical Society is the historical preservation and perpetuity of the "Mighty Eighth. This mission is doomed without the encouragement and participation of our "Next Generation."

In an effort to accomplish this task, we are offering special membership to the Society to help encourage and increase "Next Generation" involvement. For a limited time, you can sponsor a family member, friend or Eighth Air Force enthusiast by purchasing a special membership to the Society. We call this offer a "Five for Four" membership. For the normal price of a four year membership (\$100), you can sponsor a new

member for five years of membership! In other words, buy a four year membership and get an extra year for free!

Each "Five for Four" member will enjoy the normal benefits and privileges of membership. Best of all, they will receive FIVE years (four issues per year) of the fabulous "8th Air Force News" magazine for the price of four years!!

This offer will allow the legacy of the "Mighty Eighth" to live on through our "Next Generation." Please don't delay! This membership will only be offered until September 1, 2007.

**Pass on the pride and help preserve our legacy today!**

### NEXT GENERATION MEMBERSHIP OFFER "FIVE FOR FOUR" SPECIAL

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Saturday's flypast in the sunshine...  
Sunday was much more overcast.



## P-27 PEA SHOOTER

One of only two genuine survivors (the other being in the NASM collection), it was recovered from Guatemala in the '50s by Ed Maloney. A

static replica is displayed by the USAF Museum at Dayton, and a pair of airworthy replicas has been under construction in Indiana for a number of years. <http://www.peashooter.net/>

The P-26 was ably demonstrated by Steve Hinton as the show-opening act at this year's Chino air show. This was the first event that it had flown at since the early '80s, and they prepared and repainted it especially for this show.

They put up a very unusual formation of a P-26, Seversky AT-12, P-51D and F-86. The speed differential must be enormous between the P-26 and F-86, but they still managed to keep the formation closely together for two passes and circuits of the airfield - piloting of the highest order.

The engine is started by a crew member giving it a few shots of prime through an access panel in the port side, then hand-cranking the inertial starter.



## Global Hawk

UAV that returned from the war zone on Monday under its own power. (Iraq to Edwards AFB in CA) - Not transported via C5 or C17..... Notice the mission paintings on the fuselage. It's actually over 250 missions. That's a long way for a remotely-piloted aircraft. Think of the technology (and the required quality of the data link to fly it remotely). Not only that but the pilot controlled it from a nice warm control panel at Edwards AFB. It has really long legs- can stay up for almost 2 days at altitudes above 60k.

They flew it via satellite control to Australia, and we flew missions during OT&E that went from Eddy to upper Alaska and back non-stop. I also got the chance to work as pilot debriefer and test evaluator on the FA-22 OT&E summer before last at EDW. I was totally blown away by the airplane. Unless you have ever watched them go 2 or 4 V many on the big electronic game board, you have no idea what stealth brings to the battle. Basically, they come into the fight at a high

mach # in mil thrust, start killing people way out with AMRAAMS, and continue doing that until every-

one is dead, and no one ever sees them or paints them on radar. There is practically no radio chatter because all the guys in the flight are tied together electronically, and can see who is targeting who, and they have AWACS direct input and 360° situational awareness from that and other sensors. The aggressors had a morale problem before it was all over. The only shots that I ever saw taken on a 22 were when someone screwed up and popped up high enough to leave a contrail. I went in a skeptic and came out a true believer. It is to air superiority what the jet engine was to aviation.





# AMAZING! Spitfire model by David Glen, Cambridge

Below are pictures of a scratch built 1/5th scale Supermarine Spitfire MK 1 by an English model builder. It's hard to imagine such infinite detail can be accomplished even with super human devotion and dexterity. The pictures and accompanying text are by the model maker, David Glen.

If anyone asked me why I set out to build a Spitfire in one-fifth scale, and detailed to the last rivet and fastener, I would probably be hard-pushed for a practical or even sensible answer. Perhaps the closest I can get is that since a small child I have been awe inspired by R. J. Mitchell's elliptical winged masterpiece, and that to build a small replica is the closest I will ever aspire to possession.

The job took me well over eleven years, during which there were times I very nearly came to giving the project up for lost. The sheer amount of work involved, countless hours, proved almost too much, were it not for a serendipitous encounter at my flying club in Cambridge with Dr. Michael Fopp, Director General of the Royal Air Force Museum in England.

Seeing the near complete fuselage, he urged me to go on and finish the model, promising that he would put it on display. I was flabbergasted, for when I started I had no inkling that my work would end up in a position of honour in one of the world's premier aviation museums.

In one respect the story has gone full circle, since it was at Hendon where I started my research in earnest, scouring Microfilm copies of many original Supermarine drawings, without which such a detailed build would not have been possible.

The model is skinned with litho plate over a balsa core and has been left in bare metal at the suggestion of Michael Fopp, so that the structure is seen to best advantage. The rivets are real and many are pushed into drilled holes in the skin and underlying balsa, but many more are actual mechanical



fixings. I have no accurate count, but I suspect that there are at least 19,000!

All interior detail is built from a combination of Supermarine drawings and workshop manuals, plus countless photographs of my own, many of them taken opportunistically when I was a volunteer at the Duxford Aviation Society based at Duxford Airfield, home of the incomparable Imperial War Museum collection in Cambridgeshire, England. Spitfires, in various marks are, dare I say, a common feature there!

The degree of detail is probably obsessive: The needles of the dials in the cockpit actually stand proud of the instrument faces, but you have to look hard to see it! Why the flat canopy? Well, the early Mk.I's had them, and I had no means to blow a bubble hood, so it was convenient. Similarly the covers over the wheels were another early feature and they saved me a challenging task of replicating the wheel castings.

The model has its mistakes, but I'll leave the experts to spot them, as they most certainly will, plus others I don't even know about. I don't pretend the little Spitfire is perfect, but I do hope it has captured something of the spirit and incomparable beauty of this magnificent fighter - perhaps the closest to a union that art and technology have ever come - a killing machine with lines that are almost sublime.

So, with the model now in its magnificent new home, what comes next?

Well, I'm planning a book that will have a lot to say about its genesis and perhaps just a little about me and those dear to me, including a long suffering but understanding and supportive wife. And then there's the Mustang... Yes, a 1/5th scale P-51D is already taking shape in my workshop. How long will it take? I've no idea, but what I am sure of is that at my age (58) I can't expect to be building many of them!

**David Glen**  
**Whaddon, Cambridge**

*A fantastic Masterpiece! – Editor*



# 355th Fighter Group

Dear Dr. Brown,

I am writing you to hopefully include one of the attached pictures in an upcoming 8th Air Force News. Two of these pictures were taken at a recent 355th Fighter Group reunion at Davis Monthan Air Force Base in Tucson, the current home of the 355th. Robert Coleman was Noble Peterson's crew chief in Steeple Morden on the Dakota Kid. Henry Reichart, M.D. owns this P-51 with the markings of the original Dakota Kid. Noble flew in the second seat from South Dakota to Tucson with Henry piloting the plane. This was the first time since WWII that Bob and Noble have seen each other. This plane winters in Palm Springs at the museum.

My other reason for writing you is that I am a "2nd Generation" and interested in becoming more active with the 8th Air Force Association. My father was a line chief with the 355th Fighter Group who married a local English girl in 1944. My mother's family owned and still owns the farm in Steeple Morden where the airfield was. I traveled to England many times during my childhood and was always interested in the history of the 355th while they were in England. History repeats itself a bit when in 2001, I married a local Steeple Morden man, David Crow, who is chairman of the UK Committee 355th FGA and local historian. He and several others were responsible for the initial building of the 355th Memorial in 1980. He also worked with Roger Freeman on several books supplying him with photographs.

I live in Southern California and first attended a 355th reunion in 1980, just after my father passed away. I returned to England in 1981 for the unveiling of the Memorial. When I attended the 2000 UK reunion David and I had both lost our spouses and a great romance began (with a little help from some of the 355th veterans!). We were married in 2001 with a 355th crew chief as best man and split our time between Huntington Beach, CA and Steeple Morden, UK. The UK Memorial is now a "destination spot" for individuals interested in WWII history and is published in a book about WWII Memorials in England. When David and I are in the UK, there is nothing better than being at the Memorial and having someone stop by for a look. We both can give information about the Memorial. We have all nationalities coming by. We have a movement going to get a directional sign on the local motorway directing people to the Memorial.

This past year I was nominated and elected to the 355th Fighter Group Board of Directors as the first 2nd Generation (& woman!). My involvement with the 355th is quite different from many of the other family members because of my ties to Steeple Morden. I laid the wreath at the American Cemetery at Madingley this past Memorial Day.

Due to the 355th reunion planned at the same time as the 8th AF, I will be unable to get to Bossier City. I have been a proponent of getting the 355th to align their reunions with the 8th, but have had some

opposition to this. I personally planned the 355th last two reunions in the UK and the last US reunion and would love to be aligned with the 8th's reunions as it would be more cost effective.

Connie Richards sends the 8th AF News to our UK address and I love reading each issue.

Lorinda Drake Crow



Robert Coleman with Noble Peterson



355th Fighter Group Memorial



## LOOK AROUND

Two men died. Both were Presidents and leaders of their country. The entire world was informed of this event through the media. The details of their deaths were outlined in the same issues of newspapers and magazines, and were covered simultaneously via world-wide television. One was labeled a tyrant. The other was identified as a healer. The tyrant ruled with a relentless and selfish grip on his people for a quarter of a century. The healer served his country for only a few short years. One died on the gallows, the other succumbed to old age. The death of one was recognized with cheers while the news of the other brought tears to the eyes of his countrymen.

Saddam Hussein was considered to be the most notorious dictator of the 20th Century. He was captured, imprisoned, and tried by a Special Iraqi Tribunal composed of five judges. He was charged and found guilty of war crimes, crimes against humanity and genocide. He was sentenced to death by hanging. On 30 December 2006, with his hands bound behind him, he was lead by masked men in leather coats to the gallows. By several accounts, he was calm but scornful of his captors, exchanging taunts and accusations. His last acts of defiance consisted of verbal jousting and silent contempt. The trapdoor upon which he stood snapped open and in a moment, Saddam was dead.

The observers in the chamber erupted in shouts... "The tyrant has fallen."

Four days earlier, half a world away, the 38th President of the United States, Gerald Ford died on 26 December 2006. He was a man elected by the people he loved in Michigan and served them as their Representative in Congress. After 8 years as Minority Leader in the House of Representatives, and after a one-of-a-kind series of events, he reportedly said, "a funny thing happened to me on the way to becoming Speaker." The Vice President, Spiro Agnew, after a scandal, resigned office. Gerald Ford was named Vice President. Then President Richard Nixon left the office in disgrace and Ford was elevated to the Presidency, a position he held without having been elected either as Vice President or President. When he died, thousands of ordinary Americans along with many dignitaries came to pay respect to the Healer. One speaker in delivering his eulogy remarked: "In our Nation's darkest hour, Gerald Ford lived his finest moment." Another said, "In 1974, America didn't need a philosopher-king or a warrior-prince. We needed a healer, we needed a rock, and we needed honesty and candor and courage. We needed Gerald Ford."

Two extremes: one was self-serving, the other selfless.

In the heat of conflict, Americans have been forged in the truths of democracy and they live and practice these principles. From Bunker Hill to Gettysburg, the Argonne Forest, Iwo

Jima and the islands of the Pacific, the air battles over occupied Europe to the war on Terrorism, we have and will continue to pay the price for freedom.

Americans of all age groups benefit from what we have in this country---personal freedom, personal choices in determining our destinies, national pride and independence---things for which men and women have fought and died. We have many reasons to be proud.

We must never allow the noisy, vulgar voices of the dissidents among us to cloud or blur the memory of our foundational values that are, as our founding fathers declared, as self-evident: "life, liberty and the pursuit of happiness." King Solomon, thousands of years ago, summarized these same principles when he said: "Righteousness exalts a nation, but sin is a reproach to any people." (Proverbs 14:34 NKJ)

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



**Earl Wassom**



**Cartoon from German Stalag POW - 1944**

March 2007 (07-1)

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