



8TH AF NEWS

VOLUME 07 NUMBER 2 VOICE of "THE MIGHTY EIGHTH" JUNE 2007





AF News

Magazine of

The Eighth Air Force Historical Society

June 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

I trust that by the time you receive this issue of 8th AF News, you will have already made all final preparations to attend our 33rd Reunion in Kalamazoo. The Reunion dates are 17 thru 21 July, at the Radisson Hotel. If by chance you're tardy, reservation blanks are in your March 8th AF News – hurry up and fill them out and try to beat the deadline if possible. You will be sorely missed by your old comrades if you don't attend – they're expecting to see you.

We're adding quite a sprinkling of 2nd Gen Members, and we're thrilled about that. They're our future, and we must continue to solicit younger potential members for the continuation of our Society. An increasing number of them will break bread with us in Kalamazoo.

Your Board guarantees a good time for our 33rd. The weather is pleasant during July in Michigan, we'll have Gen. Jimmy Doolittle's Granddaughter as our banquet speaker, and we'll have a B-17 for old crewmembers to sit in "and remember." It will also take you around for a spin if you desire!

For our 34th Reunion, we'll be returning "home" to Savannah. So put this on your calendar for August '08. You won't want to miss this one, because if you haven't seen the Mighty 8th Museum in a while, you'll be very pleased to see the improvements and growth.

Here's to health for all of us and success for our Nation as we advance the task of nurturing freedom worldwide!

Ivan L. McKinney
President 8th AFHS



Ivan McKinney
President



Pink Lady

The Pink Lady is one of two remaining B-17 Flying Fortresses still flying in Europe. The aircraft flew combat missions in the spring of 1945.

Now based at a museum hangar at Orly Airport near Paris, France the B-17 attends military and civilian air shows and other commemorative events on the continent. Recently two supporters of this aircraft visited the Mighty Eighth Air Force Museum in Pooler, Georgia. The occasion was the annual reunion of the 351st Bomb Group, whose insignia the Pink Lady proudly flies.

This year, European law decreed that maximum insurance must cover all flights and crew/ground liabilities for all appearances. The cost is about 60,000 Euros per year. Additionally, gas consumption for flights is over 1000 liters per hour of flight. Without means to maintain the aircraft, it will be stood down.

Jean-Paul Andre, one of the aircraft's ground crew and Gerard Gehin, now living in New Jersey, spent several days at the reunion discussing ways to support this aircraft and keep it flying, in remembrance of the Second World War. Jean-Paul states that "Maintenance and organization costs, oil and the consequences of the terrorist attacks have doomed our Pink Lady, the guardian of an historical memory, to a second-class



funeral which will not delight the veterans,"

For information of support of this historical flying treasure, contact Gerard Gehin at: email GerGeh@comcast.net.

The support organization of the aircraft is France-based Forteresse Toujours Volante, which translates to Fortresses Always Flying.



MISSION BRIEFING



Walter Brown, Editor
Ewell Farm
2340 Sugar Ridge Road
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Looking forward to the July Reunion in Kalamazoo, there is some news to take to the troops. As CEO of the Mighty Eighth Air Force Museum in Savannah for the past 18 months, there are a few things – trends if you will – about our 8th AF veterans and their families that have become noticeably prominent to the staff of the Museum.

The frequency of donations of personal artifacts, photographs, diaries, and letters to the Museum Archives and Collections have been on the increase month by month. Dr. Vivian Rogers-

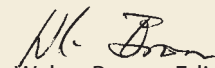
Price, Curator and Historian at the Museum, spends a good part of every day meeting with families and with the "original guys" discussing the disposition and acquisition of their valued papers and artifacts from their wartime tours in the Mighty Eighth. I think the troops realize that their permanent home in Pooler, Georgia has truly become the premier location for 8th AF aviation research and preservation of materials related to the war. They want their items to be properly

preserved and catalogued for future use by historians and by future generations of their families.

In addition, collections of many 8th Units have become a significant part of the permanent collections. Group archives of the 357th Fighter Group, the 303rd Bomb Group, the 55th FG, the 306th BG, the Dan McGovern film collection and recently the archives of the 355th FG, along with the complete Roger Freeman collection now reside in the Roger A. Freeman Air Force Research Center at the Museum. The Museum Archives contains over 22,000 original photographs and over 8,000 library volumes catalogued in, along with over 120,000 database entries of 8th veteran's records. Veteran's Oral Histories at the Museum now number over 1,000 entries, each over an hour in length and available for historian's use.

The significance of this rapidly moving trend is that the members of our 8th Air Force Historical Society will have complete access to a unique variety of records and materials as primary source material for future books and articles. No other American military numbered unit can make that statement and no other Museum has such a focused objective and such broad support of their members. The support of the 33 Chapters of the 8th AFHS and the daily activities of the Museum staff have become a perfect match to achieve the Mighty Eighth mission and the goals of the 8th AF Historical Society.

Sincerely,


Walter Brown, Editor

BEHIND THE SCENES

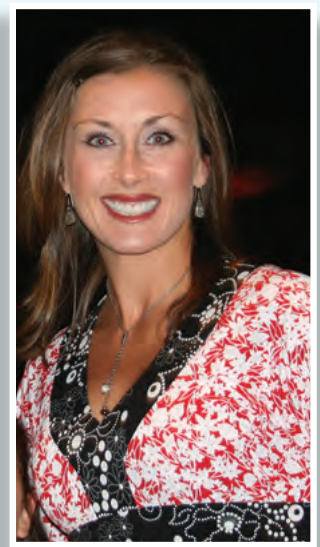
I was the lucky gal to model this good looking shearling flying jacket, "Forget Me Nots", belonging to Ralph Hoffman, pilot with the 92nd BG, 326th Bomb Sqdrn. Ralph displayed his leather jacket at the Tennessee Chapter Reunion.

Hey guys...I can see why these jackets were and still are the most desired memorabilia of World War II.

Soon to be released, is a new book from 8AFHS Board Member and Chaplain Earl Wassom. His new book is titled "How About It? - Hello Darkee". Earl's "How about it?" columns have been published every 90 days for the past 15 years. Look for his book review entry "How About It? - Hello Darkee" in coming issues of this magazine. A book signing will take place at the Mighty Eighth Museum.



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HAPPY FOURTH OF JULY!!

Cover Story

THE GIRL(S) BACK HOME – AND ELSEWHERE



Many of the young American men of the 8th Air Force had never ventured far from home before volunteering for flight training and for service in the Army Air Corps. Coming off hard times of their early years during the Great American Depression of the 1930s, some entered college and others were anxious to start a career, get married and raise a family. The rapidly moving events of the World War changed a lot of plans.



Some of the cadets-in-training had their best girls from their hometowns or from school and others were looking for feminine company. They all realized that entering the service meant overseas duty for most of the men and many would enter dangerous theaters of combat. The decision all had to make before leaving for the war was how to maintain their relationship or whether to continue the relationship in any fashion. Some servicemen chose to get married before departure while others did not want to leave their girls at home with





the uncertain fortunes of war awaiting them.

As bomb groups of the Mighty Eighth were formed, several headed for the North Africa and Mediterranean theater of the war. Feminine company and associated entertainment was almost impossible to find for these airmen who just recently had earned their Wings. The units that remained in the United Kingdom had it somewhat better than their counterparts in North Africa. In fact, they had it a lot better. There were reasons for that. British girls lived in the immediate vicinity of most of the 8th airbases and if they had a relationship with a British bomber crewman, they faced bleak evenings since the RAF flew their missions at night – the Yanks were back, debriefed, free and ready for some music and Big Band dances, which were presented both frequent and often.



There were some other factors that predisposed to interaction with local girls. Some families in airbase towns “adopted” American airmen, inviting them over for dinner and companionship – families who frequently had older daughters who lived at home. Many used their 3-day passes to catch the train or ride in 6x6s to larger cities such as London, Cambridge and Norwich. City parks and English pubs were full of couples; London side-walks were full of singles. In fact, the recommendation from some of the 12th and 15th Air Force airmen who flew bombing missions from sandy airbases in Africa and Italy was that the 8th Air Force aircrewmembers in East Anglia needed to go fly a few missions to get some much-needed rest and relaxation.

Pictures of the girls back home were seen not only on shelves in the Nissen



huts

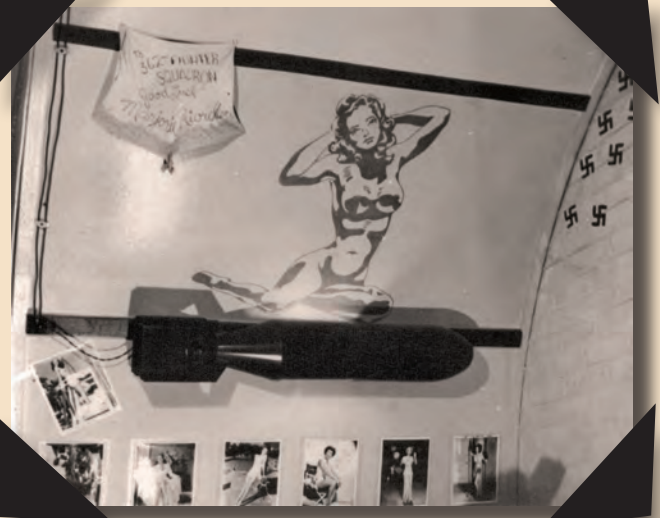
but were also found posted at crew positions in the heavy bombers. Other pictures of smiling girlfriends recently met were sometimes found in the barracks shelved photo collections. The photographs show young men and women who were living in the most troubled of times, with limited resources and limited opportunities for recreation. Although a number of the British-American relationships lasted throughout the war and for many decades thereafter, most Yanks and their British girls realized that one day, when the war ended and the Yanks returned home, the relationship would end and would resolve into memories that would last a lifetime.

The beautiful photographs of the girls remain, caught by the camera as moments in time – a time that was for many, the time of their life.



"Moments In Time"







*Here's a smile
across the miles*

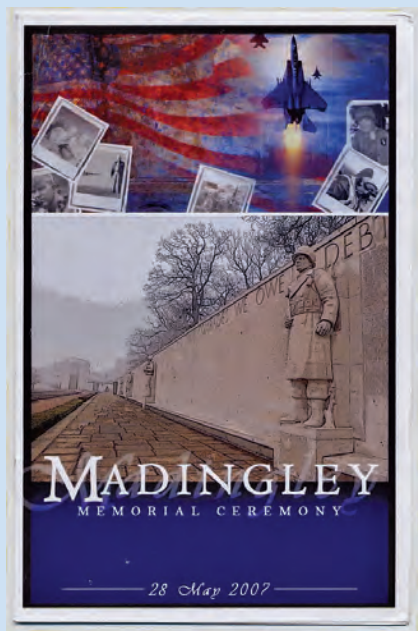
Officers Club stag show, but
nothing like this in NCO clubs!



MEMORIAL DAY MADINGLEY

The annual tribute to the fallen servicemen honored at the Cambridge American Cemetery was held on 28 May 2007. Representing the 8th Air Force Historical Society were Gordon and Connie Richards, our Society representatives in the United Kingdom. The Deputy base Commander of Molesworth, the 303rd Bomb Group's home during the war, laid the Historical Society's wreath at the Wall of the Missing.

Weather conditions were of the English variety and cancellation of the Fly-over by the B-17 *Sally B* was cancelled. Over 4,000 crosses and Stars of David at Maddingley mark the graves of American airmen and servicewomen lost during the war.



Good Morning!

Tom retired and started a second career. However, he just couldn't seem to get to work on time. Every day, 5, 10, 15 minutes late. But he was a good worker, real sharp, so the Boss was in a quandary about how to deal with it. Finally, one day he called him into the office for a talk.

"Tom, I have to tell you, I like your work ethic, you do a bang-up job, but you're being late so often is quite bothersome. "Yes, I know Boss, and I am working on it." "Well good, you are a team player. That's what I like to hear. It's odd though, your coming in late. I know you're retired from the Air Force.

What did they say if you came in late there?"

They said, "Good morning, General."



P-47s at Boxted

"Hairless Joe", Dave Gianakos' model, flew off the same runway Dave Schilling's P-47 did the day after Operation Market Garden in 1944. Schilling was hit by fire that day and limped home, his right landing gear folding up on landing. He was unhurt but his fighter needed repairs. Gianakos' P-47 model flew off the same runway during an airshow at the base, and its right landing gear folded on landing and the model slid to a stop on the now grassy Runway 22, almost 60 years later – to the day!

Bill Getz forwards this photograph of a model of Dave Schilling's P-47 Thunderbolt Hairless Joe on the runway at the 56th Fighter Group's airbase at Boxted. This impressive radio controlled model was constructed by master model builder Dave Gianakos - one of a series of P-47 models built honoring airmen of the Mighty Eighth. Dave Schilling is seen in an eerily similar actual period photograph on the same Boxted runway during the war.

8th Air Force History & NEXGEN Program

by Darrel Lowell

It is highly possible that with the high speed reading techniques that we all practice today regarding the Earl Wassom article, the NEXGEN (Next Generation) which appeared in the December issue 8th AF News may have slipped our attention. This is a vitally important program that your Board created at the Arlington, VA reunion two years ago and a mission we all need to support.

A little history may be in order here to provide the background for a better understanding of the NEXGENS program. In 1974 a few Mighty 8th Veterans decided that to prolong the 8th Air Force History a National Organization or Society should be chartered to accomplish this task. Thus in 1975 The Eighth Air Force Historical Society was chartered in Florida to undertake this mission. The Society became an instant success and at its peak had over 20,000 active members. A magazine, the 8th AF News, was created as an effective vehicle to communicate with our members. The organization held annual reunions which allowed our members to meet once a year at various locations around the country. These meetings were very popular and in the early days were well attended.

During the last few years as our members have grown older Father Time has taken his toll on our War Heroes result-

ing in a reduction in our membership to 10,000 Active and Life members. Your Board at the Arlington, VA reunion appointed a committee headed by Earl Wassom to design a program called NEXGENS to reverse this trend of lost members by bringing into the Society the younger generations. This Committee has done outstanding work as we have seen a modest increase in younger people joining our Society. However we must appeal to all our members to assist this committee by taking on the personal responsibility of asking friends and NEXGENS family members to join with us in carrying on the history of the great service provided by the 8th Air Force during World War II.

We need to promote the concept that potential members need not be associated with the 8th Air Force. The Society should recruit people in all walks of life. It is an unexceptable concept that new members should have served in the 8th Air Force to join our Society.

As the Eternal Flame burns on various War Monuments only because of the endless supply of natural gas, so also the Eighth Air Force Historical Society will continue to survive only by continuing efforts of our current members to bring NEXGEN members into our group. Please give your full support to this important effort.

CHAPTER/UNIT LIAISON REPORT

Reunion 2007 in Kalamazoo is right around the corner. Hope to see a big turnout for this reunion. Our Unit Advisory and Chapter & Unit Development Meeting will be Thursday at 8:00 A.M. until 9:30 A.M. We will have important issues to discuss.

By now all 35 Chapters should have received their rebate checks. These were mailed in April. A few checks came back. The reason for this is we do not have an updated list of all Chapter current officers. If the name by your State is not the current President please let me know or call Mamie Kent at

the 8AFHS Office 912-748-8884 (look on page 46 of this issue).

Will look forward to seeing you in Kalamazoo. Take care.

Harry "Doug" Tanner
Committee Chairman



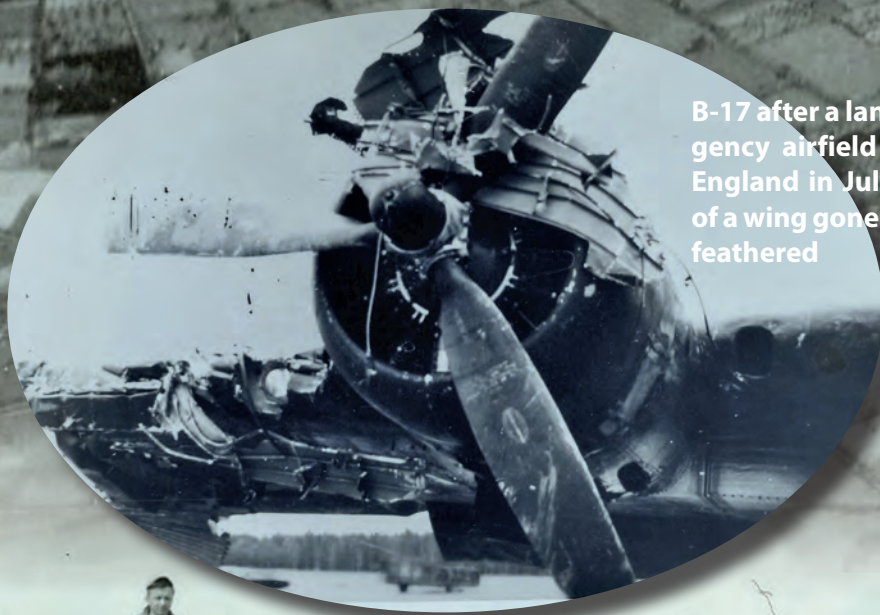
BIRTHPLACE CHAPTER DONATION

One of the primary goals of the Birthplace Chapter is to support the Museum with our time, talent and treasure. We currently have over 50 active members of the organization who routinely volunteer their time at the Museum. We also support the Museum monetarily. During our February dinner meeting, Bud Porter presented Dr. Walt Brown with a \$1,000 donation.



**B-17S OF THE 447TH BG
SUPPLIES TO FRENCH
PARTISANS, JULY 1944**

384th BG Flying Fortresses
going out to a target
in France, 15 April 1945



B-17 after a landing at an emergency airfield at Woodbridge, England in July 1944 with half of a wing gone and two engines feathered



305TH BG, 364TH BS, B-17 "LEADING LADY" AT CHELVESTON



The 95th Bomb Group is seen celebrating the completion of 200 missions over enemy territory, 8th Air Force - World War II

"Moments In Time"



ESCAPE AND EVASION HELPERS AND AIRMEN REMEMBRANCE

The Air Forces Escape and Evasion Society has just returned from their annual reunion 2007 in St. Louis, with special events and banquets at Scott Air Force Base, General Duncan McNabb, commander of the USAF Air Mobility Command, as host. The Society honors and commemorates the activities of helper families during the early years of the war during its annual reunions. They are preserving the history of those who lived in danger of capture and execution by Nazi forces because of their activities offering aid and protection of downed Allied airmen. Over 2,000 8th airmen were saved from capture after being shot down by the enemy.

During those years it was almost impossible to evade capture after being shot down in countries occupied by German Forces, according to 303rd BG airman Clayton David, who bailed out of his stricken B-17 over Holland. He was hidden and eventually led out of the country by a young woman named Joke Folmer, a member of the Dutch Underground. She was an attendee at the recent St. Louis reunion. During her years as a helper, Folmer helped over 120 airmen evade capture.

Countries primarily involved in the Escape and Evasion lines were, of course, those occupied areas over which Allied aircraft were assigned to fly on their way to the targets of the day. The topography of these countries varied and this made a difference on Underground escape methods and success. The Netherlands were flat with few heavily wooded areas. Belgium was hilly and forested and northern France was as similarly wooded, thus offering more places for airmen to be secluded, to be less noticeable to the Germans. Most escape lines went south with destinations of the French coast or over the Pyrenees to the Spanish coast, then on to England. Some evade-



Jacques and Yvonne Brusselmans during World War II

ers went out through southern France into Switzerland and the Mediterranean coast.

Albert Postma of Steenberg, The Netherlands, has the stories of his activities and those of his family in "The Escape" organization in his book by Bob DeGraff "Stepping Stones to Freedom." Some of his family helper members were given away by German collaborators who had infiltrated into the organization and were executed. Postma and his family continued to be active with aid to airmen even after the Invasion of the continent by Allied troops. He has received recognition by the heads of states and the President of the United States for his wartime contributions. Postma recognizes 19 other Dutch helpers who were also active, helpers such as Mrs. Mia Lelivet, Mrs. Marianne Spierings, Peter v.d. Hurk and Joke Folmer.

Yvonne Daly-Brusselmans and her mother Anne lived in Brussels, Belgium and hid airmen in their townhouse, getting them civilian clothing and official forged papers that would aid them in working their way to freedom. The Brusselmans family linked their airmen up with other members of the escape lines south. Women and younger girls were especially successful in these efforts in that the Germans did not suspect that they would be part of the escape programs – women in the German culture did not fit that mode of operations.

Nexgens on the continent also remember the sacrifices made by European citizens during the war. Co de Swart, on 20 October 1943, witnessed a crash of an 8th AF B-17 near his town of de Bilt, Netherlands. Three residents and five crew members were killed in the crash. One aircrewman escaped back to England. The event that happened during de Swart's younger years has stayed with him and he has tracked down the families of those airmen and visited with each of their families in the United States. He has constructed a memorial in de Bilt to honor the Charles "Bobby" Randel aircrew.

The AFEES organization has generously 16 DVD's consisting of decades of interviews with helpers and the evaders conducted by Otto "Cappy" Bie to the Mighty Eighth Museum's Roger A. Freeman Air Force Research Center Archives. A major expansion of the Escape and Evasion exhibition is now underway at the Museum telling the story of the helpers and their families, the exhibit to be completed with the help of AFEES members by the end of 2007.



Jan Voges, Dutch Escape Assn.; John Woolnough, Founder of the 8th AFHS; Albert Postma, Helper, at Arlington

Walt Brown, Editor

MUNDY'S TRAVEL

At its inception, I became a charter member of 8th AF Musuem. Have flown many of the WWII combat aircraft: Inclusively: Trainers, B-24's, B-17's, B-29's, P-51's etc. plus many latterday jets, namely bombers.

I was shot down as a pilot of a B-17 in the vicinity of Versailles on the 14th of July, 1943, the occasion being Bastille Day. Plunging into a chestnut forest marginally walking-wounded, and with the help of the French Maquis, I eventually arrived at a not-so-safe-house in Paris. Slowly recovering from my multiple wounds, I was programmed by the French Underground for evasion by way of Spain over the Pyrenees Mountains via the Brandy Line and Andorra to Barcelona.

In the foothills of the Pyrenees: Early into my second evening of my so called "grueling" trek to freedom, an incompletely healed bullet wound back of my left knee began to bleed copiously. I could not continue. I was running out of blood. My most capable and sympathetic Basque guide, with his small group of fellow escapees, no Americans, stoically advised me that he could not turn back. Hence with an abrupt *au revoir* and *bon chance* and a large one cycle handshake, I was abruptly left sitting in a towering, lonely niche, between two large rocks, pondering a bleak future.

My salvation turned out to be a band of roving, sympathetic, outlawed Gypsies. Once again, regaining my health within their austere clan, I later continued my crossing solo. I was one of a very few American evadees (if any) to accomplish this, shall we say, "solo feat."

Eventually arriving Madrid via Barcelona, I was ferried by the British Embassy limousine to Gibraltar then via British air back to Scotland to England and thence to the remnants of my 384th BG. I had been gone o/a four months and had covered 3000 miles. My greatest thrill was receiving almost five months back pay. My cup runneth over. Never again would I be so rich, and yes, so thankful to Him my Guide and Benefactor.

In closing and of interest is that there has never been an original award or recognition of the innumerable feats of these Evadees. Mr. Ralph Patton has the complete dossier of many failed attempts made by him and his delegates to the Pentagon attempting to fathom this mystery!

Your truly,

**Jim Munday, 384th BG
Savannah, GA**

Whenever I feel blue, I start breathing again.

Clyde White, 390th BG

There was a person who sent ten different puns to friends, with the hope that at least one of the puns would make them laugh. No pun in ten did.

-John Bacon, 357th BG

487TH Heavy Bomb Group, Lavenham, England

Submitted by Dr. Lawrence Galowin, Bethesda MD

S/Sgt - 839 Squadron - Bombsight and Automatic Pilot Maintenance shop

Pictures at Quonset 839th Living Area in Lavenham, England



Five personnel dressed for pass off base: Sept 1944
John Ford, Verl Rhine, Larry Galowin, Frank Barba, Joe Good



Eight personnel prior to plane's return to base: Feb 1945
From L to R: Goodwin, Bourgeios, DiModica, Pillla, Med, Galowin, Good, Kinnett. Pilla was an accomplished accordion player.

MISSION TO MERSEBURG



Wee Willie, 91st BG, hit and going down over Berlin in April 1945. Some of pilot Robert Fuller's crew managed to escape the stricken aircraft.

We were a replacement crew out of Sioux City, Iowa assigned to the 91st Bomb Group and flew 35 missions from August to December 1944. Father Reagen was still there when we arrived. It must have been a very long tour for him during trying times. On the second of November we flew to Merseburg and in his book. The Mighty Eighth, Roger A. Freeman states that on that date was the second biggest Luftwaffe reaction to an Eighth Air Force mission. Twelve bombers from the 91st BG were put down, nine of those from our squadron, the 322nd. Another nine were lost by the 447th BG.

Father Reagen joined us after debriefing and with tears in his eyes stated. "I lost a lot of good boys today" and participated with us in a bit of medicinal therapy. Losing nine planes leaves a lot empty bunks in the barracks. Each one of us crewmembers received a bottle of spirits and were told "no flying for you for three days." Col. Henry W. Terry was the group C.O.

Most of our missions were flown in WEE Willie. WEE Willie went on to fly over 120 missions.

We had a variety of pilots and copilots and finished up our missions with Lt. William H. Trent that took over our orphan crew. Trent is pictured directly below WEE Willie in the photo.

Joseph Daigle, 91st BG
Albuquerque NM

WEE Willie was hit by Flak on a 91st BG mission on 8 April 1945. Several of the crew escaped. -Ed.



**Rear L to R: T/Sgt Sherk, Sub copilot, 1st Lt. Trent pilot, S/Sgt Baumer, T/Sgt Schofield, Sub Toggler
Front L to R: S/Sgt Zakos, 1st Lt. Daigle, S/Sgt Moore
Navigator Farr was wounded early on and Daigle became the navigator for the remaining missions.**





Varga Girls

"Distance makes the heart grow fonder" someone has said. It also affects a serviceman's central thought and memory processes to some degree.

The Girl Left Behind most likely was not back home sitting under the apple tree with anyone else while the men of the Mighty Eighth were up at 25,000 feet every day, but many of the gals got looking more and more like a Varga spin-up as the missions flew by. For some of the crewmen, Vargas' images kept them flying until they got their feet back on the ground.



REUNIONS

359TH FIGHTER GROUP ASSOCIATION

June 28 - July 1, 2007
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351st BOMB GROUP ASSOCIATION

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447TH BOMB GROUP ASSOCIATION

July 17 -22 2007
Kalamazoo MI Radisson Hotel
Contact: AFR Inc., PO 11327
Norfolk VA 23517

388th BOMB GROUP ASSOCIATION

Aug. 29-31 and Sept. 1, 2007
New Orleans, LA
Contact: Bit Snead
Tel: 253-719-8314
email bfsnead@comcast.net

100TH BOMB GROUP ASSOCIATION

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

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

339th FIGHTER GROUP ASSOCIATION

Sept. 30- Oct. 4, 2007
San Antonio, TX
Holiday Inn El Tropicano
Riverwalk Hotel
Contact: Richard Thieme
2732 South 7th St.
Sheboygan, WI 53081-6802

AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION

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

398TH BOMB GROUP REUNION

Nov. 27 - Dec. 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

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

467th BOMB GROUP ASSOCIATION

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

RAF BURTONWOOD ASSOCIATION

Base Air Depot Area (BADA)
Base Air Depot #1 stateside
reunion
October 8-14 Lake Natoma
Inn Folsom, CA. Contact:
Richard and Joyce Simmons
at simonrr@comcast.net

455th BOMB GROUP ASSOCIATION

October 17-21, 2007
San Antonio, TX
Omni Hotel
Contact: AFR Inc. P.O. Box
11327
Norfolk, VA 23517

BURTONWOOD ASSOCIATION - U.S.

October 8-14, 2007
Folsom, CA
Lake Natoma Inn
Contact: Richard Simmons
122 Fargo Way
Folsom, CA 95630-2906

487th BOMB GROUP ASSOCIATION

Sept. 5-9, 2007
Charleston, SC
Embassy Suites, North
Charleston

AIR FORCE GUNNERS ASSOCIATION

September 20-23, 2007
Omaha NB Marriott Hotel
Contact: Dan Danish
9550 Haviland Court
San Antonio TX 78251

352ND FIGHTER GROUP ASSOCIATION

Sept 27-30, 2007

Columbus OH during the
Gathering of Mustangs and
Legends
Contact: Punchy Powell
1545 Ranier Falls Dr.
Atlanta GA 30329

27th AIR TRANSPORT GROUP

Sept. 27-29, 2007
Washington, DC
Best Western Capitol Skyline
Hotel
Contact: Fred Garcia
1190 N 77th Drive
Peoria, AZ 85345
(602) 878-7007

355TH FIGHTER GROUP ASSOCIATION

Sept 6-9, 2007
Savannah, GA
Hilton Garden Inn Midtown
Contact: Bill Barnhart, Secretary
email: Bill-and-Lyda@comcast.net
Tel: (703) 791-2197

379TH BOMB GROUP ASSOCIATION

September 5-8, 2007
Hilton Suites Oakbrook Terrace
10 Dury Lane
Contact: Teresa Cabanski
Tel: 303-697-6265
cabanskita@aol.com

8TH AIR FORCE HISTORICAL SOCIETY

33RD ANNUAL REUNION

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

MIGHTY EIGHTH AIR FORCE MUSEUM ACTIVITIES

MISSION STATEMENT

The Mighty Eighth Air Force Museum preserves for all Americans, the stories of courage, character, and patriotism displayed by the men and women of the Eighth Air Force from World War II to the present. The Museum treasures and teaches these values for the Nation's future generations.



Mr. and Mrs. Cleon Vosler have donated a family treasure to the Museum Art Collection. Cleon's brother, Forrest Vosler, was awarded the Medal of Honor for his actions of saving crew members of his 303rd Bomb Group B-17 after it ditched in the North Atlantic. Shown are the Voslers with Museum Curator Dr. Vivian Rogers-Price.

This original painting hung in Forrest "Woody" Vosler's home until his death in 1991. In this scene, the artist has depicted Vosler helping a badly injured crewman Ernest Buske who, after being picked up by Air/Sea Rescue Units, was transported for ongoing long-term treatment at the 65th General Hospital in East Anglia. Buske was said to be one of the most seriously injured patients treated by the

medical teams of the 65th GH during the war.

The painting and story of the mission will be presented in the Colonial Oil Art Gallery at the Mighty Eighth Air Force Museum's art by veterans exhibit "A Brush With Destiny". The exhibit will continue to be opened to the public until 31 October 07.

MIGHTY EIGHTH AIR FORCE MUSEUM ACTIVITIES

DR. WILLIAM CATHCART TAKES OVER AS CHAIRMAN OF BOARD



Dr. William Cathcart

Dr. William Cathcart has assumed the Chairmanship of the Mighty Eighth Air Force Museum's Board of Trustees, taking the gavel at a recent meeting of the Board.

Bill has been active in Museum affairs for several years, most recently serving as chairman of the Strategic Planning Committee and serving on the Executive Committee. He is Vice president and General Manager of WTOC-TV in Savannah

and has been active in Community organizations and projects.

His role in military-related units and their programs during his past 20 years in Savannah has earned him a respected place in both the civilian and military realms of activity. He recently served as Chairman of the Board of the Savannah-area Chamber of Commerce and in 2005 co-chaired the Chamber's task force of the Pentagon's 2005 Base Realignment and Closing Process. Bill received the Chamber's highest award: the Oglethorpe Leadership Award.

Among other governing responsibilities, Bill will head up the Museum Board's Development initiatives, the Board of Trustees development program, exhibition and educational programs, facility expansion, and track all financial directives.

The oral history collection at the Mighty Eighth Air Force Museum received a major donation from the Air Forces Escape and Evasion Society. A set of 16 DVDs with nearly one hundred interviews were presented to the museum by members of AFEES. These interviews provide an introduction to the World War II resistance movement that aided British, Canadian, and American flyers who went down over Nazi territory. The helpers, as those who hid and transported allied flyers were called, knew that if they were caught by the Germans, the penalty was death. Otto N. "Cappy" Bie interviewed numerous airmen who had been forced down behind German lines during World War II as well as their helpers who risked their lives and their families' lives to assist these flyers evade. Cappy recorded these interviews at five different AFEES reunions. He spoke with flyers from Britain, Canada, and the United States includ-

ing many from the 8th Air Force. Of special interest are his interviews with the helpers including Billy Webb who was a Coxman in the Royal Navy, Peter Hakim, Yvonne Daley-Brusselmans and Rosalie Schantz from Belgium, Ann Feith, Frederick Grandsberg, and George Van Remmerden from the Netherlands, Marguerite Bruard-Fraser from France, and Milan Boros who commanded 100 Slovakian partisans. One additional highlight is Ralph K. Patton explaining how he started the Air Forces Escape and Evasion Society in the United States in 1964 in order to encourage airmen assisted by resistance organizations or patriotic individuals opposed to German occupation to continue friendships with those who had helped them evade.

**by Vivian Rogers-Price
Museum Curator/Historian**

MUSEUM NEWS

- The Museum has obtained from the USAF collection a Quail ADM 20 drone used during the Cold War as a radar deterrent mechanism against Russian attacks on American B-52 bombers. The 15-foot decoy was carried in the bomb bays of B-52 bombers and was released when the bombers crossed the border into Russia. It appeared on radar screen in a B-52 configuration, thus diverting Russian missile defenses. Up to four of the drones could be carried by the

bomber in addition to its usual nuclear weapons. This technology stemmed from radar-fouling techniques used by the 8th AF units such as the 36th BS that used aluminum foil strips – chaff – released from heavy bombers on the way to their targets in Germany. The Quail drone will be on display in the Museum's jet-age exhibition.

The Board of Trustees has inducted two new members into the Museum's Board cadre during their May 2007 quarterly meeting. New Board members are Alan Senior, 2nd Air Division Past-President,

and John O'Neill, son of 8th Air Force veterans and publisher John O'Neill Sr. They join recent inductee Albert "Bud" Porter as special additions to the Board and will serve in areas of Museum programs planned for the upcoming year.

- **MUSEUM STAFF MEETS KALAMAZOO!** A number of the staff members at the Museum are looking forward to meeting with the 8th AFHS troops in July at the national reunion in Kalamazoo, Michigan, July 17-21. Our great PX gals, Felice Stelljes and Peggy Harden

will be on hand peddling the 8th AFHS wares and other related items in the PX room; Vivian Rogers-Price, Curator, will be filming Oral Histories of those attendees who are not yet in the Museum historical archives; Brenda Elmgrem, Chief Administrative Officer, will be attending her first-ever reunion; and Walt Brown, CEO, will present the tenth annual rendition of his medical advice seminar PEARLS – how to live to 100! Plan to spend some time Hangar Flying with this group and catch up on all the new activities and programs now underway at the Mighty Eighth.

- Museum Volunteer Bill Barnes has donated his lifetime collection of military medals to the Museum's Collections. The two beautiful framed panels are maintained on display in the Woolnough Library and are presented on special occasions at events and in the Lew Lyle Rotunda. Bill has collected every medal of the U. S. Navy and Marines presented to servicemen since the early 1800s. These include the Medal of Honor from the Civil War and all of America's wars in the 19th and 20th centuries. One of the two framed collections include all of the U.S. Air Force medals and ribbons up to the present. Bill served the country as a Marine and this one-of-a-kind collection is a valuable addition to the Museum's Special Collections.

- The Museum's newly-opened art exhibition, "A Brush with Destiny," has received widespread attention. The exhibition of original paintings and drawings – over 40 in all – are from the Museum's Art Collection. The show, hung in the Museum's Colonial Group Art Gallery, features artworks painted by veterans, many of whom served in the wartime 8th Air Force. There are over 40 pieces, five of which are original large depictions of Steve Canyon and Miss Lace, artist Milton Caniff's feature illustration columns of the WWII era. The exhibition is open daily until October 31st, except for Labor Day.

- The 8th AFHS PX items are now available on-line. With support from Mamie Kent, office manager, and Felice Stelljes, Museum Store manager, Society members and others interested in 8th related clothing, books, and other items may now order from our websales internet store. Items ordered from the PX will be shipped out to our members the same day. Tameka Ford is in charge of our E-Commerce base that may be reached through the Museum website at www.mightyeighth.org.



the Museum's permanent collections. As time passes, it becomes even more important to preserve these valuable items and catalogue them in for use by future generations of historians. One especially notable gift is that of a complete original Norden bombsight that was used during the war.

Society members who have questions or desire information may contact Vivian Roger-Price at tel 912-748-8888.



The Bill Barnes Collection

- Historical Society members have been noticeably present in the museum of late, with three Eighth bomb groups and fighter groups recently holding their annual reunions in Savannah. A number of veterans and their families have brought their historical artifacts, original photographs, journals and other memorabilia to Vivian Rogers-Price to be included in



RETURN TO ELMSWELL GREATER ASHFIELD

Dear Dr. Brown:

In the March 2007 issue of the Eighth Air Force News, there is a photo spread of the 385th Bomb Group stationed at Elmswell, Suffolk, England. The title of the article caught my eye right away as I was flipping through the magazine that is still addressed to my father (a life member of your organization). Charles F. Pease was an engineer gunner flying with the 385th on the Fighting Cocks. Charles was my father, and I was born in Bury St. Edmunds, near Elmswell in August of 1945 because he was stationed there at Great Ashfield. He had met my mother, Pamela Joan Ball Pease while he was stationed in Bovingdon, near Watford, Herts, and they married in Watford on April 4, 1944. When his bomb group was transferred to Elmswell, they moved there together.

In 1997, on a visit to England to see family in Lowestoft, Suffolk, I was fortunate enough to be taken to Elmswell, and eventually to what is left of the field there. At that time, there were still reminders of the military installation that was there—a few Quonset huts that have become rusted with time, weeds growing up on what paving is left, sheep and cows grazing on parts of the area, and a couple of concrete buildings with ivy curling around the empty windows. It was lovely in its solitude, and as I walked over the area, I tried to imagine what it must have been like there during the war, and how those young men must have felt as they faced mission after mission.

Even though time has changed the field, I am sure that members of the 385th who were stationed there will recognize it, and the photos will bring back memories.

Charles F. Pease passed away February 25, 1995 after a brief illness. He would have been 82. He never lost his interest in your publication, and I am certain that he would have enjoyed the photos and text from Airman Hayes. Today, I am enjoying the publication, and I pass it on to others as well.



As a final note to this letter, Charles' War Bride, Pamela Joan Ball Pease, passed away Mother's Day, 2006 just two months before her 85th birthday. Sincerely,
Virginia Pease Westacott
Pavilion, NY

NEXGEN

Dear Editor,

I would like to join the Historical Society. I served in Eighth Air Force Headquarters from September 1953 till January 1957. I was released from active duty 50 years ago last January. I was NCOIC of the Airmen Training Section as an A/3C. I also did the reconversion training of the 99th and 42nd Bomb wings from B-36's to B-52's. I allocated all the airmen quotas to the Wings. While stationed at Carswell AFB, Fort Worth, Texas the film "Strategic Air Command" was filmed.

I wrote a column for the 4305th Sup-

port Squadron and managed the Directorate of Personnel softball team. I have many pleasant memories of my time in the Headquarters.

I still have a friend of over fifty years that I write to once or twice every year and send Christmas Cards to in Farmington, Missouri.

I'm proud of my service to my country and Eighth Air Force. I will always remember the friends I made serving my country.

Thank you, I remain,

Yours truly,

Robert W. Wilson "Willie"
Cleveland, OH

Hi Ben!

Thanks for yours, as always! On the Group Lib in the 8AF News, I was curious because my ship DUGAN flew that mission with Phil Rose the Pilot (my crew was on R&R then). I can not make out the tail markings and I do have the Crew Loading, etc. for that mission along with an "official list" of all the ship numbers and Nose Art names of our Group. So, I'm curious in trying to pin-point this ship. Looking at the News cover it appears that the tail lettering is ship from the - 579th? Because, it looks like a - Bar...letter? Would like to know where this original photo is? Maybe, we can sort it all out then? Warmest to you, Good Buddy!
Bob Vickers, 392nd BG
DUGANBV@aol.com
Ben Jones writes that the Cover B-24 March 07 8th AF News was in fact #42-50650 - 576th BS - Lt. Crowell's crew - Ed.



BILL DEWEY REMEMBRANCE

Dear Boyhood Heroes , dear Friends,
William R. Dewey Jr. is dead.
Another American Friend passed away.
Another one of my Boyhood Heroes is
back in the twilight zone where they
fight a never-ending World War Two.
Bill Dewey was not only the founder of
the Kassel Mission Memorial Association;
he also led the more responsive
bunch of Veterans I had ever met
(Dayton, Ohio, September 1996). They
were eager to speak about their terrible
experience, the "so-called" Kassel mission.
Their recollections gave birth to *Cruel
Sky* that I am always trying to improve,
this time with material coming from a
second generation. I was never able to
get the same rate of reply (over 90%)
among other groups of Veterans so Bill
and Kassel Mission Survivors will be
forever my group number one.
Bill Dewey will live forever in my mind
and heart as my Friend, as my Boyhood
Hero, and the inspiring leader of the
wordy bunch.
From Belgium
Luc Dewez
fa590792@skynet.be

HOSPITALS

Dear Dr. Brown,
We are at the present time researching
for a book on the U.S. hospitals in
the Malvern area of Worcestershire,
England during WWII. We know that a
number of 8th AAF personnel passed
through these hospitals. We would like
to contact anyone who passed through
the 19th, 93rd, 65th, 90th and 155th
General Hospitals at Backmore???
Park, Malvern and anyone who passed
through the 56th, 53rd, 55th, 96th General
Hospitals in the Malvern Wells area.
Many thanks,
Martin and Fran Collins



3 Ipswich Crescent
Great Barr, Birmingham
B42 1LY England
0121-357-1818
martin.collins@iname.com

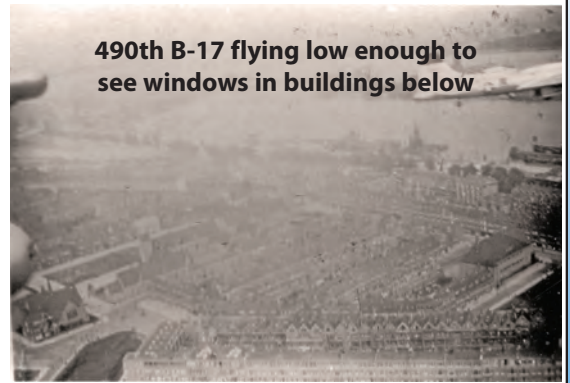
B-24 LIBERATOR POSTAGE STAMP

Dear Dr. Brown,
Last July, while attending the
2nd AD Heritage League convention
banquet, I gave you a post card on
which there was a picture of a B-24
that was used as part of the American
Advances In Aviation Series of
commemorative postage stamps
issued in 2005. At that time I
inquired if you and the Heritage
Museum would be interested in a
framed picture of the B-24 that the
U.S. Postal Service gave to me at the
dedication of this Series at the 2005
Air Show up in Oshkosh, WI in
July of 2005. You said that the
Museum would find a home for the
picture so I have sent it to you.
You wrote about the stamp dedication
in the June 2006 issue of the 8th
AF News on page 36. I have enclosed
a picture of Mark Saunders, U.S. Postal
Service Rep, presenting the picture to
me at the show. I had the artist,
William S. Phillips, sign the picture
after the presentation. Keep up the
good work at the Museum. It is
greatly appreciated.
Best Regards,
John J. Horan, 466th BG
Ingleside, IL
*John Horan has generously donated
the framed B-24 Stamp picture that
will become part of the 2nd ADA
Exhibition at The Mighty 8th Air
Force Museum. -Ed.*

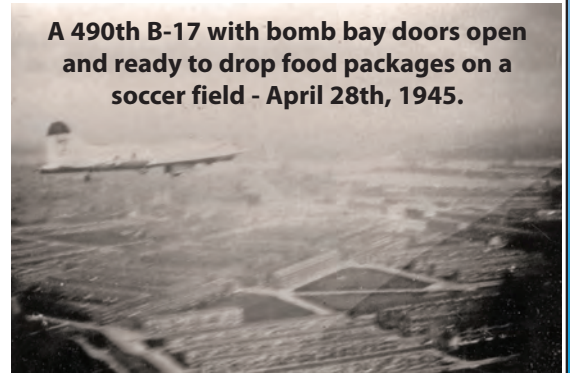
OPERATION CHOWHOUND

Dear Dr. Brown,
The March 2007 issue of 8th AF
News had an article referring to an
oil painting of a B-17 on the Holland
Food Drop. Although information
regarding the Food Drops has
appeared in several magazines in
recent years, I would like to add
my recollections of the operation as
a pilot of the 490th BG on the food
drop of April 28, 1945. After the
mission briefing, I was given a
special briefing, because there would

**490th B-17 flying low enough to
see windows in buildings below**



**A 490th B-17 with bomb bay doors open
and ready to drop food packages on a
soccer field - April 28th, 1945.**



be an Official Army Photographer on
my plane to take photos of the food
drop. H.Q. wanted pictures.
After the food drop, and we started
back across the channel, I was to
break out of the squadron and return
to our airfield as fast as possible.
As we crossed the coast of Holland
I put on full power and dropped down
to wave top level, leaving the
squadron behind. I was so low that
the tail gunner reported that the
props were kicking up four rooster-
tails of water. I made a straight-in
approach at Eye, and as soon as I
cut the engines, a Jeep met the
plane to take the photographer to
H.Q. I also took my personal camera
on this mission and was able to take
several photos of Holland while
flying low to and from the drop zone.
Sincerely,
Larry Bellarts, 490th BG
Boring, OR

"FIGHTIN SAM"

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

many B-24s. We had plenty of B-24s and they all did a great job during WWII.

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

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

Part of the story is about the crew chief who was awarded a bronze star for his work with "Fightin Sam."

He is a friend of mine, and is a wonderful person to talk to.

The story about a plane or groups of planes must be remembered as a team. The plane has a crew and everyone has a job to do on his plane.

The pilot and copilot are the heads of this crew and without all the men doing his job the plane would be nothing. The "Fightin Sam" was in the Imperial 8th Air Force Museum in Duxford, England.

Now the nose of the "Fightin Sam" is in 8th Air Force Museum in Savannah, Georgia.

As I visit our local Veterans Hospital I talk to those in wheelchairs and help them smile a little as I tell them they will never be forgotten for the job they did. I tell them about my putting flags on the graves and I check them out weekly. If any need replacing or repairs I do this.

This I can do as long as my health holds out. My prayers are for all of those who never returned and the boys today in Iraq. God bless them all.

Sincerely,

John Manocchio, 389th BG Altoona PA
The "Fightin Sam" will be a major presentation in the expanded 2nd Air Division exhibition at the Mighty Eighth Museum.
-Ed.

STORMY WEATHER ANSWER

The March Issue contains a question about *Stormy Weather* by Hal Hiena. It may be of some interest to readers that *Stormy Weather* of the 96th BG was trashed by fighters May 12, 1944. It was #42-31621. Lt. Charles Fider (P) was wounded, Lt. Lavigna (CP) was killed. Waist Gunners Fred Beck and Carl Brogen killed, all three of the Charlies

after of the bombay got out but I, the radio op was severely wounded in the legs by schrapnel and gunshot. (I was finally formally presented with a Purple Heart 4/09/07 at the executive mansion, Olympia.) The pilot and the crew chief, Lido Mochetti, went down with the plane at Balmuth, Germany. Also, Al Haigh seems to question whether or not Hubert Zemke was shot down. For my last three months as a prisoner, I was in Stalag Luft I and Hubert was the POW commander. Sincerely,
Charles Williams, 96th BG
Oak Harbor WA

THE LUFTWAFFE

Hello Dr. Walt,

Another fine magazine, March 2007. I am hoping to see you at the Grande Finale Reunion of the 303rd, "Hells Angels" Bomb Group in Arlington, VA this late September. Health allowing, Ruth and I shall attend.

I am aware of a little coincidence anent WW#2 and about which some of our members may be interested. In 1953, when operating as Chief Pilot of the Philippine Air Lines in Europe, I became close friends with Fritz Koenig, who flew Me 109s against me in the war. Later as a pilot for the resurgent Lufthansa German Airlines, I met and became close friends with all those who flew against us. I also became close friends with Adolph Galland, General in the Luftwaffe. The fellow who shot Galland down at the end of the war, was in the same Squadron as a high school classmate of mine who flew in the ETO in P47s. It so happened that this same fellow was a friend of mine who I met in San Francisco. Coincidences galore. At this time, I have many close friends who were in the Luftwaffe and flew against us. Fine gentlemen, all of them. Fritz Koenig and I still have telcons from Hamburg, Germany, where Fritz lives. By the way, one of my cousins with the Luftwaffe was awarded the Blau Max, so he must have been quite good. However, both of them were KIA in their service against our Mighty 8th Air Force. See you in September.

Sincerely,
William "Bill" Heller, 303rd BG
Las Vegas, NV

COAST GUARD

Just a note: The shield above the commander stripes (man holding microphone, page 18 in the March 8AF News) indicates the uniform of the United States Coast Guard (not mentioned in article).

Casey Howell

CWO2, USCG (ret)

Nephew of 351st BG, 511th BS Navigator KIA 5.15.1943

Leave it to our sharp-eyed members to spot the uniform of Daedalion Flight Commander Marty Kaiser! -Ed.



BIG B

Dear Sir,

I'd like to add something to your Reunion Highlights in the upper right hand corner, page 13 March 07 symposium "The Big B", History of the Bencin Raids. On March 6, 1944, the first mission, I was told we had 800 to 850 B-17's and B-24's over Berlin. And at day's end we lost 68 4-engine planes. I won't squabble over planes lost difference. I challenge the next statement that this was the top most lost planes for a simple mission of the 8th Air Force. On March 8, 1944, we had a maximum effort again to Berlin. I was told we had more than 1000 - B-17's and B-24's on this mission. And at the end of the day we lost 72 - 17's and 24's.

I was pilot of a B-24 bomber - I flew 28 missions, 93rd Bomb Group. I flew on both of the Berlin raids of March 6th and March 8th 1944. When I completed my 28 combat missions, my navigator and I were assigned to the operations department at 2nd Air Division Headquarters at Kettering Hall, Norwich England. We served at 2nd Air Division Headquarters for 11 or 12 months.

While at 2nd Air Division I was given top secret "clearance" to research all permanent files this I did and especially the 28 missions I flew on combat tour. Again the figures of the results on pg. 1 were confirmed to be correct. I'm sure this information should be included at the symposium - Sat. July 21 at the next reunion in Kalamazoo, Michigan.
Sincerely,
Howard Nisbet, 93rd BG
Houston, TX

CHARLES HASKETT

Dear Sir,
The March 8th AF NEWS Taps section mis-spelled the name of Charles Haskett. I visited the Museum in mid-March and was proud to view the "wing" from his B-17 on display! He was one lucky tail gunner. Charlie and I were boyhood friends and neighbors in Bedford, Indiana during the depression. We were both on that Christmas Eve raid when his plane was shot down. It was one of the largest raids up that time. Everybody went. We dropped our bombs and passed bombers that were still going to targets as we headed home! I was radio operator in the 490th Bomb Group.
I am the author of "Through - These - Eyes A World War II Eighth Air Force Combat Diary". Thanks for stocking my book in the PX at the Museum.
James Hutchinson, 490th BG
Bedford, IN

"I'm Hit!"

Dear Sir,
In the latter stages of the air war in Europe, in the 351st Bomb Group of the Eighth Air Force, it was decided that it was no longer necessary to

have a bombsight in the planes back in the formation, as they would toggle their bombs at the sight of a flare from the lead planes. Consequently there was no need to have a commissioned officer as a bombardier. The waist gunner, "Ed" on our crew, checked out as a "togglor", and was flying with other crews. He told this story.
On his first mission with a green crew, they encountered heavy flak as they approached their target area. Several bursts of flak occurred out in front of the plane, causing it to lurch upward. No shrapnel came through the plexiglass nose, so he didn't think there was any damage. Then a call came in over the innercom from the ball turret gunner saying, "I've been hit." Ed couldn't understand how he had been hit, since nothing came through the nose. Shortly, the voice came back. "Oh never mind, I just P--- (wet) my pants." Later the gunner confessed that the jarring of the burst, scared him, and he suddenly felt moisture on his leg. Being afraid to look, he called in that he had been "hit". Feeling down with his hand, and then seeing no blood, he realized what had happened. They were all glad they could laugh about it later. Would that we could always be that lucky.
Sincerely,
Benton Starks, 351st BG
Lenexa KS

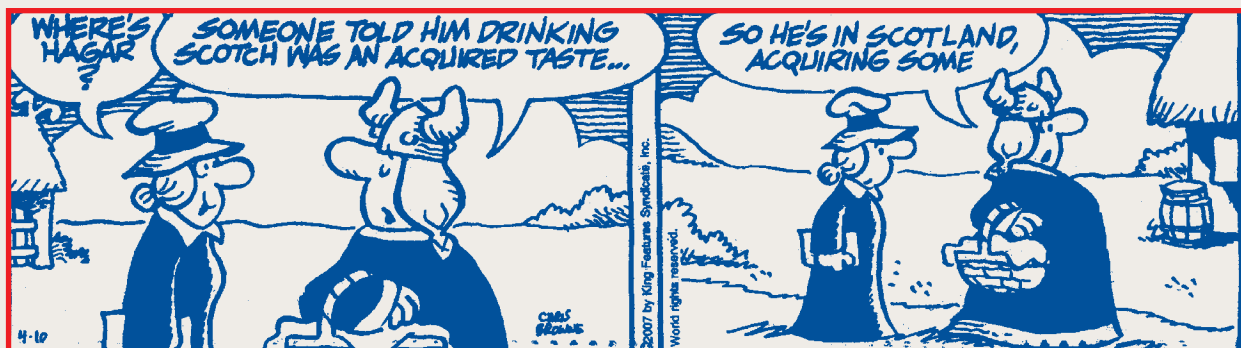
AIR/SEA RESCUE

Att. Christopher Story
Allied/Air/Sea Rescue operations in WW2 3/07 issue 8th AF News
I am forever grateful to the British Air/Sea Rescue operation, as we were a B-17 crew rescued by them July 29, 1943 approx 150 miles off the coast in the North Sea! We were forced to ditch

returning Wernemunde on that date, due to fire.
The ditching was successful with ten men in two life rafts. We used the crank radio to radio our position. All crew members survived the ditching. Thanks to many hours of practice, and above all your rescue.
This was the first article I have seen on ditching rescues after all these years.
Sincerely,
Bill Grodi, 385th BG
Lawrence, KS

FLOWERS

Walt,
Out of the blue, a reader of the 8th AF News and Ms. Georgia Combes, whose uncle, a lead navigator had been killed on an 8th Air Force Mission, was so moved by my poem - "that young women, come one by one, and put a rose to each grave at Madingley" - she is organizing with her family and a neighborhood bank, the resources to do this wonderful thing. She is in touch with the Battle Monuments Commission and is, by energy and finance, committed to achieve this! Amazing! - She called me and, I'm so touched and astonished by this person's response and vision to the honoring of our comrades at Madingley! Spring seems to have returned with forsythia and multitude dogwood! My very best wishes to you,
As ever!
Marvin Silbersher, 447th BG
Lake Hopatcong, NJ
Marvin's poems have long been an integral part of our 8th AF News issues, and always much appreciated by the members. -Ed.



These beautiful contrails - vapor trails - here following B-17s of the 303rd Bomb Group, were not so beautiful to many of the airmen flying the missions. The thought is that they pinpointed the formation out for the German flak gunners on the ground and the Luftwaffe fighters as well.

If any 8th AF HS members have thoughts on the effects that contrails had on a mission's outcome, please send them in to the editor.



55th FG

a base for our Little Friends in the P-38's of the 55th Fighter Group.

The men of the 398th Bomb Group got along very well with the civilian neighbors around the base. As the year went by the people in the area and the Dimsdale family got the idea that they wanted to remember the American Group who went into battle for the English and their island homeland. With the legal formalities taken care of a beautiful monument was in place for all to see and it belonged to the 398th Bomb Group. Soon funds were set up by both the Bomb Group and the people of the area for maintenance of the little piece of America in England that we owned. Through conservative investing the Monument Fund has grown to a nice sum to cover the upkeep of our property in England. Time has flown and with adequate funds to cover

398TH BOMB GROUP NEVER FORGOT THEIR LITTLE FRIENDS

When flying in enemy territory it was nice to see the sky around you clear of enemy fighters. There was a reason for that. Our Little Friends were keeping them off our backs. Before the 398th Bomb Group moved onto the base at Nuthampstead it was

expenses the title of the land is about to be turned over to the U.S. Government Battle Monument Commission with perpetual care. Thoughts went back to our Little Friends of the 55th Fighter Group,

By vote of the 398th Bomb Group and the approval of the people in the area thoughts turned to a memorial for those of the Little Friends who gave their all. The 55th FG monument now stands on our land in England along side our own. The 398th Board of Directors applied to the American Battle Monuments Commission in Washington. By turning the property over to the American Government both monuments will get the best of care far into the future and long after taps have blown for those of the 398th Bomb Group and the 55th Fighter Group.

Submitted by
Ralph W. Hall, Chairman
398th Monument Fund



398th BG

Chapter News

NEW YORK STATE SOUTHERN WING

On May 19, 2007 the New York State Southern Wing Chapter had its annual meeting/luncheon in Plainview NY. President Nathan presided over the affair. There were 47 members and guests in attendance with a good showing from the Second Generation. Guest speaker Col. Mike Canders, commander of the 106th Rescue Wing, gave a very informative speech and took several questions from the floor. For further Chapter News please check www.ny8thswcafhs.org
Pat Keeley



President Gus Nathan



Guest Speaker Mike Canders

IOWA CHAPTER

Charles Taylor, President, Leon G. Mehring Treasurer, and his wife Vera, attended the Iowa State University Air Force ROTC, 250th Cadet Wing's annual dining out and awards dinner. This year's award and a check for \$300 from Iowa Chapter 8th AFHS went to cadet Heath Hunter. He's from a small town near Des Moines Iowa. This makes \$3,000 that the Iowa Chapter 8th AFHS has given to Iowa State University ROTC Cadets. Colonel Robert T. King the commander of the ROTC gave a inspirational speech to the cadets. We sure enjoyed the program. On Saturday April 21st, 2007, was the Dining-out dinner and awards program of the University of Iowa ROTC detachment 255. We presented the 8th Air Force Historical Society Award from Iowa. The \$300 scholarship award was presented to Cadet Jamie Letterman. The guest speaker was Lt/Col Steven H. Slater born and raised in Fairfield, Iowa. Leon G. Mehring, Treasurer Iowa Chapter 8th AFHS

NORTHEAST IOWA WING MEETING

The NorthEast Wing of our Iowa Chapter, met at the Elks Lodge in Waterloo on Friday April 20, 2007 for a noon luncheon. 36 people attended the meeting. The meeting began with the singing of "America" followed by the pledge of allegiance and the invocation under the very able leadership of Syd Thomas. 1940s music by Glenn Miller was played over the P.A. system during the luncheon. Iowa Chapter President, Charles Taylor, gave a report of our Iowa chapter activities. Charles informed us of the progress at the Iowa Aviation Heritage Museum in Ankeny, Iowa where his son Charles is completing the painting of the history of aviation murals in the museum. Pres. Taylor told us of the trips he and



Iowa Chapter President; Charles Taylor, Treasurer; Leon G. Mehring, and Cadet; Heath Hunter

Leon have made to Iowa State University, Ames and the University of Iowa, at Iowa City to present Air Force ROTC scholarships, one scholarship to each University. These scholarships are presented annually. President Taylor presented two videos of the "Bombing of Germany" during World War II that were narrated by Walter Cronkite. Robert C. Reeves
N.E. Iowa Wing Commander

GENERAL JAMES H. DOOLITTLE CHAPTER

The General James H. Doolittle Chapter of the 8AFHS held their annual membership meeting on Saturday, April 21, 2007, at the Western Aerospace Museum at the north field of the Oakland Airport in Oakland, CA. President Larry Goldstein presided over the business meeting prior to the luncheon. The current officers and directors agreed to serve again and were unanimously reelected. They are Larry Goldstein, President, Paul Wallace, Vice-President, Daniel D. Freitas, Secretary/Treasurer, Gale D. Moore, Director and Belton Wolf, Director. We now have 260 paid members in our Chapter. There were 70 members and guests at the catered luncheon. The guest speaker was Lt. Col. Ingalls, who is the mission support commander of the 129th Air Rescue Wing. This is a California Air National Guard unit stationed at Moffett Field, CA. Lt. Col. Charles Ingalls talked about his training and his experiences in the Air National Guard unit and the role the unit plays in local disasters and in National security.

Chapter News

At the conclusion of the luncheon a raffle was held and 21 items were raffled off. The members were able to visit museum the Eighth Air Force room dedicated to the men and women of the 8AF. The displays includes both flight and ground personnel. The room was recently upgraded by Al Freitas and two new displays were added. The British RAF display and the Germany Luftwaffe display along with a section devoted to the Training Command were the new additions. The room tells the complete story of the 8AF in World War II, and it includes pictures, uniforms, equipment, models and memorabilia. The room has a section devoted to General James H. Doolittle, one of the Commanders of the 8AF.

Daniel D. Freitas

OREGON CHAPTER

The May '07 quarterly meeting of the Oregon Chapter came on Armed Forces Day, Saturday, May 19th. The meeting, held at the Portland Air National Guard (PANG) base, was not specifically chosen for that occasion, but it was special for the nearly 100 Chapter members and guests who turned out.

We were guests of the Oregon Air National Guard's 142nd Fighter Wing, based at Portland International Airport. Flying F-15 fighters, the 142nd is responsible for the air defense of the West Coast of our country, stretching from the Mexican border through California, Oregon, and Washington, to the Canadian border.

After a good lunch at the base Columbia Pointe Club, we were bused to the tarmac very near one of the main runways at Portland International Airport, to watch the takeoff of eight of the F-15s, one at a time. It was impressive...and NOISY! The management at PDX had given special permission for an afterburner takeoff for the planes, and it became very apparent why our hosts had provided earplugs for every one of our group. As the fighters took off one by one, and climbed steeply clear out of sight, the oh's and ah's of the viewers came loud and clear, even through plugged ears.

Following the takeoff demonstration,

we were taken to the pilot's briefing room for a briefing by one of the pilots, 1st Lt Tyler Cox, on the F-15 and the mission of the 142nd. A display and demonstration of the pilot's flight gear and life support equipment brought many comparison comments from our 8th AF vets about their WW2 gear. Earlier, at the luncheon, President Tom Davis had introduced a special visitor. He was Bernie Harper, an Englishman from Old Bucknham, in Norfolk. He was the houseguest of member Bert Campbell, son of late Chapter member Al Campbell, who had served with the 453rd BG at Old Buck during WW2. Al always fondly remembered the young Harper, and became great friends of his parents. The family stayed in touch over the years since. Harper was a youngster at the time, 7 years old, who became acquainted with many of the men of the 453rd during the Group's stay at Old Buck. His mother did laundry for some of the base personnel, and Harper's job was pickup and delivery on his bicycle.

Harper talked briefly about his memories of those days...his awe of the sky full of those big Liberators, and the friendliness of the Americans at the air base. He remembered one B-24 particularly, "Ohio Silver", which flew over 100 missions and survived through to the end of the war.

We are greatly appreciative of the hospitality and support of our hosts at PANG. Thanks to them, every one had a great time, and this May meeting will be a tough act to follow in upcoming quarterly gatherings of the Oregon Chapter.

Clint Gruber

MINNESOTA CHAPTER BOARD OF DIRECTORS

The Chapter Board of Directors addressed the business of the Chapter. The Board is looking into the Tax status of the Minnesota Chapter, debating the 501©19 vs 501©3 status, the latter being an educational entity.

Consideration of the disposition of the Chapter's PX materials was included in the discussion of the feasibility of obtaining Chapter bumper stickers. Fly-ins

for the fall season included Dr. Tom Stillwell's annual Fly-in on 16 August, 2007. The Chapter will be represented with a sponsor table at the August 18-19 air show event at Flying Cloud.

The Treasurer's Report showed \$4407 in the checking account and \$5216 in a Financial Fund. Motions to contribute donations of \$1000 each to the St. Joan of Arc medals for Iraqi War veterans and to the Service Man's Center at the airport were made and passed.

The annual Chapter Christmas party is set for 1 December 2007 at Mancini's Restaurant.

LOUISIANA CHAPTER

The Louisiana Chapter held its last annual meeting April 2007 in Baton Rouge, Louisiana. Friday night's speaker was Oscar Richard of the 384th Bomb Group. Mr. Richard spoke on his being shot down on his third mission and became a POW for the remainder of the war. Chapter President Harry Doug Tanner had some of his World War II Airmen collection on display.

The main speaker for Saturday noon was former German Luftwaffe ME 163 pilot Mr. Joachim "Joe" Hoehne. Harry Tanner and Eighth Air Force Historical Society President Ivan McKinney gave dates on current events in the Society. A membership meeting was held with all those present. It was decided due to very low attendance in the last three meetings and due to health problems among many members there was a unanimous vote to discontinue the Louisiana Chapter.

Harry "Doug" Tanner, President

JOHN H. ROBINSON TENNESSEE CHAPTER

It was a very successful annual reunion at our "home in Middle Tennessee" in Lebanon's Comfort Inn Suites. The reunion banquets featuring all home-cooked Tennessee country cooking, were full of attendees, as were the attendees themselves. No tours, no sight-seeing - just 2 ½ days of good friends and great programs. Talks included updates by Bob Moses and his remembrance of his many visits with

Chapter News

Roger and Jean Freeman in England, a knowledgeable update on the NexGens activities of the 8th AFHS by Earl Was-som, and a detailed discussion of the mechanisms involved in printing the 8th AF News for the past ten years by Alpha Graphic's Donna Neely.

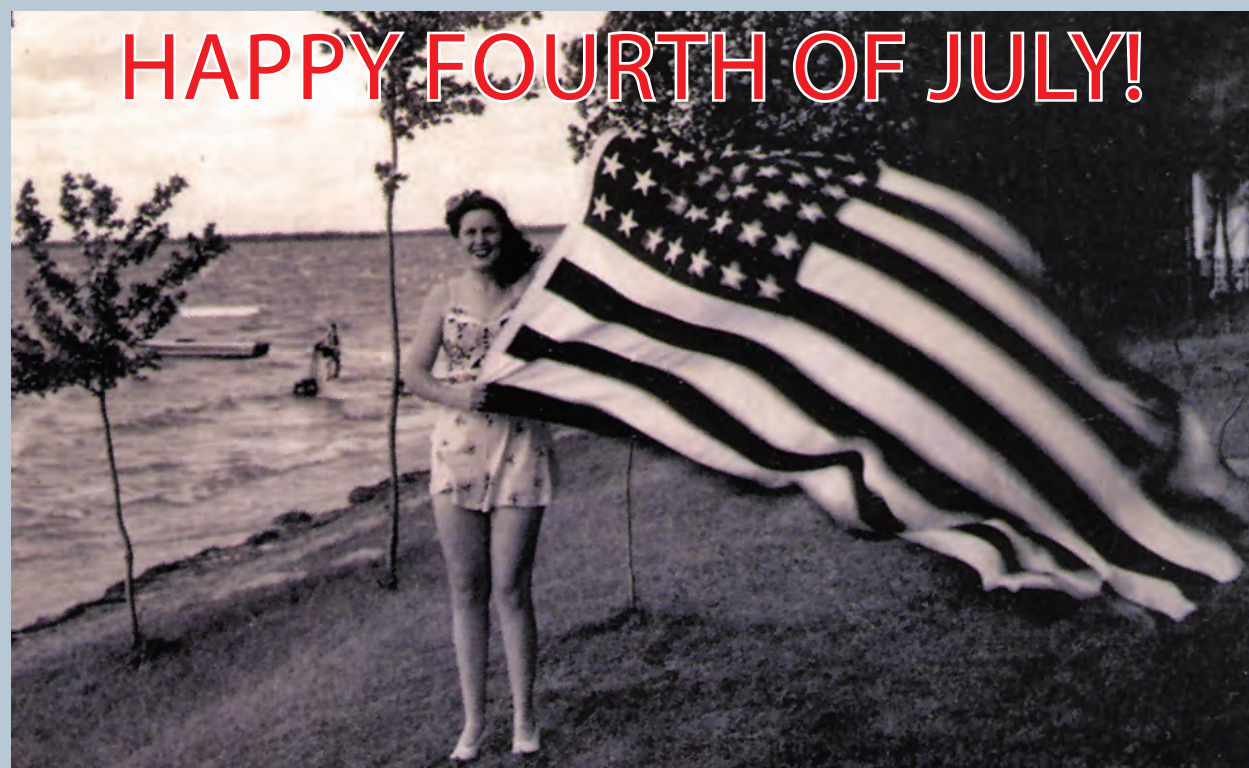
Walt Brown, CEO, offered an update on activities and progress at the Mighty Eighth Air Force Museum in Pooler, as well as a reiteration of Stalag VIIA and the liberation of POWs as written by Frank Murphy, 100th BG. This presentation ended with a showing of the actual large Nazi flag lowered from the Town Hall at Moosburg, Germany and signed by over 100 American POWs, now in the collection at the Mighty Eighth.

Henry "Hank" Barker, 453rd BG, was reelected President for 2007-8 and all the other officers were also unanimously voted in for another year. James Bass, 457th BG, orchestrated the successful reunion, which closed with a musical performance of period tunes by Jean-nie and Debi, who performed last year. Mr. Bass was reelected by the troops to head up next year's reunion, based on his highly successful performances of recent years.



BIRTHPLACE CHAPTER

St. Patrick's Day 2007. Birthplace Chapter participants in the 2007 St. Patrick's Day Parade in Savannah, Georgia, included: Scott Stovall; Tom and Linda Mehrlich; Gene Buttle; Jack Marvin; Don Holck; Bud Porter; Dick Evans and the Color Guard from the 165th Airlift Wing, Georgia Air National Guard.



8TH AIR FORCE HISTORICAL SOCIETY PX

at the Mighty Eighth Museum Store

QTY	8TH AFHS PX ORDER FORM DESCRIPTION	PRICE	OPTIONS	TOTAL
	Golf shirt w/8 th AFHS logo on pocket Circle size and color choice	\$29.99	S, M, L, XL, 2X Red, White, Navy	
	Baseball Cap w/8 th AFHS logo embroidered	\$12.95	Red, White, Blue	
	8 th AFHS 4" jacket Patch	\$3.95	NA	
	8 th AFHS 3/4" pin w/clutch back	\$3.50	Member, Life Member	
	8 th AFHS bumper sticker	\$.90	NA	
	8 th AFHS 4" round sticker	\$.75	NA	
	8 th AFHS plastic license plate	\$3.95	NA	
	8 th AF logo silk tie	\$27.99	Red, Navy	
	8 th AF 3" patch	\$3.98	NA	
	8 th AF 1" pin w/clutch back	\$3.00	NA	
	8 th AF logo white T-shirt	\$10.99	S, M, L, XL 2X	
	8 th AF logo gray T-shirt	\$12.99	S, M, L, XL 2X	
	Youth Gunnery School White T-shirt	\$10.99	XS, S, M, L	
	8 th Logo watch	\$79.99	Men, Ladies	
	Victory Bag	\$15.99	Husky, Overload, Pointblank	
	Eleanor's Girls	\$19.99	Rosie, WAAC WASP	
	Mahogany Replica Plane	\$169.99	B17,B24,P47,P38, P51B, P51D	
	A-2 Jacket	\$299.99	40,42,44,46,48	
	Junior Pilot Suit with helmet	\$49.99	NA	
	Sheila's Collectible Mighty 8 th Museum World War II Monument Armed Service Tribute	\$29.99, \$24.99, \$23.99	NA	
	Jimmy Stewart Bomber Pilot	\$21.95	NA	
	Masters of the Air	\$35.00	NA	
	Flags of Our Fathers	8.95	NA	
	Chick's Crew	\$24.95	NA	
	Mighty 8 th Jacket Navy	\$39.99	S,M,L,XL	
	Mighty 8 th Jacket Black	\$39.99	S,M,L,SL	
	Pilot Bear 10" Stuffed	\$17.99	NA	
		SUBTOTAL		
		6% SALES TAX-GEORGIA RESIDENTS ONLY		
		SHIPPING FROM CHART BELOW		
		TOTAL ORDER		

Shipping and handling charges:
 \$4.00 for orders under \$20.00
 \$8.00 for orders \$20.01-\$40.00
 \$10.00 for orders \$40.01-\$100

Alaska, Hawaii & International Orders Add \$15.00 to normal shipping charges

Order by mail or phone at 912-748-8888 ext. 116. Shipping and handling is added to all orders.

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Or, Pay by check made out to the Mighty Eighth Museum Store

Send completed order and payment information to:

Mighty Eighth Air Force Museum Store • Attn. Felice Stelljes • PO Box 1992 • Savannah, GA 31402

This lightweight, water repellent jacket comes in navy blue or black. It is 100% polyester and is machine washable. Its great for cool or rainy days.



\$39.99

Mighty Eighth Gold Coin
 One of a kind, Collectible
 Challenge Coin



\$8.95

Detailed stitching,
 brushed ball cap.
P-38 Lightning Plane
 on front of bill.
Mighty Eighth Emblem
 on the back.
 100% Cotton. Adjustable
 Velcro strap.
 1 size fits all.



\$12.95

MY FRIEND THE FIGHTER ACE

What started with a simple letter asking a former German Fighter Pilot for an autograph has turned out to be a long term friendship. In August of 1998 I received an address list which contained Fighter Aces (a pilot who shoots down five enemy aircraft) from many countries including America, British and German pilots. I saw where one of the German pilots lived here in the United States, and so I wrote a letter to Feldwebel Horst W. Petzschler.

In the spring of 1944 Horst Petzschler flew the BF109 G6 with 2 JG in Defense of the Reich. After being transferred back to his old unit 10 JG51, he became one of the most successful pilots of III group in the Danzig-Pilaukonigsburg area, shooting down eighteen enemy aircraft he had shot down and enclosed a lot of information about his service during World War II. I wrote back to him for more information and one of his books: Hunters of the Reich, "Day Fighters."

Over the years we have corresponded many times. Every Christmas we send Christmas cards to each other with pictures of our family included. We have started visiting by phone. Horst has told me many stories of the dogfights he was involved in over the skies of Germany. Recently I purchased the painting "Horrido" from him which was signed by Horst and another former German pilot. During hurricane "Katrina" and "Rita", who both hit Louisiana, Horst called me several times to see if we were alright and if we needed anything. Horst tells me that today he spends a lot of time answering letters and requests for signed photographs from people all over the world. He has been a member of the



Lew Smith, 385th BG, and Horst Petzschler, Luftwaffe fighter ace

"Gemeinschaft der Jagdflieger, the organization for past and present German fighter pilots since 1958, and he still keeps in contact with many of his former comrades.

Recently I traveled to Wichita, Kansas where I stayed with Dr. and Mrs. Lewis D. Smith. Dr. Smith was a B-17 pilot with the 385th Bomb Group. Lewis and I drove over to Horst Petzschler's home and had a very nice visit with him. A visit I will never forget. Horst and I still talk regularly on the phone.

**Harry "Doug" Tanner
Sulfur, LA**

ENEMIES NO MORE

Two old enemies exchanged war stories in a recent two hour meeting on November 15, 2006. They had met briefly before. Horst W. Petzschler, German Fighter Ace with twenty six confirmed victories and Lew Smith, B-17 pilot, 385th Bomb Group, 550th Bomb Squadron, who completed 35 missions over Germany including three to Berlin, Petzschler's home town, both currently reside in Wichita, Kansas, USA.

Many of Petzschler's kills were recorded on the Eastern front against Russian adversaries, but he is credited with a B-17, a B-24 and several P-51's. He is a willing and affable story teller with a fantastic memory of dates, events, and names.

An original 8th Air Force troop was having a drink at a bar and while talking to one of the female clients, she suddenly sneezed and her glass eye flew out of its socket. Reflexes still sharp, the fellow reached out and grabbed the prosthesis before it hit the floor. Impressed, the lady invited him up to her place for coffee.

The next morning, preparing to return to his apartment, the veteran said, "It was a wonderful night, but I have to ask you – I know I'm not the most likely date for you to talk with in a bar, so what attracted you to me in the bar last night."

She responded, "I'm not real sure. I guess it's just that at the time, you caught my eye."

submitted by John Bacon, 357th FG

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.

THE HELLISH VORTEX

Between Breakfast and Dinner
by Richard M. Baughn

Author Richard Baughn flew P-51s with the 8th Air Force and also flew combat in F-105s in Vietnam. After 7,000 hours logged in fighters, he retired from the USAF as a Brigadier General. As a historian and editor he has researched in detail the combat career of an American fighter pilot in World War II. He writes this novel based on that research, telling what Lt. Robb Baines felt and saw during his tour in East Anglia. The author also uses his research to address the little-told relationships of the 8th Air Force and their British counterparts, including political situations and events that were ongoing during the war. Turf battles within and without the 8th higher command are presented as regards their effects not only on the war situation, but their effects on the individual airmen.

Baughn begins his book with young pilot Baines arriving at Goxhill airbase and getting his pre-flight orientation as well as his practice flights before entering combat. His missions come quickly and in this context the book expands into the United States' early

plans for the war and the 8th Air Force Command considerations and decisions. These plans, as they develop during the war, affect every airman of the Eighth. Baines, as every combat pilot does, matures rapidly and soon becomes a hardened but seasoned fighter pilot. The story itself evolves into a fascinating and certainly somewhat autobiographical tale of the interaction among fellow airmen and their experiences both in the air and on the airbase. The air combat missions are exceptionally authentic.

The historical depth and the author's inclusion of German and American operations make this novel of the airwar unique.

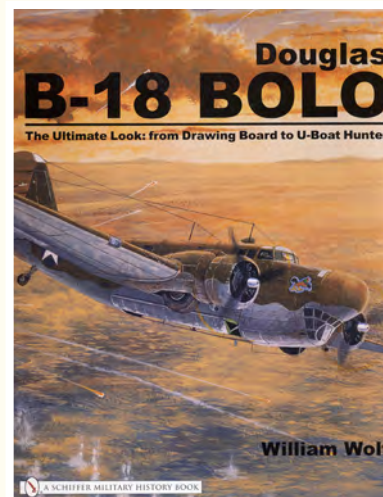
Baughn's 374-page softcover volume is proof that often history is most accurately depicted by means of the characters in a researched historical presentation such as this by author Baughn. You may find the book available at www.booksurge.com, tel # 1-866-308-6235 or by writing Dick Baughn at 1366 Lost Creek Blvd, Austin TX 78746-6333.

Douglas B-18 BOLO

The Ultimate Look: from Drawing Board to U-Boat Hunter
by William Wolf

The B-18 bomber is perhaps the least well-known bomber of World War II, but when America entered the war it was the most widely employed bomber based overseas, especially being effectively used by the Canadian Air Force in its submarines patrols along the Eastern coasts of Canada. Built by Douglas and based on the design of its successful DC 3 airliner, only five examples of one of the first American operational bombers remain today.

William Wolf presents this detailed history in large format with sequential period photographs and extensive text material. The development and use of

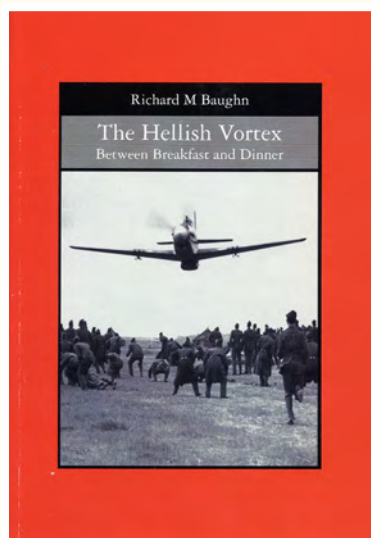


the aircraft before the war receives attention throughout and includes structural and flight characteristics of the aircraft. As the predecessor of the twin-engine bomber aircraft of the U. S. Air Forces, the B-18 gave way to the B-25 and B-26 medium bombers in all theaters of operations.

The last half of Wolf's book is devoted to the virtually unknown challenges and operations of patrols of the northern continent's east coast anti-submarine war. Details of this early vital opposition to the German attacks of shipping lanes of the North Atlantic are given in this well-written book. Also addressed are anti-sub operations in the Caribbean and southern front and the formation and activities of the Bomb Squadrons who operated there as well. Events of these theaters of the air and submarine war began to wind down in mid-1943 as the threats by the German U-boat forces became under control.

The volume includes interior and exterior photos of the restored B-18 now on display at the Pima Air & Space Museum in Tucson, Arizona.

Author Wolf has a beautiful volume, following his similar effort on the history of the B-32 Dominator previ-



ously reviewed in the 8th AF News. Appendices include a complete history of all Groups and Squadrons who flew the B-18, their locations and dates of service, and there is also an extensive bibliography. This 2007 publication is published by Schiffer Publishing Ltd, 4880 Lower Valley Road, Atglen, PA 19310 USA tel# 610-593-1777 email Info@schifferbooks.com Europe: info@bushwoodbooks.co.uk

INTO THE WILD BLUE YONDER

My Life in the Air Force
by Allan T. Stein

Over the years, the 8th AF News Book Review section has presented stories of the training and combat experiences of airmen of WWII, focusing on those of the airmen of the Mighty Eighth. This volume, by Allan Stein, depicts his pilot training in 1943 and experiences in the Pacific Theater of Operations and his time based at Clark Field in Hawaii.

The story moves quickly into days of the Strategic Air Command operations and includes personal stories and experiences of that era and of the Cold War, including episodes from the Vietnam war. The advent of a powerful air force that could effectively fight in wars anywhere in the world is shown through the typical and interesting experi-



ences of an airman of the USAF. The author's love of flying and his feelings of duty and patriotism towards America come through in this book.

Dedicated to the men who flew in the U. S. Air Force and particularly in the Strategic Air Command, this 187-page book with photographs and line-maps is published by the Texas A&M University Press. Further information may be obtained from Allan Stein, 24514 Falcon Point Drive, Katy TX 77494-1378.

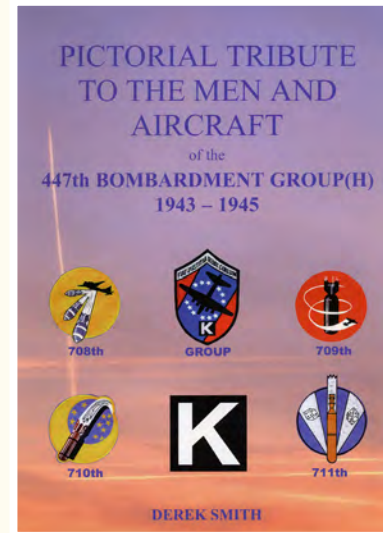
PICTORIAL TRIBUTE TO THE MEN AND AIRCRAFT

of the 447TH BOMBARDMENT GROUP (H) 1943 – 1945
by Derek Smith

Historical pictorial books often consist of photographs and charts, many of which have been previously seen in various related publications. This present volume represents a widely-based research effort by the author and a number of members of the 447th Bomb Group, 8th Air Force. The 447th BG was activated in April 1943 and began operations shortly after its arrival in the Suffolk area of East Anglia.

Author Smith has presented his book in pictorial form with text material included in cutlines accompanying each photograph, much in the style of several of the notable publications by 8th Air Force Historian Roger A. Freeman. Period photographs here include the Group and squadron commanders and many of the crews as well as numerous photos of life on the wartime airbase at Rattlesden. The collection of photographs tell a story that is often difficult to duplicate in written text. The personal story is rarely told in better fashion.

Complete sections of B-17 battle damage, air disasters, and crashes on takeoff during the severe winter of 1944-45 depict the more somber side of the air war. In a lighter vein, photos of ground crew activity, social events,



and three-day passes tell of the persistent thread of youthful spirit of the Yanks who served in the Eighth. Here are chapters showing 447th aircraft in the air and on the ground, with nose art being a special presentation. Also of special interest is a 31-page color section of post-war Rattlesden airbase and town and several present day crash sites on nearby UK farmlands. An appendix lists 447th B-17s that flew from the base from November 1943 to June 1945, their pilots, and the aircraft fates.

There is one other aspect of this book that pervades the reader's experience in reading it. That is the unavoidable perception that this volume represents a typical WWII 8th Air Force Bomb Group's life and activities and in doing that, is an indication of similar experiences that existed throughout the war on four dozen other 8th AF airbases in wartime East Anglia.

The large-format book is 273 pages; high quality hardback; with black and white and color pictorials. East Anglia Books has done an exceptional job as publisher and the author has committed his talent to the project. Cliff Bishop of East Anglia Books is a long-time member and supporter of the 8th AF Historical Society and has generously arranged special purchase prices of their volumes for 8th AFHS members and their families in the U. S. For information contact East Anglia

Books at Station Road, Elsenham, Bishop's Stortford, Herts CM22 6LG, England. Usual book outlets in the States will also provide purchase information.

'FLAK' HOUSES THEN AND NOW

The Story of American Rest Homes in England During WWII
by Keith Thomas

Flak from German anti-aircraft batteries was a major concern and cause of anxiety of airmen during World War II. Flak Houses were so named because they offered a week of rest and relief from the stresses of combat missions, supplying comfortable rooms, good food, recreation, sports and often the company of girls – reminders of the “girls back home.” Most of the seventeen designated rest homes were large English estate houses or were first class

hotels. They represent a side of the war that does not ordinarily come up in print or in “Hangar Flying” sessions of the 8th Air Force veterans.

This small but concise book outlines with period photographs and text each of the locations frequented by crews who either just finished their tour of missions or had experienced rough combat raids and had to have a few days of relief. Keith Thomas has accumulated a book that evokes the mood of the rest homes and also of the reaction of the air crews and occasional ground crews who visited the facilities. Each entry includes a road map indicating its location and includes some of the history of the home.



The 81-page softback high quality publication is published by the British After The Battle publishing company. In the US contact RZM Imports Inc., 151 Harvard Ave., Stamford CT 06902 tel# 203-653-2272 email info@rzm.com web www.rzm.com



Illustrations by Roger Stuch

CONTINUING THE 8TH AF LEGACY #11

Joseph Patrick Keeley



Greeting fellow members of the Mighty Eighth. The winter months have finally past and the 33rd Annual Mighty Eighth Reunion the week of July 17 – July 22 is

approaching quickly. For those of you who have not registered yet please do so.

Since my last article in the March edition we have seen many encouraging responses and progress concerning the NexGen Initiatives.

Membership: We have been receiving an impressive amount of online activity with new and renewing members signing up. What is inspiring is not only the fantastic response we have been receiving from our own backyard but also from the UK. Fellow Board member Norma Chesser has been addressing this possibility of having a NexGen membership Initiative represented in the UK which I believe would be of great interest to the Society. Again I would like to thank Norma,

Beverly Tombs and all the other volunteers for their continuous work.

Communication: I have received quite a few calls from either relatives of or Might Eighth Vets themselves requesting information. One of the first places I request they check if possible is the Society's website, www.8thafhs.org, for either links to Bomb, Fighter, Troop Carrier, Photo/Recon or Training Groups or to the United States Army Air Force (USAAF) Forums. If the quest is pertaining to POW info, which has been a common quest, I revert them www.b24.net which is a 'Second Generation Research' site. I would like to thank Board of Director Bob Books for his fantastic work that has gone into both of these websites and also to his researchers. If you have not checked the mentioned websites please take the time to.

Education: This Initiative is always one that needs everyone's help. We need to educate the young people of this Country as to what the Greatest Generation experienced aboard and at home. I feel one of the ways we as a Country can wisely move forward is by learning our past. At the upcoming

Reunion in Kalamazoo MI. on Friday July 19 a two-hour NexGen meeting will be held and such concerns and thoughts will be discussed.

Recruitment: Thanks to fellow Board member Bob Books, enrollment into the Society via online has been simple and encouraging. I have also received several compliments regarding the 8th AF News magazine, which also has contributed to new members. I would like to thank Dr. Walt Brown and his staff for their incredible work. One of the discussions at the Reunion will be regarding the Chapters & Units and how to move forward to keep these local entities intact.

I am looking forward to seeing you at the upcoming Reunion but if that is not possible then contact me, - my address is posted on the back of the front page, - with any thoughts on any of our Initiatives.

Please remember to
"Support Our Troops."

Pat Keeley
Board of Directors 8AFHS



"Moments In Time"

BULLETIN BOARD

NOMINEES FOR 8TH AFHS BOARD OF DIRECTORS

Nominee: Earl E. Wassom
548 Brentmoor Avenue
Bowling Green, KY 42101-3772
8th AFHS Membership: 25743-7 LM 2466H

Military Unit: 8th AF, 96th CW, 466th Bomb Group

Resume:

Served from 1944-45 as a Pilot in the 785th Squadron.
Flew 35 combat missions against Nazi Germany.
Flew 8 gas-hauls transporting petrol to Patton's Army in France.
Period of combat was, 1 September 1944 - 18 March 1945.
Assigned to Air Transport Command, Ferry Division
Was Vice Pres. 466th BG; Vice President, Ex. VP and President of the 2nd Air Division.
Was on the Board of Directors, 8th AFHS for a term of 4 years.
Appointed Chaplain for the 8th AFHS.
Served as Senior Advisor to the Next Generation Initiative.

Nominating member:
Harry Tanner #34052

COMMEMORATIVE AIR FORCE NATIONAL PATRIOTIC RALLY 2007 TO BE IN LAS VEGAS

On July 9 - 11, 2007
The CAF will feature
its 50th Anniversary
Celebration and
National Patriotic Rally
at Caesar's Palace in
Las Vegas NV. A variety
of events and featured
programs and speakers
will be packed into
the three-day event.

Appearing will be Oliver North, Keni Thomas (Blackhawk Down), KJoseph Galloway (We Were Soldiers Once - and Young), automotive legend Carroll Shelby, Col. And Mrs. "Bud Day (POW and second-most decorated military officer in our nation's history), and Michael Reagan, and others of military and patriotic interest.

Members of the famed USAF aerial show team Thunderbirds will present a special program on the inner workings and history of this world's premier flight team. Also behind the scenes looks at RED FLAG, America's top aerial combat training exercise.

The public is invited to be part of this unique summertime event.
Contact information is: Kay Crites, PR at CAF, tel# 432-563-1000 x2231 www.commemorativeairforce.org
email publicrelations@cafhd.org



Six "flying museum pieces" Descend on Oshkosh 2007 for National Aviation Hall of Fame "Best of the Best" Contest

Six of the world's finest restored vintage aircraft will travel to Oshkosh, Wisconsin in July to vie for top honors in the first National Aviation Hall of Fame's "Best of Best" People's Choice Award competition. The Experimental Aircraft Association (EAA) Air Venture convention and fly-in, July 23-29, will be the host venue for this public competition.

Vying for the trophy are; a 1927 Waco Model 10-T, 1930 Kreider Reisner Model 21, 1939 Spartan Executive, 1939 Grumman Duck, 1941 Lockheed P-38F Lighting "Glacier Girl" and a 1943 Piper L-4 "Grasshopper".

The National Aviation Hall of Fame and the National Aviation Heritage Invitational (NAHI) joined together to create and sponsor this new "Best of the Best" competition.

Ron Kaplan, Executive Director of the National Aviation Hall of Fame, explained, "Each of the six participating aircraft has previously been deemed by a panel of NAHI judges to be extraordinary examples overall or in their class. The six are among the finest aircraft flying today, however the 'Peoples Choice' by the spectators participating at AirVenture will ultimately decide which one earns distinction as the 'Best of the Best.'"

According to Smith, the "Best of the Best" aircraft will be displayed adjacent to AeroShell Square for the entire week, offering the 600,000 plus guests of AirVenture the opportunity to stop by, take a close look, and place their "People's Choice" vote at the Hall of Fame's tent.

For more information visit www.nationalaviation.org
www.heritagetrophy.com or www.airventure.org

DON'T FORGET

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

115th Mission - Fort Returns On One Engine

306th Bomb Group - The "Fortress How Soon" returned from its 115th mission on one engine.

Approximately ten minutes from the target - an airfield in the Oranienburg area of Germany - the bomber ran into heavy tracking anti-aircraft fire. Close concussion of flak bursts bounced the Fort, striking No. 3 and 4 engines.

The pilot, 2/Lt. Robert E. Woods, of Memphis, Tenn., was hit in the right hand. The co-pilot, 1/Lt. John S. McDonald, of Rockford, Mich., was knocked out by a chunk of metal which tore through his helmet.

"When I came to, the cockpit was full of smoke, powdered glass and debris," McDonald related. "Three engines were out." The battered Fort unloaded its bombs and went into a dive, plunging 10,000 feet before pulling out. Crewmen were alerted for the bail-out order.

Eight P-51 Mustangs suddenly appeared, four staying with the crippled bomber and four hitting the deck, silencing enemy flak batteries.

All equipment was jettisoned. The ball turret jammed, however. S/Sgt. Clarence W. Hunter, tail gunner from Graham, N.C., and Sgt. Edward J. Maliszewski, radio operator from Schenectady, N.Y., each grabbed one of the two tail guns and kept beating on the ball turret until it dropped.

"We staggered all over the sky - but made it back to base somehow," the co-pilot said. Despite one more obstacle - a flat tire - the pilot landed the Fort smoothly.

TIME PLEASE

When the hand's nearing ten,
On your favorite, "Big Ben"
And you're sipping your bitters or mild,
Hook that elbow once more,
Tho' you're weak in the knees,
For the moment's approaching,
When they tell you, "time please."

If you're out with a lass,
Don't let nine-thirty pass,
Before you suggest, "a wee toast,"
For as sure as you're born,
Comes a droning like bees,
As the inn-keeper shouts,
"Come along, gents, time please."

Though he might say "towels in,"
You can bet, "sure as sin,"
That the meaning is there just the same,
When your fun's at its peak,
O'er the noise of the throng,
Comes his plaintive request,
"Time please, come along."

In the future before us,
Just remember the chorus,
Take heed of the things close at hand,
So if Providence takes us,
And all of us go,
Just recall these words,
Our minds to appease,
After all it's not new,
Just in case of "time please."

S/Sgt. Geo A. Foster

AND NOW THE REST OF THE STORY

The following submitted by:
Wilbert Leopold
Toggler, B17 Flying Fortress
306th Bomb Group
369th Squadron
Thurleigh, England

Wilbert Leopold flew 30 missions from November 1944 to March 1945.

On its 115th mission to an airfield in Oranienburg, Germany, the B17 "How Soon" ran into heavy flak that knocked out two engines. To lighten the load the crew had to jettison radio, guns, flak jackets and the ball turret.

As we headed home to Thurleigh, we had one major problem - since we never reached our target we still had a full load of bombs. I figured it was my responsibility to get rid of the bombs

in the bomb bay. Using a portable oxygen bottle I crawled to the bomb bay, only to find the electrical system had been rendered inoperative by the flak. I would have to open the bomb bay door manually. Cranking the wheel around many times, it opened only a couple of inches. I kept cranking until I thought my arms would fall off, but finally the doors opened. My next problem was to diffuse the bombs before I released them because I thought we might be over France. I did not want to kill any French people. I prayed that I was successful. After the bombs were released, I closed the bomb bay doors, again having to do it manually. Flying low over France and the English Channel, our pilot was able to force the plane a few more feet in the air so we could clear the White Cliffs of Dover.

Our crew arrived safely at base and got out of the plane with our most valuable possession - Our Mess Kits!

Wilbert Leopold, 306th BG
Rocky River, OH



ZIMMERMAN, AL

Albuquerque NM; tg in B-24s and B-17s; career in radio advertising; Historian; produced award winning documentaries on the 8th AF including *Start Engines Plus 50 Years* and *Behind the Wire* which won 6 Telly Awards and of which the Masters were donated to the Mighty Eighth Air Force Museum; strong supporter of the 8th Air Force Historical Society



Burton, Jesse, Reidsville NC

Fong, Frank, Miami FL; 359th FG, 5th Air/Sea Rescue Squadron at Boxted; of Chinese-American descent, he wrote Gen. Arnold asking that he be allowed to enlist for pilot training; flew in Korean War and then posted to Washington D.C. on special assignment - from high school friend John Shatynski, 7th PRG
Pawlish, Walter, Kennedy PA; 388th BG tailgunner on B-17 "Heaven Can Wait." National President Ex-Prisoners of War 1973 - from his daughter Barbara Kruze
Heverly, Jack, Johnstown PA; 389th BG
Vance, Sam, Liberty Hill TX; 486th BG pilot

Ochanpaugh, George, Seneca, SC; 92nd BG

Bogue, Georges, St. Louis MO; 55th FG Amover

McCoy, Clarenc Albroy; 7th PRG

Seith, General Louis "Ted", Falcons Landing; 52 missions as B-17 pilot, 483rd BG, 15th AF; DSC; Chief of Staff SHAPE; Korean War service; 7th and 13th AF Vietnam; served 15 years as Executive Director Air Force Aid Society
Randall, Robert, Iowa City; 94th BG B-17 pilot; POW; served as School Board President; on Boards of Goodwill and Salvation Army -from Charles Buckley, 392nd BG

Knight, Robert, Lubbock TX; 453rd BG B-24 nose gunner on J.E. Davis crew
Schneider, Dale, Canton OH; 447th BG with 30 missions; Veterinarian graduate of Ohio State -from his son Tod
Tucker, Richard "Dick", Alameda CA; 447th BG tailgunner; active in Jazz and Barbershop Harmony organizations; retired Captain Fire Dept.

Saunders, Frank, Dubuque; 303rd BG pilot; shot down on 3 Jan 43 raid; POW; a planner of the Stalag Great Escape; career as actor on TV and in movies
Driscoll, Arthur, Nashville TN; 385th BG pilot; President 385th BG

Belcher, Richard, Savannah GA; service in WWII, Korean War and Vietnam; supporter of Mighty Eighth Air Force Museum

Daily, Dr. Francis, Savannah GA; Signal Corps, 8th AF Museum

Harris, Lorris, Boca Raton FL; 379th BG - from his son

Comer, James, Americus, GA; 388th BG pilot; career as educator

Seibert, James, Grimes IA; 55th FG crew chief

Brown, Lloyd, Washington DC; age 105; last surviving World War I Navy veteran; his death came just days after the death of the last known American female WWI veteran Charlotte Winters, age 109

Messer, Warren, Tampa FL; 55th FG HQ -from his daughter Sharon Folsom

Heverly, Jack, Johnston PA; 389th BG; from his wife Edith

Saffold, Paul, Marietta GA; 78th FG P-47 pilot; career USAF

Wilkins, Charles "Chuck", Salina KS; 55th FG pilot; served in Korea and Vietnam; career as plant manager and helicopter pilot for Sikorsky Aircraft

Altland, John; Massillon OH; 55th FG a/c Mechanic -from his wife Rosemary

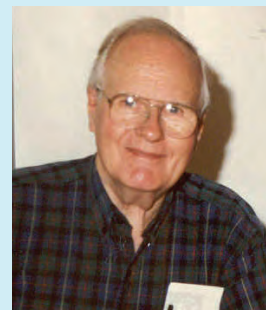
Hoglund, Gustave, Downers Grove IL; 55th FG a/c Mechanic

Intravartola-Travis, Leonard, Jamesburg NJ; 352nd FG pilot of P-51 "Helena" named as a tribute to both his mother Lena and wife Helen; flew 63 combat fighter missions

Bergen, Joseph, Savannah GA; bombardier in B-26s and B-25s and later

in B-29s; career as attorney and judge; genealogist

Dewey, William "Bill", Hilton Head SC; 445th BG pilot; brought his B-24 and crew back from the most disastrous mission for a single Bomb Group in WWII; from the base at Tibenham, flew the Kassel Mission of 27 September 1944; later active in founding the Kassel Mission Memorial Association, now the Kassel Mission Historical Society -from his daughter Linda and close 445th BG friend Bill Mitchell



William Dewey

Maynard, Willie, Augusta GA; 446th BG flt engineer; served in Korean War and in Vietnam

Smith, Robert, Cleveland OH; 8th AF fighter pilot; shot down Ace German Luftwaffe pilot Gerhard Vogt; once flew his fighter sideways between the twin spires of Cologne Cathedral -from John Wilson

Petty, Dr. William, Louisville KY; 351st BG pilot; crew interned in Sweden; career in Family Medicine; patriot -from his daughter JoAnn Joule

Wolff, Walter, Naples FL; B-17 bombardier; 33 missions over Germany

Kostan, Michael, Skokie IL; 453rd BG "McGoon, Earthquake," nee **James McGovern**, Elizabeth NJ; WWII fighter



Captain Paul W. Saffold, 84 FS B-Flight CO in his WZ-Q 42-7894 "REBEL". His crew is L-R: ACC S/Sgt. Gerald Shope, CC T/Sgt. Frank J. Kulis and S/Sgt. Donald Ring.

pilot. One of first of two Americans killed in Vietnam, his C-119 cargo airplane crashed in 1954 while dropping supplies to the French forces at Dien Bien Phu. Named after a L'il Abner comic strip character because of his huge size, McGovern's remains were recently identified and returned to the United States.

MCNABB, HERBERT "Gene"

Mentor OH; 447th BG bombardier; 35 missions; career with Sears, Roebuck & Co. retiring as store manager in 1983; he enjoyed many 447th BG reunions and visiting the Mighty Eighth Air Force Museum –from his son Bruce

Hauk, Benjamin, West Linn OR; 487th BG pilot; POW shot down on his twelfth mission; Oregon Chapter
Southwick, Leslie, St. Louis MO; 55th FG HQ

Church, Frank, Oswego NY; 36th Bomb Squadron ttg 8th AF; Legislator; career in government service

Rottman, Robert, Dearborn MI; 466th BG navigator with 30 combat missions –from his daughter Patricia Healy

Kail, Leonard, Nitro WV; 490th BG tailgunner

Hargrove, Quentin; 303rd BG, 427th BS Engineering Officer

Malmstrom, Robert, Tualatin OR; founder of Oregon Old Bold Pilots and founding Wing leader of Angel Flight; Oregon Chapter

Dunn, Carl, Southland OR; 361st FG Mechanic

Rogers, William, La Farge WI; 361st FG pilot

Williams, James "Jack", Brentwood TN;



James Williams

ROBERT ROSENTHAL

Known to his crew and friends as "Rosie," Robert Rosenthal flew two tours of missions with the 8th Air Force during World War II., twice surviving being shot down and receiving 16 decorations for his combat service. On one particularly rough mission, Rosie's aircraft was the only one to return to the 100th's airbase at Thorpe Abbots. On his last mission, he was shot down and was rescued by the Russian army. On that shoot-down Rosie re-broke the same arm he had broken the first time he was shot down.

He returned to his profession as an attorney and joined the team of prosecutors who were trying the Nazi war criminals at the Nuremburg trials. Upon their conviction, Rosenthal said that "Justice had overtaken evil. My war was over." Rosie and his family have always been devoted to the legacy of the 8th Air Force and to the men who served. He was highly respected by members of his 100th Bomb Group and equally by others of his many friends in the Mighty Eighth.

Rosenthal, front row, second from left in crush cap, in a crew photo in front of B-17 "Rosies Riveters."



"Rosies Riveters" painting by Gil Cohen

93rd BG; career of 38 years on Police force

Hoffman, Glenn, Mesquite NV; 361st FG armorer –from B.J. Redden, 361st FGA Scty

Gazzle, Jack, Midland TX; 457th BG pilot; survived his B-17 explosion on his 11th mission, over Munich Germany

Christ, George "Mike", Winter Haven FL; 491st BG nose gunner on Doug

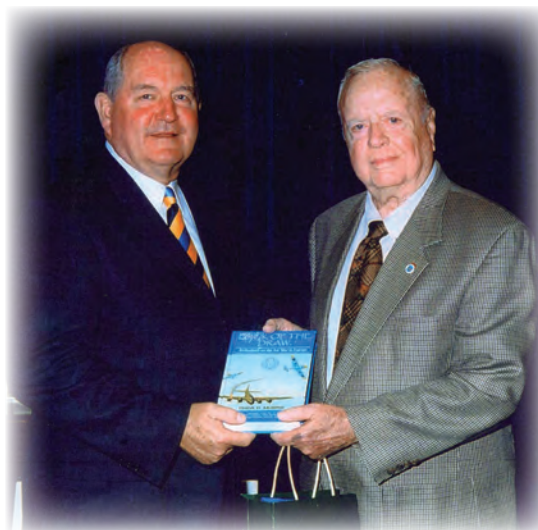
Hart's crew; 28 missions – from Ralph Jacobs crewmate and navigator and from Mike's granddaughter, a West Point graduate who now is flying helicopters

Seibert, James, Grimes IA; 55th FG crew chief

FRANK DESALES MURPHY

As a navigator with the 100th Bomb Group at Thorpe Abbots, Frank Murphy flew over a dozen combat missions before being shot down on the 10 October 1943 Munster Raid. He was a POW for 18 months in Stalag Luft III, site of The Great Escape, and in Stalag VIIA. He was freed by Gen. George Patton's troops on 29 April 1945 and returned to the United States to graduate from Emory University and begin a 33-year law and international sales career with Lockheed in Marietta, Georgia.

Frank's book on his wartime experiences, *Luck of the Draw*, is considered to be one of the finest depictions of the life and combat experiences of an 8th Air Force crewman. He frequently gave presentations to organizations and reunions relating his thoughts about the air war of the 8th Air Force. He and his wife Ann have been long-standing supporters of the Mighty Eighth Air Force Museum, of which he was a member of the Board of Trustees. Together, they sponsored major exhibits of the museum including the Navigator's exhibit and the extensive chronology exhibition of the history of the Mighty Eighth.



Frank Murphy with Georgia Governor Sonny Perdue, pictured with his book *Luck of the Draw*

Frank Murphy was a founding member of the Stalag III band, The Luftbandsters, and continued his love of music throughout his lifetime, arranging in May 2006 a museum concert of 8th Air Force-related music composed by his friend in the POW camp, Leland Forsblad, and presented by the 60-piece Army Ground Forces Band. His family requests that memorials be contributed to the programs at the Mighty Eighth Museum, POB 1992, Savannah GA 31402.



- Form may be reproduced -



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Website: www.8thafhs.org

Robert Harper...

Hector 'Jim' Santa Anna, pilot - Santa Anna, whose bloodline goes back to the Mexican General at the Alamo, had a special handicap as he joined the cadets -- he was one of a handful of Hispanics. Still, he got his pilot's wings and was assigned to work with Spanish-speaking trainees from Latin America. He volunteered for B-17s and flew a full tour bringing his plane in on two emergency landings--one with an engine out and flat tires in France, and, again, with an engine out in Brussels. Jim stayed in the service, flying 127 missions in the Berlin airlift; then served in US Military headquarters in Spain as Chief Protocol Officer; then in the Pentagon. He flew more than 10,000 hours in 28 different Air Force aircraft and flew General Curtis LeMay and his staff. Jim's career was highlighted in a recent play, 'Voices of Valor', based on the lives of Hispanics in World War II. Robert Harper, 486th BG Carbondale, IL: Stories of 8th AF personnel who made a difference in America.

THE PINK LADY...

The first had to arrive at the N1 hangar with the neighbourhoods of 09.00 H and the last of the blow of 10.30 h. We were six of the team to make the voyage towards Saint Yan. The wind seemed to blow still very extremely on the Paris area although the tower of Orly announces only 20 to 25 nodes South-west. It did not rain any more. Marcel had just finished measuring, one had brewed the four engines in the hangar with the shelter of the wind and had charged our some personal businesses. After a phone call to the tower of Yan Saint assure us that over there, the weather was good and the wind in the axis of the track, Claude was put at the wheel of Tracma for, last once, to leave "Pink Lady" N1. We learn that Jacques and Roger who, living in Yonne come on the spot by car, arrived well thus that OJ come of Ferte Alais with a trailer and material. On the carpark, one dismounted the heavy fork of towing which we would need on arrival and charged we it on board not without some difficulties. In medium of cabin, fastened well, one could be sure that it would not pose a problem to us in the event of turbulences. The crew is assembled on board and Martial ensured the safety during the

startup under the eyes of three or four curious. Starting of the 2 then of the 1; after a first attempt, the 3 refuses to turn. One tests the 4 who starts to him. New attempt on the 3 which refuses once again before yielding to the moment when we were going to give up. To believe that our beautiful bird does not want to leave its nest! One starts to roll for track 20 to 11.15 h. Plane directed vis-a-vis the wind, Marcel begins his fixed point by engines 1 and 2 but when it comes to the selection of the tape reorders of the 3, one hears dry slappings heralding problems...the engine does not give its turns and it is the half-turn for return to the carpark. In twenty years, we never made a QRF (half turn) at the beginning of Orly for a technical cause. It is a sign. Inanimate objects do you thus have a heart? from *Forteresse Toujours Volante*

PAUL ANDREWS...

As a result of the Casablanca Conference, the Americans and British embraced, even if only guardedly, the concept of a Combined Bomb Offensive against Hitler's Germany. The primary objective for this offensive appeared in a 4 February 1943 directive issued to the British and American Commands, which stated in part: Your primary objective will be the progressive destruction and dislocation of the German military, industrial and economic systems, and the undermining of the morale of the German people to a point where their capacity for armed resistance is fatally weakened. The around the clock air war against Germany, captured if only temporarily the imagination of those who doubted American success in its daylight doctrine long enough for them to endorse or at least tolerate the doctrine for a while longer. There also existed a practical side to bombing around the clock. The VIII BC needed daylight hours to amass its defensive formations before crossing the European coast and bombing the intended target. The Americans also needed daylight hours to disperse the formations after an operation and land at their respective bases. Furthermore, to execute an operation, the VIII BC required that a "rigid timetable" be followed from the take off of the first bomber through to an including the landing of the last bomber. An equally rigid timetable faced those fighter

pilots supporting the heavy bomber operations. Similar operational requirements faced the RAF BC except that the nighttime operations did not employ tightly knit defensive formations, thus the time necessary for assembly was less than that of their American cousins as was the need for a rigid timetable. Given these realities, during any 24-hour period, the VIII BC and the RAF BC operated within a finite block of time to launch aircraft against targets in occupied Europe, a portion of which necessarily included the time required to assemble and land the heavy bombers. VIII BC and RAF BC target planners faced an inescapable reality in that "deep penetrations" into Germany, day or night, with or without fighter escort, was unavoidably influenced by the time of the year.

Weather conditions also influenced the target planners. As with daylight hours, the VIII BC leadership had no control of weather's affect on time of takeoff and rendezvous with fighter support. Weather also affected the bomber formations enroute to, over, and returning to base. Even when the VIII BC prevailed over weather conditions in England, weather subjected operational leaders to attack secondary targets, targets of opportunity, and at times to abandon or recall the effort. If weather did not force the cancellation of an operation, it could at least disrupt carefully crafted timetables, which invariably lead to increased combat-related losses. The United States Strategic Bombing Survey conducted after the war a detailed study of the air campaign. One of the papers addressed weather conditions affect on the air war. For the nine months of operations between January and September 1944, there were on the average 8 to 10 days of "good" flying weather per month, which would give the best possible circumstances for precise bombing results against the assigned target. For the 15 months of operations between January 1944 and March 1945 in the Low Lands and throughout Germany the average fell to 4 to 5 days per month. The results when extrapolated give some indication of the issues affecting VIII BC leadership between August 1942 and December 1943 in general, which compelled VIII BC leadership to develop "blind" bombing techniques. Historian Paul Andrews in *Seven Days In October*



Bonnie Super's father, Joseph Super, served in The Mighty Eighth and passed away in October 2005. She wants to learn more about her Dad from those who knew him during the war. He was a radio operator in the 486th BG, 833rd BS. He also served as a B-17 navigator. Contact Bonnie at 6805 Congress Road, Spencer OH, 44275-9524.

Harvey Tanzer sends notice of the very successful 2nd Air Division, Southern California Reunion held at the Phoenix Club on 24 Feb 2007 in Anaheim California. Entitled "A Walk Down Memory Lane," music was provided by The College of The Canyons Jazz Band.



Bugles Across America is a non-profit organization of over 5,000 volunteer buglers, available in all 50 states to play TAPS at veterans funerals. www.bugleracrossamerica.org. -from "Keep'em Flying", Washington Chapter Newsletter.

July 14 and 15 are the dates of the Genesee Air Show, "The Greatest Show on Turf." Genesee Airport is on Rt. 63 west of SUNY, Genesee NY. Tel: 585-243-2100.

The 63rd Army Air Corps Flight Training Detachment has a museum located in Douglas, Georgia. There are three main buildings and is perhaps the best surviving example of a WWII Training base. Don Brooks, owner of the B-17 "Liberty Belle" has info; tel # 912-384-7818.

Ten crew members of a WWII B-24 crew that went down

over in New Guinea during bad weather have been found and remains and artifacts are being returned to the United States. The Joint POW/MIA Accounting Command surveyed the crash site in 2002 and recovered the remains after that time. The crews' families are being consulted regarding the disposition. The Pentagon site on missing Americans is www.dtic.mil/dpmo

SLANGUAGE by Gen. Brian Gunderson

RAF term: Beetling along USAAF: Cruising along at a low speed

RAF term: Bully USAAF: Pressed Corned beef in the Mess Hall

RAF: Cousin Maud/Jim USAAF: Patrol beacons in England

RAF: Cop A packet USAAF: Wounded

RAF: Spend a penny USAAF: Go to the bathroom

RAF: Score, ?What's the, USAAF: "What the hell's happening?"

Author Jack Hubbard has set a new record at the Mighty Eighth Museum. He recently had a book signing of his autobiographical book of his 8th AF wartime experiences and autographed over 60 copies of his story, *Patriots Will* – right up there on a par with Don Miller's recent release of *Masters of the Air*. Jack was a radio operator in B-17s flying with the 306th BG at Thurleigh. He and his wife enjoyed meeting visitors of all ages during their time at the Museum. Jack can be reached at tel 941-907-4151 email hubbnett@aol.com



The Experimental Aircraft Association (EAA) will hold its annual EAA AirVenture event in Oshkosh WI, hosting the 60th Anniversary Commemoration of the USAF on July 23 – 29, 2007. This is America's premier airshow event each year.

The Collings Foundation's B-17, B-24, and B-25 will appear in the north-Midwest in July. They will fly in to Waukegan Regional Airport July 18-20, Dupage Airport Flight Center in West Chicago July 20-23, and will appear at Palwaukee Airport July 27-30.

Robin Hayden, Ex-airfield manager of Alconbury and Molesworth airbases for 30 years, visited the Racehorse Pub at Catworth. Known as the Black Swan during the war, airmen of the 303rd BG could often be found there after a long day over enemy territory. The pub features 8th AF artwork of British artist Keith Hill on "Friday at Lunchtime at The Racehorse." An exhibit of 60 original Keith Hill paintings in

the Mighty Eighth Air Force Museum Art Gallery just ended after a successful 6-month run.



Glacier Girl, the restored P-38 recovered from its icy grave after a crash in Greenland during the war, has been sold by the Jay Shoffner to Lewis Aeronautical in San Antonio, Texas. The \$3 million restoration project was just the beginning and expenses of keeping the Lightning flyable entered into the difficult family decision to sell the aircraft. Museum, hangar, and personnel costs also added to considerations in the financial picture.



The



West's premiere aviation event, the Arlington Northwest EAA Fly-In, will take place on July 11-15, 2007 and features a night airshow, Young Eagles flights, Forums and exhibits and a Homebuilders workshop. Contacts for info and ticket orders are www.nweaa.org tel# 206-325-6500.

Old Friends from the 357th Fighter Group reunite at the recent Eighth Air Force Birthday Bash.

L to R - Russell Kalessa, Melbourne, FL; John Bacon, Palm Harbor; Guy Bender, Grand Junction, CO

Wild Blue Wonder

"With one bold leap, the Air Force jumps into first place for having the most distinctive service memorial in the Washington area." - **Washington Post review of the new Air Force Memorial, overlooking Arlington Cemetery and the Pentagon, Oct. 12, 2006.**





News Reporter Edward R. Murrow reporting 8th actions to the Nation in front of the 306th BG B-17 *Report to the Nation*. This photograph was taken by 306th Bomb Group airman William Griffith upon Murrow's return from a D-Day mission - 6 June 1944. His broadcast back to The United States was carried live from the airbase at Thurleigh.

She: "I don't smoke, drink or neck."

He: "Well then, what do you?"

She: "I tell lies."

A Moment in Time



Lest We Forget

By Ex-Flight Sergeant W. "Russ" Russell, Royal Air Force

Their faces we'll ne'er see again, those buddies we all miss
 Airborne heroes, their missions over, now
 Awarded peace in Heaven's eternal bliss
 For liberty their lives they did endow
 No more will daylight bombers drone their way
 No more will vapour trails streak o'er the sky
 No more the dreaded shout of "Bandits High"
 Aware their cannon shells brought death so nigh
 Their sacrifice is hard to comprehend, and yet
 Those gallant boys flew out to die
 Their watchful eyes peered thro' the eerie clouds
 Their swinging Brownings searched the flak torn sky
 Whilst up above He watched the war-torn air
 And in His wisdom, chose a resting place
 Awaiting those who fell with Him to share
 Their names are written down for evermore
 Inscribed with their own blood and chilling sweat
 Of these are many tales of valour told
 Tales we must repeat "Lest We Forget"

DOG FIGHTS

Feldwebel Horst Petzschler glanced over his shoulder as his Messerschmitt was turning around in a steep climb at 10,000 metres. He saw a pair of Focke-Wulf Fw 190A-8s, led by Fw. Oscar Boesch in his Black 14, dive down to attack the B-17s flying below them. Horst also saw very clearly the vapor trails above him created by the American escort fighters as they were plummeting down on the German defenders. Horst applied full power and his Me 109G-6/AS, also Black 14, by coincidence, bore upward toward his adversaries with great speed. The Mustangs dove on Petzschler and his wingman with great height and speed advantage. The lead P-51 opened fire and shot down Horst's wingman. Due to its great speed, the American fighter overshot 'Black 14'. Horst could see the blue-nosed Mustang passing over him. He pulled up the nose of his fighter and pressed the firing buttons. Bull's eye! He watched the P-51 nose down, trailing coolant.

Lt. Feodor Clemowitz felt the 20 mm shells slamming into his P-51C's coolant tank. The 'Mustang' was enveloped in a white cloud. Clemowitz called his flight leader on the radio and told him that he was hit and bailing out. He jettisoned the canopy and tried twice to roll over and push out of the cockpit without any luck. He succeeded on his third try.

1st/Lt. Morton A. Kammerlohr was leading Hassock White flight when he heard Clemowitz's voice on his radio: "Kammy, I'm hit, I'm going to bail out" Kammerlohr saw Clemowitz at 7,300 metres going down in a 45 degree angle dive trailing white smoke, at approximately 14:15 Hrs. He saw Clemowitz bailing out and noticed a gaggle of 100 plus German aircraft at 5 o'clock position from Clemowitz.

The 'Mustang' crashed near Schackensleben, 14 km northwest of Magdeburg. The Lieutenant himself landed in Eichenbarleben, a little farther to the south, and was taken prisoner.

Fw. Petzschler's '109' (W. Nr. 412179) fared no better. Clemowitz's wingman got her and Horst had to take the chute. His plane was destroyed on impact with the ground, but the Leica gun camera in the left wing-tip was later salvaged and his victory was confirmed. He floated down to earth northwest of Magdeburg and landed in the middle of a B-17 crew that had previously bailed out.

The date was May 28, 1944.

Stephen Bathy



me 109

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MEMORY: YEARS LATER

Everyone's left you . . .
You're falling. . .
Parachute swaying
Down to the Rhine.

One by one, we've bailed out.
I was the last to go.
The starboard wing on fire . . .
Teddy and Bobby are dead.

Shining, the river approaches
Shining - come to take you?
Where are the others?
Did they make it down?

Falling . . .
The river shining. . .
Parachute swaying
The wind. . . singing . . . singing . . .

Marvin Silbersher, 447th BG
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SONGS IN THE NIGHT

Our first three day pass! A lot of time had passed and a few combat missions had been flown since we received our Eighth Air Force assignment in England. The coveted reward was announced and my crew and I received advice on how to spend our precious three days away from the base. We considered our options and chose London.

We had received a bird's-eye view of the pastoral scenes of East Anglia from our aircraft and a close-up view when we traveled the country lanes of rural Norfolk. But, we were anxious to get away and experience something different, big city life. The train station in Norwich was bustling and crowded with military personnel of all nationalities and ranks. Mingled in were civilians traveling to who knows where. The quaint passenger train came to a halt, passengers crowded the platform and swarmed the cars seeking a seat. The compartments accommodated eight. The fabric covered seats were worn and dingy. The windows, covered with a mesh material to prevent shattering, were grimy and almost opaque from soot and the accumulation that came as a result of years of war time austerity. Mechanically, the train preformed flawlessly and the schedule was kept to perfection. We arrived in London when it was still daylight.

Our destination was the Red Cross Hostel. Our directional questions were asked in Yankee English, and instructions were given in British English. "Piccadilly Circus? You caawnt miss it...it is on Coventry Street, don't you know?" We used various available conveyances, followed the crowd and got there. The Red Cross Hostel was an American oasis. The place sparkled with cleanliness, the women hostesses were beautiful, the beds had clean crisp white linens, the food was food, not chow. And there were suggestions for entertainment. A bulletin board listed places to go, things to do, events galore. The list included Buckingham Palace, the Houses of Parliament, London Bridge, Westminster Abbey and on and on. But, one thing caught my eye! This announcement took presence over all other things.

The London Philharmonic Orchestra was in concert: Sir Thomas Beecham was the guest conductor! I was just a kid growing up in a small rural, farming community but my talented artistic English-born mother and my musical father created in me a love for classical music and I had heard of Royal Albert

Hall. This was first on my list.

The darkness didn't deter the cabby we hailed. He threaded his quaint little motor vehicle through the twisted and confusing maze of London's streets. He fought for the space the other cabs occupied, and he maneuvered around the multitude of pedestrians stumbling around in the dark streets trying to find their destination. En route to the music hall located on Kensington Gore, wrecked and destroyed buildings littered the streets, thanks to the German bombing blitz. Sirens were sending out their mournful sounds. Looking eastward, the Brit's huge searchlights pierced the night skies searching for enemy aircraft and the flashes of bursting cannon shells were creating quite a show. The cabby remarked, "Well, it looks like Jerry has come to pay another visit to London." We stopped before an imposing structure, Royal Albert Hall, that surprisingly, had been untouched by enemy bombs.

Once past the darkened entrance foyer, the theatre was aglow in light revealing a dazzling architectural marvel. It was filled to capacity with servicemen, dignitaries, and ordinary Brits who were there to enjoy the evening. Already seated on the stage were the musicians with their instruments. Before me, the Royal Philharmonic Orchestra! The house lights dimmed, a hush fell over the assembly, then an explosion of applause when the founder and guest conductor of the Orchestra made his appearance. Tall, stately and dressed impeccably in his black cutaway, Sir Thomas Beecham approached the podium. When he stepped upon the elevated platform, there was absolute silence. Sir Thomas gracefully lifted his arms, the musicians raised their instruments, poised and waiting. When the baton came down, the response was the exhilarating and crashing sound of music coming from the strings, the percussionists, the blaring brass and the woodwinds. The concerted teamwork of a hundred musicians came together for the opening sounds of the overture.

The musicians were mostly women. The few men musicians participating were older. This was wartime England. The women were either widowed or their husbands or boy friends were serving in the military services. The men, too old to actively serve in the armed forces of His Majesty the King, were wardens in the Home Guard or some other civilian auxiliary. But they, in this capacity, were serving their King as well. Outside the theatre at that moment, bombs were falling on the city. Searchlights were

piercing the darkness trying to locate the intruding aircraft and antiaircraft guns were firing constantly trying to stop them and the carnage they were creating. War was touching

the life of every musician and every spectator seated in that place. A war was going on. Every life was being affected. But, the music we were hearing was touching and transforming all of our lives. We had witnessed a new song in the night even when there was Hell on the outside and Hell going on everywhere around the world.

When the concert ended, the musicians placed their instruments in their cases. The women returned to their bomb-damaged homes, lonely, heart-broken and afraid. The men removed their formal attire and changed to their Warden's uniforms to return to their nightly duty. Spectators went outside into the dark. The world was unchanged. It was the same as when we entered the hall, a chaotic, dirty and dangerous place but we were different. We had heard a new song that night. Years have passed, but I have never forgotten the beauty of that moment. I was not miraculously delivered from flying combat missions. I returned to East Anglia when my three day pass ended. I was not then nor have I ever been exempt from the traumas of living in this world, but there was a new song.

Throughout life, our Maker will give us a new song in our darkest nights. An Old Testament character whose name was Job asked the question, "Where is God my maker who giveth songs in the night?" (Job 35:10 KJV). Another, David the musician declared, "I call to remembrance my song in the night." (Psalm 77:6 NKJ). If we will only listen, God will give us a new song that we will always remember in its beauty and it will outperform all of the traumas that we will ever experience in life. Thank God for songs in the night.

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