



8TH AF NEWS

VOLUME 08 NUMBER 1 VOICE OF THE "EIGHTH" MARCH 2008



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Bernard Mirotznik
452nd BG



AF News

March 2008

Magazine of

The Eighth Air Force Historical Society

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

Your Board met in Pooler, GA, last month and made all possible decisions and arrangements for our upcoming 34th Reunion. "Old timers" will recognize that our Reunion Hotel is the same one we used in Savannah ten years ago – the Marriott Riverfront. It will be good to return "home" to the place where the 8th Air Force began life, and to the place where we now have a first-class Museum and research library that most all of you have contributed to over these past twelve years. Also, we will have volunteers from the Museum staff and the local 8AFHS "Birthplace Chapter" who will help ensure that this 2008 Reunion is well-remembered by everyone.

This magazine is full of information about the Reunion, information that I will not bore you in redundantly

re-describing. Please read this information without delay; then sit down and fill out your application blank, enclose a check for your activities, and mail to AFRI. We have a feeling that this Reunion will be heavily attended, maybe to a point where we could be in an "oversubscribed situation." Since it will be "first-come, first-served," a prudent person will want to apply early. You will note on the application form we are requiring all "application form sponsors" be a member of 8AFHS – this makes it fair for everyone if we run out of rooms, since all applicants will be 8AFHS members.

If you have not attended an Annual Reunion in the past, or if it has been awhile since you attended, why not join us in Savannah for this one? If you do,



**Ivan McKinney
President**

I believe that you will be attending one of our very best!

**Ivan L. McKinney
President 8th AFHS**

ON OUR FRONT COVER & CENTERSPREAD

Here they come again! The Pin-up girls of World War II. It's been six years since the 8th AF News ran our most popular edition to date: The Pin-up girls of Albert Vargas, Yank Magazine, Esquire, and Hollywood. The gals depicted in this current issue are all wartime originals from the editor's pin-up collection, some with the original thumbtack-holes still in the artwork's corners! We still get requests for back copies of that famed Collector's Item. It doesn't seem like it's been six years (the 8th's air war was three years!), but it's certainly high time that your newsmagazine revisited that eternal subject. With prompting – no, motivation – from 8th AF airman Bernard Mirotznik, who sent in our cover photograph taken during the war, you will see within this issue some of your long-lost girlfriends, and perhaps you will make a few new ones.

The ubiquitous Pin-up got us through the war in every Theater that the Yanks fought in. These dolls and dames with those long silk-stockinged gams, often represented "the girl back home" or even "the girl to be, when we returned back home." They adorned Nissen huts and barracks walls all over East Anglia and flew at 25,000 feet with 8th troops to Big B on numerous missions. They were beautiful reminders of America, right up there alongside baseball, apple pie, mama, and home. Well, perhaps not mama. However, just be forewarned: this edition 8th AF News may be dangerous to your health. If you take nitrates, proceed with caution!

Walt Brown, Editor



MISSION BRIEFING

This year's 8th AF Historical Society Annual Reunion will be a Biggie for sure! We are returning home – to Savannah, the place where the Mighty Eighth was formed and activated in January, 1942. This issue of the 8th AF News contains all of the information needed to ensure a memorable time with old buddies and new friends. Donna Lee of Armed Forces Reunions will again be our hostess, looking after the troops in her unique and thorough style. Your Mighty Eighth Air Force Museum staff will have a most special welcome for all attendees and Savannah will be beautiful in August, with tours of the city and Southern cooking topping the list of many attractions.

For the first time ever, this issue 8th AF News presents a combined special effort of the Historical Society and the Mighty Eighth Air Force Museum, the 8th's permanent home. Every Society member will receive a complimentary copy of the Museum News, the quarterly Museum membership news journal, and every Museum member will receive this HS March 08 magazine issue, allowing both membership contingents to "see what's happening out there," all for the ultimate Good of the Order. Many of you are members and committed supporters of both entities, but all are invited to join up with both organizations.

One more item of import: as Editor of the Historical Society magazine these past eleven years, I want to extend my personal thanks to two members of the Museum staff who spend much of their time on weekends assisting me with historical and computer expertise in getting your materials, photographs, TAPS entries and a variety of your submissions to our Donna Neely for her compilation, formatting, and publication. These two Museum employees, Dr. Vivian Rogers-Price, Museum Curator, and Mrs. Brenda Elmgren, Museum Chief Administrative Officer, have generously donated hundreds of hours of their personal time for several years to ensure the success of the 8th AF News.

These thanks to Vivian, Brenda, Donna and Telisha go out with special thoughts of appreciation from me. I have spent the past few months "rasslin' with doctors" intermittently and am doing well, and as Hank used to say: "God willing and the creek don't rise," I will continue the privilege of working

to help the Society preserve and present the history of the Mighty Eighth Air Force both with the 8th AF News and as CEO of the Mighty Eighth Air Force Museum. And, in closing, my sincere thanks to each of you for your concerns and prayers.

As our friend and fighter pilot Max Juchheim always assured his crew chief right before takeoff for a mission from his 78th FG airfield at Duxford, "I'll see you later."



I'll see you later, in August in Savannah.

Walter Brown, Editor
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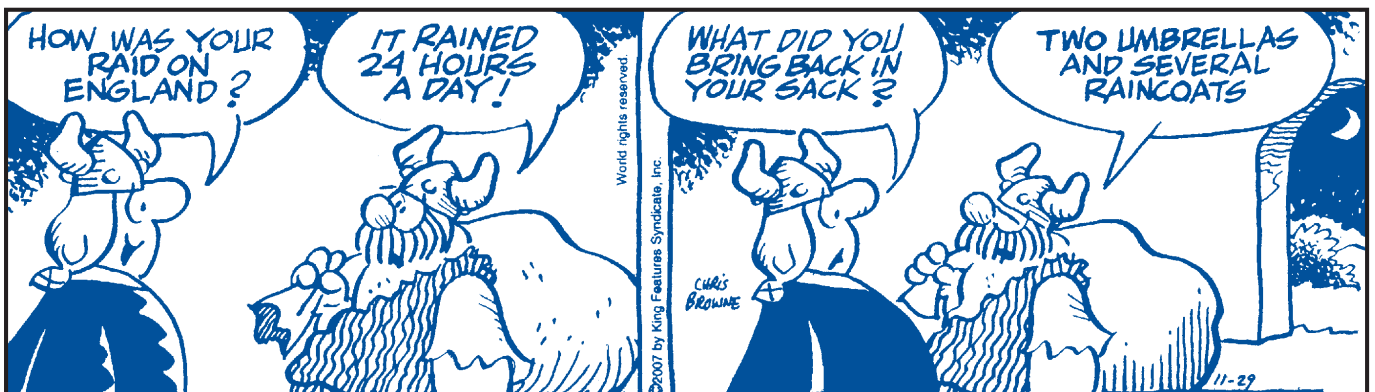
Sincerely,
Walter Brown, Editor



Dr. Vivian Rogers-Price
Research Center Director



Brenda Elmgren
Chief Administrative Officer



BEHIND THE SCENES



Visiting The Mighty Eighth Air Force Museum & 8th Air Force Historical Society Office

My recent January 2008 visit to the Mighty Eighth Museum, 8th AFHS office and downtown Savannah was a memorable trip to treasure. My husband Jeff, and I toured the entire Museum facilities for two days. We enjoyed fellowship with all the Museum staff and 8th AFHS office. We had a great lunch at the Pub and were invited to Museum Board meetings. We felt like we were VIP's. I was very impressed with the organization of the Museum, 8th AFHS office and Museum Board meetings!

It was so rewarding to finally meet: Brenda Elmgren, Vivian Rogers-Price, Allison Stelljes, Lt. General E. G. "Buck" Shuler, Judge Ben Smith, Hap Chandler, Dr. William Cathcart, Mamie Kent, Darrel Lowell and so many more that I correspond with by phone and email on a daily basis.

Jonna Doolittle Hoppes, granddaughter of Jimmy Doolittle, just happened to be at the Museum speaking and sharing her memories of her grandfather. We purchased two personally signed books *Calculated Risk*, from Jonna. She was very entertaining with her stories of her Granny and Gramps Doolittle. What a treat to visit and observe the Mighty Eighth Air Force Museum in their daily activities!!

Twelve years have flown by since my meeting with Walt Brown to discuss production of "our" first issue of this *8th AFHS NEWS* magazine. Through our twelve-year journey, Walt has taught me so much about the history of the 8th Air Force, the Museum day-to-day involvement and raised the bar for me with his level of editorial skills. Thank you for sharing so much of your knowledge. Together we have come along way!

LIFE IS GOOD!

We're really looking forward to meeting all of you at the Annual Reunion in August!

As always, "Thank You" for all your contributions to this March 2008 issue!

Donna Neely

Congratulations to Earl Wassom, on his second published book. *Hello Darkee* will be available for purchase and book signing during the 2008 Reunion in Savannah, Ga. For more information: www.hellodarkee.com
Hello Darkee book review is on page 28.



Telisha Gaines and Donna Neely

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Museum - POW exhibit



MISSING IN ACTION

Are your 2008 8th Air Force Historical Society dues MIA?

If so please take a second

to send your check for \$30.00 to:

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(Status questions: call 912-748-8884)

"BLITHE SPIRIT"

By flesh and blood, we flew in that factory-fresh
Glowing B-17/G, by the *Metal Mother* and the
Wood Prince, across the sea to Germany.
By the wide blue air we rose.

Painted inside the shoes, the Boeing night and
Day shift, sent her to us,
Silver and spotless.
We could sail the world, here and there.

Noel Coward wrote a play, named for
Shelley's poem, "Blithe Spirit" ----
In the early morning, we first saw her, photographers
Swarming over the famous cast come to christen the plane.

By the moon and sun, we crossed the Channel
Survived the near-loss of our vertical stabilizer,
By the dark sea by many trials, (by the *Metal Mother*
And the *Wood Prince*)...flew our thirty-five!

Gave her to our sister crew, Harluf Jessen,
They were two from finishing.
At Oranienburg, March 15th, 1945, over the I.P.
They were lost ----

Years later, I found their graves in Belgium,
In the Ardennes, where we made the break-through
Harluf Jessen, your crew,
"Blithe Spirit"

**Marvin Silbersher, 447th Bomb Group
Lake Hopatcong, NJ**



Flak damage to a 447th BG "survivor," B-17 976

ALLIED AIRMEN SHOT DOWN IN OCCUPIED TERRITORY WERE AIDED IN ESCAPE AND EVASION BY A NETWORK OF UNDERGROUND OPERATIVES



Escape and Evasion The Helpers

During World War II almost no photographs were taken that showed an evading Allied airman with his helper. Germans consistently worked to identify the Helpers of the evasion networks in occupied France, Belgium, and The Netherlands. This rare 1944 photograph shows 306th Bomb Group tail gunner Robert Starzynski with Helper Joseph Szumanski and his young son sitting on the Szumanski farm in Quillebeuf, France.

On 17 June 1944, with a fire in the number 3 engine, Starzynski and the rest of his crew bailed out. Seven became POWs and two men evaded, including Starzynski. The French Resistance in Quillebeuf successfully hid Starzynski for ten weeks until the Canadian army liberated the town.

A few moments after his stricken Boeing B-17 Flying Fortress bomber tore apart, co-pilot Ralph Patton hurriedly put his bail-out plan into action.

He had carefully thought it over many times since going into combat. Get out of the seat on the flight deck. Drop down into the well between the pilot and co-pilot seats onto the floor below. From there, reach under the seat for the chute, securing it to the harness with the correct clips and rings. He saw that at least the bombardier and navigator of the 10-man crew had already gone out.

Heavy flak over the target and vicious attacks by German fighters had combined to destroy the big ship. Their B-17, weakened and vibrating badly, had been unable to keep up with the group. Power had to be reduced, and as it slowly dropped behind, alone, German Focke Wulf-190 fighters came at it repeatedly. The uneven running battle ended dramatically when the entire tail section ripped away at 12,000 feet above the French countryside.

Fortunately the Flying Fortress, after briefly nosing up, stalled out straight and dropped into a flat spin before plunging down, giving Patton enough time to drop through the open nose. He learned later that the tail gunner, one waist gunner, and the ball turret gunner had been killed, but somehow seven men were able to bail out of the now uncontrollable and doomed bomber. Patton's previous eight missions had taught him how quickly a B-17 could explode in flames and roll over, trapping the crew inside. He bailed out, quickly pulling the ripcord at about 10,000 feet, and years later described the opening of his chute as "the greatest sensation in the world."

After a very long drop, he landed

on French soil and repeated to himself, "I'm going to survive this war!"


The 23-year-old Second Lieutenant from Pittsburgh, Pennsylvania, had come down in the province of Brittany in the northwest section of France, not far from the English Channel. He knew the country was occupied by German forces and that his chances of avoiding a prisoner of war camp were slim, but he was determined to try.

German defenses were formidable, and four B-17s of the 94th Bomb Group were lost among the 11 bombers shot down. Patton's plane was first smashed hard with flak right after "bombs away." The horizontal stabilizer was in shreds. For about a half-hour the crew fought for control, then the Focke Wulfs came in three separate, devastating attacks. For Patton and his crew, mission nine in the air ended when their plane broke apart. The fight to escape capture on the ground was about to begin.

The hedgerow Patton landed in was in the section of France where they spoke a Breton or Celtic tongue, but it mattered little since Patton spoke no French of any kind. Soon after the short co-pilot got out of his chute, Glenn Johnson, his tall 6'4" pilot, appeared. Johnson had bailed out right after Patton. Then, bombardier Jack McGough, who had also come down nearby, walked up. The trio stood in an open field, in enemy-occupied territory, trying to figure out what to do next.

After cautiously watching a nearby stone farmhouse for a half-hour, they approached the door and knocked. Despite the very serious risk involved, farmer Desire Gerone took them in, offering wine, hot soup and a welcome, roaring fireplace. It was the kind of bravery and compassion the men would see often in the months to come.

Unsure of what to do with the Americans, and unable to communicate, Gerone led them to yet another farmhouse some 200 yards away, owned by a Monsieur Denmat. Denmat did not know anyone to contact either, but he



allowed the weary men to stay there for the night on welcomed feather beds. After offering a breakfast of coffee and bread, Denmat produced a map, and the three Americans struck out in the vague hope of reaching Spain. With no clear plan, walking mostly on the roads by night and hiding in the fields by day, they pressed onward.

The Shelbourne freedom line hid and moved Allied flyers through France to the English Channel, where they could be met by fast British gunboats. Shelbourne, along with the "Pat" line, working in France and Spain, and the "Comet" line, primarily in Belgium, helped close to 3,000 American airmen evade capture and eventually return to England during the war.

In 1944, Shelbourne alone accounted for 135 agents and airmen of that total, sent out in eight separate missions. The complex and daring system was created by MI-9, the Escape and Evasion section of British Military Intelligence, which worked closely with its American Military Intelligence Section counterpart, MIS-X. It was a system born of necessity, for by the beginning of 1944, the air war waged by the British Royal Air Force and the American Eighth Air Force had grown into a massive effort.

Thousands of Allied aircraft were now regularly committed night and day to smashing Nazi industrial and military strength. As a result, the number of British and American flyers who bailed out successfully over German-occupied European countries was growing. The brave citizens on the ground who wanted to hide these men from the Germans could not do it alone, so this behind-the-lines network was launched.

Everyday, those men and women risked execution or being thrown into concentration camps if they were caught. An unknown number of selfless, dedicated patriots paid that supreme sacrifice.

The German military worked day and night to discover, infiltrate, and destroy the freedom lines and the people who operated them. German soldiers who spoke English were dressed in American Eighth Air Force uniforms taken from dead airmen and sent into the countryside posing as

bailed-out American flyers. They would then ask for help, hoping to be taken in by the Escape and Evasion network. If successful, they moved along the line collecting names of those involved in the operation. Punishment was quick, and at least part of the line would disappear.

Warnings threatening execution to those who protected Allied flyers were posted everywhere. In France, 10,000 francs were offered to anyone who revealed the names of men and women who sheltered an American flier. Unfortunately, a few did just that. On the other hand, the "helpers," as they were called, had only the satisfaction of knowing they were playing a role in finally driving the hated Boche from their land.

Marie Antoinette Pirious, better known as "Toni," had a "Parisienne" style with a commanding presence and she spoke English. Now, up the hill and into the field where Patton's group was hiding, striding purposefully, came this woman of France dedicated to defending freedom.

Patton says that for weeks they had been aware that someone was organizing their movements, but the Americans had no knowledge of the complexity and size of the Escape and Evasion network in Europe nor its connection to British Intelligence. Briefings in England had not included that kind of information, and discussion among the operators in Europe was carefully guarded.

Patton and King moved again to a remote spot to meet a nighttime contact on a country road. It had been two months of hiding, watching, and moving. Patton and his group went with the flow, and they knew enough not to ask questions. Still, it was a tense and unsettling aspect of the war for which they were not really prepared. Ralph Patton had become "Rene Pailly," a mute identified as a "voyageur," and the others had similar fake identification papers to go with their legitimate French outfits.

A British gunboat had departed Dartmouth on the southern English coast and was now headed across the Channel for the Brittany coast of France.

What the Shelbourne line called Operation Bonaparte was approaching its climax. If successful, escape from occupied Europe for another group of men of the Eighth Air Force was only hours away.

The times to depart had finally come, and almost a dozen men were loaded into a french helper's truck to head towards the pickup point. Patton asked their driver, "Aren't you worried about transporting so many men in your truck at one time?"

The reply was classic. "The penalty is the same for ten as it is for one." On this night, March 18, 1944, the Gicquel home was filling up. Several Shelbourne helpers, twenty-six Americans, one French colonel, and a Canadian sergeant major in the British Army were there. The Canadian was Lucien Dumais, the commanding officer of Shelbourne. Dumais had been captured in the disastrous raid on Dieppe. He had escaped, returned to England, and was later parachuted back into France along with radio operator Sergeant Ray LaBrosse to help organize the Shelbourne line.

There were two too many men in the group. In a slip-up, Patton and McGough had been picked up one day early. Dumais asked, "How come we have twenty-six men not twenty-four? Aware that the Germans constantly tried to infiltrate the escape lines, Dumais began asking pointed questions. From the back of the room, an impatient American flier called out, "You don't have to give him anything but your name, rank, and serial number." Dumais took out his .45-caliber automatic and said in a commanding voice, "Shut up. I am Captain Harrison of the British Intelligence Service and these two (Patton and McGough) are going back to England with or without holes in their stomachs depending on what they will tell me."

The questions came quickly. "When do you wear epaulets? Do you wear anklets? What was your last stopping point when you left the USA?" Patton and McGough stumbled a bit with their answers, which may have helped convince "Harrison" they were not trained German plants, but in fact just two nervous and tired American airmen. The crisis passed as the "captain" quietly

announced. "You are about to face the most difficult part of our journey. Do exactly as you are told!"

After successfully reaching what the French called Bonaparte Beach, the group of evaders, agents, and Shelbourne helpers, now numbering thirty-five people altogether, sat on large rocks at the foot of the cliff in the cold and waited...and waited. With each passing wave the little band of flyers imagined they could see an approaching boat.

Finally, an hour and a half after reaching the beach, as quiet and the black of night returned, five plywood rowboats appeared out of the dark. It was about 3 AM, and each boat was manned by a British seaman. After being turned away from several boats because they were full, Patton feared he was losing his chance to get away. He called it his worst moment. But moving quickly from one to another, he was finally able to find a boat that would take him in.

After the boats had gone, the French patriots began their slow climb back

up the cliff to prepare for the next mission the following night. Almost three months had elapsed since Ralph Patton's crew had bailed out of their broken B-17, pilot Glen Johnson, waist gunner Isadore Viola, and navigator Norm King would be included in the next night's departure on March 19. Flight engineer Ralph Hall, who narrowly avoided capture during an earlier failed pickup at another location, did not manage to leave France until the area in which he was hiding was liberated.

Early the next morning, the Americans watched gratefully as Dartmouth, England, slowly came into view. Interrogation and debriefing would follow as the men began to unwind from their unexpected European adventure.

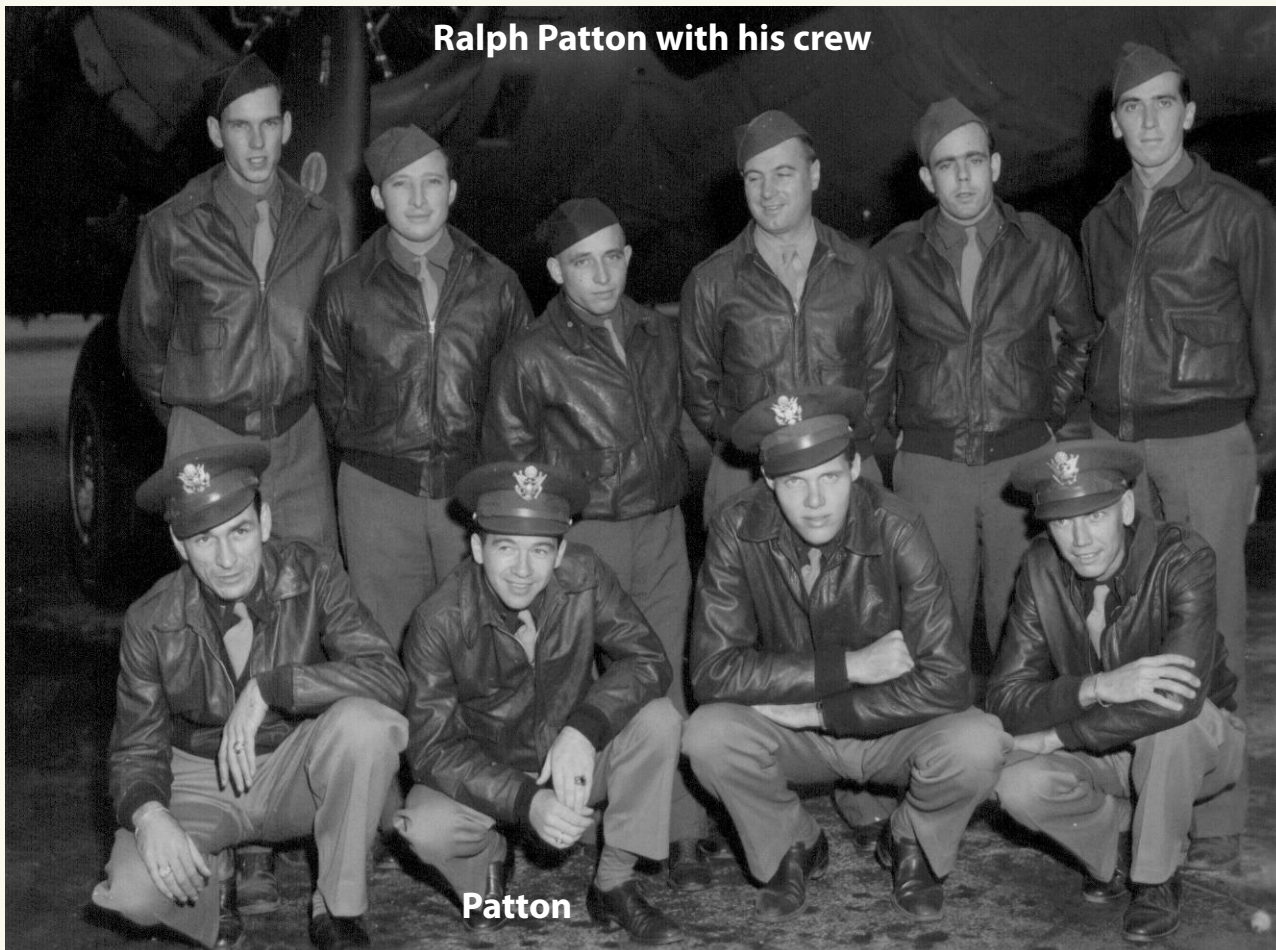
As for Patton and the other fliers, their combat days were over. The high command believed it was too dangerous to risk having successful evaders shot down and captured in the future. By early 1945, as the American and British armies liberated one country after another, Allied flyers who had

been hiding out were found, POW camps were opened up, and French, Belgian, and Dutch civilians celebrated. Those who had risked their lives in Shelbourne, Pat, and Comet again enjoyed the peace of their farms, schools, and shops. They remained relatively anonymous for years, and then, a few at a time, the Americans began to come back.

Men started seeking out their wartime benefactors, wanting to say thank you. Over the years, farmhouse meetings and formal reunions in both Europe and the United States have been filled with predictable emotion. Those who offered and lost their lives are toasted, incredible stories are told and retold, and the grateful members of the Air Forces Escape and Evasion Society repeat their pledge to their now aging helpers: "We will never forget."

Abstracted from *Freedom Trail* by author and historian Adam Lynch

Ralph Patton with his crew



CHAPTER/UNIT LIAISON REPORT



I would like to start with thanking all of the Chapters/Units/Groups and related organizations for their support in 'Keeping the Memories Alive'. I know I have stated this in the past but wanted to stress how important you all are and how appreciated it is. The Board of the Historical Society just met in Savannah and has a "not to be missed" upcoming 34th Annual Reunion planned for August 3 - 8. Please find more information in this edition.

I have been updating the Society's Chapters/Units/Groups President listings and have posted this on the Society's website, www.8thafhs.org under the 'About Us..Contacts' tabs. In doing so I have spoken to a number of you and want to say what a pleasure it

was. This updated listing can also be obtained by contacting Office Manager Mamie Kent. Mamie's contact information is listed on the back of the front cover of the magazine. The Society's website also has some of the Chapter/Units/Groups newsletters & events and other interesting articles posted under the "Events" tab.

I would like to salute William 'Radar Bill' Bergner, the President of the very active Wisconsin Chapter, and Robin Smith, the webmaster of the 486th Bomb Group for their beyond the call efforts in 'Keeping the Memories Alive'.

If you have any comments or ideas on how we can move forward, my address is posted on the masthead of the inside front cover and my email address is fxe84@optonline.net.

**'Keep The Memories Alive'
Committee Chairman
Pat Keeley**



ELECTION NOTICE

Nominations of candidates for election to the Board of Directors of the Eighth Air Force Historical must be in the hands of the Secretary no later than May 15, 2008. The following information must be included.



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

The Secretary will relay all nominations to the Nominating committee. Nominations received by the Secretary after May 15, 2008, or any nomination without complete information will not be considered.

Send all nominations to:

Robert Moses • 413 W. Washington Ave. • Brownsville, TN 38012-2064

8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION SAVANNAH MARRIOTT RIVERFRONT AUGUST 3-8, 2008

Spring is here, and summer isn't that far away, so start making plans to attend the 34th annual reunion. Secure your reservations early, as rooms may be limited, as well as some of the tours.

REGISTRATION INSTRUCTIONS

See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different

group, please give us that information too. Remit by mail with check or money order payable to Armed Forces Reunions by July 2, 2008. New for 2008: Register and pay with credit card online at www.armedforcesreunions.com/8afhs. A \$6 convenience fee will be added to online credit card reservations. Forms received after July 2 will be accepted on a space available basis only. Hotel reservations should be made by calling 1-800-285-0398 by July 2, 2008.

ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$5 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$5 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion.

Canceling your hotel reservation doesn't cancel your reunion activities.

MEALS / EVENTS CHOICES

CHOICE #1 TOTAL PACKAGE \$187

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

CHOICE #2 PARTIAL PACKAGE \$136

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

BREAKFAST MENUS: The continental breakfasts on Tuesday, Wednesday, and Friday include juice, breakfast breads, cereal, yogurt, fruit, coffee, and tea. The breakfast buffet on Thursday includes juice, assorted breakfast breads, eggs, bacon, sausage, potatoes, pancakes, coffee, and tea.

CHOICE #3 INDIVIDUAL EVENTS

Wednesday Rendezvous Dinner at \$39 and Thursday Banquet at \$47 can be purchased separately, but are included in both packages above.

TOUR OPTIONS

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

8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION

AUGUST 3 – 8, 2008

MARRIOTT RIVER FRONT – SAVANNAH, GA

SUNDAY, AUGUST 3

2:00pm - 6:00pm

Early Bird Registration open

MONDAY, AUGUST 4

8:00am - 10:00am

Reunion Registration open

9:00am

Memorabilia/Gathering Room & PX opens

10:30am - 3:30pm

LOW COUNTRY / ISLE OF HOPE

1:00pm -

8AFHS Board Meeting

3:00pm - 6:00pm

Reunion Registration open

6:00pm - 10:00pm

OLD FORT JACKSON

TUESDAY, AUGUST 5

7:00am - 8:30am

Continental Breakfast

8:00am - 10:00am

Reunion Registration open

8:00am - 9:30am

Unit Advisory and Chapter & Unit Development Meeting

10:00am - 4:00pm

MIGHTY EIGHTH AIR FORCE MUSEUM

3:00pm - 6:00pm

Reunion Registration open

4:30pm - 5:30pm

Medical Advisory Seminar: Pearls, by Dr. Walt Brown

6:00pm - 7:00pm

Cash Bar Reception

7:00pm - 9:00pm

Dinner & Entertainment

WEDNESDAY, AUGUST 6

7:00am - 8:30am

Continental Breakfast

8:00am - 9:30am

Reunion Registration open

8:00am - 9:30am

Individual Group Meetings

9:45am - 2:15pm

CITY TOUR

10:15am - 2:15pm

MIGHTY EIGHTH AIR FORCE MUSEUM

2:30pm - 4:00pm

Next Generation Meeting

4:00pm - 6:00pm

355th FG Q&A Session

3:00pm - 6:00pm

Reunion Registration open

6:00pm - 7:00pm

8AFHS Cash Bar Reception

7:00pm -

Rendezvous Dinners and Hangar Flying

THURSDAY, AUGUST 7

7:00am - 8:30am

Full Breakfast Buffet

9:00am - 11:00am

General Membership Meeting

1:00pm - 4:00pm

PAULA DEEN HISTORY TOUR

1:00pm - 3:30pm

Norman C. Grant Symposium: KEEPING THEM FLYING

5:30pm - 6:00pm

Reunion Registration open

6:00pm - 7:00pm

8AFHS Cash Bar Reception

7:00pm -

8AFHS Gala Banquet

FRIDAY, AUGUST 8

7:00am - 8:30am

Continental Breakfast

9:00am -

8AFHS Annual Board of Directors Meeting

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

SAVANNAH MARRIOTT RIVERFRONT - SAVANNAH, GA

(800) 285-0398

The Savannah Marriott Riverfront is located at 100 General McIntosh Boulevard, Savannah, GA 31401. The Marriott is located on the east end of the world famous River Street, offering guests access to over 60 unique shops and restaurants. If you are driving, please call the hotel for accurate driving directions.

The Savannah Marriott Riverfront offers 391 guest rooms. Handicapped rooms are subject to availability; please request these special accommodations when making reservations. The Marriott is a non-smoking hotel. All rooms feature hair-dryer, in-room coffee makers, iron and ironing board, high-speed Internet access for a fee, and in room movies. Guests can also enjoy access to the outdoor pool, fitness center, whirlpool, and gift shop. Check-in is at 4:00pm and check-out is at 11:00am.

There are three types of suites available. Junior Suites (\$149/night) and Executive Suites (\$179/night) can be reserved by calling the hotel directly. These suites are oversized rooms with the bed and parlor area sharing the same room. Both types of suites have a dining table and small sitting area. For Unit Hospitality purposes, please contact Donna Lee with Armed Forces Reunions, Inc. at 706-356-1905 to make a reservation. Suites for Hospitality purposes consist of a parlor (approximately 700 square feet) with wet bar, refrigerator, restroom, and sitting areas. One or two bedrooms may be attached. One bedroom hospitality suites are \$270/night. Two bedroom hospitality suites are \$395/night. All rates will have appropriate taxes added.

Blue - A Savannah Bistro & Bar serves American cuisine for breakfast, lunch, and dinner in a relaxing atmosphere. **Atrium Bar** - offers guests a place to enjoy appetizers and drinks. Room service is available.

The hotel is located about 15 miles from the Savannah/Hilton Head International Airport. Gray Line of Savannah provides airport shuttle service. Currently, fees are estimated at \$17 per person one-way and \$29 per person roundtrip, estimated fees are subject to change. Please call (800) 845-5582 for information and reservations. Parking at the hotel for registered group guest is currently \$5.00 for self-parking per day. Valet parking is available at a non-discounted rate of \$15.00 per day.

For RV hookup service, call Bellaire Woods Campground at (912) 748-4000 or Savannah South KOA at (912) 756-3396. Ask for information, reservations, and directions to determine which is the most convenient for you.

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

HOTEL RESERVATION INFORMATION

PLEASE CALL THEIR TOLL FREE RESERVATIONS LINE, 1-800-285-0398,
TO MAKE YOUR RESERVATIONS FOR 8th AIR FORCE HISTORICAL SOCIETY REUNION
REUNION DATES: AUGUST 3-8, 2008

Please be prepared to give the following information when making your reservations:

NAME & IF SHARING ROOM, WITH WHOM _____

ADDRESS _____

TELEPHONENUMBER _____

ARRIVAL DAY & DATE/ DEPARTURE DATE/ CONFIRM THE # OF NIGHTS _____

OF ROOMS & THE # OF PEOPLE IN RM. _____

ADVISE IF YOU REQUIRE HANDICAP ACCESSIBLE ROOM _____

KING BED OR 2 DOUBLE BEDS? _____

RATE: \$109 + state and local taxes (currently 13%) + \$1 city occupancy fee. _____

CUTOFF DATE: 07/02/08. Reservations received after this date will be processed on space & rate availability.

CANCELLATION POLICY: Deposit is refundable if reservation is canceled 48 hours prior to date of arrival.

RESERVATION GUARANTEE: Must provide a credit card number with expiration date to reservation agent. Hotel accepts the following card types: AMEX, DINERS, VISA, MASTER CARD, CARTE BLANCHE, DISCOVER

REUNION HIGHLIGHTS

LOW COUNTRY / ISLE OF HOPE

Monday, August 4

This is the tour to take if the true feel of Savannah is what you would like to experience during your stay in the Low Country. Enjoy the "romantic flavor of restful elegance" on this excursion. Enjoy a stop at Wormsloe Plantation, which was established in 1737 by Noble Jones, one of the first British colonists in the area. The surviving ruins of the original house are one of the only remaining examples of fortified houses once common throughout coastal Georgia. Lunch will be at the Johnny Harris restaurant, where you will enjoy a fine southern seafood lunch. After lunch, reboard bus for a drive down the azalea and palm tree shrouded Victory Drive. The foliage along this drive was planted in loving memory of Savannah's brave WWI warriors. The drive will continue on to Thunderbolt, a thriving shrimping community with shrimp boats docked along the Skidway River. Note: This tour is limited to a minimum of 50 people and maximum of 100 people.

10:30am board bus, 3:30pm back at hotel
\$53/Person includes bus, guide, admission, and lunch.

OLD FORT JACKSON

Monday, August 4

Old Fort Jackson is the oldest standing brick fort in Georgia. You will be swept back in time as you enter this historic structure. Upon arrival, you will be greeted by uniformed soldiers of the Civil War. You will receive all proper military honors, accompanied by fife and drum music. Enter the fort's parade ground and explore the fort's museum and casemates. A bugle call will summon you to step into

history as the Captain of the Guard directs a fifteen-minute historic presentation of Civil War life in and around Savannah. Dinner consists of a buffet featuring baked chicken. While eating, you'll be entertained by a wandering balladeer. Serving time is approximately 7:30pm. Alcoholic beverages are not available. Note: a minimum of fifty people is required.

6:00pm board bus, 10:00pm back at the hotel
\$67/Person includes bus, escort, and dinner.

MIGHTY EIGHTH AIR FORCE MUSEUM

Tuesday, August 5

The Mighty Eighth Air Force Museum was created to build, maintain, and operate into perpetuity a living memorial to the men and women who served with the United States 'Mighty Eighth' Air Force. It consists of a nationally recognized museum and historical repository, where serious study and casual informational research may be performed by the general public using the museum's database. The museum accurately displays, exhibits, and portrays the sacrifices, daily activities, and accomplishments of all segments of the 'Mighty Eighth' Air Force team. With vintage aircraft, artifacts,

photographs, the thrilling "Mission Experience" and personal stories—this Museum has it all! Of course, an extra special day is planned today. Special seminars, book signings, and a Memorial Service are on the schedule for all to enjoy. More information will be available at the museum. A deli sandwich-box lunch is included as well.

For those who are members of this museum, please show your membership card at reunion registration for a refund of the admission fee.

10:00am board bus, 4:00pm back at hotel
\$45/Person includes bus, escort, admission, and lunch.

DINNER & ENTERTAINMENT

Tuesday, August 5

Spend the evening with your comrades and friends at the hotel. The buffet will feature two entrees along with side dishes & dessert. Mr. Joachim (Joe) Hoehne will be the after-dinner speaker. His life has been very unique -- he will report on what it was like to be a teenage rocket pilot (ME-163 Komet) of the Third Reich near the end of WW II, and how he grew up in Germany during the 1930's and 40's as the son of a senior Luftwaffe Officer.

Never seeing combat as a pilot because of his youth and because of an extreme shortage of rocket fuel, he obtained an engineering degree after the war and then emigrated to the United States. He became a citizen and worked as a construction engineer from the early 50's until retirement. He makes his home in Denham Springs, LA. Copies of his book, "Glory Refused," will be for sale in the PX and he will be available to autograph them after his speech.

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



REUNION HIGHLIGHTS

Cost is included in Meal Package #1.

CITY TOUR

Wednesday, August 6

Savannah has always been a city rich in history and culture. On this tour, you will explore America's finest 'living' collection of eighteenth and nineteenth century buildings in one of our nation's largest National Historic Landmark Districts. Beautiful streets and squares reveal more than 250 years of history, displayed eloquently in exquisite ironwork, ancient cobblestones, splendid mansions, and picturesque cottages. Discover Savannah's garden-like public squares, the crown jewels of General Oglethorpe's planned city. On the picturesque waterfront you will discover cobblestone-paved Factors Walk and River Street, where old cotton warehouses have been converted into shops, taverns, restaurants, and museums. This tour also includes admission into one of the historic homes or museums. Lunch and shopping will be on your own at City Market. This four-block restoration features unique retail shops, fine restaurants, and the ART Center, a community of working artists. Note: This tour is limited to a maximum of 140 people.

9:45am board bus, 2:15pm back at hotel

\$43/Person includes bus, guide, and admission. Lunch on your own.

** OR **

MIGHTY EIGHTH AIR FORCE MUSEUM

Wednesday, August 6

If you weren't in town to take advantage of the big day on Tuesday or if you just need more time to explore this great facility, here's a second chance to tour the museum without the special 8th AFHS events. Free time and lunch including a sandwich, chips, cookie, and drink.

10:15am board bus, 2:15pm back at hotel

\$42/Person includes bus, escort, admission, and lunch.

RENDEZVOUS DINNERS

Wednesday, August 6

Gather in your respective banquet rooms with your individual groups for dinner featuring Chicken Marsala. Units (BGs, FGs, etc.) with approximately fifty or more people in attendance will have a private room. Smaller groups will be combined with others. Think of this as your "reunion within the reunion."

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

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

PAULA DEEN HISTORY TOUR

Thursday, August 7

Join us for a peek into the life of famous southern cooking entrepreneur, Paula Deen. Get to know Paula like Savannah knows Paula. The tour includes stops at Polk's Market, Byrd Cookie Company and a few surprises that are sure to give you an appetite for more of the "Good Ole South" and Paula Deen! The tour will take



guests through the Historic District and to Bethesda Boys Home where she and Mike were married.

1:00pm board bus, 4:00pm back at hotel

\$42/Person includes bus, guide, donations, and Paula Deen gift bag.

Norman C. Grant Symposium: KEEPING THEM FLYING

Thursday, August 7

The Symposium will feature an in-depth look at WWII 8th Air Force Ground Crews. We will also examine several branches of service that all did their part in the success of the 8th Air Force. The program will include a visual presentation, followed by a Symposium featuring several 8th Air Force WWII Ground Crew veterans! This subject is long overdue and will be a fitting tribute to these "unsung heroes" of the Mighty Eighth!

**1:00-3:30pm at the hotel
Cost is included in your Registration Fee.**

8th AIR FORCE HISTORICAL SOCIETY ANNUAL GALA BANQUET

Thursday, August 7

Assemble in the ballroom for the Posting of the Colors and Memorial Service. Dinner will be a choice of Sliced Strip Loin or Baked Tilapia and the usual accompaniments. After dinner, we'll proceed with the awards ceremony and guest speaker.

**6:00pm Cash Bar Reception, 7:00pm Banquet.
Cost is included in both meal packages or \$47 separately.**

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

8th AFHS ACTIVITY REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as your confirmation. Returned checks will be charged a \$20 fee. You may also register online and pay by credit card at www.armedforcesreunions.com/8afhs. All registration forms and payments must be received by mail on or before July 2, 2008. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form.

Armed Forces Reunions, Inc.
PO Box 11327
Norfolk, VA 23517
ATTN: 8th AFHS

OFFICE USE ONLY

Check # _____ Date Received _____
 Inputted _____ Nametag Completed _____

	Price Per	# of People	Total
CUT-OFF DATE IS 7/2/08			
REGISTRATION FEE			
Includes Thursday's Symposium expenses, Eaker Award expenses, and other reunion expenses.	\$50		
Reg. Fee for children ages 10-17 attending more than 1 function & staying at hotel	\$30		
DUES			
The principal attendee must be a member of the 8AFHS to register for this reunion. If you are not a member, please pay your yearly dues here.	\$30		\$
MEAL PACKAGES			
<i>Choice #1 includes 7 hotel meals beginning with breakfast on Tuesday.</i>			
<i>Choice #2 includes 5 hotel meals beginning with breakfast on Wednesday.</i>			
Choice #1	\$187		\$
Choice #2	\$136		\$
Please select your entrée choice(s) for the Banquet:			
Roasted Strip Loin		#	
Baked Tilapia (lightly breaded with a lemon cream sauce)		#	
SEPARATELY PRICED MEALS (if not purchasing a package)			
Wednesday: Rendezvous Dinner (chicken)	\$39		\$
Thursday: Banquet (please select your entrée)			
Roasted Strip Loin	\$47		\$
Baked Tilapia (lightly breaded with a lemon cream sauce)	\$47		\$
TOURS			
Monday: Low Country / Isle of Hope	\$53		\$
Monday: Old Fort Jackson	\$67		\$
Tuesday: 8 th AF Heritage Museum	\$45		\$
<i>Please choose one of the following two tours:</i>			
Wednesday: City Tour	\$43		\$
Wednesday: 8 th AF Heritage Museum	\$42		\$
Thursday: Paula Deen History Tour	\$42		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

MEMBER NAME _____ SPOUSE NAME _____

GUEST NAMES _____

8AFHS MEMBER # _____ WWII GROUP _____

You must be a member of 8AFHS in order to register. If not a member, please pay your dues above.

PHONE # (____) ____-____ EMAIL ADDRESS _____@_____

ADDRESS _____ CITY _____ ST _____ ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____

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

EMERGENCY CONTACT _____ PH. NUMBER (____) ____-_____

Wreaths are laid at the Memorial Wall
Cambridge American Cemetery



Apple Rose Garden, 10 November 2007, was the site of a dedication of Memorials to the 94th Bombardment Group and to those who participated in the Battle of Dunkirk, 1940.

Connie and Gordon Richards, 8th Air Force Historical Society representatives in Great Britain attended the

ceremonies.

For decades the Richards have laid wreaths at Remembrance Day Memorial Services throughout England so that "our veterans will always be remembered by the British people and know we are there." Their presence at the American Cemetery at Madingley is an important part of the very impressive Veterans' Day Memorial Services.



At left, Mr. and Mrs. David Crow with Mr. and Mrs. Gordon Richards at Madingley



The 94th Bomb Group Memorial
from left, Gordon Richards, Wendy Hall, Cliff Hall, Connie Richards



**OPERATION CHOWHOUND/
EDAMBUSTERS**

Dear Dr. Brown,
Last September we were part of the 355th reunion and we have been visiting your neat Museum. You were so kind to speak to us and we talked about our mutual friend Albert Postma. We have the best memories of this visit and we want to thank you again for the warm welcome.
We have also spoken about the Edambusters, a funny bunch of very serious guys who make a habit of formation flying and cheese bombing whenever air support is requested.
In 2008 we will visit for that purpose for the 34th time/year a nursing home of the RAF Association in Storington, UK, to thank the last pilots alive that delivered food parcels to Holland by air in 1944/45 as part of Operation Manna. We regret never to have mounted a similar operation in the USA to thank the American pilots of Operation Chowhound, although the practical difficulties are obvious.
Our Association is called "No.1077 (Edambusters) Squadron RAFA", sometimes referred to as the best civilian squadron in the RAF.
In talks with my pilots I discovered a certain enthusiasm to pop over to the States, hire a couple of aircraft, train and deliver cheeses at a suitable place, preferably where pilots of Chowhounds can be found. You have said that possibly a home in Tampa would qualify for



Spotted Cow

this purpose.
Can you indicate if this is the case and how we can get in touch with responsible individuals there?
In the meantime, Dr. Brown, please accept our best wishes for you and your museum for the New Year.
No. 1077 (Edambusters) Squadron RAFA,
Willem Baggerman
www.edambusters.nl

PINK LADY

Dear Sir,
Ref Mail Call from Stan Edleman the B-17 Pink Lady. *Pink Lady* was with the 351st BG. A while back I located one of the original crew and put him in contact with those restoring the B-17 in Paris. Re. B17F - 'NOBODY'S DARLING' (351st BG) that crash-landed onto my former hometown beach in Somerset. I have recently organized a tribute to the bombardier, Lt. Ferris Martin. A former pub, now a hotel has named their restaurant after Ferris who died in 2005. Ferris's two daughters came over from their homes in Chicago for the event and they scattered their parents' ashes on the beach where the plane had landed. Could you use the story? I have a number of 'then' and 'now' photographs.
Regards,
Iris Rowe

SPOTTED COW

Doctor Brown,
First, thank you for printing my letter regarding Hub Zemke. In regards to B-17 Formation Ships:
#42-3441 "Spotted Cow"
384th BG, Grafton Underwood.
Painted white and blue polka-dots
Regards,
Michael Howell
Vancouver, Wa.

8TH NAVIGATOR'S NEXGENS

Dear Sir,
This is to inform you of the death of my father, Flight Officer/Navigator Paul A. Walker. Unfortunately, I did not become interested in his air corps career until shortly before his death on April 27, 2006, or I would have talked to him more about it then instead of trying to find out so much from other sources. I tried to interview him once a couple of months before his death, but he wasn't feeling up to it and never got any better. I was able to gather some information by going through the materials in the records jacket he kept, from pictures he had saved, and from a few things he had told my mother. He did not voluntarily speak of his experiences, but if anyone could have gotten him to talk it would have been me. Once I got through the teen years, we were not only father and son, but also best friends.
Dad arrived in Polebrook to join the 351st Bomb Group in November, 1944, and stayed there through the end of World War II. Information in his file indicated that he was a lead navigator, and he once mentioned that he was the navigator on the lead plane for the biggest bombing run to Berlin. Among his pictures were a couple of photos of the B-17 named *Trade Winds*. Dad was discharged in August, 1945; I was born in May, 1946.
He and my mother purchased a bar in Eagle Grove, Iowa, which they named the Pastime Lounge. They built a brand



March 15, 1945 1st Lt. Wesley A., 1st Lt. Henry R. Rossen, Lowe Patch, 2nd Lt. Allen G. McDonald, F/O Paul A. Walker, kneeling at right

new building in 1970, upgrading the business to a premier steakhouse/ lounge. He and my mom, Helen, had been married for over 63 years at his death. He took up the game of golf at the age of 50 and soon developed a passion for the game.

I would like to talk with anybody who served with Dad during his air corps years to find out more about his career. If you knew him, please call me or write to me and I will call you.

Sincerely,
Charles A. Walker
P.O. Box 1500
Fort Dodge, IA 50501
wlo@frontiernet.net

HANGAR DANCE

Dear Walter,

It is with some sadness I read in the December 2007 edition of the 8th Air Force News of the passing of Joseph Keenan, ball turret gunner of 35 missions on *Andy's Dandys*.

Some seven years ago, Wendy and I had the good fortune to attend a hangar dance at RAF Molesworth. What an evening. It all started with the dedication of the memorial to the 303rd Bomb Group, then a Fly Past by a P47, P51, Battle of Britain Memorial flight, and *Sally B*, the only airworthy B17 in England.

About 19.45 a lone piper started to play and led into the hangar over 300 veterans and their wives and escorts for the evening.

The applause must have gone on for twenty minutes or more. I don't think there was a dry eye in the hangar. We danced until midnight to the dance orchestra of the 8th Air Force Europe. It was during this time that we met Joseph and talked to him at some length about his time in Europe and he even had time for a short dance with Wendy. He along with 30 other Vets signed the border of a print I had purchased from Keith Hill that evening.

The passing of another man who did so much for use in England in 1942-45.

Our thoughts are with his family at this sad time.

Best wishes for the New Year,

John and Wendy Glenn, 8th AFHS member and 306th Bomb Group Associates

8TH AF NEWS

Fantastic new issue! Everything else gets laid aside until I've devoured every word. Greatly appreciate your devoted efforts. Happy New Year.

Lew Smith, pilot
385th Bg 550 Sq

ALUMINUM OVERCAST

Dr. Brown,

Have been an 8th AFHS member (associate) for many years and get great pleasure from the membership; read every issue cover to cover. I then pass it on to a former kriegie, Bob Walters, who is not a member. I wrote an anthology of stories of some HB Groups: *Kriegies, Caterpillars & Lucky Bastards* (Robinson Typographics). That is aside from my subject, which is B-17 86740, *Aluminum Overcast*.

In late December 1979 my son and I were headed south on I-25 when we came abreast of the Fort Collins-Loveland airport and both of us recognized this huge unmistakable tail sticking up above the snowbank. We turned in and there she was, looked a little bit weary, but a great thrill. My son had a few days left before he went into the US Navy Submarine Service, I guess following my footsteps, as I was Navy in WWII. So we took these photos; we could find no one to give a reason for plane to be there. We had to hurry on. The photos went on a bye until some many months ago when I saw a photo or some information on *Aluminum Overcast* in The Air Force News. I began a search for those photos, though I had seen them about a year and a half ago. I looked everywhere I could think of to no avail. Then the other day I was looking in one of my old account books and there they were. Maybe someone can recall the trip of *Aluminum Overcast* through Colorado in 1979.

While I might have your eye I have one



other item. I would like for any information that could be had, on a pilot by the name of Frank Cutler who was a fighter pilot and disappeared on a mission from England. I have been given only the name. His hometown was Cleveland, Ohio. He went missing on a mission from England. Perhaps someone might recall the name and maybe some details or clue where we might search the records further or perhaps lead us to a place we could. He did exist and had a history. It would mean a great deal to his remaining friends and family. Respectfully submitted,
Glenn Stephens
Fort Collins, CO
Today's Aluminum Overcast tours the nation and is frequently seen at Air Shows. It is operated by the EAA based in Oshkosh.-Ed.

CHRISTMAS POEM

Dear Editor,

I read the excellent poem, "Christmas Eve in Forty Four" in the December issue. The original poem, like that gigantic mission, was very long (48 verses) and I'm sure space in that issue was



limited. For those readers not familiar with that mission, the balance of the poem described the long dangerous trip back to England where dense fog had hidden all but a few air fields. In the dark of night many hundreds of bombers, American and British, circled on and on to try to land at the few fields still clear. The tower people did a tremendous job trying to get everyone down safely. At our base, the 94th BG at Rougham, one shot up B17 crashed and burned. My brother, Patrick Muse, an engineer/gunner on this mission, wrote the poem. I don't know who judges this kind of thing, but it seems possible that this poem may be one of the best to come out of World War II.

Peter Muse, 94th Bomb Group
Greensburg, PA

You are on target, Peter. Your brother's complete poem is excellent in every aspect. -Editor

SILVER QUEEN

Dear Walt:

I thought that there might be quite a bunch of our members who would enjoy seeing this picture of our plane the *Silver Queen*, #42-97150. The shot was taken by (obviously!) our left wing man, a pilot named Ed Sinkewiez. Our crew had recently been promoted to lead crew and there are a number of clues in the picture to disclose that we are flying that spot. First, we are out in front, all the rest of our squadron follows behind. Second, that first bomb isn't a bomb. It is a smoke marker and leaves a persistent trail all the way down to the target. It was dropped where a following group was headed for the same tar-

get and helped them get zeroed in. The third and last clue is the radome which has replaced the ball turret on the base of the plane. When the weather forecast gave any hint that the primary and secondary targets might be cloud covered, the lead plane was also equipped with a radar operator who worked with the bombardier to pick out the center of a town chosen as a substitute target. An interesting aside - Ed Sinkewiez was assigned to our barracks and used to drive us nuts with pacing up and down the center aisle of the barracks when he found that we were scheduled for a mission the next day, but his other crew members told us that once he was at his controls he was mister "cool cucumber"! Incidentally, I loved the shot of "Sweet Pea", the little orphan adopted by the 306th BG, on page 54! Thanks, Vern Arnold
Bombardier, 384th Bomb Group
Yakima, WA

VINCENT KAMINSKI

Walter Brown,

Hi, I want to thank you for printing the letter about my brother, Vincent Kaminski.

As a follow up I last saw him when I was stationed at Jefferson Barracks, MO. He was at the airfield waiting to go overseas. We both were in town at a show and I spotted him during intermission. Neither he or I knew the other was anywhere near St. Louis. We had a great reunion. When I went overseas, I was with the 457th BG and he was with the 401st BG. They are only a few miles apart so I went to see his group. He was already down and they did not have

any more information about him. One other thing, when his plane was shot down, two men got out alive. They were forced to bury the other men along with some forced labor. One of them slipped the ring off of Vince's finger and gave it to copilot Bob Ensted who kept it until the end of the war. He then

gave it to my Mother. I now have that ring. Keep up the good work and thank you again.

Richard Kaminski, 457th BG
Minneapolis, MN

TAPS

Dear Sir,

For some years, I was a friend of Colonel Cecil "Buck" Haynes, formerly of the 479th Fighter Group, until his death on 21 October last year. Some years ago, Buck took out for me a subscription to 8th AF News, which I have continued, and I was disappointed that no notice of his death appeared in the TAPS section of either of the two most recent issues. I am sure that Buck, who was very proud of his service with the 8th, including flying P51s out of Wattisham, Suffolk, England in 1944 and 1945, would not have his death go unrecorded in TAPS. When my wife and I visited in 1998, he and I attended a meeting of the local 8th AF Association at Frederick, who should be able to confirm. I look forward to receiving the next issue of your excellent magazine.

Yours sincerely,

Len Howett

Buntinford Herts, England

(I was a pilot in the Glider Pilot Regiment of the British Army 1944/1945).

Len, thank you for your notice of your friend in the 8th. As you have done, we encourage all Society members to forward obituaries to the magazine for inclusion in our Memorial TAPS. -Ed.

BUDDY CRAIG HARRIS

Dear Walt,

Happy New Year! Reason for this letter, your tributes to my classmate and friend Craig Harris. Also to personally "thank and commend you," for the job you do as Editor. Thank you so much! Our last names starting with "H" placed us together as Cadets, Freeman Army Airfield, Seymour, Indiana. Twin Engine



Buddy Harris



John Hoff



AT10 Advanced Flying, 23 May 1944, wings and gold bar.

I was both proud to know him, and extremely proud of his two terms as President.

My background: Pilot and Command Pilot, 25 missions B17, 388th Bomb Group (H). My career, combination of active and reserve, fortunate enough to finish as an Air Force Reserve M/General. A parting shot for Craig: he epitomized these words so well: "I can't do everything, but I can do something. What I can do, I ought to do. And what I ought to do, by God's Grace I shall do!"

Warmest Regards,

John Hoff, 388th Bomb Group
Columbus, IN

95TH BOMB GROUP

To whom it may concern: I am looking for someone in the 95th Bomb Group. In the latest 8th AF News on page 21, there is a man Ed Morrison with an article on the 95th BG - I have a book on the 95th which I would like to give to him. Would be nice to give to his family. Has pictures of the squadron commanders. One became the base commander at Vance AFB, OK. We have 8th AF meetings every three months in Tulsa. But so far none from the 95th Bomb Group. I'm sure it isn't your policy to give out names and phone numbers but was hoping you would forward this letter to him.

Thank you,

Ted Karner, 95th BG Broken Arrow, OK
Ted we can't give addresses out (that privacy thing), but will forward whatever to wherever, whenever. -Ed.

REDS

Dear Walt,

The photo of the lady at the bar with two air men is "Reds." She was the "American Bar" in Paris. I was there in 1945 and was given a photo of Reds sitting on the same bar stool, alone. On the back she wrote, Blacky Darling, Happy Landings always honey! Hope I see you back home, God Bless you always. Red

I was Lt. Joseph Black 357th FG, 362nd FS P-51, pilot, Leiston, and after war's end shipped Munich, Ger. and was on leave in Paris.

Your Mag is the best, I read it cover to



cover as soon as it arrives.

Sincerely,

Joseph Black, 357th FG

Photos of Red were pictured on page 20 December 2007 8th AF News magazine -Ed.

THREE FELLOWS

Looking over the Dec. 07 issue of AF News, it struck me that the three of the fellows on the front cover are also on the back cover. Are my eyes playing tricks on me? Do you know where the shots were taken and/or who the men might be?

Going from left to right on the front cover, the first, third and fourth fellows seem respectively the same as the first, fourth and fifth on the back cover. Am I right? Comments?

Love your mag. Keep up the good work!

Robert Simon, 401st BG



VA ASSISTANCE

Your "Mission Briefing" in the December 2007 issue of the AF News made me laugh. Being a retired school teacher, I often circle typos in what I'm reading, usually my various magazines. In younger days I worked part time as a proof-reader for a chain of newspapers. I guess habit keeps me looking for mistakes.

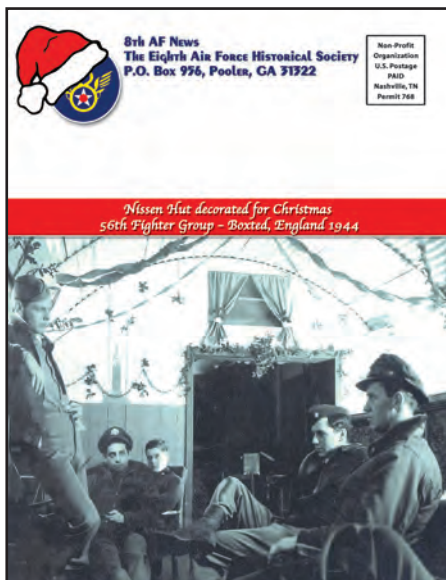
I enjoyed the closing part of your piece about Craig Harris and his name being misspelled. No matter how good proof-readers are, they sometimes do miss things.

Now I have a request. If there is a historian for the 447th Bomb Group, could you provide his name and address?

I am beginning an effort to help a widow apply to the Veterans Administration for any benefits that may be due her. As far as I know she has never received anything. She knows little about his time in the 8th Air Corps and his time as a Prisoner of War. This is typical of many men (boys) especially POW's that returned home, got a job, maybe went to college, started a family, and probably never talked much about their time in the service.

By contacting someone in the 447th BG association, I may get information concerning number of missions, date of going down, how many survived and possibly more. Such details seem to be absent in the family's knowledge of Sam's time in the service. Both mother and a son.

I feel that with some effort on my part, and the help of an experienced AXPOW



National Service Officer, we should be able to find some benefits that are due. Let me thank you in advance for whatever you may be able to provide.

Sincerely,
John Legg, 100th BG
POW
Wayne, PA

COLOGNE CATHEDRAL

Dear Dr. Brown:
I am writing this in reference and



Cologne Cathedral

support of the article in Volume 07, number 4 on page 34, "We Tour The Battledied." Dale Remaly writes that while everything in the city of Cologne was devastated the Cathedral was almost unscathed. Pictured is a wartime photo of the Cologne Cathedral that visually supports what Remaly saw.

Robert L. Ball
457th BG 359th Sqd.

BRAUNSCHWEIG

Happy New Year,
I just wanted to point out that the photo on page 49, vol. 7, no. 4 of the 8th Air Force News identified as Hamburg, is in fact the northern German city of Braunschweig (Brunswick). The large structure just right of center is the 19th century Royal Palace; it was gutted in WW2, torn down in 1960 and recently reconstructed as a shopping mall.

I am the son of Frederick M. Biggs, 486th Bomb Group, 8th Air Force, who receives and enjoys your publication. Sincerely,
John D. Biggs

Aerial photo of Braunschweig, showing extensive damage after a bomb raid

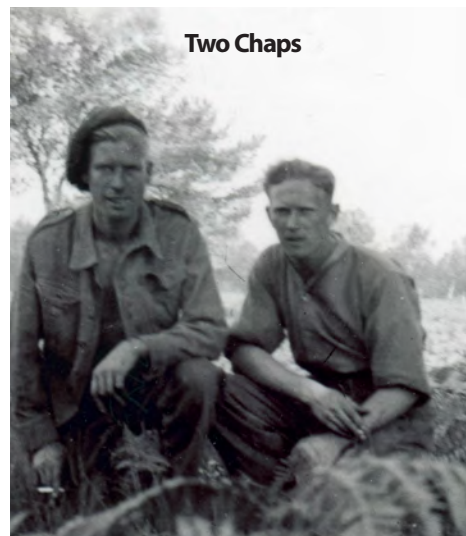


LOOKING FOR TWO CHAPS

Doctor Brown,
I am writing for a good friend of mine, Jim Long, who hopes you might be able to help him. Jim was a bombardier with the 381st Bomb Group (H) / 535th Squadron at Ridgewell Field, England. On Aug. 8th, 1944, Jim was flying a mission to bomb Cauvincourt, France when His B-17 "Button

Nose", was hit by heavy flack over Chagnolles. All the crew was able to bail out, and with Jim's luck, he landed in a tree hurting his back and wasn't able to get out of the tree. Fortunately, two British or Canadian soldiers got Jim out of the tree and to a British field

Sincerely,
James Lindsey
(925) 989-4258
Jameslindsey1942@yahoo.com



Two Chaps

Button Nose



hospital.
Jim has always wondered who those two chaps were who helped him out of the tree. I'm enclosing two pictures. One is of the two soldiers who helped Jim out, and the other is a photo of "Button Nose" which unfortunately, Jim is not in.
If anyone knows who these two chaps are, please let me know. Jim has always wondered who they were and what happened to them.

BEING A FLIGHT RADIO OPERATOR

William Brennan Hill went down with his B-17 crew early on in the war. He went down during what the 8th Air Force flyers term Black Week, October 8-14, 1943, now annually National Eighth Air Force Week.

He flew with the Twelfth Air Force out of North Africa as a radio operator on a mission to Korinthos, Greece near Athens on 10 October, 1943. Hill's aircraft

was attacked by German Me 109 fighters and crashed in the hills of Greece. Decades later his nephew, David Hill, began researching his career and the events of his death, he having been Killed in Action. He has published a book about his beloved uncle, from which the accompanying article is abstracted. Bill Hill's remains rest with five of his fellow crewmates in Zachary Taylor National

Cemetery in Louisville, Kentucky.

Bill Hill's unit, the 99th Bomb Group Diamondbacks, recently held a successful reunion at the Mighty Eighth Air Force Museum, headed up by his nephew David, a strong supporter of Museum programs. The Diamondbacks flew 10,855 sorties from March 1943 until the war ended on 8 March 1945.

The flight radio operator's ("R/O") job was unique, vital and not without special stresses. In the worst of situations, his cool professionalism could mean the difference between life and death for the entire crew. He was isolated from the rest of the crew in his own compartment, had the poorest view of the outside world, and must have felt the most helpless in battle. His gun had a very limited firing radius and must have been nearly impossible to aim at a fast moving target (in later Fortress versions it was removed altogether). His job, along with the flight engineer's, required the highest skill levels among the enlisted crewmen. This accounts for Uncle Bill and Richard Cleaver being at least one rank higher than the other crewmen -- Technical ("Tech") Sergeant. His principal function was to transmit and receive messages from the command structure on the ground.

These would include reports on mission progress, target bombed ('primary' or 'secondary'), and bombing effectiveness -- the latter would often initiate the next day's mission planning. These were always sent in secret code, which changed daily, as well as in Morse code. Keying the dots and dashes while wearing heavy gloves, essential at temperatures down to 50 degrees F below zero, created special



Bill Hill at right, with brother John and sister Louise

challenges. On occasion he would be asked to get radio bearings to assist the navigator in fixing their position. He was required to wear the headset throughout the long missions, straining not to miss any important communications above the heavy din of static. On the plus side, being in the center of the aircraft, surrounded by bulkheads and plywood doors, the R/O was marginally better protected than the rest (in this

regard, one has to pity the bombardier who looked out a huge Plexiglass window at his oncoming attackers). Nobody was protected from direct flak hits, however. The R/O sat facing forward at a worktable on the left side of his compartment in front of an array of radio equipment. The wireless telegraphy (W/T) equipment that he used for long range communication occupied the left half of the compartment; the R/T (radio-telephone), used mainly by the cockpit for short range, air-to-air and air traffic control was housed on the right. Additionally, IFF (Identification Friend or Foe) sensors, emergency gear and first aid supplies were also stored here. The R/O got special first aid training, and was the on-board medic if needed. When

faced with an emergency bailout, crash landing or a ditching-at-sea situation, his final distress transmis-

sions, providing location, often spelled the difference between rescue and death. Teamwork was essential in the B-17, and the R/O was a vital component of that team.

An additional task often assigned to the "radio-man" was to dislodge any bombs that got hung up following electrical release, in the bomb bay.

- David Hill

Chapter News

FLORIDA CHAPTER

The Florida Chapter of the Mighty Eighth Historical Society gathered for our fall meeting at the beautiful Doubletree Inn on the beach in Cocoa Beach, Florida. After coming together on Monday for a Directors meeting we all met in the hospitality suite for much "hangar flying" and renewing acquaintances.

Our Directors meeting saw a changing of the guard in our Chapter. Jim Hart and Bill Uphoff stepped down after the past few years of great service to the Chapter, as president and vice-president, respectively. We are grateful to Bill and Jim, as well as Trude and Kay, their lovely wives, for all their service. They will, of course, remain very active in the Chapter with Bill helping out with the quarterly state newsletter. Our new president is Louis Barwick, and our new vice president is Tom Gagnon. John Guinn as secretary and Connie Galus as treasurer continue in their vital roles. Our current Directors are Mike Drake, Shelly Greene, Bob Groen, James McLaughlin, and Ken Sweet.

Tuesday morning saw us boarding buses for the Kennedy Space Center, on a special tour arranged by member George Starks and his wife with NASA authorities. We were allowed, on our buses, to enter the one of the most restricted areas in the country, the launch pad at the Cape while the shuttle Atlantis was sitting on the pad. What an exciting day! The tour was another example of the great respect the Mighty Eighth continues to enjoy with everyone connected with aviation.

After our business meeting on Wednesday morning we were again boarding buses on our way to the Warbird Valiant Air Command Museum and restoration center in Titusville, Florida. The museum has a great collection of vintage aircraft including an F4F Wildcat, an F100B Voodoo, and F-9F Panther and an F-14A Tomcat. The pride of the museum is a perfectly restored flying C-47 Douglas Skytrain.

Our Wednesday evening banquet opened with the Color Guard from the Cocoa Beach High School ROTC providing the presentation of the colors at the opening ceremonies. The banquet was



excellent with General Kemp McLaughlin as our speaker telling of his involvement with the Mighty Eighth. Vice President Bill Uphoff excused himself saying that he had a surprise for us. Moments later Bill returned to the room followed by a group of ladies in costume and they began to sing to us. They were the local Chapter of the Sweet Adeline's and they were great. They had us standing and cheering when they closed the program singing the Army Air Force Song. We thanked Bill for the wonderful surprise and the evening ended on a very upbeat note.

The Thursday morning memorial service was unusually special with the entire family of recently deceased Chapter Director Jim Stuthers on hand to receive the Presidential Citation, awarded to Jim for his service to the Mighty Eighth, and to our chapter. This ceremony was opened by an Honor Guard from near-by Patrick Air Force Base posting the colors.

We now look forward to our spring meeting which is scheduled for this April in Winter Haven, Florida area. If you are going to be in the area, we invite all the members of the National and Florida Chapters of the Mighty Eighth Air Force Historical Society to join us for another great meeting. For more information contact Tom Gagnon at 813-394-0338 or e-mail him at teg00@aol.com; or Ken Sweet at 407-869-6693 or ksotown@earthlink.net.

Ken Sweet and Jim Hart

WASHINGTON STATE CHAPTER

At the King County Airport Terminal in Seattle, Washington on Saturday, the 1st of December, 2007 the Washington State Chapter of the 8th Air Force Historical Society conducted their 2008 election of officers. The results are as follows:

President	Greg Pierce
Vice-President	Jeff Bomstead
Vice President/Secretary	Steve Slayton
Treasurer	JW Roundhill
Editor/News Letter	Ann Brown

Additionally, at the December Meeting there was a guest speaker. Jim Sherrell who is a former Colonel in the US Air Force and who saw a lot of "over water" flying in his B-29 off the Island of Saipan with the 498th BG gave an outstanding talk about his time flying the B-29.

In January, Greg Pierce acted as a moderator for a panel presentation by three former fighter pilots at the Museum of Flight in Seattle. Attending were Fred Dungan (a 7 victory Ace), Joe McGraw (a 5 victory Ace) and BG (USMC-Ret) Dick Rainforth who flew Corsairs in WWII and Korea with 179 combat missions in his log book. Greg Pierce, our Chapter President, was the moderator for this well attended event.

Upcoming will be the Chapter's participation in the Northwest Scale Modelers Show held on Feb. 16 & 17, 2008 with several tables being attended by the 8th AFHS. This is the largest model show in the Pacific Northwest.

Also planned for March is our next Chapter meeting. Our guest speaker

Chapter News

will be Major (Ret.) Joe Crecca, who was shot down by a Surface to Air Missile in an F-4 during the Vietnam War on the 22nd of November, 1966. Joe was shot down along with his pilot Scotty Wilson. Joe spent 75 months in captivity as a POW.

GEN. JAMES H. DOOLITTLE CHAPTER

The Gen. James H. Doolittle Chapter of the 8AFHS held their Board of Directors Meeting on Saturday, 12 Jan 08 at the Oakland Aviation Museum in Oakland, CA. Members elected to the Board are: Larry Goldstein, president, Paul Wallace, vice-president, Dan Freitas, secretary/treasurer, Belton Wolf and Dale Moore, directors.

President Larry Goldstein will be moving to Ashland, NC in March and Paul Wallace become the interim president. Larry Goldstein's contributions to our Chapter was acknowledged by the Board. Our Annual General Membership Meeting will be on Saturday, 19 July 08 at the Oakland Aviation Museum in Oakland, CA.
Daniel D. Freitas
Secretary/Treasurer

OHIO CHAPTER

The Ohio Chapter met on October 26th-28th at the Hope Hotel at Wright-Patterson Air Force Base in Dayton. On Friday evening the Chapter had dinner on base followed by the Board of Directors meeting. Saturday morning before the afternoon luncheon, members had a choice of either visiting in the hospitality room or tour the National Museum of the United States Air Force. On Sunday, the members could meet again in the hospitality room if they wished before returning home.

The guest speaker was Colonel Robert Schofner who is assigned to Wright-Patterson AFB. Colonel Schofner has been involved with the Air Force for forty-seven years, first as an Air Force "brat", and now the past twenty-three years in uniform. His father also served in the Air Force and Colonel Schofner proudly wears his father's insignia.

Colonel Schofner first learned about the rich history of the 8th Air Force five

years ago while in Louisiana through an invitation to be guest speaker at a meeting. He recounted how he was embraced and made a chapter member even though he himself was never assigned to the 8th Air Force.

Colonel Schofner discussed the 8th Air Force past and present, the amazing aircraft it has flown, and the amazing people who have proudly worn the winged eight. Seventeen 8th Air Force personnel have been awarded the Congressional Medal of Honor. He recounted several stories about the ordinary people of the 8th Air Force, who made a difference and became a variety of heroes. From the greatest generation and today, some have given their lives.

Colonel Schofner also discussed the 8th Air Force of today, how it still flies aircraft, but now controls intercontinental ballistic missiles, and performs electronic warfare and cyber defense. The Chapter will meet in again in Columbus in May.

Chris Weber
Secretary, Ohio Chapter
Eighth Air Force Historical Society

NEW MEXICO CHAPTER

The New Mexico Chapter of the 8th AFHS held it's annual Winter General Membership Meeting & Luncheon at the Best Western Rio Grande Inn, February 16th, 2008. President, Larry Stebleton (8th AF) opened the meeting. With a moment of silence in remembrance of departed members. The entertainment was provided by the "THE ENCHANTERS" a professional singing group of twenty talented men and women who presented a program of patriotic and popular WWII era music. New Mexico

Chapter President, Larry Stebleton is a member of this singing group. Next General Membership meeting will be held May 24th, 2008.

Submitted by:
Al Schwery Secretary

OREGON CHAPTER

Our Chapter has a long-standing tradition of offering a special tribute to the ladies during Valentine's Day month, and our February '08 quarterly meeting was no exception. A corsage was presented to each of the ladies attending, and the program for the meeting was special to them as well.

The speaker was Amy Goodpaster Strebe, a local writer and historian who discussed her newly published book, "Flying For Her Country", subtitled "The American and Soviet Women Military Photos of World War 2. Beautifully written and well researched, her book tells the story of the skill and bravery of these women in their role as pioneer military pilots.

While the patriotic and skillful contributions of the American women pilots who flew in the WASP program was not new to most of our members at the meeting, Strebe's recounting of the history of Soviet women pilots during the war was eye-opening.

American WASP pilots were not allowed to fly combat, but the Soviet women flew missions in most of the same fighter and bomber aircraft as their male counterparts, and suffered many of the same combat losses. There were over a thousand of them, of whom 50 were killed in action. On the plus side, there were at least two fighter aces among them.

There was one especially brave



Chapter News

group that flew an old wood and fabric biplane, the PO-2, first built in 1926. These Soviet women pilots were called "night witches", and their assignment was to fly very low, at night, on harassment missions to bomb enemy troop positions. They flew these missions without parachutes, presumably because their on-the-deck flight would preclude a successful bailout!

Amy Goodpaster Strebe lives with her husband and two children in a Portland, OR suburb. This is her second book, following the successful "Desert Dogs: The Marines of Operation Iraqi Freedom."

In the business portion of our meeting, President Tom Davis introduced Joe Conroy to report on our standing with membership. Joe noted that we are continuing strongly with a total membership now at 163, including 97 vets and 66 non-vets. And Joe knows! Besides his service as a part two-term president of the Oregon Chapter, Conroy maintains stacks of historical files and records of our meetings since the inception of the Chapter in 1992!

He does not have the official title, but should be listed as "The Organization Memory" of the Oregon Chapter.

At this meeting, Joe was also congratulated on his selection as current President of the 306th Bomb Group Association. He served in the Group's 368th Squadron during WW2, completing 35 missions as a ball turret gunner. As always, the lunch served by the Beaverton Elks was very good, as were the war stories exchanged by our members (many of them true!), and we are looking forward to our next get together in May. We always welcome all interested visitors. Info on date, time, place, etc. may be obtained from Chapter President Tom Davis at <president@8thafhsoregon.com> or Secretary Tom Philo by phone 503-350-3744 or email at secretary@8thafhsoregon.com

**Clint Gruber
93rd BG**

VIRGINIA CHAPTER

The Christmas meeting of the Virginia Chapter was held at the Stonehenge Country Club in Chesterfield, Virginia. President Lew Burke introduced the after-luncheon speaker, Ken Rowe, who entertained his audience with his experiences as a bomber pilot and Prisoner of War in WWII. He also discussed his years as the Director of the Division of Aeronautics for Virginia.

Lew Burke, in the Chapter newsletter Plane Talk, offers some astute goals for members of the Virginia Chapter. Lew states that, "We should discuss old times and our part in the struggle that beat back last century's worst threats to our nation's freedoms. We should have fun together. And above all those things we endeavor to do, we should plan and work for continuation of the Virginia Chapter even after we can no longer carry the torch. Lew's admonition is that we should have an active program to include all NexGens to accomplish these admirable goals.

Well said, Lew.



Esquire 1944

THE SHORT SNORTERS

The Short Snorters is a screwy organization to which anyone who has made an ocean crossing by air is eligible. To become a member you find three Short Snorters, pay each of them \$1 and provide another dollar bill which becomes your Short Snorter ticket; on it is written your name, the date and the signatures of the three members who swore you in. From then on you must keep your dollar-bill ticket constantly with you: if a fellow Short Snorter anywhere around the world asks if you are a member and you fail to produce your ticket to prove it, you must pay each Short Snorter who challenges you \$1.

Started some years ago by Joe Barrows, a pilot on the American-Alaskan run, the Short Snorter Club has spread to the far corners of the world. Clipper pilots and passengers, bomber ferry pilots, American and RAF fliers in the Far East and Africa belong to it. Membership runs into the thousands and it is impossible to calculate the number of dollar bills which have changed hands. Heaviest loser I know of was Wendell Wilkie, who stepped off the clipper at LaGuardia Field on his return from England and was challenged by the pilot to produce his Short Snorter ticket. Wilkie didn't have it with him and had to pay \$42 to the Short Snorters at the airport before he made his getaway.

Allan A. Michie, Retreat to Victory 1942

CONTINUING THE 8TH AF LEGACY #14

Joseph Patrick Keeley

Greeting fellow members of the Mighty Eighth.

As I mentioned in my last article I would like to update you all on the Society's Initiatives consisting of Membership, Communication and Education.

Membership has been impressive with the Society's online membership forms, www.8thafhs.org, and also by each of you either by publishing and getting newsletters out or passing out editions of this fantastic magazine or by addressing students in our schools and others. As encouraging the new membership is we still need come up with new thoughts of moving forward.

Communications has been improving in the area of the Societies website where now under the EVENTS tab are postings of Chapters & Groups upcoming

and current events and also newsletters with other interesting articles. We have also posted a working Contact listing for Group & Chapter contacts. Here I am asking you to alert me when a listing needs to be updated. I have seen some recently made Eighth Air Force related documentaries which were well done and encouraging to find such an effort.

Education could also be defined by these DVD documentaries. At the upcoming Savannah Reunion Mark Copeland will conduct a Symposium honoring a well deserved crew. This will prove to be as always a very informative Symposium. I know of four young men, one being an ex-Boxcar pilot, who are very active in attending Chapters & Groups Meetings and other related functions promoting and educating

those of the Mighty Eighth.

These initiatives will be the main topics we will discuss on the afternoon of Wednesday, August 6 during the Next Generation Meeting at the upcoming 34th Annual 8th Air Force Historical Society's Annual Reunion.

My next article will update you more regarding the Next Generation Seminar at the upcoming Reunion.

If you have any comments or ideas regarding the Society's NexGen initiatives my address is posted on the back of the front cover page and my email address is fxe84@optonline.net.

Please remember to "Support Our Troops"

Pat Keeley
Board of Directors 8AFHS

You can be rich or you can be poor but it's always nice to have money.

.....
Jim Erskine, 487th BG

A TRICK MANEUVER BY THE GERMAN AIR FORCE - THE LUFTWAFFE

On the way back to our air base after one of our missions, we were pretty close to the English Channel. Once reached, we were quite safe from enemy retaliation and we could relax a bit.

At one time I looked to 3 o'clock level at our altitude when I noticed a B-17 flying in the same direction (west) as ours. Upon more observation I surmised that this airplane was separated from its group and flying close to us to reach the English Channel and safety. I reported my observation to the pilot and crew.

Just about this time our group encountered anti-aircraft fire too close for comfort. The group started evasive action and with no casualties. This burst of anti-aircraft fire was quite rare and I was very surprised that it came from this location on the coast.

Not forgetting the lone B-17 that was observed, I looked at its location and all of a sudden it made a 180 U-turn and headed east back to Germany. I then realized what the situation was and knew what the strategy of the lone B-17 was. It was a captured plane that probably had made a forced landing in enemy territory at one time.

The Germans checked it out to be able to fly it again.

This lone B-17 with a German crew was able to report our speed and altitude among other information to be used by the crews on the anti-aircraft battery. This information was then entered into the settings of their guns and therefore would be very accurate. Fortunately the burst was very short and we escaped unscathed.

Another hard lesson learned during the airwar of World War III!

James Zographos
Westborough, MA
Massachusetts Chapter 8th AFHS



Wulf Hound B-17 in German markings

Book Reviews

All books are reviewed by the editor for the pleasure of and information for the members of the 8th AF Historical Society and are the opinion of said editor. Reviewable books must be recently published, related to 8th Air Force interests, and be in current print.

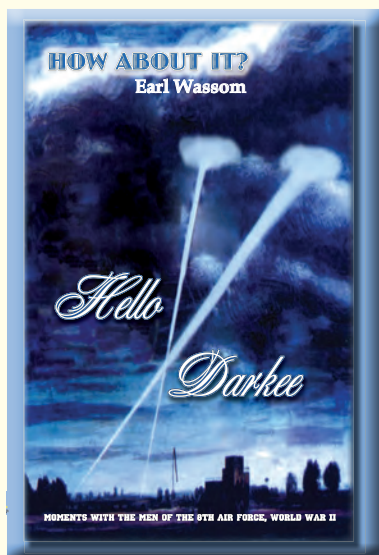
HELLO DARKEE

by Earl Wassom

This unique volume has just been released, fifteen years - as they say - in the writing. Fifteen years because that is how long author and B-24 pilot Earl Wassom, 466th Bomb Group, has been composing his How About It! columns, uplifting words and thoughts that have been the closing feature of each issue of the 8th AF News for the past 40 issues.

Earl began writing his HAI columns when I was editing the Tennessee Flyover, house organ of the Tennessee Chapter. Every 90 days I would receive another article, each with its unique message, often of hope and personal renewal and always entertaining. Earl has compiled this volume of the best of his columns covering a gamut of subjects such as religious renewal and reassurance, combat events, life on the 8th airbases in wartime East Anglia, and thoughts of the family back home, all reflecting the wisdom of one who has learned about life and is secure in his faith in God. Most of the columns close with related quotations from Biblical verses, Old and New Testaments.

Author Wassom has a long-time interest in 8th Air Force organizations, serving as President of the Second Air Division and his 466th Bomb Group Association and is currently on the



Board of Directors of the National 8th Air Force Historical Society, actively serving as the Society's Chaplain. In addition, he has authored a number of well-received books, most recently *Atlebridge Arsenal* and now *Hello Darkee*, which derives its name from the call signal fliers used to contact British air stations for guidance in finding their way home in the blacked-out darkness of wartime Great Britain.

The book is hardback, 162 pages with period photographs, many from the extensive archives of the Mighty Eighth Air Force Museum.

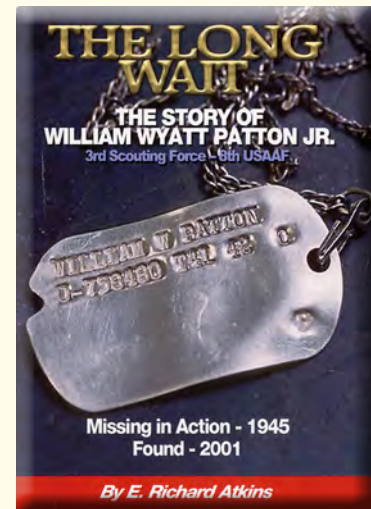
Check www.hellodarkee.com or tel # 812-951-3780, This Moment Publishers. You will want your family to read these classic and revised How About It! columns as presented in this beautiful volume.

THE LONG WAIT

**The Story of William Wyatt Patton Jr.
3rd Scouting Force – 8th USAAF
by E. Richard Adams**

This story is fascinating in that the persistent research accomplished by the author enables reporting the unfortunate experience of one 8th Air Force fighter pilot who took off from his fighter base at Wormingford on his Kodak White flight on 15 January 1945 and didn't return. William Patton's mission ended that day in a spinning crash near the French town of La Longueville, southwest of Charleroi, France. Patton had completed a tour as a 94th Bomb Group pilot and was a member of the 3rd Scouting Force, a unique cadre of pilots who volunteered to go from bombing missions to fighter escort missions in P-51 Mustangs, the aircraft he was flying on his fatal mission.

The aircraft was thought to have crashed into a muddy swamp while in a spin, with the pilot apparently being affected by vertigo with perhaps some degree of disorientation. Nearby townspeople were aware of the crash and American authorities were notified. The investigation was not completed, involving Graves Registration authori-



ties and military higher headquarters command. Fifty-six years later, on 18 February 2001, a farmer working the French soil for planting discovered the long missing aircraft, still holding the remains and artifacts of pilot William Patton.

Author Dick Adams has spent several years tracing the career and final days of Patton, from his assignment at Hickham Field, Hawaii in 1940 to his service on 8th AF airbases in East Anglia. He met and interviewed a number of French citizens who assisted in the P-51 crash site excavation and recovery of the aircraft and Patton's remains. The book tells a story that is rarely found in American annals, although a number of airmen missing in action may have met a similar fate. Replete with interesting photos of recovered artifacts including the pilot's notched dogtags, this eleven-chapter volume includes chapters of other areas of interest, including the story of the 3rd Scouting Force with its commander Lt. Col. Vince Masters, now a doctor in Athens, Georgia and the Aphrodite Project's attempts to bomb German V-1 missile sites, featuring the story of Fain Pool, he originally of the 385th Bomb Group.

A very moving and personal book, Adams utilized his experiences gained heading up the 3rd Scouting Force Association for over 15 years. He is currently active with the Vought Aircraft Heritage Foundation. The book is

Book Reviews

published by the Global Group Inc., Fort Worth Texas.

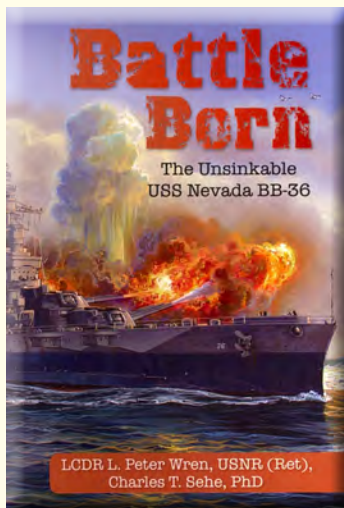
BATTLE BORN

**The Unsinkable USS Nevada BB-36
by LCDR L. Peter Wren, USNR (Ret),
Charles T. Sehe, PhD**

Let's get the name thing behind us right from the start: The battleship USS *Nevada*, a Navy ship named after a state that doesn't even have a seaport, was so named because it was the thirty-sixth battleship built and Nevada was the thirty-sixth state ratified into the Union.

Now, about this book. The story follows the wartime history of the storied *Nevada*, a ship that author Charles Sehe was assigned to in 1941. His personal experiences perfuse the volume, including his description of the Japanese attack on Pearl Harbor on 7 December 1941, officially bringing America into the World War. Sehe recalls, "On the deck of the USS *Nevada*, the ship's crew stood at attention as the Marine Corps Band played the national anthem, which would not end until the flag reached the peak of the mast. The band played on, and the crew remained at attention. No injuries were reported." It was one year before damages to the Nevada were repaired and the battleship returned to sea duty.

The ship saw duty in the Aleutian Island campaign and then sailed to Weymouth, England to play a vital part in the D-Day landings on the Normandy coast, fighting at Utah Beach and the German defenses at Cherbourg.



There is much more in this most interesting book. The ship returned to the Pacific with its full crew and took part in the Iwo Jima landings, also weathering Japanese Kamikaze air attacks at Okinawa. She ended her career participating as a target ship for the atomic tests on Bikini and Kwajalein. As a tribute to her valor during WWII, the US Navy has named a Trident nuclear submarine as the USS *Nevada* SSBN 773.

Author Peter Wren has written three other fine volumes of wartime America, published in the past several years. He served on the USS *Bassett* as a Boat officer rescuing survivors of the sinking of the USS *Indianapolis* in Pacific waters, following its delivery of atomic bomb components to Tinian in 1945. A notable volume is named *We Were There* relating his personal experiences during the Indianapolis tragedy. All four volumes are written from a personal base, using interviews from the men who served – the men who were there. Wren's writing assures the reader that his material is factual and as such is a vital part of World War II history. The book is hardback, with maps and original drawings, 135 pages, pub. 2008. All of Peter Wren's books may be found by contacting Xlibris Corporation tel# 1-888-795-4274 www.Xlibris.com Orders@Xlibris.com

JAGDGESCHWADER 53 'PIK-AS'

by John Weal

Osprey Publishing continues its run of researching and publishing historical books that bring light to generally unknown aircraft and air Units of WWII. JG 53 served the German Luftwaffe as the archetypal fighter unit of the war. It fought for more than six years in all of the European theaters, in a variety of paint and marking schemes. This volume is the only unit history published in English.

As with other Osprey volumes, this is



deeply researched with extensive text material and profuse period photo layouts throughout its 128 pages.

The photos themselves, many of the pilots and the planes they flew, are unusual and are not the run-of-the-mill German pictures. In addition, the reader will find a twelve-page color section of JG aircraft paint schemes beginning

with early aircraft of the late 1930s, perfect for use by modelers and historians.

It will take the reader some time to read this very interesting history of German air warfare – it is jam-packed with info and factual stories. Author Weal utilizes many of his extensive personal materials and photographs to produce this fine work. You may contact Osprey Publishing at: tel# 1-212-685-5560. Ask to speak to Heather. heather.feinstein@ospreypublishing.com

BLUENOSER TALES

**352nd Fighter Group War Stories
edited by Robert "Punchy" Powell;
Marc Hamel; Samuel Sox, Jr.**

Here are the words of those who knew, of those who flew. The illustrious history of the Bluenosed Bastards of Bodney has been kept alive and made available to younger generations by Bob Powell, long-time editor of the 352nd FG



Book Reviews

Association newsmagazine.

The chapters of this book are written or told by the men who served in World War II and are profusely interspersed with period photographs and a unique addition of what are termed by the authors as short snorters - vignettes and reminisces that add a personal flavor of depth, a bonding of the airmen if you will, to the entire volume. The chapters themselves cover the gamut. Presented are discussions of belly tanks, shuttles to Russia, bomber formations, operational activities, action-packed combat tales - you name it. Familiar names of Aces and leaders abound. Within you'll find top fighter Ace George Preddy, Ed Heller, J.C. Meyer (later a four-star), Bill Halton, Bill Reese, Pop Clark, Bill Whisner, and an airship-load of other men who flew and serviced the fighters of the Mighty Eighth.

Their stories are fascinating and far beyond the usual fare of WWII air war histories. The entire volume puts forth a very personal view of those on an 8th fighter airbase, of which the storied Bodney was pre-eminent. More than 400 period photographs - many in full color - are equally unusual and broad in their subject matter.

Punchy Powell is a devoted friend of many who have diligently worked to preserve and present the legacy of the 8th Air Force, and is an old friend of this editor. Over the years of friendship, I don't think I have heard the origin or time frame in which he earned the nickname "Punchy." Admittedly, a large number of 8th airmen acquired nicknames during their tours of service, e.g. John "Curly" Edwards, Walter "Jack" Diamond, Walter "Wally" Starck, and Carleton "Bud" Fuhrman. Think I'll just give Punchy a call.

Bluenoser Tales is one of those very authentic books that will appeal to readers across the board. High quality, large format, professionally formatted and written, 375 slick pages, available now from United Writers Press, Inc.; P.O. Box 326; Tucker GA 30085, available at bulk discounts also. Order this book - you will be most glad that you did.

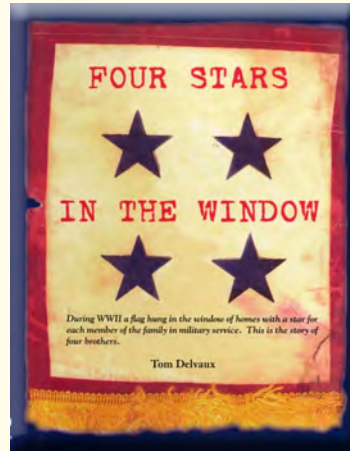
FOUR STARS IN THE WINDOW

by Tom Delvaux

They were officially called Blue Star Banners, the flags displayed prominently in the windows and workshops of those families who had a son or daughter in the service during World War II. The stars on the red, white, and blue flags were blue and changed to gold if their loved one was killed in combat. Many were handmade by the mothers across the nation. The flag of the H.D. Powell family of West Hartford, Connecticut displayed four stars, each representing a son who served in the Navy, Army and Army Air Force. This is the story of those four young men.

One of the brothers is of particular interest to the 8th AF Historical Society membership. Ken Powell was a B-17 pilot in the 401st Bomb Group who was shot down on his fourth combat mission, near Munich bailing out and landing gently in a German farmer's tree. He spent the rest of the war in Stalag I at Barth. Using his skills learned when he worked at Pratt & Whitney before the war, Ken built a number of ingenious tools out of available materials supplied by the Red Cross to the Kriegies such as KLIM cans (milk spelled backwards). These items included a very functional eggbeater, an oven blower for the barrack's stove, and even a fine star that topped the Christmas tree. Post-war, that star adorned Ken's pilot Willie Johnson's family tree every Christmas.

I met Ken Powell shortly after I became editor of the 8th AF News eleven years ago. My career was as an Emergency Room doc in Nashville, and I



customarily would ask any new patient over age 70 "What did you do in the war?" Ken was there on a stretcher because he had a run-in with a ladder at his home and needed a few stitches here and there. I didn't have to inquire about his wartime activities - he was a piece of cake: I noticed he wore a belt that had a silver B-17 on the buckle. We talked about his shoot-

down and subsequent POW experiences and have been good friends since. Both of us have often joked about the fact that he incurred more injuries in a 5-foot fall off a ladder than he got bailing out of a battered B-17 28,000 feet in the air over Germany.

The remainder of the book focuses on the wartime careers of the other three brothers, one of whom landed on Saipan and Iwo Jima in the Pacific Theater. All of their stories tell of the contribution made for our freedom by both American servicemen and by those who waited anxiously back home.

The volume is hard-back, 184pp and has period photographs throughout. Published by Eveready Press, 1817 Broadway, Nashville TN 37203; tel# 615-327-9106. Information about the Service Star flags can be found online at

<http://www.bluestarmothers.org/flags.php>



BEAUTIFUL DREAMER

Love Will Bring You Home

This is not a book for Book Reviews. It is a DVD movie and a very good one at that. A professionally produced full-length movie with top actors and actresses, the tale is based on a true story

Book Reviews

of the World War II experiences of a member of the B-24 *Starduster* aircrew and focuses on an airman's immediate postwar life and especially that of his middle America family. This same *Starduster* B-24 crew is represented on a memorial garden plaque at the Mighty Eighth Museum. Vital to the story are the events surrounding the

airman's shootdown and the lack of information of his Missing in Action status supplied to his wife and immediate family, an occurrence not unusual as a consequence of air missions of the 8th Air Force. That's all that can be said right here.

The movie stars actress Brooke Langton and Colin Egglesfield and features

a fully-orchestrated soundtrack. Produced by Wildhorse Productions and Backfence Productions, go online at www.beautifuldreamerthemovie.com, or ask one of the grandkids to find it for you.

Straight from Jake...

The official post-war U.S. Bombing Survey contained much information obtained from German military and industrial leaders. These interviews were recorded following VE day in May 1945.

Jake Fredericks flew his tour as a pilot with the 303rd Bomb Group and was in Intelligence and operations at 3rd Air Division Headquarters until the end of the war. Jake's interviews after the German Surrender became a key part of the Bombing Survey in the European Theater.

In Japan, Jake led a six-man team after the Japanese capitulation, opening up the immense underground Japanese war production factories. He helped write the U.S. Bombing Survey of the Pacific Theater.

EFFECT OF ALLIED BOMBING ON GERMAN AIRFIELDS

Statements from German prisoners indicate that several lines of investigation should be followed in determining the effect of our bombing and strafing of airfields. Some of these statements may be accepted as indications of effectiveness of airfield attacks and as indicative of the best types of tactics to be used.

Statement No. 1. In an interview on 16 May 1945, General Galland states: "The aircraft industry suffered very heavy damage at a time when they were starting to disperse. Completed and half short of testing facilities. It was arranged in such a manner that airfields, on which a plant for mass production was situated, were also used for running in aircraft. Adverse weather conditions often resulted in a bottle-neck, and as a result airfields like Leipzig/Mockau, etc. were frequently crammed full when they were hit.

Statement No. 2. Interrogation of 23 May, Galland states: Moreover, your raids on the airfields for jet propelled aircraft naturally had their effect, but they were not so decisive. For instance, we wondered for a long time why you didn't raid Brandenburg/Briest. Brandenburg/Briest was an assembly factory for the 262 and 234, and a group of jet propelled aircraft was stationed there. I was there as well. You tried it once, but it was cloudy, thank goodness, and you dropped

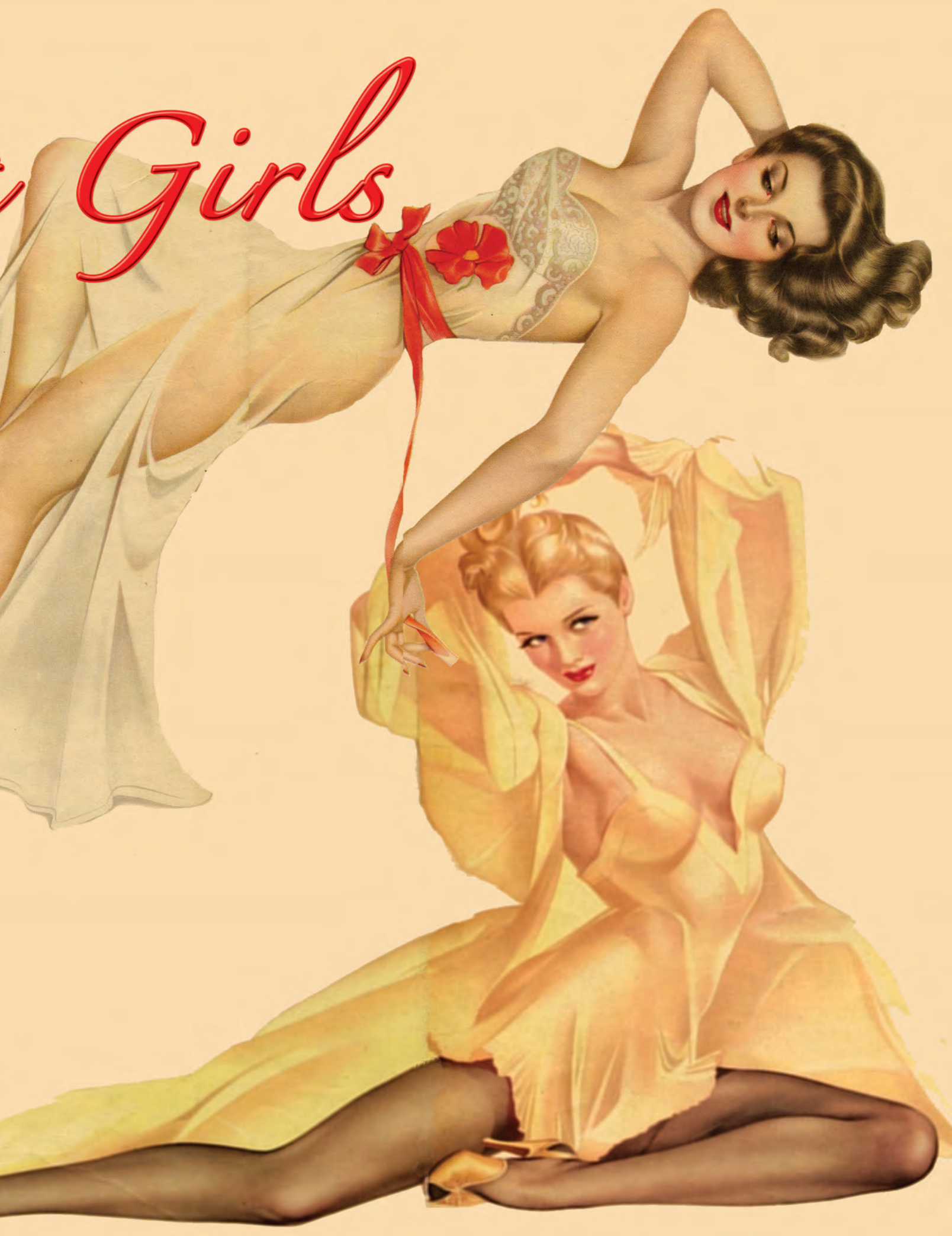
your bombs in the town; but apart from all that, one cannot say decisive delay was caused by that. What was decisive was that the whole program was undertaken too late.

Statement No. 3. In answer to question, "Our fighters, fighter-bombers and also four-engined bombers attacked your airfields. What effect did that have?" Galland answered: "For the people on the airfields your most unpleasant attacks were the ones in which you used the small fragmentation bombs; they caused incredible damage to the aircraft, vehicles and equipment -- everything on the airfields useless. You could land on them again, even with fighters, once some of the fragments had been cleared. The craters didn't even need filling up as they were very shallow. Your attacks with heavy bombs didn't affect the aircraft on the airfields as they caused relatively little damage, even when they exploded quite near. The danger was not so much the bombs themselves, as the rubble, stones, fragments and things of that sort which were thrown up by the bombs and came down again. They penetrated the aircraft. The craters made the airfield useless, and then it was a question how much manpower and machinery you had to clear up the place. There was a definite lack of construction machinery, such as tractors, dredges and bull-dozers, to fill in the craters. If before an attack or even better, after an attack, a few of your fighter-bombers had attacked this machinery, you would have put us out of action completely."

Statement No. 4. In answer to question, "By what means could we have inflicted more damage by our attacks on airfields?" Galland answered: "You would have done it by making combined attacks: first a rain of quite light bombs, and then by heavy bombs, to destroy the runway and landing area. You would have achieved more by that. You did that at RIEM. I was there then when you laid that carpet -- not one of them but eight were laid -- that shook us, that was terrific! But then you also dropped stick-incendiaries as well, and we couldn't quite follow that. But this combination of small bombs, fragmentation bombs and heavy bombs promises the greatest success. When using large bombs, one should use the very heaviest possible, the heavier the better, and not delayed action ones either."

The Varga





Girls

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AIR FORCE COMBAT ACTION AIR MEDAL NOW RELEASED

The United States Air Force has officially released the Air Force's newest medal.

Earned by airmen who have taken part in air or ground combat with the enemy, Air Force Chief of Staff Michael Moseley states that this special award serves as a visual reminder that engaging in combat with enemy forces is an act of courage and an integral part of being an American airman.



BACK



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01480-843720



40TH COMBAT WING PLANS RETURN TO ENGLAND REUNION TOUR

Three groups that compose the 40th Combat Wing, 8th Air Force, will take part in a unique tour that extends from 20 May to 31 May 2009 (next year), featuring original members of the World War II outfits: the 92nd BG, the 305th BG, and the 306th BG.

Ian White, a 305th BGA Life Associate member is working with BG representatives Irv Baum and Wayne Reece with Gerry Darnell (92nd), Ralph Franklin (306th), and Leon Mehring, Bard and Arnie Tesch (305th) to get the word out to 8th troops of the groups as well as the NexGens of those three groups.

Visits to East Anglian Memorials, Museums and all three airfields that make up the Wing – Podington, Chelveston, and Thurleigh – along with tours of Cambridge and even a few of the local pubs, will be a few of the attractions.

Ian is the official organizer – catch him for information at: IW.305cando@googlemail.com or write to: Ian White, Stable Cottage, Lower Dunge Farm, West Ashton, Trowbridge, Wiltshire BA 14 6AX England.

BULLETIN BOARD



2008 EVENTS AT THE ROYAL AIR FORCE MUSEUM LONDON

ST. DAVID'S DAY ACTIVITY

1-2 March

The Welsh have a long history of flying, and it's not just because of their dragons. Explore the Royal Air Force Museum and learn more about Welsh pioneers, fliers and engineers. Also find out just how dragons manage to fly in the Aeronauts interactive gallery.

ST. PATRICK'S DAY

15-16 March

Saint Patrick is one of the most well known of Britain's Patron Saints. But what about the Irish aircrew that he is patron saint for? Learn more about them and the aircraft they flew with our Irish themed tour and then build your own paper model aeroplane in Aeronauts interactive.

EASTER ACTIVITY

21-24 March

RAF's 90th ANNIVERSARY

5-6 April

ST GEORGE'S DAY ACTIVITY

26-27 April

Celebrate Saint George's day by having a go at some of our English themed activities. Don't forget to visit Aeronauts to try your hand at making a dragon!

VETERAN'S DAY

20 May 2008

A special day for Veterans from all three services.

SEARCH AND RESCUE

26-30 May, 2008

BATTLE OF BRITAIN WEEKEND

13-14 September

LIFE ON THE STATION

You probably already recognized the fellow standing on the right with these two potential Pin-up girls and his buddy Cliff Onthank.

Bernard Mirotznik was a member of the 452nd Bomb Group at Deopham Green, serving as a mechanical engineer during those years of his tour: March 1944 to June 1945. During those months he had a few visits to London and spent some time on base at the Aero and Roco Dero clubs, with good-looking dates - a regular occurrence.

Bernard is the generous 8th airman who kindly forwarded us the wartime photograph that adorns (along with our Varga Girl) the cover of this edition 8th AF News. He now is an attorney in East Meadow, New York.



B-29 FIFI TO FLY

Plans are now underway to put the world's only airworthy B-29 Superfortress back on flying status again. FIFI is being restored with a \$1.2 million dollar contribution by Jim Cavanaugh of the Cavanaugh Flight Museum in Addison, Texas, where the plane will find its new home. The Commemorative Air Force (nee Confederate Air Force) in Midland, Texas is working with the Cavanaugh contingent in the restoration process. The B-29 closed World War II with its bombing missions in the Pacific Theater, culminating in the dropping of atomic bombs on Hiroshima and Nagasaki, Japan. While the restoration is underway, visitors to the Museum will be able to see the aircraft, along with a B-24A, at no additional cost. There are a number of B-29s currently on static display in historical Museums and airparks around the nation, but none are presently airworthy.

For information, check online: CavanaughFlightMuseum.com and CommemorativeAirForce.org



TAPS



MANUEL, HENRY R., Alamo TX; 8th AF

Haggai, Melvin, Byron Center MI; 384th BG 30

missions; B-17 *Swiss Miss* –from his pilot Harold Peterson

McCarthy, Denis; 306th BG ttg/engineer; 35 combat missions 1944

Thorkelson, Carl, Oak Brook IL; 100th BG pilot –from his daughter Claire Mad-den

Ray, Wayne Raymond; 445th BG; flew on the 27 September 1944 ill-fated Kassel Mission –from Linda Dewey

Marelius, Robert, Pebble Beach CA; 381st B-17 pilot; career as a Rockwell Co. engineer

Tait, Sereno, Shelbyville IL; 381st BG tailgunner on Marelius crew –from Tony Repka

Cooke, Theodore, East Lansing MI; USAAF 1942 – 46 –from Joseph Jedrzek

Wimer, Daniel, Palmyra VA; 34th BG radio operaor; 25 B-17 missions –from his wife June

Wesley, William, 385th BG B-17 gunner; POW Stalag Luft IV – from Bill Varnedoe

Jenkins, Louis Lavaughn, Savannah GA; 8th AF; 30 missions

Dumouchel, James, Muskegon, MI; 91st BG; 28 missions; shot down and ditched in the English Channel with loss of half of his crewmates, picked up by Air/Sea rescue units; career with Shaw Walker furniture manufacturers

Johnson, Hobert, Hueytown AL; 8th AF; Alabama Chapter Board of Directors

Lederleitner, Stephen, Commack NY; 78th FG 1942-45

–from his daughter Debbie Teodori

Hanlon, Rev. Robert, Childs MD; B-17 bombardier, 35 missions; Father

Hanlon lost his twin brother, Thomas, during the invasion oon Normandy beach; ordained Priest in the Oblates



James Dumouchel

of St. Francis de Sales –from friend Joe Petaccio

Hecker, Stanley Eugene, East Lansing MI; 376th BG B-24 pilot; career as educator and professor

Hudson, James “Jimmy”, Society Hill and Murrell’s Inlet SC; B-24 bomber pilot

Guerry, Jennings, Georgetown SC; 8th AF; active lifetime in Lion’s Club organization, receiving the Lionism’s highest honor, The Melvin Jones Fellow Award –from Buck Shuler

Beck, Donald, Lincolnton NC; 457th BG navigator on the David Omelich crew at Glatton

Tabak, John, Stratford CT; flight engineer –from Mrs. Mildred Beck

Gjelhaug, Carl, Riverside CA; 406th BG **Postma, Hanneke**, The Netherlands; wife of life-long 8th AF supporter, contributor and friend of Albert Postma, who grew up in The Nethrlands during the troubled days of World War II

Rettinhouse, Robert “Bud”, Fresno CA; 303rd BNG

Rolf, Leland, Montgomery AL; **Dutcher, Carl**, Savannah GA; USAAF; career in FAA

Davis, Charles; 487th BG **Bellinger, Edward**; 487th BG –from Walter Baker

McLendon, Melburne “Mac”, Atlanta GA; 8th AF with 30 missions; POW

Stewart, B/Gen James L.; 303rd BG Lead navigator –from his son Dennis Stewart

DeFilippis, Betsy Mullins, Pooler GA; career with Gulf-stream Aerospace; volunteer at Mighty Eighth Air Force Museum

Ferrant, Nicholas, Cream Ridge NJ; B-24 navigator/radio operator; distinguished career in Agronomy –from his wife Irene Ferrant

Harrington, Eldred, Sangerville ME; 385th BG 551 BS Communications Sec-

tion; career in Tree Growers industry; –from his 8th AF friend Herb Anderson

Kroboth, Frank, Whitehall PA; 836th BS airplane and engine mechanic – from his son Bob and daughter Barbara

Behrens, Chuck, Lakeland FL; 78th FG; Long-time editor of *The Checkerboard*, the newsletter of the 78th Fighter Group Association

Gallagher, Michael, Chagrin Falls OH; 385th BGA Past-President –from his wife Marian



Stanley Hecker

Coleman, Vincent, Rockaway Township DE; 385th BG with 35 missions

Van Loenen, Gerald “Jerry”, Almena KS; 385th BG

Schroder, Oliver, Savannah GA; 8th AF B17 waistgunner; President of the Danish Heritage Society; volunteer at Mighty Eighth Air Force Museum

Schelter, Peary Aristotle “Doc”, Okeechobee; 96th BG pilot; flew Casey Jones missions post-war; career in USAF; HAM Radio operator –from his daughter Debbie Clemons

Covine, Peggy, Stow Longa/ Kimbolton England; devoted supporter and contributor to the Mighty Eighth and the 379th BG

Sarto, Joseph, Prattville AL; 384th BG; Lead Pathfinder

Ostrye, Norbert, Prattville AL; B-17 pilot 8th AF

Ward, Charles, Wetumpka AL; B-17 pilot; flew B-26s in Korea and F-104s in Vietnam

Whitten, Charles, Prattville AL; B-17 pioot with 35 missions

Baskett, Larry, Wallingford WA; 379th BG; Past-President 379th BG Association –from his buddy T. J. Johnston

Allen, Wayne, 702 Bombardment; Kassel Mission Historical Society –from Linda Dewey



Peary Schelter

TAPS



RICHARD M. KENNEDY

Richard Kennedy flew 35 missions as a Radio operator/gunner on B-24s with the 448th Bomb Group, flying his first on 24 June 1944. Special assignments during those missions were as the radio operator on the "Ackerman Relay" missions, involving radio signal relays.

Dick's post-war career was in New York Fire Insurance Rating Organizations and then in his own insurance business transactions. He kept his interest in things 8th Air Force throughout his life, including serving as President of the 2nd Air Division Association for two terms. He was a member of the planning Board of the Mighty Eighth Air Force Museum in Savannah since its inception, assisting Museum Founder M/Gen Lew Lyle in initial policies and funding.

For over a decade, Dick and his wife Bobbie would make the long drive from their home in Malvern, Pennsylvania to quarterly Board of Trustees meetings at the Museum, offering valuable insight and direction of protocols and activities of the Museum. They established to the installation of the 448th BG Stained Glass window in the Chapel of the Fallen Eagles at the Mighty Eighth Museum. Most recently, Dick Kennedy served as an organizer of the High Right Society composed of B-24 Bomb Group members who have a special interest in preserving and presenting the legacy of the Second Air Division to younger generations in the United States.

His friends and the 8th Air Force Associations will miss Dick's forthrightness and credibility in all of their endeavors.

Cambridge American Cemetery and Memorial



Greer, Stan, Portland OR; 389th BG Lead navigator; co-founder of Oregon Chapter 8th AFHS; President of Pacific Metal Company

Whiting, Warren; 381st BG navigator; Oregon Chapter

Cleary, Harold; 385th BG waistgunner -from crewmate Al Audette

Swinney, Jack, 95th BG

Bachman, Cliff, Odessa, TX; 303rd BG

O'Hern, Robert, Juniper, FL; 303rd BG

Lance, Guy, Anaheim, CA; 303rd BG

- from crewmate Ben Smith
Billian, Robert, Bound Brook, NJ; B-17 pilot WWII and flew 44 combat missions during Korean War from Ashia, Japan.

Reagan, Clell, Lake Worth, FL; Clell passed away on Veterans Day 2007

Allen, Ralph, Wells-ville, NY; B-17 flight engineer and tail gunner, survived 16 months as POW

Helsing, Richard, Baden, PA; 339th FG

Forbes, Dexter, Portland, OR

Hutchins, Dalton, Muscle Shoals AL;

303rd BG radio operator; POW for 16 months in Stalag 17B

Campbell, Earl "Gunner", Russell KS; 8th AF B-24 gunner with 30 missions; career as supervisor for Kaw Pipeline for 38 years



Ralph Allen

"LOOK AT ME!" the fit old man boasted to a group of young people. "Fit as a fiddle! And you want to know why? I don't smoke, I don't drink, I don't stay up late, and I don't chase women."

He smiled at them. "And tomorrow I'm going to celebrate my 90th birthday."

"Oh, really?" drawled a young man, "How?"

**submitted by
Tom Cannon, U.S. Army (Ret.)**

REUNIONS

490th BOMB GROUP ASSOCIATION

September 4-7, 2008
 Crowne Plaza Hotel
 San Diego, CA
 Contact: Howard Johnston
 858-578-4528 email:
 HOJOGUAVA@aol.com or Tony Bezer
 619-296-2904 email: oliversue@aol.com

351st BOMB GROUP ASSOCIATION

July 10-13, 2008
 Milwaukee, WI
 Wyndham Hotel Airport
 Contact: Clint Hammond
 PO Box 281
 Mechanicsburg, PA 17055
 Tel: 717-766-1489
 Email: bomb351st@aol.com

379th BOMB GROUP ASSOCIATION

22nd Reunion
 September 14-17, 2008
 Hilton Savannah DeSoto Hotel
 15 East Liberty Street
 Savannah, GA 31401
 Contact: Teresa Cabanski
 Tel: 303-697-6265
 Email: cabanskkit@aol.com

WWII BOMBARDIERS

April 30 to May 4, 2008
 Crown Plaza Hotel at Airport
 St. Louis, MO
 Contact: Bob Thompson
 280 Sharon Dr.
 Pittsburgh, PA 15221
 Tel: 412-351-0483

STALAG LUFT III POWS

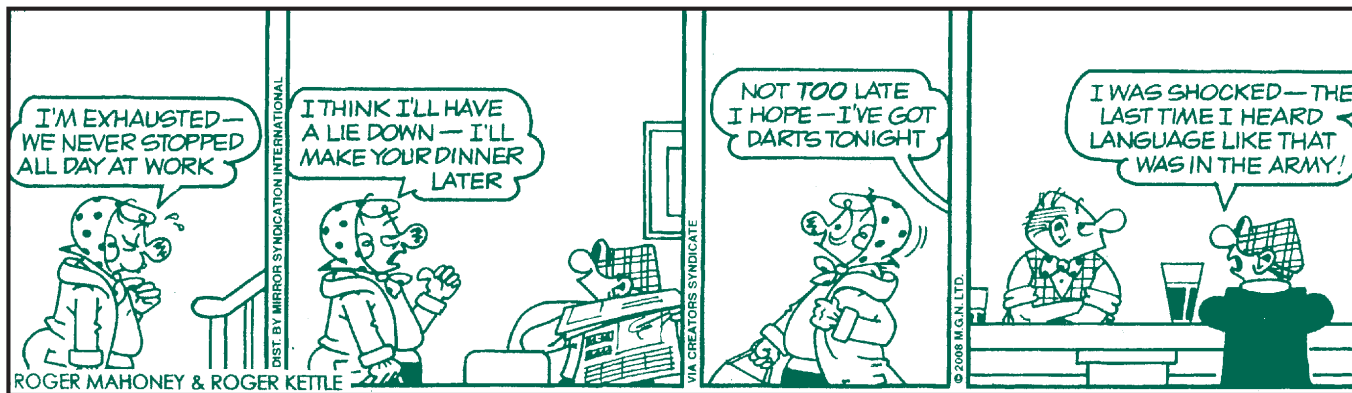
27 April 2008
 Cincinnati OH
 Millennium Hotel
 Contact info: vburgess@burgess-designgroup.com

457th BOMB GROUP ASSOCIATION

May 24-28, 2008
 Peterborough England
 Contact: Candy or Will Fluman
 717-432-1067 or 717-432-5138
 Flumancl@aol.com

8TH AIR FORCE HISTORICAL SOCIETY 34TH ANNUAL REUNION

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DEBRIEFING

CLARENCE W. "BILL" NEUMANN...

Up very early to watch our guys take-off at 07:30 A.M. for the big mission to Ploesti. This was to be the longest mission ever for B-24 aircraft plus it was to be low-level. The purpose was surprise by penetrating below the eyes of German radar. Lt. Dahl related the following to me after his safe return from what turned out to be the roughest mission to date for our forces. *"One aircraft from our Group crashed on take-off. Lt. Polivka and Sgt. Garner (later joined our crew) were the only survivors. Approximately one hundred seventy five aircraft were assembled out over the Mediterranean and headed north. Saw one of our aircraft suddenly dive out of control and crash into the Adriatic Sea. Later learned there were no survivors. Arrived over the target at approximately 14:55 hours and due to faulty navigation on lead group's part we were led into our oil refinery target right over flak corner. They threw so much flak the sky was black with it. We were flying at about 50 feet all in tight formation going 220 mph. Saw Col. Baker and Lt. Porter with whom I was first going to ride, both go down in flames and explode in front of us. Every haystack was a machine gun nest. We got our bombs into a cracking plant. An exploding tank missed us by seconds. It got the plane right behind us. Bombs were thirty-minute fused. Somehow we managed to get out going like hell. In all I saw seven planes go down in flames and explode. On way home two more collided and spun in. Saw no fighters on return flight. However, fuel was a big problem. Sweated it all the way home. Touched down at 21:00 hours exactly thirteen and a half-hours after take-off. Only twelve planes of thirty-two despatched returned to home base. Some may be safe elsewhere." Lt. Dahl told me "God was with me on this one." Amen.*

2 August 1943

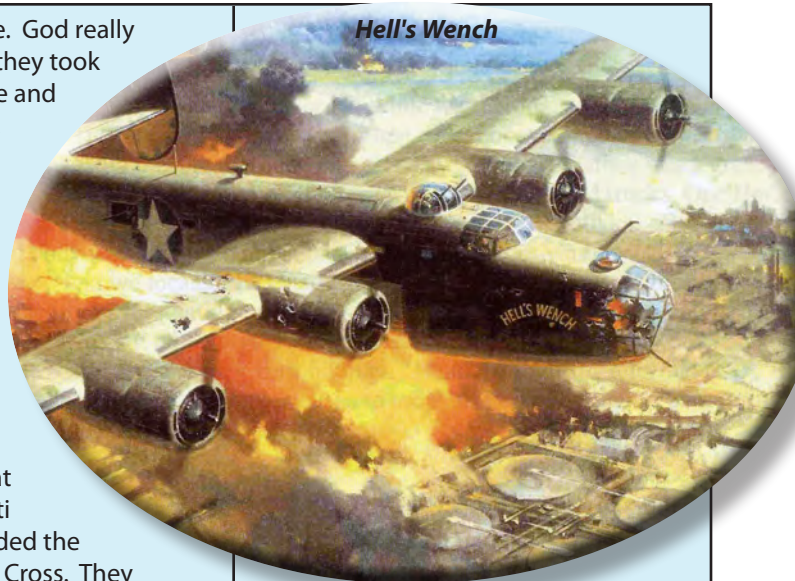
No happy faces about today. Yesterday was a bad day for Army Air Corps. Word thru the grapevine has total losses were 55-60 aircraft. A blow to any Command. Ploesti will surely take its place in history. We were blessed as Hinchman and Dahl both made it back safely, though both aircraft had moderate too

heavy battle damage. God really took care of Dahl as they took him off Porter's plane and sent him on another. Porter never made it, as he went down at the time our *Hell's Wench* was lost. Found out Lt. Polivka was badly burned and will be hospitalized till stabilized and then returned to the States. Rumor also has it that all survivors of Ploesti mission will be awarded the Distinguished Flying Cross. They sure earned it. Tonight we all attended a USO-type show presented by GIs. Very good performance.

28 January 1944 A day like all days but that soon changed. At 19:00 we were alerted for a mission tomorrow. Gathered our equipment and flew to Hardwick, home of the 93rd Bomb Group. Took off immediately and headed straight to the sack.

29 January 1944

The orderly woke us at 04:15 telling us to rise and shine. What a comedian he was. Dressed, ate breakfast then to briefing at 05:30. Once again our target is to be Frankfurt, Germany. I shudder to think how many times we have prepared for this target only to



Hell's Wench

have the mission scrubbed. We will be leading the 20th Combat Wing this day. Completed our preflight and climbed aboard our aircraft hoping this mission would not be scrubbed. Taxied out to the runway and were airborne at 08:30. Completed our climb and assembled the 20th Combat Wing behind us. Continued on to the coast and formed the wing with the 2nd Air Division. We are now well on our way and out over the North Sea heading east. Our P-38 fighter cover is a sight to behold. No problems passing over Holland but as we entered German air space everything changed. About twenty German fighters jumped us but our P-38's drove them off. As we approached our Initial Point (IP) the flak became intense. Sgt. Schrock from his position in the tail re-



Howard Hinchman Crew

DEBRIEFING

ported several B-24's were hit and going down. Cloud cover over the target was completely overcast so I bombed the target using radar. As soon as the bomb bay doors were closed we made a wide turn and headed for home. No major problems on the way out as the P-38's were joined by P-47's and furnished us super cover. God bless those guys. Touched down at Alconbury after leading the 93rd to their base. The time was 14:05, exactly five hours twenty minutes since we took off. Headed to Intel for interrogation. I understand we lost five aircraft today. One of these was a Pathfinder from our outfit. A mid-air collision was the cause. Had a shot to calm the nerves and then headed to the chow hall. You guessed it, our next stop was the sack for much needed rest.

Mission info: 2nd Air Division Target - Frankfurt

B-24 Bomb Groups 44th, 93rd, 389th, 392nd, 445th, 446th and 448th

16 February 1944

The day started early for us. Finished breakfast and then we were off to the flight line. A lot to do today. Scheduled to flight check our new aircraft. Spent the entire morning flight checking all on board equipment. Landed in time for some lunch and then back to the flight line and ground swung the compass. Everything checked and we certified the bird was set to take us anywhere we want to go. Next we climbed into our flight suits and took another new aircraft aloft for a complete flight check. This bird also passed the check with flying colors. We landed late which caused us to miss the six 'o clock bus back to Upton Hall. Lt. Williams and I got into a Gin Rummy game while waiting for a truck to haul us back to Upton. It finally arrived at twenty thirty. By this time I had a thousand points and Willie had four points. He was pretty steamed and I told him I was just lucky this time. We managed to miss supper so settled for candy bars and an apple. The rain has been with us for days and continues to come down. Nuts! Major Roach again offered Lt. Dahl a crew

of his own but he refused. He knows we are a close knit crew and does not want to fly with a new inexperienced crew. I do not blame him. We would all hate to lose him. We were supposed to move today but flying and rain cancelled it.

Clarence W. "Bill" Neumann
93rd Bomb Group, Oxford MI

BILL BROWN...

Friday, January 25, 2008

It was the return to England and in the late afternoon of the 24th of December, 1944. The whole coast and 50 miles inland was shocked in fog and clouds. We were staying close to the lead PFF ship and were diverted to, I believe, Bury St. Edmunds. We let down through the clouds uneventfully to a safe landing. We were shunted to a short runway in the southern part of the base and parked and shut down. We stayed in the plane awhile but were soon told there would be no transportation to bring us to debriefing. We started walking toward some building which we figured were the headquarters.

We had to walk in the field between the runways while other planes were landing. The runway in the north part of the field was fast filling up the aircraft and red flares were being fired to wave planes off. These planes were running out of gas and I guess were unable to go around. I saw one plane just move over to the left and come down on the field beside the runway. Another plane also ignored the red wave off and pulled up his landing gear and came in on the grass. Everyone seems to get out without injury of both planes, but it caused the runway to be shut down and the other aircraft were diverted the eastern runway that we were having to walk across. I saw four B-17s land in quick succession. The first one was able to pull into the short runway and get out of the way, but the second plane could only get partly into the parking area. The third plane had to stop short of the parking area and the fourth plane was too close and swerved to the right but hit the third plane and sheared off the

vertical stabilizer of #3 which caused the aircraft to spin around and the right outboard engine sliced into the wing and tore a large hole in the fuel tank. When we saw the plane crash into the other one, started running toward the area to see if we could help, until we saw the gas pouring out and running down over the number three engine of plane #3. At that we turned around and started running the other way. To this day I don't know why, but the gas did not catch fire, because it was pouring right over the hot cylinders of that engine. What a mess.

The next day a mission was planned but due to lack of ordnance and personnel to load same it was scrubbed. We observed a "limey" tug operator, the next day, scratching his head in trying to figure out how he was going to move one of the B-17s in the field with that small tug he was driving.

On Christmas day at about 1400 hours a bunch of 6-bys trucks came along and we loaded up and were hauled back across England to our base at the 379th, Bomb Group. We were served a really fine Christmas dinner in the mess hall at about 1800 hours which made up for that long cold bouncy ride in that fine truck across England.

Bill Brown
Armorer/Gunner/Toggler
379th Bomb Group
Zephyrhills, FL

JOHN BORG...

Mission 3

Saturday, 5/13/44

Trip to Stettin

Today was really a day. We had a 1,300-mile trip through Denmark, after passing over North Sea. Stettin was our primary target but it was clouded over. So Stettin got our incendiaries, forty-two 67-pound incendiaries, on the ships and marshalling yards. Really bad flak.

We got up at 6:00 a.m., ate breakfast, went to the briefing at 7:00 a.m., then to equipment for our flying togs and were at station by 8:30 a.m. After checking over everything -- bombs, and all, guns stowed and flak suits out -- we took off at 9:20 a.m.

DEBRIEFING

We left the English coast at 11:20. We hit the Danish coast at 1:00 p.m. Right away, flak greeted us, but it was inaccurate so none of us were hit. There were probably 200 forts in sight as we went over Denmark. Later a big burst of flak, in about 100 different bursts, took two of our ships. The first one that I saw get hit was about 200 yards to my left. The pilot must have been killed instantly. The plane stuck her nose up and climbed, then did a half inside loop and split out. Four parachutes came out, so I guess at least four got out. Another did the same thing except it dove about 5,000 feet and four parachutes came out of it also before it went out of sight behind my wing, off to my right. About eighty planes came into view: German ME 109's and FW 190's; they were all set to hit the group below. We were the high group just as they were turning in to attack. Down came our P-47 escorts. They dove right into the middle of the Me109's and FW 190's. On their way through, one of the 51's knocked down two; what a dogfight! One of our P-51's went down right in front of the nose of my ship. The pilot got out. Coe saw one hit the ground and blow up. Dogfights raged about twenty minutes, dogfights as far as you could see. That P-51 is really a fighter ship. They just tackled any number of enemy fighters. We went on and bombed our target through very intense flak. You can see flak bursting right in front of you, over and below, right and left, just like a wall of flying metal. I got the bombs out right on time and the ball turret gunner said they went right to the target and really did damage. I'll know some more about that when the

pictures we took come out. We were just thirty-five miles south of Sweden. That was one of our escape points. Well, the trip back was all right. Got too much flak and our fighter support was really on the ball. P-38s and P-47s and P-51s -- about 250 of them. We landed at 7:35 p.m. and that was really an eventful day. We were interrogated, then ate and cleaned our guns. Now I'm in bed writing, nearly pooped out. I'm going to hit the sack now. We dropped forty-two 60 pound incendiaries, the ground looked like a sea of fire.

Mission 4 Berlin, Germany Friday, 5/19/44

We were awakened at 4:20 a.m. this morning, went to briefing, equipment and stations, and took off about 8:35 a.m. or so. We were carrying forty-two sixty-seven pound M47 bombs (incendiaries) with us. We had a great deal of flak over Berlin, the sky was black with anti-aircraft fire. Johnny, our pilot, really brought us through today. He picked the right patch to avoid the fire from the ground. They could see us today. It was (ME) maximum effort, which means every fort that could fly

was in the air.

On the way to the target, a B-17 on my left had an engine lifted right out by the flak. The plane put her nose down and went in to a dive. One chute came out, but the plane blew up at about 10,000 feet and we were at 25,000 feet at the time. Yes, it's surprising to see all the things and to see another ship and crew blown up in front of your eyes. Whoever said war was hell knew what he said.

We came back and sighted the English coast at 5:55 p.m. We were in the air for about nine and a half hours. Now I have a terrific headache, so I'm going to bed. It's ten to one that we will go sometime tomorrow. I got a letter from my sister, Eleanora, today. Sure was swell.

**John Borg, 303rd Bomb Group
Bombardier
Atlanta, GA**



John Borg, standing third from left

NIGHT MISSIONS FOR THE 8TH AIR FORCE - ALMOST!

by: Belton Wolf, 305th Bomb Group, 422nd Bomb Squadron, 406th Bomb Squadron

This anecdote is aimed at those who supported the strategic daylight bombing missions of the 8th Air Force, 1942-1945. That would include most anybody on an 8th AF Station who prepared aircrews and serviced the B-17 Flying Fortresses and B-24 Liberators. Perhaps you were among those aircrews that were awakened by an orderly's flashlight shining in your sleepy eyes at 3 or 4 o'clock in the AM. Didn't you at times think it would have been nice to be awakened sometime later in the day, to prepare for a NIGHT mission? It almost happened. Not many know, except for those at Headquarters 8th AF and the 305th Bomb Group, at Chelveston Station, that plans were developed to change the course of the 8th Air Force's daylight strategic bombing operation. The 305th Bomb Group's 422nd Bomb Squadron actively engaged in the operational plan. Up to that time the 422nd along with the 364th, 365th, and 366th Squadrons had been flying B-17 aircraft on daylight sorties since November 17, 1942.

The Group Commander was Colonel Curtis E. LeMay. In May 1943 the 305th Bomb Group came under the command of Lt. Col. Donald K. Fargo. As an aside, the 305th Bomb Group suffered the heaviest losses 14 October 43 during the Schweinfurt mission.

The October losses at Schweinfurt, as well as heavy losses prior to that fateful October, were part of the reason the 422nd Bomb Squadron was given new orders. Basically, the plan was to conduct strategic bombing at night which might possibly reduce crew and aircraft losses. The concept was not to duplicate the saturation bombing strategy of the Royal Air Force Bomber Command, but for 8th AF bombardiers to pinpoint pre-lighted targets.

During October 1943, the 422nd Bomb Squadron's B-17s flew eight night sorties over enemy occupied Europe. The results were inconclusive. The problem was that a bombardier could not pinpoint a target no matter the means taken to light the drop zone. Hence, the effort to fly some form of formation at night to a target was abandoned. However, the idea of flying



B-17 Flying Fortress, from the 406th Bomb Squadron on a night mission dropping leaflet canisters into enemy occupied Europe.

B-17s at night did impress Supreme Headquarters Allied Expeditionary Force's Psychological Warfare Division.

SHEAF visualized B-17 aircraft dropping news and propaganda leaflets over occupied European, to selected targets. The task was given to the 422nd Bomb Squadron that began night operations in the fall of 1943. The twelve assigned aircraft and aircrews began flying to as many as twenty-five targets at night. The B-17s would fly as single aircraft dropping bundles of paper on at

least eight targets in a night. The idea of a paper bundle was changed when a wooden casing was designed to hold 80,000 leaflets that could be hung on regular bomb racks. The aircraft would take off at dusk and return at dawn.

Just think, if the original idea of flying night strategic bombing missions had succeeded, you other members of the 8th Air Force might have been able to sleep in, like those "Paper Boys" of the 422nd. The 422nd Bomb Squadron was subsequently renumbered the 406th Bomb Squadron, and assigned to Cheddington Station 113 in June 1944 where they shared the base with B-24 Carpetbagger squadrons until May 1945. A post script: The 422nd and 406th was commanded by Lt. Col. Earl J. Aber, until his aircraft was shot down returning to England, May 1945. Aber's airplane was recently excavated from the river Stouer in England.



INTERNED B-17s IN SWEDEN

Beginning in March 1944, emergency landings of American aircraft on Swedish soil became a daily occurrence. New arrivals were expected by the Swedish. The crippled aircraft circled Swedish aerodromes in flames, they landed on their bellies and they touched their wheels down without enough gas in their tanks to taxi off the runway. By the end of the war, 131 Heavy bombers and nine P-51 Mustangs had made emergency landings in Sweden and more than 1500 American airmen had been interned.

Stan Peterson flew four of the Berlin series of missions of Big Week in March 1944 in the 96th Bomb Group B-17 *The Saint*, finishing his 25 mission tour on 15 March 1944. On the aircraft's 16th mission, his badly damaged bomber landed in Sweden and eventually became the first member of the Swedish airline, SAS.

March 6, 1944: As part of the campaign to pave the way for the allied invasion of Europe, the U.S. Army Air Force made its long-anticipated strike to Berlin. It was the first massive daylight raid on the capital of Hitler's Reich; as was predicted, the Luftwaffe rose up in force, resulting in heavy losses for both sides.

One of the planes that did not return was a U.S. Air Force Boeing B-17G Flying Fortress named *A Good Ship & Happy Ship*. After being hit by anti-aircraft fire and dropping out of formation, the crew realized that their lone damaged B-17 would not have a chance of making it back to England. Their only hope was to turn north and make for neutral Sweden. It was the last mission for *A Good Ship & Happy Ship*, but it would not be its final flight.

During the war Sweden maintained strict neutrality. That declaration allowed the nation to become a refuge for the crews of damaged aircraft from both sides, including more than 1,400 Americans.

By the rules of Sweden's neutrality, the planes and their crews were interned. Early in the war this was not a problem as Allied and German personnel were generally returned on a one-for-one basis. But as the war progressed, a far greater number of Allied planes and crews ended up in Sweden, and they were forced to remain there.

Along with this growing population of Allied airmen that could not be repatriated, Sweden had another problem. Swedish airline ABA (AB Aerotransport) had lost two of its five DC-3s to Luftwaffe fighters while flying the dangerous route between Sweden and Scotland. The airline needed to replace those lost planes, preferably with long-range planes that could fly the safer route over northern Norway. They negotiated the delivery of nine of the already in-

terned B-17s to the Swedish government, in exchange for the release of interned American airmen.

Of the nine B-17s, seven were converted into 14-seat airlines by Swedish automobile and aircraft manufacturer Saab. The company advertised the conversion program using the biblical quote, "From swords into plowshares," signifying conversion of the former warbirds to peaceful use.

The converted bombers were officially designated, "Felixes" in honor of the U.S.

Air Attachi, and were delivered to the forerunners of today's SAS (Scandinavian Airline System).

Five went to Swedish airlines ABA and SILA (Swedish Intercontinental Airlines), and two were sold to DDL (Danish Airlines). The Felixes served the airlines until 1948, when the last was retired.



submitted by

Lt. Gen. E.G. "Buck" Shuler

Former Commander 8th Air Force



This Douglas-built B-17F was the first of seven former U.S. Army Air Force Flying Fortresses to be converted into a "Felix" airliner by Swedish aircraft and auto manufacturer Saab during World War II.

PRISONER OF WAR CONVENTION REGULATIONS

The Prisoner of War Convention states who are "prisoners of war" and regulates in detail their capture, care, food and clothing, internal discipline and punishment, labor and pay, external relations, representation, prisoner information, and termination of captivity. The Red Cross Convention concerns the treatment of wounded and sick of armies in the field, and the rights and privileges of medical and sanitary personnel, chaplains, and other "protected personnel," both in combat and as prisoners. Changes in these Conventions may be made by mutual agreement between warring nations.

Status of Prisoners of War - The Prisoner of War Convention discusses at length the status of prisoners of war and the penalties and punishments applicable to them. They are not to be considered as in the power of the individuals or of the military units which capture them, but of the capturing nation itself. Every prisoner must at all times be humanely treated and protected particularly against acts of violence, insults, and public curiosity, and measures of reprisal against them are prohibited.

It is for this reason that a prisoner's face may be blocked out in a newspaper photograph. It is recognized, however, that certain measures of administration and discipline are essential for proper camp maintenance. It is provided that every camp shall be placed under the command of a responsible military officer, and that all regulations, orders, and notices must be communicated in a language which the prisoners understand. Prisoners are to be subject to the laws, regulations, and orders in force in the army of the detaining Power and, accordingly, acts of insubordination are to be punished in the same manner. However, it was realized that army standards of punishment in some countries might be too severe, or might be too harshly applied to enemy prisoners; therefore, certain specific limitations upon punishment are set forth in the Convention. Among such mandatory limitations is the provision that confinement not exceeding thirty days is the most severe disciplinary punishment which may be imposed.

Judicial and Disciplinary Pun-

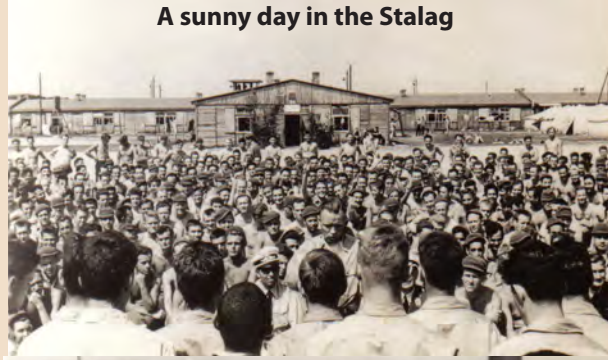
ishments; Administrative Measures - Three types of action against insubordinate prisoners are available to the camp commander to effectuate his responsibility to utilize and control prisoner of war labor, and to administer and maintain his camp in a satisfactory manner. Prisoners of war are subject to *punishment* by "judicial proceedings" for violation of military law (Article 45), as well as for violations of local criminal laws. The essential difference between judicial proceedings and in international law is the degree of punishment.

Disciplinary action is so restricted that it has proved no deterrent to certain offenders. In some camps there have been, occasionally, concerted "sit-down" strikes, either to obtain unusual privileges or to test the mettle of the camp commander. Experience has shown that the good old-fashioned remedy of administrative measures is often the most effective way to combat that petty insubordinate which can disrupt the entire camp administration. Whether the prisoner is refusing to work or to comply with the necessary provisions for camp administration, such as turning off the lights at a certain hour of the night or maintaining quarters in an orderly condition, the "no work - no eat policy" has generally proved effective as an administrative measure.

Work - Prisoners who are privates may be required to work, if physically fit; noncommissioned officers may be required to do supervisory work only; and officers and noncommissioned officers may be permitted to perform any type of work if they so request. Their work may be connected with administration of the camp, in which case no wages will be received. The work may be for private persons or on public projects, for wages provided the work has no direct relation with war operations, such as manufacturing and transporting arms or munitions, and does not involve "unhealthy or dangerous work."

Termination of Captivity - The Prisoner of War Convention provides that, when belligerents conclude a convention of armistice, provision must be made for repatriation of prisoners of war, and, in any case, repatriation is to be effected "with the least possible delay after the conclusion of peace." A prisoner of war does not cease to be such merely because his country surrenders unconditionally or otherwise terminates hostilities.

A sunny day in the Stalag



The soup-wagon



Guardhouses and the deadline



from Military Review, 1944

KRIEGIE POEMS

These poems are a few unattributed thoughts and concerns of the Prisoners of War who were inmates in Stalag 17-B. The file of poems are in the Peter Edgar collection held in the Roger A. Freeman Research Archives at the Mighty Eighth Air Force Museum in Savannah. All were originally written in pencil.

submitted by Dr. Vivian Rogers-Price
Curator and Historian Mighty Eighth Air Force Museum

HAVE YOU EVER

Have you ever lived in a Kriegie camp minus many things
Have you ever slept in a wooden bank of boards in place of springs
Have you ever woke to a morning bright with never a place to go
And solemnly wait with bitter hate for "Jerry" whistle to blow
Have you ever stood a number check in the mud, wind and rain
And curse the things that made it so only to do it again.
Have you ever drunk from an ol' tin can, have you ever made a brew
With a bar of soap, a little hope and some Elgin butter too.
Have you ever had to be deloused on a cold and rainy day
Have you ever had a haircut that good old Kriegie way
Have you ever seen the compound when everything was still
And watch parades your allies made mounting "Russian Hill."
Have you ever eaten "green horror" or thrived on saw dust bread
Have you ever longed for T-bone steak and ate Jerry soup instead
Have you ever cherished a single match or a roll of tissue paper
Have you ever had to share a stove with a tinsmith or a baker
Have you ever sat in the glowing lite of the Austrian moon above
And reminisce and sadly wish for the folks back home you love.
Have you ever layed on your bunk at nite you were once again
Viewing the stars and stripes, the land where freedom reigns
Did you ever swear once you were there you never would cry in vain,
Well let's hope and pray that we can stay true to our words again.

TO THOSE WHO ARE GONE

Let's drink a toast to those who are gone,
To the loves they left that still carry on.
Fellow members of our combat crews
Who, beside us, against the enemy flew.
Let's take a pause to cuss the Kraut
Who happened to knock their airplane out.
It may have been fighters, it may have been flak
We only know that they didn't come back.
Our hearts feel sorry for their Gold Star Mothers
Their wives and sweethearts and all the others.
Let's drink a toast to the boys who are gone
Their lives are lost but their deeds live on.

RACE

Blue cold sky with billows of black
Blue cold sky dotted with flak
The Lord is my armor
The devil's my guide
The target's in site
It's a helluva ride.
A roar and a crash - a ripping of steel
A roar and a crash that splinters the keel.
Then plunging downward through space
St. Peter and Satan were having a race
My thoughts were a prayer.

UNTITLED

No non com's club
Or London pub
Can ever quite compete,
for tales of gore
and rumors galore
With a Stalag toilet seat.

KRIEGIE SAYINGS, EXPRESSIONS AND TERMS

- any rumors?
- hard luck!
- are the guards in the tower?
- throw 'im in the Sheisen house!
- rough!
- hot water!
- lights are going out!
- roll call! oust!
- number check!
- hit the wire!
- hit the sack
- sack time
- fleiger alarm!
- get yer Jerry swill!
- there I was at 23,000
- ball turret feathered
- putt-putt running away
- so I grabbed a leaflet and bailed out
- Boy! was it quiet!
- Ya shoulda been here last winter
- buzz job!
- B17 men to the window
- Oh! A 17 man eh?
- harry ass
- flea bitten Kreigie
- stalag happy
- big wheel
- hubs-spoke-grease
- D-bar for the suit case
- D-bar for long johns
- all clear
- barley and !
- paddle foot
- feather merchant

G.I. JOE

Among the four thousand good G.I.'s
from all the 48 states
You'll find many different kinds of guys
to which this poem relates.
First we have the conservative type
He's as quiet as a mouse
Then we have the boisterous type
Who yells "Throw 'em in the sheisen house!"
We also have a disgruntled type
Who's forever and ever bitching
Beside him we have the happy guy
Who's always in there pitchin'
We've got the very ambitious type
He's right there to help with the sweeping
Beside him sleeps the lazy man
Who can be found in his sack always sleeping.
We've got the sentimental guy
Who thinks in the feminine gender
With him there's the hell-raising guy
At (left blank or erased) he's a hell bender,
We also have the Charles Atlas type
At weight lifting he's a pip
And the eat-sleep-drink baseball man
Who plays with that additional zip.
There's the quiet studious G.I. Joe
With his nose forever in books
And the egotistical, conceited Moe
Who worries about his good looks.
Oh there's many and many a boy
In the United States Army ranks
They're good men and smart men, all of 'em hard men,
And every damned one of em Yanks!

8TH AIR FORCE LITHOGRAPHS DISCOVERED



Karen Glynn of Chichester, England was going through her cousin's effects and discovered 15 lithographs, each one of a different airman of the U.S. Army Air Force. The artist, Clark Fay (1894-1956), was a well-known American lithographer and illustrator who lived in Europe and worked for the "Saturday Evening Post" as well as other publications and venues.

Karen has no idea what the lithographs were for, but having a sense of history, along with family military connections to WW II herself, she wants to locate the airmen or their families so the lithographs can "find their proper homes." Karen's father was with the RAF during the War, her mother was in the Women's Land Army.

One of the lithographs is of my father, Loren G. McCollom (56th FG & 353rd FG) and Karen was able to locate me via the Internet. I was thrilled to see this image of my father that I had never seen before, in the form of a lithograph that had laid dormant in a box in England for 65 years! I told Karen I would try to help her locate the other Airmen or their families so she sent me a list of the names. It has been an interesting search so far because the individuals -- like so many that I read about in every issue of this magazine and meet at the reunions -- are ordinary people who lived in very trying times and experienced events that are unimaginable to many of us. Some of them became well known names - aces, authors, Medal of Honor recipients, & Generals. And some did not come home. All of them have a story to tell.

Six lithos are of airmen who were with

the 56th Fighter Group. However, we thought our best resource to locate these airmen or their families would be the 8th AFHS and the readers of this great magazine.

I have enclosed copies of the lithographs and a list of the airmen. The airmen with asterisks are the ones we have contacts for thus far. Hopefully

you can help fill in the gaps. I would be happy to get back with the magazine at a later time with the stories we compile on these airmen!

Patricia McCollom Bauchman
cowpattymc@aol.com
1245 Odell School Road
Concord, NC 28027



VIII US FIGHTER COMMAND, ENGLAND

- Capt. Sy Burke - Dumont, Minnesota (56th FG)
- Capt. Merle Eby - Aurora, Illinois (56th FG)
- Capt. Gerald Johnson - Owenton, Kentucky (56th FG)
- * Capt. Walker Mahurin - Ft. Wayne, Indiana (56th FG)
- * Maj. Loren McCollom - Ritzville, Washington (56th FG)
- Lt. Col. Chesley G. Peterson - Salmon, Idaho
- * Maj. Philip Tukey - Cape Elizabeth, Maine (56th FG)

VIII BOMBER COMMAND, ENGLAND

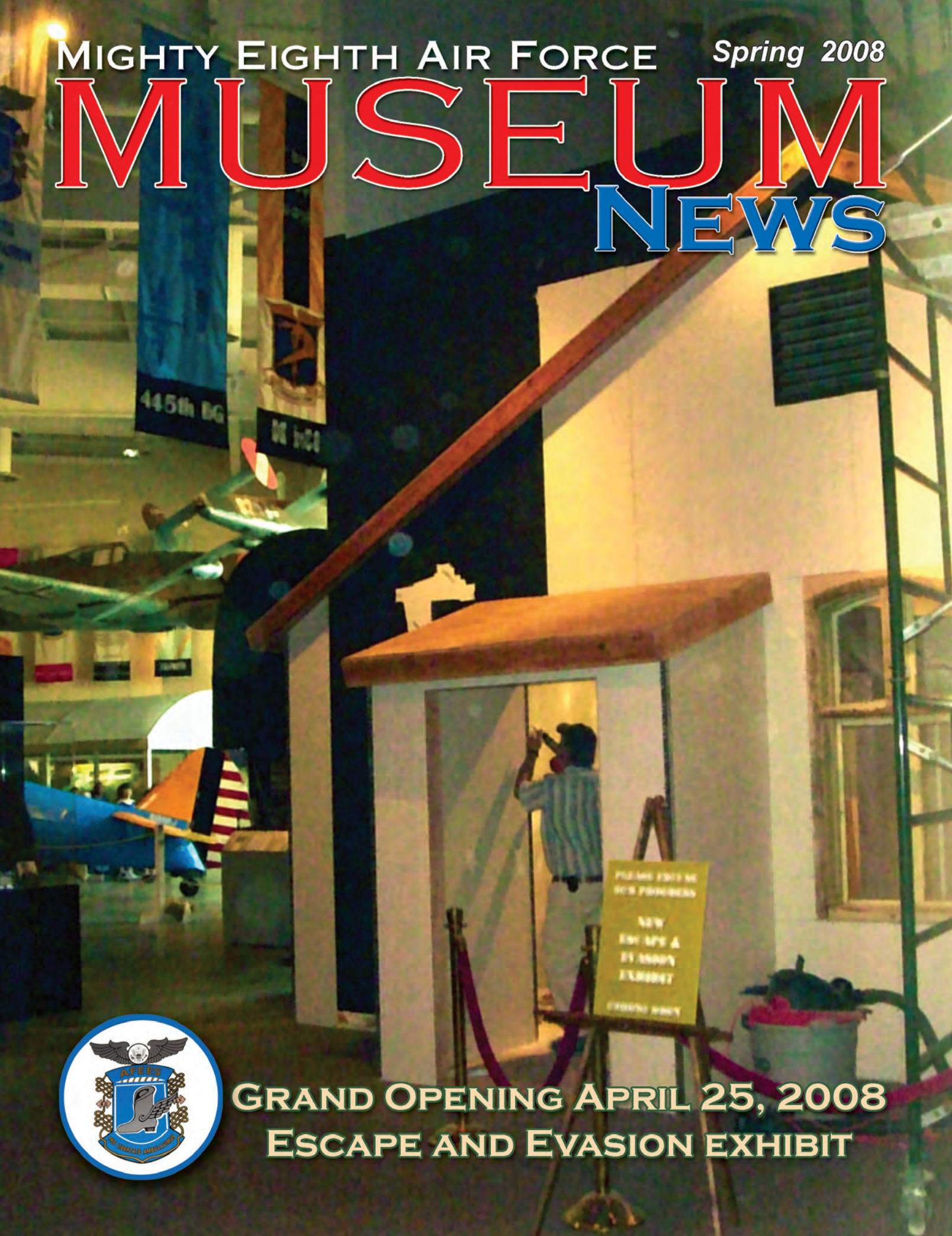
- Capt. R.J. Check - Minot, North Dakota
- Capt. J.H. Dexter - Little Rock, Arkansas
- Staff Sgt. W.W. Fahrenhold - McKees Rocks, Penn (306th BG)
- Lt. Ralph W. Jones - Los Angeles, California
- Lt. Col. Thomas McGhee - Greenville, Alabama
- * Staff Sgt. M.H. Smith - Caro, Michigan (306th BG)
- I Lt. Robert Smith - Lemesa, Texas
- II Lt. L.C. Sugg - Huntsville, Alabama

*= those we have found contacts for

MIGHTY EIGHTH AIR FORCE

Spring 2008

MUSEUM NEWS



GRAND OPENING APRIL 25, 2008
ESCAPE AND EVASION EXHIBIT

MIGHTY EIGHTH MUSEUM MISSION BRIEFING



The permanent home of the Mighty Eighth is at full throttles with all of our sixteen departments increasing in activity/productivity and our staff is enjoying meeting our many new visitors to the Museum. Our devoted volunteers have their increasingly popular tour programs well in hand putting on a face to the Museum that is very much evident in responses we regularly receive from our rental customers and daily visitors. The staff is enjoying every minute!

We here at the Museum are especially excited about this special publication - the long-planned joint communication venture with the

National 8th Air Force Historical Society organization, of which many of our Museum supporters are active members. The membership of the Museum and that of the Historical Society will receive copies of both March 08 editions of their quarterly newsmagazines and all will have an opportunity to see what both 8th organizations do for the same mission – that of preserving and presenting the history and legacy of those who served in the 8th Air Force.

For the twelve years the Museum in Pooler, Georgia has been open – has it really *been* that long? – the support from members of both groups who have generously donated their artifacts, photographs, wartime diaries, oral histories and have been equally generous in their financial support, have allowed us to continue operations in our mission of telling the story of the Mighty Eighth to all generations. The 33 State 8th AF HS Chapters have considered us to be their permanent home with a Resolution submitted by their organization's Board of Directors. We are, and will continue to be, just that. It is a privilege for me to be a member of both of these unique organizations and to continue to serve as your Museum CEO as well as editor of the HS 8th AF News.

My invitation is for each of you to become members of both the 8th AF Historical Society and the Mighty Eighth Air Force Museum, if you have not already done so. Join-up coupons are to be found in each of the magazines in this joint issue. You will immediately receive the benefits and perks that both organizations offer and will be making a vital contribution toward the success of our future plans and programs.

Plan to come see us soon, and during the 8th AFHS Annual Reunion in August in Savannah!

With warmest regards,

Dr. Walter Brown
President and CEO

MIGHTY EIGHTH



AIR FORCE MUSEUM

NEWS

Mighty Eighth Air Force Museum NEWS is published quarterly by the Mighty Eighth Air Force Museum. All those who have a current membership with the Museum will receive each issue

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Savannah, Georgia 31402

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The Wedding Bells Are Ringing



Wedding Bells are ringing at the Mighty Eighth as more couples choose the coolest location in Chatham County to tie the knot. From our beautiful English Countryside Chapel where the ceremony is performed to the dramatic Lyle E. Lewis Rotunda for their reception, (or the elegant Colonial Group Inc Art Gallery, the cozy High Wycombe), the Mighty Eighth can satisfy even the most finicky taste for a perfect venue.

"Prospective brides always *oooh* and *ahhh* touring our beautiful Memorial Gardens," says Susan Eiseman, Director of Events at the Mighty Eighth. "Definitely this is a unique background for her wedding photographs, especially our stunning reflecting pool."

The Chapel of Fallen Eagles' majestic stained glass windows, coupled with its historic charm lend sacredness to this special occasion in a couples' life.

Perhaps there's a wedding in your future? If so, the Mighty Eighth would love to hear from you. Please call Susan Eisemen at 912-748-8888 ext 124 or 160 to learn what we can do to make the bells ring for you!



DOOLITTLE'S GRANDDAUGHTER PITCHES IN ...

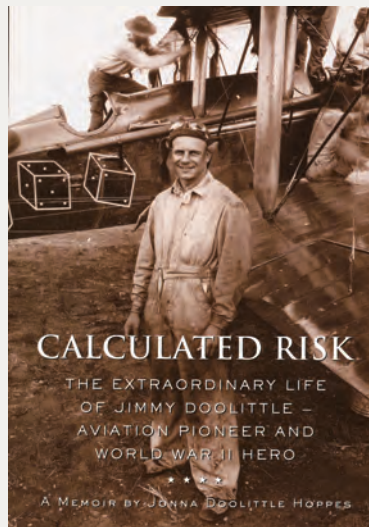


Calculated Risk, Jonna Doolittle Hoppes' insightful memoir of her legendary grandfather – Jimmy Doolittle – goes beyond the public persona of the aviation pioneer and World War II hero.

On a cold January evening, Mrs. Hoppes was at the Mighty Eighth Air Force Museum in Pooler, GA sharing personal tidbits from the

Doolittles' chest of private memories with an appreciative audience crowding the Rotunda to hear her, buy autographed copies of her book, and learn what it was like to grow up with a famous grandfather. Perhaps most famous for "Doolittle's Raid," America's first strike against Japan, nevertheless Doolittle balanced his achievements with the deep commitment for his family.

Doolittle, she said, was a tough scrappy kid who loved to box until he met Josephine "Joe" Daniels. He gave up boxing to marry his sweetheart. The young couple eloped on New Year's Eve, 1914. Although Joe's parents did not approve of Doolittle, Mrs. Hoppes said, her grandmother saw that life with Jimmy would never be dull. She devoted herself to Jimmy's aviation career.



Calculated Risk

You can read the whole exciting story by picking up a copy of **Calculated Risk** at the Museum Store. Autographed copies are still available. They make a wonderful gift. Mrs. Hoppes' book may also be ordered on-line at "www.mightyeighth.org". Or call the Store at 912-748-8888 ext. 116.

The author has lovingly designated proceeds from the sale of **Calculated Risk** to support the Mighty Eighth Air Force Museum.



11. Joe frequently greeted Jimmy for Skoll.



33. Jimmy standing in front of a B-25—the type of plane he flew on the raid on Tokyo.



32. General Henry H. "Hop" Arnold asked Jimmy what plane could take off from a 500 foot runway fully loaded with bombs. He selected Jimmy to lead the Tokyo Raid.

FUND DRIVE

If history is a record of true narratives of humanity's past, then past events are endowed with the potential for not only ushering in the future but transforming it. Through contact with individual experiences history becomes accessible to ordinary men, women and children. In order that individual sacrifices are not lost in the broad stroke of world history, meeting the day-to-day operating costs of Mighty Eighth Air Force Museum is critical.

Recently you received our appeal: "What's a Memory Worth?" in your mail. Your kindest consideration is most urgently requested. In the past many of you have generously contributed to the Museum's Mission, but to sustain the process of personalizing the lessons of history, your continued support is a must. You have the vision – now make

sure to bring the lesson home with a gift to the Museum that holds your "hallowed story of the Mighty Eighth" important.



BEN LOVE



**Simon Maxwell
Sculptor**

Impressive Tribute to a True Friend

From a pedestal overlooking the reflecting pond, Benton F. Love's statue directs its gaze toward the doors of the Mighty Eighth Air Force Museum's Combat Gallery. Love, who as a 19-year old flew Lead Navigator with the 351st Bomb Group, was responsible for guiding hundreds of bombers through enemy skies over Nazi-occupied Europe from 1944-1945. His affection for the Museum, serving on its Board of Directors, and masterfully garnering support for the Museum's mission, was critical to its formation.

The statue, commissioned by Love's friend and fellow Houston businessman, Gerald D. Hines, a prominent architect and real estate developer, was meticulously crafted by British sculptor Simon Maxwell working from photographs and archival materials that included Love's flight jacket. On a sultry spring day, June 15, 2007, members of the 351st turned out to honor their friend and comrade as the Benton F. Love statue and reflecting pond were dedicated. Hines was moved by the completion of the project and said the statue was a fitting tribute to Mr. Love, "a man who knew the meaning of real friendship." The Hines family and Ben's son, Jeff, arrived from Texas to take part in this very special dedication ceremony.

Arriving from England in late March 2007, the sculpture was unloaded at the Museum door by the Museum's good neighbors to the north, JCB Inc. The sculpture, securely crated and stored in the Museum workshop, awaited arrival of the perfect base stone. With the help of Jim Fogarty and DePue Monument Company, the area at the end of the beautiful Reflecting Pool was readied and the staff from DePue along with the Museum's maintenance team hoisted the statue and carefully lowered it in the prepared area. The matching monument to the 351st Bomb Group, bearing their emblem and colors was placed close by. It includes a narrative on Ben Love and a brief history of his life and his service to both friends and country.

In mid-November, sculptor Simon Maxwell traveled to the U.S. and paid a poignant visit to the Love statue. Upon seeing the statue in place for the first time, sculptor Maxwell reflected, "It's quite moving to see the work finally in its resting place. After so many months of work, to see it at home here in the Memorial Garden is quite overwhelming."

GERMAN MP40 DEEDED TO MUSEUM

The MP40 (Maschinenpistole 40 - literally "machine pistol") was standard issue to Nazi Paratroopers, platoon and squad leaders.

In December, John McDowell traveled all the way from Seattle, WA to deed this unique MP40 to the Museum. It was perhaps the shortest hop in the weapon's history.

The gun was originally acquired by John McDowell's brother Corporal William McDowell, while he was serving with Patton in Salzburg, Austria. At the same time his brother was in Austria, John McDowell was serving with the 389th BG as a nose gunner with the 8th Air Force. The brothers had cousins living in Oxton, Surrey, England and it was to them that Corporal McDowell delivered the gun for safe-keeping.

When the war ended, John McDowell packed his brother's trophy in his A3 bag and brought it home in Washington, Pennsylvania. Upon reading an article in the local paper - The Observer and Reporter - stating that any veteran bringing home dangerous items should please take them to the police station and talk to an Alcohol Tobacco and Firearms agents, John took the MP40 to a welder and had it plugged. For the past 60 years the gun has been preserved in a T-shirt soaked with WD40 in John's home in Washington.

John's plane was the "You Cawn't Miss It."



Museum Staff receives the Nazi MP40
From left, Walt Brown, CEO; John McDowell and his crewmate
Lt. Col Leonard Howell (AF Ret.)

Get Ready for Spring & Save!



New arrivals - from vintage home goods to movies - deck the Museum Store shelves.

Pretty vintage-style aprons, measuring cups and spoons, plus thick oven mitts are among the Store's latest offerings. Tameka Ford, our on-line specialist is excited about the new DVDs packaged in old-fashioned movie reel tins. "These are a real bargain, especially for Members using their discount. Three DVDs plus a CD." There are three collections to choose from: *Hollywood Goes to War*, *War is Hell* and *Pearl Harbor Victory*.

For chilly mornings on the golf course Tameka recommends one of the new polar fleece jackets - they

come in red or blue - with the Mighty Eighth logo lazared into the fleece.

Alan Armstrong's book "**Preemptive Strike: The Secret Plan that would have Prevented the Attack on Pearl Harbor,**" also new, is a must read for anyone interested in World War II history.

"Here's my favorite," says Tameka pointing to a bright display in the toy section. "The Splish Splash Duck. He moves and sings!"

Remember you can shop online at www.mightyeighth.org and click on the Museum Store tab or order by calling the Museum Store at **912-748-8888**.

PEARL HARBOR MEMORIAL SERVICE

December 9, 2007 was unseasonably hot as the Memorial Service for the Pearl Harbor anniversary got underway. Young Naval Cadets, standing straight as a Georgia pine, stood guard at the Lewis E. Lyle Rotunda doors, while uniformed representatives of the U.S. Army took position under the canopy. As the strains of the hymn *Amazing Grace* filled the Rotunda, the awarding winning American Legion Post 184 Honor Guard presented the colors. Kent Davis welcomed the crowd of servicemen, families, and interested visitors who had turned out to honor those who had served their country at Pearl Harbor. Following Commander Edward Tumblin's invocation, Davis asked survivors of the December 7 Japanese attack to come forward.

Judy Weirer was a five-year-old "army brat" living in Honolulu when the Japanese attacked. Vividly she recalled the ensuing confusion that morning as her father and others on the base rushed to battle. At the same time, James M. Sellers was a 21-year old Marine newly arrived in Honolulu.

The previous night he and his mates had been out celebrating. Japan's unprovoked attack left several of those same mates dead.

During the memorable Museum ceremony, three Vietnam Veterans representing the Army marched forward to install a tribute of helmet, dog tags, empty boots and rifle. Following their retirement, members of the Navy presented a flower wreath, paying homage to their fallen comrades.

Guest speaker, radio talk show host Bill Edwards, recalled the events at Pearl Harbor and how every American rallied in support of the war. Edwards quoted Isoroku Yamamoto, the Japanese mastermind behind the attack. "I fear all we have done is to awaken a sleeping giant and fill him with a terrible resolve." Edwards recalled 14 and 15-year olds fibbing about their ages in order to enlist. "They were boys giving their todays so we could have our tomorrows," said Edwards.

Edwards' address was followed by a poem by Jack Langham (USN, Ret.) entitled "Voice from the Arizona." Read

to musical accompaniment, the recitation moved several in the audience to near tears. Eyes turned to our flag flying at half-staff, as a 21-gun salute was fired. As if on cue, the American flag billowed gloriously in a sudden breeze. Savannah Navy League Council member, Mrs. Judy Roddy concluded the ceremony with her own memories of Pearl Harbor.

Ceremonies such as this Pearl Harbor Anniversary observance enable the Mighty Eighth Air Force Museum to continue honoring the past while preserving the legacy of courage and valor left to future generations by the heroes of times past.



SOUTHERN WINGS

Southern Wings – an exhibit of Aviation Art – recently opened with grand fanfare in the Museum's Colonial Group Inc Art Gallery.

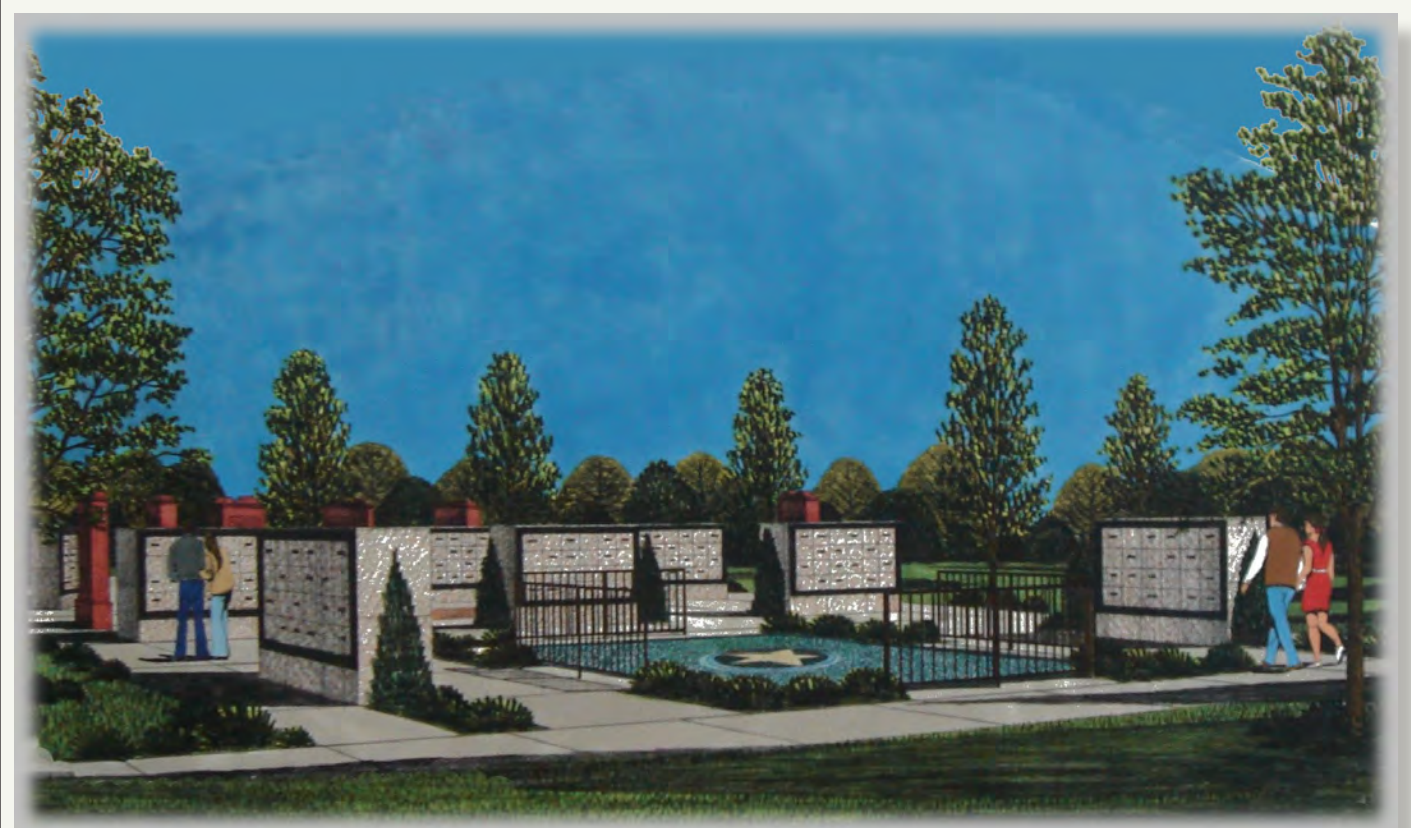
Curated by Dr. Vivian Rogers-Price, the show features the work of four well-known Southern artists: Jim Balletto, Wade Meyers, Russell Smith, and Marc Stewart. Each brings a distinct vision to life - the "stringy airplanes" of World War I, the iconographic images of illustrator Jim Balletto, the delicate cloudscapes of Wade Meyers, and the feisty fighters of Marc Stewart. This is one show definitely worth a visit to the Mighty Eighth Air Force Museum.

Southern Wings will be on display until April 15th and is free with Museum admission.



From left, Walt Brown, CEO; Vivian Rogers-Price, Research Center Director; Jim Balletto, Wade Meyers, Russell Smith, and Marc Stewart

The Garden of Folded Wings Columbarium



It has been the Museum's dream to provide Mighty Eighth crew members with a permanent and significant repository for cinerary urns. That dream is now becoming a reality. Adjacent to the Chapel of the Fallen Eagles, the Garden of Folded Wings Columbarium, (from the Latin *columba* – dove – a reference to compartmentalized housing for doves), will incorporate several special features that members and friends of the Mighty Eighth will find particularly memorable.

The original terrazzo floor of a wartime Operations Building at Hunter Field with its compass rose and five-pointed star within a circle provide a dramatic entrance into the Columbarium. Across the floor's marbled surface trod 7,000 ten-man aircrews as they emplaned for England during World War II. For many, it was their final contact with American soil.

As Spring 2008 unfolds, construction will begin on the Columbarium. During construction, cremation urns may await inurnment reverently housed in a special secure section of the Museum's

archives. Upon completion of the new Garden of Folded Wings, memorial services may be held in the Chapel and urns will be moved to their chosen niches. A spouse or one immediate family member is welcome to share a niche at no additional cost except for a small charge related to opening and resealing the niche.

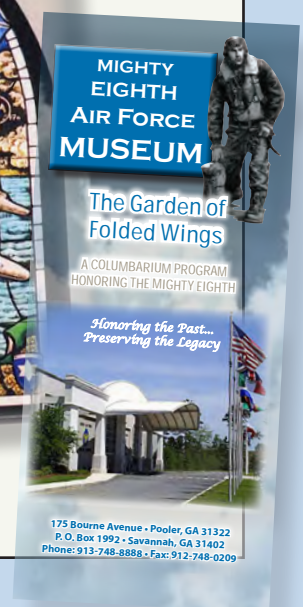
In addition to the Columbarium niches, the Garden of Folded Wings will feature Memorial Towers where friends, loved ones, or fellow crew members can be honored with a plaque. At this stage of the Columbarium's development, it is still possible for a veteran's group to designate a particular section of niches or a Memorial Tower area for their group; however, to do so, it is important to secure a place soon.

A number of the 8th Air Force's "original guys" and their wives have already insured their special places in the Garden of Folded Wings.

Whether you are interested in a niche, a Memorial Tower, or an individual plaque, contact the Museum to start making arrangements now.

Please call Museum CAO Brenda Elmgren at 912-748-8888 Ext. 165 today.

Or Email us at:
admin@mightyeighth.org
for our full-color brochure with details of how you can come "home" to the Mighty Eighth.





Don't be alarmed if you hear the wail of a fire truck at the Museum. The Museum has just acquired a vintage 1941 Army Air Corps beauty. Originally part of Hunter Army Airfield's safety arsenal, it served both Hunter Air Field and Ft. Stewart Army Base during World War II, and now has found a home with the Museum. The vehicle will be restored for exhibition and use in parades and other public events.

Soon a trip to England to view the Roll of Honor in the American Chapel at St. Paul's Cathedral, London will no longer necessary.

After World War II, in honor of those American troops killed in action, 28,000 in all, a special American Chapel was incorporated into St Paul's massive structure. Within the chapel resides a revered Roll of Honor listing the name of each American who gave his life for freedom while stationed on English soil. Each day it is opened to a new page. There is no guarantee that one can view a particular name, as the book is kept secure in a glass case.

The Mighty Eighth Air Force Historical Society has agreed to fund a similar, but updated, memorial for WWII KIAs. Thanks to touch-screen technology, visitors will be able to search the names in the Roll of Honor and find the names of family members and friends. Using a freestanding kiosk that will be located near the admissions desk, visitors will be able to print a distinct certificate showing the name of their friend or loved one as it appears in the Museum's Roll of Honor

book. Additionally, they will be able to find the day of the year when the name will be displayed in the actual Roll of Honor book, a special display that will be found in a specially selected area of the Museum's exhibit hall. The Roll of Honor book will be updated when visitors report names that appear to be missing from the book. The names will be researched and, if found to be historically correct, will become part of the Museum's Roll of Honor Memorial Book. The Museum's Roll of Honor is expected to be ready in time for the 8th Air Force Historical Society Reunion to be held in Savannah in August 2008.

The highly anticipated Korean War Monument will soon take its place in the Memorial Gardens. After an extended search, DePue Monument Company has found exactly the right marble in India.

The Monument's design will pay tribute to all those armed forces who served in the Korean War – including the Mighty Eighth Air Force. Carved into the marble will be a depiction of the country of Korea with emphasis on the 38th Parallel. This demarcation divides Communist-occupied North Korea and Democratic South Korea, and was the place where a cease-fire was called to end the Korean War (1950-1953).

In further tribute to the courageous men and women who fought in the Korean War, a list of significant battles fought on Korean soil will be incorporated into the design.

Readers are invited to stay tuned for updates and a dedication date. Watch the Museum's web site at www.mightyeighth.org for more information.

One of our "original 8th AF guys" dropped a note suggesting that we encourage our Museum supporters to consider including in their published obituaries of friends and family to remember the Mighty Eighth Air Force Museum and its mission. All Memorials received will be acknowledged by the Museum to the families.

The Remembrance would propose the following information:

In lieu of flowers, remembrances may be sent to The Mighty Eighth Air Force Museum, P.O. Box 1992, Savannah GA 31402.

The blaze of truth and liberty may at first dazzle and bewilder nations which have become half blind in that house of bondage. But let them gaze on, and they will soon be able to bear it.

Marcaulay

Bombs rained at random fall by their own weight; But bombs discreetly aimed gain vantage great, And greater by God's aid, for God doth hate Bombers who wanton malice meditate.

Horace Odes, III, 4

The Proper Way to Retire and Dispose of Our Flag



Cub Scouts learn about the American flag

A Flag Retirement Ceremony was sponsored by The Museum as a kick-off for Veterans Weekend. The United States Flag Code states: "...when (the flag) is in such condition that it is no longer a fitting emblem for display, (it) should be destroyed in a dignified way, preferably by burning."

Before an enthralled audience of Cub Scouts, parents, and a public curious to know the proper way to dispose of the flag, American Legion Post 322 Adjutant Joe Garcia, along with four members of the Flag Guard Roland Waller, Ronald Goodlin, Pooler Mayor Mike Lamb, and Wayne Tipton conducted the ceremony at the base of The Museum Flagpole. First, the stripes were cut away from the canton starting with the bottom stripe. As each stripe was placed in the fire, the name of the original state it represents was spoken: "Virginia, Massachusetts, New York"...the last and the topmost stripe, being Georgia.

When all the stripes were burned, Museum CEO, Dr. Walt Brown incinerated the canton, with final salutes to a venerable "old Glory."



American Legion Post 322 members at the Flag Retirement Ceremony



Dr. Brown receives a Certificate of Appreciation to the Museum



Proper disposal of retired American flags requires a safe place to burn them

WHO'S MINDING THE STORE?



Betty Smith



Ruth Kenny



Jackie Reimer

Last stop for many visitors as they tour through the Museum is the brightly lit displays of model planes, books, bomber jackets, mugs, flags and souvenirs of the Store. Waiting to assist visitors with their purchases or to just listen to the reaction visitors have had to the exhibits are the Museum Store Sales Associates.

"Many times people just want to talk," Sales Associate Bonnie Eminger told the Museum News. "We had one fellow come in here who was a POW. He'd never spoken about his experience, but something about the Museum stirred up memories, and out poured his story."

Bonnie is a retired Georgia Case Worker who first came to the Mighty Eighth as a volunteer.

Sales Associates Jackie Reimer and Ruth Kenny both moved to Savannah because of their husbands' jobs. Jackie came from Wichita, Kansas where she worked at the Museum of World Treasures.

Ruth hails from Grand Rapids, Missouri. Her two daugh-

ters – Vanessa and Lindsey – attend Armstrong University. Vanessa was one of the beautiful cigarettes at The Warbirds Ball.

Sales Associate Lisa Hutsell is a native Georgian who loves spending time with her granddaughter. She particularly loves visiting with the veterans who come through The Store at the end of their visit.

Betty Smith has been here the longest and she will proudly tell you she is also the oldest – 79 years young. Betty married a man in the 8th Air Force, her oldest son and her daughter were in the Air Force, and she had two sons-in-law in the Air Force. Look for Betty's brightly knit potholders next time you visit The Store.

Mar Porter is all about Pooler. "I want to see Pooler grow. It's just magnificent to have the Museum here," she will tell you. "I love seeing visitors discover the Museum. They come from overseas, from across the country to see us."



Lisa Hutsell



Bonnie Eminger



Mar Porter

Veterans Weekend at the Mighty Eighth

Veterans Weekend at The Mighty Eighth Air Force Museum kicked-off with a Dedication Ceremony in conjunction with the United States Postal Service for the issue of the 41¢ Jimmy Stewart Stamp. Stewart was not only a famous movie star, but also served as a pilot in the United States Army Air Corps during World War II. He was a decorated B-24 Bomb Group Squadron Commander who flew 20 missions over Germany, including one mission to Berlin. Stewart achieved the rank of Brigadier General before his retirement from the US Air Force. Col. Ed Wexler, (USAF Retired), detailed highlights from Stewart's life. As an actor, Stewart is best known for the Christmas favorite, *It's a Wonderful Life*. However, it was for his portrayal of a clean-nosed politician in *Mr. Smith Goes to Washington* that he won an Oscar in 1938. The Army Air Corps felt Stewart would do a better job selling war bonds than flying combat missions, but Stewart convinced them otherwise. Col. Wexler's introduction was followed by Savannah Postmaster, Linda Shall unveiling a blown-up version of the stamp in juxtaposition to the Museum's bronze bust of a youthful Squadron Commander, the stamp's debonair portrait is what most of America would recognize. A special Cache of the stamp with the Mighty 8th cancellation is available at the Museum Store for stamp and souvenir collectors. To order please call our store at 912-748-8888 or email us at shopping@mightyeighth.org.

Visitors' hearts soared as Rob Wilhelm, Savannah Arts Academy class of 2010, rendered a stirring National Anthem.

Following the ceremony, a "Stamp Camp" conducted by Post Office Community Relations Coordinator Sandy Moore opened on the High Wycombe balcony. This was an opportunity for kids and parents to have fun and learn about stamps.



As a special treat, two of Jimmy Stewart's movies, *Harvey* and *The Glenn Miller Story*, were shown in the DeCicco Family Theater with free popcorn and Cokes donated by the Coca-Cola Company.



Award of First of Four Air Medals

Who's that smiling face behind the Admissions Desk?



Rochelle Conley has been welcoming visitors to the Museum for nine years. Patiently highlighting a route through the exhibits on one of our Gallery Maps, Rochelle wants to make sure no one misses any part of the Museum's fine exhibits. Her favorite exhibits? "Tuskegee Airmen and The Fly Girls. They are very different."

Though she was born in Georgia, Rochelle was raised in Chicago. Asked if she misses Chicago, she's quick to reply – "Are you kidding? The cold weather?"

When not serving Museum guests, you can look for Rochelle casting a line in one the local rivers. She loves to fish.

Join the Mighty Eighth Air Force Museum Today!

The Mighty Eighth Air Force Museum is a place where **your** stories are told; stories of courage and honor, discipline and teamwork, duty and sacrifice. Through these stories, history is preserved, and heroes of the past are introduced to those who may become the heroes of the future.

We depend upon the financial assistance of our members to preserve this history and share these stories with future generations. Your support makes everything we do possible. You know what we represent, you know the power of the stories that we share, and the importance of sharing these stories with future generations.

Contributions are tax deductible. You can make your contribution in one of three different ways. **First**, you can send your check. **Second**, you can put it on your credit or debit card. Or **third**, you can make a pledge that can be spread out over the next year. We can even arrange automatic payments to be put on your credit card. Simply check the box marked "pledge" and complete the information under the credit card area. If you need more information about any of these options, please give us a call at 912-748-8888, extension 122. "The Mighty Eighth Air Force Museum needs you. Your membership is vital and helps the Museum fulfill its proud mission of honoring the past and preserving the legacy of the Mighty Eighth!"

MEMBERSHIP PRIVILEGES

- **Unlimited Museum admission for one year**
- **Personalized membership card**
- **Subscription to the Museum News, the Museum's newsletter**
- **Discount at the Museum Store**

Become a Member! Mighty Eighth Air Force Museum Membership Application

Name: _____

Address: _____

City/State/Zip: _____

Area Code/ Phone #: _____ Email Address: _____

Membership Level: Please Check Your Preference

Wing Commander - \$1000

Family/Multiple - \$75

Individual - \$40

Squadron Leader - \$500

Family/Dual - \$60

Heir of the Eighth - \$25

Honor Guard - \$125

Senior/Dual - \$50

Veteran/Student

Method of Payment: Circle one: CHECK CREDIT CARD

Credit Card: VISA MC AMEX DISCOVER Card #: _____

Signature: _____ Exp Date: _____

Mail to:

Mighty Eighth Air Force Museum

P.O. Box 1992 • Savannah, GA 31402 • 912-748-8888 Ext. 122

www.mightyeighth.org

BULLETIN BOARD



Organ Donated

Thanks to the generous efforts of Ed Haar and Norma Beasley of the 492nd BG (H) a wonderful Wurlitzer organ now graces the sanctuary of the Museum's Chapel of the Fallen Eagles. In addition to the efforts of Mr. Haar and Mrs. Beasley, Chaplain Captain James R. Armstrong and Chaplain Colonel Keith A. Darlington of the USAF Academy, greatly assisted in facilitating the donation.

"We never expected such a gift, and that it fits the space in our Chapel so perfectly is even more incredible," says Brenda Elmgren, the Museum's CAO. The organ was originally used in the Air Force Academy in Colorado.

As of this writing, a date has not been set for the dedication, but we will keep everyone posted.

A plaque will be affixed to the organ which reads: "The 492nd Bomb Group (H) and the United States Air Force Academy Join in Presenting This Organ to the Mighty Eighth Air Force Museum on Behalf of the Fallen Heroes of the 492nd Bomb Group (H)."

AVIATION ARTIST TO RECEIVE NATIONAL HONOR



Artist Marc Stewart has been chosen as the recipient of the 2008 R. G. Smith Award for excellence in naval aviation art by the National Museum of Naval Aviation. This prestigious honor is awarded annually to a single artist in the form of a lifetime achievement award. The presentation will be accomplished in special ceremonies at the Naval Aviation Museum in conjunction with Museum's Foundation.

Stewart's work is currently on a special display in the Southern Wings Exhibition at the Mighty Eighth Air Force Museum's Colonial Group, Inc. art gallery in Pooler, Georgia. Twenty of his art works will be hanging in the gallery until the show closes on 23 April 2008. Stewart has won many awards in juried shows over the past years, including several from Aviation Week & Space Technology magazine.

Marc Stewart is an Artist Fellow of ASAA, the American Society of Aviation Artists. He will be one of the featured artists represented at the National Convention of ASAA scheduled for June 2009 at the Mighty Eighth Museum.

BULLETIN BOARD

THE CROWN AND EAGLE PUB

The Crown and Eagle Pub is bustling these days as Museum visitors, enticed by the delicious smells of Fish & Chips, Bangers & Mash, and Char-grilled burgers, find their way through its welcoming doors. Under the management of local chef, Mark Scomo and his wife Hayley, the Pub is open daily from 11AM to 2:30PM.

What makes the Crown & Eagle such a glorious place to enjoy lunch? "Our goal is to provide visitors and guests with an exciting array of choices in keeping with The Museum's character," says Chef Scomo.

The Scomos also turn their culinary talents to catering events here at The Museum – Weddings, Parties, and Business Meetings, offering an extensive menu of international and regional favorites. The Scomos' flagship restaurant – Fettuccini & Co., for many years has been a popular eating spot on the Pooler scene.



VETERANS TREE

If you have a moment, I have just a little story about the Mighty Eighth that you could read when you have time. My now-husband, Chris and I visited the Mighty Eighth on January 20, 2007.

I had been talking on the phone with Chris for a month before we finally set a date to go out together and since he had never really been to a museum before and I love the Mighty Eighth, we figured that would be a great place to go. When we arrived we were greeted by a gentleman who was asking Chris if he was in the military and if he would be going overseas and just getting to know him. He turned to me and asked if I was going to be letting him go over there. I, of course, blushed and told him that it was our first date and it was not really up to me. Well, at the reception counter, as we were purchasing our tickets and preparing to enter the museum, the lady at the counter was explaining the exhibits and got to the point about the English chapel. She mentioned that it was also a great setting for weddings. Again, the blushing and explaining that we were only on our first date. As we were walking through the museum, he said, "maybe they know something we don't".

And, we have been inseparable ever since. Unfortunately, we were not able to have our wedding in the chapel, but we got married nonetheless. So, thank you to the Mighty Eighth for setting us on a great life journey together! It was a day that I will never forget and just one of the memories I hold onto until my wonderful husband returns from Iraq! Thank you again!



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, 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 ¾" pin w/clutch back	\$3.50	Member, Life Member	
	8 th AFHS bumper sticker	\$.90	NA	
	8 th AFHS 4" round sticker	\$.75	NA	
	8 th AFHS plastic license plate	\$3.95	NA	
	8 th AF logo silk tie	\$27.99	Red, Navy	
	8 th AF 3" patch	\$3.98	NA	
	8 th AF 3/4" pin w/clutch back	\$3.50	NA	
	8 th AF logo white T-shirt	\$10.99 \$12.99	S, M, L, XL 2X	
	8 th AF logo gray T-shirt	\$12.99 \$14.99	S, M, L, XL 2X	
	Puppy Power T-Shirt	\$15.99	2T, 3T, 4T	
	8 th Logo Watch	\$79.99	Men, Ladies	
	Gold Mighty 8 th Challenge Coin	\$8.95	NA	
	Embroidered Baseball Caps	\$19.99	P38, P51, B17, B24	
	A-2 Jacket	\$299.99	40, 42, 44, 46, 48	
	Extreme Sports Mighty 8 th Jacket	\$49.99	M, L, XL, XXL	
	Sheila's Collectibles <i>Mighty 8th Museum</i>	\$29.99	NA	
	<i>World War II Monument</i>	\$24.99		
	<i>Armed Service Tribute</i>	\$23.99		
	<i>Jimmy Stewart Bomber Pilot</i>	\$21.95	NA	
	<i>Masters of the Air</i>	\$35.00	NA	
	<i>Flags of Our Fathers</i>	\$8.95	NA	
	<i>Chick's Crew</i>	\$24.95	NA	
	Add A Kid T-Shirts	\$14.99	XS, SM, MED, LG Air force, Army, Marine	
SUBTOTAL				
7% SALES TAX-GEORGIA RESIDENTS ONLY				
SHIPPING FROM CHART BELOW				
TOTAL ORDER				

Shipping and handling charges:
\$5.00 for orders under \$20.00
\$9.00 for orders \$20.01-\$40.00
\$11.00 for orders \$40.01-\$100

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

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Phone Number (_____) _____

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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

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#1



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#2



How About It?

LIVE IT UP!

Life is nothing more than a series of episodes that are held together by a fragile thread of events called experiences. Almost everyone encounters similar circumstances throughout life. Depending on the individual, these are called opportunities or else curses. How they are perceived determines the kind of person one is and will become. It is like the disgruntled fellow who reluctantly finds himself in a formal concert he didn't want to attend, mingling with the people that he didn't like and trapped in an environment in which he is uncomfortable. He would like to escape. He is in a situation he is not controlling. He wants out but he is trapped. He only finds solace in the time worn cliché that states, "It ain't over until the fat lady sings". But, he finds that after the "fat lady sings", life still goes on in the same old way. What then?

People who are self-serving and who seek preeminence, move through life from one concert hall to another, from one experience to another. They find no reprieve. Life is miserable. Their greatest enemy is themselves and when they seek freedom and peace, they search for it in all of the wrong places. Their entire life centers around self gratification. Life is a long series of boring episodes that must be endured. They are miserable and as the old negro spiritual declares, "they is tired of livin' and fear'd of dying."

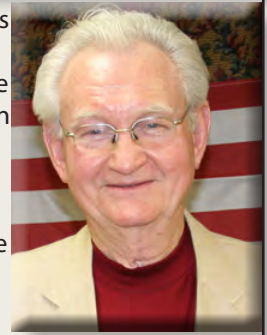
On the other hand, there are people who seem to forget themselves and consider brightening the lives of others. Jesus the Master and the great teacher declared: **"For whosoever will save his life shall lose it: and whosoever will lose his life for my sake shall find it. For what is a man profited if he shall gain the whole world and lose his own soul?" (Matthew 16:25-26 KJV).**

In my eight decades of living, I have met many people whom I would nominate for the "Second Mile Award".

These people can take a day and make it a time of celebration. Do they ever have difficult times? Absolutely! Do they let these times control them? NO. Servanthood raises one's vision and creates a new focus. Experience tells us, "there is a time to die." This is a fact we may want to deny, but it is real and when death comes, a new focus emerges. When a companion we love dies, there is grief and a feeling of abandonment. In the beginning of their relationship there was a courtship, a pledge, a marriage, a wonderful and long life together. But when this union ends, when one dies before the other, the one who remains will at first look through blinding tears and see nothing but anger, then fear followed by loneliness and uncertainty. However, in time, their tearful vision changes. They cease to dwell on the sadness of the moment, but rather, thank Almighty God for the wonderful daily experiences that they have shared together. The threads of experiences gathered throughout a lifetime are precious. The focus is no longer on self but rather upon others, a quality that reveals true character. Through these acts, true love and honor are demonstrated. Our aging Veterans are prime targets of Father Time and I have been privileged to hear from many of our men and women concerning how they cope with the death of their companions.

Their experiences through life have been to give, not receive; to love and not hate; to assist and not hinder; to share and not horde; to honor and respect. And I see this reflected in the lives of these men and women when death visits their homes. One man and his wife were avid golf enthusiasts. They spent countless hours together on the course. Her untimely death came as a shock. What could he do to show his love and devotion to his wife, friend, companion? To them, the golf course was a special haven and brought them together. His life-long military career often brought separation but retirement gave new vigor to their marriage. She died! Early one morning, a bugler whom he had engaged, came to the golf course, and

the strains of Taps echoed across the fairways as he stood at attention in her memory. Only he and the bugler witnessed this event but the Spirit was there giving solace, comfort and closure. Another wrote, "Some people think I am a lonely old man." He answers, "Far from it. I am in constant contact with church friends, neighbors and acquaintances." He lists several areas in which he is a volunteer and provides services to those in his town. Another is a senior driver, he makes his rounds daily taking those he calls "the old folks" for their appointment with the doctor, jaunts for shopping, the beauty salon, and he finds satisfaction and reward in making these activities possible. Another declared, "I don't have time to be lonely." My physician recently said, "A person is not old until one's children are on Medicare."



Earl Wassom

A little motto that I saw on a wall plaque really sums it up. I give credit to the unknown author of this statement:

DANCE
as if no one is watching
LOVE
as if you have never been hurt
SING
as though no one can hear you
LIVE
as though Heaven is on earth.

Earl Wassom, 466th BG
Chaplain, 8th AFHS





8th AF News
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