



# 8TH AF NEWS

VOLUME 08 NUMBER 2 VOICE OF "THE MIGHTY EIGHTH" JUNE 2008

*Stroll through beautiful Savannah, Georgia August 3-8  
2008 8th AFHS 34th Annual Reunion*





# AF News

## Magazine of The Eighth Air Force Historical Society

June 2008

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.

**NOTE:** Officers and Board of Directors below are Eighth Air Force Historical Society Officers and Board Members. Personnel of the Mighty Eighth Air Force Museum, a totally separate and distinct organization, are listed separately inside this magazine in the Museum News section.

### OFFICERS

#### President

Ivan L. McKinney (Mary) 2008  
331 Greenacres Blvd.  
Bossier City, LA 71111  
Tel. (318) 742-0895  
mckinneyivan@bellsouth.net

#### Vice President

Harry "Doug" Tanner (Lorene) 2008  
2923 Roy Bunch Road  
Sulphur, LA 70663-0762  
Tel. (337) 527-0322  
Fax: 337-527-1447  
hdtanner@netcommander.com

#### Secretary

Bob Moses 2010  
413 North Washington Street  
Brownsville, TN 38012-2064  
(731) 772-3333  
bobcheryl@bellsouth.net

#### Treasurer

Darrel Lowell (Becky) 2010  
39 Peregrine Crossing  
Savannah, GA 31411  
Tel. (912) 598-7334  
ddl333@bellsouth.net

### 8TH AFHS NATIONAL OFFICE

#### Membership Mamie Kent

**Records** PO Box 956  
**Manager** Pooler, GA 31322  
Tel. (912) 748-8884  
membershipmanager@8thafhs.org  
www.8thafhs.org

### 8TH AFHS UNITED KINGDOM CONTACTS

Gordon & Connie Richards  
U.K. Office The Croft 26 Chapelwent Rd.  
Haverhill, Suffolk  
CB9 9SD, England  
01440 704014

### 8TH AFHS PX

Felice Stelljes, **Director PX**  
175 Bourne St. Pooler, GA 31328  
P.O. Box 1992  
Savannah, GA 31402  
912-748-8888 store@mightyeighth.org

### CHAPTER/UNIT LIAISON

Joseph P. Keeley (Andrea) 2009  
1335 Belmont Ave.  
North Haledon, NJ 07508  
Tel. (973) 423-4854  
fxe84@optonline.net

### BOARD OF DIRECTORS

Robert Books (Carol) 2009  
1432 Little Creek Drive  
Pensacola, FL 32506  
Tel. (850) 458-0777  
bob@8thafhs.org

Norma Peace Chesser (Terry) 2010  
13047 Bassford Drive  
Houston, TX 77099  
Tel. (281) 498-6134  
npchesser@yahoo.com

Mark Copeland (Monica) 2010  
20681 Hazelwood Trail  
Lakeville, MN 55044  
Tel. (952) 469-2633  
moke388@isd.net

George Hoidra (Betsy) 2009  
6504 Old Sandy Springs Road  
Laurel, MD 20707-2954  
Tel. (301) 953-2813  
ghoidra@yahoo.com

Joseph P. Keeley (Andrea) 2009  
1335 Belmont Ave.  
North Haledon, NJ 07508  
Tel. (973) 423-4854  
fxe84@optonline.net

Robert Moses 2010  
413 W. Washington Ave.  
Brownsville, TN 38012-2064  
Tel. (731) 772-3333  
bobcheryl@bellsouth.net

Earl E. Wassom (Cynthia) 2011  
**Chaplain 8TH AFHS**  
548 Brentmoor Drive  
Bowling Green KY 42101-3772  
Tel. and Fax: (270) 842-0412  
earlewassom@bellsouth.net

### DIRECTORS EMERITUS

Aida Kaye.....Sherman Small  
Robert Vickers.....Richard Baynes  
Walter E. Brown, MD..Thomas S. Parsons  
John Greenwood

### HISTORIAN

Mark Copeland (Monica)  
20681 Hazelwood Trail  
Lakeville, MN 55044  
Tel. (952) 469-2633  
moke388@isd.net

### 8TH AF NEWS EDITOR

Walter E. Brown, MD (Alice)  
**EDITOR 8TH AF NEWS**  
P.O. Box 1263  
Tybee Island, Georgia 31328  
Tel. 912-786-5827  
Work 912-748-8888  
FAX 912-748-0209  
olddocbrown@msn.com  
olddocbrown@mightyeighth.org

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# PRESIDENTS MESSAGE

We're rapidly approaching "Reunion Time," 3-8 August, "back home" in Savannah. I must congratulate those of you who took my last two suggestions seriously about early registration, because you're "in", and the Marriott Hotel is now full. Overflow attendees are being sent to the Mulberry Inn (Phone #912-238-1200), 200 yards or so from the Marriott. We can accommodate everyone at the Marriott for any and all functions except for the sleeping function. So if you find yourself slightly tardy, please coordinate with Donna Lee at AFRI for the latest on hotel space and to register for our activities.

You have perceived correctly that "all stops are out" for this 34th Reunion to be a very good one. Walt Brown and his Museum Staff are busy dressing up everything in gala fashion, and he

believes that the computer entry Roll of Honor and the Duplicate Book itself will be available for utilization and viewing. The 8AFHS Birthplace Chapter will have special displays for you to view, and Chapter members will be in their special communal room most hours, keeping their snacks available and their drinks cold, ready for your consumption.

Our Thursday banquet speaker will be a true "Citizen - Soldier," Air National Guard Director Lt. Gen Craig McKinley (no relation to me, just close last names). But our Air Force is now totally different than it was for over five decades after WWII in that 40% or so of this nation's offensive and defensive capabilities now rest in the Guard and in the Reserve. It is time to contemplate this fact and to hear it from "the horse's mouth."



**Ivan McKinney  
President**

Your Board and I are looking forward to seeing you at our 34th Reunion, at the "Home of the original 8th."

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



## ON OUR COVERS

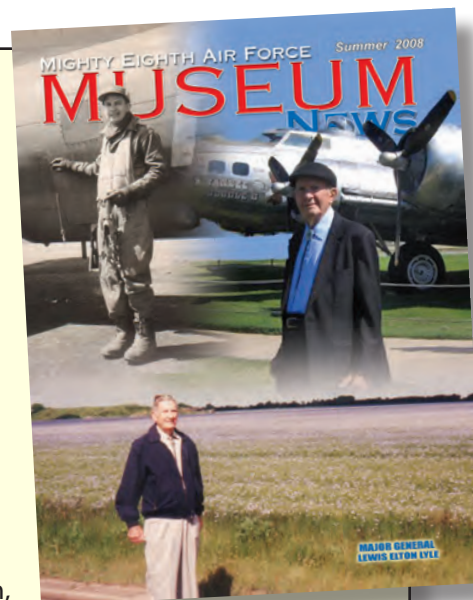
We are pleased to join up with the Mighty Eighth Air Force Museum in another joint issue of both magazines just as we did in March. This will allow all of our annual reunion attendees to be up to snuff on activities and festivities they will be part of at the annual reunion in August and at the Museum during their

Savannah trip. For those Society members who can't attend the reunion, you will get a taste of both Savannah and Pooler, Georgia. Our 8th AF News cover features a taste of the old South in Savannah - Spanish moss in the big oak trees (no red bugs, guaranteed!) and one of the many military memorials you will find throughout the city honoring those who served our country. A beautiful place to take a tour and for evening walks with stops along the Savannah riverfront for a Mint Julep or two.

The quarterly Museum News fills the last signature of this edition and gives you a look at things happening at

the permanent home of the Mighty Eighth. Some of our devoted staff's activities and summer events are to be found there. The cover depicts a few shots of Major General Lew Lyle, Founder of the Mighty Eighth Air Force Museum. The wartime photograph has Lew standing alongside his B-17 *o-o-Old Soljer*. The purple flowers are at Kimbolton, England, blooming on the runways where 8th Air Force B-17s once took off for missions to Germany during the war. Lew served as Commander of the 379th Bomb Group at Kimbolton. This 2000 visit was his first return to his airbase since 1945.

The Museum is looking forward to being a memorable part of the annual reunion week, doing everything possible to make the Historical Society attendees feel back at home, and to know that you *can* go home again.



# MISSION BRIEFING



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

projects at a committee level rather than serve as an officer, and he did just that.

In the 1980s Lew helped found and promote the Society's Memorial Museum Foundation whose focus was to put the story of the 8th Air Force into museum exhibits around the nation. He worked with a number of states to help establish state Chapters, expanding the Society's reach to a nationwide organization. He assisted in putting on our national annual reunions and was in charge of the Denver reunion that saw more than 2000 members attend the festivities. In 1985, working with the Board of Directors, Lew was funded by the Society to search out and establish a permanent home for the Mighty Eighth, one that would preserve and present the history of the 8th Air Force and honor those who served. For several years he traveled, speaking to State Chapters and 8th Unit Associations to garner support for the Museum project. He became the Founder of the Mighty Eighth Air Force Museum in Pooler, Georgia in 1992.



**Lew Lyle**

In our run-up to the annual reunion in Savannah the first week of August, let's briefly consider the Historical Society's past with a look at one of our early active members. Lew Lyle was recently buried with full military honors at America's National Cemetery in Arlington Virginia. The Society was well represented at the ceremonies, paying tribute to Lew's years of contributions to our mission. The 8th AFHS was founded in 1975. Lew came on the Board of Directors shortly thereafter but insisted on never holding an office. He stated then that he could be more effective working on

Lew was known as a friend to the Historical Society. He voluntarily devoted years of his post-retirement years to further the mission, just as he spent countless hours in preparation for his combat missions during World War II. Lew was also known as a friend to everyone who was fortunate enough to meet him and work on projects with him. I have been one of those fortunate ones for the past sixteen years. I will miss my buddy – I already do miss

him, as many of our Historical Society members do. He was one who quietly, without thoughts of recognition, spent his years to promote our Society and to remember those who gave their youth to preserve America's freedom.

A special tribute to Lew Lyle will be one of the highlights for those Society members who attend the 2008 annual reunion in August.

Sincerely,  
Walter Brown, Editor

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

## THE MIRACLE OF MEMORY

When I was young and strong  
Things were different then.  
I thought I'd live forever  
That the good times would never end.

But now I see things differently,  
I look back, not just ahead  
Recalling as if it were yesterday  
Things I've done and said.

I find things neatly stored away  
In the recesses of my mind,  
And each time I search I'm overwhelmed  
By the treasure that I find!

There are all my yesterdays  
Laid neatly in a row,  
Filled to the brim with all those things  
I put there long ago.

This treasure house of memories  
Is held exclusively for me.  
No one else can use them  
I have the only key.

Matching half-remembered faces,  
I begin to place them once again  
In those half-forgotten places.

I relive those precious moments  
Laid aside so long before  
But now brought back, through the miracle of memory,  
To enrich my life once more!

**William L. Wright**  
**Group Lead Bombardier, 34th BG**  
**8th Air Force, England, 1944-45**





## BEHIND THE SCENES

### THE PIN-UP/VARGA GIRLS ARE STILL HOT!!

Walt and I have received some great and very positive letters/emails responding to the *March 8th AFHS News* magazine with the Varga girls sprinkled through-out. Thank you for all your compliments and suggestions. We welcome all comments good or bad. The March 08 issue is my all-time favorite.

August 3rd is just around the corner! We are very excited about the 34th Annual Reunion, strolling through beautiful Savannah, walking on the sandy beach on Tybee Island and more important is the opportunity to meet some of you! Telisha is expecting her fourth child in October and plans to attend as well. She is an amazing mother of two girls, one boy and now another girl due in October.

### NEED REUNION PHOTOS FOR SEPTEMBER 08 ISSUE

Please send your 8th AF Annual Reunion photos for the September issue and help us out by including identifications for all photos submitted.

Thank you for all your contributions in this June 08 issue.



**Telisha Gaines**



**Donna Neely**

Alpha Graphic Consultants

2090 Cairo Bend Road • Lebanon, TN • 37087

donna\_neely@msn.com • Fax: 615.453.2343

## NAMES AND NUMBERS

	Churchill	Hitler	Roosevelt	Il Duce	Stalin	Tojo
Year Born	1879	1889	1880	1882	1884	1887
Age	65	55	64	62	60	57
Years in office	4	11	11	20	22	6
Year took office	1940	1933	1933	1924	1922	1938

3888

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1/2 of 3888 is 1944, World War II Allied Invasion of Europe.

Note first letter of names: Christ!



# CHAPTER/UNIT LIAISON REPORT



The upcoming 34<sup>th</sup> 8<sup>th</sup> Air Force Historical Society's Annual Reunion from August 3 – 8 will prove to be one not to be missed. The Unit and Chapter Development Meeting will be held on Tuesday August 5<sup>th</sup> from 08:30 – 09:30 am.

Last year we had a good turnout for the meeting and this year I hope for another good turnout. There is much to discuss regarding the future and what we are doing and can be doing to confront this challenge. Each attendee will be allotted time to present their action plans.

I am continually updating the Society's Chapters/Units/Groups Contact listings and have posted this on the Society's website, [www.8thafhs.org](http://www.8thafhs.org), under the 'About Us..

Contacts' tabs. This updated listing can also be obtained by contacting Mamie Kent. Mamie's contact information is listed on the back of the front cover of this magazine.

Also the Society's website has some of the Chapter/Units/Groups newsletters & events and other interesting articles posted under the "Events" tab.

I would like to salute the North Alabama Chapter for their beyond the call efforts in 'Keeping the Memories Alive' by laying an 8<sup>th</sup> AFHS wreath during the 2008 Memorial Day Ceremonies at Maple Hill Cemetery, Huntsville, AL.

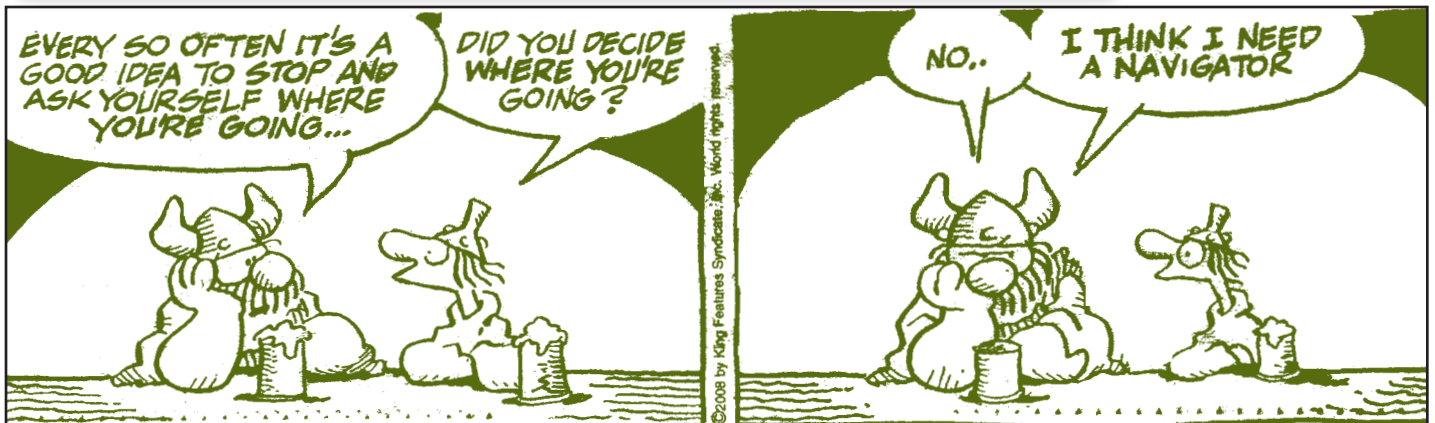
If you have any comments or ideas on how we can move forward my address is posted on the back of the front cover page and my email address is [fxe84@optonline.net](mailto:fxe84@optonline.net).

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



Members of the North Alabama Chapter with a wreath they laid during the 2008 Memorial Day Ceremonies at Maple Hill Cemetery, Huntsville, AL.

submitted by Varnedoe, 385th BG, second from left





# MILITARY OBJECTIVES IN DRESDEN, GERMANY

## Strategic and Tactical Bombing Missions by the 8th Air Force

The city of Dresden lies across one of just a few north-to-south transportation routes in Germany. As World War II was nearing the end Dresden became an important east-to-west communications route as well, a result of the ongoing advance of American armies from the west and Russian forces from the east. At the Malta Argonaut Conference in mid-January 1945 Russian General Antonov requested that America and Great Britain bomb targets at Dresden where German reinforcements and armaments were massing to confront the advance of the Russian army, which was seventy miles east of the city and advancing rapidly. This request was approved at the Yalta Conference in early February and plans were set into motion by the Allies.

Dresden had been bombed by the 8th Air Force twice before, once as a Target of Opportunity in October 1944 and on 16 January 45 as a Secondary target. Long an important commercial and manufacturing center of Germany, in 1945 it became a major military objective. The designated raids took place on



379th Bomb Group B-17s over burning oil tanks at Dresden.

***"Dresden had been bombed by the 8th Air Force twice before, once as a Target of Opportunity"***



Dresden

14-15 February 1945 as a combined effort of the Royal Air Force and Combat Wings of the Eighth. A number of authors have since taken issue with the bombings that were effected on those dates, but it must be stated that those raids were carried out according to established bombing protocols that had been employed by both Allied air forces throughout the more than three years of taking the bombing war to the German homeland. These directives had been put into place by the Combined Chief of Staff when America entered the war in 1942.

Royal Air Force bombers, after leaflet drops the days before, bombed Dresden in their customary night raids, this one on 13 February, dropping high explosive bombs and incendiaries. These RAF missions followed the standard pattern of RAF area night bombing as they had in at least forty previous raids on German targeted cities. With strong prevailing winds, a firestorm engulfed large portions of the city, which had no customary bomb shelters for the civilian population. Estimates are that of the one million people then in the city, approxi-





**Dresden two days after bombing. Extensive damage. Standing walls indicate results of fires.**

mately 30,000 Dresden citizens and industrial workers of the 110 factories lost their lives during the raids, numbers similar to percentages of fatalities in most other larger German cities bombed during the course of the war. Non-military targets such as the extensive Dresden Zoo, although not hit by bombs, were similarly affected by the firestorm, with most of the animals being asphyxiated by the fires. Similar firestorms were experienced in earlier RAF raids on German cities, notably in the bombing of Hamburg, and also later in the Pacific war by the B-29 Superfortress bombing of Tokyo with its susceptible structures and with an estimated death total of 85,000 Japanese. The following day the 8th Air Force could barely see their targets because of the dense

achieving their mission objectives.

smoke still rising over Dresden but hit their targets, bombing through the smoke by H2X radar.

The Dresden raids resulted in a disruption of German communications preventing their shifting of troops and equipment and also enabled Russian ground forces to advance rapidly with the goal of meeting American and British troops just outside Berlin. Daylight bombing by 8th AF Heavy bombers was targeted to railroad marshalling yards and some vital industrial targets in Dresden and was successful in

Note should be made that American bombers totaled far less than the approximately 2,000 bombers that attacked Berlin eleven days earlier. Note should also be made that, throughout the war, daylight bombing policies by all American air forces were targeted at specific industries and transportation sites and that the Dresden attacks followed these established protocols.

The bombing of Dresden was just one of many combined operations utilizing allied air operations in conjunction with ground and Russian military force to bring Germany to its knees in defeat. That target was not the most important objective during the war, but in its strategic and tactical effects and in its timing in the course of the conflict, was vital in shortening the course of the war and in saving lives of thousands of Allied ground soldiers and airmen. This operation, destroying communication centers in Dresden, was perhaps the final and finest example of close cooperation among the Russian and American/British military commands during the war. Dresden, at the time of the bombing, was the largest German city which was previously untouched by massive bombing raids. The destruction of 23 percent of its vital manufacturing industries and 56 percent of its non-industrial, commercial buildings, served to further weaken the will and morale of German citizens.

American and Russian ground forces joined together at Torgau on the river Elbe on 27 April.

Russian armies captured Dresden on VE Day, 8 May 1945.



**Bull's-eye bombing on marshalling yards by 379<sup>th</sup> B-17s – 17 April 45. Dresden**





High Squadron 379th Bomb Group strike photo - Dresden

Historian Harry Gobrecht flew the Dresden mission as leader of the 2nd Flight, 303rd Bomb Group and has his in-depth historical files on all aspects of the Dresden missions, including original mission targeting documents, located in the Roger A. Freeman Air Force Research Center at the Mighty Eighth Air Force Museum. During the pre-mission briefing, Harry recalls that the importance of bombing the marshalling yards was emphasized. His historical research confirms the facts of the raids as presented.

Primary source materials in the J. Wayne Fredericks files at the Museum also add to the historical accuracy of

the Dresden raids. Jake Fredericks, after completing a tour as a B-17 pilot with the 303rd BG, became instrumental in targeting plans and operations at 3rd Air Division Headquarters at Elveden Hall, adding to the accurate wealth of information extant about

***"Primary source materials in the J. Wayne Fredericks files at the Museum also add to the historical accuracy of the Dresden raids"***

these vital 8th missions. Strike photographs confirm the bombing accuracy of the 8th airmen. Photographs seen here are from the Fredericks files.

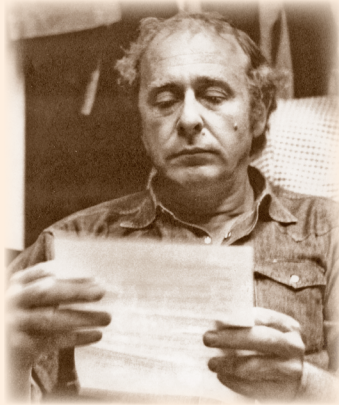
Personal accounts such as those of

John Greenwood, lead navigator of the 351st Bomb Group, confirm the facts of the bombings. Col. Lew Lyle, then commander of the 379th Bomb Group, led his Group on those raids to Dresden. Several years after the war, Lew was interviewed by German media and was asked why the 8th Air Force bombed Dresden that near the end of the war. Lew replied, "Near the end of the war? We didn't know when the war would end. You Germans were still shooting our aircraft down and fighting our ground troops in Europe."

**Walter Brown, Editor**



## Film Crew returns to England



**Marvin Silbersher on the return to his wartime airbase**



Marvin Silbersher has been a contributor to the 8th AF News for many years. He was the radio operator on the Gus Neal crew, 447th Bomb Group. Years after the war ended, Marvin returned to his old airbase at Rattlesden England. Then, involved in a notable post war career in television, radio and on Broadway, he took a film crew with him on his return trip to England. That trip produced a unique documentary relating experiences of 8th Air Force airmen in World War II. The acting troupe of Noel Coward's play "Blithe Spirit" and the 447th B-17 Flying Fortress christened by the actors appeared on the September 2003 cover of the 8th AF magazine.



**Briefing Hall, Rattlesden, 1975**



### Station #126

#### The Briefing Hall Glides Through Voices

In  
The  
Dark

My  
Comrades  
Gather

By  
The  
Map

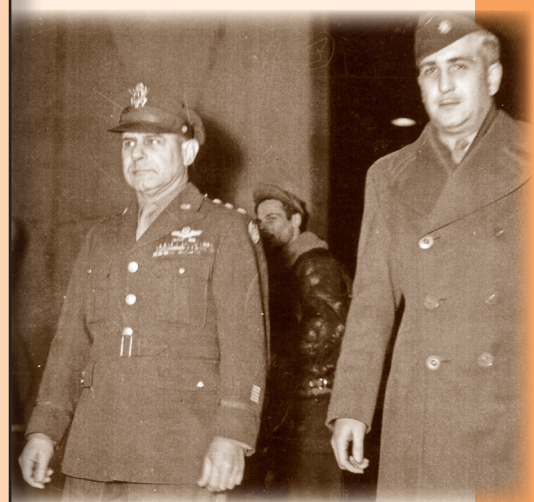
Of  
Two  
Truths,

Life  
And  
Death

**Marvin Silbersher,  
447th BG  
Lake Hopatcong, NJ**



**The Neal crew returned from Merseberg 2 Nov 1944 in front of "Round Trip." Silbersher second from left, kneeling**



**Lt. Gen. Jimmy Doolittle and 447th CO Col. William Wigglesworth**





## IMPORTANT NOTICE



WITH ONLY 3 MONTHS REMAINING IN OUR FISCAL YEAR 2007/2008  
WE ARE STILL MISSING 20% OF OUR ANNUAL DUES.  
PLEASE CHECK TO INSURE THAT YOUR DUES ARE CURRENT.

WE MUST BRING OUR MEMBERSHIP MAILING LIST UP TO DATE FOR OUR  
MAILING OF THE SEPTEMBER ISSUE OF 8TH AF NEWS MAGAZINE.

*I WOULD LIKE TO SAY "THANK YOU" TO ALL MEMBERS THAT HAVE PAID THEIR DUES.*  
**MAMIE KENT    MEMBERSHIP MANAGER**

**Mamie Kent • 8th AFHS • Box 956 • Pooler, GA 31322**  
**Call: 912.748.8884 • Email: [membershipmanager@8thafhs.org](mailto:membershipmanager@8thafhs.org)**

## AMERICAN ROLL OF HONOR MEMORIAL

It was a moment of great pleasure that, on behalf of the 8<sup>th</sup> Air Force Historical Society, we were able to present our check for \$13,000 to Dr. Walter Brown, President of the Mighty Eighth Air Force Museum, to create the Roll of Honor memorial in the Museum.

You may recall that in fiscal 2006/07 the Society adopted as its fund raiser project the Roll of Honor Memorial located in St Paul's Cathedral in London. Through the generous support of you our members we raised approximately \$45,000 to be used on this effort. In May 2007 we sent \$27,000 to St Paul's to be used in digitalizing the Roll of Honor Book and to establish a web site. Through the website [www.stpauls.co.uk](http://www.stpauls.co.uk) interested parties around the world are now able to go on line and look up a complete list of 8<sup>th</sup> Air Force personnel who were stationed in England and killed in action during World War II.



During the summer of 2007 we allocated an additional \$5000 to research all the names listed in the Roll of Honor to ensure the accuracy of this record. The last endeavor will be to reproduce a copy of the actual Roll of Honor Book to reside in the Museum at a cost of about \$13,000. This exhibit will be completed by our Reunion in Savannah August 3/7, 2008 and will include a companion computer which will allow visitors to search the database to locate any of these veterans.

This has been an important undertaking supported by the Society and one that our membership should take great pride in supporting. Thanks for your support.

**Darrel Lowell Treasurer**  
**8<sup>th</sup> Air Force Historical Society**

**YOUR SOCIETY HAS MUCH WORK LEFT TO HONOR AND SUPPORT OUR  
WORLD WAR II VETERANS, CURRENT AND FUTURE SERVICE MEN AND WOMEN.  
PLEASE HELP US CARRY THIS EFFORT FORWARD BY SENDING IN YOUR DUES.**

**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.



# 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](http://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: 8<sup>th</sup> AFHS**

## OFFICE USE ONLY

Check # \_\_\_\_\_ Date Received \_\_\_\_\_  
 Inputted \_\_\_\_\_ Nametag Completed \_\_\_\_\_

**CUT-OFF DATE IS 7/2/08**

	Price Per	# of People	Total
<b>REGISTRATION FEE</b>			
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		
<b>DUES</b>			
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		\$
<b>MEAL PACKAGES</b>			
Choice #1 includes 7 hotel meals beginning with breakfast on Tuesday. Choice #2 includes 5 hotel meals beginning with breakfast on Wednesday.			
Choice #1	\$187		\$
Choice #2	\$136		\$
<b>Please select your entrée choice(s) for the Banquet:</b>			
Roasted Strip Loin		#	
Baked Tilapia (lightly breaded with a lemon cream sauce)		#	
<b>SEPARATELY PRICED MEALS (if not purchasing a package)</b>			
Wednesday: Rendezvous Dinner (chicken)	\$39		\$
Thursday: Banquet ( <b>please select your entrée</b> )			
Roasted Strip Loin	\$47		\$
Baked Tilapia (lightly breaded with a lemon cream sauce)	\$47		\$
<b>TOURS</b>			
Monday: Low Country / Isle of Hope	\$53		\$
Monday: Old Fort Jackson	\$67		\$
Tuesday: 8 <sup>th</sup> AF Heritage Museum	\$45		\$
<i>Please choose one of the following two tours:</i>			
Wednesday: City Tour	\$43		\$
Wednesday: 8 <sup>th</sup> AF Heritage Museum	\$42		\$
Thursday: Paula Deen History Tour	\$42		\$
Total Amount Payable to <b>Armed Forces Reunions, Inc.</b>			\$

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 (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_

## THE HOFFMANS CONTINUE THEIR VISITS WITH STUDENTS

For the past ten years, Ralph and Jane Hoffman, 306th BG, of Oneida, Tennessee have visited classes to present lectures to school students of all ages. One special class they present to is the Aircraft Mechanics Vocational School at Somerset, Kentucky. They recently attended the Science Festival at Oneida Middle School. Talks with the Junior ROTC school programs are a highlight of their trips.

The students are very receptive of the stories of the history of the Eighth Air Force and interact with questions for the Hoffmans.

Ralph, active in the Tennessee Chapter, always takes some back issues of the 8th AF News to pass out to the kids to augment his tales of the 8th. Ralph also served in the Korean War for seventeen months.



What's a "short snorter"?



Oneida Middle School students display their 8th AF News copies.

## MEMORIAL DAY SERVICE AT THE AMERICAN CEMETARY CAMBRIDGE



The 2008 Memorial Day tribute held at the American Military Cemetery at Cambridge, England witnessed a flypast by a USAF C-135 refueler from Mildenhall airbase and an F-15C Missing Man Formation from Lakenheath. A B-25 Mitchell also took part. The 8th AF Historical Society wreath was laid by Gordon and Connie Richards.

A number of Society members were present for the impressive annual ceremonies including Brian and Sue Francis of Raunds Northants in the U. K., who submitted these accompanying photographs taken at the Memorial Wall of the Missing.





# TWO BROTHERS

by Frank Bernd, 457th BG  
Naperville, IL

I believe it was most unusual for two brothers to see each other three times when overseas in the same combat area. This happened to my brother John and I, while we were stationed in the European theatre.

John was an infantry 2nd Lt. and arrived in England several months after I did. Since we kept in contact with each other, we knew where the other one was stationed. Obtaining a three-day pass, John was able to visit me at my base (Glatton - 457th HBG) and spend almost two days with me. The first day, Sept. 17th 1944, our crew flew a mission to Nijmegen Holland. John stayed with our crew through all our mission procedures including briefing and general absolution from the good padre. He saw us takeoff and waited with the rest of the base personnel until we made it back in one piece. Together with the crew we counted the flak holes. At least he had some idea how we earned our living. Come to think of it, we also went through debriefing with the rest of the crew where John received another extra: a decent shot of whiskey.

Our second day put us back up in the air, but this time it was a practice mission to little island o the west coast of Scotland. Everyone used this island as a bombing range. Lead crews dropped 20 small bombs from around 20,000 feet plus depending upon cloud conditions. I believe it was Haven Burningham, our crew commander, who suggested that we take John along. The supply Sgt. fixed him up with a heated suit, oxygen mask, parachute, and all the other things necessary for him to survive at alti-

tude. We had a great trip and the crew enjoyed having him along. It was his first time in an airplane. If my mother had known that he was with me in a B-17 at that high an altitude I would have been safer signing up for another thirty missions than going home!

Our second visit was at his Army camp where he was training troops. The squadron commander of the 748th was nice enough to fly me almost all the way to John's camp. My thumb took me the rest of the way. Since we were both part of the army I found that his quarters and especially the food were about equal to ours. John trained troops all day and I observed the process. It was a shame that besides lunch and dinner we did not have much time for talking. The army wanted men for the fighting in France in a hurry so John could not even have the evening off from the training schedule. That evening I used my thumb again for a ride to a train station and was back at base late that night. After what I saw of infantry life, how happy it was to be part of the Army Air Corps.

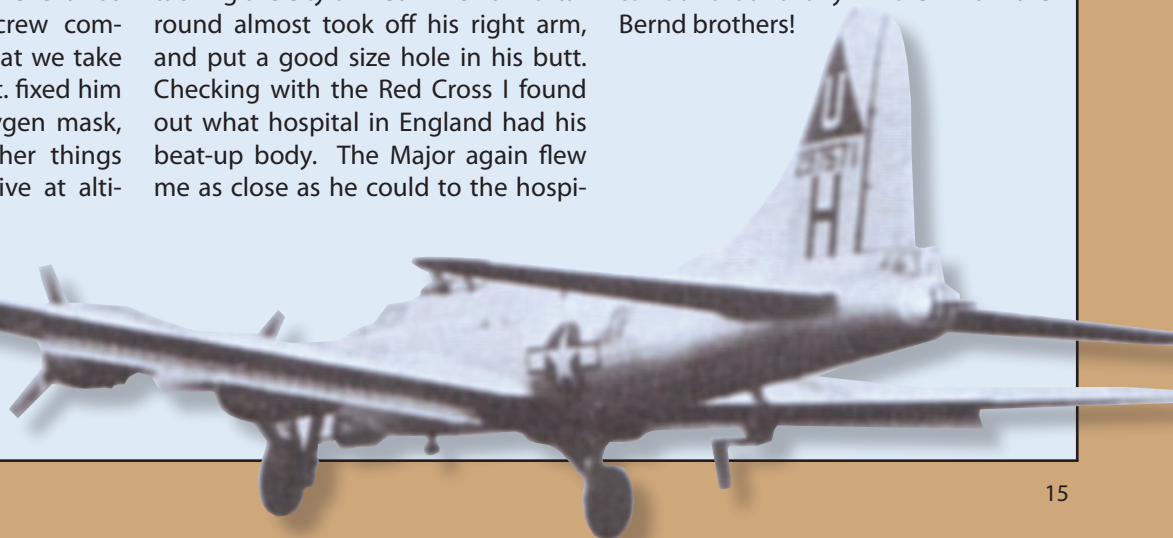
The third visit was also at John's place of business, this time an army hospital in southern England. I received a strange V-Mail from John written with a totally strange handwriting. He notified me that he had been wounded while fighting with General Patton over in France. They were attacking the city of Metz when a mortar round almost took off his right arm, and put a good size hole in his butt. Checking with the Red Cross I found out what hospital in England had his beat-up body. The Major again flew me as close as he could to the hospi-

tal, and a couple of full Colonels picked me up and drove me the rest of the way. What a wonderful sight to see my brother alive.

The wound was healing fine, but the wrist and hand were a big problem. He was waiting to be sent back to the States where he went through many operations over a two-year period. We managed to have a good time together in spite of the surroundings. I had no place to rest my bones for the night. But as it so happened, the bed next to him was empty since the poor guy died the day before I arrived. The nurses did not pay much attention to us, so I crawled into that bed that night. John said something to the nurse, which I did not understand. During the night everyone received a penicillin shot in the butt including a perfectly healthy Air Corps Lieutenant. I still think John was behind this since the next morning he and the nurses thought it was very funny. That was the last time I saw John until I arrived back home and he was standing behind my parents when the front door opened. My crew did not fly a mission while I was away.

After returning to my base, a strange coincidence happened. On November 9th, 1944, we flew a mission against the forts at the city of Metz. I don't remember what the results were, but that taught the Germans not to fool around any more with the Bernd brothers!

**A 457th Bomb Group  
B-17 lands at Glatton**



# 458TH BOMB GROUP NOSEART



1. Harry Crabbe –1944

2. Frank Linbert with  
eventual Group formation  
B-24, 458th Bomb Group

3. Harry Crabbe  
with 458th bomber  
*Gas Housemouse*

4. 458th Bomb  
Group crew –all  
perished on a  
practice raid over  
Norwich, England







**Standing L to R: "Chick" and "Jasper"**  
**Kneeling L to R: "Alvin," "Kepics," "Chunk" and "Smitty"**  
**—Crew Reunion in 1978 at Judge Ben Smith's River Place**

## SWEET MELODY

During World War II, Chick Cecchini and his crew flew combat missions with the "Hell's Angels," 303rd Heavy Bombardment Group stationed at Molesworth, England.

"Chick" was the aircraft commander of "Sweet Melody," a B-17G, which crash-landed in Southend, England, on the Thames Estuary on May 11, 1944. The crew survived the landing.

The big "Fort" was on a mission to bomb Marshalling Yards near Saarbrücken, Germany. Intense anti-aircraft fire over the target knocked out two engines, starting fires in both. The hydraulic system was knocked out and one of the bomb bay doors was torn off. The crew was forced to leave the formation and strike out on their own.

To lighten the aircraft, the crew threw overboard all guns, ammo, gear and equipment that were not necessary for flight. It was still too close to call. Most of the crew were in the radio room amidships of the airplane. They all shook hands with each other and said 'Good-bye!'

The two pilots "Chick" and "Fish" (Stan Fisher) were able to get the fires out and feathered the props. They headed to England.

At one point they flew over a German Airdrome. The two pilots put the ailing bomber in a 10,000 foot vertical power dive to escape the heavy ground fire.



**CRASH LANDING**

The pulled out just above the tree tops and ran the gauntlet of enemy fire all the way to the Belgian coast. Four of the crewmen including "Chick" were badly wounded by ground fire.

They came out of Belgium between the ports of Dunkirk and

Ostend. They were now over the English Channel and safe for the moment. They made radio contact with a distress frequency and were directed to an RAF fighter field.

With no flaps or brakes, a crash landing was the only option. Though badly wounded and writhing in pain, "Chick" skillfully belly landed the badly shot up bomber which was damaged beyond repair.

He was awarded the Silver Star, DFC and Purple Heart. Hudson, Smith and Veigel also received Purple Hearts.

"Chick" decided to make a career as an Air Force Pilot. After the war ended, he flew C-54 cargo planes into Tempelhof Airdrome during the Berlin Airlift. On a later assignment during the Korean Conflict, he flew Douglas A-26 Invaders, a fast two-engine attack bomber.

The Cecchini crew maintained a close relationship after the war. They had a number of crew reunions. In 1978 six of the crewmen held a reunion at Judge Ben Smith's river house on the Satilla River near Waycross, Georgia. Smith was a radiooperator gunner on "Sweet Melody".

There are now only two surviving members left of the original crew of ten: Ben Smith and Clarence Cogdell, of Greenville, Tennessee, the right waist gunner and armorer.



**CHICK'S CREW**

**Standing: Cecchini, Fisher, Veigel, McDevitt**  
**Kneeling: Bachman, Cogdell, Kepics, O'Hern, Smith, Hudson**  
**Molesworth, England March 1944**





## STALAG LUFT I

Hello,

Attached is a sketch done of my father while in Stalag Luft 1 in 1944. We are trying to find out who the artist was. The signature says either "HIGH" or "EIGE". Can you suggest some resources that we could publish this that might be seen by another family or POW who has a similar sketch?

Is it possible to print an inquiry in your magazine, or perhaps purchase some ad space to further our quest?

Douglas Gould

843-655-3653

son of 2LT Charles L Gould, 360BS,  
303BG

## COMBAT ACTION AIR MEDAL

Dear "Doc" Walter Brown;

The current issue of the 8th AF News is really outstanding, and I want to thank you and all responsible for it. Outstanding!

I have one question. The Bulletin Board refers to a new medal, the Air Force Combat Action Air Medal. Is this medal intended for WWII combat veterans? (I was shot down and spent 15 months as a German POW.) If so, is it now available and how does one apply for it?

Melvin J. Spencer, mjdjs@cox.net,  
5910 N. Shawnee Ave.  
Oklahoma City, OK 73112

Melvin – I tried to find out the answers to your inquiry before we went to press but was unsuccessful. I am still working that and will let you know what I find. –Editor

## Fix

Dear Walt,

The March Issue is great!! I really enjoyed the "Varga Girls" again, they sure bring back memories.

As usual I read it from cover to cover. The article on the "406th" had a few errors in it. I was a member of the Squadron from Dec. 21, 1944 til they disbanded June 28, 1945, when they all flew home. The squadron was all B24s, except Col. Aber's B17. On March 4, 1945 he was shot down, not in May, March 14 we were transferred from Cheddington Sta. 113 to Harrington Sta. 179. We were no longer a lone outfit but attached to the 492nd Bomb Group.

I was a waist gunner on Lt. Allman's crew and flew 41 missions, all leaflet, and pigeon drops. Plus several trolley runs after the end of the war. Our flight home was with stops at Ayr, Scotland, Iceland, Goose Bay and deplaning at Bradley Field.

In 1993 our Bomb Group Association had the reunion in England and I was able to get to visit Cambridge Cemetery and see our ex-copilots grave, Lt. Gil Blake, he was killed in a training flight. "Keep up the good work."

Sincerely,  
Vern Gauger  
West Plains, MO

## LOST MEMBER

Dear Mr. Walter Brown,

I am astonished since September 2007, I do not receive the magazine it "8th Air Force Historical Society" 8th A.F. News can you indicate to me how I must pay my subscription annual?

I am passionate about the Air History of this period and your magazine is a marvelous bond to keep the memory of this Great Generation.

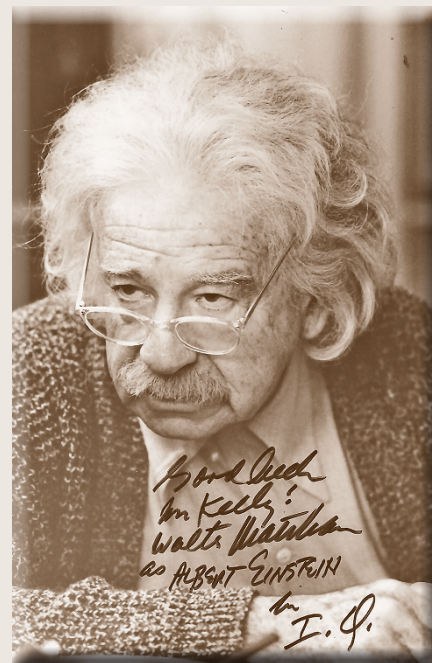
Thank you to indicate to me how I can continue to be a member of "The 8th Air Force Historical Society."

Yours Sincerely,  
Jean Paul Favrais  
La Haie-Ouisais  
Breal

8th AFHS members, please get in touch if you have any problems receiving your 8th AF News. –Editor.

## ABOUT WALTER MATTHAU

I am a Member of the 306th Bomb Group which organized once again



sometime after WW2. I think that your society might be interested in some correspondence I had with this excellent actor.

In 1994 I offered Walter Matthau a small statue of Einstein that I had made. I figured he might want to commemorate his role as Einstein in the movie "I.Q." I left lots of room for him to decline and was primarily interested in his role with the 8th.

Walter sent me a hand written note. He was with the 453rd Bomb Group in Northern Attleboro and at the time was operating a link trainer keeping the instrument ability of the pilots in good shape. He was a trained radio operator and had flown a number of missions. He didn't say how many.

Walter had been one of my favorite actors. His cordial response to my letters said a lot about him as a man. He seemed very proud of his service with the 8th Air Force.

I have included the picture of Walter playing the role of Einstein that he sent me. There must be other stars who

served before they became famous. Might make a good article for your magazine.

William Kelly, 306th BG  
Haworth, NJ

## SUPERSTITIONS

Dear Sir,

When I realized today was Friday the 13th I began to think about the superstition associated with that date. This led me to think of the superstitions of my crew while flying B-17s in the Eighth Air Force during WWII.

We became a "Lead Crew" less than half-way through our tour, which, at that time consisted of twenty-five (25) missions. Since we flew different airplanes on our missions we realized we couldn't name "our" plane. Instead, we decided to name our crew. We were "Sweet 17 Gee!" This was painted on the back of our A-2 jackets and a semi-circle of bombs added as we flew each mission. Somehow or other we came to feel we had to wear this jacket on every mission or we would suffer some kind of bad luck.

In September 1944 a new flight jacket appeared. It was made of green, satiny-like cloth with a brown mouton collar. On September 27, 1944 we assembled at our plane for a mission to Mainz. Our co-pilot appeared wearing this new jacket. We pleaded with him to go back to his hut and get the old A-2 jacket. He laughed and said he didn't believe in any superstitions and refused to get the A-2 jacket with "Sweet 17 Gee!" Lieutenant Italo Victor Barbieri, our co-pilot, was killed on that mission.



Enclosed is a picture of "Sweet 17 Gee!" which I still have and occasionally wear, barely.

P.S. My mother made me paint over the bosoms so I could wear it to school. It was the only jacket I had.

Sam H. Stone, M.D.

Woodland Hills, CA

## NEAR MISS (HIT)

Dear Dr. Brown:

I hope the attached true story will be of interest to you. And better still, you will find it worthy of being included in the 8th AF News.

You and your colleagues are putting out a First Rate Product. Please keep up the fine work.

Best regards,

Coleton Weirich, 401st BG  
Arcadia, CA

The following incident occurred on March 31, 1945. The 401st BG had just bombed a target near Weimar, Germany and continued on the same heading to the rendezvous point.

Paralleling our course, approximately 8 miles to the right and about 20 miles ahead was another bomb group. After dropping on their target they began a 180 degree procedural turn to the left. When they rolled out of their turn, they were dead level with us and headed in our direction.

I can no longer remember if our Group was echeloned left or right, or can I recall if we were in the high, low or lead squadron. Whether the whole Group was involved in this incident or not has been lost to memory, but our squadron (613th) certainly was. We were nose-to-nose with an oncoming squadron in the other group.

Surely, one or both of the commanders would give way to avoid a possible catastrophe. Neither one did. On they came, each secure in the knowledge he was following the operations order. With seconds to go and faced with impending doom, it became apparent it would be every plane for itself. Our pilot pulled up slightly and his counterpart dropped down to slide underneath us. Simultaneously, I distinctly remember looking up through the astrodome to see a B-17 going over the top of us in the other direction.

In five or six seconds it was all over. A twelve ship formation of four-engined bombers had just passed through a like formation going the opposite way. No one was hurt. No aircraft was damaged. Nor was anything much said about it (if anything) at our crew debriefing with the intelligence officer. What did we know? It was only our second mission. This was life in the ETO.

## ONE HUNDRED

Dear Dr. Brown,

I am a resident of Air Force Village I, San Antonio, TX. On 31 March 2008 we celebrated the 100th Birthday for one of our oldest and dearest residents, LTC Maurice S. Dillingham, USAF (Ret).

Col. Dillingham was a Sq. CO in the 384th BG who was shot down and was a POW in Stalag 1 at Barth. I hope you will include a notice in The 8th AF News about Maury so his Bomb Group will know that he is still enjoying life and we speak of WWII often and his flying experiences before and during his combat days.

I was a Fighter Pilot with the 31st FG flying Spitfires with the Tangmere Wing of RAF 11 Group. We were the first American Fighter Group assigned to the 8th AF and was later assigned to the 12 AF for the invasion of North Africa.

I am a member of and get the 8th AF News and congratulate you on the great magazine you publish. I read it from "cover to cover" and then put it in



Maurice S. Dillingham



our library for others to enjoy.  
Sincerely,  
Francis L. Grable, 31st FG, RAF 11 Group  
San Antonio, TX

## SNACK BAR

Dear 8th AF News:

About the fourth time I picked up the June '07 issue, I took a closer look at the cover picture with my macular degenerated eyes. I about choked on a sip of scotch when I read the sign hanging to the right of the neat display of bottles.

**NO DAMES  
SNACK BAR  
NOT  
SHACK BAR**

I immediately recalled our snack bar at the 452nd BG. It read:

**SNACK BAR  
NOT  
SNATCH BAR**

Would like to know if other groups had anything similar?

Thanks,  
Nick Napora, 452nd BG  
Pittsburgh, PA



## PINK LADY

Dear Walt, greetings from England! A couple of points I wanted to share, after reading the March edition, for your information.  
Book review of JG53 Ace of Spades 'Pik As' by Osprey. There is a three volume



history printed by Schiffer books. Author is German historian Jochren Prien, his 1st edition in German was published several years ago. The English editions came out I think about 5 years ago. They are massive volumes, each around 300 pages, a wealth of photos and personal accounts, of the full history of JG53 from day one to the very end in 1945. A truly concise unit history of a long lived and famous Luftwaffe group.

PINK LADY. Letter from Iris Rowe concerning Pink Lady 44-8846. To set the record straight, this combat veteran, of 6 missions with the 511th Sqn-351st BG, never had this name painted on its nose! The name *Pink Lady* and before that *Lucky Lady*, was dreamt up by her civilian owners, after she was purchased from the French Government in the late 1970's. There are no known records which confirm this aircraft carried either of the above names, and is on record from the current French operators in Paris that the name came about after they purchased her for air display purposes in Europe. Both these names are fictitious and not connected to its true combat history with the 351st BG.

However - to set the records straight once and for all, we at the 305th BG know what name should be on her nose! In May of 1945, 44-8846 was exchanged with the 351st with a war weary B-17. This was for the up coming Casey Jones photomapping project post war. 44-8846, a Lead PFF plane

with H2X Radar, came across from Polebrook and was stripped of guns and armour protection equipment, ready for the Casey project. At that time, May of 1945, she was recorded in both photographs and hand drawn colour sketches of the period as having on her starboard side of the nose, the nickname *Half Pint*. This was written-painted along with a Vargas type girl in two piece bathing suit, in green and white stars, she was riding a bomb (probably a 1000lb). She is pictured with her new Pilot, Bill Cook, standing beneath her nose both at Chelveston late May of 1945, and later at St. Trond Belgium during Casey Jones project, August-September of 1945. This information has been sent to, and acknowledged by, the current owners and operators of 44-8846.

Sincerely,  
Ian White, 305th BG U.S. Contact  
England

## LITTLE FRIEND

Dear Dr. Brown:

I am a World War II fighter bomber pilot who was in the 9th Air Force based near the city of Louvane, Belgium. Eighth Air Force B17 and B24 bombers flew over our airbase nearly every day, eastbound to their assigned targets in the morning. Westbound if they were fortunate enough to have evaded German fighter pilots' cannon fire or anti-aircraft fire from the ground, or having survived either, as was the case of a lone B17 bomber that I met unexpectedly while on a local flight test of a P47 from our squadron.

After completing the flight test I was heading back to our base near Louvaine when I observed the bomber several miles southeast of our field westbound at a very low altitude and with two engines feathered. Suspecting that the pilot was looking for a field which to make an emergency landing I slowed my P47, put the wheels and landing flaps down and flew alongside of the bomber. They fired a couple flares to indicate they had wounded on board and the copilot gave a thumbs down signal that they wanted to land. I flew ahead of them and they followed me to our airbase and got their wheels down and landed safely.

I landed behind them and noticed they continued the full length of our six thousand-foot runway and went beyond into the mud. I parked my P47, borrowed a jeep from maintenance and drove to the bomber where an ambulance was parked close to the back door of the plane and the emergency medical technicians were helping the wounded off the bomber and into the ambulance.

The navigator, a First Lieutenant who was only slightly wounded and apparently in a state of shock, told me the pilot and the bombardier had both been killed and he had dragged the pilot out of his seat and onto the floor so that his lifeless body wouldn't interfere with the copilot being able to control the aircraft. The copilot had his feet badly injured and could not use the rudder and brake peddles, hence the reason they overran the end of the paved runway, stopping in the mud.

Our emergency crew took the wounded to the base hospital which was a large tent and their wounds were treated and they remained there over night. The next day they and the bodies of the pilot and bombardier were flown to their airbase in England in our group C47 that we had based on our field.

With all the excitement, I didn't get any names of that bomber crew and for many years have wondered about their continued service as a bomber crew through the remainder of the war. There were probably several similar incidents of this nature that took place in Holland, Belgium and France with the thousands of Eighth Air Force bombers that flew daily missions over the continent of Europe. I'm thankful I was there at the right time to lead that B17 crew to our P47 base and perhaps help save some lives.

Respectfully,  
Thomas Carpenter  
Roswell, NM

## PROUD & LUCKY

Dear Walter,

I wanted to let you know about some interesting moments I am having. A month or so ago I wrote to the editor of the Norwich Newspaper and asked if they might like to hear from an 8th

Air Force veteran and what I did with my life.

He printed my letter and believe it or not I received three phone calls from England and 35 letters...wonderful letters. And I answered each of them!

I expressed my pride in flying with the Mighty 8th and how lucky I was with surviving. Greatest pride in my life is being part of the 8th.

Sincerely yours,  
Murray D. Friedman, 93rd BG  
York, PA

## PIN-UPS

Sir:

During a 35 Mission Tour with the 8th Air Force in England and during WWII ("The Big One") I piloted a B-17 Bomber named "Flatbush Floogie".

I am a California boy but the aircraft was already named when I inherited it. My crew chiefs were two huge coal miners from West Virginia named O'Gara and Shea plus a third guy named Bernie Mirotznik, later to become a New York "Legal Eagle."

One mission morning during take off, my right waist gunner screamed at me that raw gasoline was streaming from our #3 engine over the turbo super-charger.

I then made the fastest trip in history around the pattern and the hottest landing ever with a full load of gas and bombs.

Inspection showed that one of our guys had inadvertently left a gas cap off of our #3 engine.

After all of these years your March



2008 Edition of 8th Air Force News explains how this happened.

Our 8th Air Force Pin Up Girls made their impression on every fact of air-base activities!

I devour every word of your "news." Keep up the good work.

George Carmack, 452nd BG

## NEW AIR COMBAT MEDAL

Dear Sir,

A friend who also flew in the 8th AF reminded me of page 34 in the March 2008 "8th AF News" of the Air Force Combat Action Medal. He thought that if we had flown combat with the 8th AF we should be eligible for this medal.

If this is true, how do we apply for it? Please let me know, I am a life member of the 8th AF Historical Society number 2571.

Sincerely,  
Allan Cawrse, 95th BG  
Lighthouse Point, FL  
P.S. I flew twenty-seven combat missions with the 95th BG.

Allan - we are researching the USAF Awards protocols for your answer. -Ed.

## MANNA ' & CHOWHOUND

To the Editor,

On page 9 (summer 2007 Edition) you report on "Operation Chowhound" (food drop to the Netherlands). You say in that article that German guns remained silent that day.

Perhaps that was true when the 385th BG flew their mission, but it was not true when the 95th BG flew theirs. I was radio operator gunner in the 336th Sqdn. My pilot was Milo Thor. We flew over the open fields at 500 feet, bomb bay doors open and wheels down. I know because I helped chuck the food out the bomb bay from my radio room.





However, our Bomb Group was not so lucky. The Germans did shoot down one B-17 from our Group - I believe they ditched in the channel. I don't recall if any survived.

So, to correct the record, I submit my information for your consideration. Respectfully submitted,  
Benjamin Roujansky, 95th BG  
Orangeburg, NY 10962

## CONTRAILS

Dear Walter,

The letter is in response to your request for thoughts on the contrails article in the last AF News. I was a pilot in the 55th Ftr. Gr, from the fall of 1943 until the spring of 1946. We flew P-38s until the late summer of 1944 when we changed to P-51s. The 55th was the first long range fighter escort for the 8th. We had a steep learning curve. I flew over 600 hours on more than 120 missions. With this background I have some thoughts on the impact that contrails had on our operation.

Flying a few thousand feet above the bomber stream and seeing their contrails, we could see the various boxes and their position relative to us. From this viewpoint we could see the German fighters position from their contrails. Most of the Germans were single engine and left a single trail. We used this information to help us position ourselves to the best advantage.

The introduction of the P-51 in Sept. 1944 saw our kill ratio jump from 1.5 to 1 to 3 to 1 mainly because they couldn't identify us from all the other single engine fighters including their own. In our view the playing field was leveled.

Certainly the flying and fighting strengths and weaknesses of the two planes figure into the European Theater. That is another story in itself.

Edward Giller  
President, 55th FG

## ANOTHER SHORT SNORTER

This is my Short Snorter I flew over to England in Sept. of 1942. I was with the 305th Bomb Group 364th Bomb Sq. I was on a B-17.

I flew home in Sept. of 1943 after twenty-five missions - was a ball turret gunner. The name of the B-17 was "Dry Martini and the Cocktail Kids."

John Hill, 305th BG  
McConnelsville, OH  
22 June 2007 (07-2)



Restoration underway at Wright-Patterson AFB Museum. for the 91st BG B-17 *Memphis Belle*

# 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: cabanskita@aol.com

## **359TH FIGHTER GROUP ASSOCIATION**

June 29-29, 2008  
Best Western Bradbury Suites  
Pooler, GA  
Contact: Rene Butner  
(704) 553-0939

## **361ST FIGHTER GROUP ASSOCIATION**

September 23-26, 2008  
Holiday Inn Riverwalk  
San Antonio, TX  
Contact: Bill Street  
(205) 663-0326

## **388TH BOMB GROUP ASSOCIATION**

September 3-6, 2008  
Ogden Marriott Hotel  
Ogden, UT  
Contact: Henry and Betty Curvat  
(904) 783-4442  
henry@388th-ReunionPlanners.org

## **398TH BOMB GROUP ASSOCIATION**

September 3-6, 2008  
Hilton Cocoa Beach Oceanfront  
Cocoa Beach, FL  
Contact: Sharon Krause  
(743) 416-5993  
tink46@comcast.net

## **401ST BOMB GROUP ASSOCIATION**

October 9-13, 2008  
Sheraton National  
Arlington, VA  
Contact: Donna Lee (AFRI)  
(757) 625-6401  
donnalee@afri.com

## **452ND BOMB GROUP ASSOCIATION**

September 17-22, 2008  
Holiday Inn  
Omaha, NE  
Contact: Hank North  
(800) 452-9099  
hanknorth@insight.rr.com

## **467TH BOMB GROUP ASSOCIATION**

October 9-12, 2008  
Drury Plaza Downtown  
St. Louis, MO  
Contact: Bob Davis  
(937) 239-8413  
whataboutbob@woh.rr.com

## **491ST BOMB GROUP ASSOCIATION**

September 24-28, 2008  
Crown Plaza Hotel Tysons Corner  
McLean, VA  
Contact: Chris Dracopoulos  
(781) 324-1100  
chrisdracopoulos@aol.com

## **AMERICAN FIGHTER ACES**

June 26-29, 2008  
Radisson Hotel & Suites  
Austin, TX  
Contact: Col. Ward Boyce  
(512) 257-8311  
Alternate Contact: Tom Philo  
(503) 591-3227  
secretary@8thafhsoregon.com

## **492ND BOMB GROUP ASSOCIATION**

July 30 - August 3, 2008  
Holiday Inn Select Hotel & Suites  
Bloomington, MI  
Contact: Norma & Willis Beasley  
(303) 756-4766  
beasley492@hotmail.com

## **91ST BOMB GROUP ASSOCIATION**

June 25-29, 2008  
Wyndham Hotel  
Fullerton (Los Angeles) CA  
Contact: Ace Johnson  
(928) 453-3114  
ace91bgma@rraz.net

## **B52 STRATOFORTRESS ASSOCIATION**

August 7-10, 2008  
Norfolk Radisson Hotel  
Norfolk, VA  
Contact: Wayne & Karen Pittman  
(937) 426-1289  
kwavn@earthlink.net

## **SWISS INTERNEES REUNION**

October 16-20, 2008  
LaQuinta Inn, Music City Centre  
Branson, MO  
www.bransonmilitaryreunions.com/

## **801ST CARPETBAGGERS**

October 22-26, 2008  
Holiday Inn North  
Tucson, AZ  
Contact: Bill Becker  
(619) 992-6228  
Beebs71@aol.com

## **486TH BOMB GROUP ASSOCIATION**

October 7-11, 2008  
Best Western Bradbury Suites  
Pooler, GA  
Contact: James Martin  
(803) 327-7789  
jhm1932@compurium.net

## **8TH AFHS**

August 3-8, 2008  
Savannah Marriott Riverfront  
Savannah, GA  
Contact: Donna Lee (AFRI)  
(757) 625-6401  
donnalee@afri.com



# Chapter News



**Mrs. June Hill and George Roberts at the Candlelight Ceremony, Mississippi Chapter Reunion.**

## MISSISSIPPI CHAPTER

The 18th annual reunion of the Mississippi Chapter of the 8 AFHS was held at Lake Tiak O'Khata, MS. April 25-27, 2008. Thirty-five members returned to again meet and greet their friends from the Mighty Eighth.

Registration began at noon, Friday when attendees picked up their bags of goodies, name tags and schedules of reunion events. The Board of Directors met in the afternoon and President Kinard Hensarling announced that this would be his last Board meeting as President and that he would be passing the gavel on to vice president Bert Hill.

Friday evening guests were treated to a catfish and/barbecue buffet. Following the meal, their time was spent in renewing friendships, looking at memorabilia brought in by several members as well as items donated for the annual auction. "War" stories began on Saturday morning over cinnamon rolls and coffee. This was followed by the Chapter business meeting. Outgoing President Hensarling thanked everyone for their help and dedication during the past two years and asked that they continue to do the same for incoming president Hill. Sadly, he announced the names of 13 members of the Chapter who died in the past year.

The gala banquet on Saturday evening featured a slide show presentation by members Ann and T.C. Gibbs. It was entitled "Return to Schowen Island." Ann's husband, T.C. was shot down over Schowen on January 28, 1945. The Gibbs accompanied Robert and Adrian Caldwell to the Netherlands this past November. It was one of many trips the Caldwells have made to Holland in Adrian's search for her father's plane. That plane was also shot down in the same area. The crash site of her father's downed plane was identified and the plane was located on this last visit. Following the presentation by Ann and T.C., Eighth Air Force veterans presented a solemn and meaningful candle lighting service in honor of all those who were a part of the Mighty Eighth Air Force during World War II. The group then adjourned to Honeysuckle Lodge for the annual raffle.

Bright and early Sunday morning, members attended a memorial church service where many individuals paid tribute to deceased veterans and friends who had made a significant impact on their lives. After a delightful brunch, it was a time for partings and fond farewells with pledges to meet again in the first weekend of October at the Air National Guard facility in Gulfport.

by George G. Roberts

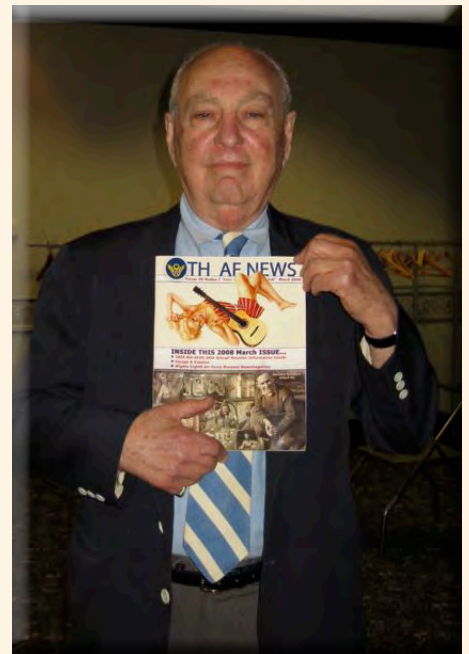
## NEW YORK SOUTHERN WING CHAPTER

On April 26, 2008 the New York State Southern Wing Chapter had its semi-annual meeting/luncheon in Plainview NY. President Nathan presided over the affair with Vice-President David Greene. There were 63 members and guests in attendance with a good showing from the Second Generation. Guest speakers, Lt. Col. Wilkerson of the Air Force ROTC and Cpt. Vigiano of the NYFD, gave a very informative speech and took several questions from the floor. For further Chapter News please check [www.ny8thswcafhs.org](http://www.ny8thswcafhs.org), the President's Report.

Pat Keeley



**New York Southern Wing President, Gus Nathan & Vice President David Greene**



**New York Southern Wing member Bernie Mirotznik, is pictured on the front cover of the March 2008 8AFHS magazine.**

## MISSOURI CHAPTER ST. LOUIS WING

December 13, 2007 we celebrated with our annual Christmas party at the "Column Convention Center", St. Charles MO. As the membership

# Chapter News



**8th AFHS St. Louis Wing Luncheon**

registered in, the women were invited to select a crystal rose bud vase with various beautiful christmas boutonnieres.

After the invocation delivered by Clarence Cherry Vice President and the Pledge of Allegiance, we enjoyed a most delectable lunch served by the "Columns", while being entertained by Patricia Treacy on the piano who played songs of the forties and fifties.

After lunch Ralph Covinsky (President) held an open meeting with most of the members participating. One of the subjects most talked about was, where we should hold our next meeting, and gathering since the members always look forward to getting together! We then held a drawing of the door prizes, which consisted of six \$25.00 tickets to either the Olive Garden or Red Lobster restaurants.

After our meeting we were entertained by Bruce Kent Dvyig, a well known magician in St. Louis. While Bruce Dvyig does not advertise himself as a comedian, he could very well do so, since there was much laughter as he dazzled us with his magic. I noticed that everyone left the event with a big smile on their face!

-Al Villegran

## **TENNESSEE JOHN H. ROBINSON CHAPTER**

The annual meeting of the Tennessee Chapter was held at their old stomping grounds in Lebanon, Tennessee but this year was extra special. The 357th Fighter Group Association had a mini-reunion with the Chapter and the weekend turned out to be a special one. Guest speaker at the annual Gala

Banquet was Capt. John Gurney, U.S. Army Intelligence. Wearing his impressive uniform, he spoke on the difference between our current wars and that of World War II.

Outgoing President Henry Barker was presented a plaque of appreciation for his two-year stint as Chief and

he welcomed in new Chapter President Bob Moses for 2008-09. Our 8th AF News publisher Donna Neely gave the group an update on Mighty Eighth Air Force Museum and newsmagazine activities as well as plans for upcoming programs

As always, the meals were great, featuring good old Tennessee country cooking, and the hospitality room was active till the late hours. The Chapter hopes to hold another annual reunion with their "little friends" of the 357th FG.



**John Gurney, TN Chapter guest speaker, is shown with his son Matthew and Bill Overstreet, P-51 pilot, 357th FG**

## **GENERAL LeMAY CHAPTER**

The 27th Annual Reunion Brunch of the Southern California 2nd AD Association was held in February 2008 in Anaheim, California in conjunction with

the 8th AFHS General LeMay Chapter. In an update submitted by Harry Tanzer, 467th BG, the Brunch was hosted by Chairman Dick Baynes, 466th BG.

After opening ceremonies headed up by Julian Ertz, 44th BG and t6hat included a Candlelight Ceremony in tribute to those of the 2nd AD who served, the entertainment began. Music by the Army Air Corps Band and Tap dancing by Caley Carr led off the program. The Noble Cause Foundation of Orange County took part in entertainment activities sponsoring the California Children's Chorus as well as several other singers who featured World War I era songs and dancers.



**Joan Leslie**

Guest Speaker was Hollywood actress Joan Leslie who played Gary Cooper's girl in "Sergeant York" and James Cagney's wife in "Yankee Doodle Dandy." She also danced with Fred Astaire in "The Sky's the Limit." Miss Leslie remained in acting in many other films and productions. Following the Music program a raffle of sponsored items was held by Richard and Peggy Learman.

Proceeds from the event went to the 2nd Air Division Memorial Library in Norwich, England and to the Mighty Eighth Air Force Museum in Pooler, Georgia.

## **BIRTHPLACE CHAPTER**

By vote of the members in attendance at the December 2007 dinner meeting, the slate of Nominees put forth by the Board was accepted.

At a special meeting of the 2008 Board, Gene Buttle was elected President, John A. Lewis, Vice-President, Darrel Lowell, Secretary/Treasurer.

Another St. Patrick's Day parade has come and gone. The Chapter contingent was headed by Volunteer Director Heather Thies and Diedra Kindthistle who carried our Birthplace banner all the way, closely followed by Tom Mehrlich driving his beautiful WWII Jeep and ammunition carrier with Jack Marvin, Dick Evans and Gene Buttle aboard. Following was Don Holck,



# Chapter News



The 2008 Birthplace Chapter Board of Directors are from left to right, Bill Barnes, Dick Evans, Darrel Lowell, Don Holck, Scott Stovell, Gene Buttle, Bud Porter and John A. Lewis.



**St. Patrick's Day 2008** - From left to right: Darrel Lowell, Tom Mehrlich, Walter Brown, Jack Marvin, Gene Buttle, Dick Evans, Heather Thies, Don Holck, Bud Porter, and Diedra Kindthistle

driving his shiny red convertible with Bud Porter, Darrel Lowell and Mighty Eighth Air Force Museum President, Dr. Walter Brown aboard. It was a beautiful day and a lot of fun, even though lots of pretty girls kept hugging and kissing us along the way! The annual reunion of the Eighth Air Force Historical Society will be held this year in Savannah, GA August 3-8th with the Birthplace Chapter as host. The Chapter will have a welcoming table in the lobby of the Marriott Riverfront Hotel along with a hospitality room that promises to be of interest to all attendees.

Gene Buttle  
President

## MINNESOTA CHAPTER

During 2007, the Minnesota Chapter

of the 8th Air Force Association has kept faith with the stated focus goals of the national organization. The Minnesota Chapter has worked to preserve the legacy of the members of the "Mighty Eighth." It has done this through its weekly Wednesday luncheons, speaker forums, banquets, destination tours, newsletters and various volunteer activities.

The Minnesota veterans group welcomes participation in its meetings and activities from veterans of World War II, Korea, Vietnam, the Cold War, as well as others with an interest in keeping alive the history of the 8th Air Force. Forty to sixty veterans, friends and first-time attendees consistently attend the weekly meetings. A program follows lunch, usually featuring a distinguished speaker and/or the showing of a video of Eighth Air Force historical significance.

Speakers this past year have included author and aviator Lou Martin, writer Kathleen Winters who authored the book "Anne Morrow Lindbergh," a former Tuskegee airman, a former Vietnam Pilot, an expert who spoke on the history of gliders in WWII, the father of a US Marine killed in Iraq, the president of Tee it UP For the Troops, Stan Ross of Wings of Aviation Services, a Minneapolis high school teacher seeking Eighth Air Force aviator veterans to volunteer to conduct oral histories with students, and finally representatives of the Minnesota History Museum.

In the past year, Minnesota 8th members participated in two air shows.

One-day trips are also a unique hallmark of the Minnesota 8th. In April of 2007, a trip was made to the Museum of Naval Aviation in Pensacola, FL. In

August, there was a flight to Granite Falls in western Minnesota. There, members were able to see a P-40, and P-38 being restored.

In October, 56 veterans made a one-day visit to Washington, DC. This trip provided local veterans with an opportunity to see Washington, DC like they never had before. Many had been through DC long ago. But this trip allowed them to see, together with the traditional sights, many of the newer monuments like the new World War II memorial and a tour through Arlington Cemetery, as well.

Following the trip to Washington, DC, the Minnesota veterans planned an elaborate annual Christmas party at a local restaurant. It is the event of the year for local 8th Air Force veterans and their friends. That's because awards are provided to members recognized for their service to the organization during the course of the year. Door prizes supplied by local businesses are awarded.

The December Christmas party was a fitting conclusion to another busy, successful and active year for the Eighth Air Force Historical Association of Minnesota.

## NEW MEXICO CHAPTER

The New Mexico Chapter of the 8th AFHS held its annual Spring General Membership Meeting and Luncheon at the Rio Grande Inn, Saturday, May 24, 2008. There were 65 members and guest in attendance.

President, Larry Stebleton, opened



**New Mexico Chapter speaker  
Major Patrick Martinez**

the meeting at 12:00 pm with the Pledge of Allegiance, followed with a brief speech on some very interesting seldom heard facts about the casualties of World War I.

President Larry Stebleton introduced the guest speaker, Major Patrick Martinez, USAF. Major Martinez who hails from New Mexico has spent eighteen years in the Air Force and a recent tour in Afghanistan.

The next 8th AFHS New Mexico Chapter General Membership meeting will be held at the Rio Grande Inn, Rio Grande Blvd. and Interstate 40, on September 20, 2008.

Submitted by:

Al Schwery Secretary

## GENERAL JAMES H. DOOLITTLE CHAPTER

The General James H. Doolittle Chapter of the 8AFHS held its quarterly Board of Directors meeting on Saturday, April 10, 2008 at the Oakland Aviation Museum in Oakland, CA. Plans were made for our annual membership luncheon meeting to be held on July 12, 2008 at the Oakland Aviation Museum in Oakland, CA. Jonna Doolittle Hoppes will be our guest speaker. Willen Ridder, author of *Count Down to Freedom*, will be there to give his book to all 8AF members because the 8AF provided food to the Dutch people during WWII. David D. Freitas Secretary/Treasurer

## WISCONSIN CHAPTER

On this, the tenth annual observance of 8th Air Force Week October 8-14 -- each recognized by a proclamation from the Mayor of South Milwaukee -- the Wisconsin Chapter of 8AFHS was honored at the October 2, 2007, meeting of the South Milwaukee Common Council. The proclamation was presented by Mayor



## Wisconsin Chapter

Thomas Zepecki. Chapter members in attendance included:

William Bergner, Jr. Pres.  
Ed DePreter VP  
Robert Abresch Treas.  
John Rosenberg Secy.  
Robert Victor  
Donald Almon

It's a great feeling when realizing that this event has occurred each year since 1998, including the memorabilia displays at City Hall. We are proud that WISCHAP has remained active and has kept the tradition growing. Donald W. Almon

## OREGON CHAPTER

Our Chapter keeps rolling along, always with good meeting attendance of veteran members as well as spouses, family, and others who have an interest in the Mighty 8th. Our May quarterly meeting saw a good turnout of just over 60.

The program for the meeting was provided by two local veterans of the WASP (Women Airforce Service Pilots), Jan Gagnon Goodrum and Ruth Glaser Wright Guhse. Both of these ladies served in the early years of WW2,

ferrying military airplanes all around the US, and relieving male pilots for overseas duty.

The WASP pilots flew nearly every plane in the Army Air Force, from the smallest to the largest heavy bombers. In addition to ferrying planes from factories to active air bases, they also served on other pilot missions, such as flying target tow planes for student aerial gunners practice. A dangerous mission, proved by the incident related by Ruth Guhse when a gunner actually shot down the tow plane piloted by a WASP. Fortunately, the pilot survived. Presumably, the student gunner washed out.

The training program for the women pilots was, as recounted by both our guests, the same as that for men in the Aviation Cadet program. Primary training was in a single engine small planes like the Stearman or the Ryan PT22. Basic, in the BT13, and Advanced, in the AT6 or, for twin-engine training, the AT17 or AT9.

Of the 25,000 women pilots who applied to enter the WASP, only 1,830 were accepted. Of that number, our two guest presenters were part of only 1,074 who made it through the 7-month training program and earned their wings.

Jan Goodrum got her early flight training in the Civilian Pilot Training program (CPT) at college in Durham, North Carolina. She was one of the few women accepted for CPT, and chuckled when asked about how she rated with the men trainees. She answered, "The ratio was nine men for one woman in each class, and the other woman washed out of her group. So that left me, one woman for 18 men...good odds in college."

After her training and winning wings in the WASP, Goodrum flew a variety of Army Air Force planes, on test pilot and Display case - Memorabilia Wisconsin Chapter members in the Capital delivery missions all over the country. Her main assignments were in twin engine aircraft.

Ruth Guhse learned to fly on her own without the benefit of CPT or a similar government program, and



totaled up enough hours at airfields in her home state of California to get her license. She remembers that the minimum hours to qualify for entry into WASP was about 300 hours. She really liked single engine planes, and told of one experience in Advanced when, against the regulation that limited three turns in a spin, she took her AT6 to ten thousand feet and "wound it down." At her story, it was noticed that there were a couple of vets present who nodded with their own memories of a similar escapade.

At war's end, Guhse found herself just 20 years old, holding a commercial ticket, but with limited opportunities to continue flying. At that time, women pilots were not seen often in airline cockpits, so she took a job with Pan Am as a stewardess. After two years at that, she finally got to the pilot's seat in a Pan Am airplane and flew many of the 11-13 hour trips San Francisco to Honolulu in a DC4.

Both women were thanked for their patriotic and valuable service to the Army Air Force and to our nation from the program moderator, past Chapter president Don Bourgeois, and received a standing O from the appreciative audience.

Current President Tom Davis, wound up the meeting by approaching several of our vets with a mike to tell

a short war story. As usual, some of the stories were familiar from earlier meetings, but still interesting...and, probably, mostly true!

Clint Gruber

## WASHINGTON STATE CHAPTER

At the King County Airport Terminal in Seattle, Washington on Saturday, the 22nd of March, 2008 the Washington State Chapter of the 8th Air Force Historical Society held their quarterly meeting and present as the guest speaker Major Joe Crecca, USAF. Joe spent a significant amount of time in F-4 Phantoms. On 22 November of 1966 Joe and his Pilot Gordon Scott "Scotty" Wilson ejected after their F-4 was hit by a SAM (Surface to Air Missile) over North Vietnam. Unfortunately Scotty Wilson did not survive the shoot-down and Joe spent 75 months as a POW, much of that time in the infamous Hanoi Hilton.

The Chapter contributed the 8th AFHS Washington Scholarship award to Cadet Morris at the University of Washington AFROTC-Detachment 910. At the meeting a motion was made, seconded, and passed to make sponsor of scholarships to the ROTC program via Detachment 910 in the amount of two \$500 awards.

Several Chapter members participated 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. Jeff Bomstead, Chapter VP displayed his impressive collection of 8th AF aircraft models.

The panel was made up of Bud Anderson (16 ¼ aerial victories) who flew with the 357th FG, Dick Hewitt (several aerial victories) and Wayne Coleman (several aerial victories) who both flew with the 78th FG and Joe Peterburs (one aerial victory over an Me-262 jet flown by 206 victory German ace Walter Schuck) who flew with the 20th Fighter Group. All of the speakers served with the 8th AF in World War Two.

Recently the Cascade Warbirds and the EAA brought the airworthy B-17 "Aluminum Overcast" to the Museum of Flight for a multi day event in which ground tours and flights were available. Members of the 8th AFHS were present during the event to answer questions about the B-17, the 8th Air Force and service during World War Two. Their presence added much to the event.



Washington State Chapter VP, Jeff Bomstead and President Greg Pierce



In addition to these events Greg Pierce acted as the moderator for an American Fighter Aces Association panel at the Museum of Flight in Seattle on the 19th of April.

# Chapter News

## IOWA CHAPTER

On Saturday, April 19th 2008, Charles Taylor, President and Leon Mehring, Treasurer of the Iowa Chapter of the 8th AFHS attended the Air Force ROTC dining out and awards dinner for the University of Iowa, Detachment 255.

The award went to Joe Place of Oskaloosa, Iowa. He also received a \$300.00 Scholarship award for the Iowa Chapter of the 8th AFHS.

The contingent attended the Air Force ROTC awards dinner for the Iowa State University, detachment 250. The award and \$300.00 scholarship went to Kyle Grotelueschen of Lomira, Wisconsin.

Sincerely,  
Leon G. Mehring, Treasurer



Iowa Chapter

Evil-doers are not to be allowed their way on the grounds that they are unable to hurt our souls: the hurt may be in the cowardice or sloth that will not punish them.

**T.W. Rolleston**  
***The Teaching***  
***of Epictetus***



Illustration by Roger Stuch



# Book Reviews

Reviews of books of 8th Air Force-related interest are reviewed by the Editor and presented in each 8th AF Newsmagazine for the enjoyment of the membership. Books are recently published and in print. This current selection makes great summer reading!

## **B-47 STRATOJET: Be A Nuclear Deterrent to the Nuclear Threat of the Cold War; Mission Complete** by Louis Malucci

This soft-back volume arrived at the 8th AF News and for a week or so slid around on the front seat of my truck. It had a picture of a USAF B-47 on the front cover and I assumed it was another book about an airplane. It's not about an airplane. It is a story about the crews of one of the premier bombers of the Air Force and their relationship with the plane. At length, I picked the book up and started reading and couldn't put it down.

The author flew in the 1950s as a combat-ready radar navigator in the aircraft and relates dozens of fascinating tales he and his fellow crewmen experienced in this forerunner of all future commercial jets. He covers the various situations a B-47 navigator must face, both in training and in combat situations. His stories tell of the human side of the relationship with the aircraft in a very personal manner. Airbase assignments, reflex operations, takeoff accidents and a number of humorous vignettes that impart a feeling of what it was like to fly nuclear bombers during the intense years of the post-WWII Cold War with Russia. He speaks of "lost bombs", addresses weather situations, the SAC Alert program and even presents a bit piece on celestial navigation. In fact, there is included a detailed chapter on the intricacies of navigation.

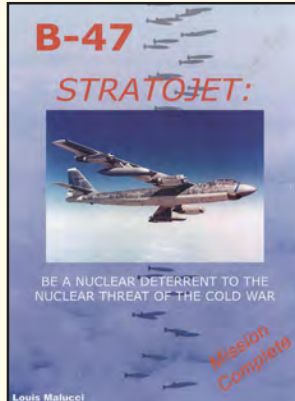
Author Malucci recalls his stories in detail and in the course of the telling relates a significant

amount of information, much of it not commonly known, about the B-47 Stratojet itself as well as the vital role it played in defending America. He

sums up his experience with the airplane: "You had to be dedicated and have a love of flying to continue in this stressful environment but being with great people with a strong sense of mission surely helped."

This is one of the few books written about the B-47 and its mission in winning the Cold War. At 234 pp with b&w photos, information on its acquisition may be found by

contacting Louis Malucci, 20 Glenbrook Dr., Fairport NY 14450



## **LORD HAVE MERCY**

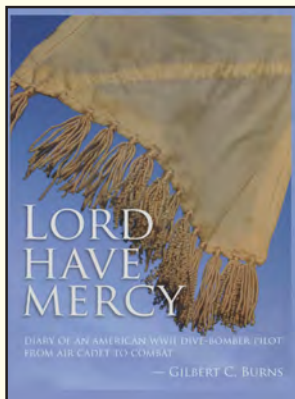
**Diary of an American WWII Dive-bomber Pilot from Air Cadet to Combat**

by Gilbert C. Burns

A great, and most appropriate title, for a book about combat in the air.

Author Gil Burns presents his story in a diary-format which gives a personal immediacy and credibility to his World War II experience. Burns entered the war in the Spring of 1943 and wound up in England piloting a fighter-bomber - the P-47 Thunderbolt - on strafing and dive-bombing missions in

support of Allied ground forces as they advanced across the continent to Germany and the war's end. The author flew "Ginny" (named after his 'first love') on missions right up to V-E Day in May 1945, being one of the truly experienced USAAF fighter pilots of the war. In fact, Ginny played a memorable and exciting part in his final very hot



buzz landing of his combat career.

Included in the daily presentations of missions are interesting descriptions of the topography and towns of Europe as seen through the eyes of a pilot. His gun camera film photographs show not only targets, but in one instance a flak shell fired and coming at his aircraft from German anti-aircraft defenses. Throughout the volume, stories from other members of his fighter squadron are told in equally vivid fashion, adding depth to the fighter-bomber history. German defenses were openly fearful of the American dive-bombers' speed, firepower, and bombing effectiveness.

The fight for our country's freedom is well-told here in the words of one who flew and fought. His thoughts for his fellow airmen are openly stated:

"For all the young men who were trained to fly and became professional killers. For all the young men who bombed and strafed. For all the young heroes who gave their lives for peace in the world. Lord Have Mercy."

This large-format 138pp softback book has period photographs and a color section included. Find it on line at Amazon.com or from Trafford Publishing tel 1-888-232-4444.

## **THROUGH BLUE SKIES TO HELL**

**America's "Bloody 100th" in the Air War Over Germany**

by Edward M. Sion

Richard Ayesh flew as a B-17 bombardier with the 100th Bomb Group on their East Anglian 8th Air Force airbase at Thorpe Abbots. This book is written about his training and wartime combat career by his nephew, Edward Sion, who is a research scientist and a professor. The author utilizes his uncle's diary and those of several of his bomber crewmates to tell the story of a combat crewman that includes a flowing history of the air war against Germany from a number of ancillary aspects of the 8th's war.

Analyses and details of importance

# Book Reviews

found within include bomber formations flown by the Heavy bombers and fighter tactics. German defenses, formidable throughout the war, are also presented. The activities of the leaders in higher headquarters are examined, with a special interest in the headquarters contingent at High Wycombe. The importance of bombing on synthetic oil production plants in Germany is appropriately approached and evaluated. The combat experiences of Richard Ayesch are presented chronologically, mission by mission, a personal contrast seen with the overall picture of the air war in mind.

The author closes with an evaluation of the importance of strategic bombing tactics in World War II and his somewhat philosophical discussion of the moral issues of war in the 20th century. With this variety of subject materials, the reader gets a concise picture of the situation facing a combat airman's fight in a bombing war that had never been seen before.

The hard-bound book is 217 pp with a signature of period and personal photographs included. The publisher is CASEMATE, 1016 Wqarrior Road, Drexel Hill PA 19026 tel# 610-853-9146. email [casemate@caasematepublishing.com](mailto:casemate@caasematepublishing.com)



## THREE FROM OSPREY-

Osprey Publishers continues their notable tradition of publishing superb books that are well-researched and authored and focus on aspects of the air war that other publishers frequently do not approach. Here are three of their latest.

### GRIFFON SPITFIRE ACES by Andrew Thomas

Andrew Thomas is one of Britain's top researchers of the Royal Air Force having published histories of various RAF squadrons. This 96-page volume relates the history of the Griffon Spitfires and the men who flew them. They flew low-level missions against the Luftwaffe incursions into British airspace and also developed air techniques to disable the German V-1 Doodlebugs – unmanned bombs aimed at British cities. Also discussed are other varied aspects of the Spitfire's history.

Personal stories and events surrounding the pilots who flew the missions and extensive photographs and a special color section places this concise volume in a league with much larger histories. New charts and listings make this one extra special.

### AMERICAN BOMBER CREWMAN 1941-45

by Gregory Fremont-Barnes

The wartime career of the typical American combat crewman is exam-

ined here with emphasis by the author on the psychological and physical strain the airmen of the Mighty Eighth endured during the war. The author utilizes individual biographies and personal experiences to impart the responsibilities of an 8th airman. Period photographs add to the tale. Covered here are crew briefings, equipment used by the fliers (from Ben Smith: "We seldom wore uniforms. Our dress was flight overalls and leather A-2 jackets."), daily life on airbases in East Anglia, and combat stories. There are several fine color drawings by Sean O'Brogain.

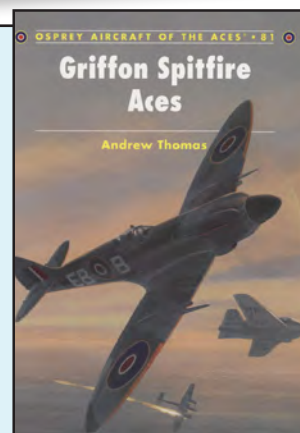
This 64-page softback includes color depictions and a listing of Museums and collections as well as a bibliography.

### P-40 WARHAWK VS Ki-43 OSCAR China 1944-45 by Carl Molesworth

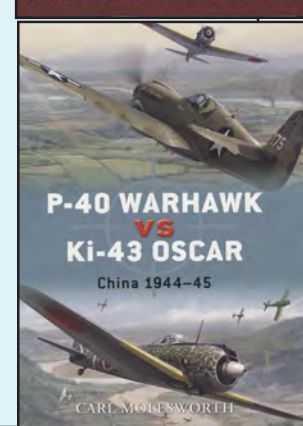
Fighting early in the war in China, these two foes met in aerial combat – the American P-40 and the Japanese Ki-43 Oscar. An unusual topic and presentation for a fine volume. The air battles intensified over China during 1944. This book, authored by a researcher with 25 years of publishing, tells of the men who flew and the difficulties they faced during several war years of combat. There are a listing of aces of both forces and a final suggestion chart for further reading. Photographs, both American and Japanese, abound throughout the volume.

This interesting aspect of the air war of WWII is not frequently researched and documented and tells of the valor of those who flew in outlying conflicts to oppose oppression and preserve liberty. Softback, 80pp, b&w and color.

\*\* Osprey volumes and information of each are available from Osprey Publishing, tel # 212-685-5560 email [feinstein@ospreypublishing.com](mailto:feinstein@ospreypublishing.com)



### AMERICAN BOMBER CREWMAN 1941-45





## LICENSE PLATES



The 18th Weather Squadron is at last represented in our License Plates section! Edward Robert, Landis NC, was attached to the 489th Bomb Group, 8th Air Force, at Halesworth airbase and then over to France and Germany – 1943-1946.



After seeing the photos on page 56 Dec 2007, I thought you might like to see the back of my RV. I have no connection to the Eighth, just an amateur Eighth historian and a grateful Brit. Wishing all vets and their families well.

Yours sincerely,  
Graham Jones  
Berkshire, England



His Maryland license plate indicates that Jack Goldstein, D.D.S., 381st BG Annapolis, MD 21401 was a B-17 gunner during his tour with the 381st Bomb Group at Ridgewell Airbase, East Anglia.



8th AFHS Board of Directors and Tennessee Chapter President Robert (Bob) Moses with his Tennessee license plate.



The 92nd Bomb Group was Wisconsin Chapter President's Bill Berger's home during his tour with the Mighty Eighth. The 92nd is now well-represented in America's Dairyland.



Our British contact and friend Ian White writes that the 40th Combat Wing Reunion Tour, published in the Mar 08 8th AF News, has a correction in the 8th AFHS website contact address. The correct regular mail address is Ian White, 305th BGMA, 24 Pipit Rise, Bedford Bedfordshire England MK41 7JS.

Robert Hecker was a Lead bombardier with Larry Turk's crew in the 401st BG. His tenth novel, *Murder by Proxy*, recently won first First Place, Category A - Action and Adventure - in the prestigious EP-PIE Awards. He not only has written 8th AF-oriented novels, he has several stage plays now being produced in California and has a song, "Song of the Flag" included on a Porter Wagner tribute album soon to be released.

The National World War II Memorial in Washington DC has a website that, among many veteran's links, has registration sites for those who served in all branches of World War II American armed forces. Contacts: <http://www.wwiimemorial.com/> or perhaps: <http://www.wwiimemorial.com/registry/search/plaq.asp?HonoreeID=> Thanks go to Ed Miller and Gordon Alton for this info.

The Joint POW/MIA Accounting Command (JPAC) has been investigating reports of the finding of a World War II B-24 Liberator that crashed in New Guinea. The plane flew a mission on 3 December 1943 from Dobodura New Guinea and bombed a Japanese target on New Hanover Island in the Bismarck Sea. It did not return to the base. Searches for the crew were unsuccessful at the time. The crash site was located four miles from Iwaia in Papua New Guinea by three hunters in 2000. The remains of the eleven Army Air Force crewmen were identified by

JPAC using DNA and dental records and arrangements were subsequently made with families for return and burials with military honors.

The 65th Anniversary of the USAAF In England will be celebrated with a "tour of the Airfields of the Eighth". The week of 18-26 September is the date and visits will be made to London, RAF Hendon, Maddingly, Cambridge and stops to visit a number of airfields and their museums of the Mighty Eighth. Contact info is through Military Historical Tours tel #703-212-0695 or 1-800-722-9501. Or email [mht@miltours.com](mailto:mht@miltours.com). Online at [www.miltours.com](http://www.miltours.com)

A World War II bomb, unexploded, was recently found on Crescent Beach near Jacksonville, Florida. Ordnance experts surmise that the bomb was dropped during training exercises in Northeast Florida and has laid in wait for over 50 years. The 3.5-foot 100-pound bomb was discovered under some seaweed, rusty and barnacle-covered, by civilian Jeannie Emack. Navy demolition teams buried the bomb and exploded it after evacuation of twelve nearby homes. The Tybee nuclear bomb, dropped by ex-385th BG pilot Howard Richardson in 1958 following an accidental mid-air collision, has not yet been found.

Lieutenant Roy Test of Baldwin Park Veteran of the United States Army Air Corps, 398th Bomb Group, has been elected by the California Assembly to be honored for his many significant contributions to the community.

On May 7th, 2008, The California State Commanders Veterans Council hosted Veterans Recognition Lunch in Sacramento to recognize a Veteran of each District, who like Lt. Test, have given service to their country and actively continue to contribute to their community.

From the Oregon Chapter "Milk Run" comes a note that, according to the Boeing Corporate Historian Michael Lombardi, the weight of paint on the B-17 Flying Fortress was 58.7 pounds. On the advent of the all-silver models later in the war, interior paint was also eliminated except for the cockpit non-glare areas and zinc chromatic in areas of possible corrosion, such as around the toilet.

The American Fighter Aces Reunion 2008 will be held in Austin, Texas June

26-29, 2008. This event is sponsored by the Seattle Museum of Flight.

Dick Baughn's book, *The Hellish Vortex*, was previously reviewed in the March 08 8th AF News. It has received great reviews as a book that imparts the actual experiences and feeling of flying combat, winning the Eric Hoffer Award for first-time authors. Baughn flew P-51 Mustangs with the 8th Air Force. Check online [www.Hofferaward.com](http://www.Hofferaward.com)

"The Long Wait" by Dick Atkins and reviewed in Mar 08 Book Reviews, is also available at email [dick8af@flash.net](mailto:dick8af@flash.net) or by contacting Dick at tel # 817-261-3007

From the Central New York Chapter's newsletter *Chit Chaff* comes information regarding the Battle of Britain monument in London, located near Westminster Bridge. Commemorated on the monument are the names of all 2,936 Royal Air Force airmen who were engaged in the battle against the German Luftwaffe - 15 nationalities including nine American volunteers.

The PBS television series, *History Detectives*, debuts its 2008 series on Monday, June 30th at 9:00pm ET. One of this season's features is an investigation into the Secrets Behind a WWII Pilot's War Diary. Details may be found online at [pbs.org/historydetectives](http://pbs.org/historydetectives).

The Illinois Chapter newsletter reports that on 20 June 1965 on a fighter-bomber raid on a Vietnam target, a VA-25 "Fist of the Fleet" A-1 Skyraider piloted by CDR C. W. "Bill" Stoddard successfully carried out Operation Sani-flush. Ordnance, in the form of a used porcelain ship's toilet, was strapped on to a custom made rack under the airplane's wing alongside its usual bomb load. Dropped in a dive, the unusual Toilet Bomb turned "hole to the wind" and hit the target. The mission was captured on film by the pilot's wingman LCDR Robin Bacon.

*Editor's note: Similar unusual ordnance was dropped by 8th airmen from 8th AF bombers during the war against Germany. Anyone recall similar experiences?*

National 8th Air Force Historical Society reports that the 2009, (NOT 2008), annual reunion will be held in Cincinnati, Ohio, not far from Wright-Patterson AFB. That's August 19-22 of 2009.



# BULLETIN BOARD

## THE 445TH BOMB GROUP AND THE KASSEL MISSION HISTORICAL SOCIETY ARE HEADED OFF TO EUROPE

The trip, which includes stops at the Tibenham airbase in Norwich, England, the Kassel Mission Memorial, and other crash sites in Germany, runs from September 18 - 28, 2008. All are welcome to come along. The organizations are also hosting a hospitality suite for the 445th and KMHS at the 8th Air Force Historical Society annual reunion in Savannah.  
Info is online at: [www.kasselmission.com](http://www.kasselmission.com).

## Summer Schedule at Geneseo

The summer schedule at the 1941 Historical Aircraft Museum, Geneseo NY, includes "Olde Aerodrome Days" Biplane Rally the weekend of July 4-6. The following weekend on July 11-13 the Geneseo Air Show "The Greatest Show on Turf" will celebrate the 70th anniversary of the P-40 fighter plane. That Saturday evening will feature dancing with the USO Memories Show. A Fly-in with BBQ chicken will be held on Sunday 7 September. Contact for info: tel# 585-243-2100 or [www.1941hag.org](http://www.1941hag.org)

## A Little Story...

When I was a small boy, during Prohibition, Ice Cream Parlors did a lot of business. My father used to take me to one now and then. One day, in an Ice Cream Parlor in a nearby town, we sat down and ordered. I had my usual vanilla and chocolate plate. My Dad ordered a banana split. But he told the waitress that he did NOT want chocolate ice cream in his banana split. The waitress looked at my Dad and said, "You will have to take it without some other flavor, Sir; we are out of chocolate!"

**Bill Heller, 303rd BG**

## JOINT ANALYSIS CENTER RENOVATING CONFERENCE CENTER

The Headquarters of EUCOM Joint Analysis Center located at the 303rd BG airbase in Molesworth, England is in the process of renovating the Major General Lewis E. Lyle Conference Center installing wall cabinets to display thirteen volumes of the 303rd and their five books and their CDs containing the names and histories of everyone who served on the airbase during WWII. This represents perhaps the only group in history with this extensive 2000-page listing of the airmen an 8th AF Bombardment Group. Years were spent by 303rd BG member Ed Miller compiling the group's personnel history. JAC Commander Peter Devlin will hold a dedication ceremony for this unique Conference Center which also displays original artwork of the wartime 8th Air Force.

## VETERANS AND FRIENDS OF THE U.S. 8TH AIR FORCE

The Idaho State Veterans Cemetery, Boise, dedicated in 2004, includes a Memorial Walk featuring monuments honoring veterans organizations; for example, Idaho Women Veterans, U.S. Navy ship crews, American Legion and VFW. The U.S. 8th Air Force, created in 1942 and active to the present, deserves representation as well.

A memorial honoring the 8th AF and its veterans, departed and living, at the Idaho State Veterans Cemetery would be a fitting tribute to their service, whether or not the veterans and spouses choose

this interment site. Our flag flies 24/7 at the Veterans Cemetery and the ordered tranquility of the facility deserves your visit and inspection.

The fixed cost of an organizational monument (all are like-sized with a bronze plaque for logo and wording) is \$2500 payable to the Cemetery. A donor collection account has been established at U.S. Bank, 98 Highway 30, Filer, ID 83328. Checks should be made to "8th Air Force Monument."

For added information or thoughts for the memorial plaque, contact

**Jack Wendling,**

**3622N 2000E, Filer, ID 83328**

**ph. 208-326-4198 or**

**email [wendling@filertel.com](mailto:wendling@filertel.com)**

May the memory of the U.S. Eighth Air Force, in war and peace, be perpetual.





# BULLETIN BOARD

## USAF VICE CHIEF OF STAFF GEN. DUNCAN MCNABB PAYS TRIBUTE TO AIRMEN



The Air Force's Vice Chief of Staff, General Duncan McNabb, paid tribute to members of the Air Forces Escape and Evasion Society April 26 during the Society's 44th annual reunion near Savannah, Ga.

The AFEES primarily comprises Air Force World War II veterans who were forced down behind enemy lines and avoided or escaped captivity to return to allied territory. The Society also includes members of the French, Dutch, Belgian and other resistance networks who harbored allied aircrews and guided them to safety.

The reunion included a banquet and memorial service here at the Mighty Eighth Air Force Museum.

"Tonight, I am in the presence of some of the greatest heroes the world has ever known, crewmen who took to the skies daily to defeat an implacable foe despite the great odds of being shot down, and resistance helpers who risked their lives so that these brave aviators and thousands like them, might live," the General said.

General McNabb complimented the resistance members extreme bravery.

"I cannot thank the resistance helpers enough," he said. "If you were caught, you faced unimaginable torture and certain execution, and yet repeatedly you risked your lives for these airmen."

In Closing General McNabb closed his address by noting that members of the society embodied the high ideals found in the Airman's Creed and had given the Air Force its "tradition of honor and legacy of valor." He added that today's airmen have acted on this legacy and have answered the nation's call during a war that, like World War II threatens the liberty of America and its allies around the world.

"Today's airmen represent the new Greatest Generation," said General McNabb. "And every day, just as you all did during World War II they fight valiantly on the front lines of freedom giving selflessly of themselves to defeat tyranny and preserve the liberties we so greatly cherish."

## FLYING FORTRESS RETURNS TO ENGLAND

On July 1st of this year a B-17 Flying fortress will once again fly the Northern route through Labrador, Reykjavik, Iceland and to Prestwick, Scotland and then on to airbases in England, touching down at Duxford on 4 July.

The *Liberty Belle* is a restored B-17 owned and flown by Don Brooks of Douglas, Georgia. Familiar on the tour circuit around the country, the aircraft will be making its first trip to England. The aircraft is funded by donations and flying fees - the two-week trip will cost approximately \$400,000. It takes \$4500 per hour to operate the aircraft.

Don's father flew as a tailgunner in the 390th Bomb Group during the war and he is accomplishing a goal he set for himself years ago. He says, "I want to fly the plane over to honor all veterans and the ones who lost thier lives in England. It's a way of saying 'Thanks'."

The *Liberty Belle* will take part in airshows in Great Britain and return to the United States on 16 July 2008.





# TAPS

**Eastman, Harold**, Ocala FL; 452nd BG and 96th BG pilot; POW Stalag Luft III following a midair over Sangerhausen, Germany; career owner of construction business

**Stork, Oliver**, Houston TX; 401st BG lead navigator with 30 missions; career as Civil Engineer developing transportation systems in Texas –from his wife Rose Marie; supporter of Mighty Eighth Air Force Museum

**Anderson, Doug**, Lincoln NB; 492nd BG – from crewmate Vern Gauger

**Caldwell, William "Bill"**, Pittsburg TX; 55th FG pilot

**Albright, Iris**, Nashville TN; wife of William Albright 379th BG; member TN Chapter 8th AFHS

**Smith, Robert**, Tacoma WA; 385th BG

**Marksberry, Hiram**, Owensboro KY; 351st BG ground echelon

**Martin, Donald**, Overton NV; 55th FG

**Van Slot, Andrew**, Holland MI; 466th BG, flight engineer on Dave Bridgers crew –from his wife Lillian

**Taylor, William**,

Clearwater FL; 93rd BG; career in USAF and later with Douglas Aircraft; active in Republican Party

**Pond, Robert**, Palm Springs CA; Navy pilot 1943-45; collector of warbirds aircraft at Planes of Fame in Eden Prairie MN –from Richard Sampson

**Campbell, Earl "Gunner"**, Russell KS; B-24 gunner 8th AF

**Alba, Michael**, Colorado Springs CO; 55th FG P-51 and P-38 pilot; Past-President 55th FGA and 442nd Service Group Association

**Wesley, William**, Baltimore MD; 385th BG B-17 gunner; POW following his third mission –from Bill Varnedoe

**McCarthy, Denis**; 306th BG top turret engineer with 35 missions – from his

friend Bill Houlihan

**Lamoureaux, Robert**, Miami FL; 379th BG –from Ashley Thweatt

**Behrens, Charles "Chuck"**, Arlington VA and Lakeland FL; 78th FG and 55th FG; career in publications; editor of *The Checkerboard* for 15 years

**Lindaman, Ivan**, Aplington IA; 306th BG at Chelveston; flew 23 missions and then a year of the Casey Jones post-war project –from his wife Taye

**Major General Thomas Jeffrey**

Assigned to 34th BG and flew 27 missions as Deputy Commanding Officer of the 390th BG at Framlingham. Transferred to the 100th BG as CO till the end of the war. Distinguished USAF career included operations Strategic Air Force and as Director of Operations of USAFE at Wiesbaden, Germany. Serving from the Pentagon post-war, he was involved in early atomic bomb testing and in the nuclear missile program of America's defense programs. Burial at Arlington National Cemetery – from his family.

**Brown, Andy**, Portland OR; 457th BG navigator; founder and first President of the Oregon Chapter 8th AFHS –from Joe Conroy

**Goehner, Ralph**; bombardier 8th AF; shot down over Germany; MO Chapter/ St. Louis Wing – from his friend Al Villagran

**Meyer, Raymond**; 493rd BG pilot; MO Chapter/ St. Louis Wing

**Godair, David**; 489th BG; POW; MO Chapter/ St. Louis Wing –from Joe Jameson

**Ogle, George**, Bedford TX; 487th BG ttg/engineer; 26 B-24 missions and 4 B-17 missions with Frank Casey crew at Lavenham

**Ross, Lawrence**, Batavia NY; 466th BG pilot with 35 missions –from his

son Terry Ross

**Martin, Anthony**; 351st BG pilot –from his crewmate Joe Marks

**Schaaf, Herb**, Statesboro GA; 8th AF pilot; supporter Mighty 8th AF Museum

**Boehme, Alfred "Herb"**, Greenlawn NY; 398th BG B-17 pilot –from his co-pilot

Robert Blacker

**Gen. Carl Nichols**, Fresno CA; 34th BG pilot; career in National Guard –from Bill McLeod

**Sedlack, Conrad**, Bergen NJ; 466th BG radio operator with 25 missions

**Ellis, Howard "Willie"**, Tujunga foot-hills in California; 384th BG copilot in the Cal Magleby crew; flew refugees out of Munich low-altitude through the Alps at war's end; career in education and active with his daughter, Dawn, in square and round dancing instruction in South-

ern California –from his crewmate John Mitchell

**Dallas, William**, Austin TX; 303rd BG; copilot in the Mars crew; POW

**Pearce, Jack**, Decatur GA; 361st FG HQ

**Smith, Norman, W.**, Covina CA; 361st FG pilot

**Swiontek, Frank**, Idaho City ID; 361st FG armorer

**Lt. Gen. Gordon Graham**, Richmond VA; 361st FG Commanding Officer; 73 P-51 missions and flew combat in Korea and Vietnam, credited with more than 1,000 combat flying hours; recipient of 55 awards and ribbons during his career; retired USAF

as CO 6th Allied Tactical Air Force in Izmir, Turkey. Postwar career as President of Tokyo office of McDonnell Douglas Corporation – from Joe Redden

**Barnes, Raymond**, Crescent City CA; 8th Air Force



Ivan Lindaman



Robert Smith



George Ogle

# TAPS

**Hutchinson, B/G Homer Gray** Tallahassee FL; Marine fighter pilot who flew in 1943 a Bristol Beaufighter as one of the first Americans to engage in night aerial combat in a radar-equipped airplane. Later commanded the Marines' first jet night fighter-combat squadrons in the Korean war.

Postwar career as Florida's Energy Director.-from "Robbie" Robinson  
**Barthropp, Paddy;** RAF Wing Commander with 150 missions. At age 19, flew his first combat – four missions the first day – in the 1940 Battle of Britain. He used all of his ammunition of each of these sorties and later read-

ily acknowledged his "absolute terror". His first kill was a Heinkel bomber near Brighton England. Frequently returned with his Spitfire damaged by enemy flak. –from Ed Stelling

**Stigler, Franz,** Vancouver Canada; Luftwaffe fighter pilot. He served four years in operational flying serving in

## 2007 TAPS

"A number of TAPS entries arrive at the 8th AF News from the previous year. We are honored to include their names here."

**Homsher, Joseph A.,** Cerritos, CA; B24 tailgunner

**Grout, Howard E.,** Saratoga Springs, NY; B17 Navigator, flew 36 combat missions

**Canipelli, Dr. Joseph,** Jacksonville, FL; Squadron Flight Surgeon, 353rd Fighter Group

**Vague, Harold Raymond,** Ellsworth, KS; Lead navigator, 388th BG

**Baker, Arthur Gene,** Mohawk Valley, AZ; waist gunner, 457th Bomb Group, 748th Bomb Squadron

**Calabraon, Frank T.,** Irvine, CA; top turret gunner, 379th Bomb Group

**Harrington, Francis Edwin,** Knoxville, TN; Pilot Ace with 78th Fighter Group

**Humason, Guerdon W. "Buster,"** Midland, TX; B17 pilot 381st Bomb Group, former P.O.W.

**Mumford, H. Griffin,** Tiburon, CA; 95th Bomb Group, Berlin Mission Commander

**Culbertson, Ralph H.,** San Antonio, TX; 55th Fighter Group, HQ Squadron

**Elkins, James,** Chattanooga, TN; Tennessee Chapter, 8th AFHS

**Jackson, Michael J.,** Plainfield, NJ, 56th FG, 62nd Fighter Squadron, WWII Ace flew with the P47 Wolfpack. Silver Star, DFC, New Jersey Aviation Hall of Fame Museum inductee

**McIntosh, Wallace,** Aberdeen, Scotland; RAF decorated gunner, British Distinguished Flying Metal and twice received the British Distinguished Flying Cross

**Merrill, Norwood H.,** Gardiner, ME; 55th Fighter Group

**Kase, Bernard P,** Mohnton, PA; top turret gunner with the 91st Bomb Group with 35 combat missions

**Mitchell, J. D.,** Big Springs, TX; 100th BG, 456th Sub Depot, an aircraft mechanic Instrument Repair

**Thompson, Irwin F.,** Waterford, MI; ball turret gunner, 392nd Bomb Group, 577th Bomb Squadron

**Arstingstall, Robert,** Oklahoma City, OK; B17 and B29

pilot, recipient of the Silver Star, DFC, and Air Medal

**DeHart, Thomas "Ted,"** Green Valley, AZ; tail gunner, 95th Bomb Group, 412th Bomb Squadron

**Ours, Elvin "Buzz," Frederick, MD;** B24 tail gunner

**Paleologue, Ion,** Kansas City, MO; Gunner, 93rd Bomb Group, 328th Bomb Squadron

**Read, Harold, Shelburne,** VT; lead B24 bomber pilot

**McCarthy, Denis;** Turret engineers with 369th BS, 306th BG with 35 combat missions

**Walker, Jack G.,** San Diego, CA; Pilot, 442nd Bomb Group

**Searles, William H.,** Shelby, NC; 448th Bomb Group

**Sowers, Dr. Paul W.,** Orlando, FL; Pilot, 385th Bomb Group, 550th Bomb Squadron

**Paul, Sidney,** Cheyenne, WY; tail gunner with the 379th Bomb Group, flew 35 combat missions, received the DFC

**Blette, Loren Paul,** Springfield, IL; 55th Fighter Group, 338th Fighter Squadron

**Gottschall, Robert R. Sr.,** Reading, PA; B24 pilot instructor

**McGiffin, Tom,** Great Falls, MT; survived the crash of *o-o-O Soljerr*

**Ross-Vickers, Annell,** Taos, NM; wife of Bob Vickers, 392 Bomb Group

**Fyke, Hubert Sidney,** Springfield, TN; 74th Squadron of the Flying Tigers

**Conrad, John,** Lexington, KY; navigator and past president of 2AD Association.

**Seymour, Dr. Lyle,** Wayne, NE; co-pilot with the 95th Bomb Group

**Rosier, Robert L.,** West Columbia, SC; 303rd Bomb Group, member of the original *Thunderbird* crew

**Bishop, Jack C.,** Norwell, MA; B17 pilot, 379th Bomb Group, former P.O.W.

**Shumar, Carl K.,** Mount Clemens, PA; 303rd Bomb Group, 427th Bomb Squadron

**Frison, Frank H.,** Cambridge, MN; bombardier 447th Bomb Group

**Hall, Ralph W.,** New Bedford, MA; tailgunner with the 398th Bomb Group, 601st Bomb Squadron



five theaters of combat. Shot down 17 times, bailing out four times during the war. 417 combat missions. 28 kills, 30 probables. Wounded four times. Noted for a fateful mission coming up on a badly crippled 379th BG B-17 that was trying to make it home to Kimbolton. The bomber, *Carol Dawn*, was defenseless and instead of finishing it off, Stigler saluted the pilot Charlie Brown and flew away. Years later, pilot Brown tracked him down at his home in Canada and they became the very best of friends, for years making the rounds of Bomb Group and Veterans Association meetings relating their unique story to people across the nation.

**Ray, Major Gen. Robert**, Knoxville TN; served with Gen. Claire Chennault in the American Volunteers Group in China – The Flying Tigers – and later flew fighter escort protection in the 8th AF in England, also flying D-Day missions. Before leaving the 8th, he flew B-17 and B-24 bombers –from John Bacon

**Graham, Donald Stewart**, Birmingham AL; 385th BG waist gunner and togglier

**Houle, Bert**; Canadian icon, fighter ace and aviation pioneer

**Ceccchini, Anthony “Chick”**, Poughkeepsie NY; 303rd BG pilot

**Perry, George**, Vernonia OR; B-17 pilot; POW

**Castleberry, Marvin**, Poplarville MS; 355th FG pilot; 2nd Scouting Force; P-51 pilot in Korea, career total more than 150 combat missions

**General Walter “Buddy” Bacon**, Knoxville TN; patriot, Tennessee Chapter; brother of John Bacon 357th FG **Kendrick, Albert Joseph**, Birmingham AL. 91st BG field maintenance 1942-45

**Hicks, Doug**, Arlington TX; 94th BG and Aphrodite Project; 388th BG; 3rd Scouting Force

**Bohlssen, Ralph**, Oshkosh WI; 100th BG navigator –from Don Denow 20th FG

## MAJOR GENERAL LEWIS ELTON LYLE

A native of Pine Bluff, Arkansas, Lew Lyle had a lifetime love of flying. He mowed lawns to fund his purchase of a J-2 Piper Cub when he was in college and after graduating from flight training with the US Army Air Corps, went over to England with his 303rd bomb Group as one of the first four 8th AF units, collectively known as “The Four Horsemen”. He didn’t return to the States until the war was over.

During World War II, Lew flew three full tours as a B-17 pilot, more than 76 missions all as Lead pilot and commanded the 303rd and 379th Bomb Groups. He never lost a crewman on any mission and never lost an aircraft. Early in the war, he had more hours in B-17s than any other pilot and was often called in to consult with 8th leaders in higher headquarters. He once had a memorable evening into the late hours with Winston Churchill and Lt. General Jimmy Doolittle.

After the war he founded the Air Force Human Resources Institute at Maxwell AFB. He served as commander of a number of divisions including the first jet combat wing – RB-45s. His Cold War career found him planning for America’s nuclear missiles in the Strategic Air Command, commanding several nuclear missile units. After his retirement from the USAF, he became Executive Vice President of Northeast Airlines. In 1985, Lew partnered with the 8th AF Historical Society to establish a permanent home and museum in honor of those who served in the Mighty Eighth. In

May 1996 the Mighty Eighth Air Force Museum opened its doors in Pooler, Georgia.

Lew Lyle spoke fondly of several special events in his wartime career. He flew missions to bomb Japanese fishing trawlers in the July 1942 naval battle of Midway and proudly wore his Pacific Theater ribbon. In December

1942, his crew of his B-17 *o-o-O Soljer* was chosen to fly General Ira Eaker and his entourage to Casablanca to set up the Casablanca Conference that established the 8th

Air Force’s strategic bombing role for the rest of the war. He also was honored to lead the 3 Feb 45 2000-plane bombing raid on the German ministries in Berlin – the largest 8th AF mission at that time.

Known to his men as a disciplined, knowledgeable and experienced leader who flew the roughest combat missions with them, Lew Lyle cared for his men and his country.

It has been said of him, that everything Lew Lyle did in his life, he did for other people.



# DEBRIEFING

## BILL BROWN...

It was the return to England and in the late afternoon of the 24th of December, 1944. The whole coast of and 50 miles inland was socked 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 walk-ing toward some building which we figured was 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 to 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 verticle stablizer 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, we 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, Kimbolton. 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, 379th BG  
Zephyrhills, FL

## WILLIAM DAVIS...

It was dark when a man made his way down a path on the edge of the field close to where I was supposed to wait. Since this was one-on-one, when he got near to where I was, I called to him and was immediately told to be quiet and stay hidden, which suited me fine. He then went to the end of the field, turned down a small dirt road and ducked into the woods. A few minutes later, he suddenly appeared about five feet from me. It turned out that this man, Monsieur Robinette, was a key member of the local underground and was wearing two outfits – two shirts, two pants. This was where I buried my flight suit and dog tags and became a full-fledge member of the French Forces of the Interior (FFI). Within a couple of hours, I was being wine-d and dined and doctored by a very old but very knowledgeable MD on a farm that served as headquarters for the underground for that particular region.

The farm where I was staying was truly fascinating. The man in charge was middle-aged or older and had somehow avoided conscription by the Germans. I immediately, in my own mind, named him "Papa Terrorist." He had from three to five young boys staying on the farm who were coming and

going frequently. These boys were 10 or 11 years old when the Germans had taken over and they became displaced persons when their parents were killed or put in prison. For four years, these young men were a part of the resistance movement and were superbly trained and very efficient at their trade, which was killing Germans and blowing up military targets. They were aged beyond their years and were not emotional in their hatred of Germans. The attitude was one of a professional killer. They had an array of weapons obtained by parachute operations dropped by American and British intelligence. They could assemble and reassemble their most complicated automatic weapons while blindfolded. I was given the detailed tour of where the land mines and defensive booby traps were located on the farm in case of attack. These people really knew their business and were part of the COMET escape line that processed evadees through to the Pyrenees and into Spain. When the boys would be going out on a mission, they would solemnly shake my hand and express their deep sorrow that I had not been released by the doctor to be a part of their mission. Until I had a better handle on their language and more experience, I was personally not too sad at having to remain behind.

After three days, I was removed to another location. This was the farm that was run by Madame Combré. She was a very strong personality with a young son about eight years old. Madame Combré was from Belgium and a very special lady whose husband had been killed in the German invasion of her country. I was here for about two weeks and given superb treatment; Madame Combré had me healthy very quickly. I had three different hiding places on her farm, all of which worked very well. These were the root cellar, a crawl space in the attic, and a corner loft in the barn. Madame Combré was considered a friend by the Germans, and they treated her with great respect. All the while, she was a very important member of the FFI.

William Davis, 370th FG pilot



## CONTINUING THE 8TH AF LEGACY #15

Joseph Patrick Keeley

Greeting fellow members of the Mighty Eighth.

The upcoming 34<sup>th</sup> 8<sup>th</sup> Air Force Historical Society's Annual Reunion is approaching quickly. This year the Reunion will be held from August 3 (Sunday) to August 7 (Thursday) in beautiful Savannah, Georgia.

Information on the Reunion was posted in the March edition of the 8<sup>th</sup> AF News but also can be found on the Society's website, [www.8thafhs.org](http://www.8thafhs.org) and also by contacting Mamie Kent. Mamie's contact information is listed on the back of the front cover page of this edition.

As I mentioned in my last article I would like to update you all on the Next Generation (NexGen) meeting scheduled for Wednesday, August 6

from 2:30 to 4:00pm. The program will start with the Pledge of Allegiance followed with an introduction of the NexGen Committee. A floor discussion will then be conducted regarding the future of the Society and how we can move forward in this effort to "Keep the Memories Alive".

We would then like to have the attending NexGen members give the floor a couple of minutes to report on how they are moving forward regarding their areas and the NexGen movement.

Examples would be attending local Chapter/Group get togethers, helping with the publishing of Chapter/Group Newsletters or websites, etc. Also research website will be discussed.

Finally I would like to discuss future NexGen meetings and what ideas for upcoming programs you may have.

Examples: WWII and Hollywood or the Homefront during 1941-1945 or Past & Current 8<sup>th</sup> Air Force.

Of course one does not have to attend the Reunion in order to forward their thoughts & ideas. If you cannot attend the Reunion and 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](mailto:fxe84@optonline.net).

We are looking forward to meeting you at the Reunion.

Please remember to "Support Our Troops"

Pat Keeley  
Board of Directors 8AFHS



Pan Am seems to still be in business, now defending our country with this cool paint scheme on a B-52 Stratofortress. Photo submitted by Jerry McLaughlin, Mighty Eighth Museum volunteer and one of the Museum's Three Amigos.





## "WALLY" COWAN'S CREW #72

481st Bomb Group, Lavenham England

Nov. 29th on completion of 34 combat missions

Standing Left to Right: Clifford "Cliff" Lionbarger - waist gunner, William "Dan" Bodiford - radio operator, Carl "Andy" Anderson - flight engineer, Reynold "Dick" Goedde - tail gunner, George Burton - ball turret gunner, Kneeling, Left to Right: Frank "Col" Rogers - co-pilot, Daniel "Red" Rock - bombardier, Wallace "Wally" Cowan - pilot, Isiah Douglas - navigator



- Form may be reproduced -

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

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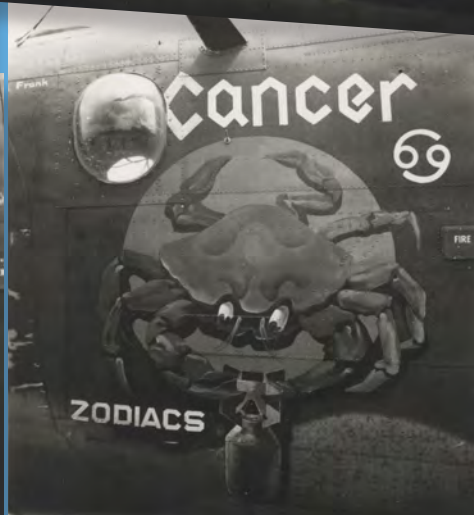
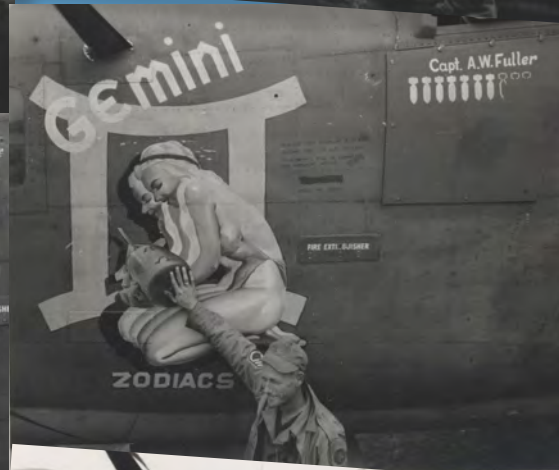
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# Brinkman's Zodiac





# Zodiac

# Nose art

They were known throughout East Anglia by 8th airmen and by fliers in the Royal Air Force as well. They were the Zodiacs - 8th Air Force B-24 Liberators of the 834th Squadron, 486th Bomb Group stationed at Sudbury and commanded by Major Winfred "Jip" Howell.

Corporal Phil Brinkman, who had worked as an artist with several American advertising firms before joining the 8th during the war, designed and painted the nose art on a dozen Heavy bombers, each depicting a different sign of the Zodiac. Most featured a lovely maiden as its centerpiece. Roger Freeman, 8th AF historian, once said that about 90% of nose art on USAAF aircraft focused on the female figure. That figures. The Yanks were everywhere in wartime Great Britain.

Brinkman's nose art depictions were all creative, all original, with some of the signs of the Zodiac being creatively hidden in the artwork. You will see him in some of these special photographs obtained from the Jake Fredericks Collection now at the Mighty Eighth Air Force Museum. One of his aircraft was later conscripted to fly missions in Special Operations.

Brinkman and his airplane art were featured at the time in a special pictorial article in Life magazine. His later career, based out of West Palm Beach, Florida, was as a noted artist of Caribbean and South Seas subjects. He also was commissioned to paint murals in several airbase and private clubs. Phil Brinkman's artwork, including renderings of life on an 8th base, are currently in the hands of his daughter, Phyllis Craig.

**Phyllis Brinkman Craig**  
**psbrinkman@aol.com**  
**20804 NE 132nd Avenue**  
**Waldo FL 32694**

The nose art for Taurus was never actually displayed on a nose. The picture would have depicted a bull reviewing a recon photo. The plane chosen to display that Zodiac sign on its nose left the squadron before it could be finished.



Communications are vital with the people they love. The very least someone should do, if they can't communicate, is to shut up.

**Clyde White**  
**390th Bomb Group**

from Yank



# ASSEMBLING THE EIGHTH

**B-17's ready on the perimeter track for a damp early morning mission.**



Very little attention has been given to what was involved in assembling 1200 8th Air Force B-17's and B-24's each day, to get them in formation to carry out a strike against Germany. What was going on over England, each morning, could get just as scary to the crews as the time spent over some of the targets. The planning and coordination that had to be accomplished during the night by the operations planners of each Group so that the crews could be briefed, was unbelievable. If the planners had failed to do their jobs properly, there would have been a free for all among Bomb Groups in the skies over England. The rendezvous points, altitude, and times had to be precise and known by all of the crews before the Eighth Air Force could get in formation. The success of the planners in accomplishing their mission, enabled the Eighth Air Force to become the most powerful air armada ever assembled. In my view, how this was accomplished is one of the major untold stories of the war.

We were parked, nose to tail around the perimeter, on both sides of the active runway, and extremely vulnerable to a fighter strafing attack. At the designated takeoff time a green flare would be fired and takeoff would begin. Every thirty seconds an airplane started its takeoff roll. We were lined up on the perimeter so that the twelve airplanes of the high squadron would take off first, followed by the lead and then the low squadron.

Each Group had a pattern for the airplanes to fly during climb to assembly altitude. Some would fly a triangle, some a rectangle and our Group flew a circle, using a "Buncher" (a low frequency radio station) which was located on our station. The patterns for each Group fit together like a jigsaw puzzle. Unfortunately, strong winds aloft would destroy the integrity of the patterns, and there would be considerable

over-running of each other's patterns.

Many of our takeoffs were made before daylight, so it was not uncommon to climb through several thousand feet of cloud overcast. Also it was not uncommon to experience one or two near misses while climbing through the clouds, although you would never see the other airplane. You knew you had just had a near miss if suddenly the airplane would shake violently as it hit the propwash of another plane. It was a wonderful feeling to break out on top so you could watch for other planes, to keep from running into each other. To add to the congestion we were creating, the Royal Air Force Lancasters, Halifaxes, and Wimpys would be returning from their night missions and flying through our formations. Needless to say, pilots had to keep their heads on a swivel and their eyes out of the cockpit.

After take off, the squadron lead would fire a flare every 30 seconds, so that we could keep him located and enable us to get into formation quicker. The color of our Group flare was

red-green. The first thing you would see when breaking out of the clouds was a sky filled with pyrotechnics, so you had to search the sky for the Group flare, which would identify the lead airplane of your Squadron. Once you had it located, you could adjust your pattern to climb more quickly into formation with him. As each airplane pulled into formation they would also fire a flare, with the lead plane making it much easier for the following aircraft to keep him in sight. Most crew members would probably agree that the pyrotechnic show in the skies over England in the morning when the Eighth was assembling, was a rare sight to behold.

The order of progression for assembling the Eighth Air Force was to first assemble the Flight elements, the Squadrons, the Groups, the Combat wings, the Divisions and, finally, the Air Force.

As soon as the four Squadron elements were formed, the high, low and second elements would take up their positions on the lead element, to form a Squadron. When the three Squadrons had completed assembly, it was necessary to get into Group formation. This was accomplished by having the three Squadrons arrive over a pre-selected fix at a precise time and heading. The high and low Squadrons were separated from the lead Squadron by 1000 feet and after getting into Group formation, they would maintain their positions by following the lead Squadron.

Then it was necessary to get into the Combat Wing formation. We were in the 13th Combat Wing, which consisted of three Bomb Groups: the 95th, the 100th and the 390th. Whichever Group was leading the Wing that day would arrive over a pre-selected point, at a precise time and heading. Thirty seconds later, the second Group would pass that fix,



followed by the third Group, thirty seconds later. We were then in Combat Wing Formation. The navigators in the lead airplanes had a tremendous responsibility to ensure that the rendezvous times were strictly adhered to.

There were three Air Divisions in the Eighth, the 1st, 2nd and 3rd. The 1st and 3rd Divisions consisted of B-17s only, and the 2nd Division was B-24s. The B-24s were faster than the B-17s but the B-17s could fly higher, therefore, the two were not compatible in formation. As a result the 1st and 3rd Divisions would fly together and the 2nd Division would fly separately.

Now that the Groups were flying in Combat Wing formation, it was necessary to assemble the Divisions. This was usually accomplished at the "coast out" -- a city on the coast selected as the departure point "fix." The Group leader in each Combat Wing knew his assigned position in the Division, and the precise time that he should arrive at the coast out departure point, to assume that position in the Division formation. The lead Group in the Division, which had been selected to lead the Eighth on the mission, would be first over the departure fix. Thirty seconds after the last Group in the first Wing passed the point, the second Wing would fall in trail and so on, until all Combat Wings were flying in trail and the Division would be formed. One minute later, the lead Group in the other Division would fly over that point and the Combat Wings were in trail; the Eighth Air Force B-17 strike force was formed and on its way to the target. At the same time the 2nd Division B-24s were assembling in a similar manner and also departing to their target.

Meanwhile, as the bombers were assembling for their mission, pilots from the Fighter Groups were being briefed on their day's mission.

Normally, 600 to 800 P-38's, P-47's, and P-51's would accompany the bombers to provide protection against enemy fighter attacks. Fighter cover was not needed by the bombers until they were penetrating enemy territory, therefore to help conserve fuel, fighter takeoffs were planned to give them enough time to quickly assemble after takeoff and climb on course up the bomber stream to the groups they would be covering. The combined strength of the fighters and bombers brought the total number of aircraft participating in a mission to approximately two thousand.

When you consider the way our Air Traffic Control system operates today and with all the facilities at their disposal to guide each individual airplane through the sky to ensure its safety, it's almost unbelievable that we were able to do what we did. To think of launching hundreds of airplanes in a small airspace, many times in total darkness, loaded with bombs, with complete radio silence and no control from the ground,

and do it successfully day after day with young air crews with minimum experience is absolutely mind-boggling.

The accomplishments of the Eighth Air Force have been and will be reviewed by historians in World War II. There never will be another air armada to compare to it. I feel confident that they will never cease to be amazed by our ability to assemble hundreds of Heavy bombers under the conditions we were confronting, into the devastating strike force we now fondly refer to as "The Mighty Eighth."

## Leslie Lennox Pilot, 95th Bomb Group

### RESTRICTED

#### B-17G PILOT'S CHECK LIST

September 1, 1944

#### BEFORE STARTING ENGINES

1. Form 1 & 1A, Loading & Passenger List.
2. Pitot Head Covers. OFF
3. Props. TURN THRU
4. Controls. CHECK VISUALLY
5. Fuel Transfer Valves and Switch. OFF
6. Intercoolers. COLD
7. Gyros. CAGED
8. Fuel Shut-off Valves. OPEN
9. Gear Switch. NEUTRAL
10. Cowl Flaps. OPEN
11. Turbos. "0"
12. Mixture Controls. IDLE CUT-OFF
13. Throttles. CLOSED
14. Prop Controls. HIGH RPM
15. Auto Pilot. OFF
16. Cabin Heat. OFF
17. Generators. OFF

#### STARTING ENGINES

1. Fire Guard. CALL CLEAR
2. Battery Switches & Inverters. ON
3. Master Switch. ON
4. Parking Brakes; Hydraulic Check. ON AND LOCKED 600-800 PSI
5. Booster Pumps - Pressure. ON
6. Carburetor Air Filters. ON
7. Fuel Quantity. SUFFICIENT FOR FLIGHT
8. Start Engines; Energize, mesh, both magnetos "ON" after one revolution, move mixture control to AUTO-RICH when engine starts. PRIME AS NECESSARY

#### BEFORE TAXIING

1. Hydraulic Pressure. 600-800 PSI  
B7A SWITCH IN AUTO POSITION
2. Flight Indicator and Vacuum Pressures.  
4 PSI ON BOTH ENGINES
3. Gyros. UNCAGED
4. Generators. ONE ON
5. Radio. ON
6. Radio Call and Altimeter Setting.
7. Instruments. CHECK
8. Crew Report.

#### ENGINE RUN-UP

1. Brakes. ON AND LOCKED
2. Trim Tabs. SET FOR TAKE-OFF
3. Exercise Turbos, Props & Flaps.
4. Generators. CHECK AT 1700 RPM
5. Engine Run-Up. CHECK MAGNETOS; CHECK MAXIMUM MP & RPM, SET TURBO SELECTOR

#### BEFORE TAKE-OFF

1. Tail Wheel. LOCKED
2. Gyros. SET
3. Generators. ON
4. Cowl Flaps. TRAIL

#### AFTER TAKE-OFF

1. Wheels. UP ON PILOT'S SIGNAL
2. Power Reduction.
3. Booster Pumps. OFF
4. Cowl Flaps. ADJUST AS REQUIRED
5. Wheel Check. SWITCH NEUTRAL

RESTRICTED

### RESTRICTED

#### BEFORE LANDING

1. Radio Call & Altimeter.
2. Crew Position.
3. Auto Pilot. OFF
4. Booster Pumps. ON
5. Mixture Controls. AUTO-RICH
6. Intercoolers. COLD
7. Carburetor Air Filters. ON
8. Landing Gear. DOWN
  - a. Visual
  - b. Light
  - c. Switch-OFF
  - d. Hand Crank Check
9. Hydraulic Pressure. 600-800 PSI  
SWITCH IN AUTOMATIC POSITION  
(Press Brake Pedals When Checking Pressure.)
10. RPM 2100
11. Turbos. AT TAKE-OFF SETTING "8"
12. Flaps. 1/3 IN TRAFFIC PATTERN

#### FINAL APPROACH

1. Flaps. AS REQUIRED
2. RPM 2300

#### AFTER LANDING

1. Hydraulic Pressure. 600-800 PSI
2. Cowl Flaps. OPEN
3. Turbos. "0"
4. Props. HIGH RPM
5. Booster Pumps. OFF
6. Wing Flaps. UP-SWITCH NEUTRAL
7. Tail Wheel. UNLOCK FOR TURN
8. Generators. ONE ON FOR TAXIING

#### END OF MISSION

1. Radio. OFF
2. Switches. OFF
3. Generators. OFF
4. Chocks Inserted. BRAKES RELEASED
5. Controls. LOCKED
6. Form 1 & 1A

#### GO AROUND

1. High RPM and Power
2. Wheels. UP
3. Wing Flaps. RAISE AFTER 130 MPH
4. Power Reduction

RESTRICTED





## NOMINEES FOR THE 8TH AIR FORCE HISTORICAL SOCIETY BOARD OF DIRECTORS



**David J. Nowack,  
Member #36652**

MBA in Accounting and Finance from University of Chicago; currently Controller of the Lehigh County Historical Society, Schnecksville, PA; 20 years of financial management experience for not-for-profit entities; member of the Next Generation initiative, Mighty Eighth Air Force Museum, National World War II Museum, Yankee Air Museum, and Mid-Atlantic Air Museum; interests include history of World War II, especially 8<sup>th</sup> Air Force; presents programs to students and community groups on the life of a B17 pilot. Self nominated.

**Bruce Sundlun,  
Life Member #2773**

Retired Colonel, USAF. 384<sup>th</sup> Bomb Group (H) pilot. Shot down and evaded 1943-44. Graduate of Harvard Law School, Air Command and Staff School at Maxwell Field AFB; commanded the 34<sup>th</sup> Troop Carrier Squadron at Hanscom AFB. Appointed by President Kennedy as Director of Communications Satellite Corp. (COMSAT); appointed by President Carter to USAF Academy Board of Visitors; appointed by President Clinton to the National Security Education Board. Governor of Rhode Island for two terms beginning 1990. Nominated by Bob Moses, member #13223.

**Harry "Doug" Tanner,  
Member #34052**

Seeking re-election. Degree in archaeology from Northwestern College; two years in Air Force R.O.T.C. at Northwestern. Joined Army National Guard in Alexandria, Louisiana, in 1970; served until end of Vietnam War. In 1998, started writing to World War II airmen for autographs, pictures, stories, etc., trying to preserve the memories of the men and women who served during the war. Elected in 2001 as President of Louisiana Chapter, 8AFHS; associate member of many bomber and fighter groups. Military collection of more than 20,000 items. Speaks at high schools on the Air War of World War II. Nominated by Earl Wassom, member # 25743.

### THE TUMULT AND SHOUTING

The Tumult and Shouting have died away. The B-17s and B-24s will never again assemble into strike formation in the bitter cold of the embattled skies. Never again will the musical thunder of their passage cause the very earth to tremble, the source of sound lost in infinity and seeming to emanate from all things, visible and invisible.

The great, deep throated engines are forever silent, replaced by the flat, toneless roar of the jets and rockets. But, on bleak and lonely winter nights, ghosts of squadrons take off silently in the whirling mists of the North Sea from the ancient weed-choked runways and wing away towards the east, never to return.

On other nights, the deserted woodlands ring with unheard laughter and gay voices of young men and women who once passed that way. Recollections of all these fade a little with each passing year until at last there will finally remain only the indelible records of the all-seeing master of the universe to recall the deeds of valor excelled by no other nation, arm, or service. These sacred scrolls will remain forever the heritage of the free and untrampled people of this earth.

**Col. Budd Peaslee, CO 384th BG; EO 40th Combat Wing; Scouting Force**

You love a lot of things  
if you live around them,  
but there isn't any woman  
And there isn't any horse,  
nor any before, nor any  
after, that is as lovely  
as a great airplane.

**Ernest Hemingway**

In the spring of 1944...we were masters in the air. The bitterness of the struggle had thrown a greater strain on the Luftwaffe than it was able to bear. For our air superiority, which by the end of 1944 was to become Air Supremacy, full tribute must be paid to the United States Eighth Air Force.

**Winston Churchill,  
Closing the Ring**



MIGHTY EIGHTH AIR FORCE

Summer 2008

# MUSEUM

## NEWS



**MAJOR GENERAL  
LEWIS ELTON LYLE**



## FROM THE CHIEF . . .



There are a number of exciting projects underway at the Mighty Eighth Air Force Museum.

In April, we had the ribbon cutting for our completely

new and unique Escape and Evasion exhibit, a wartime safe house telling the story of the Helpers and sponsored by the Air Forces Escape and Evasion Society. The Second Air Division exhibit is doubling in size and it will be completed by late this summer. The 8th AF Historical Society is sponsoring a Ground Crew exhibit to honor those who worked tirelessly to Keep 'em Flying and the Society-sponsored Roll of Honor Memorial will be in place for their annual reunion to be held in Savannah in August. Plans for the Ground Crew exhibit are tentatively set for it to be fabricated around the B-17 Flying Fortress we are expecting to have on display in the Museum before the end of the year.

Other exhibit features in the works are the Chronology presentation depicting the history of the wartime 8th Air Force and the bomb run interactive to be installed in the Fighting Sam B-24 airframe now in the Combat Gallery. We will soon be adding lights and sound to the 44th BGs Ploesti diorama and to the 401st BGs Airfield diorama. The Chapel of Fallen Eagles is getting

another beautiful stained glass window installed, courtesy of the 93rd Bomb Group.

These are funded exhibit projects, but there are numerous other necessary areas that need to be addressed, especially the Museum's daily operational requirements. We are well aware of the negative influence on our Museum of the economic trends prevailing across the country and the effects on our traveling visitors – and therefore on our income base. With decreases in admissions and store and Pub sales, we must be certain that we can open the doors each day, seven days a week. I want to ask you to please consider sending a contribution in to the Museum now. Look for the Semi-annual Campaign letter to arrive in your mailbox with further details and with a return envelope enclosed. I would ask that you plan to return it with your check. We have tightened our already tight budget as much as feasible and we need you to help us accomplish our mission.

Come see us, and come see what's new at the Mighty Eighth.

We're looking forward to seeing all of our Mighty Eighth friends at the 2008 Warbird's Ball on September 6th.

**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.

#### EDITOR:

##### CEO/President

Walter Brown

##### Chief Administrative Officer

Brenda Elmgren

##### Staff Writer

Deirdre Kindthistle

#### LAYOUT/DESIGN:

Donna Neely & Telisha Gaines

##### Alpha Graphic Consultants

#### MUSEUM STAFF:

##### Marketing

Allison Stelljes

##### Administrative Assistant

Sheila Saxon

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175 Bourne Avenue

Pooler, Georgia, 31322

P. O. Box 1992

Savannah, Georgia 31402

Voice: 912.748.8888 • Fax: 912.748.0209

# LEADERSHIP, LESSONS, AND LEGACIES

by Brenda Elmgren

June 15, 2005 marked the first Mighty Eighth Air Force Museum Board of Trustees meeting to take place after I came to work for them. I'd only been here a month and heard a lot of talk about Major General Lew Lyle, the founder of the Museum and its unequaled leader. I knew he would be at the meeting and I could hardly wait to meet him.

There was a certain reverence when his name was mentioned and the idea of him as a hero was not hard to imagine. After seeing his impressive portrait in the Lewis E. Lyle Rotunda, I pictured him as being maybe seven feet tall, a ball of energy, with flames coming out of his fingertips, just a little lower than the angels. I was hardly prepared for reality.

On that June day I was sitting at my desk buried in the typical pre-Board meeting blitz of paperwork, when a small, rather diminutive gentleman in a navy blue blazer with matching cap held in his hands, quietly ambled into my office. In a very soft voice, he introduced himself. "Hi, I'm Lew Lyle. Are you Brenda?" he asked. I stood to shake hands and found myself, at 5'7", towering over him. I had my first lesson about heroes: they come in all shapes and sizes.

Around the Museum the word "hero" is only spoken in a whisper because a true hero doesn't like to be called by that name. Nevertheless, sometimes the word just sticks and there is no way around it. British leader Margaret Thatcher once said, "Being a leader is like being a lady; if you have to go around telling people you are one, you aren't." Gen. Lyle always said he was not a hero, just an ordinary guy doing what had to be done. He didn't claim to be a hero, but he was.

My second lesson came shortly after. Gen. Lyle said many times that the reason for the Museum was that all of those "ordinary" guys he served with needed to be remembered for what they had done. Every day, he watched young airmen do extraordinary things. There was never enough time or resources during the war to recognize their contributions. Lew wanted to change that. Lesson two: heroes always think of others first.

My third lesson was that true heroes never seek attention for themselves. Gen. Lyle vehemently opposed any mention of his name in connection with the remarkable accomplishments of the Mighty Eighth Air Force during World War II. For him, it was always a team effort. Everybody pulled their weight, did their job.

The fourth lesson is that heroes are generous with their time, their praise, and all their resources. Gen. Lyle stayed intimately involved with the Museum, its activities, its people, and its programs until he took his final flight in April 2008. Wherever he saw a need, he tried to fill it. He offered his time and leadership skills personally and without reservation to anyone on the staff who needed him. He wrote notes of praise to them for their good work. Even when he could no longer travel to Savannah, he attended Trustees meetings by telephone and advised, counseled, and guided whenever he could offer something positive – which was often. If there was a special project or fund drive, he led the list of contributors. Every Christmas, Gen. Lyle generously sponsored a Christmas party as his way of thanking the Museum staff.

The fifth lesson, and perhaps the most important one I learned about heroes, is that they are inordinately wise. Gen. Lyle could look at a problem and reduce it to the simplest form. To him the answer was obvious.

I never had the opportunity to do much "hangar flying" with Gen. Lyle. However, thanks to Gen. Lyle, I now recognize when I am in the presence of a true hero. I am reminded of the words from the Bible in the book of James: *"Who is wise and understanding among you? Let him show by good conduct that his works are done in the meekness of wisdom ... the wisdom that is from above is first pure, then peaceable, gentle, without partiality and without hypocrisy."*

There could be no better description of a hero — nor of M/Gen. Lewis E. Lyle.

Brenda Elmgren



Lew Lyle at the grave of his ball turret gunner, Robert Sangster, at Andersonville Cemetery.



# Find It At The John H. Woolnough Library & The Roger A. Freeman Air Force Research Center



**Jeanie Prescott is always eager to help visitors search for information**

## Looking for someone?

We call it “The Libe,” but actually it’s the John Woolnough Library and it’s a great place to find the history of airmen and others whose story might otherwise be lost to future generations.

Thanks to Jean Prescott, a lively lady whose job title “Reference Specialist” hardly encompasses the scope of what she actually does, visitors leave delighted with the results of their search for “lost” relatives and their stories.

“What we do is bring closure to people,” says Jean. “We had one gentleman who told us he was the last of his family and he wanted to find out what happened to his uncle who had been declared MIA during World War II. All his nephew had to go on was a name, but we were able to find his uncle and flesh out the rest of the man’s life – locate the Bomb Group he flew with, and where he was killed. We closed the door.”

Donning her deerstalker, Jean starts the search for those missing

with the Library’s own database.

If she draws a blank, she might try the internet next and The American Battle Monuments Commission website. The ABMC maintains a log of American war dead that are buried overseas. The ABMC’s roll gives the group in which the dead served, the date of death and the state from which they hailed. “Once we

have the group information, we can turn to the books to find out more about them,” says Jean in eager pursuit.

“I can remember a lady who came in looking for her mother’s brother. Her mother was 91 at the time and the lady didn’t want her mother to die without knowing what happened to her brother.”

“My grandma died without knowing how her son died,” said the woman, “I don’t want my mama going through the same thing.”

When Jean finally printed out the information about her mother’s brother, “Mama can die happy,” was the woman’s response.

A favorite story of Jean’s unfolds. “A very nice British couple came in. ‘I think God led me here,’ said the woman. She was the daughter of an American airman stationed in England during World War II. Her mother had told her the airman’s name, but that was all. When we looked up her town on a map, we were able to narrow his group down to two fighter groups and one bomber group. I gave her the book on the Bomb Group and told her to go through every page carefully. She actually found her father’s name listed in the book and some other details about him.”

Jean’s face lights in a joyous smile. “That’s the kind of thing that make my job so wonderful!” she exclaims. “I love being a detective, but I also love caring.”





# Triple Play



**Edward J. McElroy**

When Ed McElroy said he was interested in helping the Mighty Eighth Air Force Heritage Museum, Director of Development Tom Cannon presented him with three choices. The first two were for enhancements to the Chapel, but the last was for a new Dog Tag machine. That idea caught Mr. McElroy by surprise.

As Tom explains it: "Our old machine was an original Army model that

was slow and it broke down often. The new model allows us to churn out dog tags while a visitor waits. We estimate that we will sell about 15,000 dog tags this year alone. It was the idea that his investment would generate a steady income for the Museum Store for many years to come that appealed to Mr. McElroy."

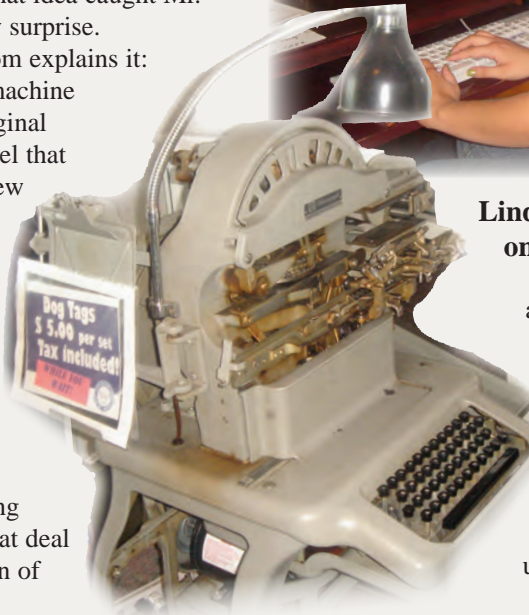
Mr. McElroy was an Engineer who flew 25 missions with the 385th BG during World War II. "The Museum means a great deal to me and I wanted to make a contribution of



**Lindsey Kenny creating a dog tag on the new Dog Tag Machine.**

a permanent tangible nature," he wrote in a letter to Mr. Cannon.

"We were glad to see everything fall in place," said Tom. "It was a triple play - where all parties felt good." Our old Dog Tag Machine is going into our archives and we plan to use it in a future exhibit.



# Vadi's Clock



In 1983 when Sgt. Luis Vadi (Army Ret.) was stationed in Mainz, Germany, he and his wife Kathy made a special trip to the Black Forest looking for a traditional cuckoo clock. A popular fixture in European homes, cuckoo clocks have been hand-crafted in the Black Forest region for almost 300 years. A special double bellows makes the cuckoo "cuckoo." Kathy and Luis decided on one of the more elaborate cuckoo clocks with moving figures that spin and dance on the hour. Kathy bought herself a hand-carved lighthouse candleholder at the same clock shop.

After leaving the Army, Luis went on to become a Senior Liquid Operator with Colonial Group. Last September, he began working at the Mighty Eighth Air Force Museum getting involved

firsthand with the construction of the "Escape & Evasion" exhibit. He suggested to Kathy that the exhibit could certainly use a cuckoo clock and she agreed to donate their cuckoo clock to the Museum.

Today, visitors can enjoy Luis's clock when they tour "Escape & Evasion," and they can also enjoy Kathy's candle holder, for not to be outdone by her husband, Kathy donated it as well to the Museum.



**Sgt. Luis Vadi**



## BOMBS AWAY DONATED

Marc Stewart, a Georgia native, has always had an interest in flying and in WWII aircraft. He earned his pilot's license as a teenager. He and his friends would often get two aircraft and dogfight each other or put on airshows for their friends, including one stunt flight through an expressway underpass. They flew all over the U. S. and Canada in a Cessna 120 and through the ignorance of youth (mixed with a lot of luck) narrowly averted death many times! After college Marc joined the U. S. Navy and graduated from Aviation Officers Candidate School in Pensacola, Florida. During his Naval career Marc flew several aircraft including the T-34Cm, T-2C, US-2B, C-12, C-131, and the Ta-41 Skyhawk.

In 1995 he retired from the Naval Reserve as a Lieutenant Commander. His military flying and aviation maintenance experience has served to enhance his attention to detail in his aviation artwork. Marc's work can be seen in numerous aviation publications. Museums throughout the world display his paintings.



**On behalf of the Mighty Eighth Air Force Museum, Museum Curator Dr. Vivian Rogers-Price, accepts *Bombs Away*, a gift to the Museum from artist Marc Stewart.**

## Inspire Energize Develop: Off-Site Meetings

Change is in the air. Is your business ready?

The Mighty Eighth AF Museum's Event Department stands ready to help with off-site venues that inspire and energize.

Experts agree that meetings held away from the office are generally more productive. Employees are more relaxed. Networking with that department two floors down can be just as important as networking with outside business partners.

When planning a meeting it's always good to have a clear picture of the result expected. For meetings that exceed expectation, that cannot help but be stamped with the character of men and women called upon to make the ultimate sacrifice, consider

making the Mighty Eighth AF Museum the site of your next meeting.

To talk to a representative about your meeting needs please call 912-748-8888 and ask for the Events Department. Why not incorporate the soul-stirring exhibits and stories of the Mighty Eighth into your meeting?

Include specially-priced entry tickets into the Museum as part of your package. Your employees will tell you – it was the best meeting they've ever attended.

Since the Museum gets no federal or state funds, rental of a meeting room at the Mighty Eighth Air Force Museum helps the Museum fulfill its mission.



## Questions About the Columbarium?

With plans begun more than a year ago, construction on the Mighty Eighth Museum's columbarium, The Garden of Folded Wings, is now under way and progress will be evident very shortly. You may be among those wondering exactly what a Columbarium interment involves. Here are some common questions received by The Museum regarding The Columbarium.

**Q:** What are the advantages of choosing The Columbarium over a traditional burial?

**A:** In 2007 when the Museum's Board of Trustees decided to explore the possibility of providing an appropriate final resting place for Mighty 8th AF Veterans, it was in response to a groundswell of inquiries

from Mighty 8th members who desired to be buried alongside their crewmates. Current findings show 25% of all interments are cremations. It is expected that number will soon grow to 50% as cemeteries reach capacity and as people become more cost conscious. Traditional burials cost upward of \$10,000. A niche in the Columbarium costs \$3750 for Veterans of the 8th. Since we are not a crematorium, the only other cost would be the cremation itself, the average price of which is approximately \$1800.

**Q:** I'm British. Are there special regulations for non-Americans?

**A:** No. The crematorium handling your arrangements will have all the necessary paperwork

and the special mailer required by the postal service to send us the cremated remains.

**Q:** I'm all for it but my wife thinks the kids should decide. How do I talk to the kids about my wishes?

**A:** A representative from the museum will be happy to sit down with you and your family to discuss details related to the Columbarium. Simply call Brenda Elmgren at 912-748-8888 to arrange an appointment.

**Q:** Are there family niches?

**A:** Each niche is designed to hold two urns. The facing of the marker has room for only two names. That being said, adjacent niches are currently available for additional family members.

## Parading on St. Patty's Day

Under a cloudy sky and with a fierce wind blowing up Abercorn Street, your representatives proudly carried the banner of the Mighty Eighth Historical Society on St. Patty's Day, ably assisted by Jillian Enfield, age 7. Heather Thies, dressed as Rosie the Riveter, and Deirdre Kindthistle from the Museum Events Department, bore up the ends of the banner.

Children recognizing Rosie from field trips to the Museum waved excitedly from the sidelines.

Following the banner carriers, driving a fully restored World War II Jeep, were Tom Mehrlich, Gene Buttle, and Dick Evans. Then

came Don Holck in his red convertible accompanied by Bud Porter, Jack Marvin, Darrel Lowell and Dr. Walt Brown. The parade was hardly under way when ladies broke from their positions on the sidewalk, ran up and

covered the gentlemen with bright red lipstick kisses.

Interested in parading with the Museum in 09? One lucky Volunteer will be chosen to ride with us – we are hoping the Fire Truck will be set to go by then. Become a Volunteer – join the fun! Call Heather Thies to enlist today! 912-748-8888, Ext 106.





# OPERATION: VICTORY GARDEN

When I was growing up – long after World War II was over – the tradition of the Victory Garden still catered to my mother's sense of self-reliance. Tomatoes were the most abundant fruit of our family's labors. Starting their life in a discarded cardboard egg grate, if they survived they were carefully transplanted into a clay pot and from there – once fear of frost was over (we lived in the northeast) - the little plant was entrusted to the elements. Not infrequently on hot summer afternoons, I would raid the tomato patch armed only with a saltshaker.

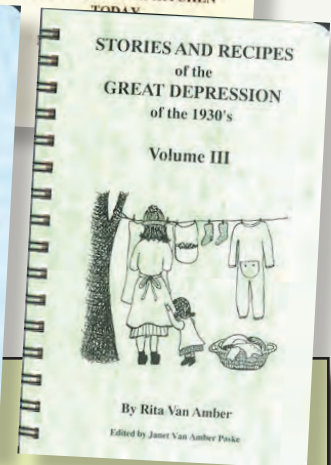
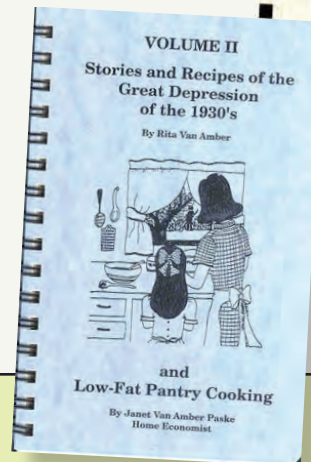
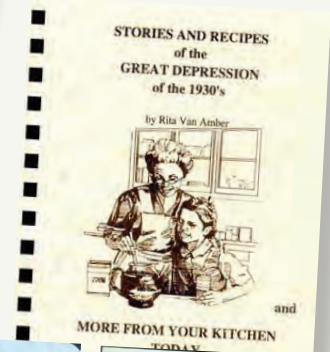
Did you know that by the end of World War II, Victory Gardens accounted for one third of the vegetables consumed in the United States? An estimated 20 million gardens – both communal and of the backyard variety – existed. America's diet was never healthier.

At the end of every summer my mother and my aunt would band together for several days of canning. My favorite was my aunt's Freestones in syrup. The bulbous fruit had a biting tangy core. We ate canned peaches, tomatoes, onions, beans, cherries, applesauce, carrots - even catsup! The Victory Garden Program was boosted by the advice of numerous publications describing the how-to's of maintaining a garden. Popular magazines of

the day published countless recipes.

Check out the wonderful old-timey recipes in these books from our Museum Store: *Stories and Recipes of the Great Depression* by Rita Van Amber.

**Heather Thies**  
Educational Director



## FLYING LEGENDS CAMP

School's out! It's time for Summer Camp! Sign up now for this fun, unique summer camp just for kids. Learn about the 8th Air Force, tour the Museum, plant a "Victory Garden," spot enemy aircraft, navigate a B-17, and more.

**June 16-20**

**July 21-25**

**August 11-15**

Flying Legends will be held Monday - Friday from 9:00a.m. - 12 noon (lunch not included).

Registration is only \$30 per child. Perfect for rising first through fifth graders.

Sign-up now, only 30 spaces available.

Contact Heather Thies for more information

To register, 912.748.8888 or email [education@mightyeighth.org](mailto:education@mightyeighth.org).

# Escape and Evasion



## **New Escape and Evasion Exhibit Opens at the Mighty Eighth Air Force Museum**

The new Safe House exhibit, compliments of the Air Force Escape and Evasion Society (AFEES), has been a spectacular success. The exhibit was dedicated on April 25, following the AFEES luncheon at the Museum during their annual National AFEES reunion. Reunion organizer and Safe House consultant Yvonne Daley-Brussel-mans was on hand along with many original Helpers who had traveled from various locations world-wide to the reunion and to see the replica of an authentic World War II safe house that might be found in Belgium or France.





# Warbirds Ball



**YOU CAN BE A STAR!!!** Here is your chance to shine. Join the Mighty Eighth Air Force Museum on September 6th when the Museum hosts the annual Warbirds Ball. Even though the Warbirds Ball has become a tradition at the Mighty 8th, this year's ball takes on a new mission to show support for our men and women in uniform. A portion of the proceeds from the event will go to Hunter Army Airfield to assist special troop-related initiatives.

Jeremy Davis and the ever-popular Equinox Jazz orchestra will take us back in time to stars like Stewart, Bogart, Lamarr, Russell, Davis, and Hepburn.

Who knows? They may even be here in person! Stake your claim to fame by coming in period attire (optional).

For tickets or sponsorship information, call the Museum at 912-748-8888 Ext. 124. As always, individual tickets, tables, or corporate sponsorships are available, and part of the cost is tax deductible. At this year's Warbirds Ball, all participants will earn their own special "Star" status.

Join other STARS for great night of food and fun, support for the Mighty 8th, support for the troops, and your chance to SHINE!!!

## Museum Hosts Gift Drive for the Troops

The Mighty Eighth Air Force Museum honors our active duty military serving in Iraq. During the holiday season, the Museum hosts a gift drive and has a giant banner for guests to sign for troops serving in Iraq. Operation Mighty Cheer 2007 was another great success. We collected tons of great gifts, games, books, and dozens of hand-knit stocking caps.

Just last week, I received an email from Major Godfrey thanking us for the packages with pictures of the troops. The Museum will continue to send morale boosters until they all come home. For more information or to make a donation, please contact Allison Stelljes at ext 166 or by email [projects@mightyeighth.org](mailto:projects@mightyeighth.org)

**"Dear Mighty Eighth Friends,**  
I realized I had not sent you a few photos we took of the gifts you sent. Soldiers really appreciated them. We taped the big banner to the T barriers surrounding our HQ and then moved it into the Brigade Conference Room. Soldiers can't wear the stocking caps but they got a kick out of them. Who knows... maybe they sleep in them.

Thanks again for the great support.

Peace, Ch Godfrey"



## STORE STUFF

### A MUST-HAVE FOR YOUR GARDEN

A beautiful addition to your garden, these Military Garden Stones – with choice of Air Force, Marines, Army, or Navy emblem - measures roughly 9" high X 12.5" across X 6.5" deep. They are cast in sturdy outdoor resin to simulate stone. A beautiful, full color United States Air Force logo graces the face of each stone. Two small United States of America flags are included which that can be inserted on patriotic holidays to show your pride.

### REMEMBER MEMBERS USE YOUR DISCOUNT AND SAVE!

Check out Military Garden Stones on-line at [www.mightyeighth.org](http://www.mightyeighth.org) and click on Shop Online. What a fabulous Father's Day Gift one of these would make!

### FLAGS! FLAGS! FLAGS! FLAGS!

July 4th is coming! Be sure your house is ready. The Museum Store's selection of flags is extensive. Old Glory. State flags. Squadron and Group flags. Check us out!

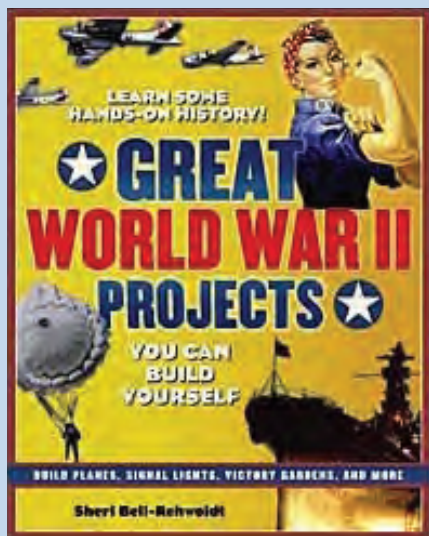


## CLASSIFIED

**WANTED** – It's Gala time and your Museum needs Auction Items. Auction & Raffle Items: Fine Collectibles, beautiful books, quality art-works, unique jewelry, fun gift baskets, and remarkable vintage. Please call at 912-748-8888 to make a tax deductible donation.

**OPEN AUDITIONS** – Volunteer Actors wanted for starring roles at the Warbirds Ball. Please call 912-748-8888 and ask for extension 124





## SUMMER ACTIVITIES THAT ARE FUN AND EDUCATIONAL

Order your copy of "Great World War II Projects You Can Build Yourself" by Sheri Bell-Rehwoldt and prepare to share some meaningful moments with your 9-12 year olds this summer. A wonderful activity book that encourages children to re-create life in the 1940s while learning about compassion, teamwork, and sacrifice. Touching upon nearly every aspect of the war—from the leadership of Winston Churchill and Franklin D. Roosevelt to the invention of new military technologies—Great World War II Projects provides hands-on creation of period-specific activities, including "Making a Papier-Mâché Bank," "Tabletop Victory Garden," "Flip Book," "Spy Message Hidden in a Deck of Cards," "Soldier's Care Package," "Fake Footprint Mold," "Victory Jewelry Pin," and "Ration Book."

A terrific way for children and grandchildren to learn and have fun this summer. Shop for it online at [www.mightyeighth.org](http://www.mightyeighth.org).

## GIVING: From a Volunteer's Perspective

She wasn't able to stand and walk for very long anymore so she'd taken a seat in the Rotunda to wait until her husband finished viewing the Museum's exhibits. I slipped one of our Mighty Eighth Historical Society Magazine's onto the bench beside her and suggested it might help with the wait.

My job here at the Mighty Eighth AF Museum is to make visitors feel they're in for an unforgettable experience. But she was the one who would be unforgettable. "O thank you," she said. "My husband and I always stop here on our way to Florida. His uncle fought in the war." I can guess she means the Big One: World War II. A photograph in the magazine has caught her eye, and I leave her to read. A short while later, she is joined by her dawdling husband.

"How can we join this place?" they ask slowly making their way to the door. "We certainly come here often enough." I hand them an application. He fills it out on the spot. Hands me a check for \$25.00. "We were Navy," he says. "But this Museum tells the true story."

I can't help but agree. As we say our good-byes and I walk them to the door, she slips a bill out of her purse where her husband can't see her, and she stuffs it hurriedly into the donations box by the door. "Thank you," she mouths the words silently, and she holds up the magazine, but we both know that bill was a lot more than would pay for the magazine.

All this while, the husband is fully aware of what she's doing. Our eyes catch as we make it to the door. As he's holding the door for her, he whispers to me, "She lost her grandson in Iraq."

**Frank Paro**



**Volunteers are L-R: Frank Paro, Perry Nuhn and Nancy Pye**



**Daisy Davis greets our guests, volunteers are a big reason that visitors feel welcome when they stop at the Mighty Eighth Air Force Museum.**

## 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.

The Museum receives no Federal or State funding, so 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**

**Join or donate online at [www.mightyeighth.org](http://www.mightyeighth.org)**



# Contributions to the Mighty Eighth Air Force Museum

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 2nd Air Division Association of Southern CA  
 2nd Schweinfurt Association  
 34th Bomb Group Association  
 361st Fighter Group Association  
 385th Bomb Group Association  
 447th Bomb Group Association  
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## \$10,000 - \$24,999

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 355th Fighter Group Association  
 356th Fighter Group Association  
 384th Bomb Group Association  
 388th Bomb Group Association  
 390th Bomb Group Association  
 392nd Bomb Group Association  
 398th Bomb Group Association  
 55th Fighter Group Association  
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# How About It?

## WHAT NOW?

All of us, regardless of age, have been through times of uncertainty and soul searching. We often reflect on events that have happened to us and we wonder, why did this or that happen? Throughout our lifetime, we have thousands and thousands of experiences. Every one of them comes as a result of the decisions we have made. As a consequence, we have to live with them. Our memories, always at work, will recall things about our decisions that will elicit regret and anger at ourselves while others bring rejoicing, pleasure and satisfaction.

Our Creator has blessed us with the opportunity to make choices. We make them daily, both good and bad. Soon, they add up to a lifetime. Each day slips by silently and eventually we must face the reality that there isn't much future left for us. Time is short. This isn't depressing news for the Psalmist wrote: "Teach us to number our days aright, that we may gain a heart of wisdom." ( Psalms 90:12 NIV). God gives us the opportunity of choosing and our most important choice is this: Have we accepted Him as Lord of our lives? What the Psalmist is saying, "Whatever we are going to do that's worth doing, do it for God and do it now!"

Let's do a character check, a little exercise to perform on yourself. This is to be informal. Formally written answers are not required but, on a piece of paper, write down the thoughts and words that come to your mind when I ask you a question. No one will know what you have written; only you will. Ready?

Here is the question:

If you were to describe yourself in five words, what would they be?

- (1) \_\_\_\_\_
- (2) \_\_\_\_\_
- (3) \_\_\_\_\_
- (4) \_\_\_\_\_
- (5) \_\_\_\_\_

As you have just described yourself, do you like yourself? Are you disgusted? Is there room for improvement? Whose life, besides your own, is being affected? Are five words too many or too few?

Bill Watterson, the cartoonist producing Calvin and Hobbes, in a recent column pictured a student looking at

his research paper for a college course: "Two pages, Great!" he exclaimed. "How am I ever going to stretch an explanation of the Viet Nam war to five pages???" As you look at your five words, are they sufficient to adequately describe you? Is this the reputation you have developed throughout your life? Is this what people see in you? We are patriotic Americans, God-fearing and of sound reputation. We carry on our shoulders an ideal image perceived by those who are around us who are watching and looking on. These are the things they see and hear about us.

So ...

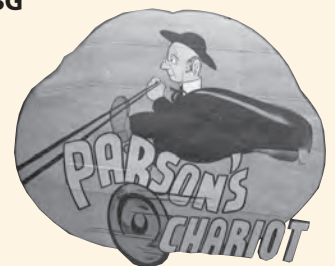
- Watch your choices, they become your thoughts.
- Watch your thoughts, they become words.
- Watch your words, they become your actions.
- Watch your actions, they become your habits.
- Watch your habits, they become character.
- Watch your character, it becomes your destiny.

The obituary in the local newspaper is, after the comics, editorials and headlines, the most devoured piece of information. I have become a victim of this practice. I always note the old folks who are listed. One recently was booked in at 97 years of age. His wife died in 2004 and they had been married 67 years. They had five children, 25 grandchildren, 38 great-grandchildren. Before his death he had expressed that people should be better, kinder, more forgiving, and more inclusive. In speaking of his own advancing age, he declared, "The wind is blowing, and I feel like the last leaf on the tree." Time is moving on. Yes, our leaf is falling. One question: Where is it going to land?

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



**Earl Wassom**



## Time is of the Essence

The crowd and the players are the same age always, but the man in the crowd is older every season.

**- Bart Giamatti in Polo Grounds**





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