



# 8TH AF NEWS

VOLUME 08 NUMBER 3 VOICE of the "Mighty Eighth" SEPTEMBER 2008



**The 34th Annual 8th AFHS Reunion was an outstanding success!  
Look for a familiar face inside this issue!**

**2009 DUES CARD &  
ENVELOPE INSIDE**





# AF News

## Magazine of The Eighth Air Force Historical Society

September 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.

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 separate and distinct organization.

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Our 34th Annual Reunion of the Eighth Air Force Historical Society was held in early August in Savannah, Georgia.

It was a resounding success! Over 650 registered attendees came to Georgia for an exciting, emotional and fun-filled week. I wish to thank Dr. Walter Brown and his entire staff at the Mighty Eighth Air Force Museum for their courteous and gracious hospitality. Your efforts were appreciated by one and all. Our 2009 Reunion will be held in Cincinnati, Ohio. We have some wonderful things planned so stay tuned for more information!

At our General Membership meeting, held on the morning of August, 8th, two members were elected to the Board of Directors. Mr. Harry Tanner was re-elected to a second term along our new member, former two-term Governor of Rhode Island and 384th Bomb Group veteran, the honorable Mr. Bruce Sundlin. We are excited to have you aboard, gentlemen, and we look forward to your positive contributions.

Our National Membership Office,

headquartered in Savannah, has a new Membership Manager. Ms. Catherine Mayne was hired in late July and has skillfully taken over the responsibilities and operation for our National Membership records. She has an outstanding background and wealth of experience with computers and office administration. I know that Catherine will be a real asset to our membership and we are happy to have her join our team.

At our Board meetings in Savannah we made some positive strides to perpetuate the legacy of Eighth Air Force Historical Society. We have an outstanding group of people that volunteer their time for the good of the organization.

We have several challenges ahead, but I am confident we have the right people in place to make effective decisions for the Society.

Lastly, I would like to thank Mr. Ivan McKinney for his last eight years of service to the Society. Ivan held the office of Treasurer and has been a two-term President. He has done so much to set us on the right course. Ivan, you have



**Mark Copeland  
President**

been a real asset to our organization and on behalf of the entire membership of the Society; we thank you sir.

It is my honor and pleasure to serve as your President.

Let's have a terrific year!

Respectively,

**Mark Copeland  
President – Eighth Air Force  
Historical Society**

## *Eighth Air Force Historical Society Board Members*



**Robert Books**



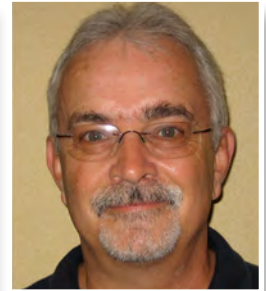
**Norma Chesser**



**Mark Copeland**



**George Hoidra**



**Joseph Keeley**



**Darrel Lowell**



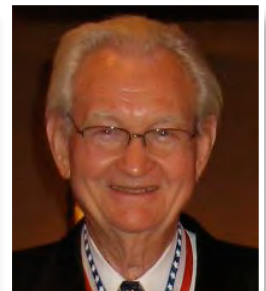
**Robert Moses**



**Bruce Sundlin**



**Harry Doug Tanner**



**Earl Wassom**

### BOARD OF DIRECTORS ELECTIONS

Congratulations to our newest addition to the Board of Directors! Bruce Sundlin was a pilot with the 384th Bomb Group at Grafton-Underwood in 1943. Shot down returning from a mission to Solingen Germany, he managed to evade capture by the Nazis and returned to England to complete his tour. Bruce later became an attorney and retired after a distinguished Air Force career, he participated in educational, business and political endeavors.

Elected for a second term to the Board is Harry Tanner, presently serving as Vice President of the Historical Society.



# MISSION BRIEFING



**Walter Brown, Editor**  
**Ewell Farm**  
**2340 Sugar Ridge Road**  
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Still recovering from an exciting and motivating week of the Annual Reunion in Savannah last month, we are on a roll with this issue of the 8th AF News. News regarding your newsmagazine for 2008-9 is this: The dues notice envelopes will be included as they were last year in the September 08 issue – this one. Be sure to pull that envelope out and place it in your "bills to be paid" stack for the month and send the national office your dues payment for the upcoming year.

News continues: several weeks before the reunion

President McKinney and I met together at the Museum to discuss the finances of the 8th AF News. A lengthy meeting it was, being based on our late Historian Roger Freeman's admonition that "whatever we do in the Historical Society, do not change the newsmagazine – keep the quality and its color presentation always as it is." Roger realized that as the troops get older and are less mobile, the communication through the newsmagazine will be the lifeblood of the organization.

We discussed our annual budget for the four issues 8th AF News and arrived at a new budget amount of \$85,000, down from the \$100,000 of previous years. We noted that

our devoted publisher, Donna Neely, has managed to keep the price of publishing each issue the same for the past five years, in spite of rising publishing and mailing costs. She has not had an increase in her salary for her work in more than five years. The editor's stipend, similarly, has remained at zero during his eleven-year tenure. That established and seeing the need to adapt to a new lower budget, Donna has worked to come within the new guidelines. We will have 48-page issues (four) in 2009 and will cut the print run of each issue to 10,000, down from the previous 14,000. This will negate having extra copies for use by Chapters, at airshows, and to present to school students and civic organizations. The docents at the Mighty Eighth Air Force Museum also will not have the magazine available to pass out to museum visitors as potential new Society members.

My editorial trend of including more "communication" items in each edition – things to help us keep in touch – will continue on, expanding somewhat the Mail Call and Chapter News sections, and even Taps. As we are getting less able to travel to Chapter and regional meetings as we did in the good ole days, I feel that it is important to be keeping in touch with each other as much as possible. Your 8th AF News serves that purpose.

Donna and I will continue on that heading and will make every edition of the 8th AF News a Maximum Effort – all within the new budget parameters for 2008-9.

Cheers and Good Luck,  
Sincerely,  
Walter Brown, Editor

## BEHIND THE SCENES

What a wonderful coming home reunion!  
We truly enjoyed meeting all of you in Savannah.

Special "Thank you" goes out to Bob Books, Pat Keeley, Henry "Hank" Barker, Sally Scott (Hank Barker's "Teenage Sweetheart"), Thomas Reimer, Edouard Reniere, Belton Wolf and Ralph Lynn, for your special efforts in sending a total of 705 digital and hard copy reunion pictures. There are 150 reunion photos displayed in this reunion issue.

Don't forget to purchase your 2009 Mighty Eighth Air Force Calendar.  
**\$9.95 plus 2.50 s&h**  
– call the museum store 912-748-8888

Be safe and healthy,  
**Donna & Telisha**



**Donna Neely**



**Telisha Gaines**

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### **Hello Members,**

My name is Catherine Mayne (formerly Lumberg). I am the new Membership Manager for the Eighth Air Force Historical Society. I moved to the Savannah area about a year ago to be near my family. I was formerly in the Air Force for four years in the intelligence field. Currently I work for the Society part-time; Monday, Wednesday and Friday 9 am - 5:00 pm. The remainder of the week I work as a substitute teacher in the surrounding area. In the Spring I will be starting my Master's program in Art Education.

Some of you may remember my eager face at the Society's table for 34th Annual Reunion in August. If I did not get a chance to meet you I hope you see you at next year's reunion in Cincinnati, Ohio. Please feel free to contact me at 912-748-8884 or visit me at the Savannah office with any of your membership needs. I am excited to be a part of such an outstanding organization.

**Sincerely, Catherine Mayne**

## *CHAPTER/UNIT/GROUP LIAISON REPORT*

The 34th 8th Air Force Historical Society's Annual Reunion from August 3 – 8 was one of the Society's best. The Unit and Chapter Development Meeting was held on Tuesday August 5th from 08:00 – 09:30 a.m.

There was much discussed and one item was ideas for keeping a current roster of members for each organization. Mailings, phone calls, emails and newsletters all requesting confirmation of membership was discussed. If you have any ideas regarding this topic please let me know.

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 Catherine Mayne. Catherine has replaced Mamie Kent, who is doing well and sends her best. Catherine's contact information is listed on the back of the front cover of the magazine.

I would like to salute the Illinois Chapter for their beyond the call efforts, in 'Keeping the Memories Alive'. An update to the Chapter's fantastic August meeting can be found on the Society's website, [www.8thafhs.org](http://www.8thafhs.org), under the "EVENTS" tab. I would also to salute the Oregon Chapter for their membership drive campaign and success.

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 with my email address.

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



### **MISSION SCRUBBED**

**submitted by Henry Wulbeck Dayton, Ohio**





## 2008 Annual Reunion in Savannah, Georgia an outstanding success

The 8th Air Force had its beginnings on 28 January 1942, activated in Savannah Georgia seven weeks after the Japanese attack on Pearl Harbor and six weeks after the Nazis declared war on America on 11 December 1941. Savannah's Hunter Field was the staging base from which 7,000 ten-man Heavy bomber crews flew their aircraft on their way to fight the airwar against our enemies. In August 2008 over 600 members of the 8th AF Historical Society spent the better part of a hot summer week enjoying the sights of Savannah, enjoying their history presentations at the Mighty Eighth Air Force Museum in nearby Pooler, and enjoying the com-



**The John H. Woolnough Library &  
The Roger A. Freeman Air Force Research Center  
at the Mighty Eighth Air Force Museum**

pany of their buddies in the hospitality suites at the host Marriott Hotel on the Savannah river. It was one of the best reunions of the Society in recent years, with many of the families and NexGens taking part in all of the activities and tours. They all had returned home.

The large gathering lobby at the Marriott hotel was the center of activity for the week. A Welcome Desk was fully manned by the members of the Host Birthplace Chapter as was the ex-

cellent hospitality room that was part of the Memorabilia Room that featured an impressive historical WWII collection presented by Society Vice president Harry Tanner. Donna Lee and her Armed Forces Reunions, Inc. crew did their usual exemplary work managing every aspect of the five-day reunion registration and schedules.

A Day at the Museum saw over 350 attendees enjoy the hospitality of the "permanent home of the Mighty Eighth" with the Museum's staff out in full force. Seminars were featured, with special tours of the museum's collections. New exhibitions were presented, and a number of our "original guys" flew the Museum's unique Mission Experience one more time. The Memorial Gardens with crew plaques and the names of the Wall of Valor and the Memorial Chapel were especially meaningful to a number of the members and their families.

The museum also presented Tom Cannon's Development Program with Tom's explanations of ways the individual members of the Historical Society can help support and ensure the long-term viability of the Museum and its Roger A. Freeman Air Force Research Center. A significant number of families brought artifacts and memorabilia to present to Dr. Vivian Rogers-Price to add to our growing and valuable historical collections at the Museum.



**Overlooking the 34th Annual Reunion activities at the  
Mighty Eighth Museum in the Lewis E. Lyle Rotunda**



A new Museum program was presented by staffer Henry Skipper, Director of the Garden of Folded Wings Columbarium, now being constructed near the Memorial Chapel. This impressive Museum memorial will house the cremation ashes of 8th AF veterans as well as others who honor those who fought for America's freedom in World War II. This one-of-a-kind Columbarium is now taking subscribers and a number of Society members have already enlisted. Of course, most of the attendees made a visit to Felice Stelljes and Peggy Harden to peruse and to purchase 8th-related items and souvenirs from the Museum Store, where 8th AFHS items were especially featured.

Down at the host hotel, each day featured special programs. Meetings of the Unit/Chapter Committee and of the NexGens were standing room only. Two Board of Directors meetings reviewed the Society's past year and made plans for the 2008-2009 year. The Norman C. Grant Memorial Symposium saluted the vital work of the 8th AF Ground Crews, with organizer Mark Copeland and British moderator David Crow, serving as an admirable stand-in for Roger Freeman, directing interviews and comments by a panel of ground crew members. Doc Brown's Eleventh Annual *Pearls* medical seminar was aimed at keeping everybody healthy, wealthy and wise until we meet again next year in Cincinnati. The General Assembly meeting had presentations by Board members and the officers, and elections of officers for 2008-9 were held.

A number of Bomb and Fighter Groups held their reunions and mini-reunions with the Society this year – eight in all. Most had Hospitality rooms open until the early hours, likely a hold-over from the airbase days of 1942-45 in East Anglia. Their Rendezvous dinners were well-attended. Also well-attended was the annual Gala Banquet, with over 650 persons attending. Present were a number of active duty servicemen and women of the US Air Force who received the prestigious Lt. General Ira Eaker Award for Excellence in performance and also for Maintenance Excellence. Conducted by outgoing President Ivan McKin-

ney, a Memorial candlelight ceremony was held by Belton Wolf and the guest speaker was Major General F. Dexter Tutor. Music for the evening was supplied by a fine band.

This issue of the 8th AF News will feature a number of Reunion photographs for those who could not attend to enjoy and for those who did attend to remember. Many were taken by official 8th AFHS photographer Ralph Lynn of the 466th Bomb Group. Many were submitted, with sincere editorial appreciation, by members who enjoyed the days of the reunion.

Plan to see your buddies next year at the Cincinnati reunion. They will come from all over the United States and England, with a few attendees from the European continent. You will enjoy that week.



**Major General F. Dexter Tutor was the guest speaker at the 34th Annual Reunion Gala Banquet**



**USAF Honor Guard with Earl Wassom (middle) 466th BG, Chaplain of 8th AFHS**



**World War II collection presented by Harry Tanner**





# 2008 8TH AIRFORCE ANNUAL REUNION



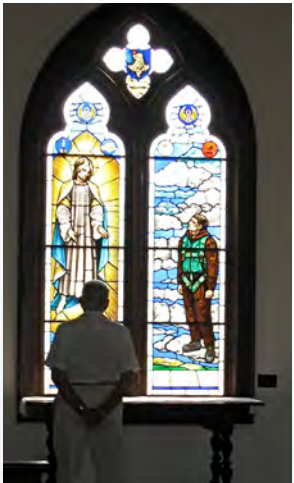






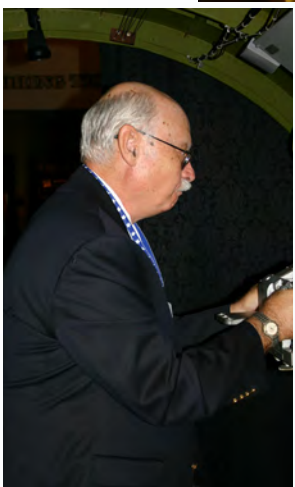
# MIGHTY EIGHTH AIR FORCE MUSEUM TOUR

ALL REUNION PICTURES WERE COMPILED AND EDITED BY DONNA NEELY





# MIGHTY EIGHTH AIR FORCE MUSEUM TOUR



ALL REUNION PICTURES WERE COMPILED AND EDITED BY DONNA NEELY



# 2008 8TH AIR FORCE ANNUAL REUNION

ALL REUNION PICTURES WERE COMPILED AND EDITED BY DONNA NEELY





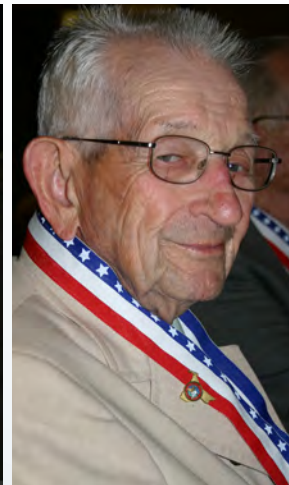
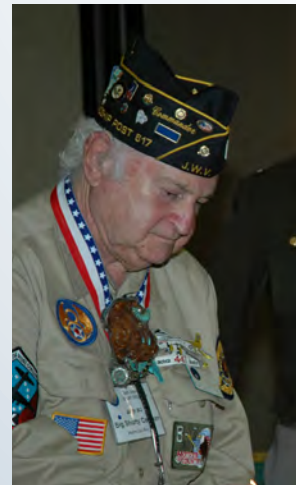
# 2008 8TH AIR FORCE ANNUAL REUNION



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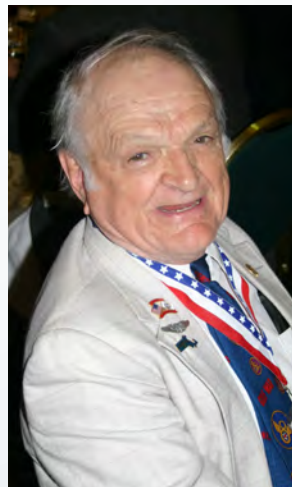
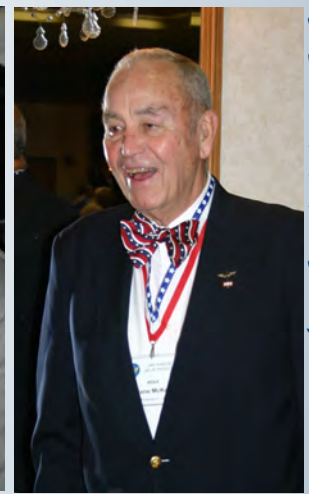


# 2008 8TH AIR FORCE ANNUAL REUNION





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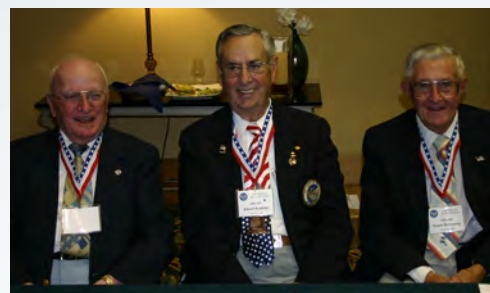


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# 2008 8TH AIR FORCE ANNUAL REUNION

ALL REUNION PICTURES WERE COMPILED AND EDITED BY DONNA NEELY





# 2008 8TH AIR FORCE ANNUAL REUNION



## BOOK SIGNINGS ABOUND

The week of the reunion brought in a number of authors to meet the attendees, discuss their literary and historical efforts and sign copies of their publications. Most are old friends of the Society and of the Mighty Eighth Museum. Peggy and the PX carried copies of these and other 8th-related volumes during the week.



## ANOTHER GREAT SHOW BY OUR GALS AT AFRI

They were there from sunup to after the hospitality rooms closed for the night. Here are Donna and Betsy, our hostesses for the entire reunion week, representing Armed Forces Reunions, Inc. and who, as they have for years, managed the details of the reunion. This was the largest turnout in recent years and these two ladies had it covered – they Kept the Show on the Road!





# THE 8TH AIR FORCE AT DRESDEN

Dear Walt:

I am somewhat puzzled by your editorial regarding the USAAF bombing attacks during WWII on the city of Dresden, Germany. The tone of the editorial suggests an apologia or an after-the-fact explanation for the attacks. Perhaps I have read more into this but, in my view, neither would be needed nor appropriate now or at the time of the war.

I served as a B-17 co-pilot with the 100th Bomb Group and was briefed for a scheduled February 13, 1945 mission that included both Dresden and Hanover as targets. After we had prepared our Fortress for takeoff that morning word came through that the mission was "scrubbed". We never learned why. I believe all the other bomb groups in the Eighth had the same experience. Roger Freeman in his "Mighty Eighth War Diary" records no Eighth Air Force heavy bomber missions that day so it can be said with confidence that no American bomber force participated in an aerial assault on Dresden during the daylight hours of February 13, 1945. However, owing to its historic importance and because we were briefed for Dresden as a target, I have published a chapter on this mission in my WWII memoir, "An Eighth Air Force Combat Diary", p. 158. Included in this chapter are my mission briefing notes for that day which verify these facts.

However, the RAF did launch a massive double assault on Dresden during the night of February 13-14, 1945, which destroyed virtually all of the Altstadt, or Inner-City, including the Hauptbahnhof, the Main Railway Station, and resulted in the firestorm which caused the deaths of thousands of people. I doubt if 'prevailing winds' had anything to do with this huge conflagration as the fires from the largely wooden structures fed on themselves, creating their own wind.

It is this singular event, in my view, that marks Dresden for all the notoriety it has received during the past 60 years. Without the massive destruction caused by the RAF, February 13-14, 1945 night attacks, Dresden would be just another of hundreds of German cities that were bombed in WWII. The attack did provide the East German Communist government with anti-West propaganda for the 50 years following the war.

The Eighth Air Force did send one group to bomb Dresden on February 14 but struck an outlying railroad marshalling yard. Dresden had become a tertiary target by that time. I flew with the 100th on a mission to Chemnitz that day but the group was diverted to hit an autobahn junction near Plauen. As we passed Dresden we could see a huge

column of smoke rising to 25,000 ft and trailing off to the horizon. The 100th returned to Dresden on March 2 as a secondary target hitting a relatively small factory area.

Personally, I hold to the "No Praise, No Blame" school on this matter. WWII was a total war in which the civil populations in all warring countries were subjected to a level of violence similar to that of combat soldiers. Mistakes have been made, as in all wars. However, a fair appraisal of these matters requires that any contemporary judgements of such events need to be made from the perspectives of the time.

Probably the best we can do now is to insist on sticking to the facts. One of these is that the fire-storm destruction of the Altstadt of Dresden was the result of RAF action, not that of the USAAF. This is something that writers and journalists exasperatingly fail to acknowledge, if they even know, as they still report the Dresden bombing as "the Anglo-American" or "Allied Air Attack" on that city.

Thank you for a superb Journal. With all good wishes.  
Sincerely,

**John Clark, 100th BG  
Ann Arbor, MI**

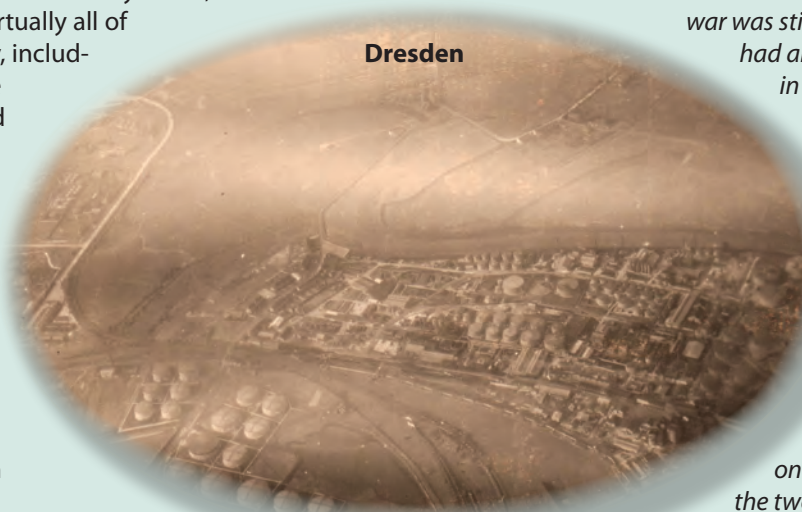
*Thanks go to John Clark for his thoughtful and analytical letter regarding the bombing of Dresden. My editor's article in June 08 8th AF News cited was not published to be an apology for the American bombing of Dresden – the*

*war was still going on and Germans had amassed military materiel in the Marshalling yards and industries in the city. It*

*was, however, meant to be a clarification of the facts of 8th Air Force missions during that week.*

*Several bomb groups of the 8th did indeed bomb military targets in Dresden, through heavy cloud cover, on 14 February 1945 following the two incendiary night attacks of the RAF. The Museum holds the original frag orders and a number of personal oral*

*histories of the lead group pilots and navigators describing that mission. Clark is correct in stating that the 8th did not attack Dresden on the 13th. The apologia (explanation) is an appropriate approach for the 8th AF Historical Society to confirm the established facts of the bombing mission to that target for historical accuracy and for appropriate media reporting of those geared towards supporting the wartime Third Reich actions in that area of Germany during the final months of the war. As with other actions by Allied forces, the bombing of Dresden did contribute toward hastening the German surrender and in so doing saved hundreds of lives of servicemen and civilians. -Ed*





# 303RD BOMB GROUP RETIRING THE GAVEL



**THE RETIRING OF THE PRESIDENT'S GAVEL** was among the many memorable events at the forever final banquet of the 303rd Bomb Group Association. With the Association scheduled to "deactivate" in 2008, the farewell reunion was held last year in September in Washington DC. Incumbent President Bill Cox invited all past presidents at the reunion to participate in the ceremony. On stage, l-to-r, are Jack Rencher (2001), Bill Eisenhart (1979), Bill Roche (1999), Walt Ferrari (2002), Carl Dubose (1991), Dick Johnson (2000), Eddie Deerfield (1996), Bill Cox (2005), and Bill McLeod (1992). The gavel, mounted on a plaque, was sent to The Mighty 8th AF Heritage Museum. The museum founder, the late Maj. Gen. Lewis E. Lyle, was Deputy Commander of the 303rd Bomb Group before moving on to command the 379th Bomb Group.

At the annual reunion 8th AFHS in Savannah in August 2008, more than 85 303rd BG attendees from around the nation enjoyed the Rendezvous dinner in the 303rd BGA room. Many of those attending were 303rd NexGens who are forming an organization that will continue the proud heritage of the 303rd Bomb Group.



**493rd Bomb Group Control Tower by artist Joe Crowfoot. - submitted by Jack Rude 493rd BG**



## A/22 FIGHTERS DELIVERED TO LANGLEY

These are great In-flight photos of the F/A-22 as the first aircraft delivery was being made to Langley AFB in VA.. Langley is to be first operational AFB for the F/A-22. It is a very beautiful AFB, located in a picture sequence location, as you can see in these photos, near Norfolk and Hampton, VA.

The aircraft flying along with the F/A-22 in the last of these photos is the F-15, which will be replaced by the F/A-22 which is several times better than the F-15.



In actual In-flight (simulated) aom-bat operations against the F-15, two F/A-22's were able to operate without detection while it went head to head against (8) F-15's. The F/A-22's scored missile hits (kills) against all the F-15 aircraft and the F/A-22's were never detected by either the F-15's or ground based radar. Maj. Gen. Rick Lewis said: "The raptor operated against all adversaries with virtual impunity; ground based systems couldn't engage and no adversary aircraft survived!" F/A-22-- america's most advanced fighter aircraft for the 21st century! They're a titanium and carbon fiber dagger. They're so advanced that if their on-board locator is switched off even our own satellites can lose track of them.

They're the first military aircraft ever built that is equipped with a 'black-out button'. What that means is this ... The best conditioned fighter pilots are capable of maintaining consciousness up to in the vicinity of 15+ G. The Raptor is capable of making 22+ G. turns If some day an adversary builds a missile that is capable of catching up to one of these airplanes and a Raptor pilot sees that a strike is imminent, he hits the 'b.o.b.' and the airplane makes a virtual U-turn, leaving the missile to pass right on by. They know that in the process he'll temporarily lose consciousness, so the Raptor then automatically comes back to straight and level flight until he wakes back up.

## LITTLE FRIEND

Dear Mr. Brown, The article written by Thomas Carpenter, a P-47 pilot with the 9th Air Force during World War II, reminds me of my experience in the 8th Air Force. A lone P-47 led our B17G in to A-92 air base at St. Trond, Belgium on 17MAR45.

Soon after leaving the target (marshaling yards, Bitterfield, Germany) we suffered a mid-air collision with another B17G from our squadron at 24,000ft.... The other plane, piloted by Lt. Stern, was cut in half behind the wing by our #3 and #4 engine props. We dropped like a rock to a few hundred feet and headed in a westerly direction. Eventually we noticed a P-47 way off our right wing, we shot flares to attract the

attention of the P-47 pilot, I have often wondered who it was. He led us to the base, swept the runway clear and we made the long approach for a one shot landing. Our nose had been knocked off eliminating the air speed reading, and we had lost the two starboard engines.

After the landing, the base commander came out to the aircraft and many pictures were taken. They were to send me copies, however, I'm still waiting. The pilot of our plane was Robert Tennenberg and I was the copilot. The reason for the attention of this incident was that the radio operator from the other B-17G, George Devlin, ended up on our navigator's table. Our #3 prop evidently flipped him through the side of our plane. He is buried in the Ardennes next to his brother. I visited them in '95.

There are two crew members still alive that I know of, John Gann, England, Ark. and myself. John was our nose gunner and he was found jammed against the roof, lucky to be alive. Our navigator, Chet Deptula, from Chicago, who was also in the nose, ended up half-way out of the plane, he didn't have his parachute on due to his flak suit and pulled himself back on board. I wasn't able to write about this before. Also, for one of your writers, there were lots of contrails this day making bad weather soupier.

Thanks for listening.

**Joel Johnson**  
**Nipomo, CA**

## 406th BS

Dear Walt,

I would like to make one correction to the letter sent to you by Vern Gauger in the June 08 issue Mail Call.

I also was an airman with the "406th" squadron. I disagree with his statement that we had all B-24's with the exception of Col. Aber's B-17. I flew 13 missions in B-17's and 32 in B-24's as an Engineer/Gunner on the Mould crew. I flew in 5 different B-17's and 10 different B-24's while with the "406".

On my 35th mission I flew with Col. Aber in B-17 #42-30726 "Shady Lady". Col. Aber was flying a B-17 named "Ton-dalayo on March 4, 1945 when he was



shot down by the British.  
**Thomas Thompson, 406th BS**  
**Adrian, MI**

### HEARING PROBLEMS

Anyone who has experienced hearing difficulty as result of flying combat, please contact James L. Bass, P.O. Box 500, Carthage, TN 37030; (615) 735-1122; (615) 735-3149 or bassandbass@bellsouth.net.

**Thanks,**  
**James Bass, 457th BG**  
**Carthage, TN**

### HALF PINT

Dear Dr. Brown:

"Half Pint", which was written about in the June, 2008, issue of the *8th AF News*, page 20. The photo is said to be taken at Lechfeld, Germany, in 1946, during Project Casey Jones, which ended in December of that year.

This photo, and others of nose art, was given to me by a 305th BG vet whose name is "Duke". He might be in the photo.

The book "B-17 Nose Art and Name Directory" by the late Wallace Forman, printed in 1996, gives the serial number of "Half Pint" as 4338192. I wonder which is correct?

Thank you very much for your time and consideration, and a fine magazine.

**Sincerely,**  
**Jim Crow Elmhurst, IL**



**Half Pint**

### RETURN TO ENGLAND BY THE NORTHERN ROUTE

Dear Dr. Brown,

May I compliment you and your staff on an elegant tribute to M/General Lyle. He indeed was a leader. As a Museum Volunteer, when I spotted him in The Mission Experience, I introduced him to the audience, then once again asked him.

What kind of a cocktail did you drink before boarding the B-17 that rendered you invisible and bullet proof?" He just smiled and chuckled.

Another compliment is due for the superb *8th AF NEWS* of June 2008. I just returned from the UK as a crew member, in the restored *LIBERTY BELLE*, a B-17G see page 35.

We visited and flew over at 500 feet the Cemetery at Madingley just outside Cambridge. General Eisenhower declared it the 8th Air Force Cemetery, 3112 white crosses! (32 from my 487th BG).

The article on page 15 caught my attention: TWO BROTHERS. On June 3, 1945 I used our B-17G to deliver food to Linz, Austria & return thirty French slave laborers to south of Paris. My little brother was a bombardier in the 301st BG in the 15th AF at Foggia, Italy. We later discovered that he was the lead bombardier to Linz on February 25 - just four months earlier and won the Silver Star!

Page 20 reports on *The Pink Lady*, a B-17. When in Duxford on 12 & 13 July, three B-17's were there. Our *Liberty Belle*, *Pink Lady* & the *Sally B* (Memphis Belle on right side for movie). The French own the *Pink Lady*, and *Elly Sallingboe* heads up the The B-17 Charitable Trust, supported by The Imperial War Museum-Duxford that controls *SALLY B*. It was missing an engine and did not fly with the two of us in formation.

I note that the *Memphis Belle* is being restored at Wright-Patterson. Could that be the Fortress you hope to obtain before the end of the year... page 48?

**My very best wishes,**  
**Ken Hoddinott, 487th BG**



**The B-17 Liberty Belle is escorted by Little Friend Miss Velma on her recent flight to England, June 2008.**

### Augusta, GA

Ken, the Belle is now at the USAF Museum at Wright-Patterson AFB, Ohio. The Mighty Eighth Air Force Museum is working closely with the Smithsonian Institution in Washington. -Ed.

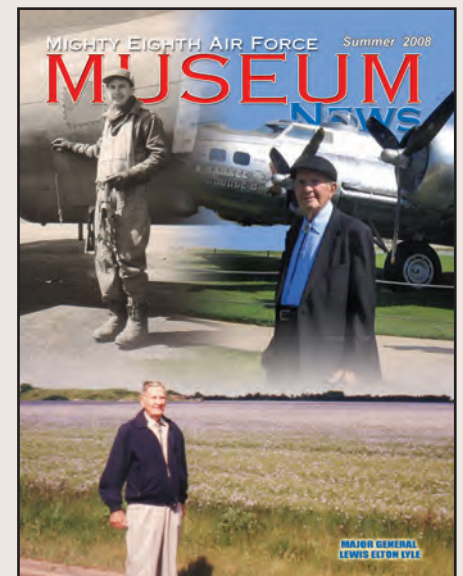
### BOMBING DRESDEN, GERMANY

The Honorable Walter Brown,

Thanks much, Walt, for taking us back to the Dresden mission, key importance and controversial, from a privileged left seat driver who was there.

Hitler's Gobbler promptly blasted America before the world for bombing a beautiful harmless city with innocent people. Many mush-mouthed "experts" back home helped spread it for years.

Truths revealed, Dresden was a



**M/General Lew Lyle**



major Hitler military arsenal, engaged in wholesale Jew killing, taking their properties. Our mission aimed at transportation facilities with incendiaries to help Russians coming west.

A tiny key comment in your report stands out as significant: "A firestorm engulfed large portions of the city."

As an incomplete Christian, I had been somewhat troubled by what we were doing, could look down and see destruction and death. Now, I think we can agree that the big men of the 8th cannot control the wind, that only God does. Here was clear evidence that God was also engaged actively in this war, destroying an enemy, that we were doing God's work. Important.

Mission Result: Jew killing was stopped, Russians got to Berlin quickly and ended the war. Quite Important.

Lesson: Messing with God's chosen is dangerous. Applies today. Another great issue, Walt, have a great day.

**Don Bagby**  
**Macon NC Country**  
**WWII, Not fully retired**

## DRESDEN MISSION SHOOTDOWN

Hi Walt,

Just received my latest NEWS. What a tremendous product, truly! You and your fine Staff are to be appreciatively congratulated for a remarkable effort in combining the news of BOTH agencies into one! I know the 8AF Membership will share my thanks as well! At the outset in '75, when we had the very first "vision" of the Society with John Woolnough's incredible insights behind it all, we knew intuitively that his mind-set for the NEWS and it's impact was on target, as the 'anchor chain and imbilical cord for the Membership to grasp and grow - Reunions, etc., notwithstanding. Certainly, the NEWS in it's editorial achievements has far exceeded those dreams, truly, in my view. Keep up the superb work!

The back cover of the NEWS depicting the "Dresden" area brought back very poignant memories. On 16 Jan 45, I was on that raid to a Secondary Target (Weather on the Primary) with my 392nd B-24 crew when we were badly damaged by flak on the bomb-run.

New York
London Edition
Paris

# THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces In the European Theater of Operations  
VOL. 5 No. 89—Id. THURSDAY Feb. 15, 1945

## 8th Hits Dresden

Two engines and all electrical knocked out, struggling alone, just managing to stay airborne finally at 11,000 feet, outbound across a snow covered, beautiful day deep in Germany. By God's help, two 355th FG P-51 Mustangs flew a "top cover" for our lone bird out of the target area and kept the Luftwaffe off us past Chemnitz - where we were all alone the rest of the way. Around Frankfurt a flak gun got on us and badly holed a third engine, but we managed to make the Battle of the Bulge area where, no choices remaining but to order a controlled bail-out for my crew. Thanks to George Patton's rear echelons of his 3rd Army heading to Bastogne, my gunners all landed in their midst! My Navigator, Copilot and myself, got out OK another ten miles east (NE of Metz). We were very lucky, and ultimately we got back to England to finish thirty missions. The Dresden mission will always be with those of us still around.

Warmest regards,  
**Bob Vickers, 392nd BG**  
**Taos, NM**

## WULF HOUND

Dear Sir:

In your March Issue, your *Wulf Hound* article pretty much confirmed what I've long suspected. On a mission, I believe in July 1944, I looked out of the left waist window of our B-24 and saw a B-17. Since we were flying Tail End Charlie position, I had a good view of this lone B-17 flying back and a little above our B-24 group. Three things puzzled me; why a B-17 was tagging along with B-24's; also why did it appear to be painted black, and lastly, why was it's bomb bay doors open?

It flew along with us for five to ten minutes just of of .50 cal. range. Then it peeled off and disappeared. Your ar-

ticle answered my first two suspicions, but I still wonder why the open bomb bay.

Also your little note about the Combat Air Medal. Is this just for Air Force or does it include Army Air Force people? And how can it be obtained?

**Sincerely,**  
**Willis Griffis, 34th BG**  
**Vernon Hills, IL**

*Willis, see this issue of the 8th AF News for complete details of the New Combat Air Medal, as supplied by our HS troops. -Ed.*

## MID-AIR COLLISION

Walt:

I have sent a package of information to Dr. Vivian Rogers-Price to be filed away in the records of the 8th AF Historical Society. If anyone in the future would want to research the mid-air collision of the F-86 and the B-47 which happened 50 years ago on 4 & 5 February 1958. As a result of the accident a MK-15 Nuclear Weapon was released off the shore of Tybee Island, Georgia. The bomb did not have the capsule inserted or on board. It had to have this device to cause a nuclear explosion as you well know. I included a copy of the receipt that I signed on 4 Feb. 1958.

**Sincerely,**  
**Howard Richardson, 385th BG**

*Howard Richardson, 385th BG pilot and past-President of the Mississippi Chapter, flew a Strategic Air Command night training mission out of Homestead AFB in Florida during the Cold War. Howard's B-47 Stratojet was scheduled to experience mock fighter attacks during the flight by F-86 Sabrejets based in Sumter AFB, SC. Because of a radar malfunction in one of the fighters his aircraft suffered damage to its wing, fuselage, and tail structures and two engines on the right wing were knocked out.*

*He salvaged his nuclear on-board*



weapon off Tybee Island on the flight path to a perilous landing at Hunter AFB in Savannah, saving his crew. The aircraft did not fly again. He and his crew were awarded the Distinguished Flying Cross by SAC commanders for that mission.

Howard Richardson's story was featured in a previous 8th AF News following a taped interview. As an aside, the not lucky fighter pilot ejected and after spending five days in the South Carolina low country marshes, was rescued. It was later learned that Howard's mother, a school teacher in Louisville, Mississippi, had taught him as her pupil in grade school. – Editor

## TWO BROTHERS, REVISED

Dear Walter;

Thanks for including my "Two Brothers" story in the June 2008 publication. Perhaps it's my age, but I didn't think to look up and see if any photos of our get together were available. Yes, there were two and how I wished I had sent them with the story. I will include them now. Both pictures were taken in October, 1944.

At least you know that the story is true. Sixty-three and a half years ago my brother was home on sick leave when I made it home. He was best man at our wedding.

Your AF News is in a class all by itself. Thank you and the people that turn out this wonderful magazine.

Sincerely,

**Frank Bernd, 457th BG  
Naperville, IL**



**Brothers John (right) and  
Frank Bernd (left)**

## VICIOUS VIRGIN

Dear Walt,

Enclosed is an original photograph of two members of the ground crew of the B-17 *Vicious Virgin*, 427th Squadron, 303rd BG taken in June 1943.

They were a wonderful group of men, friendly, supportive, and, of course, marvelous mechanics. We had some very bad days with wounded and lots of blood, not a pleasant chore to clean up.

I believe one of the men was Master Sergeant Jimmy Calavoti but I am not sure of the last name. Anyway, if he takes 8th AFHS magazine he will see his picture and know of all our crew's appreciation of his ground crew's efforts.

Warm personal regards,

**Abbott Smith, Lead Crew Bombardier  
303rd Bomb Group, 1943**



**Burningham Crew  
who flew the practice mission  
Back Row: John Bozaudes (r/o), Loredtz  
Hanson (cp), John Bernd (Army guest),  
Frank Bernd (lead bombardier)  
Front Row: George Voris (In), other two  
(unknown)**

## RELIEF

Dear Walter,

While reading the June 2008 issue of "8th AF News", my attention was drawn to the Illinois Chapter news item on page 33. This article sparked my memory back to 1943-1944. Our experience on our crew was somewhat similar, but not quite the same. Lt. James Lovell was the pilot of our crew. We were assigned to the 545th Bomb Squadron of the 384th Bomb Group, stationed at Grafton-Underwood during the latter part of 1943. I was the ball turret gunner on that crew.

Due to the fact that the relief tube did not provide adequate toilet facilities, especially when flying at high altitude, our crew decided that a dis-



**Ground Crew of Vicious Virgin**



posable port-a-potty would satisfy our needs, so a metal-lined ammunition box became our port-a-potty.

After being used by crew members and prior to bombs away, our radio operator would fasten the cover on the same box. Immediately after bombs away, our radio operator would toss out our port-a-potty through the open bomb bay. I don't know if any of the boxes hit the target, but fortunately none of them hit the ball turret.

Keep up the good work on this excellent publication. "Keep the show on the road."

Sincerely,

**Warren D. Tessmer, 384th BG  
Wausau, WI**

*Keep The Show on the Road - the goal of the 384th Bomb Group. -Ed.*

## PERRY COMO 1981

Dear Walt,

Perry Como was elected an "Honorary Member" of the 493rd BG in Durham, N.C. While golfing at the Como Classic. The year before Perry taped and mailed a special message to the 493rd ladies in Las Vegas and signed the song, "The Wind Behind My Wings."

Also the 493rd had another interesting B-17 pilot - Tom Landry Coach of the Dallas Cowboys.

Sincerely,

**Dale Files, 493rd BG Durham, N.C.**

*Singer Perry Como was one of the premiere Big Band singers of the WWII era. He later hosted his own television variety show. -Ed.*



**The center of the photo shows Perry with members of the 493rd including: Doris & Dale Files, A.C. Ann Shaw, Elwood & Pauline Samson, & Frank & Helen Deese**



## KILROY WAS HERE

Dear Editor:

People who visited our World War II Memorial in Washington, think it is a shame to see Kilroy's name there. Well, I as a WWII veteran, think they do not know what Kilroy did for our servicemen.

We as veterans, always had a smile or laugh, whenever we saw Kilroy on our trucks and tanks. He was a bit of morale for us. He was our best thing to make us feel that we were not alone in this war. He made us smile when we were feeling low. Then we looked up and saw a convoy coming and there was Kilroy all over our trucks and tanks.

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

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

He deserves to be our veteran friend, and be at the memorial.

Sincerely,

**John Manocchio, Altoona PA**

Age 87

Well said, John. Kilroy was indeed everywhere. His origin serves to be a mysterious thing. It seems an inspector named Kilroy of ships being built in a northern shipyard gave his approval with his signature drawing.

## UNDRESSED AIRPLANES

Dear Sir:

The half dressed beautiful women of nose art of WWII are mild compared to the standards of today. The Vargas girls were all but modest compared to what you can

see on the average beach today.

The 8th Air Force had its models but they were a far cry from the unabashed ladies encountered in many photo magazines of 2008. Most of today's models are virtually nude whereas the girls of the nose art always wore a scrap of clothing. The Vargas girls were far more modest and depictions of them on nose art were generally conservative.

Why not allow the nose art? When it relieved many airmen of the frustrations of being away from home for months and years.

Our crew on it's last mission had a Vargas girl painted on the nose. That was in mid-April 1944. We went down in Switzerland and were interned. But the Vargas girl remained on the bomber. We liked it and still have fond memories of that plane and the nose art.

Almost 70 percent of our bombers had nose art and no one objected. Our nose art was of a young woman in a skin-tight bathing suit flying with outstretched arms. I still have a photo of that plane sitting on the runway just as I remember it.

What a memory. I shall carry it always and cherish it dearly.

Sincerely,

**Forrest Clark, 44th Bomb Group  
Bristol, TN**

## THE ROYAL AIR FORCE

Gentlemen,

I have been given details of your museum services by the Public Affairs Officer, Anna Kinsley, of the U.S. Defense Attache's Office in London. I will be brief explaining that I am a WWII veteran and therefore of some antiquity!

It was a young boy at school in the 'thirties I and friends were interested in stories about the fighter "aces" in what we called The War, or The Great War (no I or II in those days). By chance, I became acquainted with a teacher who had been a pilot in the then, RFC. One day, he gave me a copy of a 1927 edition of "War Birds" and said he knew several of the characters mentioned, particularly Americans who served with RFC/RAF squadrons prior to moving into U.S. units late in 1918. This





eventually led to the American connection for me, and I never dreamed that one day, my copy of "War Birds" would carry the signatures of some of the originals including L.K. Callahan, later IO of VIII Fighter Command in WWII with whom I had a lively period of correspondence, initially about 85 Squadron RFC/RAF but later into time concerning the Mighty Eighth here. I say "lively" because of some of the expressions he used, an example being "Those WWII Fighter pilots made bums of us WWI Fighter Pilots!"

I must mention during my war I met many Americans, especially of the 91st (H) Bomber Group and 4th Fighter Group - "Debden Eagles" and that is the direct connection with 85 Squadron who Callahan visited in 1943.

My aim in contacting you is to try and extend the contact to the veteran's associations of those two groups. I was not RAF myself but Army Airborne, although I am (rather was!) a pilot.

Lastly, I am not an author but I have done a great deal of historical research for myself personally and for others. I was, for several years, a member of the U.S. Cross & Cockade Society and am essentially Pro American. Although I started this letter on "your day", it is now July 8.

Sincerely,

**R.B. (Bob) Humphries**  
Osterley, Islenworth, Middlesex,  
England

### LIBERTY BELLE

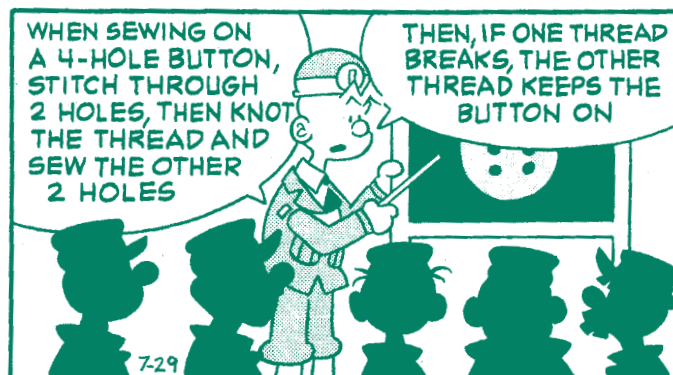
For your info and anyone else you care to share with. One day about a week ago I heard the drone of a plane flying overhead, in the overcast, which I knew had to be a B-17. This email confirms

that I was right and the picture on page 35 of the June issue of the 8th AF News adds to the confirmation. The day after Thanksgiving 1943 I flew the same route in a new B17G, piloted by Robert Lindstrom, enroute to Gander NF via a stopover at Presque Isle AFB in Maine. After a good night's sleep we took off for Gander where we were snowed in until four days before Christmas when we finally took off for Prestwick, Scotland. When we were approaching Prestwick we were waved off with instructions to proceed to Valley, Wales for refueling before heading for Stone, England the next morning where we delivered our new B-17G and awaited for our assignment orders to the 96th BG - 339th BS. The Lindstrom crew went down on their 15 mission, to Regensburg, Germany. I was not with them as I was hospitalized the day before. I went down with the Herring crew aboard the *Mischief Maker II*, while flying the ball turret on the first Berlin Raid on March 4, 1944. Five of us became POWs and six evaded. Including the camera man. Hope you enjoy this.

**Walter Rich, Union, Maine.**

PS. The *Liberty Belle* cancelled its stop over in P. Isle today due to weather/time restraints, but Gene Lynch II and I went up to meet them in his Cessna 172 Skyhawk. Gene was able to persuade them to come down from 7000' to just below the clouds at 5000' where his incredible piloting skills put us alongside the Belle so I could take a few pictures of her over P. Isle.

As they pulled away continuing their mission to Labrador we thanked them for dropping out of the clouds and slowing down to our speed for the photos.





## NORTHWEST IOWA WING CHAPTER

The Northwest Iowa Wing met on August 26, 2008 at Spirit Lake, Iowa. After the pledge to the flag, the names of 21 fallen heroes were read, and a moment of silence was had. Nine members of the Spirit Lake Chamber of Commerce surprised us with a visit to induct Milo Noble into the Iowa Navy. This Navy starts with the highest rank and the worst job. Past Presidents and Vice-Presidents plus State Officers have been inducted into this group. Gene Person from the 466th Bomb Group has written a book and the publisher has set him up with his own web page.

**Gene and Anne Person**  
[geneper@frontiernet.net](mailto:geneper@frontiernet.net)

## FLORIDA CHAPTER

The Florida Chapter of the Mighty Eighth Air Force Historical Society gathered in Winter Haven in April for the Spring Meeting. Our accommodations were the very comfortable Best Western Admiral's Inn adjacent to one of Florida's original attractions, Cypress Gardens. Board members Ken Sweet, Bob Groen, Mike Drake, and Kemp McLaughlin were all present and accounted for. Past President and Vice President Jim Hart and Bill Uphoff have agreed to join the board and continue to serve the Chapter with their guidance and wise counsel.

Tuesday it was off to Cypress Gardens for a fun filled day at the amusement park. The water shows and shops and rides were a treat for all. The beautiful botanical gardens stretch for what seemed like miles within the park and are a wonderful sight. Tuesday evening was our traditional buffet supper and then we retired to the hospitality suite to do some serious hangar flying and relaxing. One of the highlights of that evening was Tom Gagnon's video of a flight he recently made with his Dad and son in a B-17. Three generations of Gagnon's aboard a Flying Fortress.

Wednesday morning the general membership meeting was convened. As most chapters have found, attendance is dwindling for our meetings. Because of the revenue and conve-

nience, we are now going back to one meeting a year. The membership was also appraised of some other cost cutting measures like going down to publishing two newsletters a year instead of quarterly. The suggestion had also been made to hold luncheons around the state instead of full meetings.

Wednesday afternoon saw us boarding buses for Fantasy of Flight air museum in Polk City. Fantasy of Flight has one of the largest collections of flyable war birds anywhere, including World War I aircraft that have been restored to flying condition. The highlight of the trip was seeing the two P-51's that are there as well as the B-17 on static display and the B-24 Liberator.

The Wednesday night banquet was special for a several reasons. The colors were presented by a JROTC Color Guard from Winter Haven High School to open the evening's festivities. Former President Hart and former Vice President Uphoff were thanked by President Tom Gagnon, for their years of service. Each received an engraved plaque expressing the Chapter's appreciation for their many contributions to the chapter. Our after-dinner speaker was Dr. Walt Brown, CEO of the Mighty Eighth Air Force Museum in Savannah. He gave a wonderful presentation of current and planned activities at the museum. Dr. Brown spoke movingly of POW experiences and the liberation of one particular camp. The German flag from



**Kemp McLaughlin, Walter Brown, Tom Gagnon, President, Jim Hart, Trudi Hart, Janet Gagnon, Kay Uphoff and Bill Uphoff**



### Moosburg German Flag

the town adjacent to the camp is now in the museum's collection. It had been signed by many of the POWs that were liberated. Dr. Brown displayed the flag for all to see, bringing tears to the eyes of many in the room. After his presentation, many in the room approached the flag for a closer look at this piece of 8th Air Force history.

The Thursday morning memorial service was opened with presentation of the colors by an honor guard from VFW Post 4289 of Winter Haven. A candle ceremony honoring Messrs: John F. Peacock, 388th BG, Robert Lamoureux, 379th BG, and Thomas Kelley, 385th BG was followed by TAPS. The memorial service and the reunion were adjourned at that point.

Our next reunion is tentatively



scheduled for next spring in the Boca Raton area. If you are going to be in the vicinity please make plans to join us and save the date. You can contact Ken Sweet at ksotown@earthlink.net, or 407-869-6693, and Tom Gagnon at 813-394-0338 for the latest information as it becomes available.

**Ken Sweet and Tom Gagnon**

## VIRGINIA CHAPTER

Chapter President Lew Burke and the Excom of the Virginia Chapter are re-organizing their meeting schedule for the year, and they still plan to hold three major luncheons each year. Other business matters discussed are the fact that Chapter Dues are due and they also are putting out a search for a webmaster.

It is noted that several other Historical Society Chapters and a number of Bomb Group Associations currently have active and successful websites usually run by the NexGens of the groups and Virginia Chapter members could benefit by establishing an online site.

## ALABAMA CHAPTER

Members of the Alabama Chapter along with 300 other attendees participated in a Memorial Day Service on the grounds of The American Village, Montevallo, Alabama. Thirty wreaths were laid by organizations in remembrance, a ceremony similar to the annual event held at the American Cemetery in Madingley, England. The Alabama contingent, consisting of Chapter President Bill Massey and past-President Glenn Taylor laid their wreath in honor of those who served in the 8th Air Force, gathering at the special monument sponsored by the Chapter



at the site. Also present were Chuck Bowman, Sarah Taylor, Henry and Amy Arnold, Hank Arnold, and Joy Dunlap.

The event is sponsored by the Blue Star Foundation and The American Village, which recognizes the sacrifices of all American services and those who have served in all of our wars. The Village is a replica of an early American township and is unique in its beauty and mission: To teach history to the youth of our country and pay honor to the dedication and spirit of Americanism. A 500-acre National Cemetery has been established adjacent to the Village to accommodate future deceased veterans. During the memorial service the attendees were treated to a flyover by a P-51 Mustang fighter.

## IOWA CHAPTER

The Iowa Chapter of the Eighth Air Force Historical Society held it's silver anniversary reunion on Saturday August 23rd 2008 at the Quality Inn Ames, Iowa.

Before our noon luncheon, Leon G. Mehring our treasurer gave a reading of "I am the flag of the United States of America". He also did the POW/MIA presentation. After lunch we rented three vans and drove to Ankeny, Iowa to the Iowa Aviation Heritage Museum for a tour of two hangars. They have memorabilia from WWII and from our members of the 8th Air Force.

They have a 20-foot radio controlled model of a B-17 and a larger one of the B-29 hung from the ceiling.

The main attraction was the Maiden Flight of a just restored Fairchild PT-19. What a thrill for us to witness this. At our general business meeting, Charles Taylor, Leon Mehring and Barry Johnson were re-elected for three more years. Charles as President, Leon as Treasurer, and Barry as Secretary.

After our banquet our guest speaker was Norman Rudi of Ames Iowa, a retired architect and author of three WWII books. He had a very interesting speech and was enjoyed by all.

Once again Ernie Ley from St. Cloud, Minnesota displayed his memorabilia of pictures and signatures of famous WWII persons from all branches of service. Thanks Ernie.



**First takeoff of the restored Fairchild PT-19**

An enjoyable day was had by all.  
Sincerely,

**Leon G. Mehring, Treasurer**

## ILLINOIS CHAPTER

The 95th BG flew in the B-17 *Nine-O-Nine* from Waukegan to Chicago. Before take-off, crowds gathered by the fenced-off landing strip, waiting to inspect and fly the aircraft. Ed started to retell of his food drop flights over German-occupied Holland. In the crowd was Klaas Van Derlip, who was 12 years old and lived near Amsterdam during the food rescues. Klaas now living in Lake Villa traveled to Waukegan after reading about the tour flights. He met Ed Barrett, shook his hand and said "You guys saved our lives. I had to be here today. I liked what you men did. You brought us food. Thank you." Mark Barrett, Ed's son, said "I haven't seen him this happy in a long time." Ed never sat down after take-off, preferring to stand and gaze out the side turret.

**submitted by Mike Barrett, Ed Berthold & Jack VanAcker**

## OREGON CHAPTER

The Air Force Thunderbirds or the Navy Blue Angels, when combined with skydivers, other aerobatics, and some old warbirds are a big draw for aviation fans. And our Chapter members like airplanes!

President Tom Davis announced that we were offered a booth at the Hillsboro Air Show, shared with the National Combat History Archives, for a couple of our WW2 vets to meet and talk with show visitors. Our representatives were Wally Groce, P47 pilot in the 8th, and Bill Seitz, a two-tour B24 pilot in the 15th.



We had good attendance for this meeting, and Joe Conroy reported that, although we have had our share of the passing of several vets in the past few months, we have actually signed up 6 new members since the last quarterly report.

After a short business meeting and lunch, President Davis introduced our speaker for the day, Roland Fisher. A long-time member of our Chapter, Fisher had varied and distinguished WW2 service in both the RAF and the US Army Air Corps. Although he had already earned a private ticket, Fisher was a year too young to qualify for Air Corps aviation cadet training when war broke out. So he went to England where he enlisted as a RAF Volunteer, and after earning his wings as a Pilot Officer, was assigned to an RAF night fighter unit where he flew Beaufighters. It was here that he learned, and used in many night actions over England, the skill and technique of using airborne radar. In December of 1942, he transferred as a 2nd Lt. to the 8th Air Force, and was sent to Orlando Florida as a night fighter instructor.

Then, a big move...to New Guinea and the 5th Air Force as Operations Of-

ficer of the 63rd Bomb Squadron, THE SNOOPERS. This was a new duty for the versatile B24, as well as for the crews who flew them. Their job was flying alone at night and at low altitude (50 to 500 feet), using a new radar with range of up to 175 miles, to locate and sink enemy ships.

And that they did! The 63rd Bomb Squadron was credited with destroying 750,000 tons of Japanese shipping during WWII.

In September, 1944, based on OWI Isle in NW New Guinea, Fisher was given a night mission to look for Japanese ships in Davao Gulf, Philippine Islands, 900 miles to the northwest. At dusk he lifted off in B24D, "Miss Liberty."

By midnight he had found no ships, so he diverted to his secondary target, an enemy airstrip on the coast near Davao City. He bombed the strip and was headed home when a Japanese night fighter attacked and badly damaged his plane. 20mm shellfire cut his elevator control cables and hydraulic lines and destroyed the autopilot and compass. Then, because his guns jammed, the fighter pilot deliberately rammed the B24. The impact tore off the right engine of the fighter, crushed

the canopy, and threw the Lib into a steep dive. With only his trim tabs for elevator control Fisher just missed going into the ocean, leveled off, and began the long dark flight over 900 miles of open ocean to home base on OWI. A hairy landing using trim tabs for elevator control, touch down with no brakes, and a deliberate ground loop brought *Miss Liberty* and her crew safely home.

This action brought an award of the Distinguished Flying Cross to Captain Roland Fisher.

At the beginning of his talk, Fisher had lauded the great wartime service of the B24. The remarkable saga of *Miss Liberty* added much to that record.

Years after the war, although Fisher had been sure that the Japanese fighter pilot had died in ramming the plane, he found that the pilot, Yosimasa Nakagawa, had survived and was still living. In 1972 they met in Japan, and in comparing their stories both were amazed but deeply grateful that each had survived. Nakagawa returned the visit that same year, and they have been close friends since.

## NORWEGIANS HONOR 8TH AIR FORCE CREW

Submitted by Richard Baynes, 466th Bomb Group

On a 21 April 1945 mission carrying supplies to the Norwegian resistance movement, a B-24 Carpetbagger crew was attacked and forced to land, with several crew members successfully bailing out. One crewman died and two others were taken prisoner by the Germans. The local resistance rescued the others.

The incident, which occurred near Stavern, Vestfold, in Southern Norway, has been made into a film documentary and a memorial has been placed at the crash site. There has been some ongoing contact between the crew and the Norwegian resistance members. The Norwegian members of the Mil.Org (resistance) and the NROF (Norwegian Reserve Officers Association) have recently recognized the courageous crew with visible signs of the gratitude and of the bonds that exist between the countries.

Plaques were presented to the crew members. Two of the plaques of airmen whose families were unable to be contacted have been placed in the Norway Flyers exhibition in the Honoring the Eighth Gallery of the Mighty Eighth Air Force Museum. Members of the 858th Squadron crew were Arthur Greenwood, Robert Beard, Ralph Maassen, Jack Divine, Hubert Brabec, Robert Broadus, Stephen Marangas, Hayden

Parker, Claude McClure, and Ralph Keeney.

The inscription on the plaques reads:

For dedicated achievement in providing airborne supplies to the Norwegian resistance movement (Mil.Org) in occupied Norway during World War II







A rusty one-ton bomb dropped by an American B-29 Superfortress on Japan during WWII was defused by Japan's Ground Self-Defense Force in Osaka, Japan sixty-three years

after the Japanese surrender. Nearby highways and roads were closed and 5,400 Japanese residents were evacuated during the procedure. Flights at nearby airports were re-routed and buses and boats were diverted. The defusing procedure, not the bomb, went off smoothly. -- Don't mess with America.

Interest in locating missing 8th AF airmen in Europe is still at a peak. The U.S. Defense POW/Missing Personnel Office recently arrived in Poland to follow leads they have received concerning missing airmen with hope of finding crash sites and remains of fliers. They will interview villagers and search through town and church records for leads. There are still 78,000 American servicemen from all branches missing from WWII, 8,100 from the Korean War, and 1757 from Vietnam.

Howard Richardson, 385th BG, forwards some aviation deep philosophical thoughts:

\*There are only two things that will happen to you as a pilot. One day you will walk out to your airplane knowing that it is your last flight. The other is that one day you will walk out to your airplane not knowing it will be your last flight.

\*If helicopters are so safe, why are there no vintage/classic helicopter fly-ins?

\*"I've flown in both pilot seats, as pilot and copilot. Can someone tell me why the other one is always occupied by an idiot?"

The family of 8th AF B17 copilot Walter Carr has succeeded in working with the U.S. Department of Defense to erect a Memorial stone to their loved

one killed on a mission over Holland on 5 November 1943. Michael Prestia reports that the memorial is located in Mt. Auburn Cemetery in Dunbar PA., 40 miles south of Pittsburgh.

From The Badger News, Wisconsin Chapter:

\*Among the unheralded losses of WWII are approximately forty pedestrians who were killed by autos and British taxis in blacked-out London during the Blitz.

\*The first German bomb to fall on Leningrad during the ill-conceived Nazi incursion into Russia during the war killed the only elephant in the Leningrad city zoo.

\*Over two-thirds of fighter aces tended to have blue or light-colored eyes. They were, as an entity, shorter than the average pilot and after the war had more daughters than sons. No one has figured that last statistic out as yet, but it may have had something to do with hours of sitting on that hard rubber dinky in their cockpits during combat missions.

Diplomats from over 100 nations have agreed on a treaty to ban current types of cluster bombs and require destruction of stockpiles within eight years. Allied bombers dropped cluster bombs on enemy installations in WWII. Cluster munitions today scatter hundreds of "bomblets" over a several hundred-yards area. Cluster bombs that do not detonate present as a danger to civilians in the drop areas. The Dublin conference did not involve the United States, Russia, China, Israel, India, and Pakistan.

'Never miss a chance to shut up.'  
- Will Rogers

The well-received new book release from Earl Wassom, *Hello Darkee*, presents a compendium of fifteen years of Earl's How About It! columns published in each edition of the 8th AF News and earlier in the Tennessee Chapter *Flyover*. Earl says that the volume is now available online at: [hellodarkee.com](http://hellodarkee.com)

The world's first nuclear reactor, built in thirteen months to produce plutonium for the atomic bombs in World

War II is now designated as a National Historic Landmark. The plutonium was responsible for the first man-made nuclear blast, the Trinity test in New Mexico on 16 July 1945 and for the last bomb dropped during the war, on Nagasaki, Japan on 9 August 1945.

It was called "The Last Show" by the citizens of Indianapolis. For forty years Meredith Smith had organized the Fourth of July pyrotechnics show over the city and he died earlier this year. A portion of its cremated remains never made it to a Columbarium. Instead, according to his final wishes, Smith's ashes were sent up in a big white fireworks burst over the city as the show's Finale. T-shirts of "the last shot" were available.

The 351st Bomb Group Association is again organizing a trip to their Polebrook airbase for their kids and grandkids and friends for the summer of 2009. The trip heads to Gay Paree for a few days and then on to England from Paris with a lengthy sight-seeing time at Polebrook. They will visit the American cemetery at Madingley and take in an airshow at Duxford – a two-week trip, meeting host families along the way. Sally Hatcher Ewald, the daughter of wartime 351st CO Col. William Hatcher, is leading this excellent excursion. Her info contact tel# is: 707-829-5600; 4733 Vine Hill Rd., Sebastopol CA 95472.

Bert Shepard flew 33 missions as a P-38 pilot and was shot down on his 34th. As a POW, his badly injured right leg underwent a BK amputation during his internment. Prior to the war he had played baseball in the Chicago White Sox chain and after his return home in 1945 tried out with the Washington Senators under owner Clark Griffith. He was signed and went on to actually pitch a game in the major leagues – with one good leg.

The EAA B-17 bomber *Aluminum Overcast* flies in to Gwinnett Co. Airport to honor 8th AF veterans on October 16-20, 2008. Ground tours and flights in this restored aircraft. For info look at [www.b17.org](http://www.b17.org) or dial 1-800-359-6217. Fly the Fortress!



# LICENSE PLATES OF THE MIGHTY EIGHTH



Henry Johnson of Bonita Springs, Florida flew missions out of Debach, England with the 493rd Bomb Group.  
submitted by Martin & Barbara Johnson

I am the wife of the late Lt. Col. Donald J. Lord, better known by his crew as "Bulgie". No man more proud of his country. He flew his first bombing mission on "D-Day" and completed 35 combat missions in just 96 days.

I bought the license plate as a birthday gift when the personal plates came out and he did enjoy them for several years. I will always keep them. I love the pictures of the license plates that appear in your magazine as do I love the magazine and look forward to each issue.

In your last September issue page 21 the letter from Stan Edelman, M.D. who was in the same squadron might have known my Don. It sure would be great to hear from him.

I hope the enclosed picture is appropriate for your magazine.

Sincerely, Theda M. Lord 4021 Greywell Way Sacramento, CA 95864-6050



Gary Moncur of Salt Lake City, Utah, 303rd BG, bought a new car and a new license plate. Gary's other car still reads, "B17-TBRD"



Colin Storey of Penfield, New York kneels by his B 17 G sports car. He was the pilot of *Round Trip*, a 94th BG B-17. He completed 35 missions from Bury St. Edmunds, surviving a shoot-down and crash landing in Belgium on his 27th mission. Colin flew in the Korean War as well.



Frank Kravetz was attached to the 457th BG, 750th Sq. He was wounded in a shootdown of his B-17 on a mission to Merseberg, landing in Moosburg POW camp. Liberated by Gen. George Patton's tanks and troops on 29 April 1945.  
submitted by his daughter Lynne Kravetz Hartnett



## B47 STRATOJET ASSOCIATION

September 25-28, 2008  
Marietta GA  
Hilton Atlanta/ Marietta Conference Center  
Contact: Bob Bowman  
770-826-5562  
Email [bbowman@northhighland.com](mailto:bbowman@northhighland.com)

## 455TH BOMB GROUP ASSOCIATION

October 1-5, 2008  
Holiday Inn Louisville Downtown  
Contact: Armed Forces Reunions Inc.  
PO Box 11327  
Norfolk VA 23517

## 78TH FIGHTER GROUP ASSOCIATION

October 2-5, 2008  
Tucson Arizona Inn Suites Hotel & Suites  
Contact: Carolyn Knowlton  
12022 N. Thunderbird Rd.  
Sun City AZ 85351

623-933-1198

## 401ST BOMB GROUP ASSOCIATION

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

## SWISS INTERNEES REUNION

October 16-20, 2008  
LaQuinta Inn, Music City Centre  
Branson, MO  
[www.bransonmilitaryreunions.com/](http://www.bransonmilitaryreunions.com/)

## 801ST CARPETBAGGERS

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

## 486TH BOMB GROUP ASSOCIATION

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

## 2009 8th Air Force Historical Society Annual Reunion

August 18th - August 22nd.  
Cincinnati, Ohio



Illustration by Roger Stuch



Officers Club Party - Oct. 4, 1943 at Enid AFB  
Oklahoma (below)  
submitted by Hank Barker 453rd BG



**Albright, William Edmond**, Nashville, TN; 379<sup>th</sup> BG navigator/bombardier awarded the Distinguished Flying Cross; navigational trainer during the Korean War, President of the 379<sup>th</sup> BG 2000-2001.

**Dunford, Jefferson Hulme**, Bloomington, ID; 358<sup>th</sup> BG tail gunner, POW.

**Pentz, Arthur Hollic, Sr.**, Greensboro, NC; piloted the B-17 "Old Ironsides"; shot down over Germany in 1943; POW at Stalag Luft 3; flew in the Korean War; retired after 37 years with the Masonite Corporation.

**Carroll, George M.**, Mt. Vernon, WA; 303<sup>rd</sup> BG navigator; received the Distinguished Flying Cross twice.

**Adams, William F. (Bill)**, London, England; honorary member of the 303<sup>rd</sup> BG; dedicated friend of the Mighty Eighth; noted for his woodcarving skills and plaques provided to many members of the 8<sup>th</sup>; avid historian for the 303<sup>rd</sup> BGA, who dedicated a plaque in his honor in the Memorial Garden of the Mighty Eighth AF Museum.



**Bill Adams**



**8th AF Memphis Belle nose art in honor of William "Bill" Adams.**

**Soderblom, Stanley J. "Sody"**, Pittsburgh, PA; 305<sup>th</sup> BG; one of the first Americans to arrive in England in August, 1942, not returning home until December 1945, among the longest tours of duty in the war-time 8<sup>th</sup>; President of the 305<sup>th</sup> BGMA 2006-2007.

**Martin, Matthew S.**, 357<sup>th</sup> BG, POW.

**Allen, M.D., Herbert C. Jr**, Houston, TX; 96<sup>th</sup> BG flight surgeon who provided the memorial stained glass window in St. Andrews Chapel, Snetterton Heath, England; contributed to a memorial window in the Mighty Eighth Air Force Museum. Both windows honored men who lost their lives during WWII.

**Joseph, Joe**, New Smyrna Beach, FL; 398<sup>th</sup> BG top turret gunner in "Moy's Boys" crew.

**Dempsey, Peter**, Steilacoom, WA; 55<sup>th</sup> FS, flew a P-51D until downed in October 1944; became a POW. He took his final flight one

day before his 88<sup>th</sup> birthday.

**Mansfield, Carl J.**, Cartersville, GA; 55<sup>th</sup> FG, 442<sup>nd</sup> Air Service Group.

**Mitchell, Robert R.**, Casper, WY; 338<sup>th</sup> FS communications chief.

**Morales, John G.**, Los Angeles, CA; 55<sup>th</sup> GF and 442<sup>nd</sup> ASG ground crew.

**Campbell, Leroy "Al"**, Superior, WI; 389<sup>th</sup> BG navigator and bombardier.

**Kapus, James F.**, Germantown, WI; 384<sup>th</sup> BG ground crew engine mechanic.

**Meyer, Jerry**, Brookville, FL; flew 30 missions with the 94<sup>th</sup> BG. Following the war, Jerry joined the New York City police department where he served for 25 years.

**McMahon, James H.**, Santa Rosa, CA; joined the 409<sup>th</sup> and 329<sup>th</sup> BS of 93<sup>rd</sup> BG in 1943; flew over 40 missions as a toggler/gunner/flight engineer; MIA 1944, interned in Sweden following crash landing on his 32<sup>nd</sup> mission; awarded the Distinguished Flying Cross, Air Medal with three Oak Leaf Clusters, two Purple Hearts, EAME medal with twelve Battle Stars and one Bronze Arrowhead for D-Day, American Theater medal, Pacific Theater medal, and a POW medal; also awarded several French medals including the Croix de Guerre for Normandy, and two Belgian medals. Claimed one ME-109 fighter, one FW-190 fighter, and one JU-88 fighter.

**Reynolds, Lawrence A.**, Colorado Springs, CO; 93<sup>rd</sup> BG waist gunner, reported by his daughter, Anne M. Reynolds.

**Ringenberg, Margaret Ray**, Oshkosh, WI; Women's Air Service Pilot (WASP) ferried military planes across the country during WW I; adventures earned her a chapter in Tom Brokaw's "The Greatest Generation"; 19 when she flew solo the first time in 1941; continued to fly into her 80s.

**Hand, Robert A.**, Johnson City, TN; 303<sup>rd</sup> BG, 359<sup>th</sup> BS bombardier; author of "Last Raid", his personal account of the 303<sup>rd</sup> BG participation in the thousand plane raid on Berlin, February 1945; also a talented artist.

**Bohlssen, Ralph**, Oshkosh, WI; 100<sup>th</sup> BG navigator; submitted by long-time friend Don Denow.

**Bryan, William E., Jr**, Ocean Springs, MS; 339<sup>th</sup> Fighter Group with 114 combat missions as a P-51 Mustang fighter pilot; achieved status of Ace; flew additional missions in Korean and Vietnam.

**Jensen, Eugene T.**, Phoenix, AZ; 100<sup>th</sup> BG, 349<sup>th</sup> BS pilot, followed by a life-long career with the US Public Health Service helping to establish world-wide environmental and conservation policies.



**William Bryan Jr**

**Callahan, Raymond**, North Hornell, NY; 388<sup>th</sup> BG pilot of B-17 "Callahan Circus," POW 1944-45. (picture)

**Hohing, Conrad, Jr**, Rock Hill, SC; 91<sup>st</sup> BG pilot; earned two Air Medals and two Purple Hearts.

**Millett, James J.**, Houston, TX; 100<sup>th</sup> BG, 349<sup>th</sup> BS co-pilot with 35 combat missions. Reported by Dick Ayesh, 100<sup>th</sup> BG.

**Bebaeff, Nick P.**, San Marcos, CA; 55<sup>th</sup> FG, 343<sup>rd</sup> FS pilot; flew a P-51D "Miss Many".

**Tessanne, James**, Savannah, GA; veteran of Korean and Vietnam Wars. Later worked with Gulfstream Aerospace where he assisted in the restoration of the B-47 now at the Mighty Eighth Air Force Museum.

**Sharp, Robert J.**, Sprague, WA; 381<sup>st</sup> BG toggler; lifetime member of Washington Chapter 8<sup>th</sup> AFHS.

**Hollingsworth, Thomas Ashton II**, Savannah, GA; 385<sup>th</sup> BG bombardier, spent two years as a POW, volunteered at the Mighty Eighth Air Force Museum.

**Hoyt, Elton "Pete", III**, Mentor, OH; 379<sup>th</sup> BG pilot; shot down over France; MIA for six months but escaped with the help of the French Underground; received the Silver Star upon his return.

**Martin, Franklin Stewart**, Union City, GA; 490<sup>th</sup> BG radio operator, followed by a 40-year career with Delta Airlines.

**Dey, Edwin**, Forest Grove, OR; 92<sup>nd</sup> BG radio operator and gunner, POW; served in Korean War, worked for the Department of Defense; also taught night school in Germany and History and Political Science at Portland Community College.

**Millar, Robert E.**, Hatboro, PA; among the first to go to Europe, arriving in Iceland in August 1941 as part of the 33<sup>rd</sup> FS.

**Scaljon, Michael**, Memphis, TN; bombardier. Michael and three of his brothers joined different branches of the service the day after Pearl Harbor, earning their mother the award of "Mother of the Year" by the City of Baltimore.

**Shepard, Bert. R.**, Hesperia, CA; fighter pilot of a P-38; shot down and injured,



**Raymond Callahan**



**Nick Babaeff**



he was taken POW by the Germans, who amputated his right leg several inches below the knee. Another captured soldier crafted him a prosthetic leg during his internment.

**Fletcher, William H. "Bill",** Nicholson, GA; pilot of "Fletcher's Castoria", 100<sup>th</sup> BG, 350<sup>th</sup> BS; POW at Stalag Luft VI, Heydekrug, East Prussia.

**Karas, Christopher,** Clearwater, FL; B-17 pilot in the 97<sup>th</sup> BG, co-author of "The Hour Has Come."

**Truluck, John, Jr.,** Charleston, SC; 56<sup>th</sup> FG, 63<sup>rd</sup> Sqdn; P-47 Thunderbolt pilot; flew 72 missions in his plane, affectionately named "Lady Jane"; earned the title of Ace with seven confirmed kills; instrumental in training the Tuskegee Airmen; awarded the Distinguished Flying Cross and Distinguished Service Cross, both with Oak Leaf Clusters.

**Dike, Sam E. "Snuffy",** Alliance, OH; 457<sup>th</sup> BG, 748<sup>th</sup> BS; ball turret gunner, reported by his daughter Carol Dennis.

**Carpenter, William L.,** Guyton, GA; 401<sup>st</sup> BG tail-gunner on "Mountain Dew" out of Deenethorpe, England.

**Dillingham, Maurice S.,** San Antonio, TX; 384<sup>th</sup> BG and POW in Stalag 1 at Barth. Maury celebrated his 100<sup>th</sup> birthday earlier this year, reported in June 08 8<sup>th</sup> AF News.

**Campbell, Herbert,** St. Joseph, MO; 91<sup>st</sup> BG B-17 co-pilot; worked 43 years for Schreiber Mills Inc. before retiring as plant superintendent in 1989.

**Garvin, Arch,** Abington, PA; 385<sup>th</sup> BG 551<sup>st</sup> BS; piloted both the "Golden Goose" and "This Is It."

**Lucarelli, John P.,** Union, NJ; 100<sup>th</sup> BG.

**Wolfe, Anthony J.,** Scranton, PA; 8<sup>th</sup> AF WWII; graduate of University of Scranton; became director of finance in the home health care industry.

**Chalners, Allen, J.,** Orlando, FL; 361<sup>st</sup> FG, 376<sup>th</sup> FS pilot.

**Wright, Jimmie C.,** Columbia, SC; 376<sup>th</sup> FS, 361<sup>st</sup> FG; flew P-47 Thunderbolt, P-51, F-86, F-104 and multiple support aircraft; served in the Korean War.

**Hoffman, Ralph,** Oneida, TN; Tennessee Chapter, 8<sup>th</sup> AFHS, pilot honored with the Air Medal, Air Campaign Medal, Distinguished Flying Cross, WWII Victory Medal, Good Conduct Medal, and the

European/African/Middle Eastern Campaign Medal.

**Cassidy, James B. Sr.,** Chicago, IL; 445<sup>th</sup> BG, reported by Illinois Chapter, 8<sup>th</sup> AFHS.

**Tisdale, William Melton "Boots" Sr.,** Sumter, SC; 8<sup>th</sup> Army Air Corps veteran; awarded the WW II Victory Medal, Occupation Medal Japan and the Asiatic Pacific Theatre Service Medal.

**Griffing, Lawrence L.,** Andrews, NC; life member of the 8<sup>th</sup> AFHS, reported by his wife Ruth.

**Pignatelli, Louis J.,** Park Ridge, IL; 354<sup>th</sup> FG, 462<sup>nd</sup> SG, 9<sup>th</sup> AF. After D-Day, he returned to England and became a member of the 8<sup>th</sup> AF 100<sup>th</sup> BG (H).

**Atkins, Robert,** Huntington Station, NY; reported by his sister, Diane Brand.

**Lambert, John L.,** Largo, FL; awarded the Silver star, two Distinguished Flying Crosses, and other awards; served as Air Attaché in the American Embassy, Helsinki.

**Warren, F. Timothy,** Tewksbury, MA; 486<sup>th</sup> BG, 834<sup>th</sup> BS.

**Minker, Rev. Ralph L. Jr.,** Reston, PA; 447<sup>th</sup> BG B-17 pilot completing 37 missions.

**Bennett, Otes,** Delray Beach, FL; bomber pilot while stationed with the 8<sup>th</sup> Air Force in England.

**Shalenko, John,** Fairview Heights, IL; 8<sup>th</sup> AFHS; 35 bombing missions in the B-17 "Fast Baby" as a radio operator and gunner; received the Air Medal with Three Clusters, the Distinguished Flying Cross and the EAME Medal.

**Schmidt, Stephen G. Sr.,** Aurora, IL; 351<sup>st</sup> BG, 510<sup>th</sup> BS, tail gunner on the B-17 "The Duchess".

**Sykes, Richard T.,** Los Angeles, CA; fighter pilot who flew P-38 fighter planes in 50 combat missions over Europe from June to December 1944. On his final mission, he was shot down over German-controlled territory and declared MIA. With the help of Hungarian farmers, he was able to evade capture and eventually was safely reunited with US forces.

**Taylor, Thomas K,** Austin, TX; fighter pilot who flew 84 missions against the German and Italian Air Forces in British Spitfires as a member of the 31<sup>st</sup> FG. Taking part in the earliest American fighter sweeps against Nazi-occupied Europe, he survived the infamous Dieppe Raid of August 19, 1942, and later was chosen as the lead wingman escorting President Franklin D. Roosevelt to the Casablanca Conference of January 1943. Decorated by both Generals Doolittle and Spaatz, he was awarded the Distinguished

Flying Cross and the Air Medal with seven Oak Clusters.

**Beatty, Albert Carroll,** Mineral Wells, TX; originally a member of F Troop in Mineral Wells as a member of the horse cavalry; his desire to support the war effort caused him to move to California to work in a bomber plant building up the US military for World War II; July 1944 went to Carlsbad, NM for bomber training; bombardier assigned to the 8th Air Force where he completed 20 bombing missions including the bombing of Berlin; 1951 was sent to Korea to fly combat missions with the famed 4th Fighter Group where he flew 60 combat missions over North Korea and engaged in numerous "dog fights" with Korean Mig 15s; two confirmed kills. His flying skills are featured in a book entitled "Mig Alley"; awarded three Air Medals and the Presidential Unit Citation badge, among numerous other medals for intensive air combat operations.

**Bates, Jesse T.,** Alamogordo, NM; B-24 tail gunner; served during the Korean conflict.

**Kester, Alton Arthur,** Allentown, PA; navigator; flew more than 30 missions over Europe.

**Koorennny, Raymond Charles,** Huntsville, AL; drafted in 1942 and retired 23 years later; B-17 pilot in the 8th, shot down on March 27, 1944; spent thirteen and a half months as a POW in Stalag Luft I, Barth, Germany; liberated by the Russian Army and returned to the US June 1945.

**Roland, Joseph Russell,** Portland, OR; 351<sup>st</sup> BG, enlisted in the Army Air Corps after the Navy turned him down because of his "funny looking" feet; served as engineer and top turret gunner; completed 17 combat missions from Polebrook, England; saw D-Day from the air and participated in low altitude tactical bombing during the break out from Normandy.

**Williams, Howard Oliver,** Santa Rosa, CA; flew 35 missions with the 100<sup>th</sup> BG as a tail gunner; was the last surviving member of



William Fletcher



Herbert Campbell



Albert Beatty



Joseph Roland



the crew of the B-17 "Silver Dollar".

**Massouh, Alvin George**, Victoria, TX; drafted from the University of Texas in 1943 and sent to England. It was during the war effort that Alvin got his first look at an English rose. Her name was Pamela Adby, and they married in 1945.

**Dunken, Allen G.**, Tacoma, WA; fighter pilot who flew 120 sorties in P-47 aircraft over Western Europe; served several stations in the United States, England, Korea, and Saudi Arabia; retired from the Air Force in 1970.

**Herres, Gen. Robert Tralles**, San Antonio, TX; graduated from the US Naval Academy in 1954 and entered the Air Force; served in fighter-interceptors, technical intelligence, graduated from the Aerospace Research Pilot school, was selected in the Manned Orbiting Laboratory program; commander of the 449th Bombardment Wing, served in Southeast Asia as commander of the 310th Strategic Wing as Commander of the A.F. Communications Command; was Commander of the 8th Air Force on staff



**Gen. Robert Herres**

of the Joint Chiefs of Staff as Commander of the North American Aerospace Defense Command and Aerospace Defense Command, as the first Vice-Chairman of the Joint Chiefs of Staff, thus the second ranking

Officer in the U.S. Armed Forces.

**Chepurko, Peter P.**, Jacksonville, FL; served in both WWII and Korean Wars as a navigator/bombardier; earned a number of medals and awards, including Purple Heart, Distinguished Flying Cross, and Air and Victory medals; before retiring, he served as Chief of the 8th Air Force Missile Standardization Branch handling ICBM missiles.

**Munro, Milton L.**, Fresno, CA; 44th Bomb Group; remained in the Air Force and retired as a Lieutenant Colonel.

**Keenan, Paul J.**, Milwaukee, WI; 398th BG, 603rd BS B-17 pilot.

**Beauchamp, Robert O.**, Springfield, IL; 448th BG, 713th BS B-24 aircraft mechanic in East Anglia; during the Cold War era he joined the Illinois Air National Guard and was assigned to the 170th Fighter Squadron where he remained until his discharge in 1952.

**Holton, Jack W.**, Winston-Salem, NC; graduated from Flight School as a P-38 fighter pilot; was on a sortie escorting B-17 bombers to Germany when his aircraft suffered mechanical failure over Belgium/France. He avoided capture and escaped through the underground to Switzerland; repatriated three months later.

**Kraus, Harry**, Scottsbluff, NE; entered the US Air Force February 21, 1942 serving in England and France with the 8th Air Force as an aircraft mechanic.

**Brown, William Edward, Jr.**, Covington, LA; B-24 flight engineer and top turret gunner.

**Otto Harlin Webb**, Athens, Ohio, was US Army Air Corps veteran of World War II.

**Tiegs, Theodore A. "Ted"**, Santa Maria, CA; 8th Army Air Force from June 1942 until November 1945 stationed in Saffronwalden, England.

**Meyer, Wayne C.**, Zelienople, PA; bombardier.

**Hawley, Harold John**, Raleigh, NC; joined the Army Air Corps in December 1941 and served in England for three years.

**Marcinik, John**, Independence, OH; 388th Bomb Group.

**Tylka, Roman J., Sr.**, St. Louis, MO; B-17 aerial gunner wounded November 2, 1944; received Air Medal with four Oak Leaf Clusters, Aerial Gunner Achievement Award, Purple Heart, American Medal 1941-1945.

**Hayes, Thomas L.**, Potomac Falls, VA; 357th FG pilot, fighter Ace with 8-1/2 German and two Japanese aircraft; 143 combat missions; flew the only P-51D that participated in the Normandy invasion, flying two missions on D-Day; received the Silver Star, three Distinguished Flying Crosses, and the Purple Heart; retired from the Pentagon in 1970.

**Zupan, Don**, Shakopee, MN; 379th BG B-17 ball turret gunner; POW interned in Switzerland, escaped; served in Korea and Vietnam as a gunner on P-61, B-29, B-52, RB-47. Retired after 28 years in the Air Force.

**Smith, Lyle G.**, St. Paul, MI; 100th Bomb Group stationed in Thorpe Abbots, England.

**Bates, Jesse T.**, Mayhill, TX; B-24 tail gunner, also served in the Korean War.

**Kiesel, Frederic T.**, San Pedro, CA; 303rd BG, awarded the Silver Star.

**MacDonald, James Edward**, Troy, MI; 446th BG, the "Bungay Buckeroos"; flight engineer on a B-24 and was on the mission in which his BG lead the D-Day invasion; also involved in

dropping medical supplies, ammunition and food at very low altitudes.

**Miller, Willis Lee**, Westminster, CA; 392nd BG pilot in "Starduster"; awards include the Air Medal with Oak Leaf Clusters, Silver Star, and the Distinguished Flying Cross.

**Kubly, Alvin Raymond "Ray"**, Watertown, WI; 34th BG bombardier, wounded and taken as a POW when his plane was shot down over German occupied Holland. While recovering from his wounds at an enemy hospital in Holland, Ray and five others escaped with the help of the Dutch Underground. After nearly six months of being moved from farm to farm by the Underground, he returned across Allied lines to safety and freedom. He was also a member of the 8th AFHS and the Air Force Escape and Evasion Society.



**Ray Kubly**

**Huson, Edwin "Bud" S.**, Kingsville, MD; 92nd BG, 327th BS waist gunner; shot down over Merseburg, Germany, killing three of the ten-man crew; held as POW at Stalag Luft IV, Grosztychow, Poland; part of the Black Death March, liberated in May 1945; life member of American Ex-Prisoners of War, the 8th AFHS, 92nd BG, Air Force Gunners Association and others.

**Vittum, Joseph W.**, Muskogee, OK; 35 combat missions as a bombardier/navigator with the 490th BG.

**Leary, Ed**, Santa Clara, CA; 97th BG; smallest member of the crew of the "Peggy D", he "volunteered" to be the ball-turret gunner; among the first to fly daylight bombing missions over France in 1942; ultimately flew missions over France, Germany, North Africa, Italy, and the Balkans; shot down twice, the second time by one of Germany's leading flying aces when he was seriously wounded by flak in the left shoulder and wrist. Despite his wounds, he took over for

a waist gunner who had been severely injured, firing a .50-caliber machine gun using only one hand. He was awarded the Legion of Merit; the Purple Heart, three Air Medals; awarded the Order of the Patriotic War (First Class) by the Soviet Union for his bravery. **Mosier, Art**, Troy, NY; fighter pilot with 64 combat missions and bomber escort



**Lyle Smith**



missions during WW II; trained pilots for the Korean War; retired from the Air Force in 1968 but continued working with the California Highway Patrol; member of P-38 and P-51 Fighter Associations, B-52 Stratofortress Association and others.

**Ewing, Hugh, Jr.**, Fort Pierce, FL, served in the 8<sup>th</sup> Air Force during World War II and received many medals including the Distinguished Flying Cross and the Air Medal with four Oakleaf Clusters. During the Korean conflict, he served in the Connecticut Air National Guard.

**Forister, Carroll E.**, Kirkwood, MO; 34<sup>th</sup> BG radio operator and waist gunner, member of the "Piccadilly Tilly" out of Mendelsham AB. Left an indelible mark on younger generation by sharing stories about his mis-



**Hugh Ewing Jr**

Group Commander of the famed Fourth Fighter Group at Debden, England. Known for his skilled airmanship, brilliant tactical ability and aggressive style of command, Colonel Blakeslee led the Fourth Fighter Group as one of the most successful fighter units in World War II. In 1940 he joined the Royal Canadian Air Force and began

sions during WW II, which included being shot down and jumping out of his burning plane.

**Bowers, Charles Gordon, Sr.**; Parkville, MD; 306<sup>th</sup> BG navigator, internee in Switzerland. Reported by W. R. Carlile, Jr., 306<sup>th</sup> BG.

**Blakeslee, Colonel Donald J. M.**, A legendary 8th Air Force pilot, Colonel Blakeslee was the

flying combat with 401 Squadron, eventually transferring to 411 Squadron. He then became a member with the Royal Air Force's 133 Eagle Squadron. His first victories came in November 1941. By war's end, he was credited with 15.5 aerial victories. During his tenure with the Fourth Fighter Group, he became known as one of the early pioneers of Eighth Air Force fighter tactics. He led the 8th Air Force fighter contingent on the first daylight bombing raids on Berlin in March 1944 and the famous "Russian Shuttle" mission in July 1944. During his service in the RCAF, RAF and the 8th Air Force, Colonel Blakeslee flew over 1300 combat hours. His combat career amounted to more than six combat tours of duty, a feat that was not equaled by any other WWII pilot. His duty, honor and love for the United States of America was unexcelled.

January 11, 1944

#### **Kimbolton, England From the diary of a radio operator on a B-17 Flying Fortress.**

They woke us at 4 a.m. to fly my 4th mission. At 4:30 we went to the mess hall for breakfast of eggs and ham. At 5:30 we were briefed and told that our mission was to bomb the aircraft factories in Oschersleben, Germany. Our plane was loaded with 18 50 lb. incendiaries, and fly at 21,500 where the temp. was -35 degrees. We took off at 6:30 with 25 other B-17s from our field, and met 96 other planes to make a formation of 120. The weather was bad and the mission was aborted from headquarters but none of our planes ever received this order. As soon as we passed the English Channel we were over France and were attacked by German 109's or Fockwulf's and JU 88's all the way to the target. Many of our planes on our right and left were shot down. We would sometimes see parachutes and sometimes not. By the time we got to target and dropped our bombs, flak had hit our plane and knocked out our oxygen lines which caused the waist gunner and tail gunner to go on portable oxygen. Going home things got worse; more B-17s were hit. Flak hit the left waist gunner's flak suit and he passed out. I dragged him out and revived him with portable oxygen. Our top turret gunner was given credit for 2 109s shot down and so was the tail gunner credited with 2 109s. Only 60 bombers returned, which were shot up very badly. For this mission we were awarded the President's Citation, and when I finished my 29th mission I was awarded the Distinguished Flying Cross.

**Bob Singer, 379th BG**

## SPECIAL EVENT AT ST. PAUL'S CATHEDRAL

November 2008 marks the 50th Anniversary of the dedication of the American Memorial Chapel in St Paul's Cathedral, London, England. The Chapel, which was a gift of the British people, contains the Roll of Honor with the names of 28,000 American servicemen, who died in the Second World War while based in Britain. Members may recall that the 8th Air Force Historical Society largely financed the placing of the Roll of Honor online.

Peter Chapman, a Lay Canon of the Cathedral, is organizing a special service at 1700 (5 PM) on Thursday, 13 November 2008, which will be followed by a reception. He hopes that any veterans of the 8th Air Force and their families who are able to travel will attend this special occasion.

Invitations have been sent to the Lord Mayor of London, the Royal Air Force, the US Embassy in London and the

Defense Attache. In 1958 the service of dedication was attended by Queen Elizabeth II in what was a magnificent state occasion. While it is not expected that royalty will be present in November, it will nonetheless be a wonderful ceremony, fitting for the occasion.

It is hoped that some of the Directors of the 8th Air Force Historical Society will attend. The Cathedral would be grateful to know the approximate numbers of 8AFHS Directors, WW II US Army Air Corps members, other veterans, friends and family members who plan to attend. All those planning to attend, please advise Robert (Bob) Moses, 8AFHS Secretary, so that suitable seating arrangements can be made for the ceremony. His phone number is (731)772-3333, Email address is bobcheryl@bellsouth.net.



## EXCITING NEW EXHIBITS AND MEMORIALS IN THE WORKS AT THE MIGHTY EIGHTH

Planning has been going on for many months for the fabrication and installation of a number of new exhibits at the Mighty Eighth Air Force Museum. After the April Grand Opening of the AFEES safe house exhibit, final proofs of the 2nd Air Division exhibit presentation took place.

The entire length of the 2nd AD wall will be replete with artifacts from museum collections that will flesh out the history of the men of the B-24 Liberator. A combat box depiction, forming-up aircraft, and the *Fightin Sam* original nose of a B-24 will be featured. The chronology exhibition will tell museum visitors of the month to month hardships and problems faced by the 8th AF and how they changed as the years of the war progressed.

A Ground Crew exhibit paying tribute to those airmen who Kept 'em Flying is scheduled to be near the tail empennage of the much-awaited B-17 Flying Fortress which will occupy the center of the Combat Gallery's hardstand. A large high-tech electronic map will be placed nearby to show the expansion of the airbases of the world's greatest air armada.

Exiting the POW and End of the War exhibit halls will lead visitors directly to the Madingley Memorial Hall with its Roll of Honor.

The Memorial Gardens will be the site of a large beautiful dark green granite monument in honor of those who served in the Korean War. In the Chapel of the Fallen Eagles, the new



**Conceptual drawing of the 2nd Air Division exhibit**

ly-designed 93rd Bomb Group stained glass window will occupy a permanent location near the altar at the side door of the main chapel.

All of these exhibits are fully funded by museum supporters and will be accomplished with the input of professional designers and with the museum's in-house facility staff. The museum's unique archival materials will be employed along with the latest high-technology techniques to present an exciting and historically accurate story of the 8th Air Force. The museum is looking forward to these exciting new initiatives and to the continued support of its members and the members of the 8th AF Historical Society.

## COLUMBARIUM SUBSCRIBERS SEE CONSTRUCTION IN THE WORKS AT THE MUSEUM

Many attendees at the annual reunion took the opportunity to meet and spend time with Henry Skipper, Director of Memorial Programs, at the Museum. Henry comes after a successful 30-year career in sales and marketing with Savannah-based Great Dane Trailers and is excited about his new similar position at the Mighty Eighth. He is a Savannah native – he and his wife Jan have two children and two grandchildren.

Construction is beginning on the unique Columbarium that will be located adjacent to the Memorial Chapel in the Gardens at the museum. The Memorial Garden of Folded Wings will be the repository for cremated remains of 8th Air Force veterans and of supporters of the museum and families. A number of Subscribers have already worked with Henry in planning their disposition for a resting place at the permanent home of the Mighty Eighth.

The Columbarium also features, in addition to niches for subscribers and their spouses, Memorial Towers that serve as Cenotaphs to honor those whose remains reside elsewhere. A feature special to those who served in the Eighth is the installation of the American star in Terrazzo tiles – the original floor

of the Operations building at Hunter Field during WWII, now at the museum. More than 7,000 bomber crews left that building to fly to England to serve in the 8th Air Force.

This beautiful Columbarium is being constructed by the premier Columbarium organization in America. Some families have already deposited their urns in the special archival room at the Museum, awaiting the completion of the project in January. Henry will be glad to discuss the details and forward information concerning the Garden of Folded Wings at the Mighty Eighth. His contact information is: email [hskipper@mightyeighth.org](mailto:hskipper@mightyeighth.org) or by telephone # 912-748-8888 ext.123. In addition, his office door is always open at the Museum. Stop by for a memorable visit.



**Henry Skipper  
Director of Memorial  
Programs**

*\* The Fall issue of The Museum News, the quarterly publication that is available to members of the Mighty Eighth Air Force Museum, will be published in its customary separate edition in October. Those who wish to have a notice included in the Museum's house journal may contact Sheila Saxon at [admin2@mightyeighth.org](mailto:admin2@mightyeighth.org) or tel # 912-748-8888 ext 107.*





**Gene Buttle, Birthplace Chapter President, placing the Roll of Honor book in its new case, pictured with Brenda Elmgren and Rick Ennis.**

Behind the High Altar at the east end of St. Paul's Cathedral in London, England, is the American Memorial Chapel. This part of St. Paul's Cathedral was destroyed during the Blitz and when it was rebuilt in the 1950s, the British funded a special chapel to commemorate the members of all United States Armed Services based in Britain who gave their lives defending liberty during World War II. In a case behind the High Altar today is an illuminated book of remembrance: the American Roll of Honor, presented by General Eisenhower in 1951, in which the names of those service personnel are inscribed.

Now at the Mighty Eighth Air Force Museum is a similar Roll of Honor. In a unique area of the Museum known as Madingley Hall is found a new and fitting memorial to Eighth Army Air Force personnel who died between 1942 - 1945 while stationed on British soil. The book is housed in a glass case set among large graphics picturing acres of crosses in the American Cemetery, Madingley, Cambridgeshire, England, the final resting place for many of those named in the book.

The mission of the Mighty Eighth Air Force Museum is not to focus on aircraft or artifacts, but rather on the men of the Mighty 8th, their history and legacy, and their personal sacrifices for freedom - and no other museum fulfills that



unique mission better. Thanks to the efforts of Bob Books, about three-fourths, 20,263 names, of those men who served and died while assigned to the Mighty Eighth during the war years of 1942-1945 have been identified and are now listed in the Museum's Roll

of Honor. However, approximately 26,000 crewmen died while stationed on British soil and as research continues in the Museum's Roger A. Freeman Eighth Air Force Research Center, additional names will be added.

To enable public input in this process, an electronic kiosk is being placed in the Lewis E. Lyle Rotunda. Visitors to the Museum can search for a name by entering the name on

the keyboard. If the name is found, the visitor can print a certificate verifying that the name was found. If the name is not found, the visitor completes a form to have a name researched in the Roger A. Freeman Research Center. Once verified, the name will be entered into the database and the Roll of Honor book. The book will be reprinted once each year. Additionally, a page in the book is turned each day and every name will be shown at least once during the year. The Mighty Eighth Air Force Museum is grateful for the generous sponsorship of this beautiful memorial by the national membership of the 8th Air Force Historical Society.



## ***Honoring a Life, Leaving a Memory***

*When death in the family occurs, there are many details to be considered. One task that must always be done is to decide what should be done with the lovely flowers that were so thoughtfully sent in remembrance of the deceased. Unfortunately, flowers fade and die and must be thrown away. However, there is another way to honor the deceased, a way that lives on for years to come. Instead of flowers, monetary donations can be directed to the Mighty Eighth Air Force Museum as a lasting mark of respect. It's as simple as including instructions in the obituary that say, "In lieu of flowers, please send a donation to the Mighty Eighth Air Force Museum, P.O. Box 1992, Savannah, GA 31322." The Museum will send the family a list of those who have donated and will acknowledge each gift with a "Thank You" note to the donor in honor of the deceased. Thank you for considering this lasting tribute.*



## WILLIAM DAVIS...

It was almost 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 to 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-fledged member of the French Forces of the Interior (FFI). Within a couple of hours, I was being wined 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 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 Combre. She was a very strong personality with a young son about eight years old. Madame Combre 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 Combre 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 Combre 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**

## BRIAN LUCAS...

As we set off from Station Headquarters towards the airfield he exclaimed, 'I remember this road. Day after day, month after month we marched down from the barrack block in driving wind and rain!' We were taken into the now empty 49 Sqn. hangar. He stood in the vast space silent and apart. He could see things that I couldn't see. He walked over to an area along the length of the side of the hangar and told us: 'This is where I had my bench.' Then, noticing a handle tucked in the steelwork, he laughed and said, 'I really did use that to open the hangar doors; I couldn't open the window now!'

Standing outside, looking across the windy airfield, as we saw the Red Arrows preparing to take off, I asked him if there were ghosts of the past around him. 'Not ghosts', he said, 'but many absent friends. They were good

days when we worked long hours but formed deep friendships.'

Just a final word about Noel Thomas' reverie with his 'absent friends'; over 55,000 aircrew were killed in Bomber Command during the Second World War. It is that kind of sacrificial airman-ship that we remember always with gratitude. They were all of one company, and although they are absent as far as we are concerned, in the sight of God 'not one of them is missing.' Yet, despite the loneliness, the lack of glamour and the monotony of it all, our aircrew then and now have always worked to the very highest professional standards. We are seeing daily in the media that there is no quick and easy end to conflict and terror. Our professional vigilance goes on and on. Yet we thank God for those who in their day were willing to do their duty and who paid the supreme sacrifice. As we think of them, let us resolve to grasp the torch for freedom, which they bore, and present ourselves as a living sacrifice, holy, acceptable to God, so that though us, their sacrifice will have purpose.

**Brian Lucas, Hon. Chaplain  
Bomber Command Association  
Newsletter**

## THIRD AIR DIVISION...

There was, during the period, some sporadic evidence that the 2 years development of a combat gunnery program had achieved some improvement. Attacks by conventional fighters for the most part continued to be either isolated attacks by small elements or mass attacks at isolated points in the bomber stream. Against the isolated attacks by small elements of enemy aircraft, flexible gunnery showed up well, and there was little or no loss to such attacks. Against mass attacks by conventional fighters, results were not too unsatisfactory. Then not caught at too great a disadvantage, bombers defended themselves well, although not without loss. However, the Luftwaffe tactics were such that such attacks were made only when bombers were at a disadvantage either because of weather and cloud conditions, formation or some other factor over which gunners



had little control.

The heavy 30 mm. armament of enemy jet aircraft put bomber gunners at a serious disadvantage during the latter part of the war. Even a small number of these aircraft sneaking through the escort was able to inflict serious damage in a short time. Bombers were able to score some success against these attacks, but had the Luftwaffe been able to marshal a sufficiently strong force to make mass jet attacks, saturating both escort and bomber defense, results might have been disastrous.

Summary: In conclusion, it may be said that flexible gunnery in this theatre started out inadequately; and, though improvement was continuous, it never quite caught up with what it could or should have been. Three main factors in this were: the ability of the Luftwaffe to maintain a parallel and equal improvement in tactics and equipment, the failure of the gunnery program to expand sufficiently to provide regular practice for every gunner, and the failure to provide improved gunnery equipment for the B-17 in quantities

large enough to keep up with the production of the basic airplane. The latter reason might be called not a failure but a necessity that improvement be stabilized at a point which would ensure adequate gunnery defense and at an early enough date to insure mass production of the B-17. As pointed out in the report, B-17 gunnery equipment was changed very little basically during the entire period of Third Division Operations.

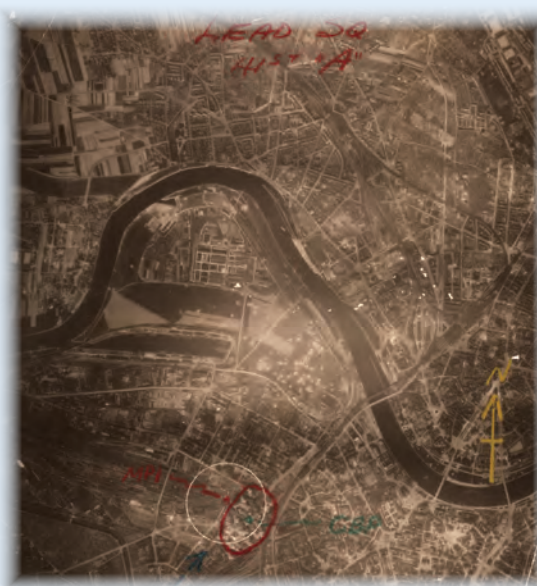
## HEAVIES PLASTER ARMS FACTORIES

Heavy bombers of the 8th Air Force, idle since last weekend's operations, thundered out yesterday in support of Red Army salients aimed toward the heart of Germany, when more than 1,300 Fortresses and Liberators dealt solid blows to the industrial cities of Dresden, Chemnitz and Magdeburg. They dropped heavy explosives and incendiaries.

Dresden, in the path of the Soviet offensive, and never before hit by a great weight of 8th AF bombs, was the focal point of the attack, which followed the RAF's double-barreled blow on the city the night before. Of a force of 1,400 RAF bombers which struck oil and industrial targets in the Reich Tuesday night and yesterday morning, 800 veered off to Dresden to rock the city in two separate raids.

Fortresses which battered Dresden yesterday met thick clouds and had to bomb by instrument. The city, which has large railway yards and factories producing such vital war supplies as shells, rifles, machine-guns and industrial tools, has been reported to be housing thousands of evacuees from bombed-out areas, some of them even from Berlin.

- Stars and Stripes 15Feb1945



## CONTINUING THE 8TH AF LEGACY #16

Greeting fellow members of the Mighty Eighth.

I would like to update you all on the Next Generation (NexGen) meeting held on Wednesday, August 6 during the Society's Annual Reunion. We had a good turnout and you know each year we are getting stronger and a better turnout. We had NexGen's from all over the country and the UK & Europe. Discussions pertained to recruitment and future programs but I want to mention the main discussion, I thought, regarding Education. Access to the schools and educational mate-

rial was discussed in detail. The Society needs to educate itself regarding different state educational policies pertaining to what is being taught and how we can access those classrooms to let them know of the Mighty Eighth. The Society has started to compile a new Educational package. This package would be roughly a 20-minute presentation with visual and pamphlets. Again I am asking for your thoughts and possible assistance on the program, visual (dvd), Illustrations, etc. Side note: we missed Norma Chesser & Beverly Tomb

If you have any comments or ideas regarding the Society's NexGen initiatives.

**Contact: Pat Keeley**  
**1335 Belmont Ave.,**  
**North Haledon, NJ 07508**  
**(973) 423-4854**  
**fxe84@optionline.net**

Please remember to "Support Our Troops"

**Pat Keeley**  
**Board of Directors 8AFHS**



# BULLETIN BOARD

## Dunkeswell Museum



Editor, 8th Air Force Historical Society Magazine:

I am writing to you regarding Dunkeswell Memorial Museum, Honiton, England. We are a small museum with a small number of members, situated just off Dunkeswell Airfield.

This airfield was used during the Second World War mainly by United States Navy Air Wing 7 (Fleet Air Wing) and for a short time by 479th Anti-Submarine Group, U.S. Army Air Force. Also it was used by the Royal Air Force Number 16 Ferry Unit.

We are trying to obtain an old Second World War building that is situated on the airfield, with difficulty. We are presently just off the airfield in rented premises which is not the ideal situation as a permanent home, and larger premises is what we are seeking.

I have enclosed a letter and plan regarding the Second World War building. We do have a number of veterans and their families from America who visit us who are made most welcome. We would also welcome members/families from the 8th Air Force, should they visit England.

I am a member, on behalf of Dunkeswell Memorial Museum, of The 8th Air Force Historical Society.

Yours sincerely,

Mr. P. Watson, member of Dunkeswell Memorial Museum  
Dunkeswell Memorial Museum  
Flight way Business Park  
Seabee place Unit C4  
Dunkeswell Honiton Devon EX14 4PG

NATIONAL  
WWI  
MUSEUM

## KANSAS CITY'S IMPRESSIVE WORLD WAR I MUSEUM

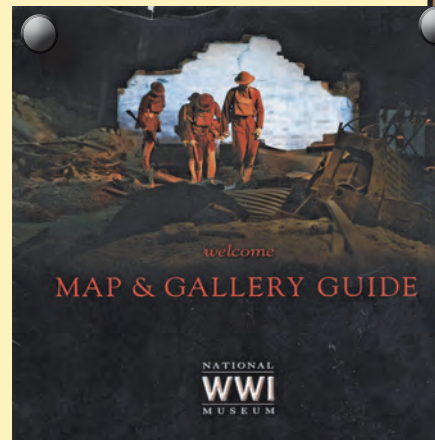
If you pass through Kansas City, Missouri on your way out west, you won't see a big Western Museum. You *will* find a museum of the war in the west – western Europe, 1914-1918, The Great War it was called. Now that's a matter of opinion, but it was great in its length and numbers of servicemen lost on both sides. This Museum tells that story. It was a war against Germany. A war that was a precursor to World War II.

The museum galleries present the history of the war in two sections: the years of 1914-1917 and 1917-1918, the years of American participation. The galleries are viewed in walk-around circular fashion and include depictions of war in the trenches, the air war and war at sea, and interactive tables featuring modern technology.

The Chronology of the war is likewise presented in the same two general sections. There is the Horizon Theater that tells of America on the threshold of war and an Epilogue Gallery that promotes an understanding of WWI through observations on the meaning of war and peace.

A Wall of Honor is available to those who wish to honor a loved one.

This Museum will expand the visions of those who visit the Mighty Eighth Air Force Museum and other WWII museums around the nation. They have a Membership program as well as a Volunteer program. Open Tuesday through Sunday, 10am to 5pm. The museum's location is 100 W. 26th ST. in KC. Check it out at: tel #816-784-1918 or online at: [www.nwwone.org](http://www.nwwone.org).



Dunkeswell



Entrance/Exit

• Exterior Stairs to Tower



# BULLETIN BOARD

## MOLESWORTH VETERANS RETURN HOME!

The World War II records of all 7,336 airmen who served in the 303rd Bomb Group officially have become part of the legacy at the JAC facility, now on Molesworth airbase. The JAC previously had a conference room dedicated to wartime Group Commander Lew Lyle that exhibited paintings and artifacts depicting the group's history.

The records were the result of extensive research and recording the documents for more than 20 years, all by 303rd pilot Ed Miller, his wife Jill, and with some contributions from group members at annual reunions during this time. The 303rd flew 364 bombing missions, more than any of the bomb groups of the Mighty Eighth. They experienced 882 crewmembers Killed In Action and 772 became Prisoners of War.

JOICEUR Analytic Center commander Col. Peter Devlin presented a JAC Challenge Coin to Ms. Suzanne Wilson, Ed's daughter, in the ceremony of acceptance of the documents. Mr. Robin Beeby, UK Representative for the 303rd BGA attended the presentation ceremony. He noted that the history of East Anglia goes back to Romans times and to those who served in those Roman Legions on foreign soil. Future generations will be able to fully recognize the immensity of one of the 8th Air Force's bomb groups who served there during the war.

Ed Miller has also made all of these servicemen's information a part of the 303rd Bomb Group Collection at the Mighty Eighth Air Force Museum in Pooler, Georgia, for use by future researchers and historians.



Edgar "Ed" Miller shows his Roster Collection



JAC Commander, Marine Corps Colonel Peter H. Devlin presents a JAC coin to Ms. Suzanne Wilson in recognition of her participation in a ceremony where the JAC officially received the records of the 7,336 members of the 303rd Bomb Group who served at Molesworth during World War II. To Ms. Wilson's left is Mr. Robin Beeby, U.K. representative of the Bomb Group. The records were researched and compiled by Mr. Wilson's father, former 303rd BG B-17G pilot Lt. Col. Edgar Miller.

## THE AIR FORCE COMBAT ACTION MEDAL CRITERIA

1. On 26 January 2007 the SECAF approved establishment of the Air Force Combat Action Medal (AFCAM) to recognize any military member of the Air Force (airmen thru colonel) who actively participated in combat (ground or air). The principal eligibility criterion is that the individual must have been under direct and hostile fire while operating in enemy domain (outside the wire), or physically engaging hostile forces with direct and lethal fire.
2. Combat conditions defined: for the purposes of this award, combat conditions are met when: 1) individuals deliberately go outside the wire to conduct official duties - either ground or air; and 2) they come under enemy attack by lethal weapons while performing those duties; and 3) are at risk of grave danger, also meet the intent of combat conditions for this award. Additionally, personnel in ground operations who actively engage the enemy with direct and lethal fire may qualify even if no direct fire is taken - as long as there were risk of grave danger and other criteria are met. Central to the integrity of this combat recognition is the adherence to these combat condition prerequisites.
3. This award consists of a medal and a ribbon.  
*I have received word from some of our 8th troops that this medal presently applies to those airmen who have served since 11 September 2001. - Editor*



BACK



All books reviewed are recently published and in print. They are 8th Air Force-related topics and the reviews, all by the editor, are published for the information and enjoyment of the Historical Society's membership.

## THE PIONEER MUSTANG GROUP The 354th Fighter Group in World War II

by Steve Blake

This Schiffer Publishing Military History book is an excellent addition to military archives. Author Steve Blake has spent 12 years extensively researching the history of the first group to fly the P-51B Mustang in combat. After escorting 8th AF bombers groups to enemy targets, the 354th FG turned their efforts to the invasion of the continent after D-Day. Allied ground troops will well remember their close support combat missions.

More than 1000 men served in the WWII 354th – 123 were Killed In Action. Blake dedicates this book, which he states is representative of the stories those men could not tell, to each of them.

The group was activated in November 1942 at Hamilton Field, California and began training for action from their home at Boxted. Their first mission was flown along the coast of France on 1 December 1942 under the guidance of Lt. Col. Don Blakeslee, the legendary 26 year-old Eagle Squadron ace and 4th Fighter Group Operations Exec at the nearby base of Debden at the time. Blakeslee, with his steely gaze and no-nonsense approach to combat flying immediately set the tone for the fu-

ture missions of the 354th. Blakeslee was reportedly to be all business and the business was killing. Following that first flight, Blakeslee recommended that the group take a few days to refresh on instrument and formation flying – techniques that would be vital for future combat missions of the group.

*The Pioneer Mustang Group* goes deeply into the personal histories of the men who served in all capacities with the group. Personal interviews and stories are related at length and in much more detail than most WWII aviation-related volumes. Great photographs abound throughout, all of which results in a no-holds-barred 450 large 8 1/2 x 11 slick pages loaded with thoughtful and factual articles and chapters.

The group's preparations for D-Day in May and June 1944 are elucidated here, and then the direction of the book switches to the group's occupation of primitive airfields on the continent, their adaptations to life on these raw airfields and their interactions with the French locals. Flying combat in the new P-51s, the group's pilots provided close support for allied ground actions as they swept across the continent, through the Ardennes Battle of the Bulge and on to the Rhine and VE Day.

This book is researched to preserve the legacy of those who served and to those who sacrificed their lives for their buddies and for the freedom of our country. It is exactly, as most books in the Schiffer Military History hangar are, what a history book should be. It is hardback with color appendices of aircraft and their markings as well as listing of the combat pilots of the 354th and missing air crew tables. There are eight extensive informative appendices and glossaries, all of which add depth to the reader's involvement with the text and photographs of the volume. For information contact Schiffer Publishing Ltd, 4880 Lower Valley Road, Atglen PA 19310 USA. Tel #610-593-1777 fax #@610-593-2002 or at usual online sources.

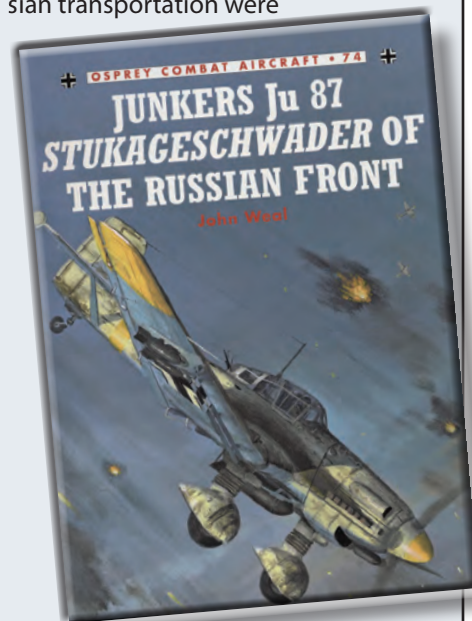
*Editor's note: The 8th AF News has regrettably, at time of going to press, received a notice of the recent death of the 8th Air Force's Don Blakeslee.*

## JUNKERS Ju 87 STUKAG-ESCHWADER OF THE RUSSIAN FRONT

by John Weal

The German Stuka with its distinctive configuration, was feared for a number of years early in the war. Flown as a dive bomber against Spain in the 1930s, it was notably effective in the Blitzkrieg attacks on Poland in 1939, following that up with missions against France and the Low Countries of the continent. Its weaknesses became apparent during its attacks on British targets when it was met with an effective organized fighter air force of Great Britain. The German attacks on England were diverted towards Russia as the Nazi hierarchy turned their forces to the east and the Stukas went with them.

This book, another fine one in the Osprey Combat Aircraft Series (# 74), is a highly detailed history of this Luftwaffe on the Russian front. In the telling of the Stuka's history on the Russian front, noted Luftwaffe historian John Weal completes the fascinating trilogy of Luftwaffe dive-bombers. The early victories by Stuka pilots against Russian transportation were





subsequently reversed and the Stukas became outnumbered and outmanned by Russian defenses.

The soft back volume is 90 compact pages, with a color section of Stuka aircraft accompanied by extensive descriptions of each. Photographs of Russian fliers and aircraft that are rarely seen are found throughout the volume and are part of the author's personal collection of period graphics. The text material is expertly researched.

For information regarding Osprey Publishing contact Kerry Serini at tel #212-685-5560 or online [kerry.serini@ospreypublishing.com](mailto:kerry.serini@ospreypublishing.com)

## **P-47 THUNDERBOLT VS Bf 109 G/K**

**Europe 1943 – 45**

**by Martin Bowman**

Author Martin Bowman has written numerous books on the airwar of WWII, many of them on interesting aspects of the war not examined by other writers. This book is one of those unusual examinations by author Bowman – the air clash between the largest USAAF fighter and the stalwart fighter of the Luftwaffe. The Thunderbolt was a power-

monster of an airplane, often referred to as *The Jug*. The 109 was sleek and trim, more in the mode of the American P-51 Mustang fighter.

The differences between the two fighter aircraft are seen in a thorough dissection, and comparison, of the various aspects of the aircraft. Armament, flight characteristics, engine configuration, and tactics used by the pilots of both sides are discussed with graphs and charts accompanying Bowman's treatises. Training techniques for both American and German pilots are recorded and a special presentation of both of the airplane's cockpit layouts, in color, are so well done that they alone are worth the purchase price of the book.

The softback is 80 pages and features color and black and white photographs. A compendium of P-47 and Bf 109 aces is also included. Martin Bowman has added yet another fine book to his over one dozen books about the Mighty Eighth. For info contact Osprey Publishers at [www.ospreypublishing.com](http://www.ospreypublishing.com) or tel #212-685-5560.

## **DOWN IN CHARLOTTE**

**The Plane, the Train, and the  
Burning Broom**

**by Jerry Penry**

Jerry Penry goes back away with the Mighty Eighth having had his fine book *The Sunrise Serenade* reviewed in the 8th AF News in Dec 2000. His present publication is one of those neat little stories about the wartime aircrews that would be lost to history if not researched and preserved by writers such as Penry. The softback volume tells of a decorated B-17 aircrew flying training missions out of MacDill airfield and whose airplane crashed on railroad tracks near Charlotte, North Carolina, narrowly getting missed being hit by a speeding train that was signaled to a stop by a burning broom. A unique tale

at Debriefing, for certain. It's all in the book.

There's more. The story, four months later, was published and illustrated in the Sunday edition of True Comics. Five fliers were saved by the quick action of a most attractive Peggy Parsley who, not having a red flag to stop the train that day in April 1945, used a lighted broom instead. In 1986, a Piedmont Airlines airplane skidded off the same runway on to the same tracks near Charlotte as the B-17 thirty years earlier.

The author has accumulated extensive copies of the original typewritten reports and summaries of the crash and the interrogations and accusations concerning the aircrew. There are photos and news articles of the period a succinct presentation of one of those unusual happenings of war. Information regarding the book is to be found at [www.lulu.com/content/2113770](http://www.lulu.com/content/2113770) or through Blue Mound Press at tel #402-761-3670.



## **8th AFHS PX AT THE MIGHTY EIGHTH**

**Don't forget that the PX is open every day for your Christmas Gift Shopping!**

**There is a wide selection of books available on the 8th AF and the airwar.**

**Check the website at [www.mightyeighth.org](http://www.mightyeighth.org) or call the Museum Store at tel # 1-912-748-8888 ext.116**



## MEN OF FLIGHT MURAL

Phil Brinkman was featured with his nose art artwork at Sudbury airbase, 486th Bomb Group, in the June 08 issue *8th AF News*. Prior to going overseas his talents were put to great use in October 1943 by the Air Force at Davis-Monthan Airbase in Tucson, Arizona. The then Pvt. Brinkman painted the largest mural in the Air Force, a 36x90 foot depiction of flight in the recreation room at the base. Included in the mural were in-color portraits of notable men of flight and aircraft, some of which are seen here and are especially related to his future assignment in the Mighty Eighth.

This large mural was the first he had ever painted, but his life-long career saw him branch out into areas other than air – Brinkman painted a number of scenes beneath the seas.



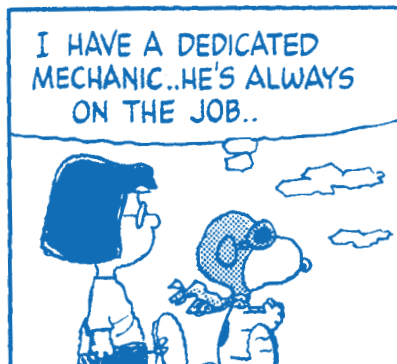
## UNITED STATES AIR FORCE ACADEMY AWARDS 2008



The annual recognition ceremony of outstanding cadets at the Air Force Academy was again attended by the Historical Society's Col. Robert Vickers, this year accompanied by New Mexico Chapter President Larry Stebleton. Vickers made the presentation of the Most Valuable Track and Filed Competitor Award to Cadet Ian McFarland, Class of 2008, Squadron 19 on 20 May 2008 at the Academy in Colorado Springs, CO.

The Award is sponsored by the family of B/G James V.G. Wilson in his memory. He had helped develop the Chemistry and Physics programs at the Academy and worked closely with the Athletics department.

After years of representing the Historical Society at these Award presentations, Bob Vickers is passing the baton to old friend Larry Stebleton to carry the honored tradition in the name of those who have served.





## Madingley Memorial Ceremony 2008 Held In East Anglia



This May, as in Springs past, a number of American and British participants gathered at the American Cemetery at Madingley to lay wreaths and pay tribute to those who served and did not return – a ceremony of remembrance and respect. The joint ceremony featured the national anthems of both nations played by the United States Air Forces in Europe Band. Flyovers followed a presentation of floral decorations along the Wall of the Missing in front of the Chapels reflecting pool.

All Bomb, Fighter, and Service Groups of the wartime 8th Air Force were represented, many by members of the Group Associations. Related towns and organizations of both countries were also recognized. The 8th Air Force Historical Society wreath was laid by our United Kingdom Contact, Gordon Richards. Fly-bys were from RAF Mildenhall, with a Missing Man formation of F-15Cs closing the event.



## USAAF MONUMENT UNVEILED AT BOXTED AIRFIELD



In special ceremonies held by Langham Parish Council at Station 150 – Boxted, a monument in honor of the 56th Fighter Group was unveiled on 19 April 2008. A short trip from the community centre at Langham culminated in the arrival at Boxted. The presentation and unveiling was performed by Col. J. Hosken, U.S. Air Attache. Colors were presented and a 21-gun salute was performed.

Connie Richards, UK Contact laid the flowered 8th AF Historical Society wreath at the Boxted Memorial, that honored those who served at that airbase during the war.

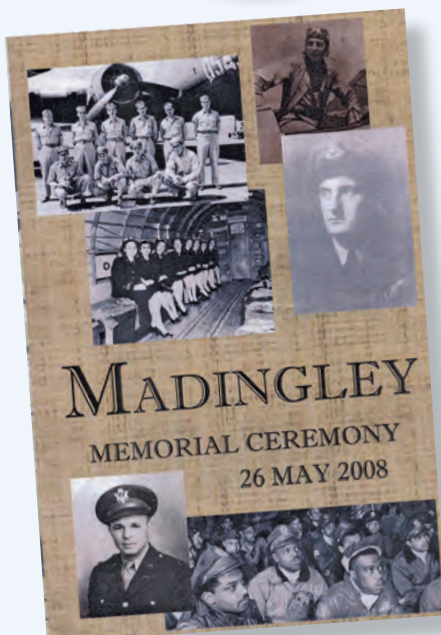
A luncheon and special historical exhibition were featured upon the return to the community center.



Gordon Richards



Connie Richards





*The documentation of the very last 8th Air Force crew that went down at the end of World War II belongs in the 95th Bomb Group history. On 7 May 1945 after the Chowhound six mission for food drops to Holland, pilot Lionel Scurman's B-17 crew was forced to ditch in the English Channel on the way home.*

## THE LAST PLANE LOST

Our crew was on the same mission, and our pilot and Lt. Scurman were the best of friends. When we arrived back at our base at Horham and heard what had happened, our pilot, Lt. Harold Simpson, wanted to go back out to help in the search, but the C.O. wouldn't let him. He said that there were already people on the way who were trained for this sort of thing. It was really sad as the war was winding down, and all we were trying to do was help the hungry people in Holland. It wasn't like being on a bombing mission when you kinda expected to get shot down. Anthony Bradic was not with them on this mission as he had been replaced earlier by David Condon. In our crew, there are only two of us left, Roger Thorngren and me.

In reading the article "Assembling The Eighth" on page 44 of the June 08 issue, it reminded me of the time when we took off a few seconds earlier than we should and got caught in the prop wash of the plane just ahead of us. Our right wing almost touched the ground as the plane banked hard right due to the prop wash, and if our pilot and co-pilot hadn't been as strong as they were that would have been our final take-off. When they righted the plane, they were

both sweating profusely. A B-17 with a full bomb load is not easily righted in a situation like that. (WHEW!)

God Bless you and yours, and every one who works so hard for the Mighty Eighth.

Sincerely,

**Charles M. Riggs, 95th BG  
Paducah, KY**



**Lionel "Spider"  
Scurman Crew – 334th Sqn**

**BACK ROW:** Al Space (crew chief), Gano McPherson (r/o), Norbert Kuper (g), William Lankford (tg), John Keller (btg)

**FRONT ROW:** Anthony Bradic (b), Russell Cook (n), James Schwartz (cp), Lionel Scurman (p)



**Harold Simpson Crew – 334th Sqn**

**BACK ROW:** Charles Riggs (btg), Ralph Myers (wg), Joe Anselmo (r/o), Frank Santimano (ttg), Joe Puccio (tg)

**FRONT ROW:** Harold Simpson (p), Harloe Sheets (cp), Robert Kinter



## ANOTHER MISSION COMPLETED!

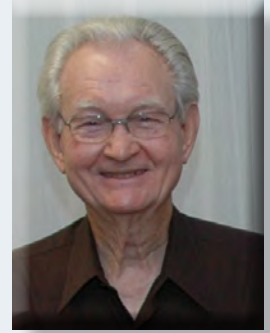
Throughout the region in northeastern England, the area called East Anglia, many American airbases were built. The purpose of these airbases and their assigned aircrews was to carry the war into the heartland of Europe that was under Nazi German domination. The 350,000 members of the Eighth Air Force on those bases were men from different regional, cultural, ethnic and economic backgrounds. Each possessed a different aptitude and was trained for a specific purpose. No one person was capable or was expected to know or perform all of these necessary assignments. But there was one thing they all could do. They were excellent counters!

Every crew was assigned a number of missions to be flown. At both the Base Headquarters and at the Squadron Headquarters, records were kept. The air crews kept their own records and checked and double-checked their figures against their headquarters tally. When asked the question, *"How many missions have you done?"* they could always answer without hesitation. Many of the missions were tough, losses were high, but those missions counted no more than the easier ones. When the assigned number was reached, going home was the reward. And so, they were excellent counters.

We who were privileged to attend the recent gathering in Savannah, have just completed another mission experience, the 34th Reunion of the Society. Veterans and their spouses shared their experiences of a lifetime. Families raised, careers completed, public services performed and now we are living beyond these, experiencing our golden years.

This recent convention saw men and women, sons and daughters, grandchildren, and friends from home and abroad, reaching out to one another in deep and heartfelt ways. It gave us a renewal of spirit to feel the warmth and acceptance of our fellow comrades. With nothing to gain, there was no political agenda, just a desire for fellowship with those who can remember the war years and the years

following as we have reached our goals and completed our mission. A deep desire to show love, respect and support for one another was shown as our final mission is approached. Some didn't show up; we learned that they had already completed their tour of duty. They were remembered and honored and missed very much.



Earl Wassom

Just about everyone was very transparent. There were smiles, handshakes, hugs and tears were visible as we said our goodbyes. The plans are made for the 2009 reunion to be held in Cincinnati. We will be there if we can. Another mission is yet to be accomplished. If not, we may have finished our tour and will take part in that great reunion in the sky. For many of us, our missions are just about completed and we are going home.

Our recent reunion in Dixieland reminded me of this treasured old Negro spiritual. Sing it along with me.....

*Deep, deep river, my home is over Jordan,  
Deep river, Lord, I want to cross over into campground.  
Oh! Don't you want to go there to that heavenly meeting?  
The Promised Land, where all is love!  
Deep, deep river Lord, I want to cross over into campground.*

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



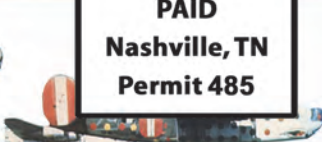
**Crash landing of B-17 F Stupefier**  
Lt. James Bolling, bombardier named the *Stupefier* from the Lil Abner comic strip for Mammy Yokum's right hand "Good Night Irene" punch.

**submitted by Henry Wulbeck  
Dayton, Ohio**





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