



Volume 10 Number 1 Voice of "The Mighty Eighth"

THE 8TH AF NEWS

MARCH 2010



EDWARD K. SIMPSON JR
CAPT 363 FTR 50 357 FTR GP
NEW JERSEY AUG 14 1944



AF News

March 2010

Magazine of

The Eighth Air Force Historical Society

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

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INSIDE THIS ISSUE

Presidents Message	3
Behind the Scenes	4
2009 Financial Report	5
36th 8th AF Annual Reunion....	7-11
The Flying Panther	
Eddie Simpson Jr.....	12-16
Mail Call	20
Venit Hora by Marilyn Walton .	21-23
The B-17 "City of Savannah" ..	24-25
Next Generation.....	28
Chapter News.....	30-31
Taps	34-36
"Special Event" The Last Great Gathering of Fortresses and Legends. .	39-43
Earl Wassom - Meet the Author .	44-45
How About It?	47

PRESIDENTS MESSAGE

Greeting Fellow Members!! Your 8th Air Force Board of Directors just concluded a very exciting and successful Mid-Year meeting in Atlanta, Georgia in late February. I am very pleased to report the financial status of your Society is in great shape!! Many topics were discussed at our meeting and I can tell you that our year ahead together is going to be a great one!!

Our 2010 8th Air Force Historical Society Reunion is scheduled to be held in Tucson, Arizona during the dates of July 21st through July 25th. A full schedule and itinerary are included in this issue. We look forward to seeing you in Arizona and I can promise you this event will be one of the best the 8th Air Force has ever held. We will see you in the Arizona sunshine!!

A couple of weeks after our official Reunion has concluded in Tucson, we will once again be sponsoring an event in Detroit, Michigan. The 8th Air Force Historical Society will be the special VIP guests for the "Thunder Over Michigan" Air Show – August 5th - 8th. This unprecedented event will be a once in a lifetime opportunity to see an air show like no other. They are planning to have 8-10 flyable B-17s, two B-24s, a ME-109 and ME-262 along with dozens of other war birds all in one place at one time. The Society will have the best seats in the house to see this incredible spectacle. Please read all the details further in this issue.

In our last issue, we brought forth a new fund-raising effort to our membership. As many of you know, the Mighty Eighth Air Force Museum in Savannah, Georgia is in the midst of a painstaking process to restore their Boeing B-17G Flying Fortress, "City of Savannah." This beautiful airplane, once restored, will visually tell the story about the courage and legacy of the "Mighty Eighth" every day in the Museum.

Visitors from throughout the world will have the opportunity to go inside and tour this beautiful aircraft once com-

pleted. Thousands of school children will have the opportunity to feel what it was really like to fly in this elegant bomber. This is something no other Museum in the world offers or provides. I think I can speak on behalf of all our members; we are elated that this vision will come to fruition in our home, the Mighty Eighth Air Force Museum.

The time is now for all of us to join together to help in this noble cause. This is our airplane...this is our home. If you have not taken the opportunity to donate to this worthy effort, I strongly urge you and your family to give whatever you can to help make this dream come true.

Make a donation on behalf of your family or in memory of a loved one who served proudly in the 8th Air Force. Give a donation in memory of the over 26,000 8th Air Force veterans that gave the ultimate sacrifice for our very freedoms today, for they are not here to have the chance to contribute.

As I mentioned to you all in my last message, it is my ardent hope this effort will be the 8th Air Force Historical Society's "finest hour." You will find more information and a contribution envelope in the center spread of this issue.

To conclude, I want to tell you all that our beloved Society is alive and thriving like it never has before. Be very proud that you are a part of the legacy of the 8th Air Force. Thank you for your continued support and we are glad you have you as a member!!

Respectively in your service,
Mark S. Copeland, President



Mark Copeland
President

ELECTION NOTICE



Nominations of candidates for election to the Board of Directors of the Eighth Air Force Historical must be in the hands of the Secretary no later than May 15, 2010. The following information must be included.

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

The Secretary will relay all nominations to the Nominating committee. Nominations received by the Secretary after May 15, 2010 or any nomination without complete information will not be considered.

Send all nominations to:

David Nowack • 4878 College View Court • Schnecksville, PA 18078 • Tel. (610) 799-4640 • DLNowack@ptd.net



BEHIND THE SCENES



Mother/Daughter - 8th AF News Team
Donna Neely & Telisha Gaines

"2010" **New Year! New Articles!** **...AND WE NEED YOUR HELP!**

We are reaching out to our members and requesting that you dig deep into your WWII memory box and start sending us your heroic articles, favorite World WarII pictures, Mail Call articles, Chapter News, Taps entries, Reunion and Special Event dates, cartoons, poems, sketches, paintings, etc.

Please note that we would like for you to send all email and postal mail to Donna Neely, Telisha Gaines or Mark Copeland for future *8th Air Force News* consideration. Please use the address information in the white box on this page for all submissions by either email or hard copy mail.

Our staff would like to start receiving your new articles for the upcoming *June 8th Air Force News* magazine ASAP. May 15th is the deadline for "New Articles" to be placed in the 2010 June issue.

We are excited about 2010 and looking forward to peeking into your memory box of images and reading your great stories!

"Thank you" to everyone that has contributed and shared their stories over the past thirteen years, that Telisha and I have published this *8th Air Force News* magazine.

We hope you enjoy your 2010 March issue. Happy reading!

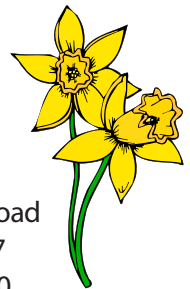
Sincerely,
Behind the Scenes Team
Donna Neely & Telisha Gaines

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Send all mail & email to:
Mark, Donna or Telisha before
May 15th, 2010 for the upcoming
June 8th AF News magazine

ON OUR FRONT COVER / ON OUR BACK COVER



FRONT COVER: Captain Edward "Eddie" Simpson – Pilot – 363rd Fighter Squadron / 357th Fighter Group. An inspirational story of courage and sacrifice. See page 12-16 for the complete story.

BACK COVER: "MISSION REGENSBURG" by Gil Cohen. This amazing painting was created by aviation artist, Gil Cohen back in the late 1990s. It depicts 100th Bomb Group Navigator, Harry Crosby, in the nose compartment of a B-17. It has proved to be one of Gil's most popular pieces. The limited edition prints have been sold out for years and are very desirable on the secondary print market.





From the 8th Air Force Historical Society Office



FINANCIAL REPORT FISCAL YEAR 2009

It is hard to believe that a year has slipped by since we made our last financial report to the membership. You might recall that as a result of falling membership coupled with high operating cost we have for the last 3 years been challenged in trying to return the organization to a break even or profitable basis. As the record shows we have not been able to stop our losses completely but have made major progress in reducing the losses from \$20,684 in 2008 to \$3,416 in 2009. While operating the Society at a financial loss is not acceptable, I think it is obvious that we are moving in the right direction and we definitely have more work to do in bringing our financial house in order. On the bright side the budget accepted by your Board covering fiscal 2010 if followed should result in a operating profit of over \$8,000. The attached financial breakdown will compare the results were achieved in fiscal 2009 vs. 2008.

A review of our financials last fiscal shows our total income with a modest increase of \$10,984 over the previous year. Our main source of revenue comes from membership dues. And long term we will need to reduce this potential revenue as our membership declines. The NexGen Initiative is attracting new members but not a rate to cover these membership losses. Our second largest source of revenue comes from our annual reunion. We are optimistic that revenue from this source is likely to be larger than last year. Our Life Members continue to support our effort by contributing dues even through they as life Members and are not obligated to pays dues. This has been our second year of inserting a dues notice envelope in the fall edition of the AFNews which makes paying annual dues much easier for our members and appears to generate a faster response to our dues notice. On the op-

erating expense side we would note that the largest reduction in expense was made in the magazine. This reduction of about 23% while substantial will in no way effect either the content or the quality of the final product. The magazine is very important to our membership and we will pay close attention to insuring that the publication will not be compromised. Another important development is the fact that the final payment of \$15,000 will resolve in full a settlement of an employee law suit. This will have a very positive effect in our balance sheet this current fiscal year.



In closing we would like to thank our members for their continued support, and if you haven't paid your dues please do so. Lastly convince a friend to join the 8th Air Force Historical Society.

Darrel Lowell Treasurer
8th Air Force Historical Society

The Eighth Air Force Historical Society				
Profit & Loss				
September 2008 through August 2009				
US Dollars				
	Fiscal 08/09	Fiscal 07/08	Variance	Budget 19/10
Ordinary Income/Expense				
Income				
4000 - Income	\$ 132,517	\$ 124,821	\$ 7,696	\$ 133,758
4050 - Investment Income	\$ 11,891	\$ 14,418	\$ (2,527)	\$ 7,000
Total Income	\$ 144,408	\$ 139,239	\$ 5,169	\$ 134,070
Expense				
5100 - National Administration Expense	\$ 26,790	\$ 19,582	\$ 7,208	\$ 32,100
5200 - Magazine Expense	\$ 84,217	\$ 101,929	\$ (17,712)	\$ 64,238
5300 - Savannah Office Expense	\$ 40,813	\$ 49,474	\$ (8,661)	\$ 36,280
5400 - General Dues Expense & Postage	\$ 1,028	\$ 995	\$ 33	\$ 1,500
6000 - Other Dues	\$ 10	\$ 150	\$ (140)	\$ 150
6015 - Legal Expense -W/C	\$ 15,834	\$ 17,792	\$ (1,958)	\$ -
Total Expense	\$ 168,692	\$ 189,922	\$ (21,230)	\$ 134,268
Net Ordinary Income	\$ (24,284)	\$ (50,683)	\$ 26,399	\$ (198)
Other Income/Expense				
Other income				
7000 - Income	\$ 15,053	\$ 30,000	\$ (14,947)	\$ 15,000
Total Other Income	\$ 15,053	\$ 30,000	\$ (14,947)	\$ 15,000
Net income/loss operations	\$ (9,231)	\$ (20,683)	\$ 11,452	\$ 14,802
Legal expense finished \$15,000 1st quarter				
Ordinary income up \$7,700				
Expense Magazine dn 17,700/Savannah office dn \$8,600				
Net loss reduced by \$11,450				



The "City of Savannah" Mighty Eighth Air Force Museum's New Addition

"THANK YOU" goes out to over 200 members that sent donations of over \$11,000.00 to restore our B-17

Honoring the Past... Preserving the Legacy

Due to the late mailing of the 2009 December 8th AF News, we thought it would be appropriate to extend a second invitation for your help in completing the **B-17 Restoration Project**

The B-17 "City of Savannah" Restoration Project has been launched and as always our membership has answered the call. Over 200 members/supporters have donated over \$11,000, with only two months into the mission. This support has been overwhelming and we look forward to hearing from more of our loyal members/supporters.

Please join our 200 generous members/supporters and send your contribution TODAY!
8th Air Force Historical Society • PO Box 956 • Pooler, GA • 31322.

CHAPTER/UNIT/GROUP LIAISON REPORT



Greetings my fellow Mighty Eighth Air Force Historical Society members. I want to again thank the Chapters, Fighter & Bomb Groups that have been sending me your

Newsletters which I post some of the contents on the Society's website under the Events tab. It is encouraging to read how many of the Chapters/Groups are moving forward and how they are accomplishing this endeavor. I

am also in contact with members and others in the U.K. and Europe and want to let you 8th AF Veterans know there are many of us 'Keeping Your Memories Alive'.

I have been receiving quite an increase in inquiries regarding contact information for the Chapters, Fighter & Bomb Groups from domestic and overseas as to many of our Veterans are taking their 'Last Flight'. An example is an inquiry from Ramstien AFB in Germany regarding the 406th BS NLS (Night Leaflet Squadron) or others like the 4th FG or who is the contact now for the 359th FG. My current listings for these contacts are no longer valid.

Please take a moment and either mail or email me your current Chapter/Unit/

BG contact information or if the organization has been disbanded so I have an updated listing to pass along. A current listing can be accessed either by contacting Catherine Rice at the National Office or on the Society's website under the 'About Us' – 'Contacts' tab. We need to pull together so we can continue to move forward.

On a sad note the Society lost two founding members, Bob Vickers and Anthony Chardella. They will be missed. If you have any comments or ideas on how we can move forward my address is posted on the back of the front cover page and my email address.

'Keep Their Memories Alive'
Pat Keeley



8TH AIR FORCE HISTORICAL SOCIETY
36TH ANNUAL REUNION
THE HOLIDAY INN AND SUITES
PALO VERDE (Airport North) TUCSON, ARIZONA
July 21 thru July 25, 2010.



Reservations can be made directly with the Hotel by calling 1-520-746-1161. We have a room rate of \$88 per night (plus taxes) for a traditional room and \$108 per night for a 2 room parlor Suite. Be sure to mention that you are with the Group 8th Air Force to receive this preferred room rate.

Please complete the following registration form indicating your choice of meals and tours, along with the other member information. Mail your registration form, along with your check or money order, to 8th AFHS by **July 1, 2010**. Or you may also securely register on line and pay with a credit card at www.8thafhs.org. just click on "2010 Reunion".

Hotel reservations should also be made directly with the hotel no later than **July 1, 2010** by calling 520-746-1161. Just say that you are with the Group - 8th Air Force.

CANCELLATION POLICY

You may cancel your reunion plans with the Society and receive a full refund prior to the cut-off date. There will be a \$25 charge for each reservation cancelled after the cut-off date.

Cancellations can be made Monday thru Friday from 9:00am to 5:00pm Eastern time, by calling 912-748-8884.

PLEASE NOTE: Canceling your Reunion reservations does not cancel your Hotel reservations. You must do that separately, or expect to be charged for at least one room night per room reserved.



8TH AIR FORCE HISTORICAL SOCIETY 36TH ANNUAL REUNION
PALO VERDE (Airport North) TUCSON, ARIZONA
July 21 thru July 25, 2010.



TUESDAY

3:00pm Hospitality Rooms Available
3:00pm - 6:00pm Early Bird Registration open

WEDNESDAY

9:00am - 12:00pm Reunion Registration open
9:00am - 4:30pm Memorabilia Room & PX open Wed. thru Sat.
9:00am - 2:30pm PIMA AIR MUSEUM & BONEYARD TOUR
9:30am - 5:00pm 8AFHS Board Meeting
3:00pm - 6:00pm Reunion Registration open

THURSDAY

8:00am - 11:00am Reunion Registration open
8:00am - 9:30am Group Board Meetings
9:00am - 2:30pm PIMA AIR MUSEUM & BONEYARD TOUR
9:30am - 2:30pm OLD TUCSON-LUNCH
3:00pm - 6:00pm Reunion Registration open
3:15pm - 4:30pm Unit Advisory and Chapter and Unit Development Meeting
6:00pm - 7:00pm Cash Bar Reception
7:00pm - 9:00pm Dinner & Entertainment

FRIDAY

7:00am - 8:30am Full Buffet Breakfast
8:00am - 11:00am Reunion Registration open
8:30am - 2:30pm SONORA DESERT MUSEUM
9:00am - 2:30pm PIMA AIR MUSEUM & BONEYARD TOUR
3:00pm - 6:00pm Reunion Registration Open
3:30pm - 5:00pm NextGen Meeting
6:00pm - 7:00pm 8AFHS Cash Bar Reception
7:00pm - 9:00pm Group Dinners

SATURDAY

7:00am - 9:30am Full Buffet Breakfast
10:00am - 11:30am General Membership Meeting
11:30am - 1:00pm Reunion Registration Open
12:00pm - 1:00pm Lunch on your own
1:30pm - 4:00pm Roger Freeman Symposium
6:00pm - 7:00pm 8AFHS Cash Bar Reception
7:00pm - 8AFHS Gala Banquet

SUNDAY

7:00am-9-30am Full Buffet Breakfast
9:00am-4:00pm 8th AFHS Annual Board Meeting

SUGGESTED TOURS TUCSON, 2010



PIMA AIR MUSEUM

We will begin our tour with a driving visit thru the Bone Yard, home to over 4000 military aircraft, and often referred to as the world's third largest Air Force. We will meet our museum step-on guides just prior to our one hour tour. You will be required to provide valid government identification (a drivers license will be fine). We will then spend the rest of the time at the Pima Air Museum, established in 1967 and now ranked as the third largest aviation history museum in the U.S. View models, uniforms, insignia, WWII mock-up airmen's quarters, a B-29 "Superfortress," Douglas "Globemaster," F-84 "Shooting Star," F-100 "Super Sabre," SR-71, and a pristinely restored B-17. There are over 200 planes on display including JFK's Air Force One. Trace America's heritage of flight from a full-scale replica of the Wright brothers' plane to the X-15 rocket that first took men to the edge of space. For a nominal fee, payable at the museum, take advantage of the

convenience of a tram ride through this outdoor museum.

**9:00am board bus, 2:30pm back at hotel
\$39/Person includes bus, guide, and admission.**

SONORA DESERT MUSEUM

The Arizona-Sonora Desert Museum was selected by the New York Times as one of the ten best zoos in the world and described as "probably the most distinctive zoo in the United States." Being a living museum it features animals, plants, and fish native to the Sonora Desert - a 120,000 square mile region of Arizona, the Mexican State of Sonora, and the Gulf of California. Enjoy lunch on your own at Ironwood Terrace. This is a fully narrated walking tour for groups of about 15. Please wear comfortable shoes.

**8:30am board bus, 2:30pm back at hotel
\$45/Person includes bus, guide, admission**



OLD TUCSON

Spend the day in Hollywood; "Hollywood in the Desert" that is, the nickname for Old Tucson Studios. This 1860's Old West Town was built up from the accumulation of movie sets and props which provide a unique background for family fun. Shops, restaurants, gunfights, and musical revues await guests daily, all surrounded by Sonoran Desert scenery. Upon arrival you will be given a meal coupon for lunch and a show schedule for that day. Enjoy a BBQ lunch at Big Jake's at your leisure. Your show schedule will tell you when to start making your way to the Grand Palace Hotel and Saloon for a western show.

9:30am board bus, 2:30pm back at hotel
\$45/Person includes bus, guide, admission, and lunch.

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

Please plan to be at the bus boarding area at least five minutes prior to the scheduled time, as all busses will absolutely leave on time..

All trips require a minimum of thirty people, unless otherwise stated.

MEALS/TOUR SELECTIONS

CHOICE #1

TOTAL PACKAGE \$163

Package includes 6 hotel group meals starting with dinner and entertainment Thursday, Friday Group dinner, Saturday Banquet, and a full breakfast buffet Friday thru Sunday. Tours are separate.

CHOICE #2

PARTIAL PACKAGE \$128

Package includes 5 hotel group meals starting with full buffet breakfast Friday thru Sunday, Friday Group dinners, and the Saturday Banquet. Tours are separate.

Daily breakfast buffet includes bacon, eggs, sausage, potatoes, assorted juices and breads, cereal, fruit, yogurt, coffee and tea.

CHOICE #3

INDIVIDUAL EVENTS

Friday and Saturday dinners can be purchased separately. Thursday Rendezvous Dinner cost is \$35
Saturday Banquet cost is \$42

TOUR OPTIONS

Tours are described on the Reunion Highlights Pages. Driver and guide gratuities are not included in the tour prices.





8TH AFHS REUNION REGISTRATION FORM



Please complete the registration form below for all your attendees, make a copy of it for your records and return it along with your full payment in the form of check or money order payable to 8th AFHS (see address below).

Your cancelled check will be your confirmation.

You may also register online and pay by credit card at www.8thafhs.org, click on "2010 Reunion."

Registration forms and payment must be received by **July 1, 2010**, after which time reservations will be accepted on a space available basis only.

8TH AFHS • P.O. BOX 956 • POOLER, GA 31322

CUT-OFF DATE IS 7/1/10	Price Per	# of People	Total
<u>REGISTRATION FEE</u>			
Includes meeting expenses. Eaker Award expenses and other expenses.	\$45		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
<u>DUES</u>			
The principal attendee must be a member of the 8AFHS to register for this reunion. If you are not a member, please pay your yearly dues here.	\$30		\$
<u>MEAL PACKAGES</u>			
Choice #1 includes 6 hotel meals beginning with dinner on Thursday.	\$163		\$
Choice #2 includes 5 hotel meals beginning with breakfast on Friday	\$128		\$
Please select your entrée choice(s) for the Banquet			
London Broil		#	
Salmon		#	
<u>SEPARATELY PRICED MEALS (if not purchasing a package)</u>			
Friday: Rendezvous Dinner (chicken)	\$35		\$
Saturday: Banquet (please select your entrée)			
London Broil	\$42		\$
Salmon	\$42		\$
<u>TOURS</u>			
Wednesday: Pima Air Museum and Bone yard	\$39		\$
Please choose one of the following two tours:			
Thursday: Old Town Tucson	\$45		\$
Thursday: Pima Air Museum and Bone yard	\$39		\$
Please choose one of the following two tours:			
Friday: Sonora Desert Museum	\$45		\$
Friday: Pima Air Museum and Bone yard	\$39		\$
Total Amount Payable to 8th AFHS			\$

Member Name (for nametag) _____ Veteran ☐ NextGen ☐ Other ☐

8AFHS Member# _____ WWII Group (for seating purposes) _____

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

Spouse/Guest Names _____ NextGen ☐ Other ☐

Phone # (____) _____ - _____ Email Address _____ @ _____

Address _____ City _____ State _____ Zip _____

Disability/Dietary Restrictions _____

Must be lifted hydraulically onto the bus while seated in your wheelchair in order to participate in the bus trips? Yes ☐ No ☐

(Please note that we cannot guarantee availability)

Emergency Contact _____ Phone # (____) _____ - _____



***Captain Edward K. Simpson Jr.
in the cockpit of his Mustang looking
over the Fighter Pilot.***

***Four 363rd Fighter Squadron pilots
L to R: Captain William B. Overstreet,
Captain Henry Kayser,
Colonel C.E. "Bud" Anderson,
Captain Edward "Eddie" Simpson,
Eduard DeNigris - 363rd Fighter Squadron
Intelligence Officer***



“The Flying Panther”

**The Story of Edward “Eddie” K. Simpson Jr.
Pilot – 363rd Fighter Squadron – 357th Fighter Group
by Mark S. Copeland**



***Major Leonard K. "Kit" Carson (L) and Captain "Eddie" Simpson (R) in front of the "Flying Panther."
The aircraft was named after the East Orange New Jersey High School Football team - The Panthers.
Major Carson went on to be the leading scorers of the 357th Fighter Group
with 18.5 aerial victories by the end of the war.***

Thousands of stories of courage and endeavor are told about the United States Eighth Air Force during World War II. Tales of bravery and sacrifice are not feats of the extraordinary, they are commonplace. During World War II, over 26,000 Eighth Air Force airmen paid the ultimate sacrifice to free the world from the worst tyranny that humankind has ever witnessed. This is the story of one

of those brave, young, American men who gave his life to defend our freedom. This is the story of Captain “Eddie” Simpson.

Captain Edward K. “Eddie” Simpson Jr. was a P-51 fighter pilot with the 363rd Fighter Squadron / 357th Fighter Group at Leiston, England. As an original cadre member, he joined the 357th Fighter Group in California and later trained in

P-39s at Tonopah, Nevada. Once the 357th Fighter Group arrived in England, they transitioned into the North American P-51 Mustang. Simpson flew on several of the early combat missions flown by the famed “Yoxford Boys.”

“Eddie” Simpson was a handsome young man from East Orange, New Jersey. Known as one of the finest pilots in the Squadron, he soon elevated to Flight



Captain Edward K. "Eddie" Simpson Jr.

Leader. Captain William B. Overstreet was a good friend and Squadron mate of Simpson. In a recent interview with Bill Overstreet, he recalled, "Eddie always had a smile on his face. He was upbeat, pleasant and was always happy."

"Eddie" flew a North American P-51B Mustang, 42-106783, nicknamed "The Flying Panther." The Mustang was "purchased" by the students of the East Orange New Jersey High School. The students raised enough money through several War Bond drives to sponsor the purchase of the aircraft. East Orange High School also happened to be Simpson's alma mater. The airplane was later lost in action on September 15, 1944 with 1st Lt. Louis E. Nowlin at the controls.

The 357th Fighter Group entered combat over Fortress Europe against the potent German Luftwaffe in February of 1944. "Eddie" Simpson soon became one of the 363rd Fighter Squadron's rising stars. His aggressiveness in the air and superb flying abilities made him a favorite in the Squadron. Bill Overstreet remembers, "He was a good stick and guys just wanted to fly with him."

By the summer of 1944, the 357th Fighter Group had become one of the fiercest units in the Eighth Air Force Fighter Command. Several 357th FG pilots, including Simpson, were scoring victories against the Luftwaffe at a rapid pace. By August, "Eddie" Simpson had nearly finished his combat tour having



Public relations photograph of "Eddie" Simpson sitting on the wing of the "The Flying Panther" holding a "Proclamation" given by the students of East Orange New Jersey High School who raised the required funds to "Purchase" the Mustang through local War Bond sales.

achieved four and one half enemy aircraft destroyed, but his luck ran out on the afternoon of August 10, 1944 over the skies of Sens, France.

The 357th Fighter Group was providing escort to a small group of 2nd Air Division B-24 Liberators that were assigned to strike rail targets in Eastern France. The mission leader for the 357th FG that day was Lt. Colonel Thomas Hayes. Captain Simpson was assigned as one of the 363rd Squadron flight leaders. The mission was fairly uneventful and no enemy aircraft were encountered. As the 357th formation began to make an echelon turn from the bomber stream, something went terribly wrong.

Simpson began a slow turn to the left to lead his Flight for its return trip to England. Suddenly, the aircraft to his immediate right, piloted by 1st Lt. Donald Ferron, misjudged the speed of the maneuver. Ferron's aircraft abruptly hit Simpson's ship and two became locked together. Ferron's ship immediately burst into flames as the two Mustangs spun earthward. Captain Simpson managed to bail out of the fiery inferno just as Ferron's aircraft exploded. Lt. Ferron was killed instantly.

As "Eddie" Simpson clung to the straps of his parachute, he knew he was about to land in German-occupied terri-

tory. He had to act fast once he reached the ground to avoid capture.

The young pilot landed safely and quickly gathered his parachute. Soon after landing, Captain Simpson was discovered by two French Marquis' freedom fighters. They took Simpson back to their camp which was well hidden deep in the woods around Orleans, France.

At first, the French thought Simpson was English for this was the first downed American flyer they had ever encountered. The Marquis' decided that it would be best for Simpson to stay with them rather than trying to head west in an attempt to break through the Allied lines. After all, the Americans were on the outskirts of the city and it would just be a matter of days before they would link up. Simpson agreed to stay with the roughly 300 French fighters and wait for his chance at repatriation.

A few days passed and the American guns could be heard off in the distance. The French partisans regularly attacked the local German forces. They were trying to prevent the Germans from organizing a counter attack against the now advancing American troops that were close to Orleans. In one such attack, the French Underground group lost nine of their own in a firefight with the Germans. On August 14, 1944, they laid their nine



***Capt. "Eddie" Simpson and the dedicated crew of the "Flying Panthers."
From L to R: Captain Edward Simpson (Pilot), Sgt. Schuenemann (Crew Chief),
Corporal Petree (Armorer), Sgt. Classens (Asst. Crew Chief).***

comrades to rest in a makeshift burial ceremony deep in the forest near their camp. Eddie Simpson was also in attendance. During the burial service, their position was suddenly discovered by a small German patrol.

The well-armed French fighters immediately opened fire on the Germans and swiftly fought off the attack. The French force now scrambled back to their nearby camp. They knew their position had been discovered and there was no other choice to make. They had to gather what they could and leave at once. Their plan was to go to the North towards Paris and try to break through the Allied lines.

For months, the French Resistance group had secured several captured German vehicles that they had well hidden about a mile away, deep in the forest. They broke camp, took what they could, and rushed towards the vehicles

to make their escape. "Eddie" Simpson quickly followed the group through the woods.

Once at the motor pool sight, Simpson managed to secure a seat in the last truck in the convoy. The French column now raced down the narrow forest roads towards the Orleans highway. As the Marquis' vehicles turned onto the main road towards the city, they were once again discovered by a larger German armored column which included several trucks and armored cars.

The German columns quickly began to give chase to the fleeing French convoy and were now rapidly approaching. The French freedom fighters were doomed. Something had to be done quickly or the entire group of Resistance fighters was going to be either captured or killed.

Knowing full well the German column had to be stopped, one of the

French soldiers in Simpson's truck called for the driver to slow down. As the driver brought the truck to a crawl, five French fighters and "Eddie" Simpson leapt out of rear of the truck. They took what weapons they had, including a heavy machine gun, and motioned to the driver to keep going and try to catch up to the rest of the French column. As the truck sped away, the small force of six hurriedly set up the machine gun in the center of the road. They positioned themselves and waited for the German column to come within firing range. As the German vehicles approached, the six opened fire. The lead vehicle was destroyed and the road was blocked which prevented any of the other German vehicles from passing. The German column had been stopped.

The six brave men kept firing for a brief time, however the German forces were too overwhelming and soon the

five French Marquis' fighters and "Eddie" Simpson were dead.

The courage and bravery of those five Resistance fighters and Captain Simpson successfully held off the German column so the rest of the French force could escape. "Eddie" Simpson was just 21 years old.

The French people have never forgotten what "Eddie" Simpson and the five Frenchmen did that day. Near the village of Ouzouer-sur-Loire, France, just a few yards from where the action took place, stands a monument in memory of those six men. On the face of the Memorial are the names of the six who perished that day, including the name of Captain Edward K. Simpson Jr. He was buried along with the five Frenchmen, but after the war was over, his remains were interned at the American Cemetery at Epinal, France where he rests today.



Two of "Eddie" Simpson's best friends - Colonel C.E. "Bud" Anderson and Captain William "Bill" B. Overstreet - November 2009 (Terry Buck photograph)

Like the other 26,000 brave young Eighth Air Force airmen that perished in World War II, "Eddie" Simpson never knew the riches of a full life. He never knew the satisfaction of a successful career or the blessing of a long and happy marriage. Captain Simpson never knew the joy of holding his newborn child in his arms or to stare into the sparkle of his grandchild's eyes.

"Eddie" Simpson sacrificed his life on that August day of 1944 so others he barely knew could fight on to the ultimate Allied victory.

Why did Captain Simpson make the choice to leave the truck knowing he faced certain death? Why did he choose to fight with people he barely knew? Why did he make the choice when all Simpson had to do was to stay concealed and wait to be repatriated by the advancing American forces just a few miles away?

We will never know the answers to those questions. We will never know why he made that choice. But there is one fact that is quite clear.

Captain Edward K. "Eddie" Simpson Jr. is a hero.



This article is dedicated to two of "Eddie" Simpson's best friends and Squadron mates. Colonel C. E. "Bud" Anderson and Captain William B. Overstreet who have dedicated the last 65 years of their lives telling the world about the life and sacrifice of their friend, Captain Edward K. Simpson Jr.



Event Schedule

Friday, April 16, 2010

Autograph session

2-4 p.m. at the B-25 exhibit (limit one item per person)

Dinner with the Doolittle Raiders

6-10 p.m. (tickets must be purchased in advance; watch this page for additional information)

Saturday, April 17, 2010

Family Day

10-3 p.m. throughout the museum you'll find workshops, storytime and hands-on demonstration stations such as landing a model aircraft

B-25 static display

10 a.m.-4 p.m. on the runway behind the museum (weather contingent)

Autograph session

2-4 p.m. at the B-25 exhibit (limit one item per person)

"Thirty Seconds Over Tokyo" film showing

3 p.m. in Carney Auditorium

The Airmen of Note Tribute Concert to the Doolittle Raiders

7:30-9 p.m. at Wright State University's Nutter Center

Sunday, April 18, 2010

Doolittle Raiders memorial service with B-25 flyover

1-2 p.m. in Memorial Park (inclement weather site is Carney Auditorium)

Autograph session

2:30-4:30 p.m. at the B-25 exhibit (limit one item per person)

NOTE: All events are free unless otherwise specified. The public opportunity to interact with the Doolittle Raiders will be during the autograph sessions only.

DOOLITTLE RAIDERS REUNION

On April 18, 1942, 80 men achieved the unimaginable when they took off from an aircraft carrier on a top secret mission to bomb Japan. This spring, we will pay tribute to those brave men whose courageous actions gave Americans a glimpse of victory in the darkest days of World War II.

Doolittle Raiders events will take place April 16-18, 2010, at the National Museum of the United States Air Force, Wright Patterson Air Force Base, Dayton Ohio

The B-25s will fly a short hop from the Museum in Dayton Ohio to nearby Urbana & back again multiple times!

THE B25'S ARE ON FINAL APPROACH!

Champaign Aviation Museum at Grimes Field in Urbana, Ohio will host the 68th & final Doolittle Raiders B-25 public reunion up to 20 to 25 B-25 Mitchell bombers!

These high-performance medium bombers will be at Grimes Field from Thursday until Saturday morning. A formation departure will be made Saturday morning as the airplanes fly off to participate in the reunion festivities at Wright Patterson. They will return to Grimes Field in formation on Sunday.

The Doolittle Raiders, using the B 25, altered the course of the war in the Pacific and this is your chance to see the type of airplane that changed history. The crews of these airplanes will be on hand Friday, April 16, 2010, from approximately 0800 to 1700.

There is a good chance on Friday you will see these airplanes in the air as formation flying, like the violin, requires practice, practice, practice!

Passing on the Legacy

The Story of Mitchell Hull and a Tribute to our British Friends

Mark S. Copeland – President 8th AFHS

Here servicemen march past the huge Wall of Remembrance.



On the last Monday of every May, citizens of the United States of America observe the National Holiday of Memorial Day. Throughout our Nation, this Federal Holiday is observed in nearly every community throughout this land. Formally known as Decoration Day, this day is for all Americans to commemorate U.S. service men and women

who have perished during military service. This Holiday has been observed by the people of our Nation since the Civil War. It is typically celebrated with community parades and military observances. However, this U.S. Holiday is not officially recognized in England, except for one place, the **Cambridge American Cemetery and Memorial Site** at Madingley, England.

Cambridge American Cemetery was established as a temporary cemetery in 1943, using land donated to the United States by Cambridge University. Construction of the formal cemetery as a permanent *American Military Cemetery* began after the hostilities ended and was formally dedicated in July 1956. It contains the remains of 3812 of military dead; 5127 names are recorded on the marble tablets of the Wall of the Missing. Most of those who rest peacefully in this hallowed place are veterans that served in the Eighth Air Force during World War II.

During the dedication ceremony for the cemetery in 1956, then President Dwight D. Eisenhower remarked during his address, *"The Americans, whose names appear here, were part of the price that free men for the second time in this century have been forced to pay to*

defend human liberty and rights. All who shall hereafter live in freedom will be here reminded that to these men and their comrades we owe a debt to be paid with grateful remembrance of their sacrifice and high resolve that the cause for which they died shall live eternally."

Each Memorial Day, U.S. Military representatives host an observance ceremony and dozens of English citizens are in attendance. The ceremony consists of a U.S. Air Force honor guards, cannon salutes and a wreath laying ceremony. More than 100 Associations participate by laying wreaths at the Wall of the Missing, including the **Eighth Air Force Historical Society**.

Our United Kingdom representatives, Gordon and Connie Richards have worked diligently for many years to coordinate this event each May. Amongst their duties is to prepare a wreath on behalf of the **Eighth Air Force Historical Society**. Each year a person is chosen and given the honor to place our wreath during the Memorial Day observance. Many military dignitaries and public officials have been given this honor in the past, but in



Connie Richards & Mitchell Hull

2009 a very special person was given the honor of laying our wreath at the Wall of the Missing.

Mitchell Hull is a nine year old English lad. Mitchell has taken on a keen interest in the history of the 8th Air Force. From what I understand, his interest in the "Mighty Eighth"

is not merely a hobby; it is his passion and obsession. Mitchell Hull missed school on the Monday in May, 2009 because his parents thought it was more important that he attend the ceremony at Madingley. Perhaps his absence that day might harm his educational journey someday. I rather doubt it though, because Mitchell was given an honor he shall always remember for the rest of his life. He was chosen to lay the wreath at the Wall of the Missing on behalf of the **Eighth Air Force Historical Society**.

This story epitomizes the efforts of so many dedicated people in England. The countless volunteers, researchers, airfield landowners, authors and enthusiasts that keep the legacy of the 8th Air Force and our Society alive for future generations. Dozens of museums, memorials and displays have been constructed throughout England all dedicated to the veterans of the Eighth Air Force. Our story is told each and every day by the selfless and dedicated citizens of the U.K. Our Society shall always be in there debt.

The story of Mitchell Hull perhaps says it all. In fact, it is perfectly fitting and appropriate. What a better way to pay tribute to those who now rest eternally at Madingley Cemetery than to have young Mitchell lay that wreath against



Madingley American Cemetery, Cambridgeshire, England, Memorial Day.

that wall. It demonstrates that the legacy is being passed on to the next generation and that those sacrifices paid for our freedom shall never be forgotten.

To all our United Kingdom members, we members of the **Eighth Air Force Historical Society** here in the United States, say thank you for all your efforts

to keep the legacy of the Eighth Air Force bright and alive for all.

Mark Copeland
President – 8th Air Force
Historical Society



A Kestrel at Madingley American Cemetery, Cambridge, UK

KINGMAN, ARIZONA “BONEYARD” PHOTOGRAPHS – 1947

Many of our 2010 8th AFHS Tucson Reunion attendees will have the opportunity to visit the Davis-Monthan Air Force Base – Aerospace Maintenance and Regeneration Group, better known as the “Bone Yard.” This amazing facility now is the resting place for over 4400 aircraft.

Storing and dismantling aircraft in the arid and dry desert climate is nothing new. Immediately following WWII, hundreds of aircraft met their fate at the hands of the guillotine and smelter when their service was no longer required by the U.S. Army Air Corps. Several of these “bone yards” were established in Oklahoma, Texas, New Mexico and Arizona.

Here is a selection of 8th Air Force aircraft photos taken at Kingman, Arizona in 1947; a sad end to these historic machines of World War II.

Photo 1



Photo 2



Photo 4



Photo 3



Photo 5



Photo 6



Photo 1 – “5 Grand” - Boeing B-17G Flying Fortress (43-37716) flew 78 missions with the 96th Bomb Group at Snetterton Heath. It was the 5000th Flying Fortress to be made by the Boeing employees in Seattle, Washington. The airplane was completely covered with the signatures of Boeing factory employees.

Photo 2 – “Our Gal Sal” (42-31767) proudly flew with the 351st Bomb Squadron of the 100th Bomb Group. The aircraft was mainly flown by the 1st Lt. Robert Shoens crew.

Photo 3 – Dozens of Consolidated B-24 Liberators sadly wait to be chopped up and melted down.

Photo 4 – “Leading Lady” flew dozens of missions with the 305th Bomb Group at Chelveston. It was recorded as the first B-17 to complete 100 missions.

Photo 5 – A legend of the 379th Bomb Group was “Ol’ Gappy” – B-17G Flying Fortress (42-40003). It was officially credited with 157 missions while proudly serving with the 524th Bomb Squadron at Kimbolton.

Photo 6 – The aft portion of 96th Bomb Group’s famous “5 Grand.”

MAIL CALL

"Venit Hora"

Marilyn Walton's story, "Venit Hora" (included in this issue) is about my uncle, 1st Lt. Ewart T. Sconiers, bombardier of the Johnny Reb and Johnny Reb, Jr. It was Destiny, surely, who yanked me into the middle of his unfinished story--66 years to the day his Fortress was shot down and he and his crew taken captive. Officially "unrecoverable" since his mysterious death Jan. 24, 1944 while a POW in Stalag Luft III, his presumed fate had been emblazoned in my mind since childhood. My daddy, grandmother, and aunt passed away convinced he had been shot and thrown in a mass grave. Motivated by a visit to the Air Force Museum in Dayton and encouraged by friends to "Google" him, I was absolutely stunned to learn that, in 2006, DPMO had reopened his case, that Chief John Gray (lead researcher) was passionately dedicated to bringing him home, that his burial site had been discovered in Poland and a monument erected there in his honor, that an extraordinary international group of volunteers were working with DPMO to fulfill America's promise, and that he is now on JPAC's list for recovery (likely, this fall). I also have been privileged to speak by phone with Lt. Gen. Clark and with Lt. Milton Stenstrom, his pilot. His official next-of-kin (PADD), I am writing a book about my uncle's incredible story and am eager for 8th AFHS members to search their own memorabilia for any mention or photos of him (also known as "Ed" Sconiers). Of particular interest would be a comrade's notes or recollections about planting a Catalpa tree at his grave in Poland after



Lt. Sconiers

the war. That act of friendship played a key role in his discovery. This letter is also to openly thank the many members, like Marilyn, who have so graciously assisted in my uncle's case. I am humbled by the outpouring of support and pledge to work diligently to assist other families as they salvage the marvelous stories of the heroes who shaped our lives. (<http://www.BringSconiersHome.com>)

Sincerely,
Pamela Sconiers Whitelock

Another Great December issue!

Interesting WWII account by Peter Spoden. Essen was also the home of my

grandfather Herman Vorderwülbecke, (ü = UE). He immigrated to the US in 1913, leaving 3 brothers & 1 sister, shortened his name & never to return to Germany. I've been to Essen several times & my cousin Wilhelm has shown me some of the heavily bombed sites. An Ikea store sits in one of the former craters near downtown Essen.

More great art work by Gil Cohen & Roger Stuch. Those Jerries look just like we Amis. God has a plan for all of us

Best regards, from Henry & his recently found cousins
Henry G. Wulbeck,
Dayton, Ohio



"Venit Hora"

"The Time Has Come" – Motto of the 97th Bomb Group by Marilyn Walton

Two lives crossed sixty-six years ago. One was highly-decorated 1st Lt. Ewart T. Sconiers, who had washed out of flight training, ending his aspiration to become a pilot. As a B-17 bombardier, he was on the first American bombing raid into the E.T.O. on August 17, 1942, soaring in the skies over Rouen, France. Just four days later, a formation of twelve B-17s including his plane, the "Johnny Reb" of the 97th Bomb Group, 414th Bomb Squadron, was slated to attack a shipyard in Rotterdam, Holland. Sconiers' plane, lagging behind the others in the formation, was savagely attacked by German Luftwaffe FW-190 fighters. Despite being out numbered five-to-one, the crew shot down or damaged twelve enemy fighters before receiving a cannon shell hit through the right windscreen instantly killing Co-Pilot, 2nd Lt. Donald Walters. The shell destroyed most of the cockpit, blew out the top turret and badly

burned the 1st Pilot, 2nd Lt. Richard F. Sparks.

Sconiers scrambled from his bombardier's position to the cockpit to find a half-conscious pilot, whose arm was nearly torn off. Although Sconiers had never flown a B-17 before, he moved the body of the dead co-pilot and eased himself into the seat. With great determination and only minimal instruction from Sparks, Sconiers flew the crippled bomber across the English Channel and made a perfect belly landing at Horsham St. Faith, saving the remaining crew.

For that miraculous feat, Sconiers was awarded a Distinguished Service Cross (DSC), and it was rumored that he was mentioned in one of FDR's "Fireside Chats." Sconiers, a Purple Heart recipient, continued to successfully fly more missions. However, it was the October 21, 1942, raid on the sub pens at Lorient, France, that would prove to be his undo-



Lt. Sconiers with his Purple Heart

ing. After bailing out of his crippled Flying Fortress, Lt. Sconiers was taken prisoner of war and sent to Stalag Luft III, the camp that would later become the site of the "Great Escape."

The other man in this story came straight out of West Point. Dashing Albert P. "Bub" Clark, a lieutenant colonel at the age of twenty-seven, was the first U.S. Army Air Force officer to be confined to Stalag Luft III. As the war progressed, he would prove to be a rock to his men under the most adverse of circumstances. Clark got into the war early as Deputy Group Commander of the 31st Fighter Group, the first American Fighter unit to fly operationally in the E.T.O. To gain combat experience, he flew Spitfires with the Royal Air Force. On July 26, 1942, Lt. Colonel Clark's mission was to Abbeville, France, when four FW-190s attacked. Gunfire was exchanged, and the four German fighters closed in to finish him off. Racing back low across the English Channel, the Spitfire's engine began to sputter. Clark knew the Spit was notorious for not ditching well, so he opted to bail out. But when he pulled the emergency lanyard on the canopy, it broke off in his hand. Before his engine finally died, Clark frantically searched for a place to land. Skimming along slowly,



Lt. Sconiers, front and center, walks with his crew from the B-17 Dixie Demo. Later the crew would fly the ill-fated Johnny Reb, shot down over France.



Burial in January, 1944. Gen. Clark is the tall man on the right in the foreground.

Photo credit: USAFA McDermott Library, Stalag Luft III Collections

just five feet above the water, he hoped the plane would make it back to England. Soon he approached the shoreline, where the southeast coast of England and the west coast of France came very close together. Clark made his final approach, but instead of landing safely in Dover, England, the plane crash landed at Cape Gris-Nez, France. The young American pilot was captured immediately, and the German soldiers led him away.

After interrogation, Clark was taken to Stalag Luft III, where he became Senior American Officer and “Big S” (Security) in North Compound living with the RAF prisoners. Working side-by-side with the British, Clark supervised operations that aided in the digging of tunnels and planning of escape activities. He worked closely with, Roger Bushell, the senior RAF officer and mastermind of the “Great Escape,” and recruited hundreds of men to maintain the secrecy of the tunnel and contingent operations. One of those men in his employ was Lt. Ewart Sconiers, who arrived at Stalag Luft III just three months after Clark.

But neither man would have the opportunity to take part in the “Great Escape.” Well-founded German suspicions that the Americans were helping the RAF in tunneling

activities convinced the commandant of the camp, Colonel Friedrich Wilhelm von Lindeiner, to move the Americans out of North Compound.

It was in South Compound, where Clark and Sconiers resided, where a freak accident set in motion repercussions that have lasted six decades. About fourteen months after capture, Sconiers purportedly slipped on ice in the compound during the winter of 1943 and ruptured his ear drum. Shortly afterward, he complained to Clark of an earache. With no adequate drugs to treat an ear infection, Sconiers’ condition worsened. As December eased into January

of 1944, marking another milestone for both prisoners, Sconiers developed further complications. It appeared that the infection entered his brain, and soon he was displaying symptoms of mental illness, consistent with the spread of severe infection. His roommates tried to protect him from the increasingly ominous attention of the German guards, but while the prisoners were out of the barracks one day, the Germans took Sconiers away. He was taken about an hour from the camp to a Reserve Hospital in what is now Lubin, Poland. He died there the next day, January 24, 1944. Some Germans claimed he had a heart attack. Others claimed he had pneumonia. Albert Clark did not believe either explanation.

On January 27, 1944, a solemn burial party including Lt. Col. Clark and Lt. Milton Stenstrom, Sconiers’ pilot on their final mission, arrived by train in Lubin. In the POW section of the city cemetery, Grave Number 7, Lt. Ewart T. Sconiers was laid to rest in what was then enemy soil. An American flag covered his casket, and a wreath of flowers displaying swastikas at the end of its ribbons sat atop the flag.

Lt. General Clark, former superintendent of the United States Air Force Academy in Colorado Springs, has expressed to me the revulsion he felt as he watched a muddy German boot stomp upon the American flag that covered Lt. Sconiers’ casket as the wooden box was lowered into the ground. It is a memory that will never leave him. Clark and Sconiers’ fellow POWs saluted their friend that cold gray day and returned to Stalag Luft III.

One year later to the day, Stalag Luft III was evacuated as 10,000 POWs embarked on the Forced March just ahead of the Russians. Smoke arose from Hut 104 in North Compound where the escape tunnel “Harry” had originated—a fire set as a

final act of defiance from the British and in retribution for the murder of “The Fifty” by the Gestapo. The



Sconiers' Memorial in Poland.

The white flowering tree in the background is the mystery Catalpa tree that an unknown friend planted. The Catalpa tree and Sconiers are natives to Florida.

camp stood completely empty.

Three months later, the war ended, and jubilant men returned home to resume their interrupted lives. U.S. Army Graves Registration eventually located the graves of the POWs buried at Stalag Luft III and another POW from the camp buried in another nearby town. All the remains were brought home. But Lt. Sconiers' body was never located. After the land was returned to Poland, the town of Lubin was subjugated by Communist rule, and few search teams were allowed in to search for him.

Only recently has the Defense Prisoner of War / Missing Personnel Office (DPMO) reopened the case of Lt. Sconiers. Dedicated to the proposition that America "always brings her own home," a research team was organized, headed by Navy Chief Petty Officer John Gray. Working with local officials, including Polish researcher Szymon Serwatka, the team relentlessly searched for Lt. Sconiers' grave. The search proved to be even more difficult since the post-war Communists converted the cemetery into a public park. There at the foot of a catalpa tree, no more than sixteen yards from a paved city street, coordinates indicate the likely grave of Lt. Sconiers. According to locals, a friend came and planted the tree, which is native to Florida, Lt. Sconiers' home state. To this day, the planter of that tree has remained a mystery.

An American living in Poland, Stephen Marks, currently works in the building that was the former mental hospital where Sconiers was taken. He became interested in the story after seeing a memorial near the park dedicated to Sconiers and all allied POWs and posted an inquiry about Sconiers online.

A Polish historian and professor in Lubin, Mr. Stanislaw Tokarczuk, led the city's effort to establish the memorial, and Mrs. Stefania Saracen, a citizen of Lubin, adopted the grave years ago and has ever since kept vigil there.

Until the present, we who worked with Chief Gray were convinced that all of Sconiers' relatives were deceased. However, one day Pamela Sconiers Whitelock, Lt. Sconiers' niece, decided to "Google" his name on her computer. She was suddenly flooded with researchers' names she had never heard of before

and stunned to find so many had been working on her uncle's case for years. From Pamela we soon learned the Sconiers family had always believed Sconiers died in an escape attempt and had been thrown into a mass grave. In her possession was a box of Sconiers' meager possessions, including a deep burgundy-colored plastic cross. In a log book he had kept was the autograph of Roger Bushell.



Gen. Albert P. "Bub" Clark



Old chapel in Poland where Lt. Sconiers' body was held until burial.

The passion of those who remain dedicated to bringing Lt. Sconiers home has been phenomenal. WWII researcher and historian, Ed Reniere of Belgium, has worked tirelessly in assisting in this quest, and Szymon Serwatka now wears Sconiers' burgundy cross around his neck. Chief Petty Officer Gray wears a bracelet marked with the name Sconiers on it that he will give to Pamela when the case is closed. Bruce Norfleet, an award-winning producer/director, formerly of the National Geographic Channel, plans to create a documentary about Lt. Sconiers. In Colorado Springs, 96-year-old Lt. General Clark awaits word of the date that Joint Prisoners of War / Missing in Action Accounting Command* (JPAC) plan for the exhumation of the grave and the return of Lt. Sconiers' remains to the United States. Sconiers is the only American Stalag Luft III POW that has not come home.

For nearly four years, the case of Lt. Sconiers has consumed me. From the hand-written map of the cemetery area that Gen. Clark drew for me from

memory to give to DPMO to the day-to-day contact with all those who care about Lt. Sconiers, I have followed every step. As the daughter of a former Air Force colonel and ex-Stalag Luft III POW, I have felt an ever-lasting bond with the Stalag Luft III community. This journey has made that special bond stronger and even more meaningful.

Last January, I returned to site of Stalag Luft III, and I took a side trip to stand at the grave of Lt. Sconiers on the anniversary of his burial. Upon reaching the gravesite, I quietly whispered to him that his niece, Pamela, had been found, and she was going to bring him home. Shortly afterward, Pamela also visited his grave. Hopefully soon, her uncle will be returned to his native Florida to be re-buried beside his mother and the door will be closed on this case after sixty-six years.

In my conversations with Gen. Clark, the anticipation is palpable. It is no exaggeration for me to say that after all the years he has waited, it will give me the greatest of pleasures to finally look him in the eye, smile broadly and tell Gen. Clark....."He's coming home."

"Venit Hora!"

See www.bringssconiershome.com

*Lt. Sconiers is one of 78,000 American MIAs still in Europe. Of that number, 38,000 are considered to be recoverable.



Marilyn Walton with newly-found Pamela Sconiers Whitelock.



P.O. Box 1992 • Savannah, GA 31402
tel 912.748.8888 • fax 912.748.0209
www.mightyeighth.org



Dear Members of the 8th Air Force Historical Society,

The Mighty Eighth Air Force Museum is now in the 11th month of the restoration of your B-17 Flying Fortress and as you can see from the adjoining photographs significant progress has been made. Although the progress has been slow, we have all learned the lesson that a restoration process like this cannot be rushed. Our goal, detailed in our strategic plan, is that this airplane will be restored to its full combat configuration, both inside and out.

There is, however, a higher goal to be achieved than simply rebuilding a B-17; there is the story that goes with it. This airplane in this Museum will be a symbol of the 8th Air Force and will enable us to tell, as we've never been able to tell before, the countless stories of those who fought for our country in airplanes, just like ours, in the skies over Europe in World War II. These stories, contained in hundreds of oral histories and artifacts in our archives, will come to life as young people who visit us from all over the world are allowed to climb in, touch, and feel what it might have been like to be in combat. Many of these young people are just a few years younger than the men who flew in these planes. That fact alone is compelling. I believe that the aura of this singular airplane will be powerful.

We are, after all, a Museum that exists to relate to people what courage, character, and ultimate sacrifice means and how without these qualities we would live in a different world today. As the number of our veterans diminish everyday it is important that their stories carry with them relevance to today's world. Without that message being taught, its only history. Our goal with this airplane is not to simply display it but have people live it and experience it.

It is our hope that you, the members of the 8th Air Force Historical Society, help us achieve our goal. Without this Museum the real stories of the 8th Air Force will not be told, but with the completion of this project the stories will be told as never before.

The money we raise with your help will be used to purchase the many supplies and items needed to complete the restoration. Many of these items, such as gun turrets, are difficult to locate and are very expensive. We estimate we will need an additional \$250,000 to fully restore this plane.

I want to thank the members and the Board of the Historical Society for their willingness to help with this project. The Museum and the Society exist for one reason and that is to honor the Mighty Eighth and preserve its place in the history of our country and pass its lessons of courage, character, and leadership on to future generations.

Sincerely,

Henry Skipper
President and CEO





Volunteer cleaning the interior of the nose section



Volunteer using ColdJet cleaning technology



Cockpit of the B-17 "City of Savannah"



Volunteers cleaning & cataloging instruments



Engines tented in preparation for steam cleaning



Engine cowling removed for steam cleaning

Memorial Activities for the 36th Bomb Squadron Radar Counter Measure Unit and the Lt. Norman Landberg Crew – November 2009

TWO survivors from a American World War Two B24 Liberator bomber that crashed at Ford End Farm, Ivinghoe 60 years ago were special guests at a memorial ceremony on the site that was attended by more than 500 people

Pilot 1st Lt Norman Landberg was uninjured, but two of his closest friends, navigator, 2nd Lt Walter S Lamson, and Gunner Pfc Leonard L Smith were killed, and other crew



Lt. Norman Landberg Crew

members suffered injuries.

Mr Landberg from New York, accompanied by his son Chris, and tail-gunner George Eberwine from Philadelphia and his daughter Rosemary arrived at the memorial site in a magnificent 1939 Chrysler staff car.

In the 1990s, Chas Jellis, whose family have owned the farm for four generations, had his curiosity about the crash sparked when his late cousin Richard came in with a handful of live rounds which he had found in the field.

Chas found more





Chas Jellis and Stephen Hutton holding pieces of the B-24 wreckage.

pieces of wreckage ploughed into the ground, and decided to find out more about the aircraft and her crew.

His investigations led to him tracking down and meeting former crew members and their families. It culminated in a full weekend commemorating the incident and the gallant crew, kicking off from Ivinghoe Town Hall with a visit to Cheddington Air Base.

In the evening there was a 1940s dance in Ivinghoe Town Hall.

The ceremony dedicating and unveiling the memorial took place a day later.

USAF commanders from Waddington and Alconbury, and RAF Wing commanders from RAF Halton laid wreaths. USAF Chaplain David Savala gave a sermon, as did local vicar Tracey Doyle.

WW2 re-enactors, dressed in original uniforms, came from all over Britain to attend the event.

They included a B24 "ghost crew" of 10 air-men wearing original flight gear,

who stood in a line with heads bowed on the grassy bank behind the memorial.

Chas concluded the ceremony by reading out a letter he had received from HRH The Prince of Wales, in which the Prince thanked B-24 crew and all the military personnel who fought for the allies in WW2 and also showed his appreciation for the memorial.

There was also a special thank you to Joe Marling for all his support and enthusiasm for the project.

The weekend rounded off with a visit to the US War Cemetery at Madingley in Cambridgeshire, where the veterans visited the graves of Walter Lamson and Leonard Smith, their comrades who are buried side by side, before going on to the Imperial War Museum at Duxford to see a B24 Liberator in the American hangar.

Chas Jellis, who master-minded the whole weekend and created the memorial, said: "I just wanted to show these very special people

that we really do mean business when we honour the airmen who paid the ultimate price for our freedom."

Before flying home, Norman Landberg visited the crash site, where he found two pieces of wreckage which have now travelled back to New York with him.

submitted by:

Stephen Hutton
8th Air Force Historical Society
Unit Contact 36th Bomb Squadron
Radar Counter Measure Unit (RCM)
Author – Squadron of Deception
Web site – www.36rcm.com

Norman & George placed flowers in honor and remembrance of crewmates, Navigator Walter Lamson and Aerial Gunner Leonard Smith of the Landberg Crew.



Pilot Norman Landberg (front), Chas Jellis & Tail-Gunner George Eberwine (back) with family and friends – Cheddington Airfield - "Gremlins" old airbase

NEXT GENERATION

CONTINUING THE 8TH AF LEGACY

by Norma Chesser

During the Next Generation meeting at the August 2009 reunion in Cincinnati, presentations were made on the seven interest areas people have said they're willing to help out with.

QUESTIONS AND ANSWERS FOLLOWED.

The interest areas referred to as "initiatives", are part of the overall Next Generation Initiative; this includes reunions, education, communications, membership, recruitment, museums & memorials, research & publishing, and collecting.

The goal of the meeting was to generate ideas and opportunities for more involvement among the growing number of new people joining the Next Generation Initiative and 8th AFHS, to carry on the work of preserving its history and continuing its activities. Taking an active role is a key factor.

We need people to suggest projects and programs and/or take the initiative to lead those projects, programs and activities. Following is how this can work:

- As NexGen membership chair, I process the NexGen forms, maintaining the roster and the mailing lists. These are used to group people into the seven interest areas/initiatives for occasional mail-outs, and for general information updates about NexGen. To get on the NexGen roster, go to <http://www.8thafhs.org>. Under "comments" on the form, mention if you are already an 8th AFHS member. If not, you can join both in one step.
- For individuals wishing to start or head up a particular project or program, please compose and send me a ready-to-forward email signed by you, for the particular group you are addressing. npchesser@yahoo.com I will simply forward that to the group from my address book. Interested people will respond directly to you. My only part in this is to forward the email you send to me.
- You may have a good idea but don't want to lead, or are willing to lead a project suggested by others. In this case, people and ideas can be matched up whenever possible. People from the membership or communications group(s) may be needed to handle this aspect.

In the last year, correspondence has been sent out to three of the interest groups, asking people to help or participate: the reunions group was asked to help with next year's reunion; the communications group received an email seeking a webmaster; the education group was asked to fill

out a survey to help develop guidelines for guest speakers on WWII; results were summarized in a report, and sent to the education group. Also sent was a list of suggestions to expand the report and develop more classroom resources. Please contact me for copies:

npchesser@yahoo.com (281)498-6134.

This is a work still in progress.

Many activities, related to the other interest areas, can take place outside the reunion setting, in different localities and throughout the year. Many NexGens are involved in individual activities on the local level, and work within state chapters and bomber/fighter group units.

On the NexGen Registry Forms, I receive many comments about the activities people are involved in during the year.

Please send me your suggestions such as the ideas mentioned, for future NexGen articles.

Volunteer to take a leading role or active part in the NexGen Initiative, a key factor in preserving the history and fulfilling the purpose of the 8th Air Force Historical Society.

The following email is from NexGen Mike Neal, about his own involvement and how others can participate. It's an ideal example of the input needed to get the word out on ideas and projects that are not limited by geography or local boundaries.

I received the 8th AFHS magazine this week (what a great publication..!) and it prompted me to tell you about the Veteran's History Project that I have gotten very involved in here in California. This would be a great program for the NEXGEN as interviewers and the Veterans as interviewees. It may be old news to you and many of your members but if not, I really recommend that you go to www.loc.gov/vets and read about the interview program. It's a terrific way for your members to leave a legacy of their service to the country both for their families and the Nation. There is some paper work involved but once it's set up, it really doesn't take much time and the interviews are limited to 90 minutes and most do not go that long. The VHP is something that you might want to publicize in the next issue of the 8th AF NEWS.

Mike Neal - Loomis, California

REUNIONS

91st Bomb Group Memorial Association

Sept. 29th – Oct. 3rd, 2010
Holiday Inn, Fairborn, Ohio
Contact: Jim Shepard,
20670 Via Augusto, Yorba Linda, CA
92887
Phone 714-970-5540
Email: jshep91@earthlink.net

95th Bomb Group

May 14th-19th, 2010
"Return to Horham"
Group Reunion Trip to England
www.95thbg.org

95th Bomb Group

Washington D.C.
September 2010
www.95thbg.org

100th Bomb Group

Detroit, Michigan
August 5th to 8th, 2010
"Thunder Over Michigan" Air Show
8th AFHS Sponsored Event

303rd Bomb Group

Tucson, Arizona
July 21st to 25th, 2010
8th Air Force Historical Society
Reunion

493rd Bomb Group

Tucson, Arizona
July 21st to 25th, 2010
8th Air Force Historical Society
Reunion

306th Bomb Group

Washington, D.C.
October 6th – 9th, 2010
www.306thbw.org

381st Bomb Group

Nashville, Tennessee
August 11th – 15th, 2010
Holiday Inn Select Opryland
www.381st.org

384th Bomb Group

Branson, MO
September 9th – 12th, 2010
www.384thbombgroup.com

385th Bomb Group

Tucson, Arizona

July 21st to 25th, 2010
8th Air Force Historical Society
Reunion

392nd Bomb Group

Detroit, Michigan
August 5th to 8th, 2010
"Thunder Over Michigan" Air Show
8th AFHS Sponsored Event

398th Bomb Group

Denver, Colorado
September 8th – 11th, 2010
www.398th.org
reunioncoordinator@398th.org

Stalag Luft III Association

Detroit, Michigan
August 5th to 8th, 2010
"Thunder Over Michigan" Air Show
8th AFHS Sponsored Event

Kassel Mission Historical Society

Detroit, Michigan
August 5th to 8th, 2010
"Thunder Over Michigan" Air Show
8th AFHS Sponsored Event

401st Bomb Group

Savannah, Georgia
August 25th – 29th, 2010
www.401bg.org

447th Bomb Group

Tucson, Arizona
July 21st to 25th, 2010
8th Air Force Historical Society
Reunion

466th Bomb Group

Tucson, Arizona
July 21st to 25th, 2010
8th Air Force Historical Society
Reunion

486th Bomb Group

Fort Myers, Florida
Embassy Suites Fort Myers - Estero
September 22nd – 28th, 2010
www.486th.org

487th Bomb Group

Fort Myers, Florida
Embassy Suites Fort Myers - Estero
September 22nd – 28th, 2010
www.487thbg.org

From the 8th Air Force Historical Society Office

Postal Plans For - "2010 December 8th AF News Magazine"

Our Post Master advises that due to the 3rd class mailing rate that we are required to use and coupled with the Christmas Holiday Seasons heavy mailing, both of these issues contributed to the delay-delivery period for our *December 8AF News* magazine.



Catherine Rice

As a result of this review we have taken steps to minimize the days it takes to deliver our 2010 December magazine to our members. Delivery time is particularly important for the 2010 March magazine, as this issue will contain all the registration information relating to the Tucson Reunion as well as the details covering the Air Show to be held at Willow Run, a month following the Tucson Reunion.

We have engaged a bar code system through the Post Office which will allow us to track magazines by zip codes.

Past Due Notice

We're sorry to note, that dues are coming into the Pooler office at a very slow rate. As of February 15th we have collected only about 50% of the 09/10 dues. This important revenue stream keeps the Society running, so please check to see if your dues have been paid. In the next week or so we will be mailing-out our "Past Due Notice" to our members that are on file as being delinquent.

Thanks for your support and if you have any questions concerning the Society business please call Catherine Rice or Darrel Lowell at our Pooler, GA 8th AFHS Office.

Call: (912) 748-8884 or

Email: membershipmanager8thafhs.org

Catherine Rice & Darrel Lowell

Florida Chapter

By Ken Sweet

The Florida Chapter of the Eighth Air Force Historical Society gathered in Clewiston, Florida.

We received welcome news from Treasurer Shelly Green about the great financial health of the chapter. Unfortunately, Bob Groen was forced to resign his Directorship because he has been elected President of his Bomb Group Association. Director Warren Klein was not able to attend this reunion due to other pressing matters. President Tom Gagnon was, however, able to welcome Bill Uphoff back to his former post as Vice President of the Chapter and new board members Bill Miller and Steve Perri. Steve has served in many leadership positions during the history of the chapter and his insight and perspectives are invaluable as a board member. Secretary John Guinn read the minutes from the previous meeting, assisted by his lovely wife Dorothy. Board members Mike Drake and Ken Sweet also attended.

During our last meeting in the spring, we had discussed putting memorial markers on behalf of the chapter at the new veteran's memorial cemeteries in Sarasota and Lake Worth. Unfortunately, they are still in the planning stages.

Saturday morning found some of us on a walking tour of the nearby historic homes. Then it was on to the Clewiston Museum for a tour of the museum and a great program on Clewiston and South Florida History. In addition, meeting at the museum that day, was a historic car club and a display of their cars. The majority of the cars were pre-1920 models. Sunday afternoon found many of us back in the hospitality suite enjoying an afternoon of NFL football. Sunday night, it was time for our gala banquet and program.

The mayor of Clewiston, the Honorable Mali Chamness, joined us for dinner and brought a proclamation with her. The Mayor designated the 13th, 14th, 15th, and 16th of November as Florida Chapter of the Mighty 8th Air Force weekend, and read the proclamation to us. President Tom Gagnon then presented a wonderful program on

the new pilotless drone aircraft now being used by our military and civilian law enforcement agencies.

Monday morning we held our memorial services to honor our fallen eagles. Our dear friends Wayne Jeglum of the 489th bomb group, and Robert J. Brunst of the 445th Bomb Group had passed since our last meeting. They will be sorely missed. Our next meeting is planned for the spring and we hope to be in the Kissimmee area. If your plans take you near Kissimmee in April, we would love to have you join us. You may contact Tom Gagnon at teg00@aol.com or 813-394-0338, or Ken Sweet at ksotown@earthlink.net or 407-869-6693, for more information as the date gets closer.

OREGON CHAPTER

by Joan E. Hamilton

An introduction is in order as I will be the new "reporter" of the 8th AFHS, Oregon Chapter news. Clint Gruber has been doing a spectacular job, but wishes to retire from this position though I fully intend to consult him. After several years of volunteering as a Veterans History Project (VHP) interviewer, I discovered the 8th AFHS.

Sadly, I must begin by a mention of the passing of a truly good and kind man, Lt. Col. Joseph "Joe" Conroy, who served as a ball turret gunner with the 306th BG, 368th BS. I interviewed Lt. Col. Conroy for VHP. When asked about gunnery training, he said, "They taught us to disassemble a machine gun and then assemble it again. What I remember most about that, you had to do it blindfolded, just feel the parts and work away. Then, we had skeet shooting, back of a pickup. They'd go along and then fire clay pigeons up there and we'd



Oregon Chapter speaker - Carla Gleason

[Photograph courtesy of Tom Philo]

aim and fire. I got kind of good at that." This dedicated and gentle man will be dearly missed.

Our February 13th speaker was Carla Gleason who is currently researching and writing a book detailing the life of her father, Johannes "Jan" van Breemen, a member of the Dutch resistance during WWII. The book is tentatively titled *Destined to Survive*.

Carla Gleason can be reached at carla-gleason@msn.com.

NEW YORK STATE SOUTHERN Wing Chapter

by Joseph P. Keeley

The New York State Southern Wing Chapter will hold its next Luncheon Meeting at 12:00 noon on Saturday, April 17 at the 56th FG Restaurant Lounge at the Republic Airport in Farmingdale, NY the home of the American Airpower Museum. A great menu will be available along with guest speakers. Members please refer to the Chapter's Newsletter, which was mailed at the end of January, for the form to be filled out and mailed. If you are interested and did not receive the Newsletter please contact Joseph P. Keeley whose contact info is on the back of the front cover page of this edition.

Our last get together of over 90 was a great success at West Point NY and this location will also prove to have a good turnout. See you there.

CHAPTER NEWS

New Mexico Chapter by Al Schwery



New Mexico entertainment provided by "The Dazzle Dolls"

The New Mexico Chapter of the 8th AFHS held its Winter General Membership Meeting and Luncheon at the Sheraton Uptown Hotel.

President, Larry Stebleton opened the meeting with a moment of silence in remembrance of departed members, followed by the pledge of Allegiance.

The entertainment was provided by "The Dazzle Dolls" a professional singing group of very talented ladies who presented a program of patriotic and popular WWII era music.

The next 8th AFHS NM Chapter meeting will be held on May 15, 2010 at the Uptown Sheraton Hotel, Albuquerque, NM.

LICENSE PLATES OF THE MIGHTY EIGHTH



Robert Livingston of Sunrise, Florida, 511th Bomb Squadron & 351st BG. He also flew as right waist gunner on W. Smith crew, on *Fire Ball*, replacing Sgt. Baker, who was killed May 19th, 1943. Robert was awarded the Air Medal for destroying a FW 190 over Nazaire in June 1943.



Lewis Burke of Centreville, VA, 398th BG, has cornered the market on his three 8th AF - 398th Bomb Group License Plates. He likes to let folks know that "this old pilot is still around". The "FLYR WW2" license plate is on his wife's car, which makes folks look twice when she is driving (she is also 9 years younger than Lewis).



Ralph "Hap" Nicholas, Butler, PA, 448th BG - B-24's. He is serving as President of the Pennsylvania Western Wing - 8th AFHS.



Top Generals meet in April 1945

At a meeting of top air and ground officers in April 1945, as the European war was ending. From left to right: General George S. Patton, Commanding General of the Third U. S. Army, General Carl T. Spaatz, Commanding General of USSTAF, Lt. Gen. James Doolittle, Commanding General Eighth Air Force, Lt. Gen. Hoyt S. Vandenberg, Commanding General of Ninth Air Force (partially obscured), Maj. Gen. O. P. Weyland, Commanding General XIX Tactical Air Command, Col. Harkins, Deputy Chief of Staff for the Third Army.

MEMBER NUMBER

1

Anthony C. Chardella – 359th Fighter Group / 369th Fighter Squadron



Anthony Chardella, member "Number One" of the 8th AFHS passed away.

Tony was very proud of his status as member "Number One" of the 8th Air Force Historical Society. Tony was one of the driving forces behind the organizing of the 8th AFHS. In 1973 he contacted founder, John Woolnough, about organizing our Society and the following year provided John with part of the seed money to help get the Society off the ground. Thanks to the initiatives of John and Tony, the 8th AFHS became a reality and is now the thriving organization we all enjoy today.

During WWII Tony was a crew chief for 359th Fighter Group / 369th Fighter Squadron. He was part of the ground crew for Major Niven Cranfill, a five victory ace that flew with the 359th Fighter Group.

Tony was instrumental in organizing the 369th Fighter Squadron Association, which eventually evolved into the 359th Fighter Group Association. Tony's pride in the 369th F. S. is reflected in the design he created for the Association; which appeared on

page 32 of the December 8th Air Force News. Tony was also the leading force behind the 1987 printing of "Jigger Tinsplate & Redcross: The 359th Fighter Group in World War II. This was the first 359th Group History published since 1946 and Tony personally funded its printing.

If this was not enough Tony was also responsible for the design and placement of memorials to the 359th FG in the UK found in London, East Wretham, Norwich and Thetford, along with the placement of stateside memorials to the 359th located at the National Museum of the United States Air Force and at the site of the 359th original training base at Westover Air Reserve Base.

Tony was a true visionary who went "above and beyond" to preserve the legacy that was the 359th Fighter Group and the United States Eighth Army Air Force. Tony we will miss you!! You truly were our "Number One!!"

Submitted by Marin Ennis

Join us for the 20th Anniversary of the Kassel Mission Memorial Dedication

September 24-October 3, 2010
Wheelchair Friendly, Buddy System for the Elderly



German and 445th BG Airmen unite after unveiling the Memorial in 1990
9 days in Germany surrounding the Kassel Mission Memorial and Crash Site Tour

See POW sites including

- *Dulag Luft Interrogation Camp site, *Oberursel Train Station
- *POW Hospital at Oberursel, *Stalag Luft I in Barth – Concentration Camp site– Airfield where POWs departed – Barth POW Museum

WWII and other historical sites in Germany, including

- *Underground Junkers Aircraft Factory, *V1 and V2 Rocket Factory, *Potsdam
- *Reichstag, *Brandenberg Gate, *Checkpoint Charlie, *Remains of Russian Wall
- *Frederick the Great's *Sans Souci* Palace

If you are interested, contact: kmhs@kasselmission.com • 231-334-3633
P O Box 439 • Glen Arbor, MI 49636

Smith, James E., Springfield, ILL. Jim served in the U.S. Army Air Corps from 1941 to 1945, where he flew as a B-17 pilot in the 8th Air Force, 379th Group. He flew 25 missions.



James Smith

Schaunaman, George S., passed away January 8, 2010, Riverside, California. 1st Lt, stationed in England, 8th AF, 401st BG, B-17s.. Submitted by: W E Aisenbrey, Life member, 8th AF Historical Society

Young, John C. (Jack), 91, of Bluffton, SC passed away November 2009. He was a veteran of the US Army Air Corps during World War II. He was stationed in England as a Bombardier on B-17. He was hit by flak over Germany and spent thirteen months as a Prisoner of War. He was a Purple Heart recipient.



Jack Young

Prystup, Edward S. He enlisted in the Army Air Forces in 1943 and received his Gunner's Wings. Edward was assigned to the 709th Bomb Squadron and was sent to England where he flew over 25 missions.



Lee A. "Buddy" Archer

Archer, Lee A. "Buddy" was a fighter pilot in the 302nd Fighter Squadron of the 332nd Fighter Group. He was the highest scoring pilot of the famed Tuskegee Airmen.



Walter E. Starck

Starck, Walter E., 352nd Fighter Group 7 Victory Ace with the 352nd FG - POW at Stalag Luft I - Active Member of the 352nd FGA



William Bonnet

Bonnet, William H., Davenport, IA, passed away on April 21, 2009. William flew 19 missions on a B-17 Bomber for the 8th Air Force.



John Ogren

Ogren, John L. New Hope, MN passed away on April 28, 2009. He retired as a Master Sergeant in the Air Force and worked for the Minneapolis Post Office for 30 years.

Corbiere, Ovila S. "Frenchy," 88, of Lakeland, FL passed away on August 28, 2009. After enlisting in the US Army Air Corp in

January 1942, he was a flight engineer and top turret operator on the B-17. While stationed in England he was shot down on November 26, 1944 on a mission over Missburg, Germany and taken prisoner.

Hamon, John Reuben passed away on September 28, 2009. He served his country as a B-17 Bomber pilot with the 452nd Bomb Group. On his 22nd mission over Germany, his plane was shot down on Christmas Eve 1944 and he was taken as a POW. He served 28 years in the U.S. Air Force Reserves, retiring as a Major.

Mitchell, Eli, Worcester, Mass, passed away on Dec. 5, 2009. He flew 30 missions as a Mickey Operator between 1944 and 1945. After WWII, Eli returned to the US with medals. He returned to military service for the Korean War after receiving a degree in Electrical Engineering. He retired as a Lt. Colonel in 1975.

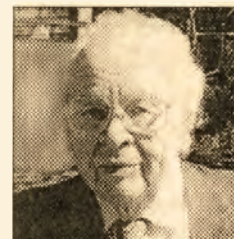
Spurrier, Eric A., passed away on June 17, 2008. He was a WWII veteran for the British Royal Air Force and president of the RI Chapter. **Scribner, Franklin "Scrib"**, passed away on New Year's Eve 2009. He was a B-17 Navigator for "Madame X" in the 398th Bomb Group, 602nd Bomb Squadron. He completed 32 missions over Europe in 1944 with the Roderick crew.

Blower, Warren A. Brecksville, Ohio, passed away on December 25, 2009. He was a B-24 Lead Pilot and was awarded the Distinguished Flying Cross with the 446th *Bungay Buckaroos*. His crew completed 30 combat missions. He flew his last mission in *Hells Belle* April 1945.

Fauth, Paul R. passed away on June 12th, 2009. He flew

as Deputy Lead on several missions for the 452nd Bomb Group, 728th Bomb Squadron. He was held in high regard by Command as well as his crew. Submitted by his Tail Gunner, John Johnson.

Wasche, John Edward, Golden Valley, Minnesota, passed away on April 20, 2009. John served as a ball turret gunner on a B-17 for the 92nd Bomb Group. He was shot down on his 13th mission and in Germany and later in Krems, Austria. After liberation he continued his studies in law and established the law firm of Rischmiller and Wasche with a classmate.



John Wasche

Zerr, John C., passed away on Dec. 5, 2009. He was in the 303rd BG, 358th BS. He was a founding member of the American Air Museum in Britain.



John Zerr

Salm, Mary Margaret, Nashville, TN, passed away on Dec. 6, 2009. She was enlisted in the Women's Army Corps (WAC) from 1943 to 1945. She was actively involved in the publication of several writings on the WAC.



Mary Salm

Schmitz, Roy M., Tarpon Springs, FL, passed away on Feb. 4, 2009. Roy served as a pilot for a B-17 and was stationed in Sudbury, England. He and his crew flew 25 missions with the 486th BG, 835th BS. **Columbus, Joseph M.**, passed away on Sept. 23, 2009. He was



Roy Schmitz

a Bombardier/Navigator. His plane was shot down and he was a POW for two years. He retired from the Air Force in 1968.

Lester, Jack L., passed away on Sept. 21, 2009. He was stationed in England as a B-17 pilot for the 303rd BG. He worked in the produce industry until his retirement in 1984.

Giering, Edward J., passed away on Nov. 29, 2009. He served in the Army during WWII, Korea and Vietnam. He was a crewman on a B-17 for the 303rd BG. He chronicled his WWII experience in the book "B-17 Bomber Crew Diary."

Jones, Douglas L., passed away on May 21, 2008. He was a flight engineer for the 303rd BG on B-17s in England.

Nicholson, Gilbert O., St. Cloud, FL, passed away on Dec. 13, 2009. He served as a Bomber pilot during WWII. He retired from the Air Force in 1974.

Pitchford, Jack, Jackson, Miss., passed away on June 12, 2009. He was the pilot of an F-100 Super Sabre. On Dec. 25, 1965 he was shot down over Vietnam and was a POW for 8 years. Jack spent those years at the prison camp known as the "Hanoi Hilton," the same camp that Sen. John McCain spent time in. Submitted by Michael Prestia.

Young, Jack (John C.), passed away on Nov. 21, 2009. He was stationed in England as a Bombardier on a B-17. He was hit by flak over Germany and spent thirteen months as a POW. He received a Purple Heart for his service.

Hellberg, Hjalmar V., Marshalltown, IA, passed away on Jan. 14, 2010. He was a member of the 379th



**Joseph
Columbus**



Jack Lester



Edward Giering



Douglas Jones



Gilbert Nicholson

BG during WWII. He served as a Past 8th AFHS President.

Schaunaman, George S., passed away on Jan. 8, 2010. He was a 1st Lt stationed in England during WWII. George flew in B-17s for the 401st BG.

Eagle, Harold, passed away in April 2009. He was a co-pilot for Sam Vance's crew in the 486th BG, 833rd BS. They flew 24 combat missions. Submitted by Jack Keller, Ball Tail Gunner.

Bowler, Jr., Richard (Dick), passed away on Dec. 28, 2009. He became a navigator at the rank of Staff Sergeant in a B-17 and was a member of the Hell's Angels 303rd BG. His plane was shot down over Germany and he became a POW for several months.

Boling, Lloyd W., Rogers, Arkansas passed away on Dec. 1, 2009. He was a right waist gunner in the 305th BG, 365th BS. His plane was shot down over Germany on October 7, 1944. He spent the rest of the war as a POW.

Traylor, James A., Millbrook, AL, passed away on February 6, 2010. He was a Ball Turret Gunner on a B-17. His plane was shot down and he was imprisoned in Stalag 17B in Krems, Germany. He was a pilot for the Civil Air Patrol.

Conroy, Anthony J., passed away on Feb. 7, 2010. He served as a B-17 Ball turret gunner and completed 35 missions. After the war he earned bachelor's and master's degrees from the University of Oregon. Joe belonged to the Air Force Reserve until he retired in 1985. He was the president of the 306th BG and the Oregon Chapter of the 8th AFHS.

Lilly, Robert J. "Bob", from Burlington, NC. He flew the B-17 "Worry Bird" on 35 missions for the 486th BG.

Haughy, Robert Francis, Mendocino County, Arizona, passed away Aug. 19, 2009, 379th BG, Robert flew B-17s from 1942 until 1945 and was a member of the famed Schweinfurt Raid. Only one in five of the pilots returned from the raid. According to his family, he was always lucky.



**Lt. Robert Haughy, Original Copilot
B-17 F 42-29890 "Stupefier"**

Eagle, Harold, April 2009, Chicago, ILL, B-17 Co-pilot - Sam Vance Crew. 486thBG, 833rdBS, 24 combat missions. submitted by Jack Keller, Ball T. Gunner.

Nielsen, Roger J., St. Paul, passed away on April 10, 2009. Roger served as B-17 co-pilot in WWII. He was later an aeronautical engineer for Northwest Airlines.

Stewart, Robert W. passed away on Dec. 27th, 2008. Robert flew several missions as a B-17 Co-Pilot for the 96th Bomb Group.

Shanks, Virgil, passed away on Dec. 27th, 2008. He served in the 8th Air Force during WWII.

Preus, David, Osceola, Wis., passed away on Oct. 28 2009. He completed 38 combat missions over Europe as a P-47 fighter pilot. He practiced law for over 25 years in Minneapolis.

Suber, William H., passed away on June 2009. He was the pilot of the B-17s "Pappy" and "Lucy." He was a member of the 379th BG, the 327th BS.

Darling, Martin E., Thermopolis, WY, passed away on October 6, 2009. He

was a member of the 457th BG, 749th BS. **Granack, Frank A.**, Los Angeles, CA, passed away in 2007. He was the pilot the B-17 of the "Rubber Czech." Roy was a POW from March 1944 to April 1945.

Chardella, Anthony, was 88, of Bedford PA, died Thursday, July 30, 2009 at his residence. He was born on August 17, 1920 in Pittsburgh. Tony was very proud of his status as **member "No. 1" of the 8th Air Force Historical Society**. Sgt. Chardella served as an armorer in the 369th FS, 359th FG and in addition to his duties Tony was responsible for the colorful nose art on Col. Niven

K. Cranfill's P-51D "Deviless 3rd". Tony was instrumental in helping John Woolnough establish the 8th AFHS and was also leading force behind the organizing of the 359th FGA. Tony also published "Jigger, Tinplate & Redcross" the first unit history of the 359th FG published since 1946.

Tony was a true visionary in preserving the legacy of the 359th FG through his initiatives of designing and placing memorials to the 359th in the U.S. and also in the UK.

Respectfully submitted in honor of Tony by his friend Marin F. Ennis""

Grover MacLaughlin - P-47 Pilot - 351st Fighter Squadron/353rd Fighter Group **Dumler, Norma "Smitty"**, Denver, CO passed away January 2010. She was the beloved wife of Bombardier Fred Dumler, with the 836th BS & 487th BG.

Moses, Cheryl Davis of Brownsville, TN, passed away January 30, 2010. She was the beloved wife of one of our Board of Directors - 8th AFHS, Robert "Bob" Moses.



Anthony Chardella



Cheryl Davis Moses

Colonel Robert E. Vickers Jr. Pilot - 392nd Bomb Group

A resident of Taos, NM and formerly of Albuquerque, NM, passed away on January 28, 2010

Robert Vickers graduated from high school in Fort Wayne, IN and enlisted in the United States Air Force as an Aviation Cadet in 1942. He entered pilot training in 1943, earning his wings and Officer's commission in 1944. He flew as a Command Pilot with the 392nd Bomb Group at Wendling, England completing a total of 30 missions.

His aircraft was shot up while on a mission near Dresden, Germany on January 16, 1945. The crew bailed out over friendly front lines in the Battle of the Bulge area near Metz, France and behind the rear guard of General George Patton's 3rd Army.

Colonel Vickers also trained as a B-29 Superfortress Instructor Pilot for the Pacific Theater. Bob made the Air Force his career finally retiring on May 1, 1975 after 32 years of continuous service active duty service.

Bob was a pillar in the **8th Air Force Historical Society**. He served on the Board of Directors for the **8th AFHS** and the **8th Air Force Memorial Museum Foundation**. He dedicated his life to the preservation of the 8th Air Force and the 392nd Bomb Group. He wrote two detailed books on the history of the 392nd BG and was instrumental on many projects involving the perpetuity of the "Mighty Eighth." He was one of the project managers for the 8th Air Force Control Tower at the **National Museum of the United States Air Force** and the **American Air Museum** at Duxford, England.

In 2009 Colonel Vickers was awarded the **Eighth Air Force Historical Society's** highest recognition, the **"President's Award,"** joining historian Roger Freeman as the only other member to receive this honor.

He was a fixture at the 8th AFHS National Reunions and his enthusiasm, wisdom and dedication were an inspiration to one and all. We will miss you Bob.



Colonel Robert E. Vickers Jr.



Bob Vickers at the Annual 2009 8th Air Force Reunion.

PALM SPRINGS AIR MUSEUM DEDICATES A NEW DISPLAY TO THE “BLOODY HUNDRETH



On January 23rd, 2010, members of the 100th Bomb Group Foundation descended upon Palm Springs California for the annual “mini-reunion” and to dedicate their permanent display at the Palm Springs Air Museum.

The 100th Bomb Group and their many dedicated “next generation” members have been meeting annually in Palm Springs at the Palm Springs Air Museum since 1999!

The Group gathered to dedicate a new display celebrating the grand history of the 100th Bomb Group.

This professionally constructed display consists of many original artifacts and photos. This



permanent collection of 100th Bomb Group material will be a true record to the rich history and legacy for the famed, “Bloody Hundredth.”



100TH BOMB GROUP VETERANS IN FRONT OF DISPLAY.

Front row L-R: Michael P. Faley (100th Bomb Group Photo Archivist), Lee Jacobs, Rinaldo Bussino, Big Joe Armanini, Jerry Korman, Standing L-R Lewis Payne, Herb Grand, Robert Wolff, Albert Freitas, Hal Higs, Bob Mathiasen, John McGrath, Don “Duck” Bradley, Robert Shoens, Ralph Bradley and James Sorensen.

THE 486th and 487th BG's UNITE FOR REUNION

8USAAF, Third Division, 486th and 487th Bomb Groups, which included the 832, 833, 834, 835 (Sudbury), and 836, 837, 838, 839, (Lavenham) Bomb Squadrons, joined together for a reunion in Phoenix, AZ in October 09. The two groups were stationed less than 8 miles apart in East Anglia. Both groups started flying combat missions in May 44, with B-24's and then transitioned to B-17th in July '44.

The 487th celebrated its 42nd reunion and the 486th, whose reunion numbers has been declining, decided to unite for a joint reunion. It worked very well and the 2 groups enjoyed each other's company and the benefits of a larger group.

Unique nametags proudly displayed each



*Luke Air Force Base,
Phoenix*



**Left: 486th-Robert Philips - Nav 487th
Right: Arthur Stofko - Pilot, sharing
stories in the Hospitality suite:**

group's affiliation, and except for separate group association meetings, everyone joined together for all the events. Trips were open to all attendees. The 486th had a special trip to Davis-Monthan Air Base in Tucson, AZ which was where their group activated. The 487th who activated in Alamogordo, NM had toured that base on one of their previous reunions in Tucson; so another trip to Luke Air Force in Phoenix was available.



"stories...still flying"

The joint reunion was a wonderful experience and the 2nd generation members soon learned that each group's special WWII Vets had all the same stories-only the names and dates were changed!!!

Neither group has ruled out joining the 8th AFHS National Reunions in the future, but for now this union has worked well. The groups will meet again in Fort Myers, FL, Sept 22-26th, 2010. Details available at www.486th.org or www.487thbg.org.

Ann Imhof Kulp
2nd generation member
487th BG



Davis-Monthan Air Force Base, Tucson



The 8th Air Force Historical Society is hosting veterans, family members, and their guests at the Willow Run Air Show, located just outside Detroit, August 5 thru 8, 2010. The Air Show organizers are expecting 8 to 10 B-17's to attend , 2 B-24's, 12 P-51's, the usual cadre of other WW-II aircraft, as well as a flying ME-262 and an ME-109. (NOTE: Detroit is also a Non-stop flight from several airports).

Attendees registered with the 8th AFHS and staying at our hotel **within our room block** will have preferential (back door) motor coach transportation to and from the event with delivery to a private tented seating and viewing area at center stage, as well as free access to several B-17's offering "walk thrus" to the general public who, will be paying \$5 to \$10 per person for access. Our admission will include lunch, transportation, center stage seating, as well as dinner Saturday, followed by a symposium Saturday night. Optional tours will be available Friday and Sunday for those who only want to attend the Air Show Saturday.

Our host hotel is the Crowne Plaza Detroit Metro Airport with complimentary airport shuttle, free parking for those driving in, and a room rate of \$89 per night + tax. A limited number of Group Gathering rooms

(or Hospitality rooms, whichever you prefer) will also be available at a nominal cost to the seven largest Groups in attendance with 30 attendees or more.

There will also be a fully stocked 8th Air Force communal hospitality room welcoming all others who walk thru the door.

PLEASE NOTE: This is not an 8th Air Force Historical Society Reunion, but rather an 8th AFHS sponsored event, and you **do not** need to be a member of the Historical Society to attend. We were requested by the Air Show organizers to host the veterans and their guests in an “organized fashion,” which we are happy to oblige.

We will have a large buffet “Welcome” dinner Friday evening, followed by lunch and dinner at the Air Show Saturday, with an interesting symposium to follow Saturday evening, and concluding with a Gala Banquet Sunday evening, with a very notable speaker.

More information, instructions, and registration form can be found on the following pages and on our web site at www.8thafhs.org.



CANCELLATION POLICY

You may cancel your reunion plans with the Society and receive a full refund prior to the cut-off date. There will be a \$25 charge for each reservation cancelled after the cut-off date. Cancellations can be made thru July 31, Monday thru Friday from 9:00am to 5:00pm Eastern time, by calling 912-748-8884.

CANCELLATIONS AND REFUNDS CANNOT BE MADE AFTER JULY 31, 2010

PLEASE NOTE:

Canceling your Reunion reservations does not cancel your Hotel reservations. You must do that separately, or expect to be charged for at least one room night per room reserved.

Please complete the following registration form indicating your choice of meals and tours, along with the other member information. Mail your registration form, along with your check or money order, to 8th AFHS by July 15, 2010, Or you may also securely register on line and pay with a credit card at www.8thafhs.org. just click on "Special Event".

Hotel reservations should also be made directly with the hotel no later than July 15, 2010 by calling 1-734-729-2600 or 1-800-227-6963.

**Just say that you are with the Group
8th Air Force.**

THURSDAY

9:30am-12:00pm	Early Bird Registration Open
2:00pm-5:00pm	Early Bird Registration Open

FRIDAY

9:30am-12:00pm	Registration Open
10:30am-3:00	Ford Museum Tour (optional)
3:00pm-5:30pm	Registration Open
6:00pm-7:00pm	Cash Bar Reception
7:00pm-	Buffet Dinner and entertainment with Reserved seating for larger Groups

SATURDAY

7:00am-9:00am	Full Buffet Breakfast
10:00am-4:30pm	Air Show (with box Lunch)
5:15pm-8:00pm	Symposium and dinner (at Willow Run)
8:00pm	Return to Hotel & Hospitality Suites

SUNDAY

7:00am-9:00am	Full Buffet Breakfast
10:00 am-4:30pm	Air Show
10:30am-3:00	Ford Museum Tour
6:00pm-7:00pm	Cash Bar Reception
7:00pm-	Gala 8 th AFHS dinner with reserved Group seating

MONDAY

7:00am-8:30am	Full Buffet Breakfast for those people attending Sundays Airshow
Hugs and Depart	

THE CROWNE PLAZA DETROIT METRO AIRPORT

800-227-6963 Crowne Plaza Toll Free Reservation Line

734-729-2600 Crowne Plaza direct line

(ask for reservations)

The Crowne Plaza is located at 8000 Merriman Road, Romulus, MI 48174. Situated at the entrance to Detroit Metro Airport, its spectacular sun-drenched atrium lobby will welcome you with a special warmth, and the cheerful, professional staff will pamper you with exceptional service.

Stylish accommodations and gracious hospitality are the cornerstones of the Crowne Plaza Detroit Metro Airport. This magnificent 11-story hotel has 364 spacious guest rooms, many with walk-out balconies overlooking the atrium and pool area. Balcony rooms are based upon availability at time of check in.

All rooms have lighted work desks, telephones with voice-mail, free high speed internet access and cable televisions with in room pay movies.



Relax and unwind in the heated indoor swimming pool and whirlpool or stay in shape in the complimentary on-site fitness center. Discover the delightful cuisine of Bistro 94-elegant, but by no means formal-offering your favorite American fare, exquisite wines and elegant deserts. Trophy's Sports Bar provides hearty food and drink to guests while they enjoy televised sporting events or friendly conversation. All restaurant and Lounge selections are also available through room service.

The Hotel is less than 5 minutes from the airport and has 2 airport courtesy shuttles. Shuttles

Service must be requested by going to the lower level of the terminal (where you pick up your luggage). There is a phone board with several Hotels listed. Simply ring the Crowne Plaza and ask to be picked up.

For those of you wishing faster service, airport shuttle vans are available at \$24 per shuttle, meaning that 1 person will pay \$24 for a ride to the hotel, however, a group of up to 8 people will pay a total of \$24 for the same ride, so "Buddy Up" if you can.

Parking is free for all our guests driving in, including those with RV's and trailers, however, no hook-ups are available on site. And for those of you who may start out with a full head of steam, but slow down for some unexpected reason, we will have 3 wheelchairs on site for your convenience.



MEALS/TOUR SELECTIONS

CHOICE #1

THE FUN PACKAGE \$225

(our most popular option)

The Fun Package is designed for those who prefer a “single priced” fairly inclusive event package. You may add extra events to your Fun Package as you wish by simply adding them to your registration form and paying the additional cost. The Fun Package allows you the option to add a Friday tour or Sunday tour, for those who only want to visit the Air Show on Saturday.

THE FUN PACKAGE INCLUDES:

Registration Fee
3 full buffet breakfasts, beginning with breakfast on Friday
3 Dinners (Fri, Sat, & Sun)
Saturday Air Show with Lunch
Saturday Evening Dinner & Symposium
Bus Transportation and Preferential Air Show
Seating on Saturday only

PLEASE NOTE:

Ford Museum Tour Friday or Sunday is an additional cost.

The Sunday Air Show is an additional cost.
See registration form for all additional costs.

Daily breakfast buffet includes bacon, eggs, sausage, potatoes, assorted juices and breads, cereal, fruit, yogurt, coffee, tea and milk..

CHOICE #2

INDIVIDUAL MEALS AND EVENTS

If you choose to purchase individual meals and event activity, you will be required to pay the Registration fee of \$35 **per attendee.**

INDIVIDUAL GROUP MEALS:

Friday: Welcome Buffet and Entertainment.....\$35
Sunday: Banquet Plated Dinner
(Filet Mignon or Salmon).....\$45

INDIVIDUAL EVENTS:

Saturday: Air Show 10:00am-5:00pm

(Includes admission, Box Lunch, preferential transportation and seating).....\$55

Saturday: Buffet Dinner and Symposium

at Willow Run 5:15pm-8:00pm.....\$45

Sunday: Air Show 10:00am-5:00pm

(Includes admission, Box Lunch , preferential transportation and seating).....\$45

Henry Ford Museum Tour:

Friday.....\$37
Sunday.....\$37

•Guide gratuities are not included in the tour prices.

8th AFHS Willow Run Air Show General Registration Form

"The Last Great Gathering of Fortresses and Legends"

Please complete the registration form below for all you attendees, make a copy of it for your records and return it along with your full payment in the form of check or money order payable to 8th AFHS (see address below). Your cancelled check will be your confirmation. You may also register online and pay by credit card at www.8thafhs.org just click on on the Home Page "SPECIAL EVENT." Registration forms and payment must be received by July 15, 2010, after which time reservations will be accepted on a space available basis only.

8th AFHS
P.O. Box 956
Pooler, GA 31322

CUT-OFF DATE IS 7/15/10

	Price Per	# of People	Total
<u>EVENT PACKAGE</u>			
The FUN Package (see description elsewhere) Fun Package includes the Registration fee. Please select your meals, any additional tours and proceed to the bottom of the page.	\$225		\$
<u>REGISTRATION FEE</u>			
Required for all individuals purchasing separately priced meals and events (covers activity related overhead and expenses)	\$35		\$
Reg. Fee for children ages 8 - 15 Children 7 and under free	\$20		\$
Please select your entrée choice(s) for the Banquet			
Filet Mignon		#	
Salmon		#	
<u>SEPARATELY PRICED MEALS (if not purchasing a package)</u>			
Friday: Welcome Buffet and Entertainment	\$34		\$
Saturday: Banquet (please select your entrée)			
Filet Mignon	\$45		\$
Salmon	\$45		\$
<u>OPTIONAL EVENTS/TOURS</u>			
Friday: Henry Ford Museum Tour	\$37		\$
Saturday: Air Show 10:00am-4:30pm	\$55		\$
Saturday: Air Show Symposium and Dinner 5:15pm-8:00pm	\$35		\$
Sunday: Air Show 10:00am-4:30pm	\$45		\$
Sunday: Henry Ford Museum Tour	\$37		\$
Total Amount Payable to 8th AFHS			\$

MEMBER NAME (for nametag) _____ ☐ VETERAN ☐ NEXTGEN

WWII GROUP AFFILIATION (for seating purposes) _____

SPOUSE/GUEST NAMES _____ ☐ VETERAN ☐ NEXTGEN

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

ADDRESS _____ CITY _____ ST _____ ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____

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

EMERGENCY CONTACT _____ PHONE # (_____) _____ - _____

EARL WASSOM - MEET THE AUTHOR



Earl Wassom



Earl emerging from the cock-pit of an A-26

Earl Wassom is a native Oklahoman, born in 1923 and was attending college when World War II broke out. He enlisted in the Army Air Corp Aviation Cadet Program on August 9, 1942 and graduated as a Second Lieutenant Pilot on December 4, 1943 at Ellington Field, Texas. He received orders to B-24 Liberator bomber pilot transition school, Liberal, Kansas. He and his crew of nine other airmen trained together at Casper, Wyoming and were assigned overseas to the Eighth Air Force in Europe stationed at Attlebridge, England (station 120). With the 466th Bomb Group, he flew 35 missions into Germany and occupied Europe and eight additional missions into France hauling supplies to the gasoline deprived American ground forces. He completed his combat tour on March 18, 1945.

After the war, he was an active member in the Oklahoma Air National Guard. He continued his education and received a Doctorial degree in Education from Oklahoma State University. He felt that the universal need of mankind was spiritual in nature and prepared himself for the ministry and the field of education. He spent 12 years in the active ministry coupled with years of teaching in middle schools as a classroom teacher.

His doctoral degree awarded in 1967 prepared him for service in higher education. He

served at Oklahoma State University and Western Kentucky University in the areas of instructional resources management, libraries, educational television, radio, museums and archives. His career included library consulting, both domestic and foreign. He retired in 1985 as Emeritus Professor, Western Kentucky University.



Cynthia, Reg and Earl Wassom attending the 2009 8th AF Annual Reunion

Following retirement, Wassom became actively engaged in the post-war Eighth Air Force Veteran's organizations. He has been a member of the Board of Directors of his own 466th Bomb Group; has served as Vice President, Executive Vice President, and President of the Second Air Division; and currently serves on the Board of Directors of the Eighth Air Force Historical Society. He has been challenged to recruit membership and leadership for the Society from the next generation, children and grandchildren, to continue the legacy of the Veterans of the Eighth Air Force. During the past 15 years, he has served as Chaplain of the organization. He has published extensively in academic and military journals. He was co-author of his bomb group's history, *Attlebridge Arsenal* and was editor of the *Attlebridge Diaries with Supplement, Second Edition*.



For well over a decade our readership has enjoyed the fine column "HOW ABOUT IT?" It has been the longest running column in the 8th Air Force News. For all these years, the author has been our 8th Air Force Chaplin, Earl Wassom.

The column has included many of Earl's unique and insightful anecdotes and inspirational messages. Throughout the years it has proved to be one of the more popular parts of this publication.

We thought our readers would appreciate knowing a little more about the author.

His latest book entitled, "HELLO DARKEE", is a collection of Earl's "HOW ABOUT



Earl with his dear wife Cynthia, of 65 years

IT?" essays that have appeared in the Society's - 8th Air Force News for many years. These "pieces" have been written "to talk to the men" of the "Mighty Eighth" about overcoming the traumas of war experiences, the joy of peace, the issues of aging and the enjoyment of the

fruits of surviving the war and their years of living.

These essays have been written to encourage the men in their faith walk with God and to inspire the spiritual life in all of us.

Earl Wassom has been a contributor to the success of this publication and to the Society as a whole. He has been instrumental in organizing our "Next Generation" effort and has been a key element to its success.



We hope Earl will continue writing his column and being an inspiration to all of us for many more years to come.

BOB HOPE IN HEAVEN

For those of you too young to remember Bob Hope, ask your Grandparents. Tribute to a man who DID make a difference.



The following press release announces that Air Force Academy Cadet 1st Class Austin McKinney is the 11th cadet in the history of the Academy to win the prestigious **Gen. George C. Marshall Scholarship Award**.



**AFA Cadet 1st Class
(Cadet Colonel)
Austin B. McKinney**

Austin and his younger brother, Connor, are both Air Force Academy Cadets. They are sons of USAFR Maj (Ret.) and Mrs. Blaine P. McKinney, of Canton, MI, and grandsons of Lt Col USAF (Ret.) and Mrs. Ivan L. McKinney, of Bossier City. Austin's father is currently a Boeing 757 Captain for **Delta Airlines**, and his mother is a public schoolteacher in Canton, MI.

Proud granddad Ivan, completed 9 years on the 8AFHS Board just a year ago; he served as Treasurer for 5 years, and as President for 3 years.

The **Marshall Scholarship** was established in 1953, in perpetuity, by a grateful English Parliament, for America's rehabilitation aid to allies and former adversaries in Europe. The aid package was known as "The Marshall Plan," named after WW II U. S. Army Chief of Staff and later Secretary of State, Gen. George C. Marshall.

– Form may be reproduced –



JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!



FIRST NAME _____ MIDDLE INITIAL _____ LAST _____

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

In service _____ Branch _____ Dates _____ to _____

Were you a former member? _____ Member # if available _____

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SEND APPLICATION AND PAYMENT TO 8TH AFHS P.O. BOX 956, POOLER, GA 31322 TEL: 912-748-8884

\$30 MEMBERS DUES NOTICES ARE MAILED ANNUALLY

Website: www.8thafhs.org

NEVER NAMELESS

A man awakens suddenly out of a deep sleep realizing that his room is very cold and dark. He feels that something is wrong and he gets up and flips the light switch. Nothing happens. Frustrated, he looks in the direction of the clock to determine what time of day or night it is. The luminous hands and numbers cannot be seen. Where is that clock? Disoriented, he fumbles around among the many things on the night stand trying to find his wrist watch. His fingers find it, he gingerly grasps it and stumbles towards the window, pulls back the drapes to find it is still dark outside. By the faintest glow of the moon, he can read the dial of his watch. In amazement, he realizes it is past his time to get up, dress and leave for work. What has happened? His alarm clock did not awaken him. Then it dawns on him, a power outage! He can't delay. Nothing is going right. The water in the shower is cold, his razor won't run, the coffee pot won't perk, the toaster is dead, the electrical burners in the cooking stove are stone cold. The refrigerator light is off and he is unable to find juice or anything to eat. He always leaves when it is dark but he is much later than usual. The eastern sky is turning to a dull orange color, the sun is starting to come up. He rushes to the garage, gets in his car, fastens his seat belt, pushes the garage door opener, nothing happens! He jumps out of his car, grabs the handle on the garage door and manually lifts it up. Things have gone terribly wrong for him. How do we respond when things don't work out according to our desires?

We are living in an age when we just take so much for granted. How about a loaf of bread? Where did it come from? What was the source of the seed that produced it? How was that seed planted, then harvested, processed and finally marketed? How did this bread get on my table? How many different workmen were involved? What kinds of machinery were used in its production? In the Lord's prayer, the Master told us how to pray, "...give us this day our daily bread..." (Matthew 6:11 KJV). We always accept the bread, don't we? Do we give any thought to its source?

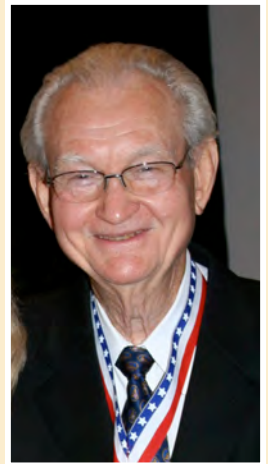
The sun comes up every day. We get to enjoy its warmth and light. Two miracles! First of all, there it is in the sky every day and secondly, our bodies have been given the ability to see it! Free air! It is around us all the time. We do nothing to earn it but there it is and we just consume it without a second thought. The coffee-pot is perking, we can hear it and smell the aroma. What a joy to be able to experience this gift early in the morning! These are just a very few things a merciful God gives to us. Sight, smell, touch, hearing, all are gifts of God. We take these tremendous God-given gifts, use them

freely and are often prone to ignore the One who gives them to us. We do not really think much about these things until they are gone! How do we react when our plans are interrupted? When there is a power failure, when we are sick, when a friend lets us down, when we lose confidence in our government, when we lose our job, when someone steals from us, when our idol falls, when we lose our sight, when our health completely breaks down, when we lose a spouse or friend or child? We don't know how we will respond until it happens to us. We wonder if we are equipped to handle it.

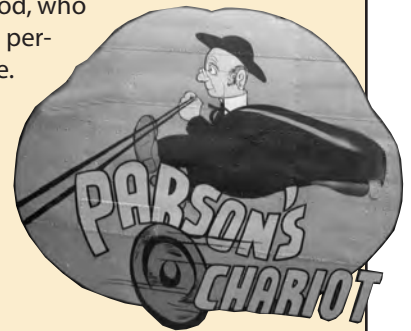
I have a former colleague who is Polish. His parents migrated from war-torn Europe to the United States shortly after the end of World War II. He has written poetry depicting the horrendous life-style they encountered in the death and slave-labor camps in Nazi Germany. In these poems he describes the atrocities inflicted upon his parents, the Jews and others during this horrible time in history. In one of the camps, the author's father watched a woman moments before she died.....she took a stick and wrote her name....in the mud where she lay. During her life-time, she had seen the sun come up, she had heard the laughter of her children, felt the love of a husband, enjoyed the comforts and joy of her home, had food on the table, had health. Now it was all gone! But, at this moment, she acknowledged the source of her strength. She knew who she was and so did God. Her dignity survived to the end.

May we never forget who we are. This knowledge will keep us when all else fails. Men's names may be etched in stone, cast in bronze, recorded in history, noted in the family genealogy, or written in mud. Regardless, of where or how your name appears, God, who is the giver of every good and perfect gift, recognizes your name. "Fear not, I have redeemed you; I have summoned you by name, you are mine." (Isaiah 43:1b. NIV).

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



Earl Wassom



ON TURNING 70

'You still chase women, but only downhill.'

ON TURNING 80

'That's the time of your life when even your birthday suit needs pressing.'

ON TURNING 90

'You know you're getting old when the candles cost more than the cake.'

ON TURNING 100

'I don't feel old. In fact, I don't feel anything until noon. Then it's time for my nap.'



8th AF News
THE EIGHTH AIR FORCE HISTORICAL SOCIETY
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