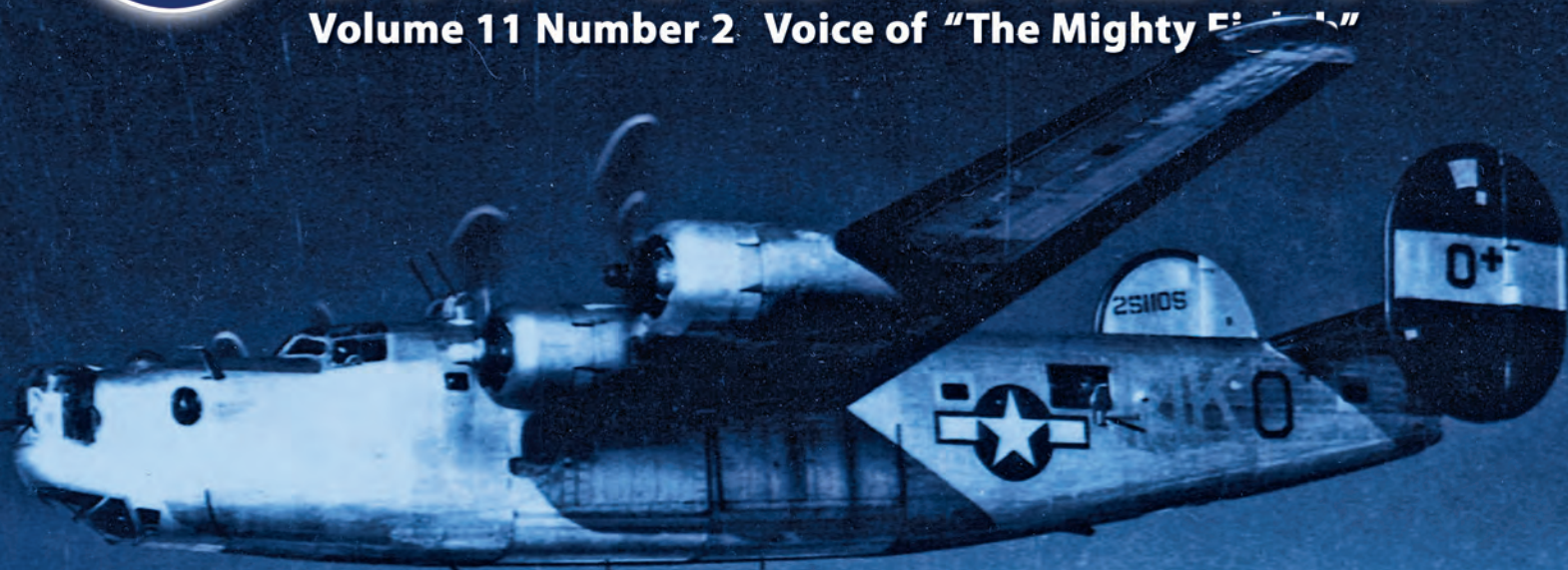


JUNE 2011



8TH AF NEWS

Volume 11 Number 2 Voice of "The Mighty Eighth"



"TO FORGIVE, DIVINE"

THE JOURNEY OF 1ST LT. IRA P. WEINSTEIN, 445TH BG

Name: Wein, Ira

Augen: blau

Größe: 1,53 m

Nase: gerade

Schädelform: oval

Haare: braun

Gewicht: 57 kg

Gesichtsform: oval

Gesichtsfarbe: gesund

Inside This June Issue

- 37th Annual 8th AFHS Reunion Details

Besondere Kennzeichen:

kl. Narbe in lk. Hand und Arm

Nicht verwundet

Rechter Zeigefinger





AF News

JUNE 2011



Magazine of

The Eighth Air Force Historical Society

The Eighth Air Force News is dedicated to the memory of 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 news magazine 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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John Pearson.....Ivan McKinney

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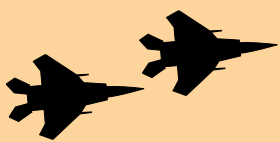
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BEHIND THE SCENES 8TH AF NEWS ASST. EDITORS

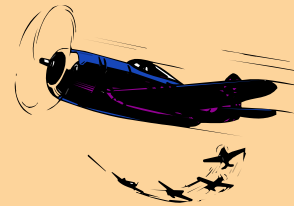
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Presidents Address



**Harry Tanner
President**

Summer Greetings to all of you. Summertime --- boy, does that bring back good memories! As a boy, I could hardly wait until the final school bell rang and my summer vacation began (Lorene still has those feelings!). I recall activities that were either available only during those summer months or were at least more special at that time --- swimming in the creek, eating watermelons and home-made ice cream, walking barefoot, picnics, catching fireflies, etc. These simple pleasures became traditions in my family that I passed down and still enjoy today.

Summer also brings some significant traditions for our nation as well. We recently celebrated Memorial Day, a time set aside to pay tribute to our veterans who made the ultimate sacrifice for our freedom. I know many of you paused that day to remember a comrade who didn't make the journey home with you. In a few weeks we will cel-

ebate our nation's 235th birthday. Citizens will boast their American pride with red, white, and blue displays, parades, family gatherings, and once again reflect on the past sacrifices made to ensure our present freedom.

Traditions, whether in a single family or an entire nation, seem to bind people together. The Eighth Air Force is built on a legacy of tradition. Men and women serving today in the "Mighty Eighth" continue the fight for liberty and justice, just as the airmen who flew in the "Mighty Eighth" during World War II preserved freedom throughout the world and changed the course of history. I am honored and proud to be a part of this organization, and I hope you will join me in pledging to keep the Eighth Air Force tradition alive.

Lorene and I hope to see all of you at the 37th Annual 8th Air Force Historical Society Reunion in St. Louis, Missouri, in October. Until then, we hope you have an enjoyable and safe summer. God Bless the "Mighty Eighth."

**Sincerely, Harry Tanner
President 8th AFHS**



Our 8th Air Force Historical Society, Presents Alice Brown a Check For \$1000.00



For over 11 years Darrel Lowell had the pleasure of working with Dr. Walter Brown on many *8th Air Force Historical Society* and *The Mighty Eighth Air Force Museum* projects. Darrel stated "With Walt's passing The Mighty Eighth Air Force Museum and the 8th AFHS has lost a true friend. This is a great privilege for me, on behalf of the 8th Air Force Historical Society to present his wife Alice, with our contribution of \$1000.00 for the Dr. Walter E. Brown Mighty Eighth Air Force Museum Memorial Fund." Walt's drive and passion for the 8th Air Force resulted in many good things, one of which was realizing his dream in securing for the Museum our very own "**City Of Savannah - B-17 Flying Fortress**". We shall all miss "Old Doc Brown" and we offer our condolences to his family during this time of great personal loss."

Donations for the **Dr. Walter E. Brown Mighty Eighth Museum Memorial Fund** can be sent to:
Farmers & Merchants Bank,
Dr. Walter E. Brown Museum Memorial Fund
P. O. Box 147, Springhill, TN 37174.



8th AFHS Treasurer, Darrel Lowell presenting Alice Brown a \$1,000.00 check for the Dr. Walter E. Brown Memorial Fund.



From the Editor



Mark Copeland
Historian
8th AF News Editor

Summer is finally here! For a guy that lives in Minnesota, I thought it would never come! We hope your summer is off to a good start and we hope to see you all in St. Louis for the 8th Air Force Historical Society's annual reunion on October 11th -16th. We have all the Reunion details inside this issue. Please come and join us!!

I want to once again thank Donna Neely for her moving tribute in our March issue to our late 8th AF News editor, Dr. Walter E. Brown. We had some great

comments regarding her story from some of you. I am very pleased to report that the Brown family was equally moved and extremely appreciative to Donna for her fitting tribute. Well done Donna!

Lastly, I want to thank all of you for your contributing your stories to Donna and I. After all, this is your magazine. These are your stories to tell and share. Our commitment is to keep the quality and content of this publication to the highest in standards....simple as that.

Please sit back, relax and enjoy this issue of your 8th AF NEWS! Have a great summer everyone!

Respectfully in your service,
Mark S. Copeland
Editor - 8th A.F. News

Behind the scenes



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

We are so very happy and thankful that everyone enjoyed the tribute to our past Editor, Dr. Walter Brown. I thought of him as I typed every word, hoping for his approval. We have included some of your nice letters in this magazine under the "Mail Call" section on page 32. Including a sweet "Thank you note" from Walt's wife, Alice and two sons. I think Walt would smile and give us all a thumbs-up!

Mark your calendars for the **37th Annual 8th Air Force Historical Society's Annual Reunion**, St. Louis, MO, **October 11-16, 2011** (full details are in this magazine on pages 6-11). I can't wait to visit with some of you in St. Louis.

Thank you, Mr. Wayne R. Dennison 91st BG/323rd BS, for submitting your great story on page 12-15 titled *"Rounding Up The Sheriff's Posse"*.

Editor/Historian, Mark Copeland, has a great B-24 - Ira Weinstein, story to share on pages 17-21.

Ben Smith, Jr. (303rd BG), author of "Chick's Crew" from Waycross, Georgia, describes Major General Lewis E. Lyle as *"A Great Commander, Leader and Friend"* on page 16.

Thank you Marvin Silbersher 711th SQ/447th BG, Radio operator-gunner on "Blithe Spirit" for all of your World War II Poem contributions through the years (page 15). Marvin and I are currently producing his book *"The Bells of Hell" Poems by Marvin Silbersher*. Marvin's book will include over 30 photos and poems.

As always "Thank You" to everyone that submitted articles for this *2011 June 8th AF News!!* We really try to include and share as many stories, pictures and quarterly updates as we can fit into each issue.

Editor

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Send all mail & email to:
Mark, Donna or Telisha before
August 15th, 2011 for the upcoming
September 8th AF News magazine

Thank you for your patience when your submissions are not printed immediately. Your memories are all very important to us, we treasure every piece of our history that you submit

Sincerely,
Behind the Scenes Team
Donna Neely & Telisha Gaines



From the 8th Air Force Historical Society Office



Samantha Reid • 8th AFHS • Box 956 • Pooler, GA 31322

Call: 912.748.8884

Email: membershipmanager@8thafhs.org



I have been anticipating this issue of 8th AF News. This year will mark my first trip to the reunion as your Membership Records Manager. I cannot wait to see the outline of our reunion and everything available for our members. I'm looking forward to meeting members that I speak with over the phone often, as well as a few I have met in person.

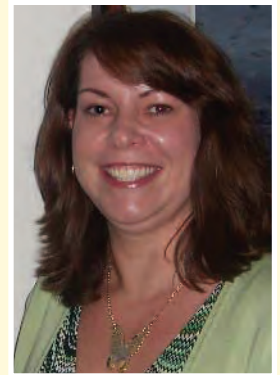
Recently, Mr. Richard Kiddle and his wife made a stop to my office in Pooler on their way home from Florida. Our short visit was lovely and I'm hoping to see them again in St. Louis also. Hope you're all as excited as I am for this event. Thanks to Donna Lee for planning and making our event so anticipated.

I would also like to extend my thanks to Gordon Richards

in our U.K. office not only for all that you do for our membership abroad, but for my great souvenir of that "little" wedding at Westminster Abbey.

As always, keep sending in dues and recruiting new members. "Give the gift that shares the legacy."

**Samantha Reid
Membership Records Manager
8th Air Force Historical Society**



Samantha Litton Reid

Chapter/Unit/Group Liaison Report



Pat Keeley

Greetings my fellow Mighty Eighth Air Force Historical Society members. I would like to start this article asking all of us to stop and think of our fellow countrymen & women and their children who have lost everything due to this winter/spring devastating horrific weather. Our thoughts & hopes for a better tomorrow are with you.

I hear much regarding how time is taking its toll on this Society and what is to become of it. This is my response to this as listed below are active State Chapters and their related State Wings & Bomb Groups that meet and honor the Mighty Eighth. I would like to hear more from the Fighter Groups.

I also want to thank the NexGen, members who are not WWII 8th veterans, who

[The New York State Southern Wing](#)
[The Oregon Chapter](#)
[The Birthplace Chapter](#)
[The Wisconsin Chapter](#)
[The 452nd Bomb Group Association](#)
[The 303rd Bomb Group](#)
[The 486th Bomb Group](#)
[The 487th Bomb Group](#)
[The Pennsylvania Chapter](#)
[The New Mexico Chapter](#)
[The Virginia Chapter](#)
[The 351st Bomb Group](#)
[The 390th Bomb Group](#)
[The North Alabama Chapter](#)
[The Alabama Chapter](#)
[The 490th Bomb Group](#)
[The 801st/492 Bomb Group](#)
[The Minnesota Chapter](#)
[The North Carolina Chapter](#)
[The 95th Bomb Group](#)
[The 93rd Bomb Group](#)
[The 100th Bomb Group](#)
[The North Texas Chapter](#)
[The Florida Chapter](#)
[The Illinois Chapter](#)
[The Washington Chapter](#)

are a strong asset in this endeavor to "Keep the Memories Alive"

These are active Chapters/Groups that I hear from and if I have not listed your organization please forgive/ update me.

I have seen quite a few new NexGen members coming onboard so far this year and compel them to also join their local Chapters.

***The 8th Air Force will never
be forgotten.***

If you have any comments or idea's on how we can move forward my address and contact information is printed on the inside front cover of this magazine.

**'Keep Their Memories Alive'
Pat Keeley
Please support the USO.**



8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION SHERATON WESTPORT – LAKESIDE CHALET – ST. LOUIS, MO

OCTOBER 11 – 16, 2011

REGISTRATION INSTRUCTIONS

See choices below and complete the Registration Form noting your event choices and personal information. By “WWII GROUP,” we’re asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, name tags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. Remit by mail with check or money order payable to Armed Forces Reunions by September 9, 2011. You may also register and pay with a credit card online at www.afri-reg.com/8afhs. A \$6 convenience fee will be added to online credit card reservations. Forms received after September 9 will be accepted on a space available basis only. Hotel reservations should also be made by September 9, 2011.

ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$5 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR’s vendor commitments and guarantees will allow, less a \$5 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn’t cancel your reunion activities.

MEALS / EVENTS CHOICES

CHOICE #1 TOTAL PACKAGE \$189

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

CHOICE # 2 PARTIAL PACKAGE \$134

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

CHOICE #3 INDIVIDUAL EVENTS

Friday Rendezvous Dinner at \$39 and Saturday Banquet at \$44 can be purchased separately, but are included in both packages above.

Breakfast menus: The continental breakfasts on Thursday and Sunday include juice, breakfast breads, cereal, yogurt, fruit, coffee, and tea. The breakfast buffets on Friday and Saturday includes juice, fruit, assorted breakfast breads, eggs, bacon, sausage, potatoes, coffee, and tea.

TOUR OPTIONS

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

8th AIR FORCE HISTORICAL SOCIETY

37th ANNUAL REUNION

OCTOBER 11 – 16, 2011

TUESDAY, OCTOBER 11

2:00pm - 6:00pm *Early Bird Registration open*

WEDNESDAY, OCTOBER 12

8:00am - 10:00am *Reunion Registration open 9:00am*
9:00am *Memorabilia/Gathering Room open for duration of reunion*
 PX opens for duration of reunion
9:00am - 2:30pm *CITY TOUR*
1:00pm - *8AFHS Board Meeting*
2:00pm - 6:00pm *Reunion Registration open*

THURSDAY, OCTOBER 13

7:00am - 8:30am *Continental Breakfast*
8:30am - 10:00am *Unit Advisory and Chapter & Unit Dev. Meeting*
9:00am - 10:00am *Reunion Registration open*
10:30am - 3:30pm *KIMMSWICK HISTORIC TOUR*
3:00pm - 6:00pm *Reunion Registration open*
5:30pm - 6:30pm *Cash Bar Reception*
6:30pm - 9:00pm *Dinner buffet*

FRIDAY, OCTOBER 14

7:00am - 8:30am *Full Breakfast*
9:00am - 10:00am *Reunion Registration open*
9:00am - 10:30am *Individual Group Meetings*
10:45am - 2:00pm *LUNCH CRUISE*
2:30pm - 4:00pm *Next Generation Meeting*
3:00pm - 6:00pm *Reunion Registration open*
5:30pm - 6:30pm *8AFHS Cash Bar Reception*
6:30pm - 9:00pm *Rendezvous Dinners and 'Hangar Flying'*

SATURDAY, OCTOBER 15

7:00am - 8:30am *Full Breakfast Buffet*
9:00am - 10:30am *General Membership Meeting*
11:30am - 4:00pm *ST. CHARLES HISTORIC TOUR*
12:00pm - 5:00pm *8AFHS Board Meeting*
5:00pm - 5:30pm *Reunion Registration open*
5:30pm - 6:30pm *8AFHS Cash Bar Reception*
6:30pm - *8AFHS Gala Banquet*

SUNDAY, OCTOBER 16

7:00am - 8:30am *Continental Breakfast*

- Air Force related presentations may be added to the program as plans continue to be made.
- Driver and guide gratuities are not included in the tour prices.
- Please be at the bus boarding area at least five minutes prior to the scheduled time.
- All tours must have a minimum of thirty people, unless otherwise stated.



ST. LOUIS CITY TOUR Wednesday, October 12

Enjoy a guided tour of St. Louis. Drive through Forest Park, home of the 1904 World's fair and stop at the Cathedral Basilica to see one of the largest collections of mosaic art. Pass by St. Louis University, Fabulous Fox Theatre, and St. Francis Xavier College Cathedral. You'll stop at Soldier's Memorial, a tribute to the men and women who lost their lives in this country's wars. From there, you'll head to Kiener Plaza, in the very heart of downtown St. Louis with a fabulous view of the Old Court House and the Gateway Arch. Enjoy lunch on your own at one of many eateries. Following lunch, continue past the waterfront and the Gateway Arch, the tallest national monument in the United States. Take in Laclede's Landing, a revitalized 19th century warehouse district with cobblestone streets and cast-iron street lamps as well as the diverse historic com-

munity of Soulard. It is one of the oldest neighborhoods in the city with homes dating from the mid to late 1800s. Note: The Cathedral Basilica Tour will not be available in the event of a wedding or other church event.

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



Blue Owl's famous,
Levee High Carmel Apple Pecan Pie



KIMMSWICK HISTORIC TOUR Thursday, October 13

Near St. Louis, yet far away from the hustle and bustle of the big city, is the delightful village of Kimmswick. This small town located near the Mississippi River offers a chance to step back into the less hurried days of the 1800s. Enjoy lunch at the popular Blue Owl. The restaurant prepares home-cooked meals and fabulous desserts served on Old English china in a charming atmosphere. You'll be able to select an entrée

from six choices along with a yummy dessert. Following lunch you'll head to the home of Mabel-Ruth and her husband, the late Frederick Straub Anheuser. Enjoy the views of the 23-acre grounds from their river-front estate. See a collection of Brewery artifacts and Anheuser family heirlooms including Mrs. Anheuser's Westward Ho Crystal collection and two 1904 hand-carved World's Fair beds. Time will be allowed to browse through the many shops downtown, as well.

10:30am board bus,

3:30pm back at hotel

\$60/Person includes bus, guide, lunch, and admission.

PADDLEWHEELER CRUISE **Friday, October 14**



Enjoy a one-hour cruise with a box lunch on Gateway Riverboats' Becky Thatcher or Tom Sawyer paddlewheelers, reminiscent of a time past when the river was the highway to the next port city. Your Captain will narrate and take you back to recapture the vibrant life on the river during the peak of the steamboat era.

10:45am board bus, 2:00pm back at hotel

\$48/Person includes bus, escort, cruise, and box lunch.

RENDEZVOUS DINNERS **Friday, October 14**

Units (Bomber and Fighter groups, etc.) with approximately fifty or more people in attendance will have a private room. Smaller groups will be combined with others. Think of this as your "reunion within the reunion." Dinner features

Chicken Capri.

5:30pm Cash Bar Reception, 6:30pm Dinner.

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

ST. CHARLES **HISTORIC TOUR** **Saturday, October 15**

Go back in time in the beautiful town of St. Charles. Walk around the nine-block National Register Historic District, complete with brick streets, gas-lights, and charming restored buildings. Browse through one-of-a-kind antique, craft, gift shops, and a variety of quaint restaurants. Consider a tour of the Old Capitol building, dating back to 1821 (small admission fee). Enjoy lunch on your own in one of the many restaurants nearby.

11:30am board bus, 4:00pm back at hotel

\$33/Person includes bus and guide.

Lunch on your own.

8th AIR FORCE HISTORICAL SOCIETY **ANNUAL BANQUET** **Saturday, October 15**

Assemble in the ballroom for the Posting of the Colors and Memorial Service. Dinner will be a choice of Cajun Tilapia or Beef Tenderloin and the usual accompaniments. After dinner, we'll proceed with the festivities.

5:30pm Cash Bar Reception, 6:30pm Banquet.

Cost is included in both meal packages or \$44 separately.



8th AIR FORCE HISTORICAL SOCIETY

37th ANNUAL REUNION

Activity Registration Form

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as your confirmation. You may also register online and pay by credit card at www.afr-reg.com/8afhs. All registration forms and payments must be received on or before September 9, 2011. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee.

Armed Forces Reunions, Inc.

322 Madison Mews

Norfolk, VA 23510

ATTN: 8th AFHS

OFFICE USE ONLY

Check # _____ Date Received _____

Inputted _____ Nametag Completed _____

CUT-OFF DATE IS 9/9/11

	Price Per	# of People	Total
REGISTRATION FEE			
Includes meeting expenses, Eaker Award expenses, and other reunion expenses.	\$45		
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$30		
DUES			
The principal attendee must be a member of the 8AFHS to register for this reunion. If you are not a member, please pay your yearly dues here.	\$30		\$
MEAL PACKAGES			
Choice #1 includes 7 hotel meals beginning with breakfast on Thursday.			
Choice #2 includes 5 hotel meals beginning with breakfast on Friday.			
Choice #1	\$189		\$
Choice #2	\$134		\$
Please select your entrée choice(s) for the Banquet:			
Beef Tenderloin		#	
Cajun Tilapia		#	
SEPARATELY PRICED MEALS (if not purchasing a package)			
Friday: Rendezvous Dinner (Chicken Capri)	\$39		\$
Saturday: Banquet (please select your entrée)			
Beef Tenderloin	\$44		\$
Cajun Tilapia	\$44		\$
TOURS			
Wednesday: City Tour	\$39		\$
Thursday: Kimmswick Historic Tour	\$60		\$
Friday: Paddlewheeler Cruise	\$48		\$
Saturday: St. Charles Historic Tour	\$33		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

MEMBER NAME (for nametag) _____ ☐ VETERAN ☐ NEXT GEN ☐ OTHER

8AFHS MEMBER # _____ WWII GROUP (for seating purposes) _____

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

SPOUSE/GUEST NAMES _____ ☐ NEXT GEN ☐ OTHER

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

ADDRESS _____ CITY _____ ST _____ ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____

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

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

Register and pay online at www.afr-reg.com/8afhs

SHERATON WESTPORT HOTEL LAKESIDE CHALET - ST LOUIS, MO

888-627-7066 314-434-5010

(Please reference the 8th Air Force Historical Society Reunion to obtain the special reunion room rate)

The Sheraton Westport Hotel Lakeside Chalet is conveniently located at 191 Westport Plaza, St Louis, MO 63146, approximately 25 minutes from downtown. The hotel is an all pedestrian village with many different restaurants, night clubs, comedy club, and a live playhouse. The hotel is approximately nine miles from the Lambert-St. Louis International Airport. If you are driving, call the hotel directly for accurate driving instructions. Each room features a coffee/tea maker, iron/ironing board, hairdryer, and high speed internet access (for a fee). The Sheraton Westport Hotel is a non-smoking hotel. The hotel also offers an indoor heated pool, fitness facility and golf courses nearby. Seven handicapped-accessible rooms are subject to availability. Please request these special accommodations when making your hotel reservations. Suites are extremely limited at this hotel, so meeting space will also be used for hospitality rooms. Rental for hospitality rooms will be \$100 per day. Please contact Donna Lee at DonnaLee@afri.com to make arrangements.

The hotel provides complimentary parking for its guests. Check-in time is 3:00pm; check-out time is 12:00pm. Lucerne Restaurant offers a traditional American cuisine for breakfast, lunch or dinner. Lucerne Lounge is a relaxing place to meet with friends for drinks. Room service is also available.

The Sheraton Westport offers complimentary airport shuttle service to and from the Lambert-St. Louis International Airport. The shuttle runs every ½ hour, from 6:30 am-11:00 pm. The van arrives at the airport on the ½ hour, but there is also a courtesy phone located at the baggage claim area of the airport if needed. Space is limited on complimentary services, so you may want to make other arrangements.

The hotel offers complimentary parking for RVs. Should you need full hook-ups contact the St Louis RV Park at either 800-878-3330 or directly at 314-241-3330. They are located at 900 North Jefferson Ave, St Louis, MO 63106, about 20 miles from the hotel. Make your reservations as soon as possible due to limited space and availability.

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

Vendors, Schedules, and Information are subject to change.

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Rounding Up The "Sheriff's Posse"

Wayne R. Dennison - 91st Bomb Group/32nd Bomb Squadron



The crew of the B-17 "Sheriff's Posse", 323rd Bomb Squadron, 91st Bomb Group, Bassingbourn, England, 1944
Top Row: S/Sgts. Alex Gargac, Wayne Dennison, George Jankos, Hale Autrey, Royal Brousseau, Otis "Red" Farwell
Front Row: Capt. Bob Sheriff, Lts. Jack Kerr, Joe Oliver, Everett Wagner.

In 1943, Robert E. Sheriff of Cleveland, Ohio finished pilot training, and along with airmen formed one of the thousands of air crews needed to fly the thousands of bombers being made.

Sheriff's crew was partially formed in Ephrata, Washington and trained there until they moved to Ardmore, Oklahoma for Advanced Training. The crew at that time consisted of Sheriff - Pilot; Joe Oliver - Navigator of Texas; Everett Wagner - Bombardier of Califor-

nia; Royal Brousseau - Engineer of North Dakota; George Jankos - Radio Operator of New Jersey; Hale Autrey - Waist Gunner of Tennessee; Alex Gargac - Waist Gunner of Ohio; and Otis "Red" Farwell - Tail Gunner of Missouri. At Ardmore, Oklahoma, 2nd Lt. John Kerr - Co-pilot of Ohio; and Wayne Dennison - Ball Turret Gunner of Maine; completed Sheriff's crew.

All the airmen were assigned a position on the bomber. Crew mem-

bers who had to man the machine guns attended gunnery schools, with practice and firing thousands of rounds of ammo on the ground and in the air from several different types of aircraft. When Dennison arrived at gunnery school, he was amazed to find that not one of the gunners had taken the ball turret position when they joined the crew. They were all so polite and saved it for him. He was too tall for the turret, but managed to see the gun sight by



L to R, Ground Crew Chief M/Sgt David Lloyd, S/Sgts Gargac, Jankos, Pilot Capt. Sheriff, S/Sgt Dennison, preparing for a mission.

leaning to the right.

Getting to know each other and getting familiar with our positions did not take us long. We practiced bombing using flour bombs so that we were able to see when we hit or missed our targets. The whole crew was needed to fly a bomber. When the new Co-pilot was asked to lower the flaps for take off he reached for the "wheels up" lever. The engineer was quick to stop that action.

Replacement crews were needed at the many U. S. Army air bases in England. After gunnery school in Oklahoma we headed for Grand Isle, Nebraska, where our new plane was waiting. It was a new unpainted aluminum B-17G, the latest model of the Flying Fortress with chin turret. We were issued our new electrically heated flying suit, parachute, May

"When they took their helmets off and their hair fell out we were happy to greet our first women's army service pilots (WASPs)."

West life vest, new .45 caliber automatic, helmet, and A-2 flight jacket.

All of our unneeded items were sent home. While waiting to fly east two of us gunners went out on the runway parking area to admire our new B-17. Another new B-17 was landing and we were amazed to see how smooth the landing was. Soon the plane taxied up near us and stopped. Two pilots stepped out. Their flight suits looked different, and when they took their hel-

metts off and their hair fell out we were happy to greet our first women's army service pilots (WASPs). These were the young women who flew the new planes from the factories to air bases throughout the USA. Our hats went off to those girls.

The next day we boarded our new plane and headed east toward Bangor, Maine, but with electrical problems we landed in Grenier Field, New Hampshire. There we waited two weeks until repairs were made. Finally we were on our way to Goose Bay, Labrador, where the snow was so deep on each side of the runway that it looked like we had landed in a tunnel with no top. After a stop in Iceland we landed in Prestwick, Scotland. I recall seeing the lead weight of the radio aerial dragging behind hitting the wire entanglement surround-

ing the runway and snapping off. From Prestwick we boarded buses to "The Wash", on England's east coast, where we paused a few days for more gunnery training. Later we arrived at our destination, Bassingborne at Royston, the 91st Bomb Group of the Eighth Air Force, home of four flight squadrons, the 322nd, 323rd, 324th and the 401st

We were pleased to find that we had been assigned a modern airbase with solid barracks, running water, electricity and heat. Not all the new bases had such modern accommodations. I had known about this base because my brother Frank had been there since fall of 1942 as a ground crewman. He repaired the planes damaged in combat. I soon discovered his quarters. Not far from his door was a target with a deer outlined on a big wooden box. His bow and arrows were close by. Frank was glad to see me but I knew how he would sweat out all of my missions. The first mistake some of us made was to watch returning bombers landing with wounded aboard and looking as they were loaded into waiting ambulances.

Our plane had been flown from Scotland and we were soon flying a couple of practice flights. Since our pilot's name was Sheriff we naturally contemplated calling our plane "Sheriff's Posse"; the pilot was sheriff and the crew was the posse out to get our man, Hitler. We had flown several missions before we had an airman artist by the name of Tony Staffer paint a caricature of a dog sheriff beside a picture of Hitler with a sign reading "Wanted Dead Or Alive".

The first combat for a new crew started with part of the new crew flying with an experienced crew. Our pilot flew as co-pilot with a pilot who had over 20 missions. Two of our gunners flew in their regular positions, waist gunner and ball turret. Berlin was our target

on March 22nd, 1944. The area was overcast so we bombed by radar. Anti-aircraft guns were accurate and "flak" was heavy that day. On the bomb run a plane off our right wing received a direct hit and began moving in our direction, so our pilot pulled our plane back to avoid a collision. The stricken plane disappeared into the overcast below.

"Somewhere along the way, when we had our own plane again, we had the name "Sheriff's Posse" painted on the left side of the plane. We flew 12 missions in our own plane."

We found our plane, bomb bays open, directly over one of our own planes with the top turret gunner trying to wave us off. Our ball turret gunner notified the pilot and we moved back prior to "Bombs Away". When the bomb bay doors were closed we headed back to England. As we prepared for landing it was found that the tail wheel would not

lock and so collapsed when landing. The tail of the plane dragged down the runway with sparks flying. Fearing fire we got out fast. We counted 125 "flak" holes.

The other three trips we made to Berlin were made with clear Berlin skies and waiting in the distance as we prepared our bomb run level. Fifty or more German fighter planes were preparing to meet us head on. As the enemy fighters began their attack, all of our machine guns that pointed forward started chattering for the few seconds it took for the fighters to make their attack through us. The ball turret was turned 180 degrees to witness two B-17's explode as they collided behind us and "Red" Farwell in the tail saw several enemy fighters and other B-17's go down into the city. Many parachutes were seen going down with men headed into the city.

A direct hit by anti-aircraft guns usually brings a bomber down. Collisions became more common as the bomber formations grew larger. Even little errors could bring a bomber down. After take off one early morning gunners began to take their positions and as one of them passed the window overlooking the number three engine a mist was seen streaming from the main gas tank between number three engine and the fuselage. Looking closer he saw that the gas cap was missing. A hurried call telling the pilot to land quickly, likely prevented an explosion. The exhaust from number three engine and the misty gasoline being siphoned from the wing tank were a dangerous combination. Our pilot cut the rich mixture of gasoline and landed. We got a new gas cap, took off and soon caught up with our formation. If the gunner hadn't noticed the missing gas cap the plane might have exploded or surely would have run out of gas. Either



Captain Sheriff polishes his badge.



S/Sgt Wayne Dennison, Ball Turret Gunner - "Best seat in the house"

way would have brought the plane down.

Somewhere along the way, when we had our own plane again, we had the name "Sheriff's Posse" painted on the left side of the plane. We flew 12 missions in our own plane. Then one day when we had a few days off, another crew flew our plane. On return from a flak filled sky they were in a line of B-17's taxiing back to their dispersal area when their brakes failed and they crashed into a row of GI trucks which were waiting to return fliers to debriefing. The crash ruined the plane and probably the trucks too. Our crew flew on 12 different planes. All but three were lost to German fighter planes, or anti-aircraft guns, or were so badly damaged they never flew again.

Our last mission was to bomb gasoline storage tanks beside the Elbe River near Hamburg, Germany. It had been hit earlier in the war and I still remember the concentric heat rings as they engulfed the city and then disappeared

with smoke rising high behind us.

After finishing 35 missions (officially 34) we were assigned in different directions. The ball turret gunner was assigned to ground duty guarding the base with .50 caliber machine guns. Parting with the men we went in and out of combat with was difficult for us. We had grown to like each other like brothers. After the war the "Sheriff's Posse" Crew met for reunions in Maine, Missouri, Tennessee, North Dakota, Ohio, Texas and California.

**Submitted by,
Wayne R. Dennison
91st Bomb Group
323 rd Bomb Squadron
World War II, 8 th Air Force
Ball Turret Gunner
Army Serial #31317300**

Departure: May, 1945

We stand in a circle
without words
at the edge of the earth.
The nine of us conjuring a spell
murmuring something
swallowed up in the dark sky
like a class photo.
We will look at it years later,
and a child will ask:
who are these people,
what were they doing,
why do you have this picture?

**Marvin Silbersher, 447th BG
711th Sqdn
Lake Hopatcong, NJ**

A GREAT COMMANDER, LEADER AND FRIEND

Major General Lewis E. Lyle is considered by many to be one of the outstanding commanders of all those who flew with the Eighth Air Force in World War II. He flew three combat tours, back to back, while most of us were glad to complete one tour.

It was my privilege to serve with him in the War. We were destined to be linked together, for many years afterwards, in a joint effort to memorialize "The Mighty Eighth".

As Past President of the 8th AFHS, I named General Lyle as the site Chairman. He accepted this task with great relish. Lew worked tirelessly in his effort to find a building site for our Memorial. Chatham County, Georgia, made us the best offer and deeded us ten acres in the little town of Pooler on I-95 west of Savannah. We did not know what size our memorial would eventually be, but the Chatham County Commission resolved this question by telling us they wanted a museum and that was the beginning of the **Mighty Eighth Air Force Museum**.

Finally the Museum was completed and we were in business. Our dream had become a reality and I was privileged gave the dedication speech.

Lew Lyle was known as a commander who took care of his men. One day I chanced to tell him of a long-standing resentment I had. I had received a head wound which caused me to be hospitalized for a few days. The mission was Saarbrucken, May 11, 1944. Lew said he remembered the mission.

Lew was immediately interested. He took out a note pad and made some notes. At the time I had no idea what he was doing or what was on his mind.

At his own time and expense, Lew went down to Randolph Field, Texas where our wartime records were kept and read them his version of the "riot act". He was able to convince them of my entitlement to a Purple Heart.

On March 16, 1994, at Hunter Field, Savannah, in the presence of my family and some top brass including Col. Bill Travis and Gen. Heywood "Possom" Hansell, my old friend and commander placed the Purple Heart on my chest. It was 50 years after I was wounded.

I know of several other 303rd Bomb Group veterans who were enabled to get their medals through Gen. Lyle's efforts. This great American took care of his men and saw that they got what they were entitled to receive.

Major General Lewis E. Lyle is buried at Arlington and sleeps the sleep of heroes. He was one of a kind.

**Submitted by, Judge Ben Smith, Jr.
303rd BG
Waycross, GA**



Major General Lewis E. Lyle



Front row kneeling, left to right: A. J. Cecchini, Pilot;
Stan Fisher, Co-Pilot; Ed Veigel, Navigator;
Ted Medevitt, Bombardier.

Standing, left to right: Cliff Bachman, Top Turret;
Clarence Cogdell, Left Waist Gunner; Ben Smith, Radio
Operator; Bob O'Hearn, Right Waist Gunner;
Ward Hudson, Tail Gunner

Ben Smith, Jr. is a retired lawyer and a Judge from Waycross, Georgia. He is the author of "Chick's Crew".

"Chick's Crew" is the story of the hair-raising adventures of a combat crewman who flew missions with the famed 303rd 'Hell's Angels' Bombardment Group out of England in World War II. Like most Eighth Air Force veterans, Smith is a silver-haired grandfather. He spends most of his leisure time at his wilderness fishing camp on the Satilla River in South Georgia.

“TO FORGIVE, DIVINE”

The Journey of 1st Lt. Ira P. Weinstein – 445th Bomb Group

By Mark. S. Copeland



**IRA WEINSTEIN AND HIS ORIGINAL CREW (HORTON CREW)
WHILE TRAINING STATESIDE IN COLORADO. IRA PROUDLY STANDS IN THE MIDDLE OF THE PHOTOGRAPH.**



2nd LT. Ira P. Weinstein

When a tragic or horrifying event happens in a person's life, it is in our human nature to “put it behind us” or try our best to forget it ever happened. It is a

natural tendency to repress such an event, because the memories and emotions are too painful to re-play.

Every veteran who flew in combat with the United States Army Air Corps – Eighth Air Force during World War II carries some degree of burden or anguish. They witnessed horrible things, and they dealt with enormous amounts of stress. They lived through dreadful and tragic experiences. They watched young men perish. To re-play those events from so long ago or to revisit the past sometimes, perhaps, takes more fortitude and courage than living through the event itself.

This is the story of 1st Lt. Ira P. Weinstein and his amazing journey of courage and forgiveness.

Ira Phillip Weinstein, an American of Jewish decent, was born on June 10, 1919 in Chicago, Illinois. As a young boy, he had a fascination with airplanes. Like many lads his age, he built balsa wood models and studied about the flying aces of the Great War.

By the early 1940s, the war began to escalate. Ira knew that America's involvement was not far away. He decided to enlist as an aviation cadet in the U.S. Army Air Corps. In those days, to be accepted as a cadet, you needed two years of college education; however, Ira never had the opportunity to go to college because his father lost everything during the Depression. He finished high school and immediately went to work to help support his family.

Being Ira had no college background; he was required to take an exam. Out of 600 potential cadets who also took the exam, Ira had the fourth highest grade. By now, the war had started and the Army needed qualified cadets. Ira expected to be called up right away; however, it wouldn't be for more than six months before the Army gave him his appointment. Ira began his flight training and was doing quite well, until one day while standing in a physical line he was questioned about his height. Ira

remembers, "You were supposed to be 5-foot-4 inches back in those days to be a pilot. I'm only 5 foot tall. So one day, I was standing in line and the Flight Surgeon asked, "How tall are you?" I answered, 5-foot-2, sir. The next day I was in the commandant's office where he told me that I was through with Primary Flight School."

While Ira's aspirations of becoming an Army Air Corps pilot were suddenly crushed, he was offered the chance to attend bombardier's school immediately. He took the opportunity and began training at Ellington Field in Texas. He was eventually assigned a crew and began his final phase of training at Patterson Field in Colorado as a part of the 702nd Bomb Squadron - 445th Bomb Group.

Upon graduation, Ira sent an invitation to his sweetheart, Norma, who lived back in Chicago. She accepted and joined Ira in Colorado, for the ceremony. Ira remembers, "Norma said, 'I'll come to your graduation.' She came and the next thing, we got married."

Soon his new outfit, the 445th Bomb Group, shipped off to England where they were assigned to Tibenham Airfield. They were a part of the Second Air Division, near Norwich. Ira took part in several of the early missions of the 445th B.G. He was even assigned to the 389th Bomb Group for a short tenure and flew six missions from their base at Hethel.

In late September of 1944, Ira had 24 missions to his credit. One more and he would have completed his full tour of duty. "My wife Norma's birthday was on Christmas Day and I had one more mission to fly, so I thought I would try and go on this mission and I would be home in time for Christmas," Ira recalls.

The day was September 27, 1944; it was also the Jewish holiday of Yom Kippur. Ira attended the mission briefing that morning and although his regular crew was not scheduled to fly, he begged his Squadron Commander to find a spot for him so he could complete his tour.

Ira recalls, "I went to the Colonel and asked to fly that day. I wanted to see if there was an opening with another crew. He said, "What are you stupid? You don't want to volunteer. It's a Jewish holiday. You've got a three-day pass. Go to London and have some fun!" But 1st Lt. Weinstein persisted and begged the Colonel to go. Finally the Colonel relented and assigned Ira to the Donald Crew for the day's mission. The 445th Bomb Group's target on September 27, 1944 were the Henschel aircraft factories near the city of Kassel, Germany.

The 445th Bomb Group took off from Tibenham that morning with 35 of their Consolidated B-24 Liberators. It would prove to be one of the most tragic and costly missions ever flown by the Eighth Air Force during World War II.

The losses sustained on September 27, 1944 by the 445th Bomb Group resulted in the worst one-day, one-Group loss of the entire war. Of the 35

Liberators that flew the mission to Kassel, only four made it back to Tibenham. The rest of the Group was decimated. For Ira Weinstein, it would be a day that forever changed his life.

As the 445th Bomb Group approached the main body of the striking force, they suddenly veered off course 15 degrees. By the time the navigational error was corrected, German Luftwaffe fighters pounced on the Group. Ira had never been trained as a gunner, but crawled in the front turret of the Liberator to try and defend the ship from the relentless fighter attacks. Weinstein recalls, "I immediately saw fighters. Everyone was on the radio screaming that they saw fighters here and there. The battle was quick. I don't know how many minutes they said the whole thing lasted, but it just lasted minutes, not hours."

The 445th Bomb Group was suddenly attacked by dozens of Luftwaffe fighters with no fighter protection of their own. The sky suddenly became filled with blossoming parachutes and the twisting and burning hulks of falling American bombers.

"I was in the nose turret when suddenly I felt someone pull me backwards. It was the Navigator, Eric Smith. I turned around and he was bailing out of the nose hatch! That was the first I knew that our ship had been hit and we were on fire. I didn't know we were in trouble because I was too busy firing the guns. If it wasn't for Eric Smith, I would have never known what was going on. He saved my life," remembers Ira.

Ira normally wore a chest chute, but he never would have it attached. He

2nd Lt. Ira P. Weinstein and his new bride, Norma.



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ALL WELL AND SAFE HOPE TO SEE YOU SOON ALL MY LOVE DEAREST					
IRA WEINSTEIN					
<i>First word I received directly from Ira. of his liberation from Stalag Luft I.</i>					
THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE					

WESTERN UNION TELEGRAM sent from Ira Weinstein to his wife Norma. This was the first word Norma received from Ira after his Liberation from Stalag I LUFT Luft I.

always had it near his side because wearing it would interfere with operating the bombsight; however, on the mission to Kassel that day, he was given a back pack to wear.

As Lt. Weinstein bailed out of his now burning Liberator one of the parachute straps caught on the bombsight. By now the aircraft was in a flat spin. Ira Weinstein relates, "We were in a flat spin and there was a lot of centrifugal force. I could hardly get out. I chinned myself back up into the airplane, undid the strap and bailed out for a second time." Ira figures that he was at about 2500 feet when he broke free from the aircraft. It seemed that as soon as he pulled the ripcord and popped the chute, he was on the ground.

"I landed up in the hills where some kids were picnicking nearby. I got rid of my chute and ran up into the hills and hid under some trees," remembers Weinstein.

Ira landed on the outskirts of Nesselroden, Germany. The fate of the rest of the Donald Crew was uncertain. As 1st Lt. Weinstein hid in the trees, he saw his pilot, 1st Lt. Donald lying in a field. He was conscious but barely moving. Ira figures that when his pilot bailed out of the stricken aircraft, he jumped out of the top hatch. Perhaps he broke one of his legs by striking one of the vertical stabilizers? Whatever the reason, Lt. Donald could not get up. Soon, a group of local farmers came along and pitchforked the helpless pilot to death.

Later that evening, after it had turned dark, 1st Lt. Weinstein went to see the young Lieutenant's body. The German civilians had stripped the lifeless flier of all of his clothes, all except for his underwear. Weinstein was appalled. He took Lt. Donald's dog tags and went back to the safety of the pine forest. He bedded down in a large pile of pine needles and tried to figure out a plan.

He felt his best chance of evasion was to head towards neutral Switzerland. Throughout the next couple of days, Weinstein rested during the day and moved at night. He foraged for food by digging up potatoes or whatever he could find growing in the fields as he carefully travelled through the German countryside.

Ira recalls, "I was scared and I realized

that I was never going to get out of this. I finally came to the town of Nentershausen. There must have been 20 churches and I figured that if I was going to get a fair shake, it would be in a place where they have so many churches."

Lt. Weinstein walked down the street in the center of town. A teenage boy came up to him and said, "You are one of the American fliers they're looking for, aren't you?" Weinstein replied, "Yeah. How come you speak such good English?" The boy replied, "I went to school in Milwaukee."

The boy then led Lt. Weinstein to his mother's house. While inside, the boy's mother gave Weinstein a hot bowl of potato soup. Ira remembers, "That was the best thing I ever ate."

The boy then took Lt. Weinstein to the town burgomeister's house. There was a German SS battalion nearby, but the burgomeister felt that if he turned the young airman over to them and Ira being Jewish, he was a dead man. He instructed Weinstein to sit tight and not try and escape. He would then contact the Luftwaffe where he felt he would be safe.

About two hours later two Luftwaffe officers arrived at the house and took Lt. Weinstein away to a small garrison. He was placed in a room with 20 other American airmen that were also recently captured by the Germans.

When Ira bailed out he lost his boots because they were not tightened to his feet. Lucky for Weinstein he had three pairs of heavy wool socks on. "I was walking around the woods for a couple of days without shoes," recalls Ira.

"I cut a piece out of my flying suit and took the wire from my blue electrical coveralls and tied it around my feet.

Dulag-Luft. Kriegsgefangener kartell.		Gefangenen- Erkennungsmarke	Dulag-Luft Eingeliefert
Nr. 6162		am: 3.10.44 W	
NAME: WEINSTEIN		Vorname des Vaters: Philip	
Vorname: Ira P. Lip		Familienname der Mutter: Graubblatt	
Dienstgrad: 1. Lt. Funktion: Bomb.		Verheiratet mit: ja	
Matrikel-No.: C-694 482		Anzahl der Kinder: -	
Geburtsort: Chicago		Heimatanschrift:	
Geburtsort: Chicago		Mrs. Lillian Weinstein 47 Rutledge Drive Rochester - New York	
Religion: jüdisch			
Zivilberuf: Student			
Staatsangehörigkeit: amerikan.			
Abschluß am: 27.9.44 bei: Eisenach		Flügeltyp: B 24	
Gefangennahme am: " bei: "			
Nähere Personalbeschreibung			
Figur: klein, gedrungen		Augen: blau	
Größe: 1,53 m		Nase: gerade	
Schädelform: oval		Bart: -	
Haare: braun		Gebiss: o.k.	
Gewicht: 57 kg		Besondere Kennzeichen:	
Gesichtsform: oval		kl. Narbe in lk. Hand und Arm	
Gesichtsfarbe: gesund		Mit Anmerkungen	
Front		Profil	
Fingerabdruck			

A prisoner of Nazi Germany. Ira Weinstein's German identification and information document. This was kept on file by the Germans at Stalag Luft I, Barth Germany.

Pretty soon a guard walked into the room and took me to see the commandant. I understood a little of what he was saying to the guard and I thought I heard him say, take him out and "schissen" him. That means take him out and "shoot" him! What he said, was "schussen" him, or, give him a pair of "shoes," recalls Ira. Lt. Weinstein thought that was it; he was going to be taken out to be shot. However, the guard led him into a room and was given a new pair of shoes! Lt. Weinstein and fellow 445th Bomb Group crewmember, Lt. George Collar were then taken to some of the wrecks of the aircraft lost on September 27th mission. They were ordered to remove all the guns and the remains of any American airman that they found in the mangled, twisted hulks of metal.

Ira remembers, "One of the ships was my airplane. I could recognize it by the insignia, but I didn't know any of the kids on the plane. I knew the Navigator (Lt. Eric Smith) got out, the pilot has been



Ira Weinstein proudly stands in front of his "old office" where he flew with the 445th Bomb Group as a Bombardier. This is the Collings Foundation Consolidated B-24J Liberator.

killed (Lt. Donald) but as for the others, I had no idea what happened to them."

Weinstein and Collar began to go through the wreckage of the airplane only to find the charred bodies of five American crewmen. Ira recalls the gory details, "We found five guys burned to a crisp inside the airplane. I had to take them out and bury them, right there." It would be something that Ira Weinstein would remember for the rest of his life.

The group of American prisoners were then taken by rail to an Interrogation Center near Frankfurt (most likely near Oberursel). There he was interrogated then finally sent, once again by rail, to Stalag Luft I near the German town of Barth.

Reaching the camp, the train stopped about five kilometers from the main gate. The prisoners were off-loaded from the train and made to march toward the camp. Ira remembers, "We started to march towards the camp and all of a sudden a kid about 12 years old jumped out and pitch-forked me in my ass! I got my second Purple Heart for that!"

Weinstein continues, "When we finally reached the camp and I walked through the gate and who did I see? My brother-in-law's brother was standing there. He'd been shot down about six weeks before me. He said, 'What are you doing here?' I said, 'I came to tell my sister you're all right!' We ended up in the same barracks together."

First Lt. Ira Weinstein then endured the next seven months as a POW of Nazi Germany. Approximately 9000 Allied airmen were imprisoned during the war at Stalag Luft I until finally being liberated on the night of April 30, 1945 by the advancing Russian troops. Finally, the war was over and Ira was going home.

Like thousands of servicemen, Ira Weinstein returned to the United States and tried to put the war behind them. He came back to his hometown of Chicago and through hard work and determination he built up a struggling, but successful, small advertising firm.

One day, Ira announced to his wife that there was something that he had to do. Ira Weinstein explains, "There are things that you do in life and you don't know why you do them." Now out of the service with the war behind him, Ira Weinstein decided he wanted to visit the parents and families of the crewmen who perished aboard his aircraft.

Ira Weinstein, "Those poor guys were burned to a crisp. They went down in that burning airplane. I had to pull their bodies out. George Collar and I did it together. We dug a hole and buried them. That never left my mind. I never talked to anyone about it, but it was always on my mind. The parents of those kids never knew what happened and I felt that someone should tell them."

So Ira Weinstein made five separate

trips to five different cities to meet the parents of his dead crewmembers. He remembers, "Most of the parents were very welcoming and extremely grateful. I felt like I really did something important. I'm really glad I did that."

Ira and Norma Weinstein had two daughters and his advertising business began to grow and prosper. For years, he never talked about the Kassel Mission or his experiences at Stalag Luft I to his family. To Ira, it didn't matter, but one fact was certain. Ira Weinstein despised the Germans, and rightly so.

Ira Weinstein explains, "If you drove up in my driveway in a German car like a Mercedes or a Volkswagen, I wouldn't get in. The Germans had those concentration camps and killed millions of Jews. I hated the Germans so much that I wouldn't even drink beer!"

That all began to change when he got involved with the **Eighth Air Force Historical Society**, the **Second Air Division Association** and the **Kassel Mission Memorial Association**. He began to talk about it; he began to share his memories with other veterans, then eventually with his family.

In 1990, the members of the **Kassel Mission Memorial Association** with the cooperation of German aviation historian, Walter Hassenpflug and Guenter Lemke and the townspeople of Ludwigsau, Germany financed and erected a monument to memory 118 American crewmen and 18 German fighter pilots that perished on September 27, 1944.

Several 445th Bomb Group – Kassel Mission survivors made the trip to Germany for the dedication ceremony, but Ira Weinstein refused to go. There was no way he was going to go back to Germany.

Almost ten years passed until 2000 when Ira announced to his lady friend (now his second wife) Mary Gandelman that he had to do something. It was time. It was time for Ira to return to Germany.

The arrangements were made and soon Ira and Mary landed at Frankfurt Airport in September of 2000. They were greeted by historian Walter Hassenpflug, Guenter Lemke and Fritz Gilfert who presented Ira with pieces of his crashed B-24 Liberator.

Over the next few days, Ira and Mary



For over 70 years, Ira still enjoys building models Today!!

visited his crash site and went back to the town of Nentershausen where Ira was captured. Through an ad in the local paper, historian Walter Hassenpflug found the whereabouts of the young teenage boy who met Ira in the street, Karl Assmann, who was now 74 years old.

Mr. Assmann made the trip to Nentershausen and met Ira once again for the first time in almost 60 years. Ira Weinstein remembers, "We walked down the same street together arm in arm on the way to his old house. I'm not ashamed to say, the tears were flowing." On the anniversary of the Kassel Mission, September 27, 2000, Ira attended the annual remembrance ceremony which was held at the memorial in the woods

near Ludwigsau, Germany. He was asked to address the large crowd in attendance. In his remarks, Ira said, "When the idea of coming to Germany to visit the Kassel Mission Memorial first occurred to me, it was with a great deal of apprehension and concern. For many years I never wanted to come to Germany. It was difficult for me to try and explain this to many of my fellow Kassel Mission friends why I was hesitant to come here. But today, I am in the presence of friends. Hopefully, we will all have a long lasting bond of friendship for our children, grandchildren and future generations. What a wonderful feeling."

During my recent interview with Ira Weinstein I asked him why he went back



Ira Weinstein, now 92 Years young and a proud member of the 8TH AFHS.

to Germany. What made him decide to go back? Was it to chase away some emotional inner demons or heal old wounds? He replied, "It was ***b-shert***." I was unfamiliar with the word, so I asked Ira about the meaning. "***B-shert*** is a Yiddish word that means destiny, that something was meant to be, by the will of God."

Perhaps it was destiny or the will of God that brought Ira back to the land of his former enemy, however, two facts are quite certain. His hatred of the Germans was caused by a terrible war. To forgive, to reconcile and to befriend the Germans after so many years, was his choosing.



September 27, 2000, Ira Weinstein addresses the crowd gathered at the Kassel Mission Memorial near Ludwigsau, Germany.

This article is dedicated to the brave members of the Donald Crew and the 118 8th Air Force crewmen who perished on the September 27th, 1944 mission to Kassel, Germany.

The author wishes to thank Mr. Aaron Ellison for the use of his 1997 interview with Ira Weinstein, the members of the ***Kassel Mission Historical Society*** (www.kasselmission.com) and Ms. Linda Dewey. Lastly, my sincere thanks to Mr. Ira P. Weinstein and the members of his wonderful family. Ira, you might only stand five feet, but you are the tallest man that I know, sir.

15th Annual Legacy Ball

On Saturday, May 14, 2011 the Mighty Eighth Air Force Museum hosted their 15th Anniversary Legacy Ball. The Museum celebrated their Past, Present and Future with special thanks and recognition of World War II Veterans and active duty Military Personnel from all branches of our Armed Forces. The black tie fundraiser for the Museum featured a Silent Auction, performance by the USO Liberty Bells, hors d'oeuvres, cocktails, dinner and after dinner dancing. All proceeds from the 2011 Legacy Ball helped to support the Museum in achieving its mission.



Savannah Arts Academy's SkyeLite Jazz Band



Guests dancing



*USO Liberty Bells & Event Emcee Sonny Dixon
(Local WTOC TV anchor)*



Honored Military Guests - (Far Left) Lieutenant Colonel Jose L. Aguilar (Out going - Garrison Commander US Army Garrison, Hunter Army Airfield), Mrs. Aguilar, Mrs. Keepers & Lieutenant Colonel Kirk Keepers (3rd Battalion, 160th Special Operations Aviation Regiment - Hunter Army Airfield)



The members of Eighth Air Force Historical Society congratulate the staff of Mighty Eighth Air Force Museum on this momentous achievement. Our ardent hope is that our association, support and friendship continue for years to come, with our common denominator being the preservation and perpetuity of the "Mighty Eighth."



Congratulations to our home, the Mighty Eighth Air Force Museum!



MIGHTY EIGHTH AIR FORCE MUSEUM 2011 Lt. General E.G. Schuler Award

Mighty Eighth Air Force Museum President and C.E.O. Henry Skipper and Lt. General E.G. “Buck” Schuler Jr. (ret.) recently traveled to Easton, Pennsylvania to present the 2011 **Lt. General E.G. Schuler Award** to the award winning film maker, Mr. Lou Reda of **Lou Reda Productions**.

Armanini – 100th BG, John P. Gibbons – 100th BG, Steve Pisanos – 71 Eagle Squadron & Fourth Fighter Group) and Andy Rooney – Former Stars & Stripes reporter and famed 60 Minutes commentator tell about their personal experiences while flying with the “Mighty Eighth.”

Mr. Reda has been a long time supporter of the **Mighty Eighth Air Force Museum**. Recently, Mr. Reda and his film company released the acclaimed production – **World War II in HD – The Air War**, which has aired on the History Channel over the last several months. The two hour production tells the history of the “*Mighty Eighth*” through color war-time footage.

Three 8th Air Force veterans (Joseph “Big Joe”



(L-R) **Mighty Eighth Air Force Museum** President Henry Skipper, Lou Reda and Lt. General E.G. “Buck” Schuler.

The production is narrated by actors, Rob Lowe, Sean Astin, Casey Affleck, Chris O’Donnell and Elijah Wood. The critically acclaimed production was recently nominated for an Emmy Award.

The annual **Lt. General E. G. Schuler Award** recognizes individuals or organizations that have made a positive impact on the **Mighty Eighth Air Force Museum**.

NEW HOME FOR A DOG TAG

BY DR. VIVIAN ROGERS-PRICE

On 17 August 1943, 146 B-17 Flying Fortresses attacked the Messerschmitt aircraft and engine assembly shops at Regensburg. An additional 230 B-17s headed for the ball bearing factory at Schweinfurt. This was a maximum effort "double strike" on the part of the Eighth Air Force.

Sixty B-17s were lost and another hundred bombers sustained such severe battle damage that they could not be repaired, bringing the total loss to about 40 percent of the B-17s dispatched. One of the sixty B-17s lost was the 95th Bomb Group's *Our Bay-Bee* with Bombardier Henry Sarnow flying on his eleventh mission. His target was Regensburg, but his crew never dropped their bombs. Over German-occupied Belgium, flak damage forced their bomber to drop out of the formation, and two Luftwaffe fighters attacked and set the stricken B-17 on fire.

The pilot, Walker A. Baker, gave the order to bail out. All ten crew members parachuted to the ground. Seven were quickly captured by German troops. Hank and the badly burned Co-pilot, Martin Minnich, landed in a wooded area near Mol, a small Belgium town.

It was there where fifteen-year-old Emiel Joris found them, and at some point Hank gave Emiel his dog tag. Apparently Hank hoped that Emiel could get word to his mother, Mary Sarnow, that her son was safe since the dog tag included both their names and their home address. Emiel then told Hank and Marty to swim across the canal and hide in the bushes growing near the edge of the water. They spent over nine hours in this hiding place, breathing through the stems of reeds they cut at the water's edge, while German patrols and their dogs searched nearby for them.

Later that day after the Germans had left, a local Belgium man, Gus Fruythof, took Hank and Marty to a nearby farmhouse. The Fruythof family gave them clean, dry clothing and cared for Marty's burns. Eventually both

men were moved to Brussels where they were hidden from the Germans and cared for by Anne Brusselmans and her husband Julien.

The Brusselmans family successfully sheltered 32 downed airmen for varying lengths of time before sending them on the next stage of their journey back to Allied lines and freedom. Anne helped another 130 Allied airmen evade capture by the Nazis.

Her daughter Yvonne was eleven when World War II began. At first she and her younger brother were told the

downed airmen in their home were Flemish cousins. After Yvonne discovered the false papers and photographs of some of her Flemish cousins, her mother shared her secret. Yvonne helped her mother by sewing dog tags into trouser cuffs so that if the downed airmen were captured by the Nazis they would become Prisoners of War instead of being executed as spies.

It took over two months for Hank and Marty to return to Allied lines. Hank lived to return home to his wife Regina and together they raised twin daughters, Roberta and Regina. He never forgot the kindness and sacrifices

made by Anne Brusselmans and her family.

He died in 1999. Then in October 2010, Hank's daughters received word that their father's dog tag, given to Emiel sixty-seven years earlier, was being returned to them.

Emiel, now in his eighties and in poor health had kept it safe all those years. He and his daughter, Julienne, decided to try to find the Sarnow family.

Through the assistance of Dutch historian Co de Swart, Hank's daughters, Regina and Roberta received their father's dog tag on 27 October 2010. They alternated wearing it for a month at a time until donating it to the **Mighty Eighth Air Force Museum** on 18 April 2011.



Roberta Sarnow Strom (left) and Regina Sarnow Brand (right) hold their father's dog tag and photographs of their parents, with Yvonne Daley-Brusselmans.



Reunions



351st Bomb Group

Norfolk, VA

June 16-19, 2011

For more information contact:

Debbie Eason (478) 453-7388

dbme@windstream.net

Pennsylvania Chapter

Twentieth Annual Reunion

June 18-21, 2011

Days Inn-Penn State 240 S. Pugh Street;

State College, PA 16801-4989

814-238-8454 or 800-258-3297

381st Bomb Group

August 10-13, 2011

Colorado Springs, Colorado

Contact: Kevin Wilson

Wilsonkvn@aol.com

398th Bomb Group

September 7-10

Branson, Missouri

Raddison – Branson, Missouri

Contact: Sharon Krause

11690 Paciocco Ct.

Plymouth, MI 48170-2870

734-416-5993

tink46@comcast.net

100TH Bomb Group Foundation

September 8-11

Cleveland, Ohio

Sheraton Cleveland Airport

www.100thbg.com

305th Bomb Group

September 14-18

Seattle, Washington

Doubletree Inn – Seattle Airport

490th Bomb Group

October 27th-30th, 2011

Marriott Hotel, Savannah, Georgia

Contact: Les Reekers, 762 Lynnmere

Drive, Thousand Oaks, CA 91360

(805).493.1746

email-8thafnavigator@gmail.com

801st/492nd Bomb Group

CARPETBAGGERS

Holiday Inn Downtown Superdome

New Orleans, LA

October 10th ---14th, 2011

Contact Bill Becker

(619) 992-6228

beeb71@aol.com

486th and 487th Bomb Groups

October 26th-30th, 2011

Savannah, Georgia

Savannah Marriott Riverfront

100 General McIntosh Boulevard

Savannah, GA 31401

Host: Henry Hughey

Info available: www.486th.org and

www.487thbg.org

95th Bomb Group

Seattle, Washington

Sea-Tac Marriott Hotel

October 12th-16th, 2011

44th Bomb Group

*** FINAL REUNION ***

October 13-16, 2011

Savannah, Georgia

Jackie Roberts

11910 South S.E. 44th Street

Oklahoma City, OK 73150

www.44thbombgroup.com

93rd Bomb Group

October 20-24, 2011

Tucson, Arizona

Radisson Suites Airport

www.93bombardmentgroup.com

95th Bomb Group

October 12 – 16, 2011

Seattle, Washington

Marriott SEA-TAC Airport

www.95thbg.com

306th Bomb Group

October 27-30

San Diego, California

Holiday Inn - Bayside

Contact: Joel LaBo

875 South Worth

Birmingham, Michigan 48009

www.306thbw.org

384th Bomb Group

October 6-9, 2011

Seattle, Washington

Doubletree Guest Suites Seattle

16500 Southcenter Parkway

Seattle, WA 98188

Contact: Carol Alfter

1306 Adams Way

Beavercreek, OH 45434

447th Bomb Group

October 11-16

St. Louis, Missouri

8th Air Force Historical Society Reunion

Sheraton Westport Plaza

St Louis, MO.

466th Bomb Group

October 11-16

St. Louis, Missouri

8th Air Force Historical Society Reunion

Sheraton Westport Plaza

St Louis, MO.

Editor's Note: Is your Group or Association holding a 2011 or 2012 Reunion? If so, we would be delighted to post the information here in our Reunion section of the 8th A.F. News. Please forward the information on to the Editor.

The General and Mrs. Curtis E. LeMay Foundation

By Michael P. Faley

In early April, I had the pleasure of meeting Gen. Curtis E. LeMay's daughter Jane LeMay Lodge and her husband Jim. Their hospitality was overwhelming and during our conversation, Mrs. Lodge told me about this wonderful Foundation set up by her mother Helen and her famous father. **The General and Mrs. Curtis E. LeMay Foundation** was set up to assist widows of Air Force Veterans. There are no strings attached, just a genuine desire to help those in need. We wanted to make sure that our Widows with financial difficulties, knew of this service and if necessary reach out. We all go through

rough times or are just a little "short" to get that important necessity. Maybe this is the answer. Besides the information on the Foundation, Mrs. Lodge donated the silver plated serving tray to the Society/Museum. The photo below is John H. deRussy, Operations Officer with the 305th Bomb Group, presenting the plate to Mrs. Helen LeMay. The plate has all the dates Gen. Curtis E. LeMay served as Group CO with the 305th Bomb Group. Truly a one of kind piece for the **Mighty Eighth Air Force Museum**.



WHO WE HELP?

The LeMay Foundation helps widows of all Air Force Retirees, both officers and enlisted, through financial grants of assistance. These widows spend much of their lives coping with the difficulties of military life, and supporting their spouses through years of active duty. We are not interested in why they need help, only that they need it. We provide assistance for as long as it is required. We have several widows who have been receiving monthly checks for over six years. We also help Air Force widows with a specific need they may be facing, in a single disbursement. We do not offer loans. All funds disbursed are considered grants.

WHY WE DO IT?

Because we all believe that military spouses are entitled to a decent standard of living, entitled to live with dignity, and entitled to be proud of their service. We consider it to be a privilege to be a part of this noble endeavor.

REQUEST ASSISTANCE

If you are a widow of an Air Force retiree, either of an officer or enlisted, and you would like to apply for help through financial grants of assistance, please fill out a LeMay Foundation application. Grants from the LeMay Foundation

can be either a single grant or an ongoing monthly account. All applications are considered carefully with the intent of helping those who need it the most. Single grants may be needed for a new pair of eyeglasses, a new roof or some other pressing need that cannot be met under a widow's current income. Don't let a single need dissuade you from submitting an application. The LeMay foundation was designed to continue General and Mrs. Lemay's motto, "Taking care of our own". Go online here for assistance: <http://lemay-foundation.org/assistance.html>

CONTACT INFORMATION

We are located inside the Air Force Village
West Military Retirement Community, near
March Air Reserve Base in Riverside, California.

We are open Monday through Friday 0900-1630 PT.

Telephone 1-800 554-5510 or (951) 697-2099

FAX (951) 567-5279

17050 Arnold Drive, Riverside, CA 92518

General Information on the LeMay Foundation:

info@lemayfoundation.com

8th AIR FORCE TREASURER'S ANNUAL REPORT

FISCAL 2009/2010



8th AFHS Treasurer, Darrel Lowell

We are a bit late in making our financial report to the membership this year due to some serious decisions that we as a board need to address regarding the financial well being of the Society. This has also been a more challenging year due to our commitment to manage more activities than normal.

As the record shows the last several years our Society has been losing money at an alarming rate. Cash flow has been so critical at times that we have had to draw down \$15,000 to \$30,000 annually from our Trust Account in order to cover current obligations. Efforts to reverse this trend by reducing our operating expenses have met with limited success, but have not been able to offset the revenue loss resulting from our falling membership. Our main revenue source has always been our annual dues paying members. Last year fiscal 2009/2010 we were on track to show a

profit of about \$9,000. This amount was increased to \$25,000 with the influx of \$15,000 from the Trust account. This drain on our Trust account presents a serious threat to the long term stability of the Society and needs to be addressed.

The Board continues to study revenue sources from other activity that would help improve our cash flow. Following our Reunion in Cincinnati we decided, after long consideration, that we might increase our revenue from these future reunions if we were to manage these events "in-house". There turned out to be two events during the fiscal year, 2010, both were successful operation wise, but were somewhat disappointing as far as profitability. Our members and guests who were able to attend these two events, the 8th AFHS Reunion in Tucson and the "Thunder over Michigan Air Show" and had great experiences. After all, that was the main mission for these undertakings.

Part of the inflated net income for last fiscal year was registration fees for "Thunder over Michigan" booked in

August, last month in our fiscal year, with bills against this revenue paid during the first month of our new fiscal year. Several of our Directors worked hard to make both outings successful events and we appreciate their efforts and dedication in organizing and managing these events.

Your Eighth Air Force Historical Society has recently had its financial struggles, mainly due to decline in sustaining memberships, however, I can assure you that your Board of Directors is continuing to analyze our operational expenses and are looking into future cost saving measures.

It is our goal and our ardent hope, that together, we can develop a strong financial path for this wonderful organization.

**Submitted by 8th AFHS
Treasurer, Darrel Lowell**

The Eighth Air Force Historical Society			
Profit & Loss			
Sept 2009 through Aug 2010			
US Dollars			
Friday, May 13, 2011			
	Actual 09/10	Fiscal 08/09	Fiscal 07/08
Ordinary Income/Expense			
Income			
4000 - Income	\$ 118,608	\$ 132,517	\$ 124,821
4050 - Investment Income	\$ 25,553	\$ 17,706	\$ 14,418
Total Income	\$ 144,161	\$ 150,223	\$ 139,239
Expense			
5100 - National Administration Expense	\$ 25,485	\$ 26,790	\$ 19,582
5200 - Magazine Expense	\$ 67,701	\$ 84,217	\$ 101,929
5300 - Savannah Office Expense	\$ 34,180	\$ 40,813	\$ 49,474
5400 - General Dues Expense & Postage	\$ 1,500	\$ 1,028	\$ 995
6000 - Other Dues	\$ 150	\$ 10	\$ 150
6015 - Legal Expense -W/C	\$ -	\$ 15,834	\$ 17,792
Total Expense	\$ 129,016	\$ 168,692	\$ 189,922
Net Ordinary Income	\$ 15,145	\$ (18,469)	\$ (50,683)
Other Income/Expense			
Other income			
7000 - Income	\$ 9,814	\$ 15,053	\$ 30,000
Total Other Income	\$ 9,814	\$ 15,053	\$ 30,000
Net income/loss operations	\$ 24,959	\$ (3,416)	\$ (20,683)

Memorial Ceremony for the 36th Bomb Squadron Radar Counter Measure Unit Honoring the "Gremlins" and the Lt. Louis McCarthy Crew – May 2011

My wife Pam and I returned to England in May where we attended the last memorial ceremony to honor the airmen of the 36th Bomb Squadron Radar Counter Measure Unit – the "Gremlins" as they were called. In all there were fifteen Americans that traveled to Long Marston. The purpose of the visit was to remember and pay homage to ten airmen of the Lt. Louis McCarthy Crew involved in the morning take-off crash of the B-24 Liberator, #42-50385 - R4-H, nicknamed "Beast of Bourbon."

The crash occurred in the village of Long Marston on the morning of February 19, 1945. Three airmen of the crew perished. Those killed were Ball Turret Gunner Pvt. Fred Becker, Tail Gunner S/Sgt. Carl Lindquist and Waist Gunner Pvt. Howard Haley. The cause of the crash was instrument failure and poor weather conditions.

Veteran guests making the journey included, Des Howarth, Navigator of the McCarthy Crew who was aboard the B-24 when it crashed, 36th Squadron Pilot, Art Brusila and his Tail gunner, Gordon Caulkins. Ernie Lamson, an 82nd Airborne Paratrooper was there to honor his brother Walter, who had been killed in an earlier 36th Squadron crash. Also in attendance were Squadron family members and eight children of the veterans. Lt. Col. Shannon Driscoll, the current Commanding Officer of the 36th Electronic Warfare Squadron. The 36EWS is the grandchild of World War II's unit.

As the son of a 36th Squadron Tail Gunner and the 8th Air Force Historical Society 36BS unit contact,



Left to right - Ernie Lamson, 82nd Airborne vet, whose brother Walter was killed in the 36 BS B-24 crash on Nov. 15, 1944, next in back 36 BS pilot, Art Brusila, next in front Des Howarth, the navigator on the "Beast of Bourbon" when it crashed, and next in the rear is Gordon Caulkins, the tail gunner for the Art Brusila crew.

it was my honor to help organize this final reunion from the U.S. side. My good English friend, Chas Jellis, who had previously established a 36 B.S. Memorial to the Lt. Landberg Crew in November 2009, was once again in charge of efforts on the English side. Chas, along with girlfriend Heda Kootz and their team created the memorial by promoting it before the village leaders, especially Mike Tomlinson, the chairman of the Tring Rural Parish Council and then organized events to support the celebration. What a splendid job they did!

Saturday May 7th, the day of the memorial ceremony, began with low clouds and showers. Clearing just before the ceremony Des, Art, Gordon, and Ernie arrived to a crowded memorial site in a beautifully restored 1939 Chrysler staff car. A wonderful round of applause from a large audience greeted them. Also as a part of the ceremony, were a USAF Color Guard and rifle team. Several WWII re-enactors dressed in original period uniforms came from all

over Britain to attend. Gordon Richards – 8th AFHS U.K. Representative was also in attendance.

Chas took the podium welcomed everyone, especially the American guests. A prayer delivered by Vicar Jane Bannister. Navigator Des Howarth then spoke to the crowd remembering that day of the fateful B-24 crash. Beside the new memorial, which rests along side the existing village, were World War I and World War II re-enactors, in original flight gear and a B-24 "Ghost Crew" representing the entire

Lt. McCarthy crew. With the display of "Old Glory", the British national colors, the 36th Squadron flag and a salute – the unique memorial that included a boulder from Cheddington, the original 36th Bomb Squadron airbase, as a backdrop, was unveiled. The American flag was folded by two uniformed sentries and then given to the Parade Commander who presented the flag to Des Howarth.

Taps was played followed by numerous wreaths laid at the base of the beautiful memorial. It was so wonderful! Many tears of remembrance and joy were visible within the crowd. Soon appearing in the skies overhead could be heard sound of a roaring reciprocating engine from a British Hawker Hurricane fighter of Battle of Britain fame. What we all saw next was not just a flypast, but more like an air show as the aircraft flipped and turned and flew loops, spins and circles above us.

It was my privilege to say a few words regarding the crash of the "Beast

of Bourbon" and the American-British cooperation in the radar countermeasure program. The 36th B.S. had flown half of its missions with the British Royal Air Force - 100 Group. Afterwards Lt. Col. Shannon Driscoll, Commanding Officer of the 36th Electronic Warfare Squadron based at Eglin AFB, FL. spoke proudly of the similarities between World War II's squadron and today's unit.

Finally capping off the special event Chas's girlfriend Heda read a letter from the Britain Prime Minister's office and from Prince Andrew congratulating all for efforts in establishing the memorial and giving best wishes to the "Gremlins" and everyone there. It turned out that the media and press coverage Chas arranged, included a BBC TV segment and four local newspaper reports. Wow!!

That evening Chas arranged for all to gather at Long Marston village meeting hall for a 1940's dance. The place was packed! We enjoyed seeing many of those among us smiling, savoring British ales and cutting a rug!

The next day Sunday, the group visited the American War Memorial Cemetery at Cambridge to view the graves of 36 B.S. airmen, Lt. Walter Lamson and PFC. Leonard Smith and pay our respects. These men were killed

in the November 1944 B-24 crash. The two are buried along side one another. Ernie Lamson, Walter's brother paid special tribute to their sacrifice. A visit was also made by the group to Cheddington Airfield, original home of the 36th Bomb Squadron. Mr. Roger Watts of the Cheddington Airfield Aviation Society was kind enough to take Des and Art for a nostalgic flight above the old airbase.

We also visited the crash site where the



36BS Memorial Ceremony
Long Marston, Herts

7th May 2011

In honour of the crew of the
Beast of Bourbon



"Beast of Bourbon" went down. It was profoundly moving it was to hear Des tell of the horrible tragedy and the loss of his crewmembers.

So, in the end, it was mission accomplished! Maximum effort, once again, was given to having a beautiful memorial in England established to honor the "Gremlins" of the 36th Bomb Squadron. My special thanks go to Chas and Heda, their work associates and to the people in the village of Long Marston for making this memorial possible. The experience we shared with the veterans, their families, the American military, and our British friends shall hold a lasting special place in our hearts.

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

Form may be reproduced



JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!



FIRST NAME _____ MIDDLE INITIAL _____ LAST _____

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CITY _____ STATE _____ ZIP _____

Telephone _____ Email _____

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 _____

ALL RENEWALS AND NEW MEMBERSHIP ANNUAL DUES \$30.00 ☐

PAYMENT: CHECK ☐ MASTERCARD ☐ VISA ☐ CARD # _____

SIGNATURE: _____

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

"Give the gift that shares the legacy"

"Give the gift that shares the legacy"

COLLINGS FOUNDATION CARRIES THE MESSAGE FOR THE EIGHTH AIR FORCE HISTORICAL SOCIETY

As we reported in the last issue of the 8th A.F. NEWS (March 2011), information regarding the 8th Air Force Historical Society is being spread all over the country by four respective B-17 and B-24 owners as they continue to tour across the United States. In our last issue we featured a story about the **Liberty Belle Foundation**. In this issue we feature an article about the **Collings Foundation** based in Stow, Massachusetts and New Smyrna Beach, Florida.

Established in 1979, the **Collings Foundation** began as a no-profit educational foundation. Their purpose was to educate the public through a "living history" experience. Their goal was to honor the sacrifices made by our brave veterans that allow us to enjoy our freedom today; and to educate the visitors, especially younger Americans, about our national heritage and history.

In 1989, the **Collings Foundation** began their "Wings of Freedom Tour."

Showcasing two fully restored WWII four-engine bombers, the **Collings Foundation** took to the skies and has never looked back. For over twenty years, they have flown there "Wings of Freedom" tour throughout the United States featuring a 1944 vintage Consolidated B-24J Liberator and a Boeing B-17G Flying Fortress.

The B-17G Flying Fortress flies in the markings of the 8th Air Force - 91st Bomb Group, 323rd Bomb Squadron which was stationed at Bassingbourne, England. The **Collings Foundation's** Fortress bears the name, "Nine-O-Nine," which proudly served with the 91st Bomb Group and flew an amazing 140 missions without an abort or a loss of a crewmember.

The Consolidated B-24J Liberator also flies today in the colors of another famed 8th Air Force outfit, the 467th Bomb Group which was based at Rackheath, England.



One of the most famous B-24 Liberators that flew in the 467th Bomb Group was "Witchcraft." Like the



Above - Original WWII of "Witchcraft" taken at Rackheath, home of the 467th Bomb Group.

Collings Foundation Consolidated B-24J Liberator "Witchcraft." Photo Credit - Michael Faley

Collings Foundation Boeing B-17G Flying Fortress "Nine-O-Nine."



B-17G, "Nine-O-Nine," this famed 467th Bomb Group B-24 Liberator flew an unprecedented 130 missions having never lost a crewmember. Amazingly, it also flew those 130 missions without an abort due to a mechanical problem.

Over the past twenty years, the commitment, hard work and dedication of the **Collings Foundation**, along with the help their legion of volunteers, have provided the opportunity for the general public to learn more about the sacrifice and courage of those who built and flew in these amazing machines.

The tour has made well over 2500 stops over the past twenty years in the United States and Alaska. While an exact figure is difficult to gauge, they estimate that roughly 3.5 to 4 million people see these beautiful aircraft annually.

The B-17G Flying Fortress and the B-24J Liberator are just two aircraft in the astonishing **Collings Foundation** inven-



Comedian and NBC's TONIGHT SHOW host, Jay Leno made a recent visit to Burbank Airport when the Collings Foundation made a recent visit. Mr. Leno is an important sponsor to the Collings Foundation. Here Jay interviews Mr. Joe Abernathy, a former Flight Engineer/Top Turret Gunner with the 467th Bomb Group. Mr. Abernathy actually flew one of his mission aboard the original "Witchcraft."



**American airpower at it's finest!!
The Collings Foundation Liberator and Fortress**

tory. Their collection ranges from a flyable 1909 Bleriot XI and a Fokker Dr. I, to a two-seat North American P-51 and a Lockheed T-33 Shooting Star. Most recently, they have also added a flyable replica of a WWII German Messerschmitt Me-262 jet.

To honor America's Vietnam veterans, the **Collings Foundation** also operates the "Vietnam Memorial Flight" featuring a flyable McDonnell F-4D Phantom II, a Douglas TA-4J Skyhawk and a Bell UH-1E Huey helicopter.

During their 2011 "Wings of Freedom Tour," the **Collings Foundation** has graciously agreed to carry and distribute **Eighth Air Force Historical Society** membership applications during the course of their fall and summer tour. They are gladly promoting our organization to thousands of people that have an interest in our history.

After twenty years of touring across this great land, the dedication and commitment of the **Collings Foundation** has never floundered. As one of their staff members remarked, "We expect to keep flying these aircraft for many years to come. We want to continue to educate the public and remind them of the costs and sacrifice for our Nation's freedom."

The members of the **Eighth Air Force Historical Society** wish to profusely thank the fine members of the **Collings Foundation** for their kindness and support to our organization.

Additional information can be found on our **Eighth Air Force Historical Society** website: www.8thafhs.org

We have provided you with a link titled "B-17 Tours." This will

provide you with a direct link to the **Collings Foundation** website. Or you can get more information by going to the **Collings Foundation** website for additional summer and fall tour stops. You can obtain B-17, B-24, B-25 and P-51 ride information and additional facts regarding the **Collings Foundation** by going to their website at:

www.collingsfoundation.org

HERE IS A SCHEDULE OF THEIR TOUR STOPS THIS SUMMER.

June 22-24	Bellingham, WA Bellingham International Airport Bellingham Aviation Services
June 24-26	Seattle, WA Boeing Field Seattle Museum of Flight
June 27-28	Pascoe, WA Tri-Cities Airport Bergstrom Aviation
June 29-July 1	Butte, MT Bert Mooney Airport
July 1-4	Billings, MT Billings Logan International Airport Edwards Jet Center
July 5-8	Gillette, WY Gillette-Campbell County Airport
July 8-10	Fort Collins, CO Ft. Collins-Loveland Airport Ft. Collins-Loveland Jet Center



Mail Call



Dear Donna,

I want to congratulate you for that wonderful eulogy honoring Dr. Walt Brown. Walt and I had a very close relationship, serving on the Board of Directors of the Eighth Air Force Historical Society. He and I were both elected to the Board together and served two terms. When our Society President Bill Rawson passed away suddenly several years ago I was Vice President and was in line to replace him. I was not sure that I could handle the job as President but Walt stepped in and assured me that I should accept with the promise that he would help me. He was always there for me.

When I was informed about Walt's death by one of the Board members I felt as if I had lost a member of my family. I look at his pictures in the latest 8th AF News and still cannot believe it. When Walt and I would meet at every annual 8th AFHS reunion, his first words to me were, "Tell me some jokes." He always wanted to hear funny stories. The day that the B-17 was delivered to the Museum he called me and asked me if I knew about the "**City of Savannah**" because it was a 388th Bomb Group aircraft. He knew that I was assigned to the 388th Bomb Group and informed me that the plane was to be dedicated as the "**City of Savannah**."

The Eighth Air Force will miss Walter. Our organization will never be the same.

Keep up your great work with the "News".

Larry Goldstein
Arden, NC

My Dear Donna,

It is with profound sorrow that I learn about the passing of Dr. Brown. Please send my best wishes to his family.

My late wife always owed him a barrel of thanks for treating her bruises sustained from a stumble at a Chicago Reunion while dancing "Dawn Patrol

Dr. Walter E. Brown Jr.
A.K.A. Olldocbrown

Olldocbrown, so your emails said,
As our own Mighty Eighth you gently led;

The Air Force News rose to heights untold
When you and Donna refined the mold;

Thanks to Lew, you and the Judge,
You dreamed of a Museum and would not budge;

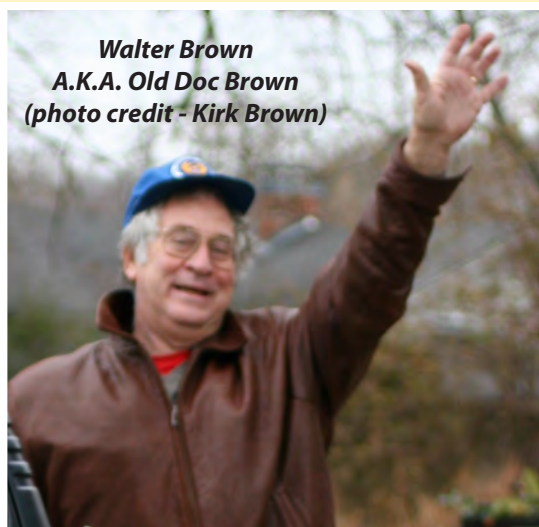
It stands today and Pooler's the site,
A B-17's home, home from the flight;

Gone is your smile and the twinkling eye,
The sweet velvet "Pearls" from a special guy;

The wild blue yonder is even more blue,
For so many heroes were joined by you;

Olldocbrown, may you rest n peace,
God's call has brought you a sweet release.

Eleanor Rooks
Brownsville, TN
Wife of Ned Rooks, 379th BG
Tennessee Chapter



Walter Brown
A.K.A. Old Doc Brown
(photo credit - Kirk Brown)

Polka." She will be meeting him again and they will have a good laugh.

My very best to you and keep well.

Sam Zarcoff (2214)
Los Angeles, CA



Dr. Walter Brown

*I think he would give us all a
"Thumbs up"*

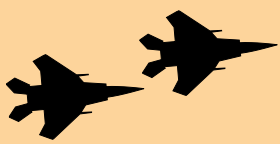
Dear Telisha and Donna,

The new March 8th Air Force News came today and I must say it is a fine piece of work - maybe the best yet. I choked up when I got to the last page 'Old Doc Brown. He was a patrician from the word go and was multi-talented to boot. He and Alice and my wife and I were very close. They kept us laughing all the time.

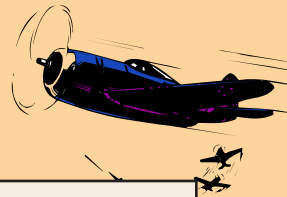
I think you must know by now that I am an artist and painter as well as a lawyer and judge. The portrait of Gen. R.S. Ewell which hangs in Walt and Alice's house at Spring Hill is a gift of mine. The painting of the B-24 "Return from Ploesti" which hangs by the front elevator in the Museum is mine.

Walt was keenly aware of the vital part you have played in this really fine product, the 8AF News. He shared this with me on many occasions.

I first met Walt through Lew Lyle. Walt was helping him to write his memoirs. Lew and I served together in the 303rd Bomb Group. When I was President of the 8AFHS (for 2 terms) Lew was on the Board. We both decided the 8AF need-



Mail Call



ed a Memorial Site. I made Lew the Site Chairman. We voted a start-up fund (not large enough). He went all over the country and we got the best offer from Chatham County. With the assistance of Russ Abolt, Chatham County Chairman, we were granted 10 acres and they did a bond drive which enabled us to build the basic Museum. That's how it was. I have been involved since day one. I am Corporate Secretary and don't have to run for office.

The two of you have been and still are key personnel in the Museum - 8AF News family and it doesn't hurt anything that you are both beautiful and always laughing.

I want to show you my appreciation for your signal contribution by sending you a copy of my book "Chick's Crew, 3rd Edition." It is a true story and has become a classic. It is quoted widely. Very few of the books about the Air War were written by participants.

I attended Cumberland Law School in Lebanon, TN after the war and graduated with first honors. Cordell Hull, Roosevelt's Secretary of State was a Cumberland graduate. Cumberland took the worst beating any football team ever had by GA Tech.

Walt's tribute will live in my heart. I am 88 and have joined the "Viagra Club". Love Always,
Judge Ben Smith, 303rd BG

Dear Donna,

Please excuse my intrusion but I so much wanted to thank you for your heartfelt tribute to your trusted friend and colleague, Doctor Walter Brown, M.D.

I once had the pleasure of meeting Doc and so enjoyed his editorials over many years along with Mail Call. It made one feel close, especially for the Veterans. I could sense the warmth and camaraderie. A very special gentleman to have known.

Our respects you have and to the Doc's family.

Yours sincerely,

Lanis Grant

**Evacuee from London
447th B.G. Rattlesden**

THANK YOU!!

A minister told me long ago that God ministers to a grieving family through friends. The many notes, cards, calls, and prayers have been a great comfort to us. Thank you so much for taking time to remember us. We also thank those who made donations in Walt's name to both the Walter Brown Memorial Fund for the Mighty Eighth Air Force Museum and the Medical College of Georgia Endowment Fund. Your kindness has helped us realize how many cherished friendships Walt had during his years with the 8th.

Thank you for your kind expressions of sympathy.



*Alice Brown with sons,
Kerry and Kirk Brown*

Donna,

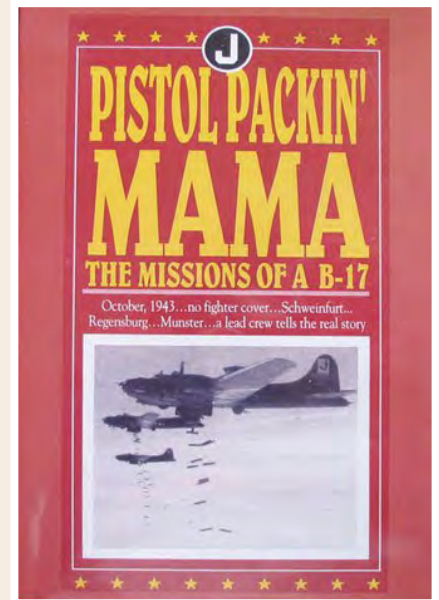
Today I received a copy of the March 8th AF News. While visiting with Gen. Lew Lyle and Betty's home in Hot Springs, Arkansas, Gen. Lyle drove Walt to Benton to meet me. I had the opportunity to introduce Walt and Gen. Lyle to the Mayor of the city of Benton, Arkansas.

Gen. Lyle and now Walt Brown are gone. I will miss both.

Arnold A. Wright

"Pistol Packin' Mama

One of the most powerful, emotional and moving documentaries ever produced about the Eighth Air Force during World War II has now been re-mastered and is once again available in a DVD format.



Pistol Packin' Mama – The Missions of a B-17 tells the story of the James Gerry Crew of the 390th Bomb Group.

A favorite at our annual Reunions while playing in the "Mighty Eighth Theater".

This 57-minute show is a must for any WWII DVD collection. Just be sure to have a Kleenex tissue handy when you watch it!

Copies can be obtained from the following address:

Kenwood Productions Inc.

P.O. BOX 50213

Minneapolis, Minnesota 55405

(612) 812-9489

www.americanherofilm.com

**Follow up and correction to
March 2011 8th Air Force News**

The Editor would like to apologize to Mr. Allen Ostrom, author of the article, **"It Was a Fortress Coming Home! They Could Hear It Before....**

They Could See It," which appeared in the March 2011 edition of the 8th Air Force News. Mr. Ostrom was incorrectly identified as the Historian of the 389th Bomb Group (B-24 Group).

The real fact is that Mr. Ostrom is the Editor of the 398th Newsletter – FLAK NEWS. I apologize for letting that slip through Allen and hope that it did not detract from your excellent article. On a side note, Mr. Ostrom has been the



Mail Call



Editor of the 398th Newsletter for 26 years!

Here are two more additional photographs of the 1st Lt. Lawrence DeLancey aircraft taken after landing at Nuthampstead, home of the 398th Bomb Group.



Hi, Mark,

Understand you did not write the Gen. Baughn story, but as Editor I wanted you to be aware of a most misleading error in it which should be shown as a correction. We Historians like to get the facts right whenever we can.

Gen. Baughn stated that Gen. Spaatz arranged to have ground victory credits count toward becoming an ace. NOT TRUE! Had this been true there would have been a lot more aces. Just in our group we had six guys who would have become "ground aces in a day" but none of these six were actual aces. And, my own score would have only been

2/3s short of making me an ace, which I was not. And, the total number of aces in both the 8th and 9th AF would have been out of sight. For example, of the 352nd FG's 776 e/a destroyed, 122 of these were destroyed by strafing. The same was undoubtedly true of the

records of the other fighter groups. However, it was true that we lost more fighters ground strafing than we did in air to air combat.

Also, he credited Gen. Spaatz with releasing the fighters from close support and allowing them to range and roam as they were designed to do, thus directing or at least encouraging more ground strafing. NOT TRUE. This was not done until Gen. Jimmy Doolittle became commander of the Eighth.

His orders to the fighter groups read something like this: "Your primary mission is to protect the bombers, but your mission is to destroy the Luftwaffe, in the air and on the ground." After that, we were free to not be so tied to the bombers and allowed to seek out the enemy BEFORE they got to the bomber formations.

In the interest of historic accuracy.

P.S. Since I do not have Gen. Baughn's address, I would suggest that you might want to pass this along to him or send me his address and I will write him personally.

Just wanted to let you know mine is an old voice from the past. Hope we get to meet sometime. I have been the mover and shaker for the 352nd FG since I helped get the 8th AFHS started back in the mid-70s. I was on one of the two original Boards of the Society, one of the Charter Members.

After attending the first several 8th Reunions, my wife and I started arranging reunions for the 352nd (16 of them including three trips back to the ETO). I have also written two books on the 352nd FG and average one or two talks a week addressing civic groups, Scouts, church groups veterans and pilot groups. At 90 now I am still vertical, very mobile and mean as ever.

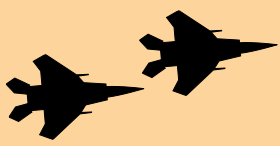
Blue skies,

Robert "Punchy" Powell 352nd

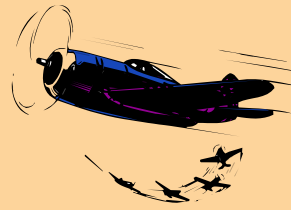
Editors Note: Thank you "Punchy" for your powerful insight. It is always nice to learn about the history from someone that lived it.



Lt. Robert "Punchy" Powell with his P-51B *The West "by Gawd" Virginian.*



Next Generation



Continuing The 8th AF Legacy - by Michael P. Faley

Since the last issue of The 8th Air Force News we have had some nice developments. Pat Keeley has developed and launched our 8th Air Force Historical Society page on YouTube, check it out http://www.youtube.com/watch?v=quvN1fCX5v_o&feature=feedf. Thanks Pat for your hard work and continued dedication to this organization. Secondly, we are on our way to 700 members on our Facebook group. http://www.facebook.com/#!/home.php?sk=group_116287021754170. Many have asked about these new social networking technologies and what they do for our Society. Facebook is a social media network where many next generation members communicate with one another. Use to be the telephone, now it is Facebook on the internet. What happens is that instead of having a phone book, you have friends that can connect with you, send messages, and keep you updated on what they are doing and vice versa. In our case, facebook members interested in the 8th Air Force are encouraged to join the Facebook page and the 8th Air Force Historical Society. Myself and noted 303rd Bomb Group Historian Gary Moncur are administrators of that page, and each day it is updated with new material. This insures return visits to our page by old members and brings onboard new ones. Goal is 1000 members by January 2012!

Facebook and Youtube are another promotional element that should help us increase membership in the future. We live in a visual medium and therefore must take advantage of any exclusive video we have. To that end, our YouTube page is essential. Youtube is a visual media internet outlet that is free! Members are encouraged to upload videos to Youtube or get them to Pat and he can upload them. This will encourage people to return time and again to see what is new and maybe join the Society. This is just another tool in directing people to Bob Books fabulous 8th AFHS webstie <http://www.8thafhs.org/>. The bottom line, we are reaching out to the Sons, and Daughters, Grandsons, and Granddaughters' and in many cases Great Grandsons and Granddaughters. They are all sharing info or asking questions. I urge Bomb Group Historians to watch this page for info or questions about your Groups. You never know what will turn up.

Along those lines, Bob Books has done a great job up updating the individual Group Website links <http://www.8thafhs.org/grouplinks.htm> and if possible, you should add them to your individual websites. More important, we have found in many instances that there is no link on your sites to the 8th Air Force Historical Society? We would appreciate all webmasters to correct this oversight as soon as you can. We are one team here and having these links makes it easier for a member to research not only our site but other Bomber and Fighter Groups. Synergy is the key to any successful marketing endeavor and we are marketing The Eighth Air Force Historical Society/The Mighty Eighth. Your assistance is appreciated in this matter.

As our reunion creeps closer, I would like the Next Gen to consider ways we can improve our educational outreach and also ways to develop new tools for educators to use in talking about the 8th Air Force? We need an effective asset that will capture a student's attention while teaching them of the history of the "Mighty Eighth". David Nowack has been working on some ideas along this line but the more ideas the better. No idea is a bad idea, sometimes it just needs to be fine tuned in order to reach its full potential.

Our initiatives with the Collings Foundation (B-17G Nine-O-Nine, B-24 Witchcraft, P-51), Liberty Foundation (B-17G Liberty Belle), Commemorative Air Force (B-17G Sentimental Journey, B-25) and The Military Aircraft Restoration Corporation (B-17G The Movie Memphis Belle, configured as an F model) are now in full swing. We hope members of the 8thAFHS will support the stops in their area and attend. It gives you a chance to promote the Society while meeting new potential members. The schedules can be found under the B-17 TOURS drop down menu on the front page of our website. So far our work has resulted in some new memberships and Several of our Vets receiving free rides courtesy of these fine organizations and the help of our Membership Secretary Samantha Reid. We expect more opportunities like this to arise as the tours continue. Thank you to everyone involved.

Finally, the last Newsletter went out a little late due to the passing of Walt Brown. Walt was a fixture within our organization and the Mighty Eighth Museum, his zeal and dedication to the legacy of the 8th will be missed. God Speed Walt.

Michael P. Faley
8th Air Force Historical Society BOD





Chapter News



"Bud" Porter, after graduating from Gunnery School, October 22nd, 1944 Kingman, AR.



Albert S. "Bud" Porter was born in New York, NY, on February 3, 1921. His military service began in October 1942 and ended in November 1945. During World War II, he served in the 8th Air Force, 95th Bomb Group, 412th Bomb Squadron as a Ball Turret Gunner.

8th AFHS Birthplace Chapter

Our monthly dinner speaker in April was Sgt. Bud Porter who served in the US Army Air Corps 1942-1945 and flew 11 missions as a ball turret gunner on a B-17, with the 95th Bomb Group, 412th Squadron based in Horham, England. Bud became active in planning the 8th AF Museum in GA. and has served on the Birthplace Chapter, including as President, as well as Direc-

tor of Volunteers and on the Museum Board of Directors.

Bud's talk focused on his B-17 crew. The crew was tight, but unfortunately never had a reunion. Crew 699 was assembled and trained, briefly, at McDill Field and flew the "Memphis Belle" on two training missions. They went through Hunter Army Air Field, then went by the Queen Elizabeth to England. The average age of the crew at that time was 20. Bud trained as a radio operator, but because of need and his size, he suddenly became a ball turret gunner. The crew was "family", as the pilot advised all to call him Lonnie, his first name,"and don't salute, or call me sir! We are going to get through this together," was his order. The crew stayed together for all their missions.

Bud described the crew's second mission to Hamburg, which was close to disaster, as a shell tore a gap in the wing between the number one and number two engines, blowing out both engines, but didn't explode. They had to drop from 25,000 feet quickly and eventually had to land at a fighter base in Belgium. Crew 699 flew most of the eleven missions in "Passion Wagon."

Bud is looking forward to the day we get a ball turret for our B-17 (City of Savannah) which is now undergoing restoration. Bud mentioned all of the crew by name, but because he is next to the last, and available, he wanted to give a "final hurrah" to his crew members.

The crew members were:

Lonnie McClintock, Pilot
Bob Cochran, Co-pilot
Jack Russell, Navigator
Oscar Supeone, Toggler
Bud Porter, Ball Turret
Nat Hill, Tail Gunner
Carl Sarver, Radio
Clarence Haugh, Waist Gunner

Submitted by:

Bob Buck, Secretary

New Mexico Chapter

The New Mexico Chapter of the 8th AFHS held it's annual Spring General Membership Meeting and Luncheon at the Marriott Hotel April 16, 2011.

President Larry Stebleton (8th AF)



New Mexico Speaker, Dee Friesen (Lt. Col. Ret. USAF)

opened the meeting with a moment of silence in remembrance of departed members, followed by the "Pledge of Allegiance."

The speaker for this meeting was Dee Friesen (Lt. Col. Ret. USAF). Lt. Col. Friesen gave an extraordinary presentation on the bombing missions on the Ploesti, Romania oil refineries by the Army Air Force during WWII. His speech concentrated mainly on the tragic mission which occurred 1 Aug. 1943. This raid produced five Medals of Honor to the flight crews. Fifty three aircraft and six hundred crew members were lost on this mission.

The very accomplished Lt. Col. Friesen is twenty year USAF veteran, flew the A-37 in Vietnam, was a T-38 pilot instructor, a USAF Academy Instructor, F-4 pilot in Germany and Korea, worked in AFOTEC - Joint Test. A retired American Airlines Captain who flew for sixteen years. He now teaches astronomy at New Mexico Tech and Embry Riddle University.

Submitted by:

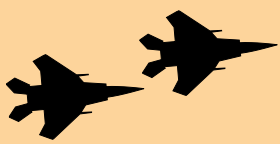
Aelred Schwery, Secretary

North Alabama Chapter

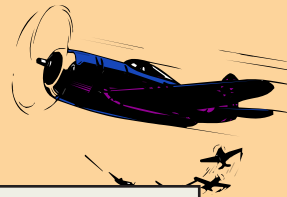
Ann Vaughn.....President
 Doug Garner.....Vice-President
 Bill Varnedoe.....Secretary/Treasurer

Chapter purpose is to perpetuate and preserve the story of the 8th Air Force during World War II.

Grace was given by our Chaplin Harold McMurrin who then led us in the Pledge of Allegiance to the Flag.



Chapter News



North Alabama Chapter laying the wreath in honor of past 8th Air Force Veterans.

An 8th Air Force cap was given to Ben Calvert our youngest member by William Wooten.

Member Shirley Mohler, an accomplished speaker, gave a talk on "Women in the Military." Although the program centered around Dottie Cutts, it represented the 400,000 women who served in military service and the more than 3 million women who worked in the war plants during WW II. They were all raised during the Great Depression and many of them had been the flappers of the "Roaring 20s". All responded when their country called. They are old now but not forgotten, "call out our names as years go by, remember us and we shall never die." Shirley gave many details in Dottie's career. Most of us remember our member, Dottie Cutts as an Army Nurse. Dottie has been unable to attend meetings lately but she still has a keen interest in the Chapter.

The meeting concluded as the Vaughns, Varnedoes and McMurrans left to drive to Horton, Alabama in Marshall County. On Wednesday, 4th May one of our founding members, 8th Air Force veteran, Melvin Horton died. The funeral was held in a small country church in his home town. Melvin and his wife Maverene, despite the driving distance to Huntsville, were faithful attendees to nearly every meeting. It was he who first invited us to attend Douglass High School's annual Tribute to the Military. A performance we all have enjoyed

and appreciated. We will miss them!!

The Chapter joined the North Alabama Coalition of Military Organizations at Maple Hill Cemetery on 30 May 2011 for the annual Memorial Day Ceremony of laying wreaths in honor of past veterans. The 8th Air Force Historical Society brought a wreath to lay as we have done for the past several years.

Tennessee Chapter The Gathering of Old Warriors

The remnant of the Tennessee Chapter met May 13-14 for a weekend of fun, fellowship and hanger flying. Beginning on Friday evening with a Memorial Service in remembrance and honor of those who were no longer with us there followed an update on activities of the Association from board members Bob Moses and Earl Wassom, an 8th AF News Report from Donna Neely and an update from Joe Lawrence on the Association's project of arranging and placing in context DVD archival footage from World War II through the 1990's. Joe is coordinating the project and will have some available for viewing at the St. Louis meeting.

Departing from activities of the Mighty Eighth, a former naval submarine crew member related on living "down under" followed by a report on living in the Nation's Capital during the war. In between the Saturday morning and evening activities was a visit to a nearby private air museum. Following dinner Saturday evening the activities surrounding the 1943-44 war maneuvers in Middle Tennessee were recounted by the author of a recently published book. The meeting concluded with a performance by the Vintage Vocals who once again recaptured the music of the Forties.

Special guest at the meeting was Alice Brown accompanied by Chapter Members Kerry and Kirk Brown.

Spliced in between was the usual



Donna Neely, with past Tennessee Chapter Presidents, Henry "Hank" Barker (453rd BG) & James Bass (457th BG)



Tennessee Chapter - Special Guest Kirk, Alice and Kerry Brown (family of the late Dr. Walter Brown)



Jeff & Donna Neely with Cindy & Earl Wassom (466th BG). Earl is on the 8th AFHS Board of Directors, Chaplain, and writes the HAI for this 8th AFHS News Magazine (look on page 47).



Chapter News



hanger flying. By the conclusion of the meeting all present had reaffirmed that without the contribution of the "Mighty Eighth", the war in Europe would have continued for an indefinite period.

Submitted by James Bass

Florida Chapter News

The South East Wing of the Florida Chapter - **8th Air Force Historical Society** met for a luncheon May 21st in North Palm Beach. The event was organized by Chapter Vice-President Bill Uphoff, ably assisted by Board Member and past President Jim Hart. Treasurer Shelly Greene and board members Warren Klein and Ken Sweet were also in attendance. There was a very nice turn out for the event held at the Gander Mountain's Tall Tails restaurant. There were 37 members from the South Florida area on hand for the meeting.

Our guest speaker was Craig A. Bardell from the National World War II Museum in New Orleans. Mr. Bardell is the Senior Director for Institutional Advancement and Planned Giving at the Museum. He brought a multimedia presentation to our meeting to inform us about the history of the site, and other exciting developments taking place at the Museum. His talk included statistics about the history of the Eighth Air Force and how much a part of the Museum the "Mighty Eighth" is, and will continue to be. He even showed us the place in the new expansion plans were the B-17 will hang. There will also be a section of a B-24 for visitors to see. Bardell brought a lot of promotional material for us, and admonished the group to take it all as he did not want to, "have to take any back to New Orleans."

Our next planned State Chapter meeting was also discussed. The meeting will again be in conjunction with the Stuart, Florida Air Show the weekend of November 11-14, 2011. We had such a great turn out for last year's reunion at the air show that we immediately decided to come back for that event. The hospitality provided by the air show was outstanding and we hope to have more activities in our tent for our guests to experience. Of course, there is no

substitute for an air show visitor to be able to sit and chat with an 8th Air Force veteran for a few minutes.

Mark Norman, one of the officials from the **Road to Victory Military Museum** was also on hand to speak about that Museum, the air show, and Honor Flights. Shelly

Greene was able to take part in a recent Honor Flight, and said that it was a long day but that it, "just got better and better and better," as the day went on. He said that he experienced a great outpouring of affection and gratitude in Washington at the World War II Memorial. If you are going to be in the Stuart, Port St. Lucie, or West Palm Beach area in November please make plans to be with us. More details will be available as the date approaches. You can contact Ken Sweet at 407-869-6693, or ksotown@earthlink.net.

Oregon Chapter

Our speaker was ET1SS Ron Roden a former submariner who served in the 1960s during the "hottest part of the Cold War". According to Petty Officer Roden, "That was a period of time when the Soviet Union and the U.S. were right at each other and we formed a formidable deterrent during that period of time. I served on two submarines over a period of seven years: USS Razorback SS 394 and the nuclear USS Ulysses S. Grant SSBN 631 and got about 350,000 miles underwater. I served under the intense, meticulous, detail-oriented, and demanding Admiral Hyman G. Rickover. He is the reason the Naval active propulsion systems are safe and effective."

Petty Officer Roden described an incident aboard the USS Razorback, a submarine which had a free-flooding 17 - foot Atlantic sail and advanced sonar

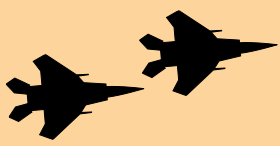


Oregon Speaker - Ron Roden, USN, (ret.)

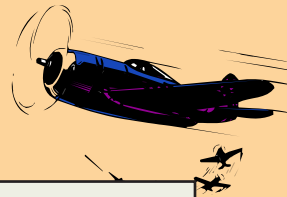
[Photo from photographer and 8th AFHS, Oregon Chapter Secretary Tom Philo]

and range. "We were operating an exercise out of North Island NAS out of San Diego as a target ship. We were going to do a battle dive and then poke up different masts and periscopes for P-3 Orion aircraft to try to detect us with their magnetic aide to detection, MADS.

We were going to do what the Germans had developed during WWII, to get the submarine under in 30 seconds or less. We were driving at flank speed. Dive, dive, green board, down we went. As soon as we could, we cranked the planes, which are like your control surfaces, over as hard as you can. We wanted to get about 15 degrees down because the steeper the angle, the more the water would work on the whole ship surface and drive it even faster down. One thing the Germans would do was to run forward of the torpedo room and stand up there and weight it down. We were supposed to go periscope depth which is 65 feet. Underwater we went, really smartly. Looked great. The diving officer said, 'Full rise on the planes.' Nothing happened. The ship gave a little shudder. Ship started getting steeper, down angle. All stop on the screws because we were going flank speed. We waited. Shudder, shudder. Steeper angle. Okay time to go back up. We started doing a back bell, back full, back emergency. Nothing happened. They blew every one of the normal ballistic tanks. The ship should rise. Didn't happen. At this point we were a 4000 ton vessel at about 30 degrees down and going about 20 knots. More shudders. The back bells were not having



Chapter News



any effect. Blew the safety tank. Blew the sanitary tanks. Nothing happened. On we went. Then someone reported there was air escaping out the vents on the two major tanks in the forward part of the ship. Something was wrong with the vent. It was not closed, so we were not blowing any water out. We passed through test depth and the packing on a valve and the stem blew and buried itself into the Plexiglas on the fire control for the torpedoes followed by a stream of water. Flooding in the Conn. Hatch goes closed. The lights went out and all we had was light from one battle lantern. We were busy shutting the haul valves trying to stop the water flow. Shudder. About this time, everything we'd been doing to it started taking some effect. She got a steeper angle as she began to come flying up out of the water backwards. About a third of the ship came out of the water with the screws churning wildly surprising the crew of the P-3 Orion. The captain sent a couple of auxiliary guys up on deck to open up the actuator where they found a 2 1/2 to 3 foot long deck screwdriver in there bent like a bobby pin in the gears. Somebody servicing it had dropped it on the grease, on that great, big actuator and it jammed the gears open. When the exercise was over and we were heading into port, the last thing we saw was the Captain going across the gangplank heading into that tender to find somebody and I would've liked to be a fly on the wall when he found him. The crew was very well trained. During that whole exercise on the USS Razorback, I never heard anybody yelling. They weren't showing signs of fear. They were just doing their jobs. That's the kind of crew that you have these days and back then aboard your Naval ships. 'Lobo was indeed having a problem.'"

On board the USS Grant the mood was all cold war. The game was to follow your enemy missile. Submarines and shoot them if they start a launch cycle. They did the same to us. On the Grant one day I was having a coffee with the engineering duty office back between the main (steam) turbine

engines. The noise level was such that shouting was the best way to communicate. Suddenly a sound struck our ears that caused all other sounds to fade into nothingness. That sound was that of another submarine's propeller passing close overhead so close that we could hear it through the hull over all of the other background noise. Should the two ships touch the damage would surely sink us both. We were operating over the Challenger Deep, deepest part of all the oceans on this earth!

Submitted by Joan E. Hamilton

New York State Southern Wing Chapter

The New York State Southern Wing Chapter held its Luncheon at 11:00 on Sunday morning, June 5, 2011 at the Plainview Long Island, NY Holiday Inn.

The Luncheon was presided over by President Pat Keeley and Vice-President David Greene (392 BG) with Chapter Secretary Nicholas Plackis (390BG) leading the Pledge of Allegiance.

Chairman Gus Nathan (486 BG) gave the Invocation and also conducted the Candle Lighting Ceremony.

Upon completion of the Candle Lighting Ceremony, a stand up introduction of each table was conducted. Lunch was served followed by President Pat Keeley giving a Chapter & National Society update.

Our Guest speakers were Congressman Tim Bishop, the local **American Aviators Post President** Gordon Mulch and from the **Second**



New York State Southern Wing Chapter President Pat Keeley

AD Heritage League Brian Mahoney.

It was encouraging to have as many NexGen in attendance as there was.

To checkout pictures of the Luncheon please check the Chapter's website, <http://blogs.ny8thswcafh.org>.

Please 'Support Our Troops' Especially at this time of year.
Cheers,
Pat Keeley





Book Reviews



LIBERATORS OVER NORWICH THE 458TH BOMB GROUP (H), EIGHTH AIR FORCE AT HORSHAM ST. FAITH - 1944-1945

**By Ron Mackay, Mike Bailey and
Darin Scorza Schiffer Publishing Inc.
8 1/2" x 12" 2010 - Hardcover
331 pages
ISBN 978-0-7643-2-3515-0**



The 458th Bomb Group was assigned to the Second Air Division during World War II. Forming in Wendover, Utah in July of 1943, the 458th Bomb Group went on to complete 240 missions, losing 47 aircraft in combat. Flying B-24 Liberators from their base at Horsham St. Faith, the 458th Bomb Group had one of the most celebrated histories in the Eighth Air Force during World War II.

This is the third in a series of Schiffer Publishing, Second Air Division unit histories, for Scottish author, Ron Mackay. Joining forces with Mr. Mackay are Darin Scorza (458th Bomb Group Webmaster) and highly respected Second Air Division historian and artist, Mike Bailey. This attractive 331-page book is a marvelous chronological history of the 458th Bomb Group. Other than the George Reynolds studies of the 458th Bomb Group, nothing has ever been documented on the 458th Bomb Group, until now.

This fine volume is a solid testament to the history and legacy of the 458th Bomb Group. It is impeccably researched and superbly written by the three respective authors. The text

comes alive with the anecdotes and stories of actual 458th Bomb Group veterans. This collection of veterans stories are really what makes this book an enjoyable read.

Scattered throughout the text are hundreds of rare and unpublished photographs of the 458th Bomb Group, including a superb selection of color images. The very gifted author/artist, Mike Bailey has also included a magnificent selection of 458th Bomb Group B-24 Liberator color profiles.

The dedicated research team of Ron Mackay, Mike Bailey and Darin Scorza have really crafted a real Eighth Air Force masterpiece. I highly recommend this excellent volume to any student of Eighth Air Force or Second Air Division history.

Copies can be purchased directly from the publisher or from your favorite book dealer.

**Schiffer Publishing Inc.
4880 Lower Valley Road
Atglen, PA 19310
(610) 593-1777
www.schifferbooks.com**

THE PIONEER MUSTANG GROUP THE 354TH FIGHTER GROUP IN WORLD WAR II.

**By Steve Blake
Schiffer Publishing Inc.
8 1/2" x 12" 2008 - Hardcover
446 pages
ISBN 978-0764329258**



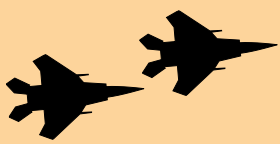
Most historians will agree one of the pinnacle points in Eighth Air Force history during World War II was the introduction of the North American P-51 Mustang and its subsequent operational service as a long range escort fighter. It was the aircraft able to protect the bombers deep into enemy territory. The Fourth Fighter Group, the 357th Fighter Group, the 353rd Fighter Group and the 352nd Fighter Group were just a few of the units in Eighth Air Force Fighter Command to successfully use the legendary aircraft.

However, the first fighter outfit to receive the P-51 Mustang in the European Theater of Operations was not a unit in the "Mighty Eighth." It was the 354th Fighter Group of the Ninth Air Force. So why would a review of a Ninth Air Force Fighter Group unit history appear in the 8th Air Force News? The answer is quite simple. During their tenure of operational combat status, the 354th Fighter Group escorted the bombers of the Eighth Air Force on dozens of missions. Not only were they the first to receive the famous Mustang, the 354th Fighter Group went on to mass one of the greatest combat records in United States Air Force history. One of their more famous pilots was Colonel James H. Howard, the only fighter pilot in the E.T.O. to be awarded the Medal of Honor. (See article in December 2010 - 8th Air Force News).

Author Steve Blake has spent several years exhaustively researching this history of the "Pioneer Mustang Group." Combing over numerous combat encounter documents, mission reports and unit records, Mr. Blake has written a document truly fitting for all who served in this famed Ninth Air Force unit.

This stunning book is profusely illustrated with an excellent selection of photographs, including a superb section of color images and ten pages of color profile renderings!

The 354th Fighter Group was one of the greatest fighting units of World War II. Their astonishing record has now been permanently preserved in this incredible book. Congratulations go to Steve Blake for producing this astounding, first class unit history. The highest of recommendations!



Book Reviews

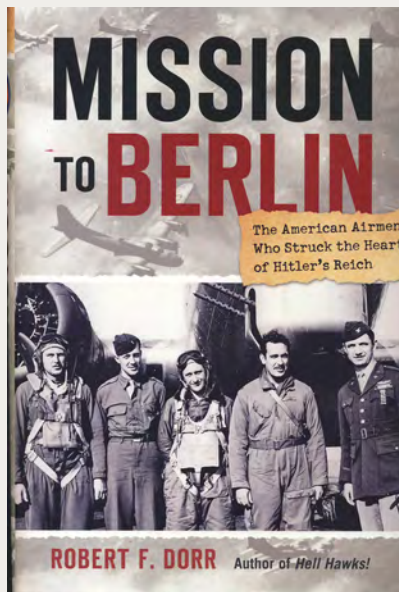


Copies can be purchased directly from the publisher or from your favorite book dealer.

Schiffer Publishing Inc.
4880 Lower Valley Road
Atglen, PA 19310
(610) 593-1777
www.schifferbooks.com

MISSION TO BERLIN **THE AMERICA AIRMEN WHO TOOK** **THE WAR TO THE HEART OF HITLER'S** **REICH**

By Robert F. Dorr
Zenith Publishing Inc.
6 1/4" x 9 1/4"
Hardcover – 2011 - 336 pages
ISBN 978-0-7603-3898-8



Robert F. Dorr has written dozens of books on military aviation over the span of several years, with subjects as ranging from the Korean War to the history of Air Force One.

Mission to Berlin – The American Airmen Who Took the War to the Heart of Hitler's Reich, in this reviewer's opinion, is Mr. Dorr's finest book to date.

The book centers around the largest scale mission ever mounted to the German capital on February 3, 1945, when the United States Army Air Corps – Eighth Air Force massed an attacking force of over 2400 aircraft on a daylight strike to Berlin. The mission commander was none other than the 379th Bomb Group Commander, General Lewis E. Lyle.

While the story is based on historical data and facts, Mr. Dorr truthfully tells the story through the words of the men that flew this amazing mission. The story is cleverly told through the experiences of four Eighth Air crewmen who participated in the February 3rd mission.

Mr. Dorr's writing style is very easy to read and his facts are well researched and credible. What I found astonishing during the course of reading this book was thinking about the short span of time between August 17, 1942 when the Eighth Air Force sent twelve B-17Es on their first daylight mission of the war and the February 3, 1945 mission to Berlin when General Lyle led a force over 2400 aircraft.

This book is not only entertaining and a joy to read, it is filled with fascinating insight from those who participated in the one of the largest raids ever mounted in United States Air Force history. I recommend Mr. Dorr's book with the highest acclaim.

Copies can be purchased directly from the publisher or from your favorite book dealer.

Zenith Publishing
Attn: Customer Service
400 First Avenue North
Suite 300
Minneapolis, Minnesota 55401
1-800-458-8691
Website: www.zenithpress.com

BOMBS AWAY! **The World War II Bombing Campaign** **Over Europe**

By John R. Bruning
Zenith Publishing Inc.
10 3/4" x 12 1/4"
Hardcover – 2011 – 336 pages
Profusely Illustrated

Yet another book about the bombing campaign over Europe during World War II? What is the point? Hasn't everything been written about the subject?

John Bruning's most recent work, BOMBS AWAY! The World War II Bombing Campaign Over Europe examines the subject, once again. Upon receiving the book I was immediately impressed with the "coffee table book" dimensions and it's professional and polished format. It is a very nicely printed book!

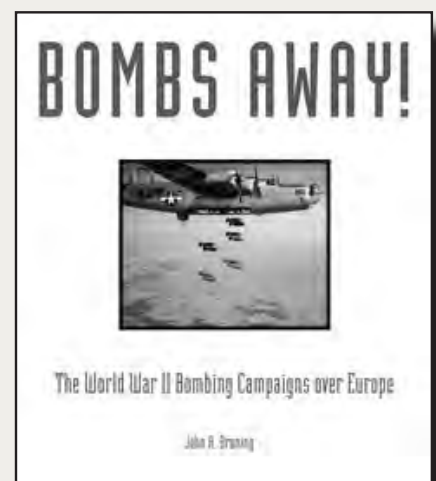
Once I began to read the text, I was also immediately impressed with how Mr. Bruning handled the topic. It is written in a factual and historical manner. Where some brooding historians might add their personal comments, revisionist observations or historical "armchair quarterbacking," Mr. Bruning just simply tells the history and the facts. It made the book even more of a joy to read.

The book chronologically begins with the concept of aerial bombing first adopted in the Great War. It begins with the German Blitzkrieg, then moves on to the Battle of Britain, then onto the Allied "Round the Clock" bombing campaign. Although the subject matter has been addressed in hundreds of books since World War II, Mr. Bruning brings a fresh new scope with sobering details of both the Axis and Allied bombing campaigns.

This great historical testament is further enhanced with dozens of quality digitized photographs. This is really a first class publication! What is even more impressive is how Mr. Bruning has handled the subject, as a true historian and not as a self proclaiming revisionist. A must to any WWII aviation library!

Copies can be purchased directly from the publisher or from your favorite book dealer.

Zenith Publishing
Attn: Customer Service
400 First Avenue North
Suite 300
Minneapolis, Minnesota 55401
1-800-458-8691
Website: www.zenithpress.com



Almon, Donald W., 88 of Milwaukee, WI passed away on April 9, 2011. He was a Navigator on a B-17 named "Easy Does It", 91st BGH, 322nd Squad. He flew 35 missions over Europe during WWII. He was awarded the Air Medal with three Oak Leaf Clusters and the DFC. He retired from the Air Force Reserve as a Lt. Col. in 1982. He is survived by his wife, Elizabeth and two daughters, Donna and Patricia.



Donald W. Almon

Barnett, Bernard, CL-602. February 12, 2011. The MA Chapter would like to announce with great sadness the passing of our good friend and neighbor.

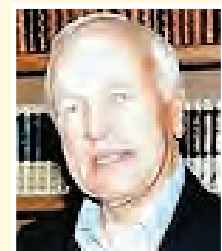
Boutelle, LT. COL., Winston Earle, USAF (Ret), 90, passed away peacefully on April 24, 2011 Riverside, CA. Born in Bristol, CT on September 16, 1920. He enlisted in the U.S. Army prior to WWII and then served in the Army Air Corps during WWII. Lt. Col. Boutelle served as a B-17 bombardier with the 8th Air Force, 303rd Bomb Group, 359th Squadron, and flew 25 missions over Germany. He was awarded the Distinguished Flying Cross and the Air Medal with four Oak Leaf Clusters. His two great loves were his wife, Sally, and the game of golf, which he began playing as a boy.



Donald F. Geng

Brennan, Terence P., B-24 Radar Navigator in the 8th Air Force. Awarded D.F.C. and Purple Heart

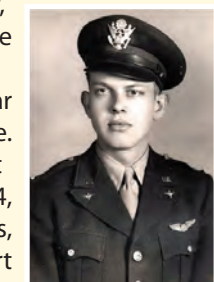
Donnelly, Gerald W. April 24, 1924- March 11, 2011 St. Louis, Missouri & Miami, FL. Sweetheart to Ginny for 57 years, Father to Teri, Tim and Deanna, "Gramps" to Megan, he is forever in our hearts. WWII USAAC STAFF SGT, B-17s, Mighty 8th Air Force, 385th BG.



Winston Earle, Boutelle,

Funk, Leo Joseph, B-17 Pilot of the 8th Air Force, Major USAFR (Retired)

Geng, Donald Francis, age 87, peacefully "slipped the surly bonds of Earth" April 26, 2011.



Clinton A. Gruber



Terence P. Brennan

A life-long resident of St. Paul. Don grew up at Holman Field, where he assisted mechanics and pilots alike and was repaid with flying lessons, earning his pilot's license at age 14. After graduating from Monroe High School in 1942, where he received the American Legion's Outstanding Student Award, Don enrolled at the U of M where he planned to study aeronautical engineering. Don enlisted in the U.S. Army Air Corps in 1943. Following basic training and gunnery school, Don was assigned to the 303rd Heavy Bombardment Group at Molesworth, England where he joined the crew of a B-17 Flying Fortress as a ball turret gunner in December 1944. On his 13th mission on February 9, 1945, his plane sustained flak damage after releasing its bombs and a Luftwaffe fighter squadron inflicted further damage. The pilot ordered the crew to bail out. Don was captured after parachuting into a German farm field; he spent the remainder of the war as a POW.

Patricia Elaine Barry, was the love of his life. They married at Holy Spirit in June 1950, and raised five children in the parishes of Holy Spirit, St. Pascal's and Nativity. Following his beloved Pat's death in 1989 and his retirement in 1995, Don actively pursued his aviation interests, serving as a guide and historical interpreter at the Air Guard Aviation Museum; the Planes of Fame Museum; numerous air shows throughout the Twin Cities; attending annual reunions of the 303rd Bomb Group; serving as an Officer of the 8th Air

Force Historical Society; and spending countless hours with a small group of aviation friends who built a 1918 Curtiss JN4 "Jenny" airplane from scratch. That plane now hangs in the rotunda of the Minnesota History Center.

Glasser, Francis E. "Gene", of Derry, PA Passed away Aug 26, 2010.

Gruber, Lt. Col. Clinton A. - 93rd BG (H) 90 Years. Retired U.S. Air Force Lt. Col. Clinton A. Gruber passed away March 12, 2011, at Providence St. Vincent Medical Center. Clint was raised in Silver Lake, a tiny ranching community in the Oregon high desert. Entering Pacific University on a scholarship in 1938, he concurrently enrolled in the university's Civilian Pilot Training Program at Hillsboro Airport. After the Japanese attack on Pearl Harbor plunged America into the Second World War, he enlisted in the U.S. Army Air Corps as an aviation cadet, graduating as a Second Lieutenant in the class of 43-C. Assigned to a B-24 Liberator heavy bomber crew as a copilot, he went to England to join the 93rd Bomb Group, 8th Air Force, based at Norwich. Temporarily posted to North Africa, he and his crew flew combat missions out of desert bases near Benghazi and Tunis, striking enemy targets in Italy and Austria. Back in England, he flew more missions to strategic targets in Germany. On Nov. 1, 1943, on approach to a target near Solingen, Germany, Nazi fighters attacked, knocking out two of the four engines on his plane and killing the tail gunner. Clint and surviving crew members bailed out at 18,000 feet. He landed in a snowy field, injuring his leg. Nevertheless, he evaded capture for two days. He was interrogated and sent to Stalag Luft I prison camp on the Baltic Sea, where he remained a prisoner of war until liberated by Russian forces shortly before the German surrender in May 1945. Clint resumed his studies at Pacific University, graduating with a bachelor's degree in 1947, then landed a job as an announcer for what would become Oregon Public Broadcasting. He later worked for KOIN radio for many years, serving as its program director. He then became Executive Director of the Oregon Museum of Science and Industry, and finally served as Deputy Direc-

tor of the Oregon Department of Veterans Affairs. He continued service in the Air Force Reserve and the Oregon National Guard until his retirement as a Lieutenant Colonel in 1972. In his memoirs he recalled, "I am forever grateful to have been of an age to actively experience the war years, and to have been allowed to serve my country in World War II as a pilot in the U.S. Army Air Force. I am proud of that service, and thankful that I was spared to see the fruits of our victory." Lt. Col. Gruber is survived by his wife, Doris of Beaverton; and son, Dwight of Portland.

Hammond, USAF Major Ralph, 88 of Fairborn, OH died April 3, 2011. A WW II USAAF Vet. His aircrew's experience is told in the book *"Home From Siberia, the Secret Odysseys of Interned American Airmen in WW II"*. He was awarded the Prisoner of War medal in 1992 and the Air Medal in 1997.

Harbarger, MSGT Martin M. Marshall, (93) MSGT USAF-RET, died April 28, 2011. Born in Uniontown, PA (1917) formerly of Fairborn, OH and most recently of Bradenton, FL, beloved husband of 66 years of Betty J (nee Devan). Served with the 8th Air Force, 303rd Bomb Group (B-17), "Hell's Angels," US Army Air Corps out of Molesworth England during WW II; shot down in a raid over Wiesbaden, Germany on August 15, 1944; captured by German troops and held as POW in Stalag Luft IV; endured forced POW Death March from late February 1945 until liberation by US Troops of the 3rd Army at the end of April 1945; awarded the Purple Heart for wounds in combat, the Air Medal and other decorations; after WW II served in Tactical Air Command and Strategic Air Command until retirement from Active Duty in 1962.



George Heuser



Hector Homoleski



Melvin Horton



Martin Harbarger

Hertz, Col. Martin "Ray", Passed away March 8, 2011 in Yellow Springs, Ohio. He is survived by his wife, Grace Elizabeth. In 1941 Ray entered the US Air Force as an aeronautical engineer maintaining B-25 bombers fighting the German submarine menace in the Atlantic Ocean. He then trained to fly B-25 and B-17 Bombers as command pilot. He led as many as 108 B-17's in Eighth Air Force missions over Germany and was awarded the Distinguished Flying Cross.

Heuser, Lt. Col. George, 89 of Huber Heights, Ohio passed away March 17, 2011. USAF Ret. - served 30 years in the Air Force. He flew 57 missions in Korea in 1951. He will also be remembered for his spectacular photography of aircraft taken during WWII and the Korean War era

Homoleski, Hector G., 95, longtime resident of Brookline, NH, died April 10, 2011 in Manchester, NH. Mr. Homoleski was a U.S. Air Force veteran having served during World War II. Family members include his wife, Stella K. (Miller) Homoleski of Manchester, NH; a son, Robert G. Homoleski of Fairbanks, Alaska.

Horton, Melvin, member of the 40 ADG of the 8th Air Force, died 4 May 2011.

He was 91 years old. Melvin and his wife Mavere were faithful members of the North Alabama Chapter of the 8th Air Force Historical Society. They attended most of the Chapter functions and meetings. His comrades will miss him.

Jostad, Glen, 452nd BG / 731st BS. Shot Down on February 8, 1944. Survived the

Mossburg March. Gave talks regarding his experiences and was always lived by this quote.

"FREEDOM, I want you to think about it. I want you to love it, embrace it. If necessary, don't be afraid to lay down your life to preserve that freedom for your family and for all your fellow Americans. Believe me. It's worth that. Freedom isn't free."

Kent, Donald R., 401st Bomb Group - Past President - Minnesota Chapter 8th AFHS.

Mayberry, Marion

Carruthers, wife of Walter M. "Boots" Mayberry for 61 years, Harrison, AR, March 26, 2011.

Born April 1, 1928 in Collierville, TN.

"Boots" was waist gunner on Ellis crew 388th BG, 560th BS. POWs, Feb 20, 1945 **"Mitt", Mittendorf, Ehrhard Jr.**, 87, of Marietta, GA, died Dec 28, 2010. During World War II he was a B-17 navigator in the 384th Bomb Group, 8th Air Force. He was shot down on his 16th mission after bombing Marienburg, East Prussia, and spent 13 months as a POW in Stalag Luft I. He later worked for Lockheed as a flight test engineer and was on the first flight of both the C-141 and C-5A. He was the manager of the C-5A flight test program at Edwards AFB and retired in 1983 after 29 years of service at Lockheed. He is survived by a daughter, two sons, and two grandsons.



Donald Kent

Mundy, Walter, 467th BG passed away June 5, 2011 in Jacksonville, Florida. An outstanding member of the 8th Air Force



Walter Mundy



Historical Society and also served as President of the Second Air Division Association during which he raised funds to complete the Second Air Division Exhibit. He also, with the 467th Bomb Group Association, obtained the mold of the Bronze Sculpture of the B-24 on display in the Hono of the Air Force Academy for Exhibition in the Combat Gallery of the Mighty Eighth Air Force Museum. He also served as devoted Trustee of the Mighty Eighth Air Force Museum.

Needham, Colonel Sawyers, Pilot - 388h Bomb Group. Completed 35 missions. Served in Korea with 51st FIW

Parker, Raymond M., Pilot - 381st Bomb Group. Passed away February 25, 2011

Peterson, Howard "Pete", Pilot - 487th Bomb Group. Completed 35 missions. Awarded D.F.C.. Retired as Lt. Colonel - Air Force Reserve.

Petzschler, Horst, was born on September 1st, 1921 in Berlin, Germany and died May 16, 2011 in Wichita, Kansas. Horst had a distinguished career with the Luftwaffe during World War II. He flew with JG/3 and JG/51. During his relatively short career he'd flown 297 combat missions and had 26 confirmed victories to his credit. He was shot down on 13 occasions. One of his most memorable experiences was flying the Messerschmitt 262 twice, although never in combat. He immigrated to Canada in June of 1953. He moved to the United States in 1967 working for several different aircraft companies before finally settling in Wichita, Kansas. After his retirement, he spoke at numerous lectures and air shows held throughout the county and enjoyed sharing his experiences in the Luftwaffe. Horst is survived by his wife, Melissa.

Rummans, Albert E., 87, of Fayetteville, TN, died April 20, 2008. Mr. Rummans was a veteran of World War II, where he was a pilot in the 385th



Albert Ramulis



Raymond Parker



Howard Peterson

Bomb Group of the Army Air Force. He is survived by his wife, Nita Rummans.

Ramulis, Albert G., April 29, 2011, age 86 years. Beloved husband of Geraldine L. (nee Lutz) and the late Violet. Loving father of Elaine, Denise and Beverly. Decorated WWII. Ball Turret Gunner on B-17 with 30 combat shorties over Europe with "The Mighty Eighth Air Force", 91st Bomb Group. He destroyed two enemy aircrafts January 29, 1944 over Frankford, Germany.

Reeves, Howard Eugene "Gene", of Kansas City, MO passed away on January 23, 2011 at the age of 86. He was a pilot in the Eighth Air Force during WWII and was known by his crew members as "Red" because of his hair color. In fact he had most of his red hair at the time of his death. His plane in the 303rd Bomb Group was known as the "Toy Doll". He is survived by his wife of 66 years and his seven children.

He served his country flying 35 missions over Germany, Belgium and France as a B-17 pilot in the 360th Bombardment Squadron of the 303rd Bomb Group. After completing his combat tour, he spent his remaining time in the Air Corps ferrying bombers between bases in the United States. He finished his service as a 1st Lieutenant and received the Air Medal with Oak Leaf Clusters.

Robinson, Glenn L., Passed away December 11, 2010 in Des Moines, Iowa.

Rood, Robert A. of Phoenix, Arizona passed away on February 15, 2011. He was a Staff Sergeant and waist gunner on the Ganyu crew in the 339th Bomb Squadron, 96th Bomb Group, 8th Air Force, stationed at Snetterton Heath, England. Bob flew 35 missions from October 18, 1944 to March 14, 1945. On his last mission to Hanover, Germany, Bob was hit in the sole of his right foot by a piece of flak, but no skin was cut, only a stinging red welt that made him cry out

for help. The fuse of the shell penetrated his heavily soled boot and his thick woolen RAF socks, giving him a stinging reminder to take home to Chicago after a tour of duty over the flak-filled skies of Germany.

Farewell my friend. Sent by Alexander Ganyu

Schultz, Clifford M., 91st Bomb Group/324th Bomb Squadron. Passed away - November 26, 2010. Radio Operator - Completed 35 missions. Proud Member of the Illinois Chapter - 8th AFHS.

Smith, Alan D., 390th Bomb Group Awarded the D.F.C. Air Medal with four O.L.C. Completed 35 missions Passed away on March 6, 2011, Whittier, CA

Smith, Truman, was a B-17 pilot in the 385th Bomb Group, and well known to many of us 385th veterans. His book, *Wrong Stuff*, a best seller drawing at least two published editions, it remains on the required reading list at the U. S. Air Force Academy. Truman was awarded D.F.C. and A.M. Completed 35 missions. Truman stated, "Flying



Truman Smith

may be man's second greatest thrill but landing is the first." "In fact", he continued, "any landing you can walk away from is a good landing."

Underdown, Col. Sidney "Pete," 85, of Cherokee Place, Lenoir, died Saturday, July 31, 2004. He was born Jan. 17, 1919, in Caldwell County. Mr. Underdown joined the National Guard when he was a senior in high school in Lenoir, and his unit was mobilized on Sept. 16, 1940. He later transferred to the Army Air Corps and began aviation cadet training, where he became a B-17 pilot. He flew 41 missions. He left the Air Force in 1947 and later transferred from the Air Corp Reserves to the National Guard. Survivors include his wife of 61 years, Mildred Robbins Underdown.

A Tribute to the 8th Air Force of WWII

Across the “Channel” those young boys flew...
Side by side in the morning hue...

For the "Mighty 8th" had quite a chore...
To bomb all of Germany and shorten the war!

They faced each mission much like their last...
And flew their “Fortresses” straight and fast!

For once they left England...they were all alone...
And in the skies of the Luftwaffe’s home...

They were “sitting ducks” with nowhere to go...
As the flak and the fighters shot them up so!

Out of formation so many dropped down...
Burning and spinning all the way to the ground...

In spite of the losses, some made it through...
And dropped all their bombs on a target or two!

And when they were finished, they headed for home...
Back to their outfit with their faces of stone!

They continued those missions for months without end...
And slowly the enemy started to bend.

With the aid of our “Mustangs”, more missions got through...
And soon Hitler’s home was in their sites too!

A high price was paid to bring about peace...
But the men of the 8th ...helped bring down that “Beast”!

*Submitted by Bob Beskar, Vietnam War Veteran,
SSGT USAF 68-72...SAC Tanker Crew Chief; 916th Air Refueling Squadron*

This poem was written and dedicated to all the brave men of the 8th Air Force of WWII who fought and sacrificed their lives to bring peace back to the world! 26,000 brave Airmen of the 8th Air Force were lost in completing that mission.



8TH AIR FORCE HISTORICAL SOCIETY PX AT THE MIGHTY EIGHTH AIR FORCE MUSEUM STORE



ARMY AIR FORCE COINS



MILITARY WIND CHIMES



MILITARY WIND SOCKS

QTY	8TH AFHS PX ORDER FORM DESCRIPTION	PRICE	OPTIONS	TOTAL
	Golf shirt w/8 th AFHS logo, Circle size and color choice	\$29.99	S, M, L, XL, 2X Red, White, Navy	
	8 th AFHS Embroidered Logo Baseball Cap	\$14.99	Red, White, Blue	
	8 th AFHS 4" jacket Patch	\$3.95	NA	
	8 th AFHS bumper sticker	\$.90	NA	
	8 th AFHS 4" round sticker	\$.75	NA	
	8 th AFHS plastic license plate	\$3.95	NA	
	8 th AF logo silk tie	\$27.99	Red	
	8 th AF 3" patch	\$3.98	NA	
	8 th AF 3/4" pin w/clutch back	\$3.50	NA	
	8 th AF logo grey T-shirt	\$12.99 \$14.99	S, M, L, XL 2X	
	8 th AF logo white T-shirt	\$10.99 \$12.99	S, M, L, XL 2X	
	"City of Savannah" B-17 T-Shirt	\$15.99	S, M, L, XL,	
	A-2 Jacket	\$349.99	40, 42, 44, 46, 48	
	Flyboys (Paper Back)	\$7.99	N/A	
	The Mighty 8 th (Paper Back)	\$7.99	N/A	
	Military Vintage Logo B/B Caps	\$11.99	Army Air Corp, 8 th A.F. Vintage, U.S. Army Air Force	
	8 th Logo Tervis Tumbler Mug	\$19.99	N/A	
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	Air Force Challenge Coin	\$14.99	N/A	
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How About It?

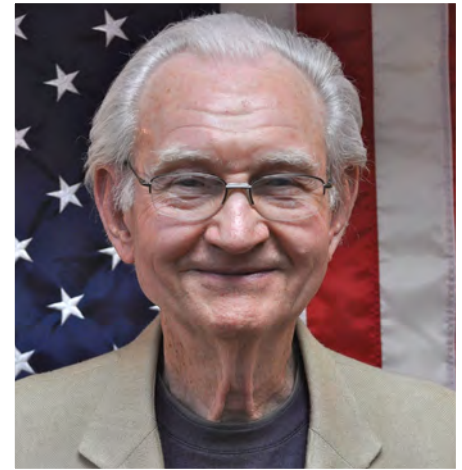
UNSUNG HEROES

Someone has said that a hero is "a man admired for his achievements and qualities." A hero by others is often associated with "a mythological or legendary figure often of divine descent and endowed with great strength or ability." A true hero is not mythological or legendary. A hero is a real flesh and blood being. The history of our country is filled with the names of individuals we accept as heroes. Looking back into the history of our country, there are obvious individuals, George Washington, Thomas Jefferson and Benjamin Franklin. Later in our history are Abraham Lincoln, Theodore Roosevelt, Thomas Edison. Even later there was Albert Einstein, Martin Luther King, Jr., Rosa Parks and Ronald Reagan. Our military history is filled with the names of individuals who went far beyond "the call of duty" in preserving the dignity of our nation and those individuals with whom they served in combat. Sergeant Alvin York, Medal of Honor recipient, through his unselfish dedication, boosted the morale of his nation that was wearied by the bloody trench battles of World War I. Jimmy Doolittle lead his flight of B-25 bombers in their surprise assault on Tokyo, the heart of the Empire of Japan. This act of bravery buoyed the morale of our wounded nation when the capital city of its enemy homeland was bombed. The "Doolittle Raiders" all received military honors and were applauded as heroes. We are all acquainted with men of valor in our ranks that we classify as heroes! They all had something in common, they accomplished extraordinary feats under almost impossible conditions and did it with an unselfish spirit. We know many who have gotten their names in the history books, others have not! These are the unsung heroes.

Unsung heroes silently and deliberately serve mankind in an unselfish way and expect to receive no accolades or recognition. Navy Fleet Admiral William "Bull" Halsey, only one of five men to wear the five-star rank once said, "There are no extraordinary men... just extraordinary circumstances that ordinary men

are forced to deal with". There are many people who fall into this category. The parents, the wives, the children of military men and women are called upon to be brave, loyal and perform selfless duty when their 'loved one' is in harm's way. There are military organizations that served their country with honor but without fanfare. Some female groups are: the Army Nurse Corps (ANC), the Women's Air force Service Pilots (WASP), the Woman's Auxiliary Corps (WAAC), the Women Accepted for Voluntary Services (WAVES). Also, we remember the Tuskegee Airmen, black fighter pilots who served their nation admirably with little recognition. Often overlooked are the men, the sailors of the Merchant Marine, who under the constant threat of death, delivered supplies to the armed forces through hostile oceans of the world. These men and women are among our unsung heroes.

There are those who were silent heroes, who were recognized as a hero later in their life and were awarded citations for their acts of bravery. A Commander observed exemplary performance of one of his men in the line of duty and remarked, "That man should receive the Distinguished Flying Cross (DFC)." But it never happened. There are countless events that were never documented, there were no survivors or witnesses to recommend an award or citation. Two men were in a doomed aircraft, there was only one parachute! The airman with his chute shared his with his wounded buddy airman. In umbilical fashion, they joined their harnesses together and leaped from the stricken plane. The arrangement didn't work, they both fell to their death! A hero? Yes, without a doubt. There was no one who saw the intent of the heart or the action taken by the airman who was willing to give his life for his friend. There were no witnesses to record this act of braverythere was no citation given. The soil in Brittany Cemetery, Netherlands Cemetery, Henri-Chappell Cemetery, North Africa Cemetery, the Wall of Remembrance at Madingley American Cemetery embrace the names and remains of

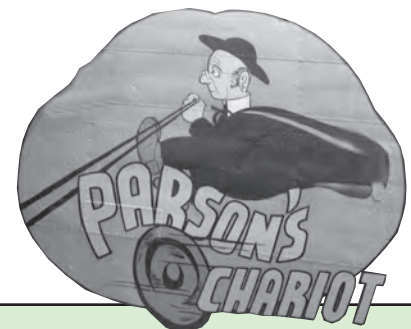


Earl Wassom

individuals who had a story to relate but their stories have never been told. Our ranks are full of men who did something to preserve freedom and keep alive the spirit of free will. As we follow their example of selfless service we hallow their sacrifice. We give honor to the memories of those to whom honor is due.

The Bible gives us the value of these souls using a very simple object, a sparrow. *"Are not two sparrows sold for a penny? Yet, not one of them will fall to the ground apart from the will of your Father. And even the very hairs of your head are all numbered. So don't be afraid, you are worth more than many sparrows."* (Matthew 10:29-31 NIV) God knows everyone of us and he will see to it that we receive that which is due us. Let us then live every day to honor all unsung heroes, both living and dead. This in turn will give us a freedom of spirit as we deal with all of God's creatures and a personal freedom to exercise our free will to better the world in which we live, the world that God loves!

Earl Wassom, 466th BG Chaplain, 8th AFHS





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